

THE

APRIL 1987

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION





# Mac's Loft.

17, Stapledon Road  
Orton Southgate  
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PE2 0TD  
**Tel: 0733 239950**

Hi folks!

News for 1987 -

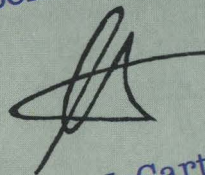
custom and stock frap hats are available now. We also have high quality "RAF" type aircrew gloves, DZ Kagools in ripstop nylon, and ripstop DZ Jackets. There are plenty of Larsen & Brusgaard Dytters in stock, at a price you'll like!

**We are now a Parachutes de France authorized dealer!!**

R & D News -

Barry has a new style jumpsuit - (not that sort of style!) It'll be on the market soon - watch this page. What rig did Rory McCarthy jump on BBC's QED? A Tracer as seen on TV!! Call in or phone for our up-to-date price list. Check out our second-hand gear board - there might be just what you're looking for. Don't forget - it's an "on" year - club and team discounts available.

See you soon!



Mac McCarthy



Barry Wilton



# THOMAS

## Sports Equipment



Produced by Roger Groves



Zerex in Cordura with GQ SAC and Fury main.

### SERVICE FROM 'A' TO 'D'

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

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

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, Headcorn P.C. and Peterborough P.C., all use equipment from TSE for advanced students. If you've just come through the Cat system, the chances are that TSE were helping you progress.

And it doesn't stop there...

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

### FOLLOW THE LEADERS

The British 4 and 8 way teams don't make decisions lightly concerning new equipment. Nor do the Royal 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.

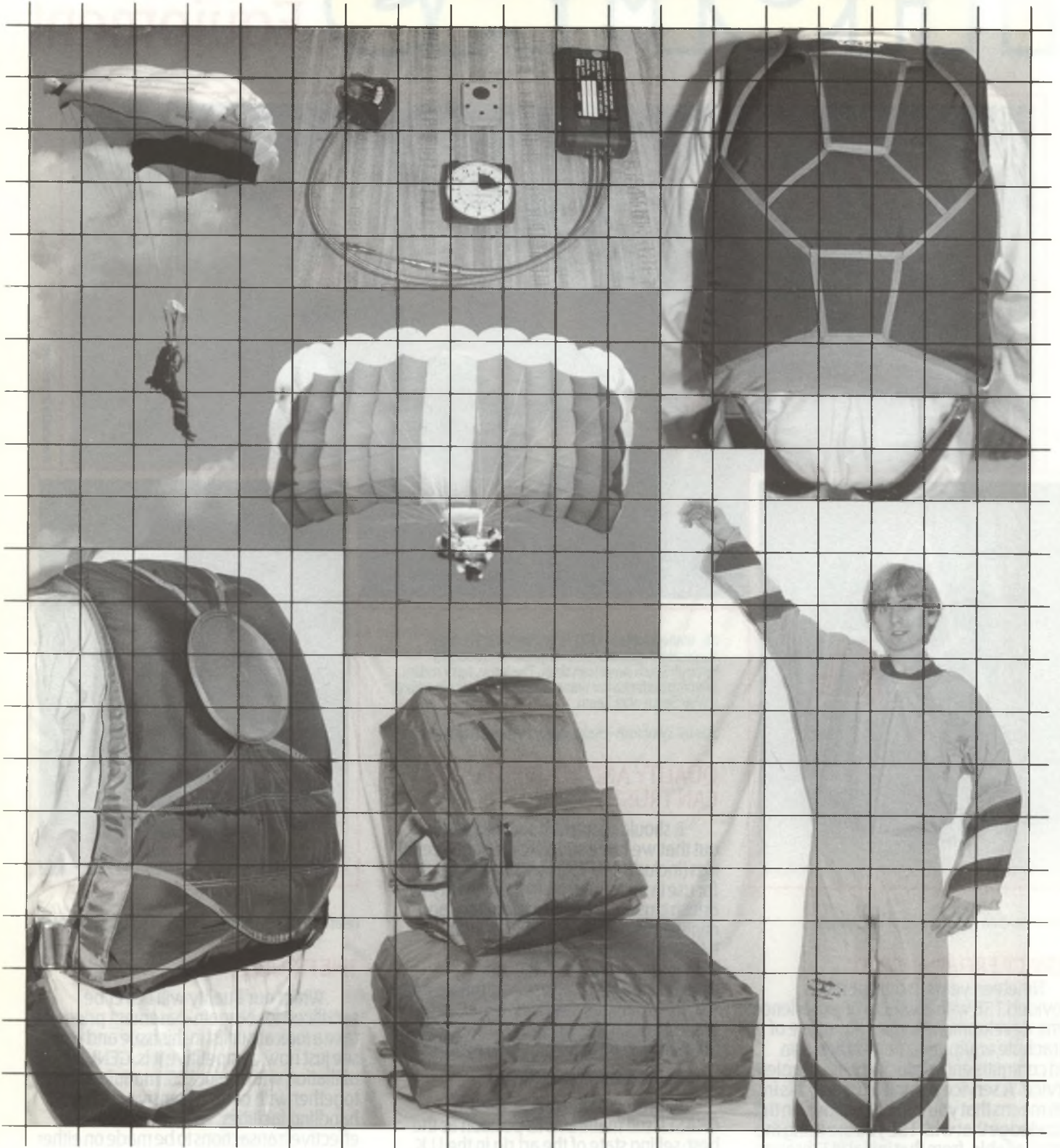
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Affiliated to the Federation Aeronautique Internationale through the Royal Aero Club of the United Kingdom.



**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.

## CONTENTS

DROP INN .....	6
CLUB PAGE .....	8
CORRESPONDENCE .....	11
KIT NEWS .....	17
A PROFILE .....	19
HEAVYWEIGHT .....	23
PARASKI .....	24
VIDEO .....	32
DEVELOPMENT .....	34
INSTRUCTOR COURSE .....	43
MINUTES .....	45

# THE SPORT PARACHUTIST

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION 47 VAUGHAN WAY LEICESTER LE1 4SG Tel. (0533) 519778/519635

VOLUME 24 No. 2

APRIL 87

## EDITORIAL

At a recent meeting of the Civilian Drop Zone Operators Committee, concern was expressed at the cost, to the association, of the production of Sport Parachutist. Good news gentlemen! Due to a cock-up in the computer department the magazine is £10,000 better off than we were given to believe. In fact the association in general has £29,000 in the bank we were not aware of.

At the same meeting the following proposal was passed by 19-1 to be put to your council for consideration.

**"That military sport parachute organisations should not be involved in any form (my underlining) of civilian sport parachuting within the UK."**

A proposal which, if passed, would effectively put Netheravon and Weston 'out of bounds' to civilians.

It was not surprising that the ground swell of reaction from the civilian jumpers who regularly use the facilities at Netheravon was considerable, and brought reactions from such eminent BPA members as your **Hon. President Charles Shea-Simonds** who wrote, "I cannot remember ever seeing such an ill-conceived and destructive proposal."

The art of good negotiation could be defined as, go for the achievable. Such a proposal hasn't got a 'snowballs chance in hell' of being passed and judging from the reaction did nothing to endear the Committee of Civilian Drop Zone Operators to the average BPA member. Perhaps the offending three words in the proposal are "in any form". Many members, including myself, would have had considerable sympathy for a proposal that had addressed itself to the training of one jump students, for example the Red Devils student involvement.

In the event sanity prevailed and the proposal was not formally put to council. I suspect, that with one or two exceptions, the committee did not mean the proposal to be put exactly the way it was written. Certainly some operators have backtracked considerably from the original proposal. Perhaps the Committee achieved what it set out to do. To bring the subject into the limelight with the hope of getting BPA backing in their 'negotiations' with Mr. Roger Freeman, Under Secretary of State to the Armed Forces.

The issue on students will be put back to the June magazine. Unfortunately we just did not have enough pages to cover the subject as was originally intended. Thanks to all those who contributed.

DAVE WATERMAN

## DIARY OF EVENTS 86

18-19 April  
23/24/25 May  
2-4 May  
23-25 May  
23-25 May  
23-25 May  
23-25 May  
5-14 June  
20 June - 5 July  
11-12 July  
15-16 August  
15-27 August  
29-31 August  
12-13 September  
9-10 October  
6-7 November

10-21 April  
14-24 April  
17-26 April  
25-26 April  
25 May - 1 June  
28-31 May  
28-31 May  
4-8 June  
12-14 June  
12-14 June  
12-14 June  
23-28 June  
1-5 July  
9-14 July  
10-13 July  
18-25 July  
1-2 August  
8-23 August  
2-7 September  
12-13 September  
23-29 September  
28 September - 7 October  
2-4 October  
9-15 November

9-15 May  
11-15 May  
18-22 May  
12-18 June  
13-19 June  
18-24 July  
3-7 August  
10-14 August  
15-21 August  
23-27 November  
30 November - 4 December

Easter Bunny Boogie  
Skyfest Boogie  
8 Way LAC Meet  
SCOTTISH NATIONALS  
POPs Meet  
'Flock Boogie'  
4 & 8 Way Competition  
Large Aircraft Boogie  
NATIONAL CHAMPIONSHIPS  
POPs Meet  
POPs Meet  
Army Championships  
16 Way Meet  
10 Way Speed Meet  
Night Jumps  
Night Jumps

INTERNATIONAL  
Easter Boogie & 40 Way Speed Meet  
Thailand Open Para Championships  
Easter Boogie  
8 Way Accuracy Competition  
Hercules Boogie  
Tulip Trophy 4 Way Accuracy Competition  
5 Way Accuracy Competition  
Pink 'Skyvan' Boogie  
International Artistic Para-Fest  
International 4 & 8 Way Meet  
2nd International Style & Accuracy Meet  
Euro Para Challenge, Record Attempt  
CRW Meet  
Skyvan Boogie  
Hercules Boogie  
RAPA CHAMPIONSHIPS  
24 Hour - 5 Way Team Accuracy Competition  
France Open Parachute Championships  
13th Adriatic Cup (Team Accuracy)  
10/20 Way Speed Meet  
World Cup of Champions (Accuracy)  
WORLD PARACHUTING CHAMPIONSHIPS (RW)  
1st Team Accuracy Competition  
CYPRUS CHAMPIONSHIPS

SEMINARS & COURSES  
RW Seminar  
PI/Advanced Instructor Course  
Exam/Pre-Advanced Instructor Course  
International Parachuting Congress (Seminar)  
RW Seminar  
RW Seminar  
RW Seminar  
PI/Advanced Instructor Course  
Exam/Pre-Advanced Instructor Course  
RW Seminar  
PI/Advanced Instructor Course  
Exam/Pre-Advanced Instructor Course

Langar  
Netheravon  
Sibson  
Strathallan  
Peterborough  
Sibson  
Weston on the Green  
Langar  
Bridlington  
Doncaster  
Cranfield  
Netheravon  
Weston on the Green  
Cranfield  
Cranfield  
Cranfield

Zephyrhills, USA  
Pattaya City, Thailand  
Ampuriabrava, Spain  
Triengen, Switzerland  
Lidköping, Sweden  
Holland  
Saarlouis Duren, Germany  
Teuge, Holland.  
Paris, France  
Le Ferte Gaucher, France  
Vannes, France  
Belgium  
Avignon, France  
Nancy, France  
Moorsele, Belgium  
Bad Lippspringe, Germany  
Spa, Belgium  
France  
Yugoslavia  
Friedburg, Germany  
Seoul, Korea  
Brazil  
St. Tropez, France  
Cyprus

Sibson  
Cranfield  
Cranfield  
Paris, France  
Sibson  
Sibson  
Langar  
Langar  
Sibson  
Swansea  
Swansea



Front page caption:  
Mike Newall pictures Rod Burgess and Rick Birkett as they leave the Skyship 600 of Airship Industries, over Cardington. A first??



## PHOTO WINNER

Belated congratulations to Border jumper **Gwynne Roberts** who last year won the Amateur Sports Photograph Competition (Northern), run by the Sports Council.



**Northern Sports Photography Competition 1986**

COMBINING his two hobbies of parachuting and photography has brought Gwynne Roberts the title of AMATEUR SPORTS PHOTOGRAPH 1986. He is the only winner to take his photograph by mouth!

Gwynne, a former schoolteacher at the Alcock and Shackleton area of RAF Northampton, is also a parachute instructor with the Border Parachute Club in Embsay.

I have been a keen photographer for a while but started full-time photography about eighteen months ago, he explained.

The photograph was taken with an Olympus camera mounted on my helmet and operated by a remote control in my mouth.

I felt the plane an instant before the parachute. Taking is the most problem with free fall photography and you can lose your equipment to help but I had had a bit on my goggles.

"This is the first competition I have entered so I'm delighted to win," he added.

Gwynne, who is 38 and married with three children, is an Australian by birth but worked in the region having joined a holiday village for one year against a holiday in the BRETHERTON AIRWAYS winter brochure.



WHAT DO YOU RECKON?  
THE TEMPERATURE'S BELOW FREEZING,  
AND THERE'S SOME TWITS DOWN THERE  
PLAYING GOLF!

## NICK'S AWARD

In June last year the Army 8 way team were training at Netheravon prior to the Nationals. During one of the practice dives from the Islander at 7,000ft. the exit funnelled and **Jim Scarratt** who was centre floater was hit and his container opened and the bag and canopy deployed leaving the pilot chute in the leg strap pocket causing a horseshoe type malfunction.

**Nick Harrison**, a member of the team, was not involved in the funnel and saw the problems that Jim was having. He flew over to him and attempted to release the pilot chute. On his second attempt he was successful and both jumpers ended up under their main canopies at a reasonably safe height.

Nick Harrison was awarded the Commander in Chief United Kingdom Land Forces Commendation for quick thinking and courageous action, which prevented a possibly fatal accident.



The photo shows Nick receiving his award from the then Chief of the APA **Brig. K. Jebens** in the presence of Nick's fiancée Tracy.

## Mal



THERE'S ONE THING IN THIS SPORT  
THAT'S WORSE THAN BAD WEATHER,  
AND THAT'S GOOD WEATHER...  
... WHEN YOU'RE SKINT!







# 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: 0949 60878**

### SWANSEA PARACHUTE CLUB

Open 7 days a week. Cafeteria and licensed bar. Sleeping bag accommodation available. Camping and Caravans - April to September. AADs, net skirts, radios, RAPS/WARP/RW/AFF. Accuracy pit, C206, all jumpers welcome.

