

THE

DECEMBER 1986

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



**16**  
**WAY**  
**NIGHT**  
**RECORD**

# THOMAS

## Sports Equipment



Produced by Roger Groves



Zerox 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.

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

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

### QUALITY AND RELIABILITY YOU CAN TRUST

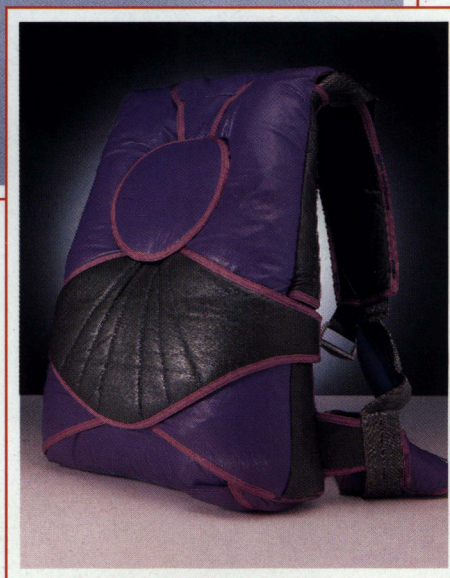
It should come as no surprise to find out that we have supplied student freefall rigs (including AFF kit developed by TSE for use in this country), to the majority of British clubs. Of the largest military and civilian centres, APA at Netheravon, RAFSPA at Weston, Slipstream Adventures, Headcom P.C.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

And it doesn't stop there...

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

### FOLLOW THE LEADERS

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



Leather Chaser with Firelite Reserve and Maverick Main

### THE FIGURES

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

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

Give Chris or Derek a call on  
**0262 678299/602489**  
or write/drop in for details and information packs

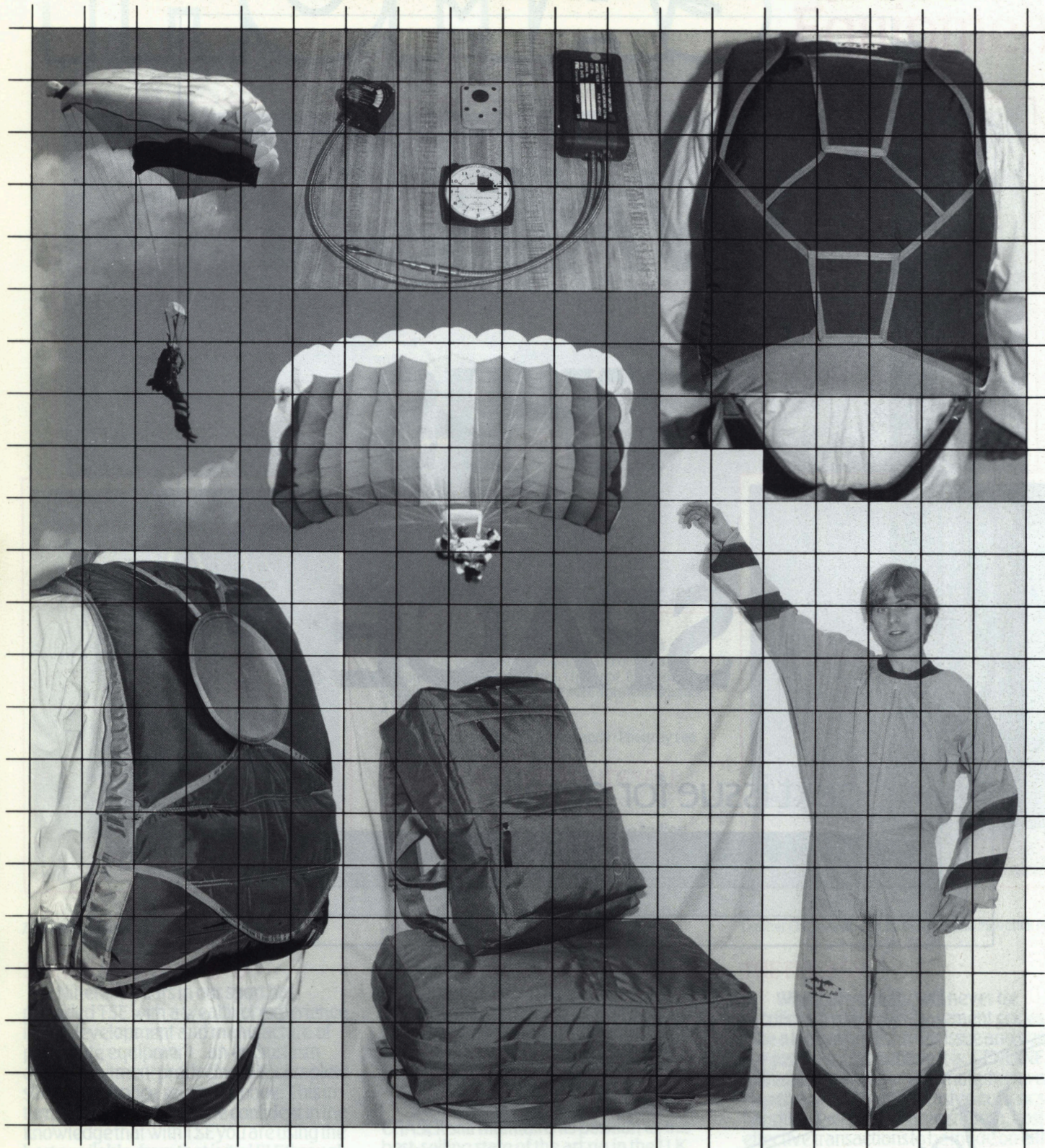


# WATCH THIS SPACE.

next issue for details

Merry Christmas from  
all at Mac's Loft.

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Affiliated to the Federation Aeronautique 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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# THE SPORT PARACHUTIST

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DECEMBER '86

## EDITORIAL

We have a rule which requires us to wear suitable head protection throughout a parachute descent (including the canopy ride). A rule which, on the whole, I concur with as being in the best interests of our members. We have come a long way from the heavy motor-cycle type helmets, the current range of headgear, frapp hats etc. have kept up with the development of kit in general to give us the lightness and freedom of movement we now require to enjoy ourselves in our chosen leisure pursuit.

There will always be those who will want to take their freedom of choice one stage further and wear no head protection. What I would like to say to this minority of sport parachutists - you are stopping some very good pictures being published in these pages. We will not, as long as this rule is a requirement of our governing body, publish action pictures taken in this country showing sport parachutists without helmets. There have been a number of pictures submitted recently from boogies run on responsible drop zones which I have had to reject because of the no helmet problem. Sorry, no helmet, no publication!

I wish to apologise to some of our members who may have been offended by what might appear to be a surfeit of pictures showing more of the female anatomy than may have been necessary. One picture had no caption and so gave the impression that it was gratuitously used. The caption would have explained all.

It is surprising that our Lines By Lines, Enough is Enough feature in the last magazine did not solicit more response from you all. One topic which has yet to be mentioned in the discussion with reference to students, is the military involvement with civilian one jump courses. Unfair advantage to those centres who do not have the free labour etc. that the military have at their disposal plus, of course, in some cases, the lack of backup facilities should the student wish to carry on.

It is Xmas yet again, so it's a big thankyou and a super new year to all those who have supported the magazine in 1986.

DAVE WATERMAN

## DIARY OF EVENTS 86

DATE	EVENT	LOCATION
17-20 April	APA Easter Meet	Netheravon
1-4 May	Skyfleet Boogie	Netheravon
23-25 May	Scottish Nationals	Strathlathian
23-25 May	4 and 8 Way RW Competition	Weston on the Green
20 June - 5 July	NATIONAL CHAMPIONSHIPS	Bridlington
15-27 August	Army Championships	Netheravon
29-31 August	16 Way Meet	Weston on the Green

## INTERNATIONAL

7-14 March	World Para-Ski Championships	Sarajevo, Yugoslavia
28-31 May	Tulip Trophy 4 way Accuracy	Teuge, Holland
28-31 May	5 Way Accuracy Competition	Saarolouis-Duren, Germany
12-14 June	International Artistic Para Jumping Festival	Paris, France
18-25 July	RAPA Championships	Bad Lippspringe, Germany
8-23 August	Open French National Championships	Vichy, France
Early September	RW World Cup for Women (4 & 8 Way)	Gap, France
28th Sept. - 7th Oct.	WORLD RW CHAMPIONSHIPS	Brazil

## SEMINARS & COURSES

19-23 January	Riggers Course	Netheravon
26-30 January	AFF Instructors Course	Netheravon
2-6 February	PI/Advanced Instructor Course	Netheravon
9-13 February	Exam/Pre-Advanced Instructor Course	Netheravon
11-15 May	PI/Advanced Instructor Course	Cranfield
18-22 May	Exam/Pre-Advanced Instructor Course	Cranfield
12-18 June	International Parachuting Congress (Seminar)	Paris, France
3-7 August	PI/Advanced Instructor Course (Seminar)	Langar
10-14 August	Exam/Pre-Advanced Instructor Course	Langar
23-27 November	PI/Advanced Instructor Course	Swansea
30 Nov. - 4 December	Exam/Pre-Advanced Course	Swansea



## New European Record, night 16-way over Cranfield. Photo Simon Ward.

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.

## THE FA NATIONAL REHABILITATION & SPORTS INJURY CENTRE

The Football Association have offered the services of its brand new Sports Injury Centre to members of the BPA and other sporting bodies.

The centre is located at Lillishall Hall National Sports Centre, near Newport in Shropshire and is staffed by chartered Physiotherapists, all of whom are specialists in the field of sports medicine.

The facilities at Lillishall include a fully equipped physiotherapy department, a large purpose built gym, a swimming pool and accommodation in single or twin rooms.

Length of stay at the centre will normally be for about one week. The rehabilitation programme not only deals with the injury, but also maintains and develops general fitness.

The Sports Injury Clinic is also available during evenings and during weekends for sports people requiring immediate short term treatment of sports related injuries. The Centre's charges are:-

- Residential (Mon-Fri) with full board - £200
- Non-residential per session of 30 mins - £10
- Non-residential half day - £25
- Non-residential whole day - £40

To apply for a place at Lillishall the sports person's Medical Specialist or GP must complete a form and send it to the Medical Officer at the Sports Injury Centre, Lillishall Hall National Sports Centre, Nr Newport, Shropshire TF10 9AT. Tel: 0952 605828

# Mal



“ WINTER JUMPING HAS ME FEELING A BIT UNEASY, SINCE I READ ABOUT A NEW ALTI COMING OUT SOON THAT'S GUARANTEED NOT TO FREEZE UP! ”

## “D.Z TURKEY”

*COOKING HINTS*

*A PEELED POTATO INSERTED IN THE PARSONS NOSE PRIOR TO ROASTING, ENSURES THAT... THE MEAT STAYS MOIST, TENDER, AND SUCCULENT!*



“ YEH! BUT ITS STILL MORE DIGNIFIED TO BE STUFFED!! ”

## STAR RECORD

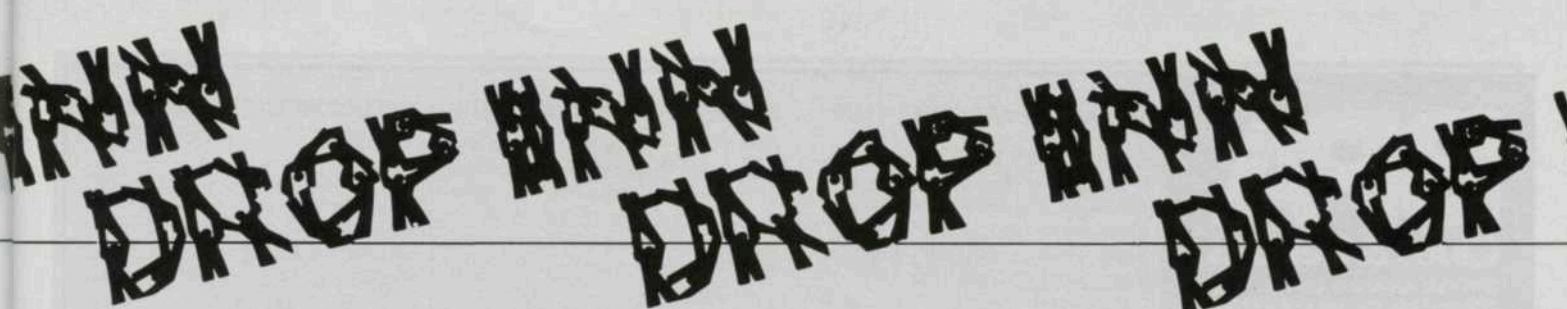
An unofficial World Record 51 Way Round Star was built in Florida in October. The star was built by flying 9 x 5 way and 1 x 6 way open lines together to form the circle. The previous star record was a 39 way built in 1981. The new record is unofficial because the star category was dropped from the FAI records several years ago.

## PRESIDENTIAL TANDEM

Ron Reagan, son of Ronald the US President made three Tandem jumps in October with the Relative Workshop's President Bill Booth.

## SKYDIVER SEEDING

The French Parachute Federation have developed a ranking system for their competitive jumpers in Style and Accuracy, RW and CRW in much the same way as Tennis players are seeded for instance.



## WE ARE ON THE BOX

Sport Parachuting will be getting a fair share of TV coverage during the next year. Currently the Abbey National advertisement filmed by **Simon Ward** and shot at Sibson is on the box. Surprising the number of people who ask how all those parachutists manage to hang on to that large chute.

The Marines world record 24-way CRW Stack filmed by **Leo Dickinson** will be screened on Channel Four at 2.30 p.m. on Xmas Day. So I guess it's a toss up between that and the Queen's Speech. Sorry Ma'am!

Early next summer Channel Four will be showing a series of sport programmes including one on Sport Parachuting. The film about eight to ten minutes long is directed by **Dave Waterman** and will show all aspects of our sport from student to international competitors. No professional presenter, all the voices will be BPA members talking about their sport. Due for screening June.

Early next year the BBC Programme Q.E.D. will be showing the exploits of **Rory McCarthy** and **Mark Chills** in their attempt at the Balloon Height Record. Free-fall filming was by **Rob Colpus** and **Pete Allum** at Headcom.



Julie Hanks leaves Chairman Charles' "Bunyip" over Nethers. Photo and flying Charlie Shea-Simonds.



Filwelz

"BAD CHOICE OF WORDS, THAT'S WHY YOU'VE HAD NO REPLY TO YOUR ADVERT I QUOTE, 'FOR SALE: COMPLETE RIG. HOME-ASSEMBLED RAM-AIR MAIN. HOME-ASSEMBLED RAM-AIR RESERVE. (WOULD SPLIT)' !"

## COMPUTER SEQUENTIAL

A Southern California free fall cameraman is marketing a Computer Software Package for Sequential RW Teams. The program is compatible with the IBM Personal Computer, and is mostly written on compiled d Base 3.

It is designed to record and evaluate a teams training programme and performance at competitions.

The World Champion 8-Way Team 'Coors' used a computer system at last year's World Championships in Yugoslavia. Also recorded on Coors' computer was a record of all their video tapes which enabled the team to select any particular transition and find it on the video tapes within seconds.

**Ken Crabtree** the designer of the Software Package is asking \$695 for the program, and can be located at 1863 Montgomery Drive, Vista, California 92084 USA.

## OSWALD S.G

## Canopy control

Nº1 HOLD INTO WIND... ELBOWS IN, FEET TOGETHER



Nº1 OH THATS ME ERR HOLD WIND IN ERR...

LEGS BENT, HEAD DOWN A LITTLE RIGHT TOGGLE!



UMM BEND HEAD.UM! OH SOD THIS !!!

DO THIS! PULL THAT! ANYTHING ELSE TO DO?



CENTRE TOGGLE!

SMART ARSE!!



# 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

### THE LONDON SKYDIVING CENTRE

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.

### BRITISH SKYSports PARACENTRE

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

### LINCOLN PARACHUTE CENTRE

Full time Approved Centre - special student/group course rates. Helmet radios and AAD's on ALL student equipment. Hot drinks, snacks, limited accommodation available. No club membership or kit hire charges. Lincoln Parachute Centre, Sturgate Aerodrome, Upton, Gainsborough, Lincs. DN21 5PA. Tel: 0427 83 620

### 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: 094960878

### 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. GO 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)

### CORNWALL PARACHUTE CENTRE

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.

Cornwall Parachute Centre, Frans Ranch, Old Naval Airfield, St. Merryn, Cornwall. Tel: 0841 540691

### THE HALFPENNY GREEN PARACHUTE CENTRE LTD.

The Midlands only full-time centre. Open 6 days. Islander, C182, Accuracy pit. SL/FF kit hire. (C)RW AFF instruction. Washing/toilet facilities, restaurant all day, camping available. 9 miles Wolverhampton.

Halfpenny Green Parachute Centre The Airfield, Bobbington, Nr Stourbridge, West Midlands. Tel: (038488) 293

### THRUXTON PARACHUTE CLUB

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

### HEADCORN PARACHUTE CLUB

Full time, 9 to dusk, very active midweek. All levels of instruction/progression, AFF, RW, Style, Accuracy. Experienced Staff, 2 Islanders, Video, Team Rates, Canteen, Free Accommodation, Everybody welcome.

Headcorn Parachute Club, The Airfield, Headcorn, Kent. Tel: 0622 890862

### WILD GEESE TRAINING CENTRE

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 fundraising. Non members welcome. Wild Geese, Northern Ireland.

contact: Dave Penny, 27 Drumell 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 NE68 3XF. Tel: (0665 76) 588 or 433

### EAST COAST PARACHUTE CENTRE

Single Engine Aircraft, Twin when necessary. Student and advanced parachute kit hire. Style, Accuracy and Relative work instruction. Weekend courses. (pre-para training available mid-week). Non-members welcome.

East Coast Parachute Centre, Oakington Airfield (Military), Longslanton, Cambridge. contact address: W.P. Slattery, 8 Burns Crescent, Chelmsford CM2 0TS, Essex. Tel: (0245) 268772

### DORSET PARACHUTE CENTRE

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 Regs, Dorset. Tel: 0929 471939

### RN & RM SPA

S/L Progression. Free Fall Progression. AFF, Pit, CRW. Training by Europe's most experienced and successful jumpers. Air to Air Video. Kit Hire (round & square). Cessna 182 (in flight door). Bar, Canteen, Free Showers, Camping.

Dunkeswell Airfield, Dunkeswell. Honitor, Devon. Tel: Luppitt (040 489) 697

### PETERBOROUGH PARACHUTE CENTRE

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.

Peterborough Parachute Centre, Sibson Airfield, Wansford, Peterborough Tel: Elton (08324) 490

### IPSWICH PARACHUTE CENTRE

Open 6 days a week (closed Tuesday). Islander and Cherokee VI permanently available - Student, RW and CRW instruction by full time staff, Pit, excellent Rigging Facility - Food - Accommodation - Camping and Bar on Drop Zone.

Ipswich Parachute Centre, Ipswich Airport, Nacton Road, Ipswich IP3 9QF. Tel: 0473 76547

### SCOTTISH PARACHUTE CLUB

Open weekends and most public holidays. C206 and C207, all types of training. Best of facilities including: Fan Trainer - Gravel Pit - 2 Training/Lecture Rooms - Air-to-Air Video - Electronic Pad - Canteen - Lounge Area - Packing Tables.

Scottish Parachute Club, Strathallan Airfield, Auchterader, Perthshire. Tel: 07646 2572 - Weekends.

### A1 SKYDIVING CENTRE

We have access to assault courses, a Ski slope and lots of fun things to do on wet and windy days, whilst still having unrestricted airspace for skydiving days.

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

### NORTHERN PARACHUTE CENTRE

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.

Northern Parachute Centre, Topcliffe Airfield, Nr. Thirsk. Tel: 0845 - 577371 ext. 367

### EAGLESCOTT SKYDIVERS

A weekend club which caters for all levels with a great club atmosphere. 1st jump, RW, CRW tuition. Cessna 182, camping, B & B, unbeatable pub and grub. Alternative adventure activities by the sea.

Eaglescott Skydivers, Gary Lawry, 48 Ashley Park, Dolton, Winkleigh, N Devon. Tel: 08054 - 293 DZ 07693 - 404



## CAPITAL SCHOOL OF PARACHUTING

London's closest centre. Islander aircraft and licensed bar. S/L courses. Progression and Tandem available. Split DZ has obvious disadvantages but why not pay a visit. Some consider us a friendly bunch - you may be pleasantly surprised.

**Capital City Parachuting, Biggin Hill Airport, Biggin Hill, Kent, TN16 3BN.**  
Tel: (0959) 74418

## SLIPSTREAM ADVENTURES

With 4 full time AFF Instructors (5 more on call) and 8 AFF Rigs at our disposal Slipstream offer you outstanding instruction. We operate full time with the use of all Headcorn's facilities.

**Slipstream Adventures The Airfield, Headcorn, Kent TN27 9HX**  
Tel: 0622 890641/890882  
also **Thrupton Parachute Club**  
Tel: 0264 - 772124

## BLACK KNIGHTS PARACHUTE CENTRE

Week-end centre, first jump SL courses, radios and aeroconicals. Tandem Courses, SL & FF progression to category 10. RW and CRW instruction. Cessna 185 (in-flight door). SL & FF kit hire. Accuracy pit, canteen, washing and toilet facilities. Camping and caravans on DZ. B & B local.

**Contact: Bob Parry**  
**Patty's Farm, Hillam Lane, Cockerham, Nr. Lancaster.**  
Tel: **weekend 0524-791820**  
**midweek 051-924 5560**

**Silver Stars Para Team RCT Parachute Club**  
Azimghur Barracks, Coleme, Nr Chippenham, Wiltshire SN14 8QY.  
Tel: (0225) 743585, 743446, 743240

**Skysports Parachuting**  
Dorset Parachute Centre  
Bere Farm, Bere Reglis, Dorset.  
Tel: 0929 471939 or 0329 832968

**Badminton Parachute Club**  
Badminton, Avon.  
Tel: 045 421 486  
contact: John Davis,  
New Villas, Badminton, Avon.  
Tel: 045 421 249/379

**Army Parachute Association**  
The Commandant, JSPC Airfield Camp,  
Netheravon, Salisbury, Wilts. SP4 9NF.  
Tel: Bulford Camp (09803) 3371 ext 245/277

**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

**Affiliated Clubs:**  
Bath University  
Bristol University  
Brunel University  
Durham University  
Goldsmiths College  
Keele University  
Lancashire Polytechnic  
Liverpool Polytechnic  
Liverpool University  
Newcastle Polytechnic  
Newcastle University  
Nottingham University  
Oxford University  
Plymouth Polytechnic  
Portsmouth Polytechnic  
Sheffield Polytechnic  
Sheffield University  
Southampton University  
Surrey University  
Trent Polytechnic  
University of East Anglia  
UWIST  
Leicester Polytechnic  
Salford University  
South Bank Polytechnic  
Warwick University

**Shropshire School of Parachuting**  
CCI - D. Palmer  
Tel: 0743 723919

**Blackpool Parachute Centre,**  
Blackpool Airport, Blackpool, Lancs.  
Tel: 0253 41871

**Joint Service Parachute Centre Hong Kong**  
Borneo Lines, BFPO 1  
Tel: 0983 7221

**Manchester Freefall Club**  
contact: 9 St. Andrews Road,  
Stretford, Manchester M32 9JE.  
Tel: 061-865 3912 (24 hours)

**Merlin Parachute Club**  
Topcliffe Airfield, Alanbrooke Barracks,  
Topcliffe, Nr Thirsk, N. Yorks.  
contact: WO1 Bill Rule,  
HQ Nedlst & HQ 2 Inf. Div. Imphal Bks,  
Fulford, York YO1 4AJ.  
Tel: Work 0904 59811 ext 2420  
Tel: 0904 31597

**Midland Parachute Centre**  
Long Marston Airfield, Stratford on Avon,  
Warks. Tel: 0789 297959  
contact: D. Deakin, Titton 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,  
Irigol, Preston, Lancs. Tel: 0772 720048

**North London Parachute Centre**  
Cranfield Airport,  
Bedford MK43 0AP  
Tel: Bedford (0234) 751866

**Oxon & Northants Parachute Centre**  
Hinton-in-the-Hedges Airfield, Steane,  
Nr Brackley, Northants.  
contact: M.E. Bolton, 85 Oak Park Rd,  
Wordsley, Stourbridge,  
West Midlands DY8 5YJ.  
Tel: (0384) 393373

**'The Pathfinders' Guards Freefall Parachute Team**  
Headcorn Parachute Club, Headcorn, Kent  
Tel: 0622 890662  
contact: David Tucker, The Pathfinders,  
Guards Freefall Parachute Team, Guards  
Depot, Pirbright, Surrey GU14 0QQ  
Tel: (04867) 4511 ext. 267

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Tel: 0695 73321

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Tel: 086 989 343

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

**RMCS Parachute Club**  
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Tel: 0793 782551 ext. 2566

**The Red Devils**  
Queen's Parade, Aldershot, Hants.  
Tel: Ald (0252) 24431 ext 4600/4699  
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**  
Fording Aerodrome,  
Fording, Kincardineshire.  
contact: T. Boyle  
Douglas Muir,  
By Frickheim, Angus.  
Tel: 024 12 636

**Dunkeswell International Skydiving Centre**  
Dunkeswell Airfield, Nr Honiton, Devon.  
Tel: Luppitt (040 489) 350

**Ipswich Parachute Centre**  
Ipswich Airport,  
Nacton Road, Ipswich, IP3 9QP  
A.G. Knight Tel: (0473) 76547

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

**Scottish Sport Parachute Association**  
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**South West Skydiving Club**  
Bodmin Flying Club,  
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FFI Steve Whitehead (Secretary)  
Tel: 08405 538

**Leeds Bradford Freefall Club**  
Topcliffe Airfield, Nr Thirsk,  
North Yorkshire. Tel: 0845 577371 ext 259  
contact: Secretary Ingrid Jones,  
201 Hall Lane, Horsforth, Leeds LS18 5EG  
Tel: 0532 586256

**Doncaster Parachute Centre**  
Doncaster Airport,  
Bawtry Road, Doncaster.  
Tel: Doncaster 532636/537085

**Skybird Parachute School**  
Arborfield, Nr Reading, Berks.  
contact: The Lodge, Arborfield, Reading,  
Berks. RG2 9JS  
Tel: Arborfield Cross (0734) 760584

**Shrewsbury Skydiving Centre**  
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Shrewsbury, Shropshire.  
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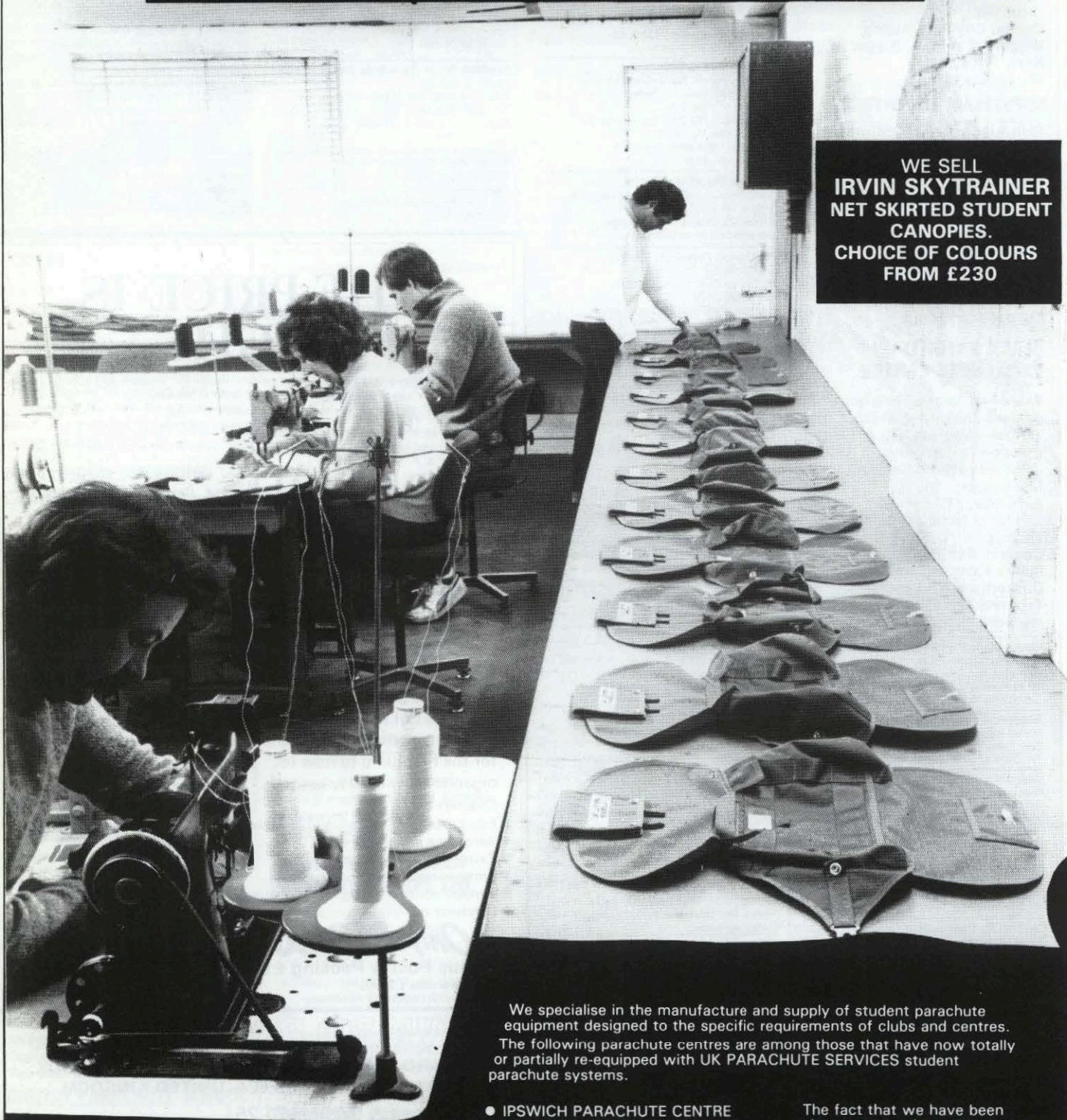




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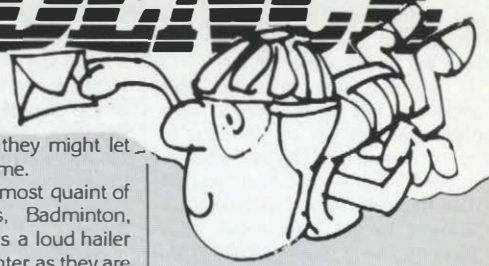
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# CORRESPONDENCE



## 2nd STAGGER BACK BOOGIE

The weekend of the 13th and 14th September, Doncaster Parachute Club staged the second Ashford Reunion/Stagger Back Boogie, which it now appears will be an annual event. Anyone out there that was not able to attend missed a smashing non-stop fun weekend.

Saturday morning we awoke to a perfect late summers day (although the early temperature was telling us that winter was just around the corner) The staff at DPC had really put in some hard work and provided us with an Islander, their normal Cherokee 6 and a Jet Ranger Helicopter. The manifest was opened and the Boogie began. The Chopper was booked nearly all day with a lot of people making their first jump from one. **Dave Morris, Ali Anderson, Arthur Collingwood** were all on hand to make tandem jumps with any interested parties and had quite a few takers. The day was over all to quickly but as the night drew nearer the activity was turned towards the hanger where some very willing people started to prepare the barbeque and 'Festa and the Vomits' were tuning up. The atmosphere was great and everyone seemed to find someone they hadn't seen for ages and just had to have another drink with!!

Sunday morning was very kind to the late night revellers and arrived with thick fog, but as the morning went on it cleared and once more the sun shone and the wind stayed calm. Lots of fun jumps were organised and enjoyed by many.

We would like to thank on behalf of everyone there, the staff at DPC, the Red Baron Canteen and the Flying Club for staging such a non-stop fun, hassle-free boogie. A good time was had by all and we are sure that this event cannot fail to get better each year as Doncaster Parachute Club grows. We find it a very happy drop zone. Thanks again.

BARRIE & WENDY ANDERSON

## FROM THE DESK OF WALTER GUBBINS, I.F.C.

Edward, (to give you your full named Ed).

Following my global fame in that far sighted, Sunday necessity, You Magazine, I'm still grass roots enough to continue placing pen to paper and soothing your troubled publishing empire with reader winning journalism.... From the Desk of Walter Gubbins IFC.

Why troubled I hear you murmur, well there seems to be more acidity between the covers of Fought Parachutists than in the rain over the Norwegian forests. But never fear members, your old and wise mentor Wally is here with a few soothing words.

Now why all the hoo hass about charity jumps? It's a well known fact that **Dave Turner** is to charity 'what **De Lorean** was to the motor industry'. Don't start writing solicitors letters yet Dave as that is firstly only a personal opinion and you'd have to get past the old trouble and strife, Giselda. And at 6ft. 6ins, 17 stone in the nuddy with biceps life **Geoff Capes'** thighs, Old Walt here feels pretty safe.

As far as WG here is concerned if people feel a heap better jumping out of the occasional Cessna tagged 'Good Guy Charity Jumper' that's fine by me. If the organisers wish to get rich doing it that's fine by me too and if you wish to kill the future of the sport by bleeding it dry instead of nurturing and developing the newcomers that's fine by me too.... But if that happens and Wally Gubbins is forced to emigrate to that uncultured land mass America that's your loss and that could be serious. The man responsible for losing Wally Gubbins for Britain would soon be classed in the same league as **Dennis Connors** when he lost the America's Cup.

Now, apart from yours truly here, there are others who can help the sad demise of the parrot chuting fraternity (we could become as rare as otters and have to start night jumping to survive), namely the BPA Council, better known as the Mafiosa. I see from the free sheet in the latest bible that the really ugly hopefuls have refrained from enclosing a pin-up pic, the old Don (Jim I've done 3,000 jumps, broken my leg, thrown a party and blown a demo all on one jump, Crocker) has tried to fool the membership that he's nearer 50 than 60. Old man Johnston still hasn't had piccy taken since being released whilst Johnston Jnr has outgrown the 20p foto booth.

Now I must report a couple of small items that have crossed my desk recently. Congratulations are in order to my little lads the Morines. Once again they represented us in fine style by picking up some silver and three new strains of antisocial diseases from the Antipedes. As avid Wally readers and fans will know, I've been coaching the chaps for some time now (NB the recent world record and next time could we have a picture of the 24 stack Ed, instead of a routine 23). Herr Capitan Rod Von Boswell, well known TV commentator of Marines triumphs, is still under the illusion that he had something to do with their success from a desk some 15,000 miles away.

Never mind Rodders, they might let you out to play next time.

**John Davies** at the most quaint of English Drop Zones, Badminton, informs me that he has a loud hailer for free loan during winter as they are closed. Named Vera, she's cheap to run, needs no artificial amplification to reach up to 4,000 feet against the wind and has a built-in sense of what to say. John has actually implied that you could possibly keep her for good.

There is apparently no truth in the rumour that **Sibson** will revert back to a softer brand of loo paper. Even allowing for stolen rolls in aid of Junior School tracing lessons, the consumption of hard versus soft is down threefold.

In my last epistle I'm sure you must have been extremely excited by my recent developments on the computerised and self righting jumpsuits. Well I can assure you that they are both coming on as well as the Channel Tunnel but I would just like a little of your due attention whilst I congratulate one or two of the entrepreneurs amongst us.

Yes, those slaves of the sewing machines, Hopeless and Nearly of Thrombosis suits and Wilting and Groans of Immaterial suits, plus of course the other newcomers into the market.

For the last several years they have taken us on a tour of freefall statistics... Years ago we had to have twin zipped, then big wing, then Mega followed by Balloon suits, back to smaller suits, but single zipped, now a bit smaller, now spray on but in the right colour for ground to air... hang on how about a different colour for the air to air camera, whoooo, you've got the wrong material, try this, now that, have you got a combination of two materials, if so are they in last year's fashions. I ask you all how many jumpsuits have you got? because they tell me I need one for every day of the year with a few spares for Sundays, RW, CRW, Style, Accuracy (well delete the last two unless you are weird), demos, videoing etc. Yup... clever lot those jump suit manufacturers especially when you look at 'Brian, I'm not really Chinese but I am a Skygod, Dyas' who still manages a few points in an old pair of army mechanics overalls... or maybe we don't know cos they're camouflaged.

Quote of the month comes from the location of the Abbey National TV Commercial location. "The Sky is My Studio", says piccy snapper Sward. "He paints with clouds", came the follow up from the producer. And whilst this was going on prey tell me what that well known and much loved (by his child) Dee Zee owner and filmstar was up to. Please see enclose Sward Snap. In fact Ed I'd like to make it into a caption competition. So

slogans please to Wally Gubbins. KAOS, Old Sodbury, Avon. If Dave How-was-she won't give a prize then I'll find something cheap and tackey... which reminds me, still a few Wally the Movie copies left!

Love, hugs and kisses to all my female devotees. So till next time cold skies and warm beds.

Everybodies best mate, WALTER.

## SWEET SUE

As one of many hundreds of people who have phoned your head office, with questions like - "Why did my X Large sweat shirt come out of the wash a small", or "Please can you direct me to a DZ with blue skies 'cos it's raining here at Long Marston" (plug, plug). I have always spoken to a very nice person called Sue. She has always had the time to chat and make helpful suggestions, so how about a picture to put face to voice? What a nice place it must be to work in with their own butler to make the coffee!

But to get to the point, here I am writing as a student who had just completed my kit conversion, and would like to say a "Big Thank You" to all the regular people at the Midland Parachute Centre who have put up with me and helped me through to Cat. 8. Thanks to **Lesley and Micky Mathews**, whose food has helped me to fall faster, and faster. To **Jim Sharpes CCI**, and every watchful Wise Owl over the mayhem that us students create. Also to the instructors - **Chris 'Watch my arms' Balance - John 'Sing it again' Mayo - Kevin 'I'm in love' Birchall**, and last but not least **Dave 'God I'm drunk' Deakin**.

Finally I would like to extend a warm invitation to any of you Parrott Shootists out there, to come over and leap with abandon from our Islander into one of the friendliest DZ's about.

To **J.T. Crocker** whocame a bit of a cropper - get well soon.

MIK BARTLETT, C7408

## SKYDIVE DELAND!

Skydive Deland (in Florida). but readers might like to think twice about doing so if they own a 'Chaser' container system. They will not be stopped from jumping, and there is not too much problem so long as you do not mind the hassle from **John Sherman** and his staff from the Jump Shack, (which is located on the airfield). Sherman has a long standing

dispute with **Lofty Thomas** in which he says that the 'Chaser' system bears such a close resemblance to his own 'Racer' design that he alleges copyright infringement and couples this with various disparaging remarks about the safety of the 'Chaser'.

I have no wish to enter this controversy but simply want to warn people that they will get an earful of these comments at Deland, whether they ask for them or not. And if you get to use your reserve, you will have to go elsewhere to get it repacked. Only riggers may pack reserves in the USA, and no one at Deland will touch a Chaser because the squeeze is put on them by the staff from the Jump Shack, on the basis that the system is not TSO'd (US safety checked), and therefore it is illegal to pack the canopy.

The problem can be resolved by driving two hours west to Zephyr Hills where they have an exemption which allows people to jump non TSO's rigs, and therefore their rigger may pack the reserve in such a system. So tick twice about Deland if you own a Chaser, which is a pity because I think it is a nice drop zone and well run by **Bob Hallett**.

NIGEL JACKSON

## THE GREEN IN CYPRUS

On the 4th September last, thirty Halfpenny Greeners departed these shores for a holiday in Cyprus. The trip was organised by **John Keen**, no mean feat! as you can imagine, so to John our first thank you. For two fantastic weeks we had the best of both kinds of holiday, parachuting all morning and all the regular sun, sand, sea and lazy afternoons by the pool etc. Our parachuting was carried out at the Combined Services Sports Parachuting Centre, based at Pergamos Army Camp on the Eastern end of the Greek portion of the Island. It is a BPA run centre and is fully equipped to deal with anyone no matter where they lie in the category system. Run by the CCI **Gary Douglas**, and his able team of Instructors, Drivers and helpers. Not to mention a complete rigging service, which reminds me that I cannot remember all the names so suffice it to say that everyone pulled together to make our two weeks parachuting the most varied you could wish for. Progression, Relative, Water jumps, night jumps. It was all there for the asking, we were all very impressed with the organisation. And it didn't stop there, thanks to Gary and his good lady wife Maureen, who both run the bar at the Drop Inn, aided by several volunteers in the grub department, the most convivial of barbecues were served, much appreciated by the ravenous and thirsty mob from Halfpenny Green!! All in all everyone had a very enjoyable time over there, and I would recommend anyone to take a parachuting holiday under the kind auspices of Gary Douglas, Maureen and the Combined Services Sports Parachute Club. The address is

in the Mag Club Page - prices?? Well I paid £320 for a daytime flight and a very nice apartment close to the Parachute Centre. I rented a small motor cycle for £3 per day and in two weeks I managed to do over 500 miles, food is quite expensive but is a lot cheaper at the Naffii in Pergamos or at the Services beach restaurants in Dhekelia. Take a small passport photo out with you (they charge the earth out there) and Gary will give you a free pass giving you access to all these places.

As I close down Dave I would just like to thank **Tony Oakes**, **John Keen** and **Steve Saunders** who, having paid the same as the rest of us, devoted much of their parachuting time to assisting Gary in ensuring we were all correctly instructed and briefed at all times. As Charlie used to say blue skies....

WINGWALKER, BPA 49058

## GOOD TRIP?

I feel I must write to you, praising the instruction at Perris Valley, California. I have just returned from there after three weeks intense skydiving.

I went with a grand total of 14 jumps, and with the intention of becoming Cat. 8 with a C licence (min. 50 jumps). I gave myself 4 weeks to do it in, I did it in three weeks and more besides.

Due to the expert tuition of **Mr. Jim Wallace** D3497 and **Gail Sims** D9029 I completed an AFF course, then went through RW school, successfully did three 2 ways, two 3 ways and four 4 ways during the course of my stay. I did a tandem, (which was thrown in free) I jumped from a balloon, I also did 3 CRW (canopy relative work) with Jim and succeeded in making a side by side and numerous Bi-planes of which we landed the last one, and finished it all off with a demo jump into the centre of a race-track and did a stand-up landing right in the middle. I came home after three weeks Cat. 8 with a total of 51 jumps.

I also came home with over 60 mins video of my jumps and lots of photographs, expertly done by **Mr. Tony Spandl**. All the friends I made at Perris really pulled out all the stops to help me and make my stay so memorable. It is a first class place with first class instruction. I would highly recommend it to anyone.

If anyone would like any information regarding accommodation or transport to Perris please contact Eric Finney who was my English contact there. The address is: 2095 Goetz Road, Perris, California 92370, USA.

The cost of all this? Well it was expensive, but I am so fortunate to have been blessed with a wonderful, thoughtful, kind and generous boyfriend, who also now intends to take up the sport, so look out Perris, you may have to do it all again!!

VAL CROWTHER

## SSWEDEN

I doubt what I have to say will affect too many people, but if it stops only a

few experiencing the problems I have had recently, it will be worth this letter.

I have just recently, due to my work, moved to live in Sweden for 12 months. Obviously, I am very keen to continue by parachuting career. The big problem in Sweden is where to jump. There is no lack of parachute centres here, in fact, it is quite the opposite. However, the vast majority are, although civilian run, within military areas. Therefore no foreigners allowed.

My advice to anybody planning to come to Sweden either to live or for a short visit, is to contact the centre you plan to visit well in advance. There is no fun in turning up, as I have, on a lovely clear day only to be turned away.

On a good note, when you do find somewhere that will accept you, I am sure you will be made to feel very welcome and you will enjoy your visit. Most of the centres I have visited have been very well organised and the people very friendly. Obviously, if anybody is visiting Sweden and wants to parachute they are welcome to contact me.

STEVE RISBY C7053  
P.S. Regards to all at MFFC.

## QUOTE OF THE MONTH

Thought you might be interested in a quote from Halfpenny Green last week. A Cat. 8 jumper (who shall remain nameless but who for the sake of argument we'll call Fozzie) was acting as the student on a Tandem Instructor evaluation dive. All was well until six grand when she suddenly spotted the evaluator about six feet away and her face became a study of panic. When asked about it on the ground after the dive she said, "I thought you were the Tandem Instructor and you'd left me all alone without a parachute!"

Not to worry Foz - keep hitting those windows!

RAY ELLIS

## TOO MUCH WALLYING

As yet another BPA magazine flutters on to my doormat, I find myself asking how many P. Reynolds and L. Dickinson self-appreciation letters and articles we are going to be subjected to in this bi-monthly? While I am sure we all find Gubbins' aerial antics enjoyable and the disparaging remarks with reference to 'young Derro Thomas' and his skydiving prowess faintly amusing, I hear on that very reliable grapevine of ours, that the readership in general, is a little peeved at the monopoly that the infamous pair have in the mag. Doubtless your follow-up to this remark will be words to the effect that you don't receive any other mail, a very strange phenomenon, considering we have a membership somewhere in the region of 7,000 plus, and only two bother to contribute to the magazine.

I can't let this opportunity go by without adding my thoughts on Ampuriabrava DZ. Anyone who had jumped there would, I am sure agree that it is a DZ ideally suited to experienced skydivers. All credit to Mitch, Maria and Roland for running what I thought was a thoroughly enjoyable Christmas Boogie of 1985. However, the obvious 'teething troubles' that any new DZ experiences can only have been hindered, when the now world renowned duo, turned up and attempted to completely over-run the manifest by using their universal prestige as grounds for being permitted to double-manifest. This attempt was thwarted by **Maria Peterson**, who despite a very persistent Leo Dickinson remained un-open to blackmail. I appreciate that both of you are 'very big fish in your own little ponds' but dare I suggest both of you should come down off of your pedestals, in the immediate future, before you go completely over the top. Why not visit other drop zones, other than at competition times, when your playmates are elsewhere, and see how 'normal' people behave.

One other thing does intrigue me, both of your egos must be of enormous size by now, but tell me - how is your 'id' getting along?

Anyway, now that I've had a good sound-off, please let's have less of the 'Batman and Robin' articles and get back to the purpose of the magazine, i.e. communication not adoration.

Be smooth in the groove - hot in the slot.

ANONYMOUS

*It is a pity that your strong feelings on the subject of Wally and friends did not go so far as to enable you to put a name to your letter. One cannot help feeling that an anonymous letter writer does not deserve to be taken seriously. We have a rule with regard to correspondence, no name, no publication. Put your name on the line with the rest of us. It is not a crime to have opinions.*

*However, as I suspect that your opinions may well be held by a number of BPA members, I feel that your criticism deserves an answer.*

*To start, the regular contribution of the Wally Gubbins Letter has nothing to do with Pete or Leo. The author is A.N. Other whose identity is known to me but certainly not PR and LD.*

*If I took Leo's contributions Loth written and photographed out of the magazine it would be much poorer. I hope you appreciated the pictures and write up on the Marines Record in the last magazine!*

*You are almost right when you write, "I don't receive any other mail, a very strange phenomenon considering we have a membership somewhere in the region of 7,000." Almost without exception unless a letter or article is libellous too personal or anonymous it is published. What you see is what we get.*

If you didn't appreciate the last mag because of PR and LD's contributions you are going to hate this one. I do hope you like Tandem!

## NO CHANGE LOGO!

I read with some alarm the article in the October edition about the change of logo (page 7). I think the council should reconsider whether it actually needs changing.

**Mr. Partington-Smith** did a fantastic job in designing a logo that is pleasing to the eye and does not involve cliché images such as canopies. I take the point that the equipment depicted is outdated, but what is wrong with that? I don't think that the 'vintage' style of the logo in any way detracts from the corporate image. In fact, I feel it would be detrimental to change the logo after it has become so well established.

A further point - the out-of-date kit is still used by lots of students until they progress to the up-to-date kit!

DAVID BLACKMORE, BPA 31 7584

## NO CHANGE LOGO

With reference to the item in Drop Inn, Oct. '86 issue, regarding a new logo.

Why should we have a new logo when we already have a perfectly good one? The existing logo is uncomplicated with clean lines which is easily identifiable to both jumpers and non-jumpers alike. Although the skydiver in our logo is not wearing a modern rig, the logo still has a modern look about it which speaks highly for the design by JPS. I feel that the cost of a design change would be quite unnecessary and unacceptable.

As a Graphic Designer, I have always held the belief that once one has a good logo, stick with it!

Congratulations on a well produced October issue. Happy landings and blue skies.

CHIRS MILLS, POPS 30

## MIDLAND CORRECTION

Have just finished a good chuckle over the new Snooper Swooper DZ directory and guide of council nominees.

Pausing to take my finger from pulse to pen, it seems the Midland PC entry needs as update. Suffice to say, "Midland PC a club and its members, remarkable only for that infamous auto problem. A constant tedious knocking from a vaguely identified nut, lost at the back."

MARG ORITY

## BRITS IMPRESS!

Earlier this month two of your countrymen visited our drop zone (**Ian Hunter and Elaine Moon**), if they are typical of your jumpers, I would love to have you all come and visit us

soon. They were excellent representatives of your Sport Parachute Association and Great Britain. Blue skies,

AL GRAMANDO

## SAY NO MORE

Thank you for your reminder in the November edition of Sport Parachutist of the copy date for the January edition - how fortunate, it arrived just in time for bonfire night. Knowing from the number of letters that I've received during the last week that so many people are waiting with bated breath, I wouldn't want anyone to miss the New Year episode of 'Nogologo'.

Well, I must say I've finally been exposed, and congratulations, it's all down to you Mr Editor. You are of course quite correct, I don't write my own letters, I plagiarise them, they are full of 'Marketing Week' jargon, and occasionally illustrated with an odd stolen quote or borrowed logo. After all, how could I possibly have the time to sit down and compose such extensive works when I spend so much of my life posing around DZs in the old (or should that be new) Ferrari, flashing the diamond encrusted Rolex Oyster, throwing pool parties for trendy jet-set groupies, and of course arranging the daily Securicor collections to transport all that ill-gotten gain to the local 'Turnerbank'.

My apologies to **Kim Maxwell** of Mind. There are more mentally ill people in the UK than mentally handicapped, a lot more. You only have to read about some of the hideous crimes the newspapers report every day to realise that. Though, I suppose that it comes as some surprise to learn that according to the information revealed to us in the last issue that as many as one in four of the population suffer at some time from a mental health problem. That means that at least 500 of the 2000 or so full members of the BPA will suffer at some time - I wonder who the other 499 are?

Now to the meat of this letter. This is not me writing from now on - okay, but I promise I will find a few seconds to sign the bottom. This month I'd like to address myself to a far more important matter than nogologo or the pro's and con's of Charity Parachuting.

I must say that I support wholeheartedly the views of **John Lines**, and the commentary in support of John's letter by **Charlie Shea-Simonds** put forward in the last edition. All too often we receive letters such as the one which follows. I have deleted the student and centre names to preserve anonymity - but I think that this says it all:

"Thank you for your letter last week, congratulating me on the completion of my parachute jump. Unfortunately I have not yet made the jump. I had hoped to make it this weekend but I was prevented. I think that you ought to know about the circumstances surrounding this failure: Sunday 27/10 - completed all parts of training course. Saturday 1/11 - waited at the centre from 0845 - 1400 for the weather to

clear. On leaving I was specifically told that jumps were allocated on a 'first come first served' basis.

Sunday 2/11 - arrived at the centre at 0850 and booked in at manifest. At this stage there was already some 28 people in front of me. The weather forecast was good and flights commenced at about 0930. The first jump was restricted to experienced club members. Subsequent flights all carried inexperienced learners. As each flight carries 8 people I expected to be on the fourth flight - this, in fact, was not the case. The club carried out some ten flights and at 1600 I and all the others waiting were told to go home, despite the fact that all of us had booked in around 0900.

The reason for us being 'bumped' was not given, although the rumour was that a company of students who had paid for a video were given precedence.

As I waited to reclaim my training record card the man in front of me complained to a member of the club staff about the unreasonable delay and lack of communication. He was told "if you don't like it I'll tear up your record card and make sure you never jump, now sod off". This is not really a very helpful attitude and unlikely to encourage students to return. I shall try again next weekend and hopefully will be successful this time."

Regardless of how a first jump course is funded, the centre that takes that student has a duty to provide service of at least a minimum standard. The majority do, but some don't. All too often in letters of complaint we find that it isn't the club or centre facilities that are criticised but the attitude of centre personnel and the lack of communication between staff and students. Most problems seem to come about because a centre from time to time bites off more than it can chew, it becomes overloaded, the staff become overworked and as a result bad tempered. The students, each expecting a really special experience, become the ones to suffer.

At this time I particularly sympathise with **David Parker**, who, I think we all feel has made every effort to further 'the sport' over the past few years as well as his own interests. Dave's letter is obviously OTT, and probably spawned from feelings of frustration. However, I don't think that in the type of competitive situation such as Dave is in that anyone can expect the Association to take the private interests of one member who is a DZ owner into account when considering any application to Council to open a new centre by another member. Council should, I believe, look at the potential facilities to be offered and the track record of the new centre proprietor. If all other aspects of the new operation check out, the fact that a new centre may be next door to an existing one should really be 'by the by'. After all the economy and laws of Great Britain are designed to encourage free enterprise, and associations such as cartels are illegal.

I think that **Rob Noble-Nesbit** has a very balanced view of the situation.

Eventually, without a doubt the bad DZs will go to the wall regardless of whether Council interfere or not.

Now, for the bad news. I am ever so sorry, but with the Skiing season coming up this will be my last contribution to Nogologo. Just to show you what a good sense of humour I have though, I've decided that I'm prepared to let you have the last word Dave, so fire away....

Having just about taken over a full page of the last edition of the Magazine my ploy has worked. Normally we purchase a full page ad at Christmas to thank everyone for a great year etc. As it's not been such a good year, looks like we can say thanks for free this year - THANKS.

Best wishes,

DAVE TURNER

P.S. I've got this really good idea for the new BPA logo....

P.P.S. I do so hope that the rumours that your days as editor are numbered aren't true!

## '86 INTERNATIONAL FUNDRAISING AWARDS

At a time when the Sport is suffering a substantial amount of bad press, here is a bit of good news which we are sure that you will be pleased to hear, and hope that you may be able to use it to further promote a positive attitude towards our sport.

Mencap entered our 'Sponsored Parachute Jump Scheme' in the above event in the category of 'Appeals to the General Public'. The event is sponsored by the Voluntary and Christian Service and entries are accepted from recognised charitable organisations worldwide.

It came therefore as quite a shock to learn yesterday that we have won our category, and that our scheme was highly commended overall. Submissions were judged on originality, enterprise, presentation, distribution and cost effectiveness. Our entry is now to be displayed at the forthcoming International Fundraising Workshop in The Hague at which 200 major charities worldwide participate.

Thank you for your support of the Mencap Sponsored Parachute Jump. Best wishes,

DAVID TURNER

## AS OTHERS SEE US!

I have recently returned to England after spending the last 15 months at a University in France. During this time I read of two or three fatalities, numerous injuries and of some MP's who wished to stop Sport Parachuting altogether (at least the sponsored jumps). What I read was as the foreigner sees us - the reporter who has little or no first hand knowledge of the facts - with no follow-up story to give the reasons or the answers. When I started parachuting, I fought like hell to beat the system - the BPA Category System - only to have **Charlie Shea-Simmonds** read me the ten commandments and nail me to the cross. I survived and safely.

However, during the last two to three years we seem to have made an about turn. Now we have a good BPA system but with exemptions for DZs. We have a situation where a student may be despatched over a postage stamp of green if the wind blows NNE only if the wd travels a maximum of 535 1/2 metres, the tide is out and British Rail switches off the current immediately the train has passed whatever happened to the real DZs. The first jump for anyone who wishes to return should be enjoyable not an entry test for the SAS. I am all for the continuance of Sport Parachuting but I think the word exemption was a retrograde step.

M.G. HARRIS, D2335

## WE BOOBED!

What has feminine pulchritude of the 'Penthouse' variety to do with parachutes and Ampuriabrava?

The answer clearly is that Leo Dickinson was in Ampuriabrava filming a topless tandem and in his letter (October 86) refers to the size of certain parts of the Penthouse Pet's anatomy. In case we missed his point, you supply a photograph of the Pet so that we can form our own judgement of the size of the Pet's mammary glands.

Presumably any woman reader is supposed to pass over such an image with an indulgent click of the tongue, 'boys will be boys' etc. etc. I, for one, am furious that such a photograph finds its way into 'The Sport Parachutist' rather than Penthouse where it clearly belongs.

KIM MAXWELL

Mammary Glands!

Ed.

## ON THE RIGHT LINES?

It was with great interest that I read John Lines' letter. It was thought provoking and I am sure far reaching. Certainly it seems to be just the first step on the ladder to lengthy discussions.

I'd like to move away slightly from John's points to look one stage further back, at the whole BPA structure. If we are in, or heading for, a mess then it is the BPA we must look to for the guidance into the future.

I feel that within the commercial world the BPA is exceedingly lightweight, we are painfully short on politicians, negotiators and business minded people.

So what of the BPA, there are several questions I feel should be asked, if only to be clear in our own minds: Should the BPA be an over-seeing body for the sport, should it be non profit making but self liquidating, should it be business minded and should it care if its affiliated centres are profit making.

Looking at the structure of the Council: Should we have a committee or a management system? If it's to be a committee is our current system

healthy, is it right that the majority of council members have a vested interest in sport parachuting?

The relationship between the BPA and the clubs (and how many true clubs are there) is very similar to the industry I work in, Independent, Commercial Radio. We are governed by the Independent Broadcasting Authority (IBA). The difference between the IBA and the BPA is that in broadcasting we are governed by a management team who once having set the guidelines allow us to operate in any way we see fit. Our licence is only secure for nine years before we have to reapply, however we can have it revoked for serious offences. In short we have to be creative, commercial and self regulatory.

I'm sure that at present the BPA is short on respect from its affiliated clubs and centres but lacking the power to properly govern the future of our sport.

Now I'm not suggesting that a central organisation should have great powers over the businesses at the sharp end but I do feel that there are many centres living for the short term without thinking of the long term future. It may just be that the charity schemes have something to do with this.

If the centres (in general) are unable to impose self regulation then it must come from the governing body, that means that the BPA must start thinking along the lines of centres financially but in the long term.

Why is it that the BPA doesn't run a central booking agency for students and demos? Surely the governing body has the highest credibility factor to the outside world.

Why is it that the BPA doesn't run a charity scheme which can be tailored to meet the needs of the charities whilst promoting the future of sport parachuting. It can be sold as a course of three or more jumps, packaged to include an alternative such as tandem and even accompanied by a package of useful and entertaining information making it easy for the once in a lifetime bottle merchant to enter into the sport.

Could the centres with a high retention rate not gain financially by BPA incentive schemes whilst the student factories pay a higher price.

Why is it that the whole membership subsidise those who wish to become instructors in the form of free courses and manuals. Instructors courses should be paid for by the centres or the PI's themselves who are able to earn revenue through their ratings. I agree that examiners and the like are to be encouraged by the BPA.

At present I feel that we in sport parachuting are very short sighted, highly introspective and have little idea how the outside world of business and the media see us. We are a multi million pound industry who think and act in fragmented bit parts.

Let's think big, let's get professional let's start marketing what we have and stop losing most of what comes through our centres. It's time to become business minded in more ways than one.

Finally this letter is written as a general thought provoking paper, it is not an attack on any individual or organisation. I think it would be sad if it was pulled to pieces on the grounds that I have no experience in running a centre. I do have experience in the media as a radio presenter, journalist and commercial development manager. Each year I obtain huge amounts of sponsorship for a wide variety of projects (including parachuting) and I do run a business connected to parachuting. It's time to stop the bickering, think big and progress the sport into the next decade on a firm footing.

SIMON WARD

## SIMON AGAIN

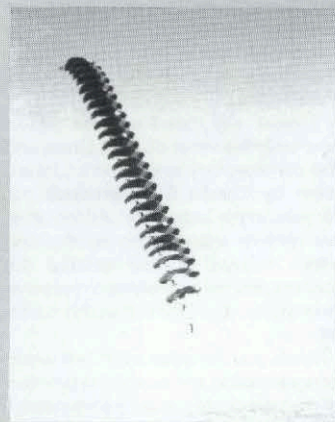
I have pleasure in enclosing a snap of the Royal Marines world record 24 Stack, just to prove that they really did do it.

I would just like to add that whilst Kev Goode and Malcolm Topping (TC) actually pressed the button of the cameras to obtain the looking up and looking down shots of the stack (as published in the last issue), it was I who went to considerable trouble and expense to take the shots.

The chest mounts were specially designed to allow the jumpers to freefall and deploy before 'opening' the mount to place the camera several inches away from their bodies. All pre adjustments of mounts and cameras were done before the jumpers left the aircraft to suit the exact conditions, (by me). I suppose I should also credit Olympus Cameras and Fuji Film too!! Best wishes,

SIMON WARD

P.S. I'm pleased to say that the 24 stack (amongst others) is soon to be available as a poster. The Royal Marines are printing a run at present as well as an independent commercial company. I expect to have them available very soon. Furthermore the 1987 USPA Calendar has two pictures of the Royal Marines 1985 stacks, one sunset and one at night.



## DON'T KNOCK CHARITY

I am surprised that the October edition of The Mag did not have 'Special Let's Knock Charity Para-

chuting Issue' printed on the front cover. I organise Skydive ACTION Parachute Courses for the North East Community Trust, The Aidan Charitable Trust. All our 'first-timers' are trained and jumped at the Border Parachute Centre which was re-opened in 1983 by John Hudspeth of ACT and Kery Noble, as a fund raising base. In fact in 1987 BPC will have only one source of first timers, ACT, and I expect there to be in excess of 1,000 of them. It is immaterial to me whether these people have always had a burning desire to do a parachute jump or whether our advertising or my efforts have attracted them, they are all potential fund raisers and potential Sport Parachutists.

BPC is the only true Charity Parachute Centre in the county. We ask first timers for a commitment fee, which is considerably cheaper than the cost of a commercial course, and it is refundable if they raise enough money for ACT. At BPC we offer not only a course and jump but a thoroughly enjoyable weekend made possible by our excellent facilities, see Kerry Noble's letter in the October Edition. They do have a great weekend and why not, who says that fund raising has to be boring or unpleasant, they are also more likely to continue in the sport and our retention rate is very good. It is true to say that many of them don't care all that much which charity they are jumping for. So what, charity benefits, they benefit, Sport Parachuting benefits. All of our regular jumpers are home grown, they all started on a charity course planning to do one jump, enjoyed it and carried on, myself included. Without these first timers no parachute centre could exist and BPC is no exception. We limit our courses to a maximum of 30 per weekend so that we can provide individual tuition, a good fun weekend where every one gets to know each other easily, and so that our regular jumpers don't have to queue up behind a couple of hundred students. Don't take my word for it, ask some of our visiting jumpers what they think of Brunton, they don't visit our DZ only once.

John Lines is quite right to be concerned for the future of our sport and he makes some very valid points, but the same cannot be said for Dave Parker. To say that 'the predominantly student operation is often fed by the money orientated charity sharks', and 'if a parachute centre needs to rely on provided charity jumpers, this suggests a poor operation which should be disaffiliated from the BPA forthwith', and even 'the council should be looking for effective ways to put them out of business', is not only ludicrous but, frankly, not worthy of a man who claims to care about the future of our sport. Border Parachute Centre offers excellent facilities to all jumpers both on and off the airfield and if this crazy suggestion were ever to be passed by council, luckily I have more faith in them than some it would seem!, should BPC just close down? If it did, the voluntary sector in this area would be very much the poorer and there would be no parachuting

between Topcliffe and Strathallan, a sad state of affairs. Would this serve the best interests of Sport Parachuting in the North East, I don't think so.

Best wishes,

DAVE PORTER, D5362  
Aidan Charitable Trust, Gateshead

## AIRCRAFT WHAT!

What a shame to see the emotive headline 'Aircraft Mismanagement' after such an enjoyable competition as this years Nationals, particularly as there was little constructive input for the good of competition in the letter. My first reaction to the anonymous letter was, 'drivel' but I took a second look and revised by opinion to 'conceited drivel'. What is this about oddball teams being rationed out the competition aircraft?

I too have spent many hours in the cold seat of small open door aircraft and our team seriously considered using the aircraft with 'poor relation' grips despite the practical difficulties posed to the rear floater, but who is going to deliberately disadvantage their team when the opposition can use a near perfect machine?

There were token grips on the secondary aircraft which although in a similar position were only representative of the excellent rails on the primary aircraft. These grips looked useless on the ground as the thin taped gripper folded back on itself. In reality there was very limited opportunity to make use of practice rounds, to try them in the air.

On more than one occasion I pointed out that if a proper grip were taped to the secondary aircraft then our team would use that one.

This was not an argument about piston/turbine aircraft but about giving all teams an equal opportunity to make a good exit. I am all in favour of making best use of all aircraft available but in an open competition it is not fair to downgrade the attempts of any of the entrants.