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

### FALCON PARACHUTE CLUB

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

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

### LONDON PARACHUTE SCHOOL CHARITY PARACHUTING

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

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

### 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**

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

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

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

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

### A1 SKYDIVING CENTRE

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

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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,**  
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Tel: 0264 - 772124

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**Contact: Bob Parry**  
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midweek 051-924 5560

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**Midland Parachute Centre,**  
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Stratford-on Avon, Warks.  
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Tel: 0592 756609/753792

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Durham University  
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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: 0-983 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 Nedisit & HQ 2 Inf. Div. Imphal Bks,  
Fulford, York YO1 4AJ.  
Tel: Work 0904 59811 ext 2420  
Home: 0904 31597

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

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

**North London Parachute Centre**  
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Bedford MK43 0AP  
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**Oxon & Northants Parachute Centre**  
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Nr Brackley, Northants.  
contact: M.E. Bolton, 85 Oak Park Rd,  
Wordsley, Stourbridge,  
West Midlands DY8 5YJ.  
Tel: (0384) 393373

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

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

**RAFSPA**  
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Tel: 086 989 343

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

**RMCS Parachute Club**  
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**The Red Devils**  
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Tel: Ald (0252) 24431 ext 4600/4699  
contact: Red Devils, Browning Barracks,  
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Shobdon Aerodrome,  
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Surrey University Parachute Club,  
Students Union,  
Surrey University, Guildford,  
Surrey GU2 5XH

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

**Rhine Army Parachute Association**  
**(RAPA) 4791 Sennelager,**  
**Bleiefelder Strasse,**  
**Normadie Kaserne West Germany**  
Tel: 01049 5254 82 2378  
or **STC Sennelager**  
**Normany Barracks BFPO 16**

**Skysports Parachuting**  
Dorset Parachute Centre  
Bere Farm, Bere Reglis, Dorset.  
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**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

**Scottish Sport Parachute Association**  
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Bodmin Flying Club,  
Cardinham, Bodmin.  
FPI 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**  
Forton Airfield, Montford Bridge,  
Shrewsbury, Shropshire.  
Tel: Shrewsbury (0743) 850622

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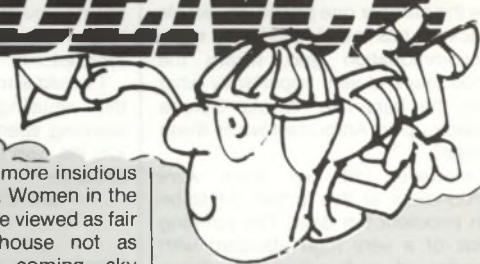
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# CORRESPONDENCE



## SWANSEA'S NIGHT JUMPING RECORD

Thursday, 29th and Friday 30th January were set aside for night jumping. The evenings brought two lovely clear skies with a crisp ground frost and a new moon not full as the CCI thought.

The first lift took off around 5.30 p.m. with most doing their first night jump. The second followed soon after, **Jon Turner, John Matthews and Alan Jones** made Swansea's first ever 5 point 3 way night jump. Well done boys, that is better than what we usually do in daylight. We all reported back to ground crew except the CCI, the plane circled while we started to search. Dave had landed the other side of the runway and found himself in a Catch 22. You are not supposed to cross the runway while the lights are on and the plane could not land until everyone reported in. We all muttered we were glad it was not one of us.

The second night once again brought a red sunset and clear skies, our luck was in again. After the success of the previous night it was to be a five way. **Jon Turner, John Matthews, Alan Jones, Dave Howerski** and myself. We launch a four way and gave Dave the glory slot and JT the centre of the spider so he could dump out. A three point five way completed with plenty of time to spare, another Swansea first, all of us once Swansea students.

Many thanks to all who made it possible, the ground crew, Clive for flying us and Dave for organising it. We all had a good time. Sorry no photos we could not afford the lights.

SUE CAMM D5371

## PARACHUTING IN CYPRUS

It is with deep regret that I am now putting pen to paper. You may remember that I wrote a letter some time back inviting all you good people to come out to Cyprus for a skydiving holiday in the sun.

Well, quite a few people took up the invitation, came out and had a good time. Well, I am afraid that circumstances, beyond my control, have changed. The policy now being that civilian personnel cannot parachute here Monday to Friday and may only parachute at club times i.e. 0700 - 1000 Saturday and Sunday.

For those of you who were considering the trip I must apologise. If you wish further information regarding the situation please write to me at the club address.

GARY DOUGLAS

## HEAD CASES

'What a load of rubbish' - a very polite reply to **Andy Crawford's** 'Headgear' letter in your February issue I must say! Actually I thought it was a very sensible letter (ten out of ten for spelling Andy!!) and expressed a point of view, which, I for one, support.

I have had the pleasure (?) to jump without a helmet on a number of occasions (not in the UK, I hasten to add) and found it rather enjoyable. In South Africa, for example, you may decide to jump 'al fresco' if you are D licence qualified (a qualification that is far more stringent than BPA's 200 jumps incidentally), the choice is yours, as it should be surely?

If I'm doing my x-hundredth team dive with guys I've jumped with on scores of previous occasions and trust them (and they me!) surely it should be up to me, as an experienced, mature, intelligent and responsible (honest) skydiver, to choose my state of dress (or undress!)? On the other hand I'd make damn sure I was wearing my padded bobble-hat when jumping with students, on large formations or with people I'm not sure about. Andy Crawford, myself and many others are not advocating an irresponsible attitude, just asking for a bit of give n'take, surely the current blanket ruling is a bit OTT? Why not allow certain, experienced, people the right to choose?

So come on chaps, get those heads out of the sand, clean those 'rose-pink' goggles, re-pack those reserves, do a quick pin-check and move with the times!

Moan over, keep up the good work on an excellent mag!! Blue Skies,  
MARTIN 'BENCH' BROWN  
BPA 339579

P.S. Why not introduce an advanced 'D' licence ('E' licence?) i.e.  
3 hours free fall time  
1 night dive  
1 night RW dive  
3 larger formation jumps (say 8 plus)  
jump master rating  
reserve packing certificate

*Mature, intelligent and responsible??? What was my reply to Andy Crawford?? Ditto!*

Ed

## C.O.D. SEXISM?

In recent issues of this magazine you have had a number of letters regarding sexism in Sport Parachuting, mainly concerning the unexplained appearance of boobs in the magazine, (by this I mean bazonkers rather than printing errors!).

However, on a recent dive I

realised there was a more insidious aspect to this debate. Women in the sport seem often to be viewed as fair game in the bunkhouse not as dedicated up and coming sky goddesses. Long ago, after experiencing a very stiff pull on early free fall (cured later by applying WD40 to the loop and pin!), I was told my problem was caused by my being a 5' 2", 7½ stone, weak Doris. This had a profound effect on me and I took up body building! Since then I have often been mistaken for a man but the memory still lingers dangerously as I shall now relate. After completing RW with my boyfriend (he resembles a woman) and another friend, I went in for the pull and then it all began!

Out came the dildo but would that pin move - not a chance. Pull one, two, THREE, spinning wildly out of control, plummeting and plunging - thoughts went to the reserve handle then horror - What would the lads on the ground say? "She's a Doris", "ha ha ha", "females and dildos are asking for reserve rides". Oh, the embarrassment, how could I ever live it down, I couldn't, pull again four, five and out it came, canopy opened at 1,500 feet with lots of twists but open and flying.

By now you will all be saying "What a stupid Doris" and I would agree, but what's the cure? The psychological damage for me had already been done but let's stop sexism now and save other women from the Death Before Embarrassment syndrome.

FRAN VON WIMPBONKER C7596  
P.S. I've learnt from my mistake, will you?

## RIDGE SOARING

I have been approached by **Ian Davies** of the South West Wales Hang Gliding Club. All the sites used for hang gliding and ridge soaring have taken some 10 years of negotiation to acquire them. Much is National Trust land, rent is paid for the use of the land. Each site has rules and regulations and flight patterns agreed with local residents and landowners.

A prerequisite for using such a site is Third Party Liability Insurance (I do not think BPA is valid).

The South West Wales Hang Gliding Club have very generously offered to help and advise anyone who is interested in Ridge Soaring. Contact Ian Davies at 28 Brynegllwys Gardens, Newton, Porthcawl, Mid Glamorgan CF36 5PR.

It would be nice if our ridge soaring enthusiasts could liaise with our co-aviators in the hang gliding world so

as to prevent a possible disruption within the hang gliding environment.  
DAVE HOWERSKI

## STRUCTURED FUN

I thought a line explaining the content of the Relative Work Seminars to be held at The Peterborough Parachute Centre this summer would be appropriate.

The four 7-Day forums are to be organised by **Dave Morris** and **Garry Gnapp** of Action Enterprise and come under the general description of 'Structured Fun'. They are specifically designed for the Category 10 Skydiver who wishes to spend a week in a relaxed, learning environment with a 'good vibes' atmosphere. (Budding camera/video persons are also more than welcome!)

The skydives are carefully tailored to be constructive and fun and with the Sibson Skyvan at our disposal there should be plenty of them! Informal but comprehensive pre and post jumping forums are also envisaged, but the good vibes won't end with the jumping - evening entertainment ranging from Live Music and BBQ's to Discos and Cabarets will go to compliment the party atmosphere. Bad weather contingency plans will deny any chance of DZ boredom and include activities such as Water Skiing, Ice Skating and Dry Slope Skiing!

A £10 registration fee is all that is required, normal Sibson jump prices will be in operation (including team rates) and accommodation will be available.

So if you are Category 10, tired of unconstructive 'boogie zoos' and can't afford Z-Hills - or perhaps a team wishing to brush-up before the nationals, for further information or to reserve your place, phone Action Enterprise on 0494 712274. Dates are as follows:-

9th - 15th May  
13th - 19th June  
18th - 24th July  
15th - 21st August.

GARRY GNAPP

## SKYDIVE SPAIN

On arriving in Spain on the 26th December, both **Dave Aitken** and myself had mixed feelings. Only a week or so before we had been told that the Christmas Boogie had been moved to Gerona Airport from Ampuriabrava. Was this a good move we asked ourselves? Having



been to Ampuriabrava twice we had thoroughly enjoyed ourselves on both occasions. While jumping must be the number one priority the whole package has to be looked at i.e. is the accommodation goo, what's the food like and very importantly what are the bars like. Would Gerona match up to Ampuriabrava in these areas?

However, all our fears were groundless as this turned out to be an excellent ten days. The jumping was of a very high standard with groups of multi-national skydivers building regular twenty way plus formations and lots of smaller groups doing some good sequential dives. The manifesting was handled by **Maria Peterson** doing her usual first class job, no mean feat with five aircraft to look after. The main jump ship was a Cassa with a capacity of thirty eight jumpers backed by a Skyvan, Twin Otter and two Porters. A European seventy way record was attempted which built to sixty eight, and an olympic hoop dive was completed over Ampuriabrava. I believe that almost twelve thousand descents were made at the boogie, topping last years total. All loads were spotted by the pilots and while a few were way off generally the spotting was okay. Both **Roland Hillfinker** and **Mitch Decotau** worked tirelessly in the background keeping things running smoothly.

Roland had managed to book the two closest hotels to the Airport and they turned out to be very comfortable, with reasonable bar and restaurant facilities. Transport was essential if you wished to eat out with Gerona city being the nearest, six miles away.

On a more critical note I feel that the food and drink served on the airfield were of a very low standard and way over priced. The coffee tasted like lukewarm milk with lumps in and the sandwiches were a dry bun with a slice of either cheese or salami in and priced at over £1 each. The Barbeque on New Years Eve was a joke. Imagine five hundred people trying to get near one grill measuring no more than four feet by three.

All in all it was a very enjoyable boogie and the weather was perfect. No time at all was lost by either wind or cloud, which can be a problem in Ampuriabrava. I would highly recommend this boogie to any Category 8 and above jumper, and feel that in time it will get even better.

A special thanks to **Grahame Harris**, a member of our group who allowed his car to be used as a taxi.

Good luck to Roland, Maria and Mitch for 1987.

MICK GRAHAM D4014

## THANKS LOFTY

Just a short letter of thanks I would like printed in the Mag.

As a number of people will be aware I recently had some problems with a Maverick canopy purchased through Thomas Sports Equipment. I am pleased to say the problem has

now been resolved and I would like to express my thanks to both Glide Path International and Thomas Sports Equipment for their excellent help in sorting this matter out so satisfactorily.

I would also like to thank Lofty for the amusing, if cold, Saturday morning spent watching him break into his own Loft! Are the daughters still alive?

CAROL MIDDLETON C7515

## BRUNTON FUN WEEK

Just a few lines to let you know that Border Parachute Centre intends opening its doors full time from May 23rd till May 31st for what we hope will be a fun packed week. May week in this area is celebrated with various events, including a local carnival and the Tweed raft race. There is always plenty of places to visit should the weather be unkind for skydiving.

I must emphasise that the week is intended to be a fun week and while we have organised competitions and medals the emphasis is to have a good time. Night jumps are also planned and RW/CRW tuition is readily available. The evenings will be spent partying at our Centre bar and restaurant and curry nights, Barbeques etc. will be the order of the day.

Should anyone be interested in visiting us for a part or the entire week it would be appreciated if you could ring and book your accommodation in advance.

Looking forward to seeing you in May.

MICK GRAHAM D4014

## WHINGE

In response to all the whinging letters and articles in the last mag I would like the opportunity to have a whinge myself.

At the moment many DZ operators are having a field day stabbing each other in the back and making suggestions as how to keep their own operations functioning successfully at the expense of others.

These operators claim to have the best interests of our sport in mind but this is clearly nonsense.

The retention of full members last year was abysmally low and I can only suggest that these operators become more involved in talking to the students who jump at their DZs and giving the help and encouragement they need to stay with the sport, rather than sitting in their offices or homes writing about the 'one jump centre just down the road' which is pinching their business. With new clubs opening it is creating competition that the established centres have been unused to dealing with in the last few years and it is up to them to provide the incentive for jumping at their club and encourage progression.

Many small clubs operating from portakabins, with small aircraft and often open only at weekends have a

higher percentage retention rate than the larger centres. It is perfectly possible to do a comfortable 3 or 4 jumps a day at these centres and the friendliness of the atmosphere ensures that beginners enjoy themselves enough to want to come back and do more. As jumpers gain Cat. 8 and Cat. 10 they drift off to larger centres to carry on with RW etc. but the help novice jumpers give to beginners is invaluable both in helping retention rates and ensuring a continual turnover that keeps the small clubs viable operations.

If the so called skygods could bring their egos down from 1200ft. and remember how they started in skydiving they might be more prepared to promote the sport to beginners. As for **Dave Hickling's** suggestions for new DZs and his points system, it is a sure fire method of ensuring that new DZs will never open up.

How many centres are there in this country that could afford to run and improve without training first jump courses? The established centres couldn't do it let alone a new centre. No business starts at the top, they all start small and expand, improving their facilities and standard of service as they go.

I would also argue that in some cases split drop zones are a good idea as it makes sure that canopies are in less danger of landing on buildings, aircraft, cars or even power lines. This not only applies to students but also to the rather dubious canopy handling of some so called experienced jumpers. Providing there is a good DZ vehicle, ground to ground and ground to air radios and a qualified DZ controller, jumping on split drop zones is perfectly acceptable.

One final point, remember the paying jumpers have the right of choice as to where they jump and perhaps the rise and fall of clubs is the best reflection of this right of choice.

K. ANDREWES D7134

## TRAINSNEL NOT TRAISSWALL

After reading the results published after the Army Championship in your December edition I have decided to put pen to paper. I read with interest that a jumper called Traiswall came 6th in the accuracy, Trainsnell came 1st in the style event someone called Traisnall came 3rd overall. Also in the results you mention a Traishall who took gold after the coaching off **Jeff Chandler**. Could these all be the same person, me (with my identity crisis), your second attempt was not far off.

You also mention that me and young Driver Pemberton were coached by Jeff Chandler, I am from the RCT BAOR Team (Tom says your cheque is in the post) and young Driver Pemberton is a 38 year old member of the RAOC Cannonballs, but he will be pleased to read that he was 1st and 2nd and not 3rd and 5th as he was led to believe, (well done young Pemberton) (Sorry for

all these brackets) despite this, it is pleasing to see such good if inaccurate coverage of intermediate and novice events. Thanks, best wishes,

TRAPPER TRAINSNEL D7357

## TRANSPLANT CAT. 10

I have recently got my Cat. 10 thanks to help from **Pat Walters**, **Tony Oakes**, **Steve Saunders** and other regular jumpers at Halfpenny Green Para Centre. A pretty normal state of affairs really but I am especially chuffed as this follows a successful kidney transplant a few years ago.

I would be interested to hear from any other regular jumpers out there, especially C or D license holders who have had an organ transplant of any description, so please contact me c/o Halfpenny Green Parachute Centre, Halfpenny Green Airfield, Bobbington, Nr. Stourbridge, West Midlands. Blue skies.

MIKE WOODWARD C7591

## BORDER

Could you please put this letter in the magazine. I would like to thank the Border Parachute Centre for making us very welcome last November, when I went on an Approved Instructors Course. I arrived on a Thursday night, not knowing what to expect from a Parachute Centre stuck in the middle of nowhere next to the sea.

As soon as I walked in the doors I could feel the friendly atmosphere and it was nice to see the Trailblazers in good spirits next to a big open fire, which you needed because it was raining hard and about 10 below. They immediately introduced me to **Kerry Noble** and **Mick Graham** who both made me feel very welcome, then Sue and Jud (hope that's right) made us a good meal and then down to a serious nights drinking.

Friday was blown out, on the Saturday we jumped and they gave me the chance to despatch out of a 207, as I was only used to a Turbine Islander. So to get to the bottom line, thanks to all the people who made us welcome at the Border Parachute Centre. I recommend anyone who has a few spare days to go up there. Hope things go well, hope to see you soon, pop over to RFFA one day.

JIMMY FIRTH D5686

P.S. Thanks to the girls for the lovely grub.

## AFF GOOD

I am writing to tell you of an experience I had which might be of interest to other readers of Sport Parachutist.

Back in December I had the good fortune of visiting California on business. Whilst there I spent my weekends at Perris Valley Drop Zone.

Only having done 23 Static Line



jumps (more like plummets than jumps), I decided to have a go at AFF to correct my mistakes. Due to a lack of time I did just one jump. However it obviously did a lot of goo because I have just been cleared for five second delays. So, if you are a student and fancy doing a fifty second delay and flying a square canopy, try AFF.

I must say thanks to **Don Balch**, **John Basher** and everyone else at Perris for making my brief visit so memorable. Thanks also to **Pete Reynolds** for telling me about Perris in the first place.

STEVE HILSON

## THE FUTURE

As an active jumper, as well as being professionally involved in the sport of parachuting, it concerns me that our sport seems to be going through major changes.

There has been a great decline in the number of skydivers who regularly attend parachute centres at weekends. I put this down to several causes. Most keen skydivers like myself are tending to save their hard earned cash for either 'team training' or for the many 'boogies/competitions' that are around now, and are not able to afford to fun jump any more. The general standard of skydiving is much higher than it was 5 years ago, and your average weekend jumper now feels capable of entering these competitions/boogies and enjoying the thrill of competing. Having said that, we have to be careful that we do not flood the year with these events, and have several happening on the same weekends. This certainly happened last year. If we plan our competitions out a little better, there would be many more skydivers present at each event, and organisers would be able to afford the luxuries in life that we all enjoy, like working toilets.

I think some very valid points have been raised recently regarding the quantity, and quality of Parachute Centres throughout the country. We have now reached the situation where there are too many centres for the amount of students at present available. We have enjoyed the growth in our sport but now we must suffer the saturation of these centres. We all know that without the first time student our sport would not exist, and many centres have forsaken the more experienced jumper in favour of these students. But it is interesting to note that the most successful of all parachute centres are the ones that look after both first time jumpers and regular skydivers.

The BPA council is made up of keen and experienced parachutists, who all want to see our sport grow and prosper, and I think we all appreciate the job that they do (although we may not always show it). But to ask these people, who after all, are not paid for doing this job, to close centres down because in their opinion, they may not be in the best interest of our sport is surely too much to ask. Taking away someones

livelihood is not a decision for these people to take. After all, some council members could vote to close down a centre next door to their own!

The governing or vetting of 'new centres' is certainly a step in the right direction. This would also mean that a standard would have to be set and maintained by all existing parachute centres. If each centre were to be given a deadline of say one year to reach this required standard, and if this is not attained within this period, then the BPA would be required to take action against them (either rescinding membership or a fine), after all why should the BPA be accountable for a parachute centre that does not meet these set requirements.

Perhaps the time has come to bring in some independent body to look at our sport, to give us advice on these matters. By this, I do not mean the Sports Council, but a professional business body, who may well have to be paid for their services. As an editorial in the October 86 issue of Sport Parachutist made clear, we may well need advice from somebody totally devoid from our sport, but with a good business background, to help us progress. Attaining this advice could well be 'baptism by fire' for our new Development Officer.

Although it may seem difficult from reading the above, let's all try to enjoy our sport.

TIM HOMER

## MARINE ANSWER

Having been a BPA member for nearly 17 years I am more than a little upset that my first letter to the magazine is one of complaint. Not of the magazine I hasten to add but more of the very negative approach being taken by some of the membership at present.

I refer to the two letters written in the last mag by **Mr. Bob McMillan** and **Mr. John Hughes** concerning **Leo Dickinson's** film shown on Channel Four last Christmas Eve. The programme, 'Leo Dickinson's Adventures with a Camera', was, as you well know, a device by which Leo could get yet another film about Sport Parachuting published on TV. No mean feat, especially on such potentially peak viewing time as a major religious holiday.

I hope that the opinions expressed by those two gentlemen are by no means representative of the BPA membership as a whole and are merely rather ill advised comments of a poorly researched nature.

Rather than take issue with specific comments within both letters I would rather point out that prior to both your early and Leo's later involvement in publicising the sport through the media, our only publicity remained vivid, lurid and inaccurate (generally) reports on fatalities, near fatalities and "I nearly died" type reports on people who had minor malfunctions on their early sky dives. These reports did little or nothing for

the sport in general and were often extremely detrimental to the sport in particular.

What I believe Leo has achieved is to show a strongly disbelieving public that Sport Parachuting is an interesting pastime that offers the opportunity for both enjoyment and excitement. HIS programme (I use the phrase intentionally) at Christmas was NOT about the Royal Marines in concept. Had that been the case, he would not have convinced Channel Four to consider producing it. Yet another error from the letters as Leo was NOT involved in the editing/production as far as I am aware. The programme was one in a series being made by Leo as the obvious follow-on from his series 'Pushing the Limits' and offered a well made insight into the problems of filming esoteric subjects.

The programme showed, I hope, a group of enthusiastic and dedicated sportsmen attempting to improve upon the limits of a very new sport as a vehicle for explaining the technical difficulties of filming those attempts. I believe that he made a very fine job of it and am only sorry that his efforts have been treated in such a cavalier fashion by two of the very people he is striving to represent.

In conclusion, I consider that the comment that, "Leo's near collision in the air and making a joke of being told off by Boswell was irresponsible and must have caused parents across the nation to tear up course applications in hundreds" is both peurile and shows exactly the Luddite-like attitude that the sport constantly has to contend with from outsiders. It should not have to fight ignorance from within.

CAPT. R.J. BOSWELL  
Royal Marines

## MILITARY SNIPING

I have been away from the sport for some time due to service commitments, but am now running a full time DZ. It is with regret I find some of the attitudes in the sport that now prevail, I have heard much sniping at the Military Centres. Let me say that the way the military centres are run all the effort and proceeds goes back into the sport for the good and benefit of all BPA members which, I think, is something that should be commended. As for some of the comments made at the AGM, I do not think the sport is over commercialised. With about forty odd clubs and 56 million people in the UK I don't think there are enough clubs. I know I turn many people away from Dunkswell who come from all parts of the country. As for the protectionist approach from some people I think that is totally wrong. If a new club starts up with a rented A/C and a portacabin, as long as it is safe and obeys the rules, then it should be encouraged. It is then up to the members to decide where they want to go. As **Dave Howerski** says, not only is it a legal and commercial minefield but the association was not

formed to protect a 'Cartel'. People have decided to make a living out of something they enjoy doing. If they cannot as **Simon Ward** suggests improve their PR and Marketing to carry them into the 1990's and the heat becomes too much in the kitchen, then they leave the kitchen and that is the reality of the situation.

A. STANWOOD D1677

## AFF COSTS

As a partner in one of the UK's largest AFF and Tandem facilities, I would like to 'put the record straight'!

In the last issue of Sport Parachutist there was an opinion voiced regarding the gross overpricing of the AFF courses in this country. One could answer the gentleman's polite queries into how we analyse the course breakdown with just one word - 'overheads'.

Let me clarify this. At Slipstream Adventures, we pay the full, unsubsidised rates for aircraft hire (not being a static line operation). Then there are the 3 slots in the aircraft to 12,000ft. for 3 jumps minimum, where the jumpmasters fees also have to be deducted, which leaves the following 4 jumps (minimum) with 2 slots to 12,000ft. and jumpmasters fees. Now that takes up a rather large chunk of our AFF course fee. We also must never forget the magic figure of 15% for VAT as well as a further percentage to the airfield owner.

Hopefully, these figures will start to explain why our fees are around £1000. However, there is more! We also have to take into account phone bills, electricity, rent on our office and ground training room, kit depreciation and of course, the advertising programme that is needed to back the organisation up.

Now out of what is left from a course fee, there is a need to improve the programme in all areas. If we are going to take the sport into the realms of wide public acceptability, we need to spend more money on its image, i.e. staff uniforms, matching gear/jumpsuits etc. Without these extras Slipstream would not be offering the high standard of professionalism that should go hand in hand with any AFF/Tandem operation.

Unfortunately, none of our staff are rolling in wealth. We do, however, have some of the most experienced jumpers in the UK (i.e. National Champions in all events, past and present), all of us having spent a great deal of time and money to attain these levels in the sport.

How much, I wonder, would you have to pay Bjorn Borg or Seve Ballesteros for a weeks professional coaching?

Looking at Tandem in a similar light - 1 jump costs £85 at Slipstream and includes the 2 slots to 12,000ft. at the unsubsidised rates, the jumpmasters fees and the other additional overheads as per the AFF breakdown. We also need to take into consideration the fact that the rig itself costs nearly £4,000 and is not going to last forever. This shows us



that the overall profit is marginal.

Hopefully, this will clarify the reasons why the AFF course is around £1,000 and may even have to be higher if we are going to take sky-diving into the slick and professional world of leisure activities and sport in the 1980's.

PETER ALLUM  
Slipstream Adventures

## DROP ZONE HYSTERIA

I would like to add some further comments to the controversy following in the wake of 'Lines by Lines' feature.

The latest (Feb '87) edition of Sport Parachutist contains further input from various sources, not the least of which is an article by **Dave Hickling**. Among Dave's suggestions is the theory that a new club or centre should not be permitted to train ab initio students for at least 12 months after its inception and that DZs should be given a mandatory maximum quota of students they may train. While I have some sympathy with the reasons behind Dave's views, I think that these suggestions are unworkable and smack of the Big Brother syndrome.

I agree that an unhealthy situation has arisen in respect of DZs that appeared to start to take advantage of the student 'avalanche' that occurred during the last few years and that steps need to be taken to see that this doesn't get out of hand. However, it is definitely not healthy to create a situation that makes it virtually impossible for new DZs to start. In fact, that would be very damaging to the future of the sport in Britain. Creating monopolies is virtually never a good thing in terms of progression. Protecting existing DZs at the expense of new ones, could mean that a DZ operator would be able to charge whatever they want for first jump courses or progression jumps etc. and provide a poor service into the bargain without fear of having to compete or improve their facilities. All of this probably sounds as though I don't think anything can or should be done to improve matters. In fact, I believe that an improvement could, and should, be brought about quite easily.

Firstly, Dave suggests that no parachuting should take place on 'split' drop zones. Now, I don't think that it is a good idea to ban split DZs altogether, but I do think that this sort of operation is a special case and should only be allowed to operate under special circumstances e.g. With a VERY experienced CCI of proven record. With special provisions for adequate ground control. A limit on the distance between the emplaning point and landing area, possibly 2 miles. A good hazard free student landing area without undue special restrictions.

Secondly, one of the mechanisms

by which some DZs have been allowed to start or continue over the last few years, has been the so called 'permission' or exemption to BPA rules. This one has always been a bit of a mystery to me. If a rule exists, particularly with regard to safety, exemptions should be VERY rare exceptions and this does not appear to be the case. One thing that strikes me as very strange is that several of the people who seem to be objecting to the proliferation of new DZs actually voted for the exemptions that allowed them to get started in the first place! These exemptions, particularly with regard to CCI's qualifications, should be looked at very carefully. Incidentally, I believe that the qualifications for a CCI are now hopelessly out of date and need revising as a matter of urgency. These qualifications have remained substantially unchanged for several years during which time, the scope and complexity of the sport has altered dramatically.

It is time for parachuting to upgrade its methods of operation in these respects. After all, hospitals don't allow underqualified persons to perform surgery just because they have a rush on. Likewise, parachuting should not allow underqualified persons to run drop zones just because it is convenient to do so.

ROB NOBLE-NESBITT, D881

## NEW LOGO

I have just received by copy of October's SP, (you think you've got problems!). I read with interest the short article requesting ideas for a new logo for the BPA.

As you can see from the letter-heading I am a Graphic Designer and this sort of problem is quite familiar. I should like to offer the following thoughts on this matter and hope they will be of some help to the Council.

Firstly, it has always been my experience drastically changing an existing and well known logo can lead to problems, namely the organisation or company looks as though it has changed beyond all recognition. It tends to have a disturbing effect on its' clients and associates who fail to identify with the new logo.

This might sound too far fetched for the average member of the BPA, but since someone has taken the trouble to write, it would lead me to suggest people do take the trouble to look closely at things which interest them.

Secondly, if you intend to change the logo at all, please be careful as to how much is changed. My point here is that it is easy to follow trends and fashions even in sport parachuting. Should the logo undergo a change every time a new item of equipment becomes 'de rigueur' or it becomes fashionable to wear your alti on your nose, the logo would be changed at the very least every year! This one has lasted 'about fourteen years', and is in my humble opinion very apt. I wish I had thought of it!

Lastly, I have included a roughish sketch of the possible changes outlined here. As you will see I agree with dropping two instruments as few people wear a stop-watch these days. The 'man' now has something of a face and the helmet is detailed to give the impression of a Protec.

I have given the harness a little more detail to give the impression of a fairly recent hog-back with three-ring circus. The boots/shoes have been visually lightened to allow the punters to interpret them as either sky-god trainers or a proper ankle supporting boot familiar to the student fraternity.

These are my suggestions and there are not many fundamental changes for the reasons given before. You have my permission to alter/change/ignore any part of my sketch, there is no copyright!

If you feel I can be of any further use on a professional basis, please do not hesitate to contact me. If you use all or part of the idea I would



appreciate either some new kit; the magazine reasonably on time; or a mention in the SP just to let my old jumping buddies know I'm still around and falling out of perfectly serviceable (well nearly!!) aircraft here in sunny Cyprus.

Blue skies, cold noses and a Happy New Year,

PHILIP BELL D5027

Can I please add my comments, for what they are worth, on the subject of the BPA logo. I like it, why change it? Would not the best solution be to basically leave it as it is but remove the two circles, for the alti and stop watch and replace them with one for the alti alone. This would surely give it a totally modern image. We could, of course, argue for hours about wrist mounts and people who jump without a hat of some sort, see 'Brits Abroad' in the February edition, but it's late, Goodnight.

DAVE PORTER D5362

*I suppose it is okay if you like it.*  
Ed.

## KNOCK KNOCK, IT'S MR. PORTER AGAIN!

Actually there were some very nice photographs in the February edition of the Mag, especially of the Brits Abroad taken by Pink at Z Hills and by Leo and Stuart in Spain. What a pity that, as usual in the February edition which, as usual, arrived in March, we had to waste four pages with some very tedious pictures of people taking their clothes off, getting drunk and sticking their fingers up Leo's nose at the AGM. We could instead have looked at some photographs taken at the Border Parachute Centre, north of Peterborough I know, but it's also possible to fill your lungs with Avgas fumes in

Northumberland.