It would have been fair to insist that all teams use both aircraft on a rota basis which would have meant about 1 in 3 jumps being from the Piston Islander. In that case I am sure that suitable grips could have been agreed. This would have increased aircraft use evenly and have been fair to all entrants.

Talk of 'oddball(s)' with less than sufficient interest and dedication can only ostracise potential competitors and reduce the entry in future years.

All the best for the New Year and the new season.

KEN GREGORY, BPA 60474

The author was Patrick Long whose name was unfortunately omitted.

Ed.

## PRESS RUBBISH

While reading the Sunday magazines I noticed an article on a tandem jump. I was shocked to see in print that the CCI threw people out of aeroplanes and hopes they will remember

their ground training - to bend their knees and keep their feet together to execute a perfect landing so as not to kill or maim themselves on the impact, also calling PLF boring (he should think of going to Eaglescott!)

I feel we could well do without people like this in the Association and I hope he is not. I mean no disrespect to the men in the report, but this type of coverage is bad for our sport.

We should do something to show people that Sport Parachuting is what it says, it is a sport and not just funny people who make Bond films look good.

I agree with Mr. Lines' and others' letters in the October Magazine. If this is what we get from the press shouldn't we try to give our sport more favourable coverage, could we not sent reports about boogies and get people to come and seem them, not just as demos but to show what the sport has to offer to people. Perhaps taking videos of boogies and sending them to local TV stations. If a dog who eats watches can get on TV AM why not a Cranfield Night or Day Boogie.

MARK JONES, BPA 244428

## CYPRUS AGAIN

The tempting thought of warm weather skydiving, coupled with the cold British winter and a chance meeting with Gary Douglas, the CCI of Cyprus at the AGM revived the idea of the HGPC Meet in Cyprus for 1986.

A number of club members had made the trip to Cyprus in the past and their enthusiasm rubbed off on everyone else as they related past experiences on the island, water jumps into the Mediterranean, flowing ales, hard DZs and sultry nights.

Interest grew quickly and the hardcore group of ten or so that formed the original nucleus increased until by departure day in early September we had a party of thirty accounting for ten per cent of the seats on the Cyprus Airways flight out of Birmingham.

Prior to arrival was to contact Gary 'No Problem' Douglas and set up the jump programme for the week and brief the newcomers to the Island on the club ground rules. The ensuing nine days found jumpers never previously seen moving before ten o'clock, up at the crack of dawn and ready to go on the first lift of the day at 7 a.m.

We had as a group varying levels of expertise and before leaving England it was decided to use the time to its best advantage and ensure that everyone achieved some progression. Thanks to superb co-operation from Gary and his staff we finished the jump programme with everyone getting in jumps towards their next step in the category system with tandem conversions, water jumps, night jumps and relative work instruction. Congratulations must go to Jan Fozzard on her successful tandem conversion and introduction to relative work, to Mel Darby on her

relative work and outdrinking and outjumping everyone else, they were all jealous Mel! Danny Cronin must also be mentioned, having tried AFF in the UK and hitting problems he successfully reverted to the category system and progressed back up to twenty second delays while in Cyprus.

Special congratulations must go to Mick Woodward who has undergone successful kidney transplant surgery and proven to everyone that it was not a disability by arriving in Cyprus as a Cat 7 jumper, completing his conversion to a tandem rig and a square, doing both the night and water jumps and going on to Cat. 8. Well done Mick, and I do like your slinky little black number!

Everyone would like to say a special thank you to all the staff in Cyprus who made everything possible, in particular to Gary and his charming wife Maureen who

made everyone welcome and dispensed crates of ale with gay abandon every time the 'Bell' range. Thanks to everyone involved and look out, we've started planning the 1987 trip already.

J.K. BPA 5323

## LUCKY SA!

Justin Harvey-Smith will have to carry on dreaming until next year, because my letter is too late. Here, in my adopted land, 15 thousand feet from a C130 is a regular event. We do not need radio spots because we don't have to dodge cloud, and jump rates have never been above £7.00 so far. Due to our ground elevation, oxygen is supplied via portable bottles, although the speed of the aircraft doesn't usually require its use.

Blue skies to you guys.

NIGEL PEART D3883  
Johannesburg RSA

# SAFETY NOTICE

*Pioneer Parachute Company, Inc. has recently been made aware of reports of fabric which does not meet minimum strength requirements found in panels of K-XX parachutes.*

*This fabric has been traced to a production run of thirty K-XX parachutes, assembled during November-December 1981.*

*Parachutes which are suspected of containing this fabric are listed below by Serial Number. These parachutes are all white in colour.*

**THESE PARACHUTES ARE GROUNDED, ARE NOT TO BE REPACKED, AND ARE NOT TO BE USED AS RESERVE PARACHUTES UNTIL THE FABRIC HAS BEEN TESTED.**

*All parachutes listed below are to be returned to Pioneer Parachute Company Inc. for examination and testing.*

598539	598553	598864
598540	598554	598962
598541	598555	598996
598542	598556	598997
598546	598579	598998
598547	598842	598999
598548	598843	599002
598549	598844	599003
598550	598845	599007
598552	598858	599164

*This Safety Notice applies only to the All White K-XX parachutes listed above.*

*Return of parachutes and proof of purchase to:-  
Pioneer Parachute Co., Inc., Pioneer Industrial Park,  
Hale Road, Manchester, CT 06040*

# VISIT WALES' ONLY SKYDIVING CENTRE IN 1986



AFF Level 1 course and skydive  
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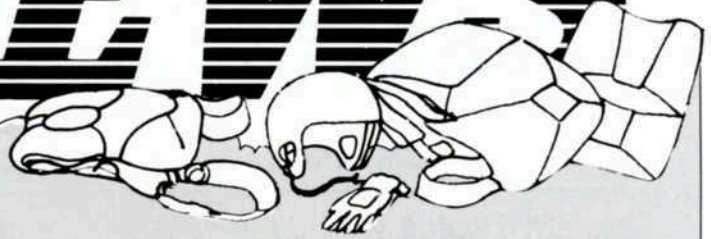
Swansea, SA2 7JU

Telephone: Swansea (0792) 296464



# KITNEWS

By Rob Colpus



## TANDEM VECTOR PROBLEMS

A number of potential problems with the 'Tandem Vector' have been discovered by BPA Tandem Masters.

It was found that it is possible for the plastic ball, which is fitted to the lanyard release, to interfere with the 3-Ring system and possibly prevent a successful cutaway. It was also found that when the locking pins (which secure the students snap hooks to the main harness 'D' rings) are inserted it is possible for the retaining cord to foul the 3-Ring system, and again obstruct an attempted cutaway. It was suggested by a British Tandem Instructor to insert the locking pins from the inside, which then alleviates this problem.

A third problem was discovered where seven of the nine stows on the deployment bag had fallen out of the stowbands within 18ins of leaving the container on several occasions. It is believed that this could be a major cause of line knots upon deployment, possibly necessitating a cutaway.

One British Tandem Master has successfully cured this problem by adding an extra row of rubber bands down the centre of the bag to prevent 'line slump'.

Bill Booth of 'Relative Workshops' in Florida, USA, manufacturers of the Tandem Vector, reports that he is aware of this problem and that he is currently having manufactured extra strong rubber bands which will be sent to owners of Tandem Vectors. In the meantime he recommends that two rubber bands are used for storing the suspension lines.

## 282 FOIL

North American Aerodynamics Inc. have now added a 282 sq.ft. foil to their range of accuracy canopies.

The 252 foil has been universally popular with the world's accuracy jumpers for years. The 282 which was introduced earlier this year, took the top three places in the accuracy event at the US National Championships.

## PARACHUTES DE FRANCE STANDARDISE

Parachutes de France are making several changes to their Jaguar harness/container system and the braking systems on all of their canopies, mains and reserves. These changes will enable the French systems to correspond to an official International Standardisation.

The modifications involve the removal of the complete harness covers, the lowering of the cutaway and reserve handles and the raising of the chest strap. The old Parachute de France's small hard toggles have been replaced by the American style soft toggle and brake loop system.

## TANDEM RISERS

The Relative Workshop Inc. of Deland, Florida are supplying owners of their Tandem Vector systems with replacement type 7 webbing risers to supersede the previously supplied type 8 risers.

The type 7 webbing has a breaking strength of 5500lbs minimum, whilst type 8 is rated at 3600lbs minimum.

## RIDGE SOARING

Ridge Soaring, as shown in the October issue of SP, at Rhossili, is a large and popular sport in parts of Europe and America. Some canopy manufacturers are now catering for the Ridge Soarers by producing canopies designed specifically for the activity.

Glide Path International now have Ridge Soaring versions of two of their ram-airs, and Parachutes de France have a Ridge Soaring version of the Turbo, Drakkar and Surfair. In parts of France Ridge Soarers are staying aloft for 30 minutes or more, working the thermals and ridge lift in the same way as hang gliders.

Parachutes de France stress that the Ridge Soaring versions of their canopies should not be used for normal parachuting, as they are not built to stand opening shock, and in fact are not fitted with any form of bridle attachment.

## DEFECTIVE K20's

A number of Pioneer Inc's K20 reserve canopies have been found by American riggers to have panels of defective fabric. The K series reserves were reportedly constructed from Fill fabric which normally has a tear strength of 5lbs and a pull strength of 45lbs. However, the defective fabric failed at 1½ - 2lbs and 10 - 11lbs respectively.

The suspect canopies were manufactured between October-December 1981 and all are white in colour. Serial numbers as follows:-

59839-42	598549	598842-45	598962	599007
598546-47	598552-56	598858	598996-99	599164
598598	598579	598864	599002-03	

Pioneer recommends that these canopies are grounded immediately and returned to them for inspection.

## SSE, AAD POWER PLATE

Strong Enterprises Inc. are recommending that the SSE Power Plate as used to install the SSE Sentinel Mk2000 Automatic Activation device should not be used on their series of Piggyback systems.

Apparently the SSE Power Plate can cause several ripcord activation problems when used on the Starlite Tandem, the Universal Starlite Tandem and the Starlite Combination Tandem. The FXC Model 2000 or the SSE Pin Puller may be used in place of the Sentinel Power Plate.

## BIG CRUSSLITE

Parafite Inc. have added a larger version of the Cruislite Canopy to their range of ram-airs. The Cruislite XL is a 245sq.ft. cordwise constructed, 7 cell designed for the heavier jumper up to 230lbs. It has a reported pack volume of 554 cu.ins. and weighs in at 8.75lbs.

# THE SKYDIVERS DZ

PARACHUTING OF BRITAIN UK

- DO YOU JUMP AT DISPLAYS?
- DO YOU JUMP IN MARGINAL WINDS?
- DO YOU LIKE TO CHOOSE WHERE YOU WILL LAND?
- DO YOU DISLIKE PLFs?

If you answer YES to some or all of these questions, then you should also answer YES to the one below.

- DO YOU JUMP A SQUARE RESERVE?

The 'MINIMAX' is a 190 sq.ft. 5-cell square reserve, bias constructed for strength, performance and small pack volume, at a very competitive price. Comes complete with 'Free Bag' system and quick pilot chute.

#### ALSO FROM PF - MINI SURFAIR

Bias constructed, 175 sq.ft. 9-cell, very small pack volume - a wild fun canopy, bags of performance plus soft openings and a beautiful flare.

**TURBO** - 225 sq.ft. 7-cell, very good all round canopy, fast and lively - with decent accuracy potential.

**SURFAIR 225** - Bias constructed, 225 sq.ft. 9-cell, high aspect wing for maximum glide and super tiptoe landing.

**CONTACT** - 224 sq.ft. 7-cell, CRW Canopy used by the Royal Marines, Silverstars, Trailblazers, Netheravon, the French CRW Champions and many other top CRW teams.

**MAGNUM** - 245 sq.ft. 7-cell - Excellent Accuracy Canopy with small pack volume, also popular with heavier jumpers and AFF schools.

**DRAKKAR** - 290 sq.ft. bias constructed 9-cell. Excellent Canopy for AFF or heavyweights. Tiptoe landings.

**MAGIC** - 242 sq.ft. 5-cell - good stable canopy for accuracy or the square student.

**MAGIC RESERVE** - 242 sq.ft. Square Reserve for the heavier jumper.

**HARNES/CONTAINERS** - PF Jaguar - PF Requin - TSE Chaser - TSE Xerox.

Most of the above items we have in stock at Headcorn ready for immediate delivery. Plus a full range of Parachuting/Rigging Accessories including Symbiosis Jumpsuits, Altimeters, Gloves, Helmets, Dytters, Frapp Hats, Ring Sights etc. etc. etc. Please contact Rob Colpus or Sarah Brearley on 0622 890967.

2 islanders - crw rw style & accuracy coaching - student free fall aod's - 5 full-time instructors - electronic pad 3 & 5cm discs - rigging facilities - large soft pit - air to air video - 1200mm ground to air video - video room - food and accommodation on dz (42 bunk beds) - team rates - caravans & tents welcome -

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## COMPETITIONS 86

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31st MAY - 1st JUNE  
**LAC MEET**  
13-14th SEPTEMBER



# HEADCORN

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0622 890862

The London Skydiving Centre at Cranfield was the venue to build the largest night formation over Britain.

250 Skydivers turned up on the night dive weekend, Friday 14th and Saturday 15th November for their dark descents.

Friday's weather wasn't kind to us, but it enabled **Lyn George** to brief most people on night dives before retiring to the Dakota Tavern. Saturday morning's moderate winds allowed **Matt Mortlock** to get the day jumping programme underway with a Jet Ranger Helicopter and the Skyliners. The 16 way night formation was planned for Saturday evening, by mid morning everyone had arrived and we started dirt diving.

**Pete Reynolds** brought his hand held, high intensity lights which would be used to illuminate the formation at twilight and night. To achieve the best film quality the 16 people in the formation were supported by a further eight skydivers each aiming a light. The lights aren't the easiest of equipment to fly so Pete spent time fully briefing people.

Three dives were planned and completed, with a double cluster 16 way being built on each. The exit order in the skyliner had three light people in float positions (two tailgate, one rear on the side door), a four way tailgate launched lead and four divers to make the initial eight star. There were three lines of people down the skyliner, with all but two of the lights going before the formation.

On the first dive in the afternoon we carried 24 in the Skyliner to practice for the twilight and night loads. Once the light people had set up in a circle around the formation Pete them to dock with their free right hands to build an unusual 24 way.

light changed from a green shuffling chemical glow to near daylight to a dark exit. The 16 way double cluster built successfully, the illumination from the lights and Simon's flash meant you could see everyone docking. With an exit altitude of 1200ft. the formation was complete by 8000ft. Wiggling and screaming went on to break off at 4000ft.

The twilight dive, an hour after the first, used full illumination with Pete filming for a Wally Gubbins sequence. The 16 way built quickly enabling us to transition to a second point. **Sean Lee** and **Robby Barnes** carefully calculated we could carry 26 in the Skyliner. This gave **Simon Ward** the opportunity to jump video and Pierre to record the exit with a hand held video.

The night dive was scheduled for 9.00 p.m. We took off into a cloudless sky with a full load of 26. To film the exit, two hand lights were due to flash on with the 'Set'. During the ready, set, go call the

Key to the success of the 16 way night dive was team work, with 26 people working as one to achieve a good result. Thank you to all the participants:-

**Neil Anderson, Karina Andrews, Jill Arundell, Badger, Sarah Brearley, Rob Colpus, Paul Dixon, Pam Duncan, Colin Fitzmaurice, Lyn George, Chris Gilmore, Gary Gnapp, Anna Goulding, Kevin Hardwicke, Con Homer, Brian Hucker, Jakey, Amanda Kenny, Steve Mikos, Dave Morris, Pete Reynolds, Geoff Saunders, Dave Stevens, Pierre de Teutre, Derek Thomas, Bob Thompson, Simon Ward, Andy Woodmansey.**

Over two hundred people night dived on Saturday in three hours using the lift power of the Turbine Islander and Skyliner. For many it was their first night descent. The airfield layout proved particularly

suitable as you could follow the line of the main runway lights to the lights of the landing area. A flashing green beacon also kept you well away from the Institute of Technology.

Other night formations ranged from two way to nine way. The nine way of **Keith Bland, Ian Chick, John Coleman, Bob Connell, Steve Crouch, Nick Filleul, Tony Modebe, Tony Montgomery** and **Richard Skepper** turned two points.

Many thanks to the staff of London Skydiving who worked the night shift, **Helen Harber, Lyn George, Nell Anderson, Brian**

**Hucker, Robby Cooper, Diane de Teutre and Nathan.**

Special thanks to **Gerry Harrison** and **Paul Felix**. Gerry is Sports Presenter at Anglia Television. He announced the attempt on Anglia Friday evening, trekked over to Cranfield on Sunday to collect the film which he showed on Monday evening. Paul Felix is Deputy Picture Editor of the Today newspaper. Thanks for your enthusiastic support to get Simon's still shots in the following Saturday's Sports Supplement.

Thank you **Sean Lee** and **Robby Barnes**, our pilots, for getting us up.

CHRIS GILMORE



# 16 WAY NIGHT RECORD

# FIRST

Surinam is cancelled, there is a civil war, we are trying to organise Brazil instead. So the Mafia Brothers informed the skydiving world just two weeks prior to their well advertised boogie.

Only half a dozen cancelled, everyone else decided to take their chances on the alternative venue for the World's first Tropical Boogie. It was a good gamble although having a DC8 charter full of 250 European skydivers was a wholly new experience. It also brought home just how many in our sport smoke. It looked as if the whole plane was alight at time and was very unpleasant for non smokers. Some of the abstainers said that they would not go again unless conditions were radically changed. I would be among them. Perhaps two planes would be the answer but seriously why can't skydivers stop, normal people manage to. This however is my only major criticism to an otherwise very pleasant operation.

Twenty-four hours after leaving Heathrow, Amsterdam, Las Palmas and Recife we finally arrived in what at first felt like a Sauna but turned out to be Fortaleza in Northern Brazil.

The four star hotel with one star lifts breached golden sands and coffee coloured maidens. Once it was worked out who was sleeping with whom, we came to realise that the local Brazilian jumpers were dying to show off their drop zones and planes.

The Hercules did not but the two Bandeirantes did materialise and apart from the odd oil leak they performed flawlessly. Brazilian built with two Pratt and Whitney engines they resembled two Porters and eagerly lifted 22 skydivers up to 16,000ft in as many minutes.

Winds were a little strong and a few injuries were caused as a consequence, but provided you were sensible and landed away from buildings and fences you had little to fear. Without the wind the temperature would have been unbearable being well into the 100's for most of the day.

The first jump took place the afternoon we arrived and was more a ceremony for the locals with Herman giving a Tandem ride to the 12 year old son of the General in charge. **Pete Reynolds**, **Mandy** and myself dived after Herman's Strong Tandem system but to no avail, without the drogue they fell like a brick out-house. I videoed them under canopy against the first of many spectacular sunsets and Brazilian TV showed an altogether new spectacle to this land of 120 million people.

# FORTALEZA BRAZILIAN TROPICAL BOOGIE

LEO & MANDY DICKINSON



South American record, ● 36-Way.

Food and beer worked out very cheaply even if you couldn't understand their money with its new and old cruzeiros. Pete and I put in a standing order for chicken buns each morning, neatly avoiding any language problem by clucking and flapping ones arms around much to the amazement of the local kids.

Wally arrived in a Tropical Skydiving outfit reflecting the 1987 fashions by Symbiosis. In fact it was so brightly coloured several people wanted to buy it there and then. Perhaps we can now get back to brighter colours, certainly they are more fun and make for better photos as SP Editor would vouch.

There were only 9 Brits and at first I worried that our language might be in the minority, but of course I had forgotten Derek who helped out tremendously.

Due to the high run in speed of the Banderatshee pilots, larger groups were rather spread out and favoured 10-12 ways with five floaters hanging on precariously.

Alexis organised a two ring Horny Gorilla that allowed me to crawl inside and film - a bizarre experience as once in, there was no getting out. Wally dreamed up various tropical fruit and water balloon bursting dives that threaten to be even funnier than his bungee trainer.

Night dives were every night reflecting the slightly cooler evenings and saw Wally organise the World Night Nude Ladies Record Attempt. Not surprisingly nobody saw it or chose to see it and the record stands vacant.

Mandy organised several good loads of 10-14 ways mainly because everyone else became too lethargic - packing in such heat being a particular chore.

The time came for a crack at the real South American record and Herman collected names. The base 16 took 30 seconds to build an 8 way so the names were changed to protect the innocent. Eventually 40 jumpers took off with Keith Icebreaker and self to film.

Nobody expected that the two planes would be closely formatted and therefore it came as quite a shock at 1000ft. to see the pilot of the second Banderatshit grinning just outside our doorway with wings clearly overlapping. We politely requested him to move a few meters further away for exit as otherwise I would have been tempted to try a wing walk.

The formation built to 35 with others low so I docked and made it 36. A second attempt built to 35 and I forgot to dock.

Gubbins enterprises were considering running a further

# 120-WAY RECORD

BY NACY DWYER

The 'big one' - a skydiving formation in triple digits was barely completed in July at Nationals in Muskogee, okay after two years of failures, when that 100-way record formation was surpassed. An almost unbelievable 120-way formation was built at the World Skydiving Convention in Quincy, IL on August 11th.

Organised by Roger Nelson and Roger Ponce de Leon, the formation was held for 3.01 seconds (a minimum of 3 seconds is required to qualify for a world record in the largest formation category). It was the 11th attempt, from 18,500 feet. The jumpers exited a gigantic cargo plane, the C-130, which can carry up to 150 jumpers at a time. The wide tailgate door undoubtedly contributed to the success of the record. It allows jumpers to exit 5-7 abreast, instead of single file exits required from side door planes, such as the popular DC-3. That allows all the skydivers to begin forming up sooner, without requiring the last jumpers to spend much of their time diving steeply down to the formation.

Four attempts each were made on Saturday and Sunday, and three on Monday. Some built to over 100, but funneling the formation (skydivers crashing together and falling out of the formation, usually when one or more jumpers hits it too hard on an entry attempt) was a common event.

The hundred-way attempts in Canada, as well as the completed 100-way formation in Oklahoma at Nationals were

much steadier and seldom funneled.

Some improvement occurred when the base formation was changed to the big round - in this case 12 in the round instead of the ten that were in the 100-way formations.

There were other problems as well. "We had a problem", said participant Phillip 'Flip' Colmer "of falling too fast with weight belts on the base skydivers. There are a lot of little things, like people not using their own familiar jumpsuits. In the 100-way attempts you used your own jumpsuit, except for certain key people like base folks and a few others. There was a certain comfort level there. The quality of people was there. They were, in fact, many of the same skydivers on all the dives. Maybe the heart's not into it as much. So there might have been that little more of a warrior attitude there. And maybe just a little less here. That little edge. All those were very little things that should not affect good skydivers, but added up to affect the dives."

Nelson's involvement with the 120-way was much less than for last year's 100-way attempts because of the time commitment in running the World Skydiving Convention itself - a new location, new setups, and obtaining the aircraft, including the C-130.

The C-130 contributed to the final success of the completed 120. It allows more working time. Instead of stringing jumpers, single file, all over the

sky, as in the DC-3 exits, everyone is able to leave the huge tailgate pretty much together.

"We did the 100-way from three DC-3's at 15,000ft.," said Colmer. "Here the 120-way was from 18,000ft. Our best attempts for the 100-ways were from lower altitudes. We were being affected by the lack of oxygen here at those higher altitudes. Whatever you gain in altitude, you lose due to hypoxia. We tried to minimise that by staying at 16,000 feet and then zoomed up to 18,000 feet while on jumprun".

In order to take advantage of a hole in the clouds to get the high altitude, one of the 120 way attempts landed about 30 miles off the airport on Mr. Leo Thompson's farm. "It must have looked like D-day to him," chuckled John Szumila, "120 parachutists landing together. He was very hospitable to us. He brought us all back to his house in pickup trucks, where he showed us his cows and gave us water while we waited for two hours for the convention buses to pick us up".

The new large formation record is likely to stand for at least several years. The supreme effort and personal sacrifices that many skydivers made to be a part of them these past few years have cured many of them of the megamania, at least for the time being. And the C-130 may never be available again. At any rate, the United States continues to hold the largest formation record in the world - 120.

## HERD BOOGIE HOSTS 531 SKYDIVERS

On August 29th - September 1st, the United Parachute Club (nicknamed The Herd), again hosted the Herd Boogie in New Hanover, PA. Four days of brilliant sunshine awaited 531 skydivers (down from last year's 565). Aircraft were in abundance, including two Beech 99's, The Bird Machine DC-3, Blue Sky Ranch's Turbine Porter, and two Twin Otters.

Registration was \$20, which included beer Saturday and Sunday nights and a five all-woman band one night. Jump tickets were \$15 for a lift up to 13,500 feet.

The traditional wet T-shirt contest

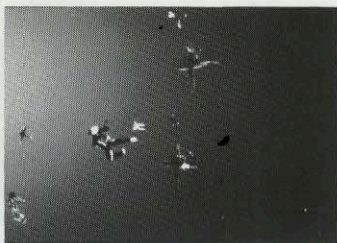
was held. "but", said co-organiser Silvia Winiger (with Walt Schneider), "it's the last year we will hold it. There wasn't enough interest - from contestants, that is." In the past they've had 8 or 9 entrants, but this year only 3 women vied for the prizes of \$300, 200, and 100.

The Herd again held a Manufacturer's raffle to raise money to ferry in aircraft and support the boogie. Tow dollars per raffle ticket entitled skydivers to a chance on winning prizes totalling \$6,000 which were donated by parachute manufacturer's such as Paraflyte, The Relative Workshop, National,

and Glide Path International.

Balloon jumps were available for \$50 up to 5 or 6,000 feet. Tandem jumps (riding as a passenger with an experienced skydiver under one large parachute) were offered for \$150.

"The Boogie was far from being political", said Winiger, a reference to the anti-communist speech offered for entertainment by Roger Nelson at August's World Skydiving Convention. "It was just good fun and a party. People made as many jumps as they wanted to. That's what a boogie is all about.



picture in the spot the Thomas series but felt it unfair as nobody would think to look in the formation. I must say Derro did an excellent job packing all those reserves that kept popping up, so reminiscent of Zee Hills some years ago and what with rating anyone who was vaguely interested in Tandem, then doing more jumps than anyone else, apart from Ivan and Herman, he certainly got value for money.

Herman had a close shave on his last tandem when his main streamer and his reserve blew five cells. He coolly opted to land his first time student in the swamp, thereby giving his passenger most of the ingredients for a D license. A Strong letter to Ted is apparently on its way.

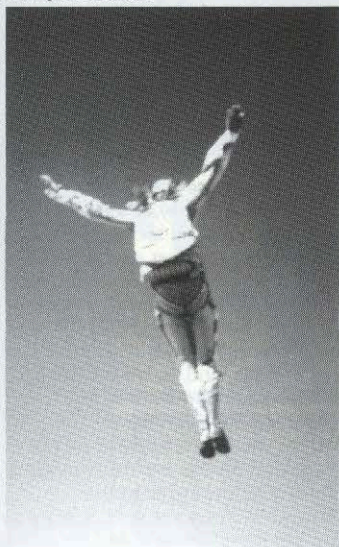
Credit must be given to the Dutch organisers from Texel and the Mafia Brothers who at such short notice put together an event that I am sure will become a regular occurrence. Nobody was left without anyone to jump with and several people did more than their allotted 30 jumps.

There was one very surprised German who went back married! When interviewed for SP on the matter as to whether he would bring back his bride to Germany he said, "You must be kidding - I'm coming back here."

LEO & MANDY DICKINSON



Last flight for Surinam.



Pete Reynolds stands up.

# A F(R)IENDLY ENCOUNTER OF THE CLOSEST KIND

I thought some of you may be interested to know about a parachuting luminary whom I recently met on one of my globe trotting expeditions. The chance encounter came when I was visiting the West Indies - most of you will have heard of the Windward Islands group and at the most easterly point of this archipelago is the small island of Wind Up, so called because it always bears the brunt and full fury of the Trade Winds which blow in that area. Wind Up is but a short distance from Barbados and the local fishermen will take you there for a modest fee.

It was while I was on Wind Up that I met Frank Stein, a one time marketing director of a leading American car manufacturer, who had become disenchanted with the high-pressured life. Shortly after resigning from his prestigious post, with a substantial golden handshake Frank successfully completed a riggers course and, with his pot of gold, moved to Wind Up with his wife and family to set up his cottage business.

After the usual introductions, it did not take long for our common interest in the sport to be revealed. Frank then quickly took me into his confidence and gave me a sneak preview of some of his revolutionary kit which he hopes to market soon. His entire range will be sold under the trade name of the 'Embracer' and there are a number of models. However, while I have been given permission by Frank to disclose the bare details of his ware, I am not at liberty to answer specific queries or to embark upon correspondence about the kit.

I should also point out at this stage that much of Frank's thinking and marketing skills revolve around his background, and indeed the specification of some of this kit owes much to his formative years in the car industry. I hope the brief description below will give you all a taste of this man's radical yet captivating mind.

Firstly, the 'Economy' model of the Embracer features a container in Cordura, similar to many marketed at present, with a pop top reserve, inside of which is a five-cell 180 sq.ft. canopy and adequately sized round 'factory packed for life' reserve; needless to say, the entire package is keenly priced and well below that of many leading competitors. The next model up the range is the Embracer 'L', which is more elaborate and contains a 220 sq.ft. seven-cell canopy with a steerable and re-usable reserve. The container can be made in leather with satin 'comfy pads' as an optional extra. Again, this kit is very keenly priced.

The 'GL' model is as above but comes with helmet (size to order) and rev. counter as standard. The helmet is fitted with a visor on which a 'front up' display shows altitude, air speed, and if programmed prior to exit from the plane, the amount of free fall drift. The rev. counter is attached to the container and is largely for those parachuting masochists who enjoy turning themselves into helicopters. The counter is graduated on a 1-5 scale with each unit representing X 10 revolutions/minute and features a yellow band between 3 and 4 and red band between 4 and 5. There is a manufacturer's health warning on the reverse of the apparatus strongly advising parachutists not to remain in the red band for too long.

The 'Ghia' model represents the top of the range and contains all the features as for the 'GL' but comes with Frank's revolutionary, unprecedented Automatic Repacking Device (ARD), the manual version of which I am sure many of you are familiar with. This small but highly sophisticated box of tricks will clear, check and repack the main canopy in a guaranteed 21 minutes. The advantages of this innovative accessory are endless but at the very least will allow the hard-pressed competitor, in a national event, the chance for a tea break. (There is a patent pending on the device). Incidentally, those of you with money to burn will have the optional extra of getting your main canopy made in silk instead of R1-11 if you buy this model.

At the other end of the scale, the master rigger is presently working on family/friendly versions of kit. His latest production, the 'Two Up', is a tandem model similar to many currently on the market. However, the pièce de résistance of this remarkable entrepreneur's skills comes with his 'Limo' model, primarily designed for family and very close friends.

This extraordinary kit, which is still at the drawing board stage, consists of eight pairs of legstraps and eight shoulder/chest straps mounted peripherally around a central container. Inside the container will be a canopy which sports an incredible 2,516.92 sq.ft. This kit will come with eight helmets as standard, featuring all the attractions previously mentioned but, in addition, having a short wave two-way communications system, such that all jumpers may converse freely on the way down. At the back of the helmets a stereo cassette player, with Dolby noise reduction, will be mounted and this will provide the 'in-flight' entertainment. There is a direct line to the ear pieces which

will override the two-way receiver if one wishes not to hear the squeals of delight from the rest of the group. Also concealed in the helmets will be small 10 watt battery driven lamps with red bulbs such that the family need not feel impeded about jumping at night. For those of you worried about safety, this rig will be marketed with an AOD, at no extra cost, in case the group get carried away with their boogie and fail to pull.

It goes without saying that ardent devotees of eight-way formations will instantly be attracted to this giant model and, of course, it has the unparalleled advantage of keeping SCR's in the family. There will be one other surprise to this monstrosity as, hidden in a tray in the base of the container, there is a lightweight, polyester, fully inflatable dingy. The dingy inflates automatically when the red Velcro pad is pulled and can accommodate, at a tight squeeze, all eight members of the party.

Frank is particularly proud about this supplement to the kit as he was genuinely concerned about the hazards involved with a large group, in close proximity to one another, doing a water jump at night.

However, it has to be said that there are two main disadvantages here which Frank has not yet overcome; firstly, and not surprisingly, he is having trouble getting the ARD to cope with this voluminous canopy as, more often than not, the device burns out in its efforts to repack the main. Secondly, the sheer weight of the container, main and its 1,759 sq.ft. reserve means that a minimum of four people have to ferry it to the plane, at which point careful organisation is required as all the members need to be connected up prior to embarking and there is likely to be some argument as to who spots, gets the cold seat in winter etc.

It took nearly a whole day for Frank to reveal to me his range of brilliant, innovative ideas, after which I needed another day of rest to recuperate from the shock. When I left the island the next day, and having made the usual Macarthurian promise, I said my goodbyes to the ace rigger, his wife nicknamed Banshee and their two children Drac and Ula, and promised to tell the folks back home about my incredible encounter. Finally, for those of you who would like further information on this extension range of kit, you should write to the following address: Frank N Stein, Wind Up Island, West Indies, PO Box 4U2C AH2D2.

Yours ever so sincerely,

HUGO FARSTER C5506



# BALLOON JUMP

JO VAUGHAN AND 'MAC' MacCARTHY LEAVE THE NINE PLACE BALLOON. PHOTO NIGEL SLEE. MAKES A CHANGE TO SEE THEM ABOVE 500FT.

JUMP

# BALLOON JUMP

Following the successes of the balloon boogies in '84 and '85, we decided to do it again in '86. The venue was at the new D.F.S. farmhouse in the Derbyshire Dales. Due to the popularity of this event, registration had to be by special invitation only. For those who missed (or were missed) out, I'm sorry. Perhaps next time? The weather leading up to the boogie weekend was superb. After an appalling summer we couldn't believe our luck. But would it hold out?

The optimists travelled up early on Friday afternoon, just in case there were some evening slots. The conditions were ideal and soon seven balloons were drifting gently upwards, carrying ten ecstatic jumpers. The remaining jumpers, still driving to the drop zone, could only watch in despair and realise that they had snoozed. Arriving late, **Gary Edwards** just made it onto the last balloon to launch. Balloonist **Charlie Sissons** and **Graham Turnbull** both allowed 3-ways to launch from their balloons. **Ian Chick, Kirk Royle** and **Steve Millard** free flew their exit from 7000ft. and after reaching terminal velocity, got a quick 3-way link before breakoff. This had been done before, however the following day both balloonists promised a 4-way launch, a feat we believe had not been done in the UK before. All the jumpers landed without mishap and joined the tardy arrivals at a nearby hotel for celebrations or commiserations.

An early start had been agreed for the following day, but everyone stared speechless when it was announced just how early. Up at 5.00 a.m. for a 6.00 a.m. briefing! Even Sisson doesn't wind up this early! The balloonists were adamant, this was the time for the best flying conditions.

At 5.00 a.m. Saturday morning jumpers wandered around in a daze. It was still dark outside. Surely this was someone's sadistic bad joke? But no, balloon pilots were throwing grass in the air and smiling. We were going for it. Soon the gigantic, multicoloured envelopes were all inflating to shape with a roar. Jumpers who had not just had a taste of still air checked their kit or assisted with the launch. Before the first balloon took off we saw another balloon drift overhead. He had launched somewhere upwind even earlier than us, a gatecrasher to our boogie, "How about that!", someone said.

This even was initially planned as a practice to the main "Hare



and Hounds" event, however, as half the balloons took off before the 'hare', it didn't quite work out like that. Lurker of the boogie was **Paul Dixon**, who turned up with his wife **Jenny** just on the off chance. Within minutes of arriving **Dikko** was offered a slot on a 4-way launch. As if this wasn't enough, **Jenny** was offered a flight in another balloon! The 4-way exit went smoothly, with **Dikko, Chris Avery** and **Steve Millard** launching a fraction after cameraman **Nigel Slee**. The balloon ascended 1500ft without our ballast effect.

Landing the canopies and balloons turned out to be nearly as exciting as the exit, with the most extraordinary wind conditions imaginable. From the ground up to

1000ft there was no wind at all. From 1000ft to 2500ft there was a strong wind shear of 20 knots plus, that had balloons streaking along and some canopies barely going forwards. Above 2500ft the wind was completely still again! It looked unreal to see high and low balloons hand stationary whilst balloons in between raced towards the horizon. "A veritable wind sandwich", one pilot later commented. However, everyone came down safely, repacked and went for breakfast at the local hotel. It was still not yet 8.00 a.m.

The following event was planned for 5.00 p.m., but only if conditions had improved. The day was gloriously sunny but we had brisk and gusty winds that had many balloonists shaking their heads.



Everyone crossed their fingers and relaxed in the sun or watched some videos of jumps that were breathtaking. Various albums and pictures of previous jumps were shown and time passed pleasantly until the evening time. By late afternoon the winds were dropping and conditions were looking good. How lucky could we get?

At the briefing the competition rules were explained. A 'hare' parachutist would exit from the lead balloon and set up a target cross. Jumpers were to follow down and drop light weighted streamers onto the target, whilst still under canopy, and then fly on to get a safe, soft landing. Accuracy champion *Jo Vaughan* could hardly believe that she had specially brought her Challenger and Parafoil canopies to an event that would see her disqualified if she landed closer than 10 metres! However, the rules stood and allowed for a challenging and yet safe accuracy competition, easily regulated in the absence of a soft pit and electronic pad. The balloons would then fly on and drop similar streamers as close as possible to the 'hare' balloon.

At 7.00 p.m. precisely *Charlie Sissons*, piloting G-BLJG took off with the 'hare' *Steve Millard* and *Tony Montgomery*. Exiting into still air once again at 5000ft they held a brief conversation for the first few seconds until the airspeed built up to normal and drowned it out. The target was set up as 20 balloons drifted slowly overhead and jumpers popped out from everywhere. *Jenny Dixon* got to go up again for a flight she will always remember. The prize for the most novel exit must go to *Mike McCarthy*, who carried *Jo Vaughan* in his arms over the threshold and remained stable in a standup like this for the first 1000ft.

The accuracy event went well, with much more skill and tactics

displayed than at the '85 balloon boogie. A fine score of 7 metres was obtained by *Chris Avery*. He was the first competitor to land and held first place right up until the end when *Mark Walsh* just pipped him with a score of 5 metres. Hard luck to last year's winner *Dave Smith*, who after an excellent approach threw his streamer, only to have it entangle with his legs. An entertaining landing *Dave!* Hard luck also to *Ruth Lawrence*, who forgot the rules and landed on the cross, only to be disqualified. The final scores were:-

1st Mark Walsh  
2nd Chris Avery  
3rd Roger Groves  
Just out of the prizes this year was *Jane Spence* with a creditable 4th place.

The balloons then flew on to their own competition event. First place was taken by *Tom Donnelly*, with *Dave McCutcheon* following closely in second place. The third place was an unresolved tie and the prize was eventually awarded to *Mike Drye* for travelling from so far away to support the boogie.

What more is left to say? Sunday was weathered out, but who cares? It was a boogie that exceeded everyones expectations. Two or even three balloon jumps were had by all those registered for the event. Together with the buffet provided in the evening this has to be unbeatable value for money. The meeting of the balloon and parachuting sports in this way is a fantastic experience for all participants and is a must for '87. Many thanks to *Graham Turnbull* and the boogie sponsors NEW D.F.S. for organising the balloons and making it all possible. Thanks also to all the balloonists and parachutists who supported the event. Let's do it again next year...

STEVE MILLARD D5167



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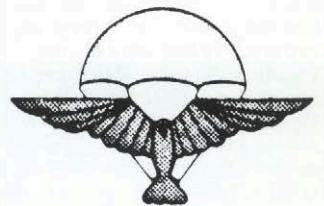
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# C-130

# STARS AT WORLD SKYDIVING CONVENTION

BY NANCY DWYER

Roger Nelson's World Skydiving Convention was attended by almost 2,000 skydivers on August 9-18 (Saturday through to Monday) at Quincy, Illinois. This is the biggest boogie of the year that everyone plans their vacations around. It originated 11 years ago as a regional boogie for the midwest, when most people were doing style and accuracy and relative work (two or more skydivers connected during freefall to make patterns) was new. They used to blast rock music, and were heavy into the drug culture. They were the outlaws or renegades. Hence the name Freak Brothers Convention, which stuck for ten years. Then, over the years, relative work became more popular and the norm. Skydivers now are somewhat older, with more money, and are beginning to lean towards (gasp!) yuppie-types. Nowadays, skydiving is big business. And so, for the past few years, we see the new, more professional appearance of this boogie, a keep-the-place-clean attitude, and Freak Police roaming the grounds to make sure everyone behaves. Along with the attitude change at this 11th anniversary boogie, came the name change, to Roger Nelson's World Skydiving Convention. No matter what you call it, it is still the largest skydiving boogie in the world.

Registration was \$35, which included camping and shower facilities, two evening skydiving seminars, free beer several evenings, a band for two nights, a meal, and an opportunity to skydive from the best jumpships in the world.

Almost 2,000 skydivers (down from last year's 2,200) decided they wanted to join in the 10-day party-in-the-sky. But this year was just the opposite of last year. Last year there were too many people, and not enough aircraft. This year there was an overabundance of aircraft and not enough people.

The huge fleet consisted of six DC-3's (including a novelty one with a right-hand door), a Sky Van, a Beech 99, and a Lockheed C-130, sometimes known as a Hercules.

The star of the boogie was the huge C-130 transport plane which Nelson brought in from South Africa. Ferry expenses alone for the 34 hour trip amounted to \$120,000 which was partly defrayed by 65 South African skydivers who came along to the Convention. Nelson couldn't find a C-130 in America that was usable. The normal cargo airplane only has one exit - the tailgate at the back. This plane was one of four C-130's that Safair (South African Air) had specially modified with four side egress doors so that the cargo ship (hence the C in C-130) can legally accommodate passengers. The aircraft can carry up to 150 skydivers at a time.

Powered by four Allison 501-D22A propjet engines, each capable of developing 4910 HP, the C-130's rate of climb approaches 3,000 feet per minute. The time from lift-off to touch down was only 16 minutes. The time to 15,000 feet from brake release to parkbrake was 20 minutes.

Even though the average fuel flow is around 4,000 lbs/hour, the C-130 can fly for 10 hours without refuelling. That meant it needed to be fuelled only once a day.

With a wingspan of 132 feet, a length of 112 feet, and a height of 38 feet, it is large enough to carry two greyhound buses.

The C-130, like a skyvan, has a tailgate exit. The skyvan's tailgate, however, remains open all the way from climbout to exit, while the C-130's is closed for the climb to altitude and opened on jump run.

The C-130 was extremely professionally run. When the aircraft arrived, it was spotless inside and out, and all the paperwork was meticulously in order. All the crew wore uniforms. A complete crew change of four was effected every day at 1:00 p.m. The crew consisted of the Captain, co-pilot, flight engineer and a load master (in back). So a crew of eight were needed to run the two shifts per day. They actually brought 12 flying crew (four sets of three) as well as two navigators for the transatlantic flight, and two ground engineers, making a total compliment of 16 crew members.

Pilot Lynton Van Rooyen of Johannesburg said, "Yesterday we had an FAA guy riding with us, and just after the landing run, he leaned over here and he said, 'Gentlemen, this is a very, very professional operation that you are running.' That made us feel very proud. We're trying to satisfy both parties, the FAA and the South African DCA."

In contrast to the constant mechanical breakdowns so common to DC-3's, the only problem that the C-130 had during the meet were in the starter. It took them 20 minutes to change the defective component each time.

Upon entering the C-130, with its high ceiling, strange droning noises, beeps and busses, the C-130 appeared to be a high-tech star ship.

Seatbelts were passed out to skydivers before boarding. They were to be hooked up to D rings in the floor. At 3,000 ft. (which went by amazingly fast), a horn went off. That indicated the time to remove all seatbelts and clip them to the cables on the side of the plane. A short time later, it was jumprun. Skydivers needed to be in the proper exit order with all gear secured before entering the aircraft. The short ride to altitude, allowed no time for the usual final adjustments.

"Exiting the C-130", said skydiver Mike Gavini, "was like getting caught in a river and then going over a waterfall. It would be nice and smooth, but when you hit the very bottom of the waterfall then it would explode in a lot of violent airstream and wake turbulence which would make everyone go unstable."

John Szumila compared it to jumping into a hurricane. "You got hit with the prop blast of 140 mph, and then you had to slow down for terminal velocity."

Exits were usually five abreast, allowing everybody to leave in a clump - very little diving down to the formation was required. The unusual exit is probably one of the reasons that the record 120-way formation was a success. (See accompanying article).

It was difficult, however, to take pieces (skydivers already hooked-up) out of the C-130. Even the 120-way attempts free-flew the base formations. Some people, however, were managing to take 3 or 4 size pieces out successfully. There were claims of a 13 piece that was taken out intact, but that was very unusual, and actually unnecessary with the ability to exit together into the same airspace.

Dives were \$16 to 15,000 feet. The first Saturday, Sunday and Monday, jumpers were treated to an early arrival special - \$15 for 15,000

feet. A more standard altitude, when jumping DC-3's is 12,500 feet. However, due to cloud cover, jumpers didn't always get the anticipated 15,000 feet.

But a boogie with two weekends may have proved to be too much for even this super-boogie. A lot of people that came for the 120-way record attempts the first weekend, left when that was over. Some came during the week and stayed the second weekend. But few stayed for the entire boogie. So even though there were almost 2,000 boogie registrants (which included non-jumping spouses, vendors, etc.) many were not there the entire time. Many jumpers estimated that there seemed to be only about 1,000 to 1,200 jumpers at any one time.

"This convention", said Art Momper, "is my fifth year. I centre all my vacation around it. But this year I thought there would be more skydivers - 4,000 were estimated."

Less skydivers seemed to hinder rather than help the jump situation. Often the C-130 would not take off unless it had two, and sometimes three, loads (of 150 jumpers) manifested and ready to go in order to make it cost effective. That meant that 300-450 skydivers had to be manifested, geared up and ready to go before the airplane cranked up.

Most jumpers averaged 3 jumps a day. "They've all been large formation loads of 16 to 50 jumpers", explained Momper, "which takes a lot of time to organise and dirt dive."

The C-130 is especially conducive to large groups of 16 or larger. It was not even putting out any groups smaller than 8, which were put on the Skyvan or DC-3's.

The airport facilities were excellent, complete with a new shower house with flush toilets. Manifest was more efficient as evidenced by the lines which were not nearly as long as last year.

A clever innovation this year was the addition of street signs on the grass streets between the camping areas. Names like Douglas Drive (after the famous skydiving DC-3 Mr. Douglas), Swoop Street, Static Lane, and Bago Blvd. The address system solved last year's problem of seeing someone and never being able to find them again.

"The Booze Brothers Band on Friday night", said Michael Gavini, "was fantastic, and I'd almost come back just to see them".

Saturday night a sumptuous picnic dinner was served, which was included in the \$35 registration fee. It featured barbecue chicken, roast beef sandwiches, corn on the cob, cheese potatoes, pasta salad, three bean salad and more.

However, in an unusual departure from the party atmosphere usually encouraged at skydiving boogies,

and especially the Convention, Saturday night's entertainment was not the usual band, but a guest speaker, complete with overhead projector. **Don McAlvany**, billed as a consultant to Senators and Congressmen with numerous intelligence sources spoke on 'political events of communist strategy and movements.' Speculation was that Nelson, recently indicted as a ring leader in an extensive drug smuggling operation and for tax evasion, was attempting to impress the authorities.

"I didn't listen to the lecture", said **Bob 'Rhyno' Rhyneanson**. "I was very upset that they even had it. I felt very put-upon that Nelson would schedule this at something that was supposed to be a party and not a political rally. Even a Tuesday night would have been better, but having it on Saturday night, the last night of the Convention was ridiculous."

DC-3 owner **George Kabeilar**, was upset that his plane wasn't flying as much as he had hoped. But he said the 3's are really there in case the C-130 breaks. But C-130 pilot **Armand Dassonville** wasn't happy with the number of loads he flew either. "We started off with 5-6 loads a day", said Dassonville, "and averaged 10-12 a day. It's not very good. We were hoping for the convention's sake, and for our sake, to do 22-24 a day." They were, in fact, expecting a hell of a lot more people."

But the World Skydiving Convention was a big event for Quincy. The town officials and townspeople welcomed skydivers enthusiastically.

The local newspaper had front page stories on the boogie every day. That created crowds of spectators, but that were pretty much walled off from the skydiving population. Even landing near them wasn't allowed, unless a jumper had no alternative after a bad spot. For many, that took some of the fun away. Especially at the end of the day, during previous years it would be fun to land near the spectators to talk to them and sign autographs for the kids.

The locals got around this by staying at home if they lived near the airport, and putting big X's in their yards or farm fields. Skydivers would see them and know that they were welcome to land there. One farmer had a big sign saying 'Free Beer'. So the last jump of the day a lot of skydivers tried to land there.

On the last load of the day in the evening **Michael Gavini** and his load got a bad spot and opened far from the airport. "We looked down and saw a big white X in the middle of a farmer's front yard. It looked like an inviting place to land. He had his whole family out there with cold beer for us. The kids were asking for autographs. He showed us his

hogs. We had a real good time and then they took us all back to the airport. They asked us to 'drop in' tomorrow. They said they had relatives down the road and they wanted us to drop in there too."

The spots were notoriously poor. It was expected that the C-130 would only give one pass for the 150 skydivers. And that's what happened at the beginning of the week, they would start dropping groups at one end of the airport and finish at the other end. Only the middle groups actually were to get the good spot. However, almost everyone got bad spots which were not even close to the airport. Some jumpers landed as far as 10 miles out. Roger Nelson was attempting to spot the loads by radio from the ground, with poor results. Buses were sent to pick up jumpers who landed out, and the locals pitched in also.

There was a lot of PR with the locals going on according to skydiver **Guy MacLachlan**. "Everybody was an ambassador of some kind. Some South Africans landed on a farm, and the farmer invited them in for breakfast. He even mailed a package for them. They talked some politics. Everybody is really sick of only hearing negative South Africa stuff on the news - there's got to be another side to the story. They did a lot for their country, being here."

Balloon jumps were offered most mornings and evenings for \$50. Tandem rides, however, were the rage with spectators. Several hundred were treated to the parachute-built-for-two rides. Some townspeople camped in front of the tandem manifest door in order to be the first in line for the next day when demand was greater than could be supplied.

Canopy Downplanes were a common occurrence, with the crowd cheering them on to ride them lower and lower. One man landed in a pinwheel, which is a spinning downplane (two jumpers under canopy with their legs locked together, causing the canopies to separate and fly straight down at a breath-taking rate. In this case, they were also rotating around each other). They broke off too close to the ground with no time to flare. One hit the ground as he was still swinging away and broke his ankles.

As usual, there were a lot of malfunctions and cutaways at this boogie. In the past this was attributed to the fact that free beer was served all day, in direct opposition to most other jump operations. But the 'rebel' boogie knuckled under and now only serves beer after the last load takes off, as at other boogies. Still, the malfunctions and cutaways were prevalent. In fact, 45 canopies were lost in fields of 6-foot tall corn. It is

almost impossible to find a canopy, even in low flying small planes, once it sinks into the corn.

In a repeat of the two separate fatalities which occurred last year, large numbers of jumpers witnessed a double fatality that occurred on Saturday. A cameraman was flying a paradactyl (an old-fashioned gull-wing style non-ram air canopy) which was hooked up backwards, apparently intentionally, to do some filming. He collided with a square canopy at about 150 feet. The canopies alternately collapsed and surged. The square (top) canopy jumper cutaway at about 75-100ft. The paradactyl canopy reinflated, but the square jumpers hand or leg caught through a line of the paradactyl canopy as he fell away, and collapsed it, dragging them both to their deaths. The bag and some lines from the cut-away square jumpers reserve came out, but there was no time for canopy inflation.

"The double fatality", said **John Szumila**, "was something that probably could have been avoided - somebody getting killed under an open parachute. Both of them could have landed under one canopy. It was a mistake for the top guy to cutaway. If anything, the top guy could have deployed his reserve to slow the whole mess down."

**Chris Poulouin** organised what is probably a record number of jumpers in a tube dive. First they did a 20-way tube (five across and four standing over them with cross grips on the jumper in front, but next row over) and then a 25-way (five across and five around) tube on Monday. "We actually held the 20-way tube for 8 seconds", said Poulouin, "but we had a pilot chute in tow, three reserve rides and a premature opening on that one. As soon as we rolled off the ramp, one container opened and his bag stayed there. His lines wrapped around three or four people as the tube rotated down. Some jumpers had line burns on their bodies, but no one was hurt."

They held the 25-way for 22 seconds, "but", said Poulouin, it probably only did 2 revolutions. It just oscillated gently back and forth as it hummed towards the ground." The dive was planned to celebrate **Fast' Eddie Grantland's** 12th hour

of freefall. People on the dive had from 35 jumps up to 800 and 1000 jumps. It was a load that didn't matter what experience level you had. "All you had to do was to be able to get away from it safely when it scattered", said Poulouin. "We pulled it off as a group effort. No one person had all the answers. The group found the problems and solved the problems."

**Sammy Ramos** was a Convention paid (in free jumps) organiser of large loads. He organised two completed 40-ways in preparation for a record 40-way night dive, which never came off, Ramos contends, because Convention management withdrew support when it appeared it might interfere with Friday night's political lecture. Ramos also organised a completed 49-way diamond formation.

**Art Momper** created and organised a 24-way Transformer dive that completed three points. "I made the name up because it reminds me of the kids transformer toys - a large humanoid type formation which turns into another one."

A ladies lingerie load was organised by **Scotty Carbone**. The only requirement for men or women to get on the skydive was to wear ladies' lingerie. Remembering the outrageous fun, this dive was impromptu last year, several men came prepared this year with outrageously gaudy costumes. While the group dirt dived under the big top tent, many skydivers scrambled for their cameras to capture the hilarity. The plan was to build two 14-way rounds, which were to be dual revolving showcases for the freefall photographers. They actually built to a respectable 12 and 13 way formation each.

Many, like **Guy MacLachlan** were thrilled to be a part of it all. "To walk out here at night", marvelled MacLachlan, "and do a 360 standing in place with a beer in your hand and just chekc out - the supreme skydiving aircraft of the country. Not to mention those out of the country. Besides the C-130, the Skyvan, and the Beech 99, there was that line-up of DC-3's from Florida, California, Illinois, Northern California, and the Bird Machine - beautiful". And despite the snafus, that's what this well orchestrated boogie was - beautiful.

# TANDEM



Sharkie's first Tandem passenger.

## PHOTO TIPS

BY LEO DICKINSON

Last year non skydiving friends were being persuaded to do AFF jumps, now tandem is in vogue. It is certainly simpler and probably in the short term a more enjoyable experience. Old excuses like I haven't enough time fly out of the window.

Recently I have been involved with several tandem photographic assignments and have learnt a few tips in the process. There are essentially three quite different types of tandem and to stay with them

requires a variety of skydiving techniques.

The first one is **Bill Booth's** tandem without drogue in tow. For those of you who have seen my postcard selection these represent **Shoobie** in the large white jumpsuit with girl attached beneath over those fluffy Florida clouds and **Pete Reynolds** in large black jumpsuit with topless girl beneath. Their large suits were for my benefit. I discarded my jumpsuit on both of these occasions and I wore a 14

pound weight belt in addition to all my filming equipment. This is simply because the tandem without drogue falls at approximately the same speed as a skydiver in a head down dive. Anyone who has tried to photograph this such animal might now understand the difficulties. Unless you are diving alongside you have no chance whatsoever of capturing your subject.

Even though it is very difficult to stay with, the drogueless tandem is nevertheless the most asthetically

pleasing. The other two systems have a frustrating 'White' bridle line going straight out of the top of the photograph. There is very little you can actually do to get rid of this irritating line apart from either retouching the photograph afterwards which can be expensive or try a technique that I found by accident. Go in quite close, approximately 3-4 feet, sit about 45 degrees below the tandem pair looking up and position the drogue line behind your tandem master's head. This technique just works although your cropping of the picture must be extremely tight. Perhaps we should ask tandem owners to dye their drogue bridle lines medium blue so at least they blend into the background. White of course is the brightest colour and therefore the most distracting.

If you wish to have a completely uncropped picture then other solutions become necessary. The camera must be mounted vertically and you should measure the height of the drogue. With a 24mm lens in the vertical position you will need to be approximately 15 feet away from your subject. Don't forget to aim your sight midway between drogue chute and tandem pair as you take the picture otherwise you will get too much unwanted area at the bottom of frame and probably cut the drogue off anyway. Your focus (on a 24mm lens) will be set at 10 feet giving a depth of field from infinity to 5 feet. Do not go any closer or the pictures will be unsharp. Ideally you need two cameras, one mounted vertically for the distant drogue inclusive shots and one mounted horizontally for the close in shots. Alternatively you can reach up and tweak your lens focusing ring and move it slightly but do make sure you know which way to turn it for closer shots.

There are two drogue systems on the market. **Bill Booth's Vector Tandem** and **Ted Strong's Hawk**. The main difference from a photographic point of view is that the Hawk system has a far larger drogue consequently a much reduced rate of fall. Apparently conversations are possible between student and instructor. But it is almost impossible to stay with unless you have an extraordinary large winged jumpsuit. Because you are flying almost in a dead spider position your pictures suffer and it is extremely difficult to get pleasing results.

There might be a solution with the Wally Gubbins anti-go-low kit using the spare pilot chute which naturally gives considerably more lift than any orthodox camera suit but this is going to extremes and anyway each time you loose a pilot chute.

Luckily the most common system is also the easiest to photograph. Booth's Vector Tandem with pilot chute in tow is an absolute doddle to sit next to. A few tips are worth remembering. On exit the cameraman should stay well out of the way of the tandem pair to avoid

being hit in the mouth by a large pilot chute. The quicker the tandem is stable with a dumped drogue the longer you have in which to photograph the pair. Don't forget the skydive ends at 4,000ft.

Once the drogue is deployed the tandem master has complete control of the direction in which he is looking. Therefore do make sure before you leave the aeroplane that the tandem master and passenger are going to be facing the light or sun. Your ordinary RW suit is fine if you are just going to sit and watch the pair but your camera suit is still necessary if you are going to be sitting up filming, videoing or snapping.

Assuming you have left the aeroplane at 10,000ft or above you have more than enough time in which to take a reasonable sequence of stills or decent length video. Below this height the person that is paying for the video man's slot is getting a raw deal.

On occasions I have seen pairs rocking up and down similar to a kids see-saw. For the first time student this can be disconcerting and for the photographer infuriating. Half the time all you can see are tops of heads. It really is up to the tandem master to dampen this down as quickly as possible but the cameraman can help to salvage the situation by going in and gently pinning the tandem master which immediately stops this harmonic motion. Then simply back off and take your pictures before it might start again. Luckily this is the exception to the rule and most tandems just sit there looking as if they are enjoying the experience.

You must remember that the important person to photograph is the passenger not the tandem master who has probably seen his face on dozens of mug shots with increasingly inane grins wrapped around his face. No the passenger is the person for whom the ride is 'unique'.

As the passenger tends to hang beneath the tandem master you should combine various techniques. Brief the student to look at you at all times arching their backs to stretch up their heads. You on the other hand must sit in a radical

backsliding position constantly digging in to maintain position. With a little practice you can get to the stage where you can see all of your subject from beneath.

The next thing I consider essential is to get in close to show the detail of your subject. Remember that you must prefocus your camera to about 4ft. It's also probably a better idea to use a slightly wider angle lens than normal and go down to either a 28 or 24mm. This slightly distorts the length of outstretched arms but this is countered by giving a much greater feeling of involvement and a much greater depth of field to your lens results in more sharp pictures.

The light for tandem is more favourable either early or late in the day. If the sun is high and overhead all you do is highlight the tandem master and leave your poor subject in shadows. Hardly the point of the exercise. So if you have a choice try and do your photography before 10.30 or leave it until after 3. But above all they must face the light.

If you must take them during siesta time then the best solution is fill-in flash. This gives very pleasing results but you do need to perfect your act on the ground first. You will need a camera with a flash synchronisation of at least a 250th of a second otherwise the subject will be blurred. A Canon T90 has such a facility along with a dedicated flash unit. This very cunningly cuts off the flash power once there is sufficient full-in-light and works particularly well under these close up conditions. A roll of film exposed on the ground at the distance you will be situated from your subject is well worth while to get confidence in your equipment.

In my experience having a cameraman next to a first time tandem person increases their awareness and therefore pleasure from the experience. I recently photographed a Page 3 girl with **Kevin McIlwee**. As I went in to take her picture I realised that her hands were still crossing her heart and her eyes were screwed tightly closed. She didn't look as if she was enjoying the experience and Kevin would not realise until he landed. I immediately went in and slapped

her face (gently), her eyes opened in wide amazement, I stuck my tongue out and she grinned with the biggest smile I have ever seen. Her arms came out in front and she relaxed into a happy tandem passenger.

She landed and could not stop talking. Better than sex she kept muttering, when can I do it again. Interestingly she could not remember the first part of the dive at all when her eyes were tightly closed. If I hadn't been in a position to wake her from her temporary state of suspended animation she may well have come down and given parachuting a thumbs down. As it turns out there are now lots of Page 3 girls trying to get Uncle Kevin to go and jump with them.

As an alternative you could hold a



**Derek Thomas and passenger at sunset.**

car wing mirror to ensure that the passenger is enjoying the experience. Quite whether having the stupid grin of the Tandem Master glaring at you at 120mph would be for individual tastes to decide.

I think it would therefore be fair to say that a cameraman should be as mandatory as AOD's on student reserves. Both in their own different way have an influence on people staying in the sport.

Finally brief the tandem master to wave off but not to turn away from your camera. As he waves off and deploys his main chute, back slide a few feet away, and take your remaining snaps. The expressions as they fall away from that drogue are as classic to watch as the parachute dragging the pair upwards. But do back off otherwise you might get a foot in the teeth from the passenger as they rock forward on deployment.

Next we have air to air photography which is quite difficult. The tandem canopy tends to float like mad and your best chance is to get the tandem master to come down to you. But do make sure you know which side you might be passing on as a wrap might be embarrassing.

Get down before the tandem to complete the portfolio with landing shots. Either have a separate ground camera for someone to hand to you or quickly take your helmet camera off. You will get far better results than with it still on top of your head. Don't forget to video the landing, these are unforgettable moments for a first time jumper and the comments can be unrepeatable.

**Yorky Nesbitt and passenger after their cutaway and reserve ride.**



# TANDEM



Kevin Mellwee with, we are told, a Page Three lady.



Peter Renolds and Shirley Oldrey.

## PHOTO TIPS

BY LEO DICKINSON



Derek Thomas over Cork, passenger unidentified.



Why is it, that almost without exception, all tandem passengers in photos submitted for publication, are nubile young ladies and the pilot always has a grin from ear to ear? *Ed.*

# TANDEM



A young lady (identity unknown) gets her first view of 12,000ft. over Swansea during the Summer Boogie, on leaving the Skyliner. Later she is joined by two others. What an experience on your first jump! Photos Bob Suttle.



# PHOTO TIPS

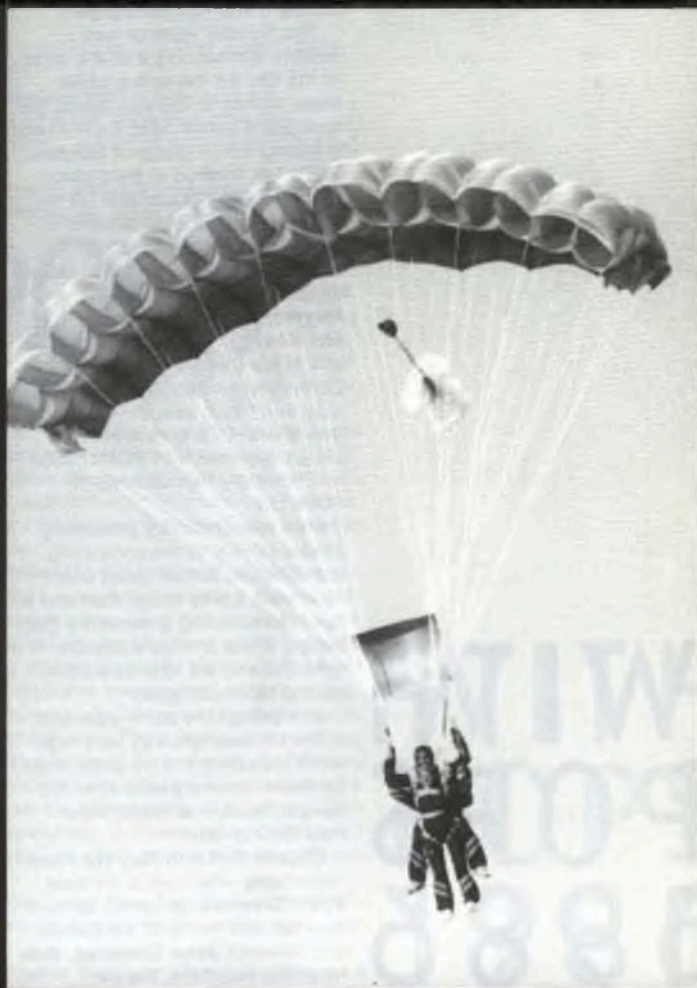
BY LEO DICKINSON





Derek Thomas giving paraplegic Martin Duffy the time of his life.