In recent months **Kerry Noble** and **Gwynne Roberts** have sent you a number of photographs taken at Brunton. For some strange reason none of these works of art have so far been used. Being of a very modest nature, Gwynne will no doubt not wish me to tell you that he recently won first prize in the amateur section of the Northern Sports Council photography competition for one of them. You may be interested though to note both of these gentlemen have recently changed their names by Deed Poll. Gwynne is now known as Simon Ward and Kerry, (the older of the two), is now called Dave Waterman. In light of this new information I feel sure that these photographs will now appear in the April/May edition of the Mag. Blue skies,

DAVE PORTER D5362

## RUINED CAREER

Thanks to a couple of very unfortunate camera angles in your AGM pics, my career is in ruins. It is important that the Authorities know the following:

1. I have never met or spoken with either Dave Turnedherhead or Matt Mortcock.
2. I have never slept with either of them and in any case there was a shortage of beds and I drew the short straw.
3. Neither for former's Fiat Uno or the latter's Mini have ever been loaned to me apart from a very brief posing incident.
4. Only one of the above occurred at Zephyrhills.

Talking of which, I've just come back from the Hill. Two weeks, two arrests (one for suspicion of murder), graduated AFF, one successful 12-way complete with Lou, the USA A-1 and D-1, did a conversion to throw-away, drove 3000 miles and wept when the Hill was burned to the ground. (Coors insisted on the beer being served from amidst the smoking ruins because they were the licensed premises!). Thanks a million to DT and MM (who?), Bob Harman, richard Ward, Dave and Nicky Johnston and John. And to Diane Little who runs the Siesta Motel - sorry about the moonshine episode Di. No thanks to British Airtours for the worst flight of my life.

I've ordered blue skies and altitude for '87 at Cranfield in order to support John Eaton's new Centre ownership. Additionally banning Mortlock and Turner will help but I also guarantee a jump fee refund to anyone who bounces off my office roof (it's bomb-proof) provided they apply in advance.

By the way, any fellow Airport Managers out there who want to join with me in promoting the greater acceptance of Sport Parachutists? (No, Dave, I don't mean the mag.) If so, drop me a line at Cranfield and we'll form the Federation of Airports Receptive to Skydiving.

STU CARRIE, BPA309505  
Airport Manager, Cranfield



## SURPRISE, SURPRISE, IT'S LEO!!

I thought Skydiving was exciting enough on its own but reading your mag by comparison makes this pall into significance!

Let's start with a premise 'Parachuting is very boring' (to watch), now before everyone reaches for their pens and starts screaming, I add the rider that this is the opinion of various journalists I know in Fleet Street and Wapping and 4 ITV Directors of Programmes. Now we all know it is far from boring to do and therein lies the problem.

Skydiving is an absolute minority sport with only a few thousand active participants, although it is by no means the smallest - Cave Diving I think claims that crown with barely 50 active doers in the UK!

Now when I made 'Nosey Parker', all about **Rob Parker's** exploits into the depths of Wookey Hole in Somerset I did not detect the same apparent resentment within this very small elite as seems to be happening in our sport. Far from it. The Cave Divers gave it a thumbs up; someone had taken them seriously enough to not only make a 50 minute film about them but actually to go in with them to Chamber 24 and camp for five days in the depths of the earth. I did not find it very pleasant but found the experience as they say 'enriching'. I learnt all about Cave Diving to make 'their' film. Yes of course I was paid to do it; you do have to earn a living in order to support your habit, Skydiving

It was also in the series of 'Leo Dickinson's Adventures with a Camera' that Channel 4 had agreed to screen. The formula took a long time to be born as anyone who has tried to persuade a TV company will vouch. The third film in the series, after 'Right Up the Zipper' and 'Nosey Parker' was meant to be a climbing film of which over the years I have made 16. Instead I tried hard and patiently to persuade them to take yet another Skydiving film about the Royal Marines Stacking. The argument went something like this, "There is Mountaineering, Rock Climbing and Ice Climbing, all are different sports within the same overall concept." "Freefalling, which is what 'Up the Zipper' was about is completely different to Stacking, just like Ice Climbing is completely different to Rock Climbing." So I persuaded them.

So now our minority sport has two programmes in a series of six. Do **Messrs John Hughes** and **Bob McMillan** think that I can get a third in the series? Would they want it if I could? Perhaps not. Now there are points where I agree with them although this is not meant to sound patronising for most of their facts are not researched properly as I will explain.

Channel 4 wanted to fill hour slots with this series, therefore all the Programmes had to be 52 minutes long. But above all they wanted

SOMETHING DIFFERENT, a behind the scenes look at why these are minority sports from the point of view of the viewer or more specifically why are they so hard to watch?

In plain English let's see these sports through the eyes of the cameramen. Chamber 26 in Wookey Hole is just as remote to the audience as is 12,000ft. above Salisbury Plain.

So the last film was not "Supposed to be about the Marines record stack" as Bob McMillan surmises. However I am sorry if you did not like my 'Clever Cameras' nor 'Mandy flying sideways' but they were genuine attempts to give information and try things slightly different. I thought my 'EGO' was rather punctured at this stage, crashing in front of the Marines and Press as I did. 'The deliberate canopy collapsing', well perhaps you should take that up with the Marines and many others I would add, for the experienced parachutist it is yet one more way of maximising your fun between Heaven and Earth. Do you want to completely sterilise the sport? It's as bad as saying we are not mature enough to decide whether we should wear hats, but you didn't say that, I did.

As for "Making a joke of being told off by Boswell, being irresponsible and causing parents across the nation to tear up course applications in hundreds." I think you seriously underestimate people's intelligence, surely the audience can judge that these are experts and what they are doing is far removed from a staid line or AFF jump?

I did not want to leave in the shot of Bony dressing me down, not because I looked foolish, but because it is almost impossible to say anything sensible over the shot, hence the rather lame joke and it is here I start agreeing with you. I did NOT have overall control of the programme.

I too would have much preferred to go for the 25 minute slot as the 'Pushing The Limits' series did although, I have to laugh - "The people who produced and edited" the film, "Who could see the material more objectively". Was, in fact, myself, so I will regard that as a compliment! - Imago, who produced this series was a company I started. I directed, filmed and supervised the editing.

Unfortunately this was not my experience with the present series. Directors were scheduled to take over my ideas and their interpretation prevailed. You have to understand that, such a TV Director might make half a dozen programmes a year from Farming to Chat Shows to Parachuting. They can't be in love with the subject as can specialised cameramen, hence my wish to broaden the subject by introducing **Norman Kent**. I am NOT "in love with Norm", but would be foolish to believe that I was in the same league. He has over 3,000 camera jumps and I am sorry he came over to you as 'boring'. I can't help how people are, but did feel it was a good opportunity to show on British TV how the acknowledged American expert ticked.

I do appreciate feedback, perhaps more people could write in, either to me or the Mag, about their likes and dislikes but, I have to say that, there are NO PLANS for any further Skydiving programmes of mine in the pipeline so you won't have to watch any more "Efforts that have failed miserably".

Perhaps you prefer Wally Gubbins? Both 'The Movie' and our new one 'The Right Wally' are 25 minutes long with no commentary. We have made up a questionnaire. I would like people to fill it in when they order their tape and perhaps future films will please everyone? I somehow doubt it!

LEO DICKINSON

# SAFETY NOTICE

## RELATIVE WORKSHOP

Effective Immediately. Please stow main canopy slider in a rubber band which you have attached to the centre 'B' line attachment point. (Do not stow it to the tail).

Reason. Occasionally, during main canopy deployment, the collapsing drogue exerts so much force on the deployment bag that some or all of the stowed suspension lines 'slump' out of the rubber bands prematurely causing a reverse sequence (canopy first) deployment. A canopy first deployment usually works out okay. The main problem is that if the slider is not stowed, it too might slip down the suspension lines before line stretch causing a hard or off centre opening. An off centre opening can concentrate opening forces on one portion of the canopy or one line group. We believe this is responsible for several broken main rear risers which have recently been reported to us. Broken risers are obviously not very common. This problem took many thousands of drogue jumps to show up and we believe stowing the slider should prevent it.

I am working on a bag modification which I think may prevent line 'slump' and will let you know as soon as it is 'perfected'. In the meantime, I urge you not to experiment with other 'solutions' such as using bungee cord locking stows instead of standard rubber bands. In some instances, this could cause a bag lock which is a far worse problem than already exists.

WILLIAM R. BOOTH  
President

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# KITNEWS

**By Rob Colpus**



## BARIGO BLEEPER

Barigo the European based manufacturer of Altimeters have released an audible Altimeter onto the market. The new unit will compete against the popular Dytter from Larsen & Brusgaard of Denmark and the Paralert from SSE of the USA.

## SUN PATH JAVELIN

Joannie Murphy and Henri Pohgolainer of the Sunshine Factory of Zephyrhills, Florida and Mike Furry of Glidepath International have got together to form a new company called Sun Path Inc. in order to build and market a new harness/container system.

The new rig, to be called the Javelin, incorporates an original feature in the shape of a partially exposed reserve pilot chute. This pilot chute is similar in size to the standard MAI type, but has a tempered aluminium top which helps keep it flush to the reserve tray, as it is only held down by two flaps and a single pin. The base of the spring sits on the base of the reserve tray and not on folded canopy as is normal. These features apparently produce a very strong pilot chute ejection sending it 9-12 feet from the jumpers back.

Mike Furry is certain that the new design does not infringe on the patent for the Pop-Top reserve held by Ted Strong and manufactured in the USA under licence by the Jump Shack, on their Racer system.

## FOOTBALL ASSIST

Mike 'Michigan' Sangberg, former member of the World Champion 8-Way Team 'Mirror Image' and now a Florida based jumpsuit manufacturer has discovered a novel way of helping lightweight relative workers to fall faster.

He found that by stuffing half a foam rubber football down the front of a stretch jumpsuit, the jumpers airflow was drastically altered, allowing the air to flow around the torso providing a more streamlined effect. Mike said that women who previously had to wear weight belts weighing up to 10lbs, could now fall just as fast without them by using the football.

## SUNSHINE CRUISE

Joannie Murphy and Henri Pohglainer of the Zephyrhills based Sunshine Factory have been awarded a Caribbean cruise by Glide Path International in recognition of their efforts to sell more Glidepath canopies than any other dealer in 1986.

## SEALING THREAD BANNED

The BPA's Safety and Training Committee have banned the use of sealing thread on reserve containers.

Tests carried out by GQ Parachutes and Irvin GB Ltd. apparently showed that by installing 2lb sealing thread, an extra load of between 7 and 14lbs can be added to the pull of a ripcord.

It was felt by the STC's Riggers' sub-committee that this undesirable extra load could in some cases be the straw that breaks the camel's back, and prevent a jumper from activating his or her reserve in an emergency situation.

Thomas Sports Equipment of Bridlington, manufacturers of the Chaser and Zerox systems stated that they would continue to use sealing thread on rigs that are packed by them and if jumpers decided to remove it to jump in the UK they would not accept responsibility for the reserve pack job thereafter. Lofty Thomas of TSE stated that without some kind of sealing system the packing of reserves was laid open to tampering by unqualified persons.

## SAFETY SLIDE AGAIN

In the February issue of SP we reported that some jumpers had had a problem with the Racer/Tracer type pull-out Safety Slide System.

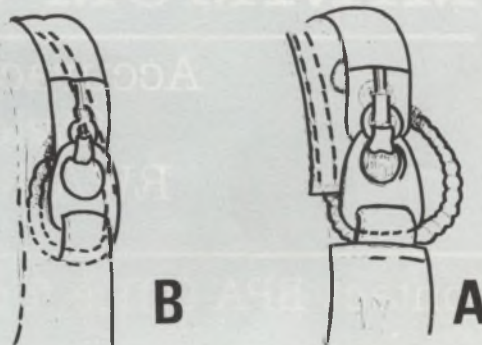
The Jump Shack and Mac's Loft, manufacturers of this type of system, have since stated that it is important that the small velcro tab on the slide system is mated, to prevent the pilot chute being packed in the wrong place, thus allowing the turn back of webbing to butt against the grommet before the pin is pulled. They claim that with the velcro mated it should not be possible to misplace the pilot chute. However, we have found a considerable variation in turn back lengths and the distance between the turn back and the grommet (with velcro mated) in some instances is no longer than the length of the pin.

## SAFETY INFORMATION

An incident occurred at Netheravon, where after a malfunction the parachutist was unable to cutaway from a Chaser, due to the incorrectly routing of the cutaway housing. A number of other Chasers at JSPC-N were checked and the cable housings were found to be routed in the same manner (see drawing A). The routing of the cutaway housing was changed to that of drawing B to facilitate an easier pull.

All parachutists should check the routing of their cutaway housings and should check the pull, especially with some tension on the risers. It is also stressed that regular maintenance of equipment is important.

TONY BUTLER, JNCSO





# NATIONALS

— 87 —

**DATES:** RW — 20th-28th JUNE  
STYLE/ACCURACY/CRW  
27th JUNE - 5th JULY

**VENUE:** British Skysports DZ, Bridlington,  
North Humberside.

**EVENTS:** RW



- 4 Way Sequential -
- Senior/Intermediate
- 8 Way Sequential
- 8 Speed Star

Style - Senior/Intermediate

Accuracy - Senior/Novice



CRW



- 4 Way Rotations
- 8 Way Speed Stack
- 4 Way Sequential

## MINIMUM QUALIFICATIONS

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Accuracy - FAI B Licence

Style - Category 8

RW/CRW - Category 10

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Contact BPA Office for Information and Entry Forms.



# JACKIE SMITH

## A PROFILE

by Jane White

Britain's only ever winner of an FAI gold medal for parachuting, once described as the nation's best all-round performer in the sport, has taken on a new role - that of mother.

**Mrs Douglas Young** - better known as **Jackie Smith** - gave birth to her son, Scott, on February 27th. The event may be a turning point in her life, but she is adamant that it does not mean the end of her parachuting days.

It is one of the few major incidents in her life which has not set Jackie aside as a record breaker or pioneer - she can lay claim to more 'firsts' than any other woman in the sport - and all but a few men.

When Jackie began jumping 15 years ago she was a sports-mad WRAC working as a Physical Training Instructor in Aldershot, "I just lived in the gym playing badminton, squash, doing athletics and swimming, plus trampolining as part of the Duke of Edinburgh award scheme. Then I saw 'the lads' jumping at the Queens' Avenue and thought I'd like to try that", she said.

Little guessing that she would one day be the first woman member of 'the lads' - the Red Devils - and also the first to be awarded the much honoured airborne forces red beret, Jackie had to pay herself, for her first four jump course at Netheravon.

"I'd never even been in a plane before", she laughed, "And I loved it." "It was a de Havilland Rapide and we took off at about 6 a.m. on a March morning. After all the noise and panic of the plane - then just jumping out into silence - Yahooo!! I started going down every weekend after that and the CCI **Stevie Stevenson** got me into the continuation course. "He then suggested I try for the novices in that year's Army Championships.

"I was the first girl to enter the novices - I only had 22 jumps - and I won. I'd even beaten the up and coming star of the time, **Scotty Milne**, but despite that, I felt that I just wasn't getting anywhere. **Major Schofield**, who was then the team leader of the Freds, was at the Championships and he took the effort to come over and say "You've got some potential there, girl - stick with it". That really gave me a boost when I needed it."

With just 32 jumps under her belt, Jackie took part in her first demo. She was asked to join up with the 9 Squadron team being run by **Alec Black**, and when Major Schofield heard that she had been parachuting with the team he asked her if she was interested in joining the Red Devils.

"He had to write to my parents and the Queen Bee of the WRAC. My parents didn't mind at all, but there was a whole series of letters between the team and the WRAC. Major Norton, the second in command of Depot Para showed me some of the letters, and they were hysterical", said Jackie. "One of them actually said 'How could you possibly expect one of my girls to parachute in over a crowd - everyone would be able to see up her skirt!'"