Kerry Noble and fiancée (no name given) on their way up to 10,000ft in the 207 and on their way down under a Strong 'Dual Hawk' 425 sq.ft. over Bruton.



# OUT & ABOUT

The year started with **Peter Best** making what is now almost his annual visit to Eustis in Florida for the US POPs winter meet. Whilst over in Spain **Mike & Ingar Allum** enjoyed some good dives at Ampurias Brava.

On the homefront the disappointing response to the efforts made in organising the Belgium trip in no way diminished the spirits of the small group of Brits who did attend, nor the warmth of the welcome from our Belgium hosts.

POPs UK led by Top POP **Lofty Thomas**, included **Peter Best**, **Donald Taylor**, **Dave Pusey** and **Graham St. Clair**, all supported by wives or girlfriends, with **Grace Thomas'** brother **Jack Selwood** and wife **May** making up the British eleven plus reserve!

The facilities at Moorsele include a well run snack bar, neat clean toilet and washroom, a rigging and packing hanger and a large airfield with an Islander aircraft. Situated at the entrance to the airfield is an excellent restaurant and bar run by Rene and his wife Miranda.

A warm but somewhat windy Saturday afternoon saw three rounds of accuracy produce some good scores with Dave Pusey proving the eventual winner. The Saturday evening barbecue laid on by our hosts was a most civilised affair where the local brews were much enjoyed. The hotel arrangements for the party at nearby Wevelgem were of a good standard and modestly priced.

The Sunday weather was superb, sun bathing was the order of the day for the ladies whilst three rounds of fourway speed star took place above. With Dave Pusey guesting with a group of Belgians, POPs UK finished in third place following the Belgian and French teams. Lofty Thomas presented medals to the three leading Belgian jumpers and POPs plaques to the Islander pilot **Roland Hayteh**, who did a great job; **Mr. Noel Kindt** the Club President and **Willy Boen** who on a Para Commander made accuracy look easy in difficult conditions. **Mike Van Biers**, CCI, also received a plaque together with POPs badge and honorary membership of POPs UK.

Mike responded by presenting pewter salvers to the competing teams, whilst British ladies each received a dainty butter dish and a lapel pin featuring a miniature club badge. It was a most enjoyable weekend and we look forward to visiting Moorsele again.

By contrast the same weekend in the UK was spoilt by very high winds, resulting in a no-jump meet for those members who attended the get together at North West Para Club at Cark.

**Charlie Bell** and **Ray Harrison** made every effort but to no avail. **Brian Greenwood** turned up fresh from his stint North of the Border and stalwarts **John Crabtree**, **Bob Hoskins**, **Hal Kerr**, **Derek**



Dave Pusey takes the Accuracy Trophy at POPs Belgium Meet with Lofty Thomas Top Pop.

**Newbolt** and newcomers **Sidney Elvin** and **Terry Edmunds** were amongst those who made up the group.

The meeting at Doncaster on July 5-6 was our first visit to this full time centre, and its success owes much to the tremendous club spirit that prevailed throughout the weekend. We were welcomed by CCI **Arthur Collingwood** and instructor **Ali Anderson**. Arthur promptly joined POPs, entered the competition, and won with three consecutive DC's! **John Dumble** came a very creditable second, and became the first recipient of a silver tray, to be competed for annually which was generously donated by the Doncaster Club. **Len Mobbs** took third place with another good score. A good day was rounded off by a great evening arranged by **Harry & Doreen Barrat** at nearby Doncaster Football and Social Club.

On the Sunday low cloud prevented the intended team relative jumps, though some members did eventually get to altitude with the help of pilots **Ken** and **Martin**.

It was a very good meeting during which we welcomed **Mike Wardle** back into the fold and amongst new members were **Dick**

POPs of Peterborough.



**Gays**, **John Brown** and **Mike Thompson**. Our thanks to all at Doncaster, with a special thanks to **Juanita** as judge.

August 16-17 saw our final meet of the year - once again at Peterborough. With help from **John**, **Sue** and **Ronnie** we found ourselves aboard the Sibson Skyvan trying to beat the slipstream on exit.

The Saturday was blown out, but the Sunday turned out fine enabling two rounds of accuracy and some relative jumps. The POPs eight from the Skyvan needs to be rehearsed - enough said!

A new member to POPs, **Alf Schonharde** from Norway nipped in to take the Gold, with **Derek Newbolt** winning the Silver and perennial **John Crabtree** the Bronze. **Mike Richardson** who is now a ten second delay made it into the pit twice on an Aeroconical and deservedly won a Gold.

**Angela Warner** and **Ingar Allum** were the only lady competitors, with Angela just pipping Ingar to first place.

It was nice to see **Sheila Farrel** once again and also **Peter & Laurel Carey** over from Spain who, together with **Grace Thomas** judged the accuracy. Other welcome visitors included former

# WITH POPS 1986

Top POP **John Cooke** now returned from Down Under; **Richard Atherton** and his father **John**, who at 74 years of age is POP 93 and was looking very fit indeed. Instructor **John Curtlis** (POP 285) held it all together and a good time ensued.

On the following weekend August Bank Holiday, the annual Pat Keeley Round Canopy Meet took place at Shobdon, home of the Hereford Parachute Club.

A good turn out of competitors meant that twenty two teams went for it. **John Crabtree, Donald Taylor** and **Graham St. Clair** entered a team 'POPs', whilst **John Knight, John Dumble** and **Chris Benyon** entered 'More POps'.

Good weather enabled the competition of three rounds to be completed by late Sunday afternoon. POps finished in tenth place, with More POps a little lower down. **Chris Mills**, POP 30 from Oswestry competed, and it was nice to see POps No. 1 **Archie MacFarlane** once again. Archie will be spending Christmas at home this year. He hopes to attend the BPA AGM and to celebrate his eighty-ninth birthday before once again setting off on safari in Africa. Last year he made a tandem jump from 8,000 feet and hopes to do so again this trip!

Several POps attended the Doncaster Accuracy Meet, September 6th and 7th. **Jim Olerenshaw, John Dumble, John Knight** and **Graham St. Clair** fielded a team, and **John Crabtree** and **Donald Taylor** were also on the scene. Two early morning starts gave the competitors a chance to score before the windspeed became too high for competition jumping. **Mike Thompson** scored well to win a medal, as did POps **John Hitchen** and **Arthur Collingwood**. It was a good weekend, run in the usual high spirited Doncaster manner, and deserving of more support.

Late in September, **Peter Best** journeyed to Asheboro in North Carolina, to attend the US POps Nationals. Pete reports excellent weather, some fifty competitors, with Pete getting seventeen jumps in, and the first DC of the meet. Meanwhile our Top POP **Lofty Thomas** was actively engaged as Head of Delegation to the British Team for the World Championship Classics held in Turkey, and then, after a brief return to England set off to Australia as Head of Delegation to the Royal Marine Team representing Great Britain in the World Championship CRW held at Grattan in Queensland.

Our programme for 1987 has yet to be arranged, look for details in the February issue of the magazine.

Thanks to all clubs for having us this year, and thanks to our members who have supported the meets up and down the country.

A Merry Christmas and Safe Jumping in the New Year, when we look forward to bigger and better meets.

GRAHAM ST. CLAIR  
POPs UK 16



POps in Belgium, Graham St. Clair, Lofty Thomas, Donald Taylor and Peter Best.

## POPS NATIONALS

### BY NANCY DWYER

POPs (Patachutists Over Phorty Society) held the 1986 POps Nationals on October 4-5 at the Astroid Paracentre at Asheboro, N.C. Competition included individual accuracy (under canopy), relative work scrambles, and their most notorious event, hit 'n' rock.

Hit 'n' rock originated many years ago before the more accurate square canopies were available, and called hit 'n' run. Then, jumpers under round canopies might land 1/4 mile away and run to the target. The one reaching the target the fastest after touchdown would win. The POps crew modified the event to fit their age group. Now, with better parachutes, they might land only 30 meters away, must remove their gear, run the distance to the target, and then sit in the rocking chair. By landing very near, or on the disk, some of the 'oldsters' are able to complete the event in 4-6 seconds. One year, however, this year's meet director, **Bob Deen**, recalls a jumper who landed at least a mile away. "It took him about six minutes. We gave him a prize at the banquet for his determination."

POPs now claims 2,300 jumpers as members. Membership requirements are only that the applicant must be at least 40 years old and have made at least one parachute jump at any age.

Those interested in joining POps can send \$10 to Top Pop **John L. Reid**, Route 4, Box 204, Tahlequah, OK 74464.

Competition at POps meets tends to be less intense than at other skydiving meets. There is usually an informal and humorous cheering section during events. "You find", says Deen, "a level of camaraderie that you don't find at other meets."

More information on the POps Nationals is available from meet director **Bob Deen**, (919) 855-8447 or Astroid Paracentre, (919) 241-2270

## US POps

### 1986 POps NATIONALS OCT 4 & 5

Astroid SPC is an open space in what, from the air, appears to be a very dense jungle - spotting and canopy handling being at a premium. The runway is 2200ft. long, and in one direction, leads to a rather narrow gap in the trees which, to negotiate, requires a bank (wallow) to starboard right after take-off. However, **Jimmy Godwin** (Paragators PC Eustis, Florida) flew his new Turbo Porter in which didn't have any of these problems.

Friday night was taken up with a genuine North Carolina 'Pig Pickin' and a Blue Grass group who were driven to the Centre, fed beer until it ran out, and were then driven home. (for obvious reasons they were not allowed to drive themselves!) The beer must have reached all the necessary parts because, although having difficulty walking in a straight line, they had no difficulty in making their instruments talk. A most enjoyable evening and early morning.

With temperatures already in the 80's, just under 50 jumpers took part in the meet which started with three rounds of accuracy. **Peter Best** represented the UK POps and also obtained the first dead-centre of the accuracy. **Ted Strong** and **Mike Bland** (owner and CQ of Astroid SPC) tied with 3 DCs, Ted winning the jump off with another DC. **Bill Morrissey** win the hit-and-rock which followed. The RW consisted of three rounds of 4 man speed star - the teams being drawn out of a hat. The team of **Ted Strong, Henry Irvin, Jack LaLoude, and Benton Gibson** coming out winners.

At the banquet on the Saturday night it was also 'Top POP' **John Reid's** birthday. **Harry Irvin** had organised a birthday surprise for John - a 'belly dancer'! - this was a treat for everyone!

This was a really successful and enjoyable meet - and Pete is looking for a sponsor for next year.

CHARLIE BELL  
Hon. Sec. POps UK

# OUT & ABOUT

# WITH POPs 1986

# EURO 86

For accuracy jumpers 1986 will not go down as a vintage year for competitions. The Police meet was weathered out, Duck End following two abortive attempts in 1985 did not happen, Halfpenny Green was cancelled and nothing was seen at previous venues such as Cark, Langer, Netheravon etc. Apart from the Scots and BPA Nationals just Doncaster made an effort, unfortunately coinciding with the World Meet which deprived it of a reasonable attendance.

Whether the membership laments the passing of such meets is open to question, but obviously centres do not feel inclined to disrupt their normal weekend operations to host Accuracy events.

So where did the accuracy jumpers go for competition this year? The answer is East. Over the channel and into Europe where there is a plethora of meets to choose from.

Some of us had ventured into Europe last year but largely without success, this year however the team 'Keep Off The Grass' started to get into the frame and be regarded by the many good European teams as serious competition.

The first weekend of August saw two five man teams heading to Spa on the eastern side of Belgium, a nearly three hour drive from Ostend. Spa itself is a quaint little town nestled in the bottom of a valley in the Ardennes region. The airfield is somewhat Netheravonish in that it is on the top of a hill and prone to wind.

The rules at Spa are as they will be at the World Meet in 1988. A team consists of five jumpers with the worst score being dropped on each round.

As expected the wind was very much in evidence as the competition got under way. 'Keep off the grass' augmented their nationals line up of Steve Eversfield, Stuart Morris, Brian Shaw and Jo Vaughan with Cheryl Smythe. Alan Dumbell failed the time honoured problem of coming up with a team name, so entered



A Swiss on finals over Locarno.

himself, Judy Slater, Mark Owens, Pat Smith and John Smythe as the 5 Mustgetbeers. Apologies to the team it was plagiarised from.

Twelve teams competed for the '24 heures de Spa' and right from the start it was clear that Keep off the Grass were going to be difficult to beat. The absence of the top Belgian jumpers and no significant outside teams cleared the way for what proved an easy victory. Only three rounds were to be completed before the ever present wind brought a halt to proceedings.

Stuart Morris was tied with Maurice Hoex on three discs and agreed to jump off in winds which should have been reported in any respectable gale warning. After having his canopy half collapse as he hooked it into the pit, Stuart seemed unworried with four and a half metres, just happy to be alive. His opposition fared even worse being unable to make the pit. The conditions were farcical but it had done the job of sorting out the winner of the individual.

Spa had been unsatisfactory, nice place, excellent organisation and co-operation from centre staff and jumpers, but lacking in the quality of opposition. It was nice to come home with the spoils but all felt that it was a somewhat hollow victory.

Come to the end of September, both teams made their way very early in the morning to an airfield somewhere in England, to be flown to France for a well established competition which calls itself 'Le trois jours de Strasbourg' (I won't translate, it's not difficult). The means of transport was a De Havilland DH4 Devon (Military Dove) kept in pristine flying condition by an enthusiastic flying group.

Without doubt arriving by aircraft, especially one as unique as this, creates a stir with the other competitors. Co-owner Mike Lanng is quite used to having aviation buffs nosing round his aircraft, but I doubt if he has had so many requests to take the door off before. All were politely refused.

The competition got under way in conditions which seemed to have followed the British teams around Europe, wind. The judges invoked a local rule which stated that if competitors landed in over limits conditions they would be offered a rejump, but there would be no flying around waiting for five minutes to pass without any more occurrences. With 39 teams and 10 rounds to get through there could be no hanging about.

Most British accuracy jumpers have made 95% of their jumps in windy conditions so in hindsight I suppose it was no surprise that Keep off the Grass ended the first day of three rounds in second place, just behind the local Strasbourg team. One of the members of the French National team, which had won the Team Accuracy at the World Meet, showed how the mighty can fall by scoring 2.15 in the first round. You wondered if he'd be offered a pistol by his team members so he could do the 'proper thing'.

Day two saw us getting back to established European conditions, barely a breath of wind. Esther Reynolds had replaced Stuart Morris in Keep off's line up for this competition and in the early rounds showed the expertise which has made her the best female accuracy jumper in the country since Jackie Smith. But in a combined effort to

throw away the good work of the first day Esther together with the rest of the team started to do the unforgivable and land off the pad.

Despite such generosity Keep off the grass were still in the top half dozen at the end of day two. The Mustgetbeers, just the four of them for this meet, were positioned in the low twenties.

As is common to all the European Accuracy competitions there was a sit down meal on the Saturday evening. Table cloths, knives and forks on the table, vases of flowers even! A glint could be seen in the eyes of the semi-reformed vandals who made up the Mustgetbeers. It was not long before bread rolls started to ricochet off of heads as the juvenile element (99% of parachutists) started to tire of the 'thanks for coming' speeches in three languages. When plates

started to fill up with the excellent cold buffet the ammunition became a bit sloppier. Alan Dumbell was able to prove his theory about the continentals 'lack of bottle' when a well aimed forkful of Cole Slaw brought up the white serviette of surrender from an unfortunate Italian.

The last day dawned foggy. With three rounds still left to complete things would be very tight for getting back to Britain in the available daylight. Fortunately we managed to persuade the meet director to allow the British teams to complete their remaining jumps asap so we could leave by 2.00 p.m.

Steve showed that he really is happiest jumping on Sundays by getting discs on the last three rounds, Jo at last reconciled to jumping her bent foil disc the last two. Esther managed to miss the

pad again but rounded off the meet with a disc and Brian struggling as always with his 9 Cell monster, made his last jumps on that canopy (didn't you Brian?).

A week after we got back the score sheets arrived. The Belgian National team had won followed by Strasbourg and Austria. EIS the French world champions had hauled themselves back into fourth with Keep off the grass in fifth just 12 centimetres away from a medal.

The individual event was won by Alessandro Ruggeri with an impressive 0.02, nine dead centres, his only error being made in the 7th round. Second and third were Eric Lauer of EIS and George Lichterte of Belgium with 0.03 and 0.04 respectively.

Four weeks on from Strasbourg and Keep off the grass were launching another attack on the

European accuracy citadel, this time at Locamo in Switzerland. The exorbitant cost of getting to and entering this competition meant that the Mustgetbeers and Brian Shaw had to stay at home. Fred Ryland joined Esther and the ever present Jo and Steve for six rounds of day and four rounds of night accuracy.

Locamo must be one of the most scenic DZs in the world. Surrounded by mountains and located alongside Lake Maggiore, the panoramic view offered by the climbing aircraft ends all too soon in the fast climbing Turbine 206 and Porter when you have set about the serious job of landing on the target.

Round one was jumped with the benefit of daylight and a 10 centimetre total by the solitary British put them into a modest 8th. Early days yet, but there was very little rubbish in attendance. All the



Keep off the Grass collecting the Cup at SPA.



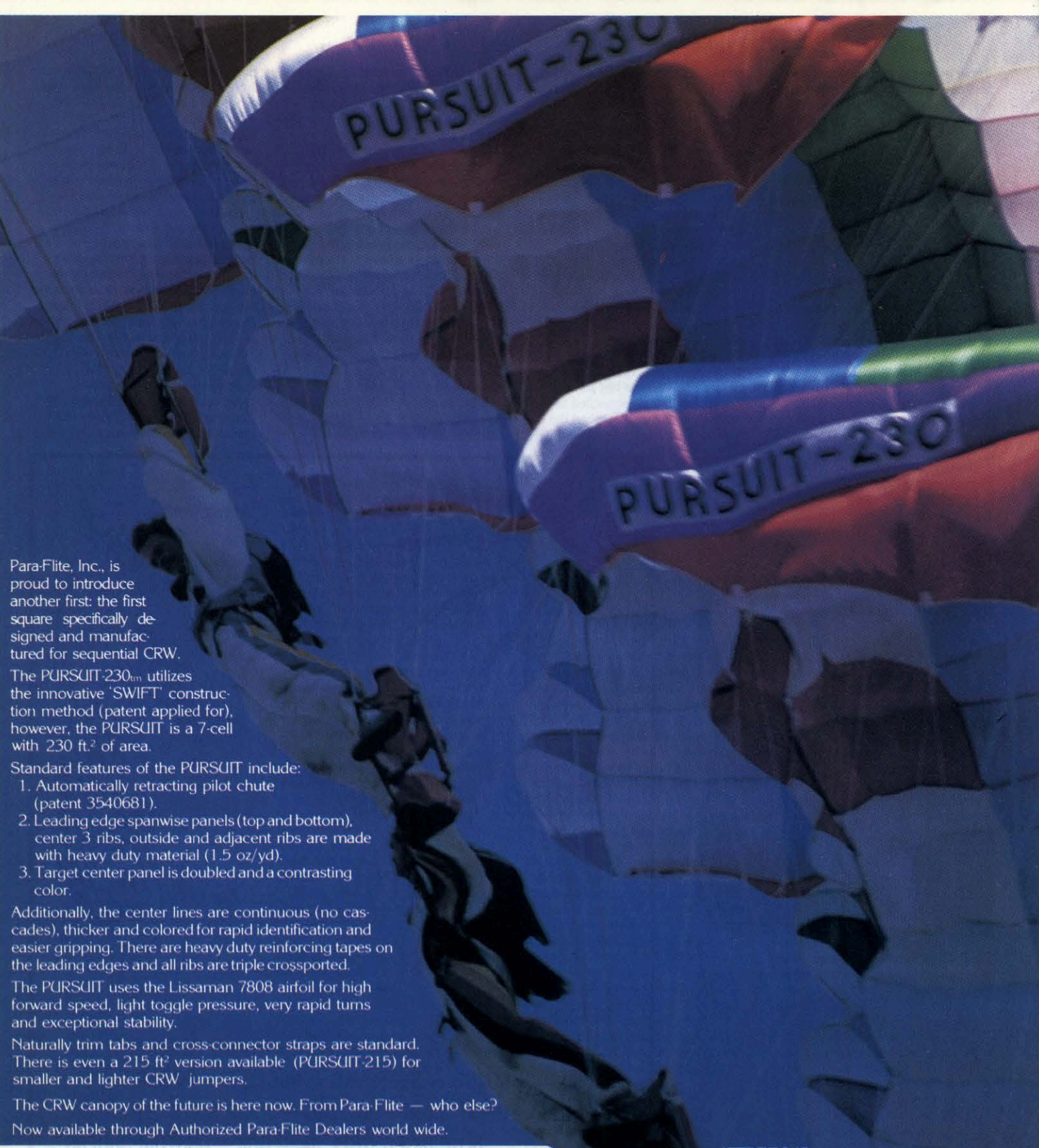
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Photo of Jump Street CRW Team by Mike McNamara

25 teams had been invited so as to keep the standard very high.

Before the night jumps on Rounds 2 and 3 all the teams were briefed to make sure everyone knew what lights were required. A 'Cyalume' had to be attached to the right hand riser, a torch showing white forward and red back strapped to either leg and some form of illumination for altimeters. Thus kitted out, glowing parachutists marched off to check in with the night jump manifestor.

Spotting at night can cause a few problems, the pit was lit up by a single light on a 12 foot pole and from 3500 feet it can look a bit like an even better lit tennis court not that far away. Out goes Fred and in two seconds flat is unidentifiable. You have to trust your stack in night accuracy, it's not until you see them loom mothlike into the lighted pit area that you can be sure that who is meant to be below you, is!

Fred and Steve managed a reverse stack on the second night jump. Fred made his approach behind a confused Steve (who was wondering where the first man out had got to) and was appalled to see a judge stand in front of the light and obliterate the pad with his shadow. Not best pleased with this state of affairs Fred made representations to the officials and was indeed granted a rejump. Unfortunately it was for the whole team. The team would have to risk their total of 0.05 together with Fred's 0.09. A look at other scores and some discussion later the score was accepted as it was, albeit regrettable for Fred whose individual aspirations had been ruined.

A review of the scores first thing next morning showed that Keep off the grass had moved up considerably during the night to lie in second place with 0.32, just 5 centimetres behind SPT II (damn judge!).

Three drizzly day jumps were followed by a miserable night one. With just six teams left to jump, the final night round was cancelled as the cloud and raid shut off the route to the stars. After collecting 0.05 in round one Esther had dropped just one centimetre in the next six to lead the ladies (and the men) by 0.01. Steve had moved into the top ten with a total of 0.10, closely followed by Jo with 0.14. it was Fred's turn to have 'one of those meets'. The disappointment of the obscured night jump was compounded with an off pad landing of 0.20, Fred's first competitive miss for two years. Keep off the grass had now drifted into third, behind SPT I who were hauling in their alleged inferiors.

Sunday dawned bright, but what was that? The windsock was actually moving! Gusts of wind were not only lifting it but actually switching it direction by up to 180 degrees. Experienced teams were beginning to be badly caught out.

After a very bumpy ride, caused partly by turbulence and partly by the pilot taking his sweater off, the



L to R: Esther Reynolds, Hansjorg Baumann (Swiss), Claudio Gratzler (Swiss), Silvio D. Tecco (Italy).



L to R: Keep Off The Grass (GB) 2nd, SPT II (Swiss) 1st, Centro Sportivo Carhiuieri (Italy) 3rd.

Brits exited the Porter to embark on what was to be their last round. The height differential between the canopies changed alarmingly in the turbulent air and the continual wind variation was proving to be quite thought provoking. The two lightweight windsocks were pointing one way and the airfield one was pointing another. Fred and Steve sat over the pit waiting for a unanimous verdict. The airfield windsock did an about turn to join the others, prompting a pegasus and a foil to head in the direction it was pointing.

Most of the competitors were now gathered around the pit to see the top three teams battle it out in the changeable conditions. Fred, Steve and Jo all scored 0.02, Esther went one better but frightened onlookers with a 180 degree pivot onto the pad, compensating for a too hot approach.

The second placed team SPT I, looked as if they had mastered the swirling wind with the first two down scoring 0.00 and 0.02, but the third followed the windsock round before ballooning his canopy 1.32 over the top to put his team out of the medals. The leaders dropped some large pad scores but had enough in hand to stay in front.

The second place achieved by Keep off the grass in this competition was undoubtedly their best performance of the year. After winning a low standard competition in Spa and blowing it from a good position in Strasbourg, Locamo saw them emerge as a force to be reckoned with in European accuracy.

Individually Esther shared top honours in the ladies competition with a dynamic little Swiss miss named Claudia Gratzler. The mens event also ended in a tie between Hansjorg Bauman and Silvio Di Tecco of Italy. Both winners in each section totalled 0.07 and as well as getting the standard medal, each was presented with a gold Swiss 20 Franc coin by Felix Maier, the Swiss parachute association chairman.

So that was it for '86. Without anywhere to go in Britain the accuracy jumpers went to Europe. They will be going there again next year.

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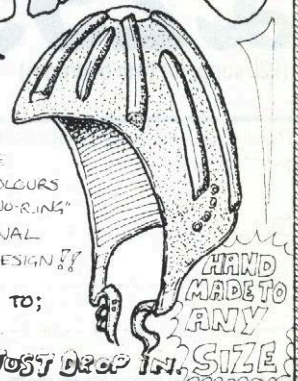
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# RESULTS

# SPORTS COUNCIL AIR AND WATER SPORTS PROJECT

DEPARTMENT OF TOWN PLANNING  
OXFORD POLYTECHNIC

## RESEARCH BRIEF

### RESULTS - SPA, BELGIUM 3 ROUNDS - 12 TEAMS

TEAM ACCURACY INDIVIDUAL MEN INDIVIDUAL WOMEN

1. Keep off the grass

### RESULTS: SPA, BELGIUM 3 ROUNDS - 12 TEAMS

TEAM ACCURACY INDIVIDUAL MEN INDIVIDUAL WOMEN

1. Keep off the grass	0.89	Monis 0.00	Vaughan 0.46
2. KCT	5.23	Hoex 0.00	
3. Albatross	5.58	Pellens 0.11	

### RESULTS: STRASBOURG, FRANCE. 10 ROUNDS - 39 TEAMS

TEAM ACCURACY INDIVIDUAL MEN INDIVIDUAL WOMEN

1. FNBP (Belgium)	1.27	Ruggeri 0.02	Query 0.35
2. Strasbourg	1.88	Lauer 0.03	Vaughan 0.62
3. Austria	2.43	Lichterte 0.04	Reynolds 0.76
4. EJS (France)	2.49		
5. Keep off the grass	2.55		

### RESULTS: LOCARNO, SWITZERLAND - 8 ROUNDS (5 day, 3 night) 25 TEAMS

TEAM ACCURACY INDIVIDUAL MEN INDIVIDUAL WOMEN

1. SPT I	0.64	Baumann 0.07	Reynolds 0.07
		Di Tecco 0.07	Gratzer 0.07
2. Keep off the grass	0.87	Bertolini 0.00	Vaughan 0.16
3. Carabinieri (Italy)	1.48	Eversfield 0.12	

The Sports Council has commissioned a research team from the Department of Town Planning, Oxford Polytechnic, to investigate a series of issues relating to the existing and future practice of certain air and water sports in England, particularly those that depend either wholly or in part upon some form of motorised propulsion.

'Motorised' air and water sports are significantly expanding forms of activity with participation levels in certain sports increasing dramatically over the last ten years.

Air sports require, for the most part, specialised facilities yet, despite growing participation levels, air sport clubs continue to experience difficulties in negotiating and retaining access to airfields and suitable terrain. The principal issues confronting air sports today include: the closing of many small airfields and their subsequent sale or development, more restricted use of MoD/PSA locations, the increasing competition for air space between sport/recreation flying interests and civil aviation, and the growing multiplicity of air sport activities. These have all, in the recent past, led to constraints upon the development of air sports and have threatened the continued existence of individual clubs.

Similarly, motorised water sports face a shortfall in venue supply over demand. Although in certain regions the future supply of exhausted mineral extraction sites would seem to indicate an encouraging picture of site availability, the dramatic growth of, particularly, water skiing, the problems associated with operating motorised craft on water authority reservoirs and the problems of compatibility with other users of water space and nearby residents has meant that many water sports interests too face difficulties and constraints over their location and future growth.

Both air and motorised water sport interests continue to hold a relatively marginal position with respect to the security of their access to air, land and water. The actions of external agencies, most notably the Civil Aviation Authority and the Water Authorities, can have significant effects upon the practice of such sports.

Nonetheless, there are many examples of good practice in site use, provision and management within the country. There is an undoubted need for these to be publicised in order not only to establish guidelines for other venues, but to orientate attitudes towards a constructive view of provision and management.

### Research Aims

The project seeks to provide a national overview of motorised air and water sports in England. It has six specified aims.

1. to investigate the main issues of concern to those participating in the planning and development of these sports;
2. to examine the availability of facilities and the current legal, financial and managerial problems associated with sites;
3. to assess the general nature of demand and the shortfall of land/water;
4. to consider the problems of planning and developing sites;
5. to provide examples of good practice in site provision and sport development; and
6. to ascertain cases of conflicts with other users.

### Sports Included in the Study

Flying	Parachuting	Powerboat Racing
Gliding	Parascending	Hovercrafting
Microlight Flying	Hang Gliding	Waterskiing

Two reports will be produced; one on air and one on water sports. These will include recommendations regarding the future management and development of motorised air and water sports with respect, in particular, to the use of land, air and water.

### Contact

The project is located at: The Department of Town Planning, Oxford Polytechnic, Headington, Oxford OX3 0BP.  
Tel: 0865 819452 or 819435.

Dr Henry Buller  
Er Martin Elson  
Mr Ian Thorpe

June 1986

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Engineers in training with video man Malcolm Waadgate up front on his 500th jump. Picture Rob Calpus.

## BACKGROUND

The Army Championships, although one of the best attended meets in the country, is one of the least publicised meets. This is not due to our magazine editor but, in fact, due to the lack of effort on the part of ourselves, the military, to let our civilian counterparts know what we get up to in our spare time.

Whilst training for the aforementioned meet in France our team coach, a little known jumper called **Harry Colpus** asked me if I would care to rectify the situation. So here we are, with 8½ hours to go before I deploy on Ex Bold Guard, the start of a hopefully unbiased article by yours truly.

I started competing in the Army Championships in 1981 and if it was on its way to expanding then, it certainly has now. Much of the credit for this is due to the efforts of **Major (now retired) Gerry O'Hara** whose influence resulted in a large proportion of what profit the APA makes being ploughed back into this meet.

It was, however, a costly competition. We had 204 competitors forming 40 acc teams, 35 RW teams and 8 CRW teams, with 171 individuals competing in style and 199 in accuracy. The Army run an 'Open' as well as an 'Army' Championship at the same

meet inviting many foreign nations to participate as well as our own Royal Navy, Royal Marines and Royal Airforce.

## THE TEAMS

The Red Devils entered two teams. One into all team events and one into the classics. Red Devils 'A' trained in Raeford for two weeks at the end of April beginning of May '86. Most team members undertook 65 style jumps each practicing accuracy at the bottom end of the jump. The team had plenty of competition experience behind them (**Dougle Young, Jim Coffee, Julian Spencer, Dixie Dixon** with **Jim Walmsley** as alternate) and had entered the Nationals with the same first four. Red Devils 'B' were in their second year as a four man team. Unfortunately **Greg Cox** lost his place to **Kelth Saunders** due to injury. They had done some 70 jumps together earlier in the year and had also entered the Nationals with the same team. They entered Accuracy, RW and coopted **Jim Scarlett** into their team from 2 Para for the CRW. JT had everybody fooled for at least the first two rounds of accuracy scoring 2 discs - (the B team captain! maybe Red Devils A had made the wrong choice for their solely accuracy team).

# ARMY CHAMPIONSHIPS

# EMBI SUITS

Happy Christmas  
all, thank you for  
a great year!



The Golden Knights stopped by during their tour of Europe. They had done a few hundred team jumps together, generally averaging 10 in both the 4 and 8 way team RW events and had recently won a little known competition called the US Nationals.