But Jackie was eventually allowed to join, making more parachuting history.

After 50 jumps **Sooty Sandring** -

"my hero at the time" - persuaded her to try out a Papillon. "He was always nagging me to keep improving," she said, Jackie might not have improved much from that jump, but she certainly learnt something - the kit was rigged out with a very high front reserve which was responsible for Jackie's first taste of having a broken nose.

But an even more spectacular memory was Jackie's first demo jump with the Freds. "It was in Swansea and it was my first mal," she remembers "As if that wasn't enough, my reserve inverted and then blew 13 panels. Luckily I landed in the harbour.

"It was good news for the team though, the story was on all the local news and papers, and the next day thousands of crowds turned out just to see if I'd do it again - I didn't."

Jackie spent five years with the Red Devils in all, and made her first appearance on the British team in 1974. But by 1976 - the year of her second appearance - she was fed up and bought herself out of the Army. "It sounds terrible, but I was really bored sick of jumping by that time, I used to go down the Avenue and just go onto manifest. It was just a job, not fun anymore."

She sold her car and headed out to Pope Valley in America for two months as part of the eight-way Symbiosis team.

"**Willy Grut** started Symbiosis the year before with **Rob Colpus**, **Tony Uragello** and **Geoff Sanders**. It was really the start of four-way sequential in the country.

"Ten of us went out to Pope Valley and it was brilliant. I think if I had the choice of spending time at any jump centre in the world it would be there. Nearly all the people who were regulars there then have gone on to be top class jumpers.

"Jumping in a four-way is totally different to jumping in an eight-way. A smaller team is always bound to be more insular, and it's so much more hassle organising eight people at once. There is always someone missing when you want to dirt-dive or debrief", she said, a born do-er rather than organiser.

"In 1977 Symbiosis won the eight-way at the Nationals in Leicestershire and Rob, Tony, Geoff and Willy also won the four-way. But the BPA wouldn't let the same people represent Britain on two teams, so

the number two team - the Air Force - came out to the World Championships in Australia with us. That was an incredible competition. We had just one twin Otter and the whole Champs were completed in just five days.

"Compare that with the 14 or so jumps that was all we managed at a training camp at Peterborough later that year."

Such contrasting weather conditions - and the adverse effect it has on the sport in Britain - is a pet subject of Jackie's, and one on which she has very strong views.

"Unfortunately I don't think parachuting will ever be taken seriously as a sport here in Britain, or receive the sponsorship it deserves, largely because of the weather", she said, after a lifelong battle to prove otherwise.

"It is also partly the nature of the sport, I mean, after 15 years of jumping I've probably clocked up about 36 hours in freefall - that's nothing. Think of how quickly you could get that sort of experience in a sport like skiing. I don't think there is any other sport where you have to cram so much learning into such a short period of time.

"Even in something like ski-jumping at least it's a lot easier and cheaper to walk or get a lift to the top rather than fuel and fly a plane. A four-way team may want to practice just their exits from, say, a Porter rather than an Islander, but it could take them two weekends of hanging around and a week's wages to get the extra experience they need."

Despite this, Jackie - one of the few parachutists who has represented Britain in both RW and style and accuracy - managed to win the silver for accuracy in Graz, Austria in 1981 and went straight over to Perris Valley for British team training.

It was then that she decided to jump the world's longest sheer fall - 3,500ft. (exact?) off El Cap in the Yosemite National Park.

"We finished team training on the Thursday and had to be in Z-Hills for the World Champs on the Monday, and just a few weeks before some Australians had been caught, fined \$10,000, had their gear confiscated and their visas taken away. We had to be very discreet.

"It wasn't so much the personal fear of getting caught that bothered us,

but the fact that the BPA had just spent all that money on getting us trained, and how we would feel if we were sent home in disgrace without being able to compete", said Jackie, "But we just had to do it."

Preparing for the event was almost as challenging as the jump itself. After driving through the night, Jackie and her four team mates (Willy, Robin, Geoff and Dane, if you think it's safe to name them, Dave) camouflaged their rigs by sewing them onto their jump suits to make them look like back packs. Then came the long haul to the top.

"It took us four and a half hours to hike up, and that was pretty fast going," admitted Jackie. "But it was an amazing walk - there are little piles of stones all along the path to the actual summit which have been left there by other parachutists before, and everyone adds a few stones to keep the way marked. By the time we reached the top I was exhausted and tried to sleep for a couple of hours.

"When the sun was starting to set, we decided it was safe to go - the dark would help us hide when we landed. We'd agreed there was to be no yahoo-ing on the way down so as not to draw attention to ourselves, and we took bin liners with us so that we could pack away our rigs as soon as we landed. I was too scared to look over the edge and had to stay as far back as the ledge would allow. But then Willy, who was jumping first, went for it, and I just followed.

"It was incredible, the air was so still that you fell for about ten seconds before you got any sensation of air speed at all and with the sun just setting and everything so quiet, it was really magical," she said, her infectious enthusiasm catching the whole room's attention.

"Then as I was falling, I hear their really loud Yahoo! behind me. I just thought - oh no - someone just couldn't keep quiet, but it turned out to be some rock climbers who saw us fly past and yelled out in encouragement!!

"Luckily I managed to land in the safest of the three drop zones available, but being the lightest I landed last and I was sure if anyone was going to get caught, it would be me. I just grabbed my kit and ran into the trees and stood there, shaking. Eventually we all managed to find each other back at the car, we went for something to eat, then came back for the rigs. I slept for a whole day after that."

It was her performance in the World Championships the week after that which earned Jackie her FAI Gold.

A firm believer in never watching the score board at competitions, just trying to better her last jump, Jackie managed to become the first person to hit ten dead centres back-to-back at a World Meet. She had to wait a while for the Gold medal, but the last night dinner that evening she was honoured with a standing ovation from her fellow jumpers. There was also a British team celebration party, but Jackie missed out on that.

"I'd been concentrating so much that week that I had hardly eaten in days, so after a boiled egg and some soup I was full, and after two glasses of champagne I was drunk," she



laughed. "I had to be carried up to bed, and the others got on with celebrating without me!"

However, as every parachutist knows, when you're at the top, the easiest way out is down. And (after such giddy heights of success normality often means falling) Jackie fell to earth with a bump.

"When I came back to Britain (after the 1978 World Championships) I was absolutely stony broke", she said, "I had spend £2,000 on kit, training, jumping and living expenses to get me through the Champs, and when I got back to Britain I ended up spending seven months on the dole."

The Great British attitude to our sportsmen and women who represent their country is also a subject close to Jackie's heart.

"I know the BPA can't afford to pay out any more than it already does, but I think the country as a whole should at least offer some help for sports-people who cannot get time off work so maybe have to give up their job to compete, or who have trouble paying their rent or mortgage while they are training or competing.

"I would very much like to compete again, but there is just no way it is financially viable, by the time you have taken unpaid leave from work, bought your equipment, paid for all your jumps and training and maybe your air fares abroad, you have to spend the rest of your time saving like mad just to cope. It's hard enough when you are young free and single - being married and having responsibilities for others it's just impossible."

Jackie has certainly worked hard to support her jumping habit in the past. She worked as a secretary in Sydney, Australia, and at the Chamber of Commerce in London, has temped for "virtually every company in Farnborough and Aldershot", master-minded many an inventory for the

International Stores and even worked a season at King's Island amusement park in Cincinnati.

"Firestone Tyres had a DC3 there for us to use, and the idea was to jump into the park every night. It was a really tight DZ as well - between two roads, an open zoo with lions and tigers in, and then the funfair itself. And if you didn't jump, you didn't get paid. Still, it can be pretty cheap living in America in the summer. You can pile a \$1 salad so high that you need a sherpa to reach the top of it," laughed Jackie, on fine form in jester mode. "That summer paid for winter training in Z-Hills."

By 1982 Jackie had a steady job and owned her first flat in Farnborough, until fate decided that things were going rather too well.

In April of 1983 her father died tragically back home in Yorkshire and a month later a seemingly minor car accident left Jackie with lingering injuries which had her wearing a neck collar for nine months and virtually unable to walk.

And if that wasn't bad enough, the driver who hit Jackie had no insurance and left the country soon afterwards.

"After about six months of shuffling about I just got so depressed - I kept asking 'Why me?'"

Then one morning a neighbour of hers knocked on the door to tell her that there had been a party down the road and someone had thrown a brick through her car windscreen.

"I had my first appointment with a physiotherapist in Guildford that morning and I just cracked up. I burst into tears, phoned 999 for the police and started wailing down the phone to them. The bloke on the other end of the line must have thought I was mad, but they gave me a lift to Guildford and back in a panda car!"

Luckily the physio and his treatment

created the turning point which Jackie needed, and she was soon back on her feet and out of her collar.

Less than a year later came another watershed - whether to stay in a high-income, boring job in Aldershot, or whether to take a severe drop in wages for the privilege of working at skydive city, Netheravon and living in wildest Wiltshire. After much humming and aahing she started her new job as secretary to the Army Parachute Association.

"It's the best decision I ever made in my life - I love it," she says, three years later, and proved it by working right up until the day before she brought Scott onto the scene.

"Now I just want to work on being a champion mum."

Already Jackie seems to be thriving on married life, and even nine months of being unable to jump did not stop her from looking the picture of contentment.

"Dougie and I decided we wanted to get married at RAPA last year, but when we got to the thousands on the guest list, we thought we'd settle for near-family-only at the Register Office in Dougie's home town."

Young Scott Young soon picked up on the momentum of his two ex-Red Freds parents' whirlwind romance, and he couldn't wait for his father to return from exercise in Norway to be born. And now Jackie is impatiently waiting for the doctor's go-ahead to jump again. She still has a few projects up her sleeve.

"Maybe I'll start up a mum's team", she said, although she still cringes at her involvement in the women's record 20-way in 1985.

"It was so embarrassing being put in the position of having to choose 20 girls from the dozens who turned up. I was slagged off for choosing the Netheravon girls who I knew, but then I had to pick people I was sure would

make it," she grimaced.

"I think if I hadn't been so involved with parachuting, I would have liked to have been on the British skiing team. I would still like to go to a para ski meet."

The suggestion would sound pure fantasy coming from anyone else, but from the first woman to reach 3,000 jumps (she now has 3,600 or so) with six British caps to her name, a handful of British and World records behind her and a CV of demo jumping which includes Copacabana beach, Brazil, the Commonwealth Games, Run the World in Hyde Park, plus audiences with most members of the Royal Family, it seems a fairly feasible idea.

Jackie has even jumped into the start of an American football game carrying the ball in the front of her jumpsuit. "Not much room for that now", she laughed, looking down at her lump just five days before her son was born.

She has also appeared in a couple of documentaries and a few advertisements (why always alcohol-related?) and is the only WRAC to win Army colours for parachuting, but I don't want to let her get too big-headed.

More importantly, she is responsible for bringing much fun and laughter to many competitions, events and DZ's around the world.

Scott is due to have a younger sibling or two in the future, so her future appearances in the parachuting world may be irregular and will revolve around pram-pushing and the many other joys of parenthood.

But you can rest assured that wherever and whenever she does show up, it will be fun all the way.

DZ MUM

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# DRUGS CHECK AT NATIONALS

Competitors who are entering the Nationals this year should be aware that drug testing on the guidelines as laid out by the Sports Council will be enforced. Following is an article featuring all questions and answers which may be in your minds.

## 1 Why the concern about drugs in sport?

Drugs and other substances are now being taken not for the purposes they were intended, but simply to attempt to enhance performances in sport. It puts the health of the athlete\* at risk. It can be dangerous. It undermines the foundation of fair competition. It is cheating.

The only legitimate use of drugs in sport is for a medically justified purpose under the supervision of a doctor. Even here medicines should be sought which do not contravene the drug rules and stand no risk of causing harmful effects.

Governing bodies of sport, encouraged and assisted by the Sports Council, set up doping control to protect athletes\* from dangerous side effects and to prevent any unfair advantage which might be gained by cheats.

## 2 What is doping control?

It is a system whereby urine samples are collected, tested for banned drugs and a disciplinary procedure followed if any are found. The aim is to eradicate the use of drugs to enhance performance.

## 3 Who will be tested?

One cannot know in advance who will be selected for drug testing. Selection is normally made at random on the day of competition or training session. Some governing bodies of sport specify that the winner in each event plus a number selected at random will be tested.

## 4 How will I know if I am selected?

Athletes selected for testing will be notified by an authorised official. Those selected will be asked to sign a form to acknowledge that they have been notified and agreed to go to the Drug Control Station no later than a stated time. Usually you can go to the Control Station straight away.

## 5 Can someone go with me to the control station?

You should be accompanied by an appropriate adult (eg your team manager or other official). Usually space is limited so that you cannot bring more than one person with you.

\*The term 'athlete' is used as a general term for all sportsmen and women.

## 6 What happens at the control station?

The Control Station is a quiet place where the sample of urine can be given and bottled and sealed in the correct way. You will be asked to identify yourself, the collection procedure will be explained, and you will be asked to:

- choose a set of two numbered bottles from those available
- give a sample of urine, under supervision

(c) enter on the form any medication you have taken in the past three days

(d) check and sign that your sample of urine has been placed in the bottles you chose, that the bottles have been sealed and the numbers recorded correctly, and that you have no complaints concerning the collection procedure.

## 7 What if I cannot produce the required sample?

Don't worry, plenty of drinks will be available and you will be given plenty of time.

## 8 What happens to the samples?

They will be sent to the Drug Control and Teaching Centre at Chelsea College where they will be analysed.

## 9 What types of drugs are banned?

The main types are:

- stimulants
- narcotic analgesics (strong pain killers)
- anabolic steroids

In addition there are a number of banned drugs which are not covered by the above categories. A list of examples is available from your governing body. This usually corresponds to the list of examples given by the International Olympic Committee (IOC).

## 10 What happens if no banned drugs are found?

Nothing. A negative result will be reported to the governing body of your sport which requested the testing. The samples will then be destroyed.

## 11 What happens if a banned drug is found?

The laboratory will inform the governing body that a particular drug has been found in your sample of urine. The governing body will then notify you\*. In general the procedure is then as follows:

- you will be withheld from competitions of the governing body while the reason for the presence of the banned substance is considered. For this you\* are entitled to:
  - a second analysis of the urine sample which you\* and a representative may observe
  - attend\* with a representative to present your case.
- a decision will then be taken. This may include suspension from competitions of the governing body for a period. In adult athletes this can be a life ban.
- You are entitled to appeal against the decision to an authorised body.

\*and your parent if you are under 16 years of age.

## 12 How can I be safe?

The only completely safe way is to take no drugs. Many commonly used medications, whether prescribed by a doctor or purchased at a chemist's, may contain banned substances. If medication is required you should check every medication in advance for the presence of a banned substance and do not take any medication you have not checked. Remember this is your responsibility.

Remember your own doctor or chemist may not be aware of the drug rules for sport so their view on the safety of a medicine may not be correct. A list of examples of banned drugs can be obtained from your governing body to show to your doctor. If you have any doubts contact your governing body or the Sports Council for further advice.

## 13 What if I need medicines for conditions such as asthma, hay fever or other complaints, but am still fit enough to take part?

There are usually suitable alternative medicines which do not contain banned substances. Your doctor will be able to advise you in the first instance. But remember it is strongly recommended that the composition of the medicine prescribed is checked against the list of examples of banned drugs and with your governing body.

## 14 How long do drugs stay in my system?

This is extremely variable, depending on the drug and the individual. Some drugs can be eliminated rapidly, while for others, traces can remain for several months.

## 15 Can I avoid detection?

No - the drug test is extremely sensitive; even trace amounts can be detected and identified.