The Royal Engineers put in three teams and some thirty competitors, far the largest squad at the meet. Most of the team are Headcorn based where much of their training was undertaken. The 'B' Intermediate and Novices undertook between 12 and 23 training descents each on a two week training camp immediately prior to the competition. Meanwhile the 'A' team, a Netheravon based outfit, took off to France with **Rob Colpus** as coach and **Malcolm Woodgates** as video man. This was the team's second year together. They undertook 28-35 jumps on weekends prior to and 58 jumps on their training camp at Avignon. Training was concentrated on RW with accuracy practised on the bottom end. For the only British Army team to win an individual team open event at the Army Championships - in CRW - it was notable that in this event they only undertook one practice jump together. Much of their success in RW and Intermediate Accuracy can be put down to coaching from **Rob Colpus** and **Steve Trebie** respectively.

The REME assembled two teams together REME 'Gold' and REME 'Red'. The latter had not trained as a 4-way RW team but had put in a considerable number of jumps together whilst training with last, and this year's Army B. Old though we may accuse them to be, **Mike Smith**, **Pete Hough**, **John Horn**, **Paddy Ritchie** and **Paul Applegate** can still turn it on, notably in accuracy too! (Rumour has it **Dougie Young** is going to ask **Mike Smith** and **Pete Hough** for some coaching before departing for the World Championships).

The Gunners, a seasoned competition team, had not done much 4-way training together. However, they had a quantity of Army 8-way jumps and this year's Nationals behind them. Unfortunately they lost **Nick Harrison** prior to the meet due to a back problem. (We wish him all the best in his engagement to Tracy - whether his pre marriage activity contributed to the back problem remains a mystery). **Tony Simpson** proved a most competent stand in and looks to be a man to watch in the future. A highly talented, competitive and sporting team.

The Trailblazers suffered a serious pre competition set back losing **Carl Webb** and **Keith Skelly** from a CRW collapse. We wish them a quick and complete recovery. An excellent all round team who could turn their hands and their Contact Canopies to almost every aspect of the sport. They had plenty of demo practices together and a limited amount of competition training.

The Golden Lions, invaded England crossing Hadrian's Wall, again aptly coached and guided by **Tam Mackie** who must rank up with the **Kevin Hardwicks**, **Bob Charters** etc. as one of the most complete parachutists in the country. Whether it be discs, sub 10 sec CRW rotations, low style times and good sequential, Tam has proven his worth over the years. He brought a young team with him. They had a few jumps behind them but mostly biased towards demo practice, hence the fast CRW stacks.

2 Para's battle group got together by **Jim Scarrett** and **Eddie Carroll**, had no training but bags of talent. Coopting Spence and Dixie from Freds 'A', who did not enter the RW, they shocked a few people with their consistent performances, and re-jumps in round 6 (sorry to remind you Jasper!). Their accuracy, with two young battalion jumpers, was not in the same league and regrettably we saw **Chrls Lane** suffer a bad injury after attempting a low 180 degree turn, a lesson to many!

RAPA and the Silver Stars trained at Colern

prior to the meet. However their Turbine Islander asset proved to no avail due to bad weather. As usual RAPA's depth of experience proved to their advantage in the accuracy. The new blood in the team, **Jimmy Firth**, proved his worth too and will be a reliable accuracy jumper for a few years to come.

**Phil Sturtivant** brought the Royal Regiment of Fusiliers down from Catterick, '**less Bald Eagle**' **Armstrong**, is he suffering from the same problem as **Nick Harrison**? A new team and one to watch out at Intermediate level next year.

**Chris Lyall** arrived in style with his reliable and constant Sultan of Oman's Armed Forces Team and we also saw visits from Germany, Spain and for the first time an all Chinese team from Hong Kong brought over by **Pete Lambson** the future CCI of Netheravon. The RAPA overall Open Winners the RAO's Canonballs were also in attendance as were a number of other teams that I have neither the space nor time to give due credit to. I apologise to all those I have missed out.

## THE JUDGES

At times I wondered whether this was a reunion of old timers, an elite sweatshirt club or 'if the competitors don't, we will make sure the beer doesn't go off' society. However the girls managed to get rid of any doubt the old men caused in our minds. Kate (wife of 'I got my T Shirt too') Charters did a first class job as event judge for RW as did **Tracey Rixon** for Accuracy. Hitch doubled as Chief Judge and event judge for CRW until **Bob Charters** took over. He was ably supported by **John Laing** in the latter. Mention too must be made of **Wally Wallace**, **Peter Halfacre**, **Amanda Kenny**, **Jim Leathland**, **Brummy Rose**, **Kenny Macklebeck**, **Anne Chandler**, **Martin Rennie**, **Bob King**, **Gaby Lelfels**, **Sue Dixon**, **Mick Turner**, **Annie Killeen**, **Karina Andrews**, **Ian Townsley**, **Denise Lyle**, **Russ Budedt**, **Sam Linklaker**, **Catherine Hunt**, **Susie Gilpin**, **Donna Rule**, **Sarah Stevens** and **Roddy Hamilton**.

## THE AIRCRAFT AND PILOTS

Netheravon's Porter and Piston Islander were ably supported by RAPA's Turbine Islander and the demo Turbine Islander supplied courtesy of Pilatus Britton Norman. The pilots all did a first class job and included **Chief Pilot Charles Shea-Simmonds**, **Nigel Jackson**, **Sue Thompson**, **Roger Brown**, **Robin Russell**, **Richard Mayer**, **Alan Bains**, **David Jevons** and **David Milliom**.

## THE ORGANISATION

This year it was first class. The meet director, **Bob** "I'll get this meet over in half the time allocated - who said anything about six jumps a day maximum" **Card** should be congratulated on a job well done. **Jim Steel**, **Tom Oxley** and **Brummy** did a first class job behind the scenes and **Jackie Smith** built up her arm muscles turning the duplicator. Thanks are due to all of them, '**Piggy**' **Thurman**, **Judy Cunningham**, **Rick Westaby** and **Gerry O'Hara** at manifest, and **Yorky** at the scoreboard.

## THE COMPETITION

We kicked off with accuracy and at the end of round one early competition nerves had all but destroyed the hopes of a few teams who thought they may be in contention for medals. My own team scored more in round 1 than in the rest of the rounds put together. Is there a message here! However the proven competitors showed their true colours with **Dixie**, **Hendo**, **Les Carol**, **Waggy**, **JT**, **Paddy Ritchie** and a number of foreign competitors all scoring discs. **Bob Charters** edged in behind with a single cent and Spence scored two cents to keep in contention. As the meet went on these guys steadily pulled away from the rest of the field, or more correctly

the rest of the field drifted away from them!

In style **Dougle Young** put in some excellent performances turning consistently low 7s and one 6.90 which was bounced to 7.10 due to a 0.2 second penalty. Spence was always behind him but well ahead of the rest of the field save for those guys from Oman who were to finish 3rd, 4th, 5th and 6th in the open class.

In RW the Knights accelerated into the lead followed at a distance by REME 'Red' and the Gunners. RE 'A' pulled back with 7 points in round 2 but even that, the highest British Army Round of the meet, was 4 points behind both Golden Knights A and B, just to rub it in Knights B put 12 points on the board in round 3. At this point the Gunners suffered a bad set back scoring only 2 points and Red Devils B came into the reckoning scoring their second 6 point round of the meet. At the halfway point REME Red illustrated there is no substitute for experience having only fallen below consistent 6s with a 5 in round 3.

Yes the competition was tough and these guys hadn't even trained together! These old men of the REME became the envied men of the meet. However in the last four rounds RE 'A' showed there to be no substitute for training and good coaching putting a steady 22 points up on the board. They were closely followed by Freds B with 21 points, RA with 19 points and REME a poor 17 points compared with their first half total of 23 points. So the Golden Knights took the open with an 8 round total of 80 points. RE A won the Army Event with 43 points, 2 points ahead of Freds B with 41 points.

CRW often seen as the poor relation in major mixed competitions was again put off while the senior disciplines got well underway. The Knights interestingly entered on their 9 cell Raiders and lay in second place behind Tan Mackie's Golden Lions at the end of round one. The Trailblazers turned in some good stuff and credit must be given to **Bernie Packer** who came into the team at the last minute.

The Engineers changed their team in round 2 when **Waggy Wagstaff** did his second ever rotation. This proved good practice for him, for in round 3 he did his third and fourth ever rotations as the team scored 10 points - National Standard Stuff!! This put RE 'A' into pole position and a comfortable 8 points in round 4 secured them both the Open and Army Gold Medals.



**ROYAL ENGINEERS SQUAD - 1986 ARMY PARACHUTE CHAMPIONSHIPS**

- |                                    |                        |                                       |                |
|------------------------------------|------------------------|---------------------------------------|----------------|
| British Army Champion Team         | RE 'A'                 | Novice Accuracy Gold                  | LCpl Farrel RE |
| Best Team outside Albourne Forces  | Capt. Ian Rosvinge RE  | Novice Accuracy Silver                | Spr Omend RE   |
| Best RA/RE Team                    | Sgt. Steve Clarke RE   | Novice Accuracy Bronze                | LCpl Hamill RE |
| GO CRW Trophy (Open)               | Sgt. Pete Osgood RE    |                                       |                |
| Army CRW 4 Way Rotations - Winners | LCpl Simon Wagstaff RE | Junior Soldiers - Silver Stars Trophy |                |
| Army RW 4 Way Sequential - Winners | Sgt. Chris Lynch RE    | First                                 | JSPR Grundl RE |
|                                    |                        | Second                                | JSPR Reid RE   |
| Intermediate Accuracy - Winner     |                        | Third                                 | JSPR Small RE  |
| Intermediate Style Silver          | Spr Keven Gallagher RE |                                       |                |



Engineers, the four way army champions in action. Ian Rosvinge, Steve Clarke, Pete Osgood, Chris Lynch.

**TEAM PLACINGS AND SCORES (SPACE PRECLUDES THOSE NOT IN CONTENTION)**

**CRW 4 WAY ROTATION**

TEAM	RD1	RD2	RD3	RD4	TOTAL	FASTEST STACK	POSITION
ROYAL ENGINEERS 'A'	6	7	10	8	31	46 SECS	1
GOLDEN KNIGHTS	7	6	7	8	28	48 SECS	2
GOLDEN LIONS	8	6	8	5	28	49	3
TRAILBLAZERS	7	6	2	5	20		4
RED DEVILS 'A'	3	5	2	4	14		5
SILVER STARS	4	2	4	3	13	6	

**RW 4 WAY SEQUENTIAL**

TEAMS	RD1	RD2	RD3	RD4	RD5	RD6	RD7	RD8	TOTAL	POSN
GOLDEN KNIGHTS B	11	11	12	9	7	9	10	11	80	1
GOLDEN KNIGHTS A	9	11	11	9	9	8	9	9	75	2
ROYAL ENGINEERS A	4	7	4	6	6	5	5	6	43	3
RED DEVILS B	3	6	6	6	5	4	5	6	41	4
REME 'RED'	6	6	5	6	4	3	5	5	40	5
ROYAL ARTILLARY	6	5	2	5	4	6	5	4	37	6-
2 PARA										6-

**4 MAN TEAM ACCURACY**

TEAM	POSN
RAPA (A)	1
RED DEVILS 'A'	2
ROYAL ARTILLARY	3
REME RED	4
RE 'A'	5

SCORES NOT AVAILABLE - LOST IN THE SYSTEM!

# THE INTERMEDIATE EVENTS

An excellent standard was seen here in both the style and accuracy events. It is hard to compare the former with the senior class since only a half series is performed by the intermediates. However, the event in accuracy is exactly the same in both classes. **Kevin Gallagher** of the Sappers and **Kevin O'Connell** of the Silver Stars proved consistent front runners throughout the meet. **Kevin Gallagher** with two back to back discs behind him was sitting on 25 cents at the halfway stage and were it not for a 0.71 cents in round 5 his final total of 1.11 cents would have been sufficiently reduced to worry a few senior competitors. As it was it was only just enough to beat **Kevin O'Connell** into second place taking another Gold for the Royal Engineers! (and I though this article was supposed to be unbiased). **Jeff Chandler's** coaching paid off however as another Silver Star young **Driver Pemberton** took both first and second places. **Trainshall** took the Gold with a 16.50 third round total, O'Connell the Silver with 19.40. **Kevin Gallagher** and **Tony Stevens** of the Sappers were 3rd and 4th with 19.7 and 19.9 respectively. This made **Kevin O'Connell** of the Silver Stars overall intermediate Champion and **Kevin Gallagher** of the Royal Engineers second.

# THE NOVICE EVENTS

The Novice event, for most, the

most entertaining and spectacular event of the meet, was given due regard throughout. Their jumpmaster **Sgt Dave Hohne** put in long days to make sure his competitors got the best conditions available. There were some good scores and even a pad strike by a lad called **Meakings** in round 4 with 14 cents. However competition was both turbulent and tough with most competitors taking a zap at some stage. The Engineers Headcorn based accuracy pre-season training camp was to prove its worth as the Sappers took Gold, Silver and Bronze Medals. **Lcpl Farrell** with 74.41, **Spr Omond** 88.40 and **Lcpl Hamill** 90.86m all over eight rounds. Not far behind them were Junior Sappers **Grundy** with 105.30, **Reid** with 116.69 and young **Billy Small** (the smallest man of the meet) with 148.85 taking 1st, 2nd and 3rd places in the Silver Stars Junior Soldier Trophy.

At 16 years old these lads are all well into the category system and deservedly took away their Allimery, Protec Helmet and Jump Boot prizes generously donated by **Jeff Chandler's** Silver Stars and **Susanne Robln's** Junior Leaders Free Fall Club. (Incidentally Tom we have yet to get the bill).

For the statistically minded the competitors completed 3214 jumps (1004 on one day), 412 lifts (136 on one day) 1144 RW jumps, 1665 Accuracy, 140 CRW and 265 style jumps using four aircraft, two Turbine Islanders, 1 Piston Islander and the Turbine Porter.

## JUNIOR SOLDIER AWARDS - Silver Stars Trophy

- 1st JSpr Grundi R.E.
- 2nd JSpr Reid R.E.
- 3rd JSpr Small R.E.

## STYLE

### SENIOR - Soldier Magazine Trophy

- 1st Sgl Young, Red Devila
- 2nd Pte Spencer, Red Devila
- 3rd Sgt Chandler R.C.T.

### INTERMEDIATE - Red Devils Cup

- 1st L/Cpl Trainshall R.C.T.
- 2nd Dvr O'Connell R.C.T.
- 3rd Spr Gallagher R.E.

### TEAM ACCURACY - The Parachute Regiment Trophy

- 1st R.A.P.A. (A)
- 2nd Red Devils (A)
- 3rd Royal Artillery

### FOUR-WAY SEQUENTIAL - The Army Sport Board Cup

- 1st Royal Engineers (A)
- 2nd Red Devils (A)
- 3rd R.E.M.E. Red

### ARMY CRW 4 WAY ROTATIONS - GO Cup

- 1st Royal Engineers
- 2nd Golden Lions
- 3rd Trailblazers

### INTERMEDIATE CHAMPION - Arillery Cup

- 1st Dvr O'Connell R.C.T.
- 2nd Spr Gallagher R.E.
- 3rd L/Cpl Trainshall R.C.T.

### ARMY CHAMPION - Royal Artillery Cup

- 1st Pte Spencer, Red Devila
- 2nd Bdr Carrol, Royal Artillery
- 3rd W.O 2 Ritchie R.E.M.E.

### HIGHEST PLACE BRITISH ARMY COMPETITOR OUTSIDE UK - BOAR Cup

- 1st W.O. 2 Ritchie R.E.M.E.
- 2nd Cpl Hutchinson R.A.O.C.
- 3rd W.O. 2 Charters R.A.P.A.

### HIGHEST PLACED MEMBER OF THE PARACHUTE REGIMENT

Penley Trophy - Pte Spencer, RED DEVILS

### THE BEST RA/RE TEAM

RA/RE Cup - Royal Engineers

### THE BEST CORPS TEAM

Royal Corps of Transport Cup - R.E.M.E. (Red)

### THE BEST TEAM OUTSIDE AIRBOURNE FORCES

The Queens Cup - Royal Engineers

### BRITISH ARMY CHAMPION TEAM - Rothmans Trophy

- 1st Royal Engineers
- 2nd R.E.M.E.
- 3rd Royal Artillery

### VISITORS CUP - The Visitors Cup competed for by Teams other than those in the British Army

i.e. Teams from other Nations and from RN, RM, and RAF. The winning Team is the Team with the best combined scores in the RW and Team Accuracy events.

- 1st Sultan of OMAN Army Parachute Team
- 2nd Golden Knights Gotd
- 3rd German Army

### GO CRW TROPHY (OPEN) - This is an Open Event, all Teams are eligible.

- 1st Royal Engineers (A)
- 2nd Golden Knights
- 3rd Golden Lions

### BEST OVERALL TEAM (OPEN) - This is an open event - The winning Team was the Team with the best combined scores in the RW and Team Accuracy events.

- 1st Royal Artillery
- 2nd R.A.P.A. (A)
- 3rd Royal Engineers

### BEST INDIVIDUAL (OPEN) - This is an open event. The winning individual is the competitor

with the best score in the Individual accuracy and style.

- 1st Pte Spencer, Red Devils
- 2nd Huseman, German Army
- 3rd Schenaiger, German Army

### A BEST FEMALE COMPETITOR

Odette Stevens London OTC



## AN OLD SAPPER MEETS A YOUNG SAPPER

Ex Sapper Mick Turner former National Champion meets Junior Sapper Billy Small 16 years old and possibly a future National Champion himself one day.  
PHOTOGRAPH MALCOLM WOODGATE

SENIOR ACCURACY										
NAME	R01	R02	R03	R04	R05	R06	R07	R08	TOTAL	POSM
DIXON	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.61	1
SCHENAIGER	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2
HENDERSON	0.00	0.00	0.02	0.01	0.03	0.00	0.00	0.00	0.10	2
SPENCER	0.02	0.07	0.00	0.03	0.00	0.00	0.00	0.02	0.15	3
VALDIVIA	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.08	4
HUSEMAN	0.00	0.03	0.03	0.00	0.00	0.00	0.03	0.01	0.17	5
SAD NAR HAN	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.01	6
CARROL	0.00	0.00	0.03	0.03	0.00	0.01	0.00	0.00	0.10	7
CHARTERS	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.00	0.18	8
RITCHIE	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.00	0.18	9
FAZL MUBARICK	0.00	0.00	0.12	0.02	0.04	0.00	0.02	0.00	0.20	11
HUTCHINSON	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	12
COFFEY	0.04	0.07	0.00	0.04	0.02	0.00	0.07	0.00	0.24	12
HAMEY	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	14
MATE RICHARD	0.07	0.04	0.06	0.02	0.00	0.00	0.00	0.02	0.25	14

INTERMEDIATE ACCURACY										
NAME	R01	R02	R03	R04	R05	R06	R07	R08	TOTAL	POSM
GALLAGHER	0.14	0.11	0.00	0.00	0.11	0.00	0.01	0.00	0.36	1
O'CONNELL	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2
PEMBERTON	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3
WALLACE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4
COLE	0.13	0.05	0.00	0.14	0.20	0.17	0.04	0.02	0.66	5
TRAINWALL	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.10	6
COOPER	0.00	0.12	0.04	0.29	0.14	0.00	0.13	0.20	0.70	7
STEVENS KAREN	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.11	8
BREARLEY	0.00	0.00	0.19	0.05	0.04	0.12	0.09	0.00	0.49	9
MCDONALD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10

NOVICE ACCURACY										
NAME	R01	R02	R03	R04	R05	R06	R07	R08	TOTAL	POSM
FARWELL	20.00	2.38	7.65	17.22	5.07	17.40	3.54	78.41	1	1
OBAND	21.46	0.84	17.60	6.94	25.00	3.76	4.82	80.40	2	2
HAMILL	17.05	6.35	7.65	6.94	7.51	25.00	17.10	4.82	90.40	3
MURKINS	3.71	25.00	0.00	0.14	18.86	13.02	19.20	18.08	93.11	4
BISHOP	13.86	25.00	10.34	11.78	16.83	11.48	2.33	5.00	98.52	5
ALLAMAN	25.00	18.75	13.02	4.71	25.00	5.45	5.55	0.43	97.81	6
OSUNDY	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	100.00	7
HANCOCK	17.10	10.33	25.00	4.14	6.71	2.72	18.48	112.03	10	10
BALHORN	20.62	13.29	14.41	8.20	5.32	25.00	3.46	23.02	113.70	9
REID	3.28	18.88	12.51	25.00	2.64	14.11	7.03	19.80	118.00	10
HENSON	23.00	12.73	8.60	17.27	18.00	8.11	5.50	25.00	122.21	11
KUNKE	9.72	3.08	71.10	7.41	10.00	25.00	35.00	124.07	12	12
DORNINGTON	9.35	18.75	13.82	25.00	9.24	25.00	25.00	8.81	127.37	13
HILL	10.39	30.00	7.19	25.00	25.00	25.00	7.50	14.23	131.20	14
SMALL	25.00	25.00	18.13	5.45	25.00	25.00	8.04	22.13	135.22	15
PERDONALDT	25.00	25.00	20.00	9.84	18.75	25.00	1.87	23.83	152.70	16
BOURIS	25.00	25.00	11.37	25.00	25.00	25.00	22.40	25.00	188.37	17
STEVENS	23.82	23.00	23.00	25.00	25.00	25.00	20.00	20.00	189.83	18

SENIOR STYLE										
POS	NAME	ROUND NO. 1	ROUND NO. 2	ROUND NO. 3	ROUND NO. 4	ROUND NO. 5	ROUND NO. 6	ROUND NO. 7	ROUND NO. 8	TOTAL
1	YOUNG	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	1.6
2	SPENCER	7.10	1.2	8.80	8.80	8.2	7.10	7.10	9.2	7.20
3	HUSEMAN	8.20	8.8	9.00	8.80	1.0	9.80	8.80	8.2	8.80
4	SALVISAUM	8.80	8.8	9.00	8.80	8.2	8.80	8.80	8.2	8.80
5	FAZL MUBARICK	8.60	8.6	9.20	8.60	0.6	9.20	8.60	7.2	11.50
6	HABIB SALIM	8.30	1.8	10.10	8.30	1.0	9.70	8.10	2.4	12.10
7	CHANDLER	8.80	3.0	13.80	8.80	8.2	7.70	7.70	2.4	10.10
8	SAD NAR HAN	8.80	2.4	11.70	8.8	0.6	8.50	8.40	1.0	10.60
9	SCHENAIGER	8.70	3.8	12.80	8.70	1.2	9.80	8.80	2.1	10.40
10	WALDER	8.40	1.8	10.80	8.40	1.0	10.80	8.40	2.4	11.60
11	ORBIT SALIM	8.20	4.1	12.30	7.80	1.7	8.80	8.80	2.0	10.80
12	CARROL	7.80	1.2	8.80	7.80	1.0	8.80	8.80	1.8	10.80
13	COFFEY	7.70	2.2	9.00	7.70	0.4	8.10	8.10	1.8	10.40
14	RITCHIE	15.20	8.8	11.80	11.20	0.2	11.40	11.78	8.8	11.80
15	SHAMM JUMBA	19.10	2.4	13.10	10.20	0.2	11.40	10.90	1.8	11.80

INTERMEDIATE STYLE										
POS	NAME	ROUND NO. 1	ROUND NO. 2	ROUND NO. 3	ROUND NO. 4	ROUND NO. 5	ROUND NO. 6	ROUND NO. 7	ROUND NO. 8	TOTAL
1	TRAINWALL	5.80	6.0	5.80	5.80	5.80	5.80	5.80	5.80	46.00
2	O'CONNELL	6.80	8.0	6.80	6.80	6.80	6.80	6.80	6.80	54.00
3	GALLAGHER	6.30	6.2	6.30	6.30	6.30	6.30	6.30	6.30	50.10
4	STAVENSON	5.30	1.4	6.80	5.90	1.2	6.20	6.00	0.8	46.00
5	PEMBERTON	5.70	0.2	6.80	5.80	0.8	5.80	7.30	1.2	41.00
6	YO	6.80	1.8	7.00	6.80	0.8	7.10	7.20	0.2	47.30
7	PRETTITT	7.50	0.2	8.10	6.80	0.8	6.80	7.30	0.2	49.00
8	MCDONALD	6.80	0.0	6.80	6.80	7.10	6.80	6.80	7.2	50.00
9	MCARDLE	6.80	0.2	6.80	6.80	6.2	6.70	10.00	0.0	49.00
10	COLE	1.00	1.0	1.10	1.10	1.10	1.10	1.10	1.10	8.60
11	STEVENS KAREN	7.80	0.0	7.80	6.70	0.8	6.70	6.40	2.7	41.00

1889 ARMY PARACHUTE CHAMPIONSHIPS STATISTICS										
DATE	RW	ACCURACY	CRW	STYLE	TOTAL	ARMY PARACHUTE CHAMPIONSHIPS - 1989 DIVISE LIST				
18-08	247	247			262	INDIVIDUAL ACCURACY				
18-08	152	210		171	372	SENIOR - Parachute Regiment Cup - 3rd Year Veterans Memorial Trophy				
20-08	437	406		44	1063	1st Cpl Trainshall R.C.T.				
21-08	210	210		52	306	2nd Pte Pemberton R.A.O.C.				
22-08	141	141		41	202	3rd Bdr Carrol R.A.O.C.				
24-08	418	250		44	724	1st Cpl Trainshall R.C.T.				
25-08	73	73		28	101	2nd Pte Pemberton R.A.O.C.				
TOTALS	1444	1565	281	284	3214	3rd Bdr Carrol R.A.O.C.				

AIRCRAFT LIFTS										
DATE										

# BOB HARMAN'S 6000th



Jack Brake rinsing the cream pie off Bob Harman's face at Z-Hills, after Bob got it in the eye after his 6000th. Betty Kabeller thinks what a waste of Bubby.

Photos Dave Floyd.



# STOLEN

- 1 Green Army Parabag - somewhat tatty condition
  - 1 White Symbiosis RW suit with red grips
  - 1 Altimaster II with red cordura chest pad with 'Eoin Mekie' on Dymo Tape round base
  - 1 Blue Raleigh Bumer helmet with Fat Freddie's Cat painted on the front
  - 1 Red document holder containing BPA and SSPA documents, Precision Sky-dive logbook, BPA Category Card (all in the name of Eoin Mekie)
  - 1 Small blue document holder containing BPA and SSPA documents, Medical Declaration, Student training record card and a BPA logbook ( in the name of Carol Mekie).
- Please contact Eoin Mekie on 0224 733307 (H) or 882426 (W) with any information

- Multicoloured · Rainbow · Ram Air · Design · Square Shaped · Rip Stock Nylon Parachute.
  - Hog Back Harness made of Black Webbing Material and Black Canvas Pack Reserve Parachute · Plain White · Made of Nylon Rip Stock Material.
  - Altimeter II - 2 in. diameter with white face and black plastic casing. With initials 'P.W.' scratched on face.
  - Blue Cotton Jumpsuit - large size - white strips down each arm and leg.
  - Safety Helmet with Name 'Protec' on the side.
  - 1 Pair of Leather Fingered and Palmed Gloves, with Canvas Back. Leather parachute emblem on gloves.
  - 1 Pair Parachute Boots - white leather - calf length - with red and blue strips on the outside of each boot. Size 9.
  - 1 Pair Jockey Type Goggles - made of plastic perspex and brown leather.
- If you have any further information on the above, please get in touch with the BPA Office.  
Many thanks for your co-operation.



## THE BOYS & GIRLS OF THE NATIONAL CLASSIC SQUAD AT THE WORLD MEET



L to R - Boys: STEVE TREBLE, STUART MORRIS, KEVIN HARDWICKE, HARRY MORGAN, JULIAN SPENCER, DOUGIE YOUNG.  
Girls: FRAN CANNON, JOANNE VAUGHAN, CHERYL SMYTH, JANE BUCKLE, ESTHER REYNOLDS.

# BPA NUMBER CHANGE

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

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On the 23rd September 1986, the Royal Marines represented the BPA and Great Britain in the 1st World CRW Championships in Australia. It was the 4th World Meet in CRW, (the previous three being World Cups) and it involved three separate events.

**The 8-Way Speed Stack** - a timed event from first man to exit, to a completed 8-way stack/plane.

**The 4-Way Rotation Event** - the initial building of a 4 plane/stack, which scores one point, the top man then moving off and redocking on the bottom, which scores another point, each time the manoeuvre is completed, time limit being 3 minutes from the first man to exit.

**The 4-Way Sequential** - 4 minutes are allocated from exit, to build a series of set formations. (as in RW)

It was on Sunday 3rd August when the Marines CRW Team met again, after the British Nationals. The 11 guys who gathered at Dunkeswell were the selected team which were going to Australis for the World Meet, in seven weeks time.

Of these seven weeks, two were to be spent training at Dunkeswell, two were allocated for the World Record Stack attempt and the remaining three weeks would be spent as an intensive training period in Australia, prior to the Competition.

Because of our previous success in the 8-way Speed Stack event during the III World Cup of CRW in '84, it was decided the majority of training jumps would be used to increase our chances in that event.

The training in England was valuable, although on arrival in Australia we still didn't the the 8 Speed team fixed in any permanent sequence, then after meeting old friends at Ramblers DZ in Toogoolawah, we were hit with the bad news that no 8 place aircraft was available at the DZ, or any other DZ in Queensland for that matter.

But all was not lost, Ramblers managed to provide two Cessna 185's for us to train from, the pilots having logged more hours formation flying than the Red Arrows, we were informed!!

After two or three days jumping the positions in the '8' were set and speed stack training started henceforth! It was also decided that the top four in the Speed Stack would make-up the rotations team, as they would be the ones who could build the fastest quadraplane and were four of the fastest rotaters anyway.

The 4-way sequential team was made up of two lads from the 8 speed - **Bruce Scaines** and **Dave Payne** and the two alternates for the '8s' - **Graham Storey** and **Keith Winterburn**. Although they only had 20-30 jumps together, it was decided they would gain a lot of experience by entering the event. Anyway they apparently enjoy having reserve rides!

After two weeks of 8 speed training we had completed 140 jumps overall, the majority of which were between 1 minute and 1:10 secs, only managing to break the minute barrier 24 times.

# CRW CHAMPIONSHIPS 86



This was largely due to heat turbulence we were encountering, between 10 am and 4 pm each day. So instead of building a 5 plane, with the bottom three canopies stacked, which is quite unstable, we were trying to build a 6 or 7 plane with the bottom one or two canopies stacked which, of course, took more time!

During our last week of training the Twin Otter (the competition aircraft) arrived at Toogoolawah and we managed to get another 26 training jumps from it before we went into the competition. Our last jump at Toogoolawah was a 55 second 8 stack, which lifted our spirits a little after watching the French team, who arrived the same day as the Otter and hadn't built one Speed 8 slower than 52 seconds.

We had been working on the theory that a 50 second average, over eight rounds, would secure us a Gold medal in the 8 speed, but watching the French changed our view slightly!

On Tuesday 23rd September the competition started at Gatton Agricultural College, with an opening ceremony and then practice jumps for each of the three

events, being completed! We managed a 52 second 8 speed and watched in awe as the French completed 17 points in time, on their 4 way sequential practice jump!

The first rounds started on Wednesday with 2 rounds of rotations, the second round being an all time best for us, with 18 points in time. We also managed to crack 4 rounds of 8 Speed with **Mike Wills** almost cracking the porcelain in the gents as competition nerves started to show! We had a bad start when **Phil Rudd** had riser twists as base, but during the following three rounds we found that a bit of adrenaline, or competition spirit was helping our performance greatly. So much, in fact, that by the end of the day we had established a new British Record and were lying second behind France!

Thursday saw the first two rounds of sequential. The second round saw our very own **Bruce Scaines** cutting away after the team had scored two points in time, equalling their own record!! France and USA were sickeningly good to watch in this event, but at the end of the day France were ahead by two points. The 5th round of 8 Speed was a disasterous 61 seconds for us, which we thought had put us out of contention. However, we were shocked as we watched the USA have a wrap, cutaway and score only 6 points in the same round! Although a few faces showed relief at this point, none of us really wanted to win a medal because of someone elses misfortunes.

Just as this happened, the XXXX Team from Australia, with whom we trained, invaded our campsite and lay down the gauntlet to the tune of four cases of beer, to be bought by whoever got the lower placing, from the two teams in the 8 speed event. Fortunately we accepted!

Last round on Thursday was the third round of Rotations, which saw the end of our medal chances in this event, after a slow quadraplane and 13 points in time!

Friday started with two more rounds of sequential with France showing no mercy, scoring 10 points and 15 points and leading the field. Our boys had two bad rounds, scoring 0 and 1 point, but at least they managed to keep the same canopies for the whole of the journey down!!

Then came the 6th round of Speed 8s which was good for us, pulling 4 seconds back from the Aussies and 8 seconds back from the French, although France was in such a good position, we felt they were starting to ease off slightly!