## 16 Is it worth the risk?

No! It may damage your health and your future in the sport. In addition, it could endanger the reputation of your sport in this country and abroad.

## 17 What if I refuse to take the test?

If you are selected for testing but refuse to be tested or do not attend the Control Station as requested, it is considered as though the urine gave a positive test. The procedure shown in Question 11 is followed. However, as a sample of urine was not given at the time, there is clearly no chance of a second analysis of the sample.

## 18 Couldn't I fill the bottles with someone else's urine?

No - an official will be with you to ensure that the test is carried out in the correct way.

## 19 Why can't I have a list of 'safe' drugs?

No list will be complete. New medicines come on the market constantly. The substances banned are subject to change. The safest ways to check that you are not taking a banned drug are given in Questions 12 and 13.





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# SIBSON SKYVAN

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- ★ **ACCOMMODATION.** There is accommodation for up to eighty people and costs £1.00 per night. There is no charge for camping or the positioning of caravans.
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- ★ **AIR-SPACE.** Sibson Airfield is in the RAF Wittering Military Air Traffic Zone (MATZ). The parachuting air-space is clear up to 12000ft. There is never any suggestion that the aircraft will not be cleared to 12000ft.
- ★ **THE SOCIAL SCENE.** There are frequent parties, discos and cabaret evenings and a licensed bar on the airfield.
- ★ **RW SEMINARS.** In 1987 there will be four RW Seminars and they will be combined with progression courses. There will be a 'Boogie' on 23/24/25 May and the Metropolitan Police Accuracy competition will be on 16/17 May, and the 'Paper Mills' 8-way Launch and Accuracy competition with prize money on 1/2/3/4 May.
- ★ **COMPETITION TRAINING FACILITIES** include 30 metre pit – electronic scoring pad – 800 m ground-to-air video system – air-to-air video.
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# HEAVYWEIGHT CHAMPIONSHIP

Accuracy? Remember it? Once upon a time there were more competitions than you could wave a stick at. Times change though, the king is dead (Style and Accuracy) long live the king (RW). Still, they got rid of steam engines didn't they? Shunted them into breakers yards, cut them into bits or allowed them to deteriorate and rust, unwanted.

Pretty soon though, enthusiasts started to seek them out; yes they were dirty, smelly and uneconomical, but also they had that undefinable quality which would be priceless if you could bottle it, character. Men and boys who would sit up through a frosty night to see the 'Flying Scotsman' pass by in an explosion of steam, soot, smoke and sound, would not dream of walking to the end of their garden to see an 'Inter City 125'. No character.

I'm not a train freak by the way. The last two paragraphs were merely an analogy on 'weirdos'. Some people spot trains, others take videos of frolicsome jacuzzi capers, some even do Accuracy! So all you leather thong sandal owners can turn the page before you get too bored, because this article is about accuracy canopies. You know, those big things that pack up the size of a wardrobe and have the turning circle of a super-tanker.

Since its introduction in 1978 the North American Aerodynamics 252 Para Foil has stood head and shoulders above its competitors as the definitive accuracy canopy. The popularity of this canopy extended even to the Eastern Bloc where some Soviet competitors used it in preference to their own products. This domination may have led to a certain amount of complacency on behalf of the manufacturers as the 252 picked up a reputation for indifferent workmanship.

The 252's domination of the market started to be questioned in 1983 when parachute designer **John Eiff** and US team member **Jimmy Hayhurst** got together to develop a new generation of accuracy canopies. The result of this teamwork started to trickle through in 1985 when the New England Parachute Company started making the Challenger for Eiff Enterprises.

The Challenger is not a canopy but a range of canopies. The one size fits all concept has been rejected and the canopy is available in three sizes, 208, 259 and 281 sq.ft. Seven or nine cell options are available on the 208 and 259, the 281 is available only with nine cells. Each canopy is scaled in exact proportion: aspect ratio, aerofoil shape, line length and angle of incidence all remain

constant. By picking the correct size canopy for your body weight the forward speed and descent rate should be the same for a heavy man on a large Challenger as for a light woman on a small one.

The Challengers stability, like that of the 252's, comes from the flares that extend below the canopy. The difference between the two being that on the Challenger they refer to them as keels and there are only two on each line group as opposed to the four on a 252.

From the outset the Challenger design team made precision construction a high priority. The canopies are hand built to order, keeping to strict tolerances. All lines are finger-trapped and raw edges are hot cut and folded inside seams. The time and effort is however reflected in the price which is considerably more than its competitors at \$1175.

As well as not coming cheap, all that quality packs up big as well. The most popular version of the Challenger is the nine cell 259, this has a quoted volume of 750 cubic inches, considerably more than the newer versions of the 252. The deployment method is entirely up to the customer: split slider, dome slider, pilot chute controlled spider, even bottom reef should you so desire (Now we really are talking weird!).

The acid test for any canopy is does it perform? No amount of wonderful construction and design waffle is worth a damn if it does not do the job for which it was intended.

The canopy I jumped, was the popular nine cell 259. The first thing that strikes you is that the toggle pressure for such a large canopy is admirably light. This appears to have been achieved by having just the 'A' lines connected to the front riser; the 'C and D' lines are finger trapped into the 'B' line and connected to the rear riser. This means that when the toggles are pulled down and the tail is deflected, most of the suspended weight is still being supported by the rear riser. On the Foil where the 'A and B' lines are on the front riser and the 'C and D' on the rear, you will find that in deep brakes the 'C and D' lines go slack, all the weight is then being supported by the steering lines, hence heavy toggle pressure.

The Challenger's descent rate is again very impressive but I found the canopy wanting in lateral stability. No matter what brake setting I had on, the canopy swung from side to side. Admittedly this characteristic did not seem to manifest itself when the very same canopy jumped by **Harry Morgan** won the 1986 Nationals. **Esther**



**Reynolds** made it a double success for Challenger by winning the womens title on a canopy borrowed just prior to the start of the competition.

North American Aerodynamics claim that the introduction of the Challenger has not influenced their marketing policy. However, with the introduction of two new canopies to their range, this statement has to be treated with a certain amount of scepticism.

As an alternative to the 252 Para Foil a 232 has been introduced for the 120lb jumper. The 232's credentials as the lightweights accuracy canopy are marred by its very heavy toggle pressure, heavier than the 252. This tends to rule it out for the ladies. North American do acknowledge that this is a problem but do not appear to have a solution. So the story on this one is, pint sized Herculean's or **Stuart Morris** need only apply.

The new Foil that has generated most interest is the 282. Introduced in 1986 this canopy took the first three places in the US Nationals and was jumped by four of the five men in the US team at the World Meet. **Dougie Young** is the only British jumper to have made a substantial number of jumps on it and is convinced that for someone of his weight (185lbs) it is an improvement on the 252.

Toggle pressure on this canopy is heavier than the 252 but is not of an unbearable level. It turns very slowly but has a slow rate of descent and is extremely stable, appearing to be less susceptible to being bumped around in thermals.

Inexperienced jumpers on the 282 should be very wary about getting this canopy into wind early. Turning past the pit in moderate winds will result in the jumper going a long way past the target before its pointing in the right direction.

On the construction side North American seemed to have cleaned up their act and the whole range has benefited from a quality drive. The production manager at North American is confident that the 25 years experience that some of his seamstresses have is more than a match for any competition. All lines on Foils are now finger trapped and reefed models have a cotton tube running through the cell to protect the canopy from burns.

The 282 I tried was brand new and flew perfectly straight, suffering from none of the previously mentioned foilmments. As with the Challenger you can name your deployment system and additionally you get a choice of toggles, soft or hard, plastic or wood. Pack volume is comparable to the older 252's which have in turn been considerably debulked recently. At a very competitive \$975 the 282 Foil is a difficult canopy to ignore.

In 1986 the 252 was still top of the pile as very few Challengers and 282's were in circulation. It will

be interesting to see if that remains so in 1987 as there seems to be no shortage of orders for either of these canopies.

Of the two the Challenger has got the toughest fight. Over 80% of all canopies at the 1986 World Meet were Foils, the vast majority being 252's. Whether it succeeds or not, its introduction has been a positive move in the accuracy world, prompting North American to review its range and quality in order to retain its position as market leader. The Challenger is on the rails and steaming after its rival, unfortunately for it the opposition has thrown some more coal on the fire.

STEVE EVERSFIELD



Joe Vaughan



Esther Reynolds

# PARASKI NATIONALS

(ACCURACY SECTION) 17/18 JAN - HALFPENNY GREEN ROY OF THE ROVERS

***** SKI-ING SECTION *****					***** PARACHUTING SECTION *****										OVERALL	
1st Race	2nd Race	Total	Pos		Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Total	Pos	Total/Pos			
Carroll	01.04.60	01.00.11	02.04.71	3	0.05	0.00	0.01	0.06	0.02	0.00	00.14	2	5	1		
Hardwick	01.05.10	01.00.85	02.05.95	6	0.06	0.00	0.01	0.05	0.00	0.00	00.12	1	7	2		
Law	01.04.52	00.59.02	02.03.54	2	0.08	0.00	0.05	0.06	0.06	0.02	00.25	5	7	3		
Hard	01.06.60	00.58.49	02.05.09	5	0.02	0.03	0.08	0.02	0.08	0.00	00.23	4	9	4		
Dumbell	01.05.14	00.58.14	02.03.28	1	0.99	0.10	0.00	2.64	0.04	0.00	03.77	10	11	5		
Somersville	01.05.32	00.59.50	02.04.82	4	0.05	0.03	0.58	0.08	0.10	0.06	00.90	8	12	6		
Eversfield	01.19.50	01.07.56	02.26.86	10	0.03	0.01	0.10	0.02	0.06	0.00	00.22	3	13	7		
Austin	01.19.32	01.06.75	02.26.07	9	0.00	0.00	0.06	0.09	0.07	0.03	00.25	5	14	8		
Colpus	01.11.57	01.05.98	02.17.55	8	0.27	0.02	0.06	0.00	0.01	0.03	00.39	7	15	9		
Saint	01.08.74	01.01.79	02.10.53	7	0.63	3.96	0.08	1.59	0.12	0.65	06.93	11	18	10		
Hoare	*01.36.78	01.58.92	05.15.70	11	1.86	0.02	0.10	0.12	0.12	0.11	02.31	9	20	11		
Buckle	01.17.85	01.11.03	02.28.86	1	0.07	0.03	0.02	0.00	0.06	0.02	00.20	2	3	1		
Reynolds	*01.56.74	01.07.90	03.04.64	4	0.05	0.00	0.04	0.02	0.02	0.02	00.15	1	5	2		
Vaughan	01.30.79	01.09.99	02.40.78	2	0.06	0.04	0.00	0.02	0.00	0.14	00.26	3	5	3		
Kenny	01.24.95	01.25.13	02.50.08	3	4.09	1.19	5.00	5.00	3.21	5.00	23.49	5	8	4		
Clements	01.31.58	01.33.75	03.05.33	5	0.43	0.00	0.01	0.06	0.06	0.00	00.56	4	9	5		

\* Denotes maximum score.

After two unsuccessful attempts, the accuracy section got under way on a windless bright blue skies morning. Nothing stirred, not even the windsock, it was frozen stiff.

Sixteen huddled figures stamped out to the pit to watch judges and helpers bend forks and spades on perma-frosted pea gravel. The days of undersoil heating are not with us yet, so once the lumps were down to the size of tennis balls the pitch was declared playable and the game was on.

For the majority of players this was their first run out of the season and consequently found the target hard to hit. Top strikers Reynolds, Carroll and Hardcastle all put shots wide in the first two rounds leaving just Diego Austin of Sporting Headcorn in the lead with two shots on target.

Things at last began to warm up. The ice was melting on the inside windows of the canteen and tea was being taken on the verandah, it was warmer there. Skydiving winter warmwear was much in evidence; Symbo Global Enterprises employees were clad in furry red and black numbers whilst the friends of Europe looked very chic in their thermal lined STAC Suits. Sporting's females stuck to the 'crum as much as you can under a double zipper' style, the

traditional British method.

Be that as it may, the trips to altitude involved much bodily contact as all eight occupants endeavoured to get in front of the door and warm their hands on any...er convenient hand warmer. Chopper Reynolds kept hers inside her jumpsuit.

By the end of the fifth round scores had still not improved much. Diego had fluffed his last three shots, Dennis Law was tripping over his bootlaces and Dalglish kept on putting them just past the post, the corner post that is. The player who made the least cock-ups looked most likely to win and with one round to go Ken Hardcastle looked favourite.

The Greens Uri Gellers, were hard at it first thing on Sunday morning, re-arranging the rocks in the pit. The streamer was thrown and showed that there was a rather pronounced dog-leg, best guess was a Rotweiler.

Hardcastle was on 0.12 going into round 6, just 0.02 ahead of Bomber Carroll (7 RHA, appearing by kind permission of the MOD). Ken was merciless, he slipped his marker, beat the offside trap and slammed his foot on to the centre of the disc. The crowd went wild. Well, as wild as a dozen or so people can get, shaking hands, saying "Well done Ken" and that sort of thing. On being asked

how he felt when the last one went in, Ken declared that he was 'over the moon' and looking forward to getting another cap in Yugoslavia. Plucky outside right, dangerous Dave Ward was left weeping on the pitch after the full time whistle had been blown, he'd missed a run out with the national team by 0.01. Hard to bear Dave, hard to bear.

Despite her cold hands Chopper Reynolds led the ladies home with Lady Jane and Jolly Jack close behind. Whilst talking about behinds a mention for a fine performance by one of the Scottish Leagues top midfielders, Chris Souness. After blasting her first shot way over the top, she went close three times before putting two away.

On the day, bearing in mind the unplayable nature of the pitch, no match practice, I thought the boys (and girls) done great. Your man standing by the pit with a cup of Bovril and a sausage roll.



Billy Somerville





Andy Law



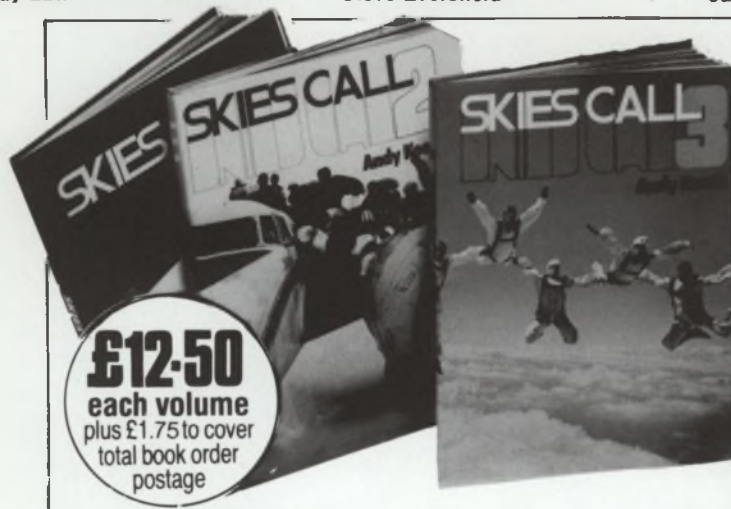
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# 1st WORLD PARASKI

CHAMPIONSHIPS SARAJEVO, YUGOSLAVIA.

Predictably the 1st official World Paraski meet was dominated by the alpine countries. A look down the score sheet shows that the positions in the team event are almost in direct proportion to the amount of mountains in each country represented. Switzerland, France and Yugoslavia took the first three positions whilst Holland, Belgium and Great Britain propped up the field.