Saturday was cloudy down to 6,000ft. so all we managed was the final two rounds of 8 speed. The pressure was starting to show now, as we were running in for the 7th round. **Mike Wills** had made his compulsory three visits to the boys' room and looked like he wanted a fourth, whilst everyone else went through his own little routine that all competitors do, (just in case it's lucky, eh?) then we got the EXIT!

I was number five out of the door and when I pulled my brakes off and turned



downwind, I saw **Taff James** docking on 3rd, Wow! it's going to be fast!

**Chris Schofield** docked 4th with no problems and I was on his back. No sooner had Chris put his feet in my crossbars when I saw **Keith Winterburns** canopy above my head. He managed to dock me straight into his risers and **Mike Wills** hit him at the same time as **Dave Payne** hit Mike.

We scored a 43.41 secs. which is 0.13 seconds outside the world record and after watching Australia's 51.84 seconds we were ahead of them, again, by 6 seconds. The French scored 50.29 secs., but excluding an error, were unbeatable.

So, into the last round we went, we were to jump first. The nerves were twice




NAME	RESULTS 4-WAY ROTATION									
	1	2	3	4	5	6	7	8	9	10

NAME	RESULTS 4-WAY ROTATION								TOTAL PLACE	
	1	2	3	4	5	6	7	8		
1 BRAZIL	7	7	6	7	7	8	9	6	57	13
2 NEW ZEALAND	18	18	17	17	14	18	18	15	135	4
3 GREAT BRITAIN	16	18	13	17	16	17	11	15	123	7
4 SWITZERLAND	16	17	18	16	16	16	17	16	132	6
5 AUSTRALIA	18	18	18	17	16	16	14	18	135	4
6 FRANCE	13	16	17	15	15	16	15	14	121	8
7 NETHERLANDS	18	17	19	16	18	17	17	18	140	3
8 THAILAND*	6	5	8	8	7	10	11	4	59	9
9 CHINA	17	17	10	19	22	22	21	20	148	1
10 USA	17	20	18	19	17	19	19	18	147	2
11 FINLAND	2	3	4	7	7	3	1	3	30	11

NAME	RESULTS 8-WAY SPEED STACK								TOTAL PLACE	
	1	2	3	4	5	6	7	8		
1 THAILAND*	8754	9431	9221	9755	9129	9776	9207	9037	743.10	
2 NEW ZEALAND	71.38	61.29	59.41	87.97	60.11	59.96	57.34	62.12	499.59	6
3 FRANCE	44.19	45.51	43.29	46.98	52.02	53.67	50.29	55.19	391.14	4
4 AUSTRALIA	56.49	46.02	59.52	48.72	52.04	49.71	51.84	49.53	413.87	1
5 USA	48.17	50.58	58.18	56.61	45.59	58.46	51.24	71.41	440.24	3
6 GREAT BRITAIN	58.38	45.32	55.32	49.84	61.01	45.50	43.41	52.26	411.04	5
*INVITED NATION	8	8	8	8	8	8	8	8	64	2

NAME	RESULTS 4-WAY SEQUENTIAL								TOTAL PLACE	
	1	2	3	4	5	6	7	8		
1 WEST GERMANY	4	3	5	4	7	4	6	5	38	5
2 FRANCE	6	10	9	10	15	8	10	9	77	1
3 SWITZERLAND	2	3	3	3	5	5	6	4	31	6
4 NEW ZEALAND	5	7	5	6	2	6	9	5	45	4
5 AUSTRALIA	4	6	7	5	10	6	7	7	52	3
6 USA	8	4	7	5	12	0	9	7	52	2
7 GREAT BRITAIN	1	2	0	1	2	2	2	2	12	8
8 NETHERLANDS	2	1	3	3	3	4	9	1	24	7

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as bad as before and the stack seemed to take forever but, in fact, was a respectable 52.26. We landed to watch the Otter take the Aussies and French up and we knew 46.66 secs. would give the Australians the silver medal over us.

They exited and started the dock. It was a 35 sec. 6 plane, but we timed them at 47 seconds for the 8 stack. I watched **Nige Watson-Clark** age two years in two seconds, but as the time was announced we knew we'd got the Silver (by 2.83 seconds).

France exited next and performed a steady 55 seconds for Gold position. So, congratulations all round, then we accompanied the Aussies to the beer tent for a celebration, on them! Boy, that beer tasted good.

The rest of the meet dragged a little, as the weather deteriorated and it wasn't a complete meet, until the following Thursday. However the competition was just as fierce with a great battle in the 4-way rotations, as China pipped the USA on the final round for Gold with the Netherlands in a strong position for Bronze.

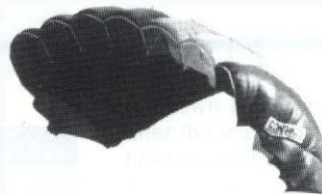
In the sequential France were strong throughout, easily taking the Gold, whilst the USA taking silver as the highest point scorers in any one round.

Then it was all over bar the prize giving, which went smoothly and a good time was had by all! The whole competition was a success. It was good to see teams like France, Australia and New Zealand eager to advise teams like ourselves in the sequential event, both during and after the competition.

On our behalf I would like to thank **Lofty & Grace Thomas** for being head of delegation and also for their support during the competition.

One thing became very apparent during the competition, CRW is no longer just something to fill the gap between opening (after RW) and landing! If France can build a four man diamond in 24 seconds, which is a good quadraplane time for us, it shows how much time and thought they have put into their sequential training. So, with the mention of perhaps an 8 Speed Formation Event in the next World Meet, we have a lot of ground to make up in CRW, in this country.

T.C. TOPPING, D3926  
P.S. Cheers 'Bozzy'!!



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I think you will agree that when it comes to demos there are several things you can do that impress the crowds. Some of these are relatively easy to achieve like using lots of smoke or just everybody landing safely in the area.

Now our particular form is CRW (as you may have guessed) and I believe that to bring a formation down low over the crowd can be very satisfying for both observer and performer.

Well this year it became very apparent to me, from comments after a show, that the thing they enjoyed and remembered the most was the downplane.... and why not. When done properly and in the right place it is fast, exciting and always draws the oohs from the public ("This is what we want", they chant). So I thought I would send you this series of pictures taken by someone in the crowd (in colour) of Dave Payne and Phil Rudd over Silverstone and explain to you budding demo downplanners some of the do's and don'ts that we've learnt while doing this fun.... er sorry I mean.... very serious job.

First let me explain that if you don't already know how to physically get into a downplane then don't try it over a demo.... What I'm going to talk about is the positioning and timing that we have learnt throughout the display season.

You should be in a controlled bi-hand upwind of the arena, ideally somewhere around 1,000 to 1,500 feet, also bearing in mind the higher the windspeed the more upwind you should begin the transition.

It is best to be over the front edge of the arena with your canopies either directly into or down wind. So when you transition, your downplane will be at 90° across the windline. This means that on breakoff you both only have to turn 90° left or right to be safely into the wind for landing.

It is possible to keep the formation 'trimmed' as long as it is done only by one member of the pair (pre-decided of course, it's very difficult to discuss things when your eyes are bulging and your tongue is flapping round the back of your neck in the slipstream).

Once you have managed to keep it across the windline it means that you can bring it down lower and not run the risk of one of the pair having to do a 180° turn or even have to take a down wind landing (dread the thought).

Remember though folks, don't be afraid of breaking off early should you see you are being pushed towards the back end/base line of the arena (get into the arena at all costs eh?)

There is nothing to stop you wearing smoke on this formation, obviously on one leg only and make sure it is the leg you leave trailing behind. This does help with the visual effects from the ground. I must admit that the occasional blood curdling scream has been heard, but of course it wasn't our lads, they take their job far too seriously...?

Now, there are a few other factors that may affect the positioning of the downplane. Upwind obstacles, like big buildings etc. Our advice - beware of them before you transition. The one thing that never gave us any problems was turbulence, it is not the sort of formation that suffers from it. The only thing it might do is put a surge of extra tension between the pair but nothing that will make too much difference. One more very positive tip....don't land it - the applause wouldn't be worth it.

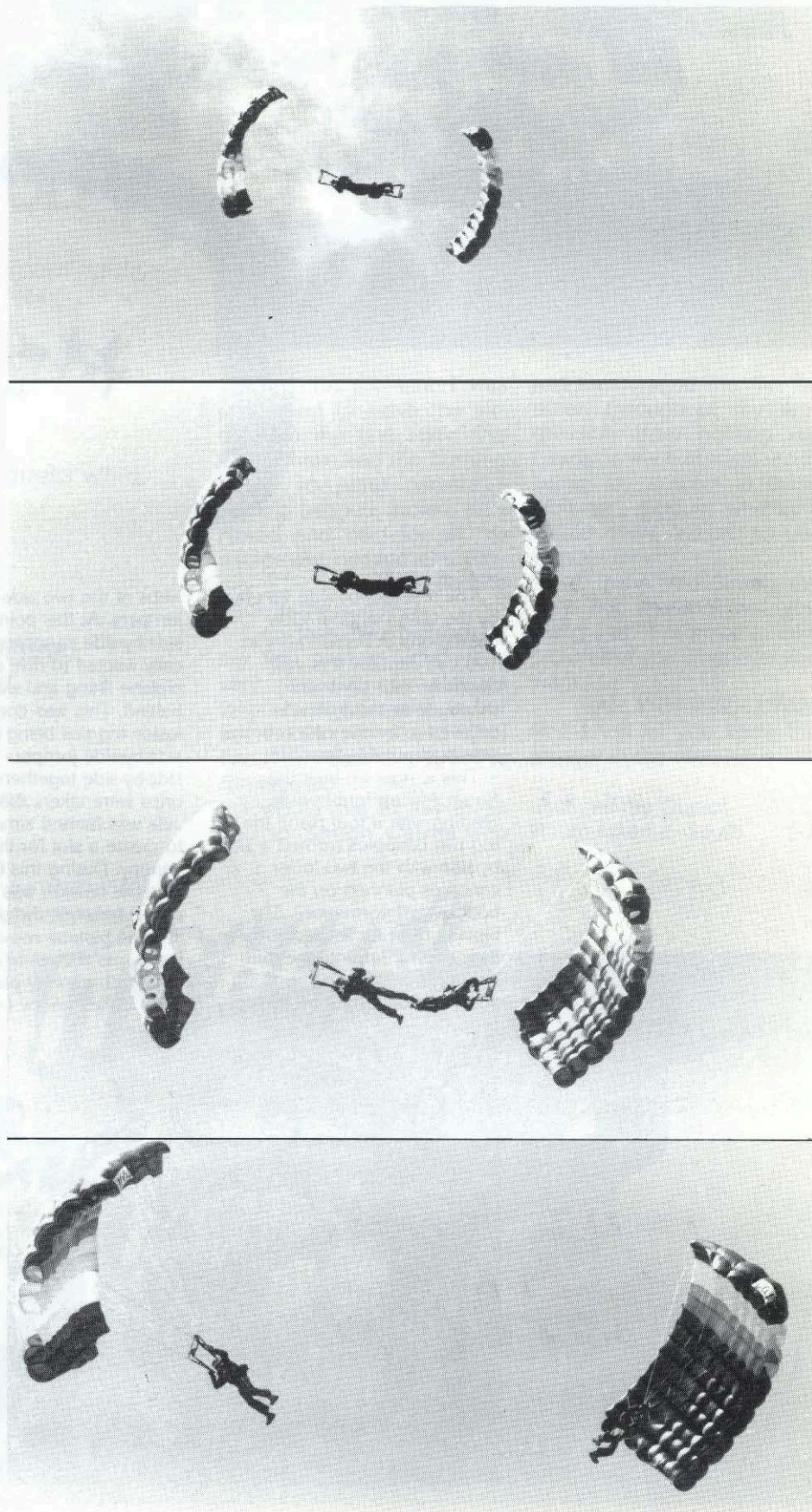
Well that's it folks, not a complete bucketful of tips I know, but we found them useful to keep in the back of our minds.

So now it is nearly Xmas time, straight after that we collect some more new team members and head off to good old Z-Hills for pre season traing for '87.

All the seasons best to everyone (if this gets in the Dec. mag) if not, then I hope you've all recovered. Cheers,

CHRIS SCHOFIELD, D5576

# DEMO DOWN PLANES.....

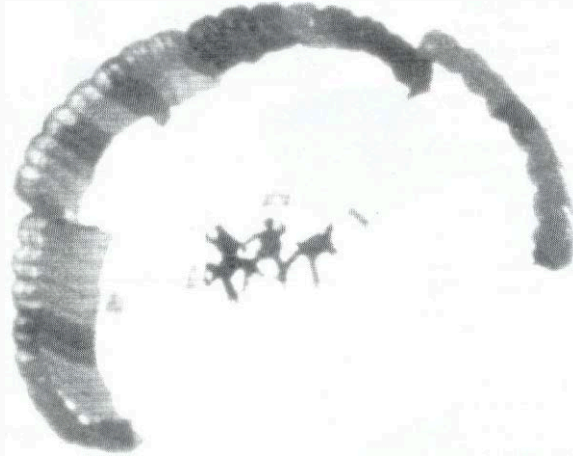


# 4 BUILDING BY SIDE

MARK  
ALLEN

compressed Shamrock) and once flying the tension was reduced substantially. From the compressed shamrock the four-by-side was fairly easy to build by one of the outside canopies being fanned, which created a slot for the fourth canopy. But before transition, the fourth canopy was fanned to the side where the slot was created.

Once the four-by-side was flying, extreme tension was experienced, therefore passive release straps were needed to



The first four-by-side was built by the USA National CRW champions at Perris Valley in 1983. In January this year South African skydivers managed to build what is believed to be the only four-by-side built outside the USA.

This is how we built the South African four-by-side. Starting with a four-plane the top two canopies formed a side-by-side with the two lower canopies planned on the bottom (a T formation). The biplane beneath the side-by-side then moved up until the third jumper in the four-plane obtained solid grips on the lift-

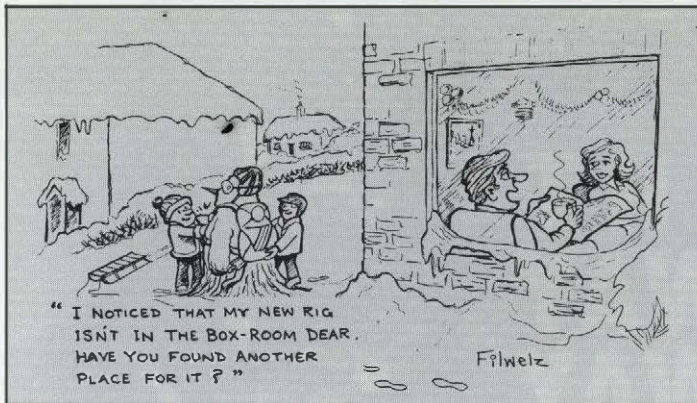
webs of the two side-by-side jumpers. At this point the two side-by-side canopies automatically wanted to dive due to the biplane lifting and pushing from behind. This was corrected by inside toggles being used by the side-by-side jumpers to hold the side-by-side together. Once solid grips were taken, the side-by-side was fanned simultaneously to create a slot for the third canopy. During this transition extreme tension was experienced between the side-by-side and the biplane moving up. The result was a three-by-side with the fourth canopy planned onto the middle canopy (a

hold the formation together. Once flying the formation was extremely stable and flew at a 40° angle towards the ground. Turning the formation was very slow and required all the jumpers to use the same side toggle. It's great having a 28 cell canopy, but it takes four pilots to fly it.

The four-by-side described above sounds fairly easy to build, but, until experience is obtained in building three-by-sides and other CRW formations, I do not recommend it. Dirt dives and discussions on all aspects of CRW safety, as well as good communication in the air are essential. The passive release straps used (not death traps) require a positive action to hold together, but release instantly once the positive action is removed. I recommend reading Canopy Relative Work by Terry Jones on this point.

Just before I left South Africa to come and live in England, we attempted to build a five-by-side. We learnt a lot about it, but ran out of time as I had to leave. I would like to continue attempting to build a five-by-side, so if anyone experienced in CRW is interested, please do not hesitate to contact me at Home (09323) 46484 or work (01) 236-8000.





# WILL YOU MARRY ME SIMON??



## ODE TO ROB COLPUS

*If you want to see the sights  
Of Headcorn, Smarden or the Blackpool lights,  
Don't buy an Awayday from British Rail,  
Just follow the Roberto Trail.*

*Our boy Roberto's a real fine lad,  
But his spotting ability is terribly bad.  
One sunny day, a busy one too,  
Our dear old manifestor Debbie do,  
Organised a load, and you'll never guess what,  
Young Roberto was made to spot.  
Running in, about to plummet,  
Oh no, Roberto has really done it.  
Headcorn is nowhere to be seen,  
Oh look, Smarden Village Green.  
The Tandem passenger looked confused,  
Tandem Instructor was not amused.  
All the jumpers cursed and hissed,  
Roberto's spotting is really pissed.  
Everyone landed miles from home,  
And hunted down the nearest phone.  
Got a taxi to the DZ,  
And trod upon Roberto's head.  
So be careful when choosing your jumpmaster,  
Cos Roberto's spotting is an absolute disaster.*

From the moment I was persuaded to leave the aircraft on my first static line jump I have had the burning desire to jump camera - Having begged, stolen, borrowed and paid for all the equipment needed and having attained my 'D' licence back in the summer.

I enclose two pictures of my first camera jump. It is very rare we see pictures taken by the females in our sport - being small and light I find it very easy to stay above formations.

I would like to say thank you to **Simon Cairns** who

has encouraged me, like no other, throughout my progression from holding my hands on my first static line to being my subject in these pictures - I doubt whether I would have come so far without him.

So, thank you Simon, my very bet friend - will you marry me? I promise to take pictures of you whenever you want.

SALLY CARTER D7026  
P.S. I will let you know the answer in the next issue.

*Just call me Cupid!*  
Photo taken in Spain. Ed.

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# NIGHT 20 WAY 40 WAY NEXT?

On October 17th, 1986 Zephyrhills Parachute Centre did two full DC-3 loads of night jumps that went very well. The above picture is a night dive 20 way round after doing a 20 way cluster for two points by 5,500 feet. This was a practice for a 40 way formation coming on the next full moon on November 15th at Z-

Hills a week before Turkey Meet. The names are:-

Ivan Hanse, Bjarne Olsen, Lars Hinrich, Carl Daugherty, Tom Hayes, Billy Bradshaw, Sue Clifton, Eric Harper, Bill Bham, Jack Jefferies, Rick Motl, Jack Gregory, Dave Sickler, Jack Brake, Billy Weber, Larry Weber, Rick Ollerman, Mike Ripley, Frank Arenas, Danny Hupert, Jeff Cook (21), Pink Floyd (Video).

Dave Sickler organised the 20 way night dives.

BETTER KABELLER

## VIDEO PACKING INSTRUCTIONS NOW AVAILABLE

BY NANCY DWYER

George Galloway, President of Precision Aerodynamics, Inc. has announced the release of three video tapes aimed at teaching riggers how to pack Raven ram air square reserves. The tapes are especially timely as the United States Parachute Association (USPA) no longer teaches or certifies riggers in packing square reserves. One 40-minute tape contains instructions for packing a Raven ram air reserve into a Relative Workshop Vector harness/container system. The tape, a cooperative effort between the two companies, demonstrates a complete assembly and pack job by Master Rigger **Moe Viletto**, and is narrated by Galloway.

The other two tapes show how to pack a Raven canopy into a Warp 3 harness/container system produced by National Parachute Industries, as well as into Stewart Systems one-pin and two-pin systems.

Galloway stressed that the professionally produced tape is a supplement to the official printed instructions which are provided with each canopy and harness/container system.

The tapes are copyable for personal use, and are available from Precision Aerodynamics, INc., U.S. Hwy. 127, Dunlap, TN 37327 for \$24.95.

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**BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING  
COMMITTEE MEETING  
THE POST HOUSE HOTEL  
LEICESTER  
THURSDAY 4th SEPTEMBER 1986  
7.00 p.m.**

**Present:**  
J.R.H. Sharples  
K. McIlwee  
I. Louttit  
M. Beynon  
D. Cox  
G. Evans  
M. Bolton  
D. Palmer  
S. McBrine  
J. Colley  
B. Sharp  
S.D. Lambe  
J. Ball  
J. Wright  
G. Horan  
P. Cavanagh  
B. Lathwaite  
J.D. Prince  
T. Knight  
D. Hickling  
J. Meacock  
R. Ellis  
I. Aitken  
L. George  
J. Chandler  
T. Rose  
A. Collingwood

**Chairman STC**  
Flying Tigers  
DISC  
Badminton  
Bham & Cow/SSSC  
TPA/MFFC  
Oxon & Northants  
Shropshire  
RAFSPA  
Red Devils  
Queens Regt.  
RMCS  
Pilots  
Riggers  
Blackpool  
Black Knights  
Merlin/LBFFC  
NWPC  
Ipswich  
BPS  
Peterborough  
Traillblazers  
Headcorn  
London Skydiving  
Silver Stars  
JSPC (N)  
Doncaster

**Apologies for Absence:**  
D. Tucker, D. Thorne, D. Ruffell, K. Noble, M. Munn, D. Tykcoat, J. Lines, J. Fisher, E. Lewington.

**In Attendance:**  
J. Hitchen JNCSO  
T. Butler JNCSO

**Observers:**  
J. Davis, V. Davis, D. Gays, N. Palmer, M. Raftery, D. Peacock, N. Dixon, N. Law, A. Ellams, D. Hone, S. Wilson, B. McBride, M. McCarthy, S. McCarthy, J. Wainsley, J. Rix, A. Hickling, B. Smith, P. Bedigan, R. Line, J. Farr, K. Adkins, G. Barclay, M. Wilkerson, N. Hamilton, D. Harrison, P. Sullivan, L. Sullivan, S. Dodge, G. Arundel.

**Item 1 - Minutes and Matters arising from STC Meeting 24th July 1986**

I. Louttit stated that his name was not on the list of those present at the last meeting, even though he did attend.

The Chairman stated that Stavton Airport had now been inspected by the JNCSOs as per the STC Meeting of 12th June had required, and had now been cleared as 'Unrestricted' subject to a number of provisos, listed below:

- a) Only one student to be despatched per pass
- b) Only 'sill' exit type aircraft to be used by students
- c) Radios to be used by students for ground to air communication
- d) CCI (D.P. McCarthy) to be present when student jumping is taking place
- e) If the WDI travels more than 600 metres to the south of the target, no student parachuting to take place.

The Drop Zone is only cleared whilst D.P. McCarthy is Chief Instructor, owing to his considerable experience.

T. Knight informed the meeting that he had had a good response to the questionnaire he had sent to clubs regarding 'Centre Base Tie'. Mr. Knight stated that this had been discussed at the evenings Riggers Meeting and the subject is more complex than he had originally believed. Mr. Knight stated that he hoped to have a comprehensive report for the next STC Meeting.

T. Knight

**1.6 Constitution of STC** The Chairman informed the meeting that Council agreed that the STC Constitution remain as it is and that those entitled to vote are Chief Instructors of Drop Zones who are Advanced Instructors. The Chairman also stated that Council had agreed to a Disciplinary Panel being set up to consist of The Chairman of STC, at least one National Coach and up to four Examiners. The Examiners having knowledge of the aspect of the 'Sport' in question. The Chairman would be writing to a number of Examiners asking whether they would be willing to serve on the Panel.

Chairman STC

It was proposed by G. Evans and seconded by M. Beynon that the Minutes of the Meeting of 24th July 1986 be accepted as a true record.

Carried Unanimously  
All CCIs

**Item 2 - Minutes and Matters arising from 'Special' STC Meeting of 30th July 1986**

The Chairman asked if there were any questions or points members wished raising from this meeting. The Chair stated that at this time the GG 7 metre Dual Perosity T701 Aerocionals remain grounded for 'student' parachuting.

It was proposed by D. Hickling and seconded by T. Knight that the Minutes of the 'Special' STC Meeting of 30th July 1986 be accepted as a true record.

Carried Unanimously  
All CCIs

**Item 3 - Approval of Riggers Minutes of Meeting of 24th July 1986**

J. Wright gave the meeting details of the Minutes of the Riggers Meeting. Miss Wright stated that details of the modification to the GG Raycler canopies had been sent to all clubs and reminded those that required the modification that C/Q would carry this out free of charge, but the offer was only valid until 31st October 1986.

Miss Wright stated that item 7 of Riggers Minutes 'Safety tie - reserves' had been discussed again by the Meeting (details with Riggers Minutes of 4th September) and she would like this discussed at the next STC Meeting.

The Minutes of the Riggers Meeting of 24th July 1986 were approved by STC.

All CCIs

**Item 4 - Incident Reports - resume**

The Chairman stated that he had received a number of reports on minor incidents and landing injuries. He stated that he always got comprehensive reports on all incidents from the Traillblazers and urged others to do the same, as this is of great use to the STC.

J. Hitchen gave the meeting details of an incident at Strathallan involving a Cessna 207 where a five way RW jump was planned. Two floaters exited the aircraft (the rear floater being the video cameraman). The rear floater felt the aircraft increase power and go into a nose down attitude, at which point he released, at that point the pilot lost control of the aircraft and the centre floater and one of the other jumpers rolled over the top of the aircraft causing damage to the tail and the port side of the tail plane.

J. Hitchen stated that this was still being investigated as to the cause of this incident.

J. Ball informed the meeting that this was to be discussed by the Pilots Committee at their next meeting on 16th October.

Chairman STC  
J. Ball/JNCSOs

**Item 5 - Instructor Course 3 - 86**

J. Hitchen gave details of the Course which was held at Strathallan, a full report had been sent to STC members prior to the meeting. Mr. Hitchen stated that a number of recommendations had been made by the Examiners, which were:

- a) Dave Ruffell's permission to act as CCI be extended until the next Advanced Instructor Course.
- b) That the following be given 6 month extensions to their Potential Instructor Ratings: Gwynne Roberts, Rod Bartholomew, Terry Inch, Terri Legg, Mick Plieger and Mick Thurman.

CCIs

It was proposed by T. Knight and seconded by J. Meacock that the above be agreed.

Carried Unanimously

**Item 6 (A) The use of AADs**

The Chairman stated that a great deal of input had been received on this subject. Letters from D. Tucker, J. Meacock, D. Parker, R. Noble, Nesblitt, D. Hickling, D. Palmer, D. Howerski, B. Scouler and T. Knight had been sent out with the agenda, also letters from D. Ruffell, D. Thome, M. Cooch, D. Tykcoat and K. Noble had been distributed at the meeting. The Chairman stated that there were a number of opposing views, which were strongly held.

A great deal of discussion took place after which D. Palmer proposed that the use of AADs be made mandatory for students up to Category six, this proposal failed to find a second.

D. Hickling stated that he believed a great number of CCIs who are against AADs being made mandatory, were of that view because there was a genuine feeling that they were not reliable enough at this time.

J. Wainsley stated that he runs the servicing facility for FXC AADs at Netheravon and that he would prepare a paper to be presented at the next STC Meeting. The Chairman thanked Sgt. Wainsley and said he looked forward to the report. The feeling of the meeting was that the use of AADs be at the discretion of CCIs.

All CCIs

**Item 6 (B) The teaching of Tail/Tailwheel 'Hang Ups'**

The Chairman stated that a good deal of input had also been received on this subject. This subject caused considerable discussion, alter which it was felt by the meeting that because of different aircraft and equipment, the teaching of Canopy Hang Ups must be left to the discretion of CCIs.

All CCIs

**Item 7 - Permissions**

a) D. Howerski had requested that three blind people at his Centre be given a permission to make a Tandem parachute descent. A request from J. Meacock had also been received for a blind person to make a Tandem descent at his club.

Some discussion took place on the subject of disabled persons making Tandem parachute descent and it was felt by those present that enough knowledge was now known for this to be done safely. It was proposed by T. Knight and seconded by D. Hickling that providing disabled people can obtain permission from their Specialists to make a Tandem descent and the CCI gives permission, this may be done.

Carried Unanimously  
All CCIs

The BPA Medical Declaration would be altered to take the above into account.

b) I. Aitken requested permission for an Australian Instructor 'B' rated to be given Potential Instructor status, to work at Headcorn. Mr. Aitken stated that the Instructor, Mr. Garry Barclay had approx. 800 jumps and had been checked out on his instructional ability by Examiners: A. Ashton and B. Dias. If Mr. Barclay wished to continue instructing in this country he would attend a FINAL EXAMINATION.

It was proposed by I. Aitken and seconded by R. Ellis that this be permitted.

Carried Unanimously  
G. Barclay, D. Parker

c) S. McBrine of RAFSPA requested permission for M. Raftery and G. Wood to attend the next Potential Instructor Course at Brunton in December, both would be approx. 3 months short of the required time in the sport.

It was proposed by S. McBrine and seconded by S. Lambe that this be permitted.

Carried Unanimously  
S. McBrine

d) R. Ellis requested that J. Carter of the Traillblazers be given a 6 month extension to his Potential Instructor rating, Sgt. Ellis gave the reasons for this request.

Proposed by R. Ellis and seconded by T. Rose that this be permitted.

Carried Unanimously  
R. Ellis

e) A request had been received from AI Skydiving that P. Sullivan

be given permission to act as CCI for AI Skydiving until the next Pre-Advanced Instructor Course in December, as the present CCI, J. Buckle was leaving. After some discussion it was proposed by T. Knight and seconded by A. Collingwood that this be permitted provided a letter of recommendation is received from the present CCI For IB, Against 1, Abstentions 2

Carried  
P. Sullivan/J. Buckle

f) K. McIlwee requested permission to run a pilot scheme similar to that run by Headcorn, agreed by STC last November, to progress students to Ram Air Canopies and Piggyback systems:

- (i) Minimum qualification Category 7 plus finished dive exits and back loops
- (ii) Main parachute will be a large and docile type, i.e. Ranger, Magnum, Hercules.
- (iii) Using TSE Xerox student system with:  
a) Bellyband mounted ripcord with spring loaded pilot chute.
- b) 3 ring circus release system.
- c) Steven's lanyard system fitted on reserve.
- d) FXC 12000 AAD.
- (iv) Talk down by radio for early familiarisation jumps.

It was proposed by K. McIlwee and seconded by I. Aitken that this be permitted.

Carried Unanimously  
K. McIlwee

I. Aitken stated that the above scheme has been working very well at Headcorn.

g) T. Knight requested that an American parachutist, Mr. John Chase, with 650 jumps and 7 1/2 hours of Freefall time be permitted to attend the Tandem Instructor Course at Ipswich. Mr. Knight stated that Mr. Chase would not be able to obtain a BPA Tandem Instructor rating, but would be able to receive a 'Strong' rating that would be valid in some other countries. The permission was needed for Mr. Chase to actually make the descents on the course carrying experienced parachutists.

It was proposed by T. Knight and seconded by D. Palmer that this be permitted.

Carried Unanimously  
T. Knight

**Item 8 - A.O.B.**

1) The Chairman informed the meeting of a letter, sent out with the Agenda from Major Card, giving details of a breach of the Operations Manual by Mr. S. Wilson. The Chairman stated that this would be dealt with by the Disciplinary Panel.

R. Card, Chairman STC  
S. Wilson

2) The Chairman informed those present that the telephone number of National Air Traffic Services (NATS) regarding parachute drops in Manchester Control Airspace has been changed. The new number is: 061 499 5314.

All Clubs/Teams

3) The Chairman informed the meeting that The Falcon Parachute Centre had taken over the Operation of Kinnell Airfield, (OS Sheet 54, Grid Ref. 156612) and this is cleared as 'Unrestricted' with the following provisos:

- a) Only one student parachutist to be despatched per pass.
- b) No student parachutist will jump if the WDI travels more than 600 yards from the target in any direction.
- c) Student parachuting will only take place when the CCI is present.

S. Lambe gave the meeting details of a Streamer type malfunction on an Aerocionical which happened in Hong Kong, the jumper landed safely on his reserve parachute.

The date of next meeting is 16th October 1986 at the Post House, Leicester, time 7.00 p.m.

TONY BUTLER, JNCSO

**AMENDMENTS TO BPA OPERATIONS MANUAL**

The following Amendments have been made to The BPA Operations Manual at The Safety and Training Committee Meeting of 4th September 1986:

**APPENDIX 'C' (Declaration of Fitness to Parachute)**

**Side two, paragraph 3, should now read:**

If you normally wear spectacles, these should be securely attached whilst parachuting and where contact lenses are used goggles should be worn. The minimum visual acuity acceptable (unless making a Tandem Parachute descent) for one eye with or without correction is 6/12. It is advised that you keep a regular check on your eyesight both for your own good and that of others involved in the Sport.