On the 1984 Olympic giant slalom run the British foursome of **Les Carrol, Alan Dumbell, Kevin Harwick** and **Andy Law** were all grouped together in the thirties, some 15 seconds behind the condom clad leaders. The seriousness in which the Swiss approached the competition was manifested in the amount of ski's, ski preparers and back-up staff that they brought with them. Our lads were towed up the mountain on the skis they were using in the race, the Swiss carried theirs over their shoulder. All the good teams wore racing ski suits, the Brits took their jackets off. A masseur pummelled the thigh muscles of the French team, seconds before they left the starting gate; our chaps, as you might have guessed jumped up and down to keep warm.

If the FAI introduced a Parathug competition I am sure that natural resources which congregate around the football grounds of England would produce a team unrivalled throughout the world. As it has not, we are stuck with all the inbuilt disadvantages that Paraski presents to the countries without a skiing tradition.

The accuracy event also proved difficult to British competitors used to pits approved by the flat earth society. The minimum slope for pits in Paraski is 20 degrees, this plays havoc with the inexperienced competitors perception of the target. You **MUST** always approach across the hill no matter which way the wind is blowing.







# 1st WORLD PARASKI

CHAMPIONSHIPS SARAJEVO, YUGOSLAVIA.



ANDY LAW



A YUGOSLAV JUMPER HEELS THE DISC.



LES CARROL ON FINALS.





ON DEEP BRAKES.



KEVIN CONCENTRATES.



ESTHER OVER THE DISC.



JANE BUCKLES PUTS HER BEST FOOT FORWARD.



Think about it. From above the ground looks flat. There you are flying down the wire facing the hill, suddenly you notice that the ground is coming up very quickly. You, the parachutist from a vertical viewpoint have not realised until very late that the hill is about to rob you of the most vital 10 feet of the jump. Exit one sadder but wiser accuracy jumper.

**Kevin Hardwick** started in fine form by getting a disk in the first round, but drifted to the outer regions of the pad later on, to come a creditable 13th. Les also remained consistently on or around the pad to finish in 15th. **Andy Law** scored well save for an aberration in round 2 when a spiralling windsock totally confused him. **Alan Dumbell's** large Challenger unfortunately proved to be the finest ridge-soaring canopy in the competition. Alan's erratic scores included three 5 metres and a dead centre; bigger may be better, only time will tell.

The womens team of **Jane Buckle, Amanda Kenny, Esther Reynolds** and **Jo Vaughan** were only up against three other teams and a scattering of individuals, but they were just as outclassed as the men.

The skiing performances by the British girls were a mixture of safety first and gallant go-for-it efforts which normally ended in a prostrate Brit, skies and make-up askew.

Hopes of a better performance in the accuracy were soon dashed as the unfamiliar conditions got the better of the competitors. The winning score in the womens event was 1.27, a distance that would be regarded with disdain on the flat. Jane was the nearest British competitor nearly four metres away in 9th place. Jo eventually got the hang of it in the fifth and sixth rounds with scores of 0.00 and 0.02, sadly her score was ruined in the third round when an approach into the hill left her predictably short.

Esther will want to forget this meet, her foot graced the pad with its presence only twice. We could just watch and wince in the fourth round when she stalled in from 10ft, Ouch!

Without mountains to slide down or jump onto, British competitors will always come out second best. It is up to individuals to commit time, effort and money to try and narrow the yawning gap that exists between the alpine nations and ourselves. The next World Paraski meet is at Damuls, Austria in 1989, we all have 2 years in which to do better.

## 1st World Para Ski Championship, Sarajevo 1987 National Teams Standing - Men

Pos.	Team	Ski Pts	Jump Pts	Points
1	Switzerland	29	50	79
2	France	93	37	130
3	Yugoslavia	87	79	146
10	Great Britain	139	111	250

## COMBINATION STANDING INDIVIDUAL - MEN

Pos.	Name	Team	Ski Pts.	Jump Pts.	Total
1	Yout Joel	France	2	5	7
2	Pogacar Roman	Yugoslavia	3	5	8
3	Frel Christian	Switzerland	8	3	12
24	Carroll Leella	Great Britain	34	15	49
26	Hardwick Kevin	Great Britain	37	13	50
36	Andrew Law	Great Britain	32	23	55
46	Dumbell Alan	Great Britain	36	50	86

## SUMMARY JUMP STANDING - MEN

Pos.	Name	Team	1st Jump	2nd Jump	3rd Jump	4th Jump	5th Jump	6th Jump	Summary
1	Frantz Jerald	France	0.01	0.00	0.03	0.04	0.01	0.04	0.13
2	Jug Bogdan	Yugoslavia	0.00	0.06	0.04	0.01	0.03	0.00	0.16
3	Frel Christian	Switzerland	0.05	0.06	0.00	0.00	0.05	0.19	0.19
13	Hardwick Kevin	Great Britain	0.00	0.13	0.06	0.24	0.06	0.04	0.56
15	Carroll Leella	Great Britain	0.03	0.08	0.29	0.13	0.08	0.10	0.71
33	Law Andrew	Great Britain	0.25	2.13	0.05	0.06	0.07	0.05	2.61
50	Dumbell Alan	Great Britain	0.09	3.73	5.00	0.00	5.00	5.00	18.82

## SUMMARY SKI STANDING - MEN

Pos.	Name	Team	1st Race	2nd Race	Summary
1	Sauer Thomas	Switzerland	0.53.40	1.06.99	2.00.39
2	Yout Joel	France	0.54.06	1.06.81	2.00.87
3	Pogacar Roman	Yugoslavia	0.55.40	1.07.56	2.02.96
32	Law Andrew	Great Britain	1.07.47	1.22.06	2.29.55
34	Carroll Leella	Great Britain	1.07.57	1.24.12	2.31.69
36	Dumbell Alan	Great Britain	1.10.93	1.23.05	2.33.98
37	Hardwick Kevin	Great Britain	1.10.51	1.24.77	2.35.28

## NATIONAL TEAMS STANDING - WOMEN

Pos.	Team	Ski Pts	Jump Pts	Points
1	United States of America	31	31	62
2	France	52	21	73
3	Austria	28	63	91
4	Great Britain	68	50	118

## COMBINATION STANDING INDIVIDUAL - WOMEN

Pos.	Name	Team	Ski Pts	Jump Pts	Total
1	Watson Beverley	Canada	3	4	7
2	Trbonja Snjezana	Yugoslavia	2	7	9
3	Pendleton Shawna	United States	8	3	11
14	Buckle Jane	Great Britain	14	8	23
17	Reynolds Esther	Great Britain	17	12	29
18	Vaughan Joanne	Great Britain	19	11	30
20	Kenny Amanda	Great Britain	18	18	36

## SUMMARY JUMP STANDING - WOMEN

Pos.	Name	Team	1st Jump	2nd Jump	3rd Jump	4th Jump	5th Jump	6th Jump	Summary
1	De Pury Marjolaine	France	1.07	0.08	0.04	0.06	0.01	0.01	1.27
2	Peter Nathalie	France	0.11	0.04	1.38	0.11	0.16	0.02	1.82
3	Pendleton Shawna	United States	0.04	0.06	0.11	0.15	1.73	0.05	2.14
9	Buckle Jane	Great Britain	0.77	0.27	1.95	1.20	0.91	0.05	5.15
11	Vaughan Joanne	Great Britain	0.40	0.87	5.00	0.78	0.00	0.02	7.07
12	Reynolds Esther	Great Britain	0.09	1.37	1.18	0.06	4.59	0.27	7.59
18	Kenny Amanda	Great Britain	5.00	2.30	5.00	3.74	5.00	0.44	21.48

## SUMMARY SKI STANDING - WOMEN

Pos.	Name	Team	1st Race	2nd Race	Summary
1	Burtle Joy	United States	1.02.07	1.14.66	2.16.73
2	Trbonja Snjezana	Yugoslavia	1.02.07	1.14.72	2.16.74
3	Watson Beverley	Canada	1.03.07	1.18.31	2.21.38
14	Buckle Jane	Great Britain	1.17.54	1.31.66	2.49.40
17	Reynolds Esther	Great Britain	1.20.49	1.44.93	3.05.42
18	Kenny Amanda	Great Britain	1.21.63	1.42.92	3.14.55
19	Vaughan Joanne	Great Britain	1.22.59	1.51.99	3.14.58







## RECORD 60 WAY ROUND

What to do after one hot competition?  
Grouping early Sunday morning after the 16th annual Hills Turkey Meet, the 60 jumpers Tom Piras had picked from over 700 competitors started to dirt dive a world record star.

Using the same method to build the star as he did for the 51 way at Dillard last October, Tom first built a 12 way star, dropped all the grips then slowly backing away they face off wheel the remaining jumpers dock on either side of their respective base man to form twelve 5 way lines.

It was intended for the last 12 to dock closing up the star, but as you can see from the build-up their arm were not long enough and it was a wee bit of a zoo towards star time.

Flying the lines together was the most work I have ever known on one skydive as the build-up was so bad. They were real pigs to get together, like getting vicars into a strip joint, someone was heard to say. But we did it, holding the star just long enough for Norm Kent to get a picture, which is all you need for stardom.

TONY URAGALLO

PHOTO NORMAN KENT

NORMAN KENT ©85

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# VIDE O

## PAST ● PRESENT ● FUTURE



Leo's first jump 'Snap' of Brian Jerstise of the Black Knights.

Back in 1971 I made my first jump with **Brian Jerstise** of the Black Knights. I had, on this memorable occasion, tucked tightly down my jumpsuit, a little Rollie 35mm camera. As I fell from the plane and the canopy opened I quickly scrambled for the camera and brake toggles in that order.

Brian flew around me with a P.C. and on seeing the camera told me that I needed a motor drive. A phone call to a much younger **Dave Waterman** ensued and I learnt that the camera should be attached to your helmet! I was learning fast!

The second time I started parachuting I went with **Dave Howerski** to Pope Valley in California and we came to a strange understanding. At this stage Dave was trying to teach me which way up I was to face when I opened my parachute. I had a 16mm camera and many rolls of film. The agreement was that he would teach me how to skydive and I would teach him how to film. Well, as we can all see, these many years later neither of these edicts came to pass.

I was convinced you needed to have an extremely wide angle lens and duly attached a 6mm focal length lens onto my 16mm Bell & Howell Autoload. Dave was practising his camerawork by filming Mirror Image. Mirror Image was practising having a cameraman around by avoiding Dave who had to be extremely close to get a decent size image. The results and I still have them, are quite excellent. Dave did an extremely good job even if I was still opening my parachute between my legs.

A few days later we would get the film back processed from San Francisco and on **Bill Dawes** rattly old projector we would have a Saturday evenings entertainment viewing Dave's previous weeks rushes.

Mirror Image could remember the dive from several days back and duly re-dirt-dove to look at any of their flying problems. They were very grateful for this additional training aid and became World Champions again!

In another camp with another team there was a pretty young girl who followed out a team called something like Symbiosis; apparently she had the job because she was quite good at accuracy and could be counted on to be very close each time she jumped with them.

**Jackie Smith** had a Polavision camera which gave results a few minutes after they had landed. This was similar to a normal Polaroid camera whereby the film was still chemically processed but had to be viewed on its own projector. The films were relatively expensive and the quality appalling. Nevertheless, Mirror Image were quite envious if not outright jealous of this futuristic training aid.

This was to die its natural death as within a couple of years we would have the domestic portable video camera systems that we all now know so well. Early cameramen taking up these new toys had to carry a considerable weight not only on their head but also on their chest and it was unquestionably an art of sheer dedication, as the picture of **Pete Reynolds** with early video equipment would substantiate. The recorder in the picture weighed a mere 28lbs!

We have moved on from the early heavy VHS system as was Pete's, to the MINI 'C' VHS system which is now so common and recently to an almost equally lightweight full size VHS system.

Everything is getting smaller and incidentally with it better quality. Within the last year we have seen Sony's new Video 8 system and the demise of the old fashioned tube camera. This has been

replaced by single chip cameras which for our skydiving needs offer several superb advantages. They are many times more robust and rugged than tubes and everything is on a simple (or not so simple) circuit board without any breakable glass parts, apart of course from the lens up front.

The second great advantage is that chip cameras will not and do not burn out if aimed directly into the sun. This is a real problem for skydiving photographers as quite often the first you know about looking straight up into that ball of fire is the second you leave the aircraft. This effect could easily destroy a tube camera if not seriously shorten its working life.

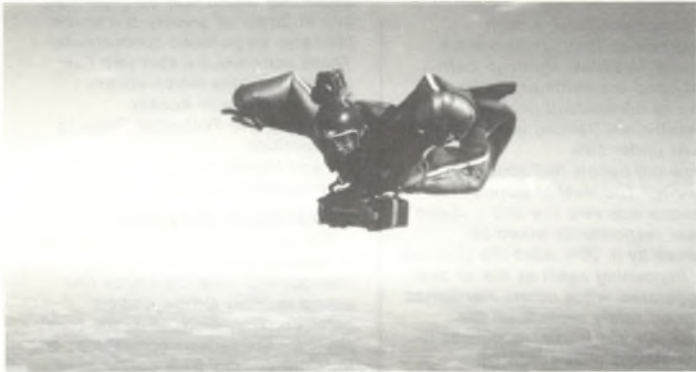
Thirdly chip cameras are equally as sharp at the centre as they are at the edges and therefore you get a more even quality picture. Quite a few tube cameras show a nice sharp image in the middle with an infuriatingly 'soft' image effect towards the edges. Provided you have a good lens on your chip camera this cannot happen.

Fourthly they are much smaller and lighter; an obvious advantage to skydivers. In fact the first time I went up in a Cessna with my new Sony chip camera I subconsciously thought there was something wrong; perhaps I had forgotten the camera! I was so used to brushing it against the ceiling that when I found I wasn't it felt strange! Indeed this little chip camera is barely 2 inches high. The only disadvantage I see at the moment is that they are about twice as expensive as a conventional tube camera but I am sure that like everything else in video this will come down.

The new generation of Sony Video 8 recorders are exactly half the weight of the VHS mini 'C' type systems and approximately half the physical size. For a start it means they can be worn by either sex.