**Also: Side two, paragraph 7, should now read:**  
It is permissible for someone to jump who has defective vision in one eye only. The other eye should have an acuity of at least 6/12 without correction. This does not apply to someone making a Tandem Parachute descent, where even blindness may be acceptable.

**APPENDIX 'G' (Request for Air Traffic Clearance for Parachute Displays) Side two, second address. Phone numbers should now read:**

Tel: 061 499 531 4 (Weekday)  
061 499 5320 (Sat/Sun)

TONY BUTLER, JNCSO

**BRITISH PARACHUTE  
ASSOCIATION  
COUNCIL MEETING**

**THE TAN HOUSE, LAPWORTH  
18th SEPTEMBER 1986  
6.30 p.m.**

**Present:**  
J.T. Crocker  
P.W. Ritchie  
R. Colpus  
J.R.H. Sharples

Chairman BPA  
Vice Chairman BPA  
Chairman Compt. Cttee  
Chairman STC

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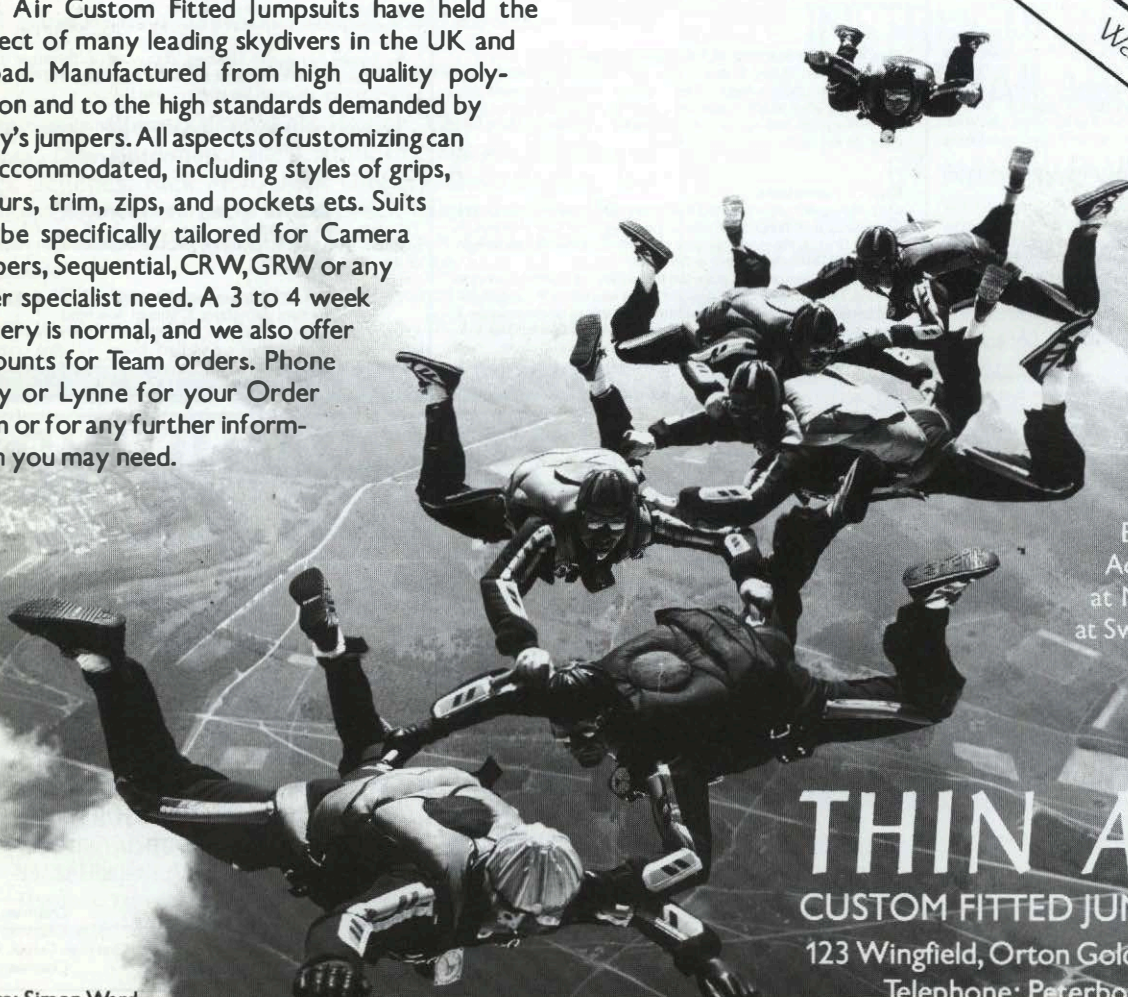


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T. Andrews  
S.D. Lamb  
D.T. Hickling  
J. Curtis  
D. Prince  
B. Dyas  
S. Eversfield  
P.D.N. Parker

Chairman Finance Cttee  
Club Representative

In Attendance:  
D. Waterman  
A.K. Butler  
J.H. Hitchen  
C.W. Port

Editor 'Spot Parachutist'  
J.N.C.S.O BPA  
J.N.C.S.O BPA  
Sec. Gen BPA

Apologies:  
D. Young, J.L. Thomas (M of D British Team), D. Langhorn  
Chairman BCPA.

J.R.H. Sharples presented the Chairman with his 3,000 jump certificate. J.T. Crocker welcomed all members, apologising for the fact that the meeting venue had had to be changed at such short notice due to his indisposition.

#### Item 52/86 - Minutes of the Meeting of 30th July, 1986

It was proposed by P.W. Ritchie and seconded by D.T. Hickling that the minutes of the above meeting be accepted as a true record.  
Unanimous

#### Matters arising

##### a) Mr. C. Austins

Further correspondence had been received from the above. It was regretted that Mr Austins was still unable to attend a Council Meeting, despite repeated invitations to do so.

Considerable discussion ensued on the subject and it was agreed that the Chairman J.T. Crocker, would write to Mr. Austins and confirm that the Council's position was as previously stated and legal steps would be taken as Council deemed fit in due course.  
Chairman

##### b) Prize Giving/Nationals 1987

C.W. Port, Secretary General, had distributed the relevant paperwork on the above subject. (Dated 4th August 1986). To date no replies had been received.

It was unanimously agreed by Council that Bridlington's bid to host the 1987 National Championships, submitted in 1985, be confirmed.

It was agreed that discussions with Bridlington begin as soon as possible in order to ensure that the 1987 National Championships arrangements be finalised well in advance of the event.

R. Colpus and the Competitions Committee would take on all the detailed technical aspects.

P.W. Ritchie agreed to take on the organisation of the prize presentations and allied aspects.  
R. Colpus/P.W. Ritchie

##### c) B.P.A. Logo

P.W. Ritchie restated his views on the above and said that he had spoken to D. Waterman, who had been involved in the last BPA Logo change.

D. Waterman stated that corporate identity, via a logo, was a very specialised field and thought that even the best entry in any competition would need refining by an expert in the field.

Considerable discussion ensued on the subject including the financial ramifications of replacing shop stock, forms, letter heading etc. etc.

It was agreed to go ahead with the competition as previously agreed. It was however agreed that even the best entry might not prove suitable for use and the Council might, in the final analysis feel that it was too costly an exercise to implement any change.  
P.W. Ritchie

##### d) Nationals 1986/Video

There had been some problems on the above and J.K. Lines stated that he felt that video cameramen should be treated in the same way as other Officials at the National Championships. It was agreed that there were always lessons to be learned following every National Championships.

If anyone had any comments on any aspect of the 1986 National Championships these should be put in writing and sent to either R. Colpus or P.W. Ritchie.  
R. Colpus/P.W. Ritchie

#### Item 53/86 - Committee Minutes

##### 1. Safety and Training Committee

J.R.H. Sharples presented the minutes of the meeting of 4th September and asked for comments.

Item 8. AOB 1. In reply to a question by J. Curtis it was stated that this item would be an agenda item at the next STC Meeting.

It was unanimously agreed that the Council remind the entire membership that the wearing of helmets was mandatory for the entire descent.  
Council

##### Item 6 (A)

P.W. Ritchie initiated a discussion on the subject of AADs.

There was very lengthy and in depth discussion on the subject with input and comments from several council members.

Council felt that what everyone wanted was an absolute fail safe system. At the present, J. Walmsley was preparing a paper on this subject for consideration and discussion by STC. It was felt that the matter was being satisfactorily dealt with by STC who would continue to make recommendations.  
STC

##### Letter from D. Tycoat

The above had been presented and would be part of the STCs discussions.  
JRH Sharples

The Chairman of STC agreed to write to D. Tycoat on the subject. The Minutes were ratified.

#### 2. Development

P.W. Ritchie presented the paperwork on the Development Officer post and selection procedures which had been prepared following a meeting with Mr. J. Scott of the Sports Council.

Considerable discussion on many aspects of the Development Plan and Development Officer appointment ensued. It was finally agreed to accept the procedures as detailed but that the interviewing panel be expanded to include: J.T. Crocker, P.W. Ritchie, J.K. Lines, R. Colpus, D. Prince and Mr. J. Scott of the Sports Council. P.W. Ritchie stated that the monitoring arrangements, once the plan was in force, would be arranged at a later date.  
P.W. Ritchie

#### 3. Royal Aero Club

P.W. Ritchie reported that there would be an auction at Christies in London on the 31st October of Royal Aero Club Memorabilia (ranging from a spitfire through to trophies and pictures).

#### EGM/AGM/Dinner Dance

C.W. Port, Secretary General reported that arrangements had been made for all the above.

(a) EGM. The room was booked at the Post House for the EGM commencing at 6.30 p.m. on Thursday 30th October, notification had been made to the membership via the magazine.

He would write to all DZ Operators to ask if they would be attending the EGM, and request a speedy reply in order to facilitate arrangements for sandwiches etc. (see Finance Minutes).  
Sec Gen

##### (b) Dinner Dance

As agreed by Council the Secretary General was finalising the arrangements including the dinner menu. Details of this plus timings etc. would be in the October issue of the magazine.  
Sec Gen

##### (c) A.G.M.

Arrangements for the AGM were well in hand, details and notifications would be printed in the October issue of the magazine.  
Sec Gen

#### Item 55/86 - Regional Representatives

A report had been received from Keny Noble (Northern Region). The Secretary General had written to all other regional representatives to request a report on the situation in their regions to date.  
Sec Gen/Regional Reps

#### Item 56/86 - A.O.B.

##### 1. Shop Franchise

J. Curtis had submitted a letter to Council asking if they would consider franchising the BPA Shop to him.

Considerable discussion ensued on the subject and it was finally agreed that any decision would have to be deferred until the appointment of a Development Officer.

D.T. Hickling felt strongly that the BPA shop should not be part of the function of the BPA staff.  
Council

##### 2. Personal Accident Insurance

S.D. Lamb had submitted a letter from a company which had offered the above at £1 per member. It would have to be part of the overall membership fee if it was to be elected. It was agreed that T. Andrews would put the idea to clubs etc. for their comments and observations.  
T. Andrews

The Secretary General would write to the Insurance Brokers acknowledging their letter.  
Sec Gen

##### 3. Channel 4 Sport

D. Waterman had submitted an update on the above and said that he had been asked to take on the directions etc. of the parachuting part of the series. He hopes to have the shooting script ready in time for filming next year with the aim of production by June/July 1987.  
D. Waterman

#### Item 57/86 - Finance Committee Minutes

This item had been held over as the final part was the in camera discussions on annual salaries.

J.K. Lines presented the minutes of the meeting of 10th September 1986.

##### a) Computer

There had been no written feed back to date but verbally the programmer stated that the computer does in fact carry out the tasks agreed, but some of the functions are far too slow. He will report back as soon as he has been able to construct individual programmes to meet everyday immediate needs. He further suggested that an additional VDU screen and keyboard be purchased as at present only one person can have access at one time. R. McGuire was able to confirm the above points.

He explained that the initial report was in the post and would be available for the next Council Meeting. In answer to some questions raised:

- 1) The finalisation of the Post Coding should be explored via a firm recommended in the PO Postal Code Sort Book.
- 2) The Secretary General would obtain a quotation for an additional VDU and keyboard. (Computer report in Council 62/86).

Subject to safeguard it was agreed to ask Mr. McFarlane to carry on with the evaluation and its implementation based upon his initial report and to ask him to liaise with LMC to evaluate the extra work station and to ask him to keep the Association up to date with costings.

Two quotations for a work station had been received and the Secretary General had sent these to Mr. McFarlane for his comments etc.  
Mr. McFarlane/Sec Gen

##### b) Magazine

T) D. Waterman and R. McGuire had attended the meeting in order to propose that the Association change printers.

A paper on this had been distributed to the Finance Committee and Council on the above.

Production prices etc. had been given for various areas, and it had been agreed that if the Association changed there would be a fixed price for the year for those various areas.

The Council agreed to change for the first issue of 1987.  
D. Waterman

2) A quotation had been received for Libel Insurance, the premium was £225 for £25,000 of cover. The market is very specialised and having contacted two other brokers the quotations are the same. It was agreed to go ahead with the insurance as stated.  
Sec Gen

#### 3) Carpet Replacement

The Secretary General had obtained a quotation for this from a local supplier (£608). In the meantime a BPA Member, Mr. P. Bath, had visited the office and had quoted for the replacement.

Mr. Bath's quotation was £500 complete. The actual cost to the Association would be £50, as there was a sum of £450 in sundry income from the last financial year. The Council agreed to go ahead with the above.  
Sec Gen

#### 4) Shop Price Increase

The Sec Gen had informed the Committee that he needed to increase some prices for the BPA shop items due to increased purchase costs etc. This is in line with Councils agreement on the Secretary General increasing costs where necessary, with the proviso that the Council be kept informed. Council concurred.  
Sec Gen

#### 5) E.G.M.

The Post House is booked for 30th October 1986 for the presentation of the annual accounts.

##### (a) E.G.M. Buffet

The Secretary General asked whether there should be coffee and sandwiches laid on for the E.G.M. for those attending?  
Council agreed to this. The Secretary General would arrange this.  
Sec Gen

#### 6) P Student Fees 1987/88

After some considerable discussion it was agreed that the Council recommend to the membership an increase in P Student fees to £250 for 1987/88. In favour 10, Against 3, Carried.

#### 7) Insurance 1986/87 - 1987/88

(a) The Secretary General reported that he had attended a meeting with NEMGIA Ltd. and the policy wording has now been finalised. The policy document is now in the BPA HQ Office.

(b) Due to the requests by many Display Teams, the general trend in insurance settlements and cover requested, the Insurers have stated that in their opinion the minimum indemnity cover for 1987/88 should be set at £1,000,000 (One Million Pounds).

In view of the claims experience to date, 4 only, it is not anticipated that there will be any premium increase in 1987/88, however the final decision will be based upon the claims experience from 1.4.86 to 31.10.86.

(c) The Secretary General requested the Committees concurrence, not withstanding (b) above to have various contact brokers go to the market for rates and quotations with the final decision being made at the December Council Meeting in preparation for the membership fees to be set at the AGM in January 1987.  
Sec Gen

(d) J. Lines stated that he felt that in one area the insurers were giving rise for concern as, following an incident students had been asked for their opinion on training received etc.  
The Secretary General would write to the insurers on this.  
Sec Gen

(e) It was agreed to direct the Secretary General to reiterate the agreement that all claims received be checked by the National Coaches.  
Sec Gen

The Minutes were Ratified

At this point the BPA staff and observers were asked to retire while the Council discussed the annual salary recommendations submitted by the Secretary General in conjunction with the recommendations from the Finance Committee.

The annual salary review is as under: (199.86)

1. Mrs S. Allen increased to £6,200 per annum.
2. Miss T. Kemp increased to £5,357 per annum.
3. Miss J. Doyley increased to £3,600 per annum.
4. Mrs J. Mantykiewicz increased to £3,00 per hour.
5. C.W. Port Secretary General. There would be no salary increase at this time. He had been informed by P.W. Ritchie, Vice Chairman, that in view of the appointment of a Development Officer the Secretary General's job description and contract would have to be re-examined and rewritten.  
Sec Gen

Date of next meeting is Thursday 30th October at The Post House, Leicester following the EGM.

**BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING  
COMMITTEE MEETING  
THE POST HOUSE, LEICESTER  
THURSDAY 16th OCTOBER 1986  
7.00 p.m.**

#### Present:

J.R.H. Sharples	Chairman STC
J.T. Crocker	Chairman BPA
D.L. Howerski	Swansea
J.K. Lines	MPC
D. Parker	Headcorn
J. Ball	Pilots

J. Wright  
D. Cox  
G. Evans  
R. Noble-Nesbitt  
S.D. Lambe  
D.T. Hickling  
M. Cooch  
I. Louttit  
A. Collingwood  
T. Andrewes  
M. Bolton  
N. Dixon

Riggers  
Bham & Coventry  
TPAE MFFC  
SPC  
RMA  
BPS  
Capital School  
DISC  
Doncaster  
London Parachuting  
Oxon & Northants  
Red Devils

**Apologies for Absence:**

T. Knight, D. Tucker, B. Bias, J. Meacock, P. Walters, K. Mellwee, D. Tycoat, K. Mapplebeck.

**In Attendance:**

D. Palmer  
R. Ellis  
M. Skeet  
J. Hitchen  
T. Butler

Shropshire  
Trailblazers  
Fire #C  
JNCSCO  
JNCSCO

**Observers:**

J. Rip, P. Beck, J. Gleave, S. Moir, A. Williamson, D. Morris, J. Curtis, J. Turner, C. Francis, S. Howerslu, N. Palmer, R. Shillabeer, K. Levers, J. Fair, K. Adlons, K. McCarthy, N. Farrelly, A. Gaze, C. Fields.

**Item 1 - Minutes of STC Meeting of 4th September 1986**

It was proposed by S. Lambe and seconded by D. Cox that the Minutes of the meeting of 4th September 1986 be accepted as a true record.

Carried Unanimously  
All CCLs

**Matters arising from STC meeting of 4th September 1986**

The Chairman informed the meeting that following a discussion with some members of the Disciplinary Panel, S. Wilson had been written to reminding him of his responsibilities as an instructor. The Chairman reminded CCLs that it is their responsibility to ensure that all parachutists at their centre wear their helmets.

**Incident - Strathallan J. Ball** informed those present that this incident had been discussed by the Pilots Committee that afternoon. Mr. Ball stated that the incident had been caused by pilot error and the Pilots Committee had made a number of recommendations which it wished ratifying by STC. That the BPA Authorisation to Fly Parachutists issued by R. Groat (No. 56) be suspended for Cessna 207s until he has had further training, a CCI and Club Chief Pilot of the same club has satisfactorily checked him out, at which time it will be put back to the Pilots Committee for ratification. This was proposed by J. Ball and seconded by I. Louttit.

R. Groat/Club Chief Pilot/  
CCLs

Carried Unanimously

J. Ball reminded CCLs and Chief Pilots that aircraft should be kept within their C & G weight schedule.

**AAD's**

The Chairman invited Mr. Crocker to report on the Inquest into the death of Miss Lesley Hawkins which was held before the Shrewsbury Coroner on the 30th September, 1986. The main items of Mr. Crocker's report were:

(1) The request had been made to the Coroner prior to the Inquest for a National Coach and Safety Officer to give evidence. That request had been refused without any reasonable grounds being given, even though the Coroner was aware that Mr. Palmer had left Montford Bridge under a cloud and had bad feelings towards the proprietor of Montford Bridge.

(2) The Coroner's Officer had made arrangements through Mr. Crocker for Counsel to turn up at the venue for the Inquest 1 1/2 hours before the hearing so that Counsel could peruse Mr. Palmer's statement.

(3) The Coroner's Officer had assured Mr. Crocker that there was to be no criticism of the BPA or the standards employed at Montford Bridge.

(4) The Coroner's Officer did not meet Mr. Crocker and Counsel as agreed, but turned up shortly before the Inquest and commented that the Coroner had now forbidden the Officer to show Mr. Palmer's statement to Counsel.

(5) The Coroner's Officer had again, immediately before the Inquest, confirmed there would be no criticism of the standards employed by the BPA or Montford Bridge.

(6) When Mr. Thorne gave evidence, none of the matters which were to be advanced by Mr. Palmer in evidence and of which the Coroner had clear notice were put to Mr. Thorne, so as to enable him to give his opinion.

(7) Mr. Palmer's evidence was left until last.

(8) Mr. Palmer launched into a serious attack upon the BPA and the standards employed at Montford Bridge.

(9) Mr. Palmer also in evidence refused to acknowledge that there were other also experienced honestly held opinions which were different from his own concerning the use of AAD's and radio communications.

(10) When presented with the Minutes of the Safety & Training Committee of the 4th September, 1986 Mr. Palmer alleged that:

(a) All the civilian members present at that STC Meeting who had failed to support his proposal had done so because they allowed financial considerations to take priority over safety considerations.  
(b) That the military personnel who were present on the 4th September, did not support Mr. Palmer's proposal because they were under orders not to do so.

(11) Counsel for the BPA, after Mr. Palmer's evidence, invited the Coroner to either allow Mr. Thorne to be recalled so that the allegations made by Mr. Palmer could be answered by Mr. Thorne, or alternatively to permit Mr. Butler, one of the National Coaches and Safety Officers to give evidence.

(12) Mr. Crocker reported that he felt that the Coroner had abdicated his duty by asking the jury at 5.25 p.m. if they wanted to hear any further evidence. The jury had responded that they did not. It was Mr.

Crocker and Counsel's view that the decision as to whether or not further evidence should be called was a decision which rested fairly with the Coroner, and should not have been put to the jury.

(13) The jury by a five to two majority returned a finding of accidental death and recommended that civilian student parachute clubs use ground to air radios.

(14) Mr. Crocker reported on the clearly apparent confusion of the jury in recommending only that civilian centres use ground to air radios and in not recommending that military student centres also use ground to air radios. It has been made quite by Mr. Palmer in his evidence that many military student centres did not use ground to air radios.

(15) Mr. Crocker also reported on the subsequent statements allegedly made by the Coroner to the Press wherein it was clear that the Coroner believed that the BPA put money before safety, and also from which it was apparent that the Coroner had not remained loyal to the decision of the jury.

Mr. Palmer asked if he could respond. The Chairman agreed.

Mr. Palmer said that he wished to totally withdraw the allegations he had made against the civilian and military members of the Safety and Training Committee sitting on the 4th September, 1986. He explained that he felt he had been placed in a corner by Counsel for the Association and he made the allegations without thinking. Mr. Palmer emphasised that he unreservedly withdrew those allegations. He, of course, accepted that many members of STC had completely different views to him and that those views were not based on anything other than an honest belief.

Mr. Crocker replied that he did not believe that Mr. Palmer had been placed in a corner. Mr. Crocker had no complaint with Mr. Palmer's evidence as an instructor about technical matters. However, Mr. Crocker felt that it was totally wrong for Mr. Palmer to viciously impugn the integrity of this Association and its Safety and Training Committee with the sort of allegations that were made in the Coroner's Court.

Mr. Palmer again reiterated the unreserved withdrawal of the two allegations and explained that they were only made because he felt he had been put in a corner.

The Committee then deliberated at length the jury's recommendation. It was clear that, with respect, the jury had not understood Mr. Palmer's evidence properly.

The Committee could see no reason to adopt the recommendation which was directed at only some student parachute centres and not other student parachute centres.

However, before any final decision was taken, a Sub-Committee was set up under the Chairmanship of Lt. Col. Lambe to consider the excellent report produced by Jim Walmsley and also to consider the jury's recommendations and to report back to STC as soon as possible. Lt. Col. Lambe indicated that he would select a committee which would have as its members those strongly in favour of AAD's and those against AAD's.

After further very careful deliberation the Committee passed the following resolution.

"This Committee unanimously expresses its regret at the Coroner's refusal (prior to and during the Inquest on the 30th September 1986) to allow an expert student parachute instructor to be called to give evidence at the Inquest so as to enable the Coroner and the Jury to have before them a fair balance of technical opinion and notably the minority view expressed by one local parachute instructor."

The above was proposed by J. Crocker and seconded by D. Aiker.

Carried Unanimously

**Item 3 - Approval of Riggers Minutes of Meeting of 4th September 1986**

J. Wright gave the meeting a resume of the minutes of the previous Riggers meeting and informed those present that the report on Centre Base Break Tie was still being prepared by T. Knight.

Miss Wright stated that seals on reserve re-packs was discussed by the Riggers that evening and the Riggers felt that the use of seal thread could add up to 15lbs. to the pull on the reserve re-pack and they felt that the seals and thread should no longer be used. It was proposed by T. Andrewes and seconded by R. Noble-Nesbitt that on normal reserve re-packs, Riggers must not use seal thread.

All CCLs

Carried Unanimously Parachutists

**Item 4 - Incident Reports - resume**

i) A safety information sheet had been sent around to all clubs concerning violent and radical mishandling of canopies, this was to inform people that it is possible to make a ram air parachute malfunction once it has fully deployed.

ii) D. Hickling gave the meeting details of an incident where a parachutist using a 'pull out' type system failed to put the pilot chute into the air flow, clear of his body. When he became aware that the bag had not lifted off he pulled his cutaway pad, but not fully out. His next action was to pull his reserve handle. The main and reserve lifted off together, one side of the 3 ring was undone, the reserve appeared to go into the main and then cleared it. The main was then completely cut away. On landing the reserve bridle line was found broken (1000lb. breaking strain) and the pilot chute was missing, the top panels of the reserve were damaged. When the main was recovered the pilot chute was found inside an end cell. It appears that the reserve bridle broke by being in contact with the slider. No recommendations were made by the meeting.

iii) The meeting was informed of a number of problems encountered on the Tandem Vector. D. Morris informed the meeting that on the Vector II system a plastic bag was fitted to the lanyard release and it was possible for this to interfere with the 3 ring and possible prevent a successful cutaway. Mr. Morris stated that he had removed the 'ball' from his equipment. Mr. Morris also stated that it was possible that when the locking pins (which secure the students clips to the 'D' rings) are inserted, the retaining cord can foul the 3 ring release. Mr. Morris suggested that the locking pins be inserted from the inside which elevates this problem.

J. Hitchen informed those present that R. O'Brien had encountered problems upon deployment of the Tandem Vector, seven of the nine line stows had fallen out of the rubber bands within eighteen inches of the bag leaving the container, this had happened on a number of occasions and Mr. O'Brien believed this possibly caused problems others had encountered of lines knotting up upon deployment. Mr. O'Brien has since added an extra line of stowage

loops down the centre of the deployment bag, in such a way that the lines are supported in the centre, which prevents line slump.

Mr. Hitchen stated that he had spoken to B. Booth of the Relative Workshop and he was aware of the problem and he is having extra strong rubber bands made which he will send to owners of Tandem Vectors, in the meantime Mr. Booth recommends that two rubber bands are used for stowing lines, he also sees no problems, other than extra bulk when packing, of adding extra line stowage loops as Mr. O'Brien had done to his equipment.

**Item 5 - AFF Instructor Course - Langar**

J. Hitchen gave the meeting details of the AFF Instructor Course held at British Parachute Schools, Langar from 8th-12th September. Mr. Hitchen thanked the centre for their support and informed those present of the results. Two Candidates were successful in being upgraded from AFF PI status to AFF Instructor: Chris Thomas and Joyce Dyas. Four candidates attended the AFF Instructor Course, two candidates were successful Jon Turner and Graham Godding and two were advised to re-apply.

R. Ellis/B. Parker

Carried Unanimously

**Item 6 - Permissions**

1) R. Ellis of the Trailblazers requested that B. Parker, whose Instructor rating had lapsed in March of this year be given permission to be given his rating back provided the application is signed by two Examiners. Sgt. Ellis gave details and reasons for his request. It was proposed by S. Lambe and seconded by G. Douglas (by proxy) that the above be permitted.

R. Ellis/B. Parker

Carried Unanimously

2) A letter had been circulated from J. Rhatigan for permission for I. Marshall and D. Penny to act as DZ Controllers on Night Descents providing that an Advanced Instructor was taking part in these descents. J. Hitchen gave details of the request. A letter from B. Bias opposing the request for D. Penny to be given permission was read out by the Chairman. It was proposed by R. Noble-Nesbitt and seconded by D. Hickling that this be permitted.

J. Rhatigan/D. Penny

I. Marshall

For 14, Against 1 (Proxy), Abstentions 0 - Carried

3) Requests had been received for a number of Potential Instructors to be given 6 month extensions to their PI ratings:

Keith Parker - RAPT  
Mark Greenfield - JSPC (N)  
Dougie Young - Red Devils  
Ian Passmore - DISC  
David Byers - DISC

It was proposed by I. Louttit and seconded by T. Andrewes that the above be permitted.

RAPT/JSPC (N)

Red Devils/DISC

Carried Unanimously

4) A request had been received from T. Knight for permission for foreign parachutists to attend the Tandem Instructor Course being held at Ipswich from 17th October 1986. J. Hitchen gave details of this request. It was proposed by S. Lambe and seconded by I. Louttit that the above be permitted subject to their suitability being checked by a JNCSCO.

T. Knight

JNCSCO

Carried Unanimously

**Item 7 - A.O.B.**

M. Skeet of the Fire Parachute Centre presented the meeting with a number of requests for the operation of the above parachute centre.

The first was a proposed drop zone to be cleared an 'unrestricted' (OS Sheet No. 20/30, 12500, Grid Ref. 236058) with a number of provisions:

1. Due to altitude difference, i.e. DZ at 1049ft. Aero Conicals or similar canopy to be used.
2. Should the wind be from the NE - ENE student parachuting would be suspended.
3. Should the wind drift indicator travel more than 600 yards parachuting would cease for students.
4. All students will be equipped with life preservers.
5. All personnel using this drop zone would be shown an aerial photograph indicating the local hazards.
6. The drop zone controller would be equipped with a reliable anemometer with a wind sock at the drop zone. He would also have available ground to air radio.
7. The Club Chief Instructor will be present at all times whilst parachuting is in progress.

The second request was for Fire Airport's restriction to be changed from 'C' Certificate holders with a minimum 100 jumps, jumping ram air canopies and with proven canopy control, also an aerial photograph would be available for indicating local hazards and parachuting would only take place when the Chief Instructor was present.

The third request was for permission for Fire Airfield to be used for Tandem Parachuting. Details of these requests were given by Mr. Skeet and he stated that both JNCSCOs had visited the locations and agreed both the proposals. It was proposed by T. Andrewes and seconded by A. Collingwood that the above be permitted.

For 12, Against 0, Abstentions 2 - Carried

M. Skeet/JNCSCO/CAA

The Chairman reminded those present that if they had any nominations for the Mike Forge Trophy, they should send them to him c/o the office as soon as possible.

S. Lambe requested that he be sent factual input for his 'sub committee' to him c/o the BPA office or direct to Shrivvenham.

Date of the next meeting is 27th November 1986 at The Post House, Leicester - time 7.00 p.m.



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| <input type="checkbox"/> | RW <input type="checkbox"/> CRW <input type="checkbox"/>   |  | £4.99                                  |
| <input type="checkbox"/> | Protac Type Helmet: Med <input type="checkbox"/> Large <input type="checkbox"/>  |  | £13.50                                 |
| <input type="checkbox"/> | Jack Knife (inc. spare blades)   |  | £6.75                                  |
| <input type="checkbox"/> | Jack Knife Pouch:  |  |  |
| <input type="checkbox"/> | Red <input type="checkbox"/> Navy Blue <input type="checkbox"/> Black <input type="checkbox"/>                                 |  | £2.50                                  |
| <input type="checkbox"/> | Gloves (all leather thermal lined with cuff):  |  |  |
| <input type="checkbox"/> | Navy Blue <input type="checkbox"/> Red <input type="checkbox"/> Black <input type="checkbox"/>                                 |  | £14.95                                 |
| <input type="checkbox"/> | Aircrew Gloves (all leather unlined):  |  |  |
| <input type="checkbox"/> | Navy Blue <input type="checkbox"/> Red <input type="checkbox"/> Black <input type="checkbox"/>                                 |  | £14.95                                 |
| <input type="checkbox"/> | Sizes for gloves: small, medium, large, extra large.   |  |  |
| <input type="checkbox"/> | Packing Mat with pockets, bright colours   |  | £8.95                                  |
| <input type="checkbox"/> | Rigbag with pockets  |  |  |
| <input type="checkbox"/> | Navy Blue/Burgundy <input type="checkbox"/> Black/Silver <input type="checkbox"/>  |  | £34.50                                 |
| <input type="checkbox"/> | Wallets  |  | £4.99                                  |
| <input type="checkbox"/> | Organiser (Large wallet/purse)   |  | £6.99                                  |
| <input type="checkbox"/> | Frapp Hats (new lightweight British)   | phone for price  |  |

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