# 100 WAY THE WAY AHEAD



**Pete Reynolds with early 28lb video recorder. Photo courtesy of The Falcons.**

*They fit better on to a girl's stomach tucked away beneath their natural padding and consequently are very comfortable to wear.*

*When compared to VHS, Video 8 is considerably better and you will find that going down a generation in editing still retains a much better quality than does a VHS system. In fact without actually checking it on an oscilloscope I would go as far as to say that a second generation Video 8 is the same as first generation VHS.*

*The fifth advantage is the tape size and duration. Playing it at its normal speed (I would never suggest it is played on the slow motion speed as you simply loose quality) you have a choice of tapes from a 30, 60, 90 minutes and apparently a 2 hour tape is on its way. For those of you that have not seen the physical size of the Video 8 tape it looks almost identical in its case to an ordinary conventional sound cassette tape.*

*It is still possible to get tape distortion on exit and when you open your parachute but it is not nearly so pronounced as VHS. I have done almost 200 jumps with this new system and have found it to be extremely reliable and the only faults I have encountered are having a flat battery on exit where upon an infuriating outline of a flashing battery is displayed. Then the lens did not operate automatically on one occasion but that we put down to jumping in freezing conditions and then it only happened on the one jump and thirdly on one occasion I simply forgot to switch it on which says a lot for its size and weight as I had forgotten that I was wearing it!*

*There is one other problem at the moment jumping this Sony DX101 single chip camera and the Sony Video 8 recorder and it is this.*

*The camera runs on 12 volts and*

*the recorder on 6 and of course it is the recorder that has the battery! I have managed to get round this by having a custom built step up converter made which bangs up the voltage from 6 to 12 volts to operate the camera, but of course it is at a cost. On its own I tested the recorder to run for 2 hours whereas with this step up converter it reduces it to about 50 minutes. This is not really any disadvantage for skydiving as you could at a pinch get a whole days skydiving, say 8 jumps, out of one battery or more probably use 2 batteries to be safe. The batteries are so light that you could always carry a spare just in case you got the visual warning display that tells you it is going to shut down within about 15 seconds!*

*This shouldn't happen provided you know your equipment and fifty minutes running and recording time has to be quite acceptable to anyone apart from those who leave it running all the way into the video room.*

*It is quite common nowadays to see the video man, not only with his video but also with his 35mm still camera. To this end I have developed a couple of intriguing tools to make the cameraman's lot an even happier one!*

*Firstly I have designed a helmet mount which allows the still camera to be rotated in freefall just by reaching up and twisting it with one hand. This has got a balanced spring on the back and just the required amount of friction to stop the camera moving or vibrating in either of its positions. This therefore allows you to exit the plane with the camera in the vertical position for your 'Front Cover' picture and then reach up and twist it for the horizontal 'Centre Spread'. Vertical pictures do have a feeling of depth to them particularly with people pouring out of the plane in a long stream,*



**The Revolving Helmet Mount in action with Sony Chip Camera and 35mm Canon T90. Phone Mandy Dickinson.**

*but generally formations fly flat and the horizontal position is more natural. Now it is all possible on one jump which gives you more variety.*

*The next gadget that I have invented, I call the 'Beeper'. Basically a pulse of electricity is collected from the hot shoe on the still camera and is transformed into a longer duration sound beep and plugged into your video sound track. What this means is that you go up with still camera and video running, and each time you take a still picture you get a short beep on your video when you replay it! You are now in a position to show people on the video exactly the composition of your high quality 35mm still and take orders accordingly. If you take five frames a second you will get one continuous beep until the last frame ceases, but taking them at less than this will give individual beeps.*

*It is particularly useful if you go to a boogie and take lots of snaps, and lots of people hassel you for lots of pictures! You are now in a position to say well I know that that shot has been exposed and therefore should come out satisfactorily. Of course, you can still take pictures out of focus or forget to put the film in the camera!*

*I stress it doesn't tell you when YOU THINK you have taken a picture by operating your hand or mouth switch, it tells you when you have DEFINITELY taken a picture!*

*On the same circuit I also have a little green LED fitted into the edge of my Newton ring sight that gives a short green flash each time I take a still. This lets me know in freefall that everything is actually working but particularly that you still have film in your camera. Of course, I would be the first to admit that if it doesn't flash there is not an awful*

*lot you can do about it. It is nevertheless quite satisfying to know that with your 100 Way formation out there in front and with a green light flashing, you are capturing posterity if not prosperity!*

*Because a lot of this equipment is quite technically sophisticated, I am offering a service whereby I can supply the whole works from the Sony Video and its converter to the helmet mount and the beeper. It is not an overnight service particularly as a considerable amount of work goes into this equipment, nor is it cheap!*

*To the future what do we have? Videos will get smaller and better quality but maybe the time is fast approaching where we can have live transmissions down to the ground and so have the recorder join the tribe of dinosaurs. Indeed last year **Simon Ward** transmitted live into the Edinburgh tattoo with the Royal Marines although apparently the quality wasn't particularly good, nothing to do with Simon, I might add.*

*So now we have a European 150 way attempt in Belgium in June and ITN are hoping to transmit one or more of the attempts directly via a small microwave transmitter from my Sony chip camera down to a dish on the ground and then bounced back up to the satellite overhead and show the subsequent event all over Europe if not all over the world. Whether or not this works in practice of course depends on more than mere technicalities from the space age, we must not forget tiny little problems like the weather and the other one of getting 150 skydivers into one piece of sky! Nevertheless we have come a long way in a short period.*

**LEO DICKINSON**



## Market Research

It is important for everyone to understand more fully some aspects of the parachute market, when they become available. One definition of a market is a group of people with wants or needs, money to spend and a willingness to spend it.

Independent market research on people who have made a first parachute descent has been conducted by The Royal Society of Mentally Handicapped Children and Adults, through a division of Young and Rubicam Ltd. The British Parachute Association has donated to the Charity so we can use the information to the benefit of clubs and their members. The research appears in summation form.

The aims of the research were to assess the attitudes and lifestyles of people who had trained and jumped. Also to compare the Mencap sample with other people taking first jump courses.

The study was by means of a postal survey. People were randomly selected from Mencap records and from one parachute centre. The British Parachute Association was approached for a list, however addresses of P6 members aren't currently logged. From 900 jumpers 400 responses were received. Just under half of the parachute centre sample took charity funded courses.

## THE PEOPLE

Jumpers were young in age, with half being 26 or younger, 20% being under 20. Both groups were upmarket with 60% being ABC1. These standard social grades are based on occupation. ABC1 make up 35% of the population and equate to white collar workers, businessmen and professions. Over 60% live independently of parents, 10% of the sample are students.

High proportions of both samples were involved in sports and also in hobbies, although a higher proportion belongs to sports clubs than to clubs relating to hobbies.

Racquet sports, football and running and swimming/water polo were mentioned, followed by sailing/windsurfing, weights and martial arts. Hobbies were photography, cinema, DIY, gardening, theatre and music, followed by car maintenance, board games and card games.

## THE JUMP

Why did they decide to make a parachute jump in the first place?

The strangest response by over half the people is that it is something they have always wanted to do, an ambition of a lifetime. Just over a third mentioned the excitement, thrill, challenge. Thirdly came, something new and out of the ordinary. Then, a good cause, a worthy charity, were mentioned.

What did people enjoy about the jump? 80% of respondents mentioned something they enjoyed about the jump. The main area of mention was the experience of the jump itself, the thrill, the excitement and exhilaration. The atmosphere and comradeship were strongly mentioned and the fact they were doing something worthwhile. The sense of achievement was mentioned, particularly for the Mencap sample. The training was also mentioned by a fair proportion of both samples. Over one third said they did not enjoy something about the jump. The two main areas were the amount of waiting around to make the jump and the landing. 5% mentioned injuring themselves during training.

# DEVELOPMENT THE WAY AHEAD

Were they satisfied with elements of the jump? People had to choose a statement from extremely satisfied to not at all satisfied to describe their opinion of elements of the jump. Responses were very similar across the two samples and strongly positive for most elements. Response to the whole experience were the highest. Scores were also strong (higher for the Mencap sample) for quality of equipment, help and support of instructors, friendliness of instructors, adequacy of training and general organisation of training. Individual attention scored over standard of amenities and availability of refreshments didn't score well for either group, particularly non-Mencap.

People in the Mencap sample tended to jump as individuals, while those in the other sample jumped with a group. Groups from work were the most popular.

How could the jump course/scheme be improved? A third of the people suggested improvements. Improvements to non-Mencap schemes were better canteen and refreshment facilities, waiting facilities, toilet facilities and overnight facilities.

## ATTITUDES TOWARDS JUMPING

For the majority of people parachute jumping is a one off event for both samples. 99% of the Mencap sample the jump course was their first, 16% of the non-Mencap sample had jumped before. 16% of the Mencap sample jumped after their first descent, all of which were self funded.

Is tandem or static line preferred? People were given an explanation of the difference between static line and tandem jumping. They were asked which they would have preferred to do given the choice and why. 60% of both samples choose the static line jump, although there was 40% interest in tandem from each sample. Static line was preferred mostly for the independence and sense of achievement of doing it yourself. 20% of people preferred to be in control. There were mentions that a static line jump would be better for beginners and give more confidence and reassurance.

The strongest reason for tandem jumping was the perceived excitement and fun involved, felt by almost half of both samples. 20% of respondents mentioned the height and having longer in the air. About 10% felt, 'now that I have tried that one, I would like to try the other.' More respondents in the non-Mencap sample mentioned that a tandem jump would give confidence and reassurance. Overall static line jumping was chosen for the security aspect and tandem for the excitement involved.

How aware were people of publicity regarding parachute jumping? 70% were aware of some publicity. Respondents who had jumped in 1986 were more aware than those in 1985. 53% were aware

of adverse publicity. A high proportion of 1986 jumpers were aware of fatalities, although both mentioned accidents or injuries. Publicity concerning poor equipment or insufficient training was mentioned by just under 10%.

How did people feel about the publicity? The level of adverse reactions was very low and it doesn't appear respondents would be deterred by it. 20% rated the chances of it happening again as low or over exaggerated, while others mentioned the good safety aspects on the course. On the whole, responses to the questions were confident.

What are the reasons for not jumping since the first jump? (Mencap sample). The strangest reason given is that there is no time, too busy, have other commitments, mentioned by half of the respondents. 20% said they couldn't afford it and a similar percentage said no skydiving centres in the area. 20% mentioned poor weather conditions and having to wait around for the weather. 20% mentioned, one jump was enough or they had lost their nerve.

Was the parachute course value for money? Respondents on the self-funded course were asked to choose between five statement ranging from, excellent value to no value at all. The majority (40%) of jumpers felt they got very good value for money, with only 6% mentioning not very good value and nobody saying no value at all.

We thank Daniel Fox and Joanna Henshaw of Mencap, plus the help of Dave Turner of Parachute Promotions in providing this research.

The survey is held at the offices of the British Parachute Association and I would be pleased to discuss the detailed results in person.

## THE DEVELOPMENT PLAN OF THE BRITISH PARACHUTE ASSOCIATION

How long does the Development Plan run for? The Development Plan runs for five years and it is envisaged that its objectives will be fulfilled over this period. It was originally intended that work would be started in the 1985/86 financial year, rather than at the end of 1986/87. Sports Council started funding at the beginning of 1986/87 financial year, effectively it means we will have to present another plan during the 1988/89 year.

What is in the Development Plan? The introduction and sections of the Development Plan are summarised and give an overall flavour of what we wish to achieve.

## INTRODUCTION

The British Parachute Association was formed in 1962 by early enthusiasts in order to organise and support the new sport. In 1966 it became a Company Limited by Guarantee. The principal aim is "to promote the Sport of Parachuting". The CAA recognises the BPA as the sole Governing authoritative body of the Sport within the United Kingdom. The BPA conducts its affairs and

exercises its control of the Sport through the medium of a Council formed by eighteen members of the Association.

Taking account of past and present problems, together with future needs, it has been possible to crystallise the dual aim upon which the BPA is now to concentrate, that of 'to encourage participation and to promote excellence at all levels of Sport Parachuting'. These aims will be achieved through a series of enabling objectives which may be organised into an order of priority but which may also be pursued concurrently. These activities are split into five distinct sections which cover:-  
Development and Access  
Coaching and Technical Training  
Competition  
PR and Marketing  
Membership Services

## MEMBERSHIP SERVICES

The staff spend considerable time in answering queries from the membership, offering advice and acting as 'Post Office' and go between. They also act as the focal point for the various committees and for Council. The BPA obtain insurance cover and help with legal concerns.

## MONEY

Where does the money come from and how has it been spent this year? Profit and Loss accounts don't make for fun reading so I've used graphs to show this year's projection allocated to the five major sections of the development plan.

As you can see Sports Council grants are specific to a section which also contains members monies. There are major conditions for a grant from Sports Council. The first condition means that the programmes of work within each section of the Development Plan must be undertaken to the satisfaction of the Sports Council Liaison Officer. It not, grant would be claimed back. However, if we manage to reduce the cost of a programme, while achieving its objectives we are entitled to keep the saving. Secondly we need to get the auditors to certify the grant was spent in the correct way. We must show every effort has been made to achieve a programme, if not grant may be reclaimed. Thirdly, we must implement drug testing. There is also a strict annual monitoring and resubmission procedure.

It is a principle of National Sports Council that grants/loans to clubs cannot be made from Sports Council grant. Grants/loans to clubs may be made from membership subscriptions and other income within the relevant sections.

John Scott, Liaison Officer Sports Council, asked that people be made aware that the original Development Plan came from asking sports "What do you want?" The Development Plan represents the ideal situation with the best possible funding. When all sports plans were collected they were outside the Sports Council budget. So we must see the ideals as longer term goals and get on with achieving as much as possible with what we have and can raise in the future.

Looking at the graphs we can see money comes in from Sports Council Grant, Membership Subscriptions and Additional Income (shop, lotteries, interest, sponsorship). Money is spent in five ways - General expenditure (e.g. international competition, instructors courses), Operating costs (e.g. printing,

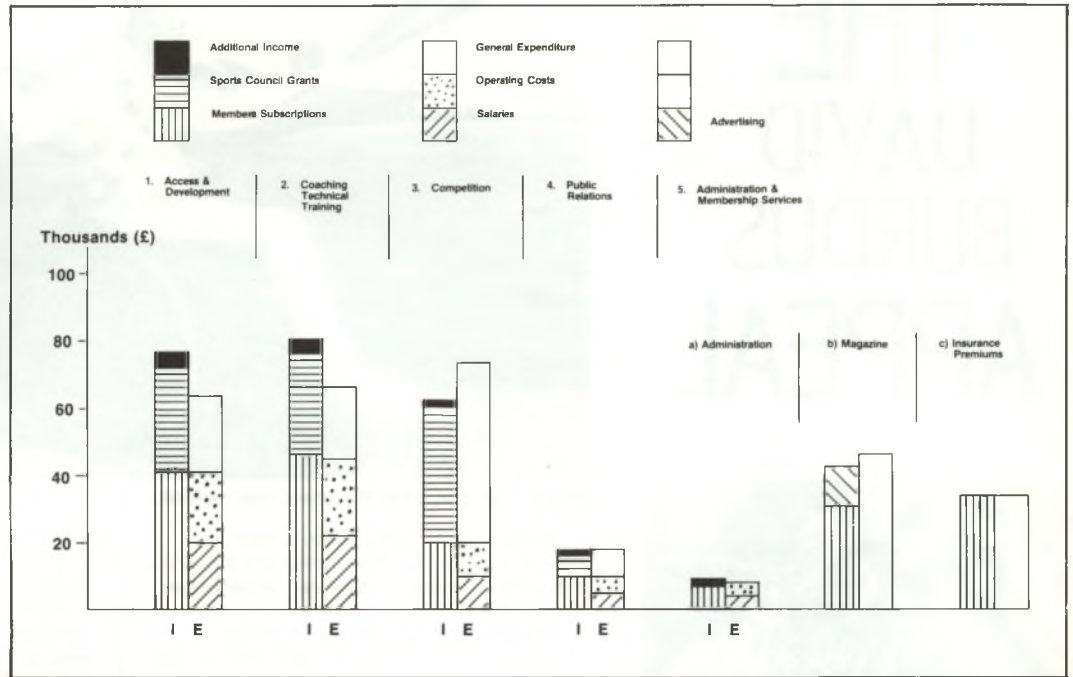


committee travel costs, rent), Magazine, Insurance Premiums and Staff Salaries. Operating costs and salaries are allocated on a percentage basis from figures prepared by the Secretary General.

You can see overspends on some areas and underspends on others. We are allowed to move up to 20% of a Sports Council grant from one section to another to cover this. Sports Council has agreed grant from Access and Development wouldn't be reclaimed but used to cover the costs of my appointment and a diesel vehicle (in view of my anticipated high mileage).

This structure in a more detailed form will be used to report to Sports Council. Our own additional budgetary monitoring and control will mean income and expenditure by section during the next financial year will be equal.

**BY CHRIS GILMORE**



# SPORT PARACHUTIST

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## Jump Shack South

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I was dismayed to read in the latest issue of Sport Parachutist your note about the pull-put pilotchute system. The information you gave could cause a lot of problems to jumpers who might modify their systems as a result of reading your article.

The reason for the long fold back is to stop the pin from pulling through the grommet excessively so as to maintain a closer control of the pilotchute. If the fold back is reduced the handle gets too far away from the pilotchute and control is lost and burble ensues.

The proper packing method is to mate the velcro of the grommet slide section to the velcro of the lanyard before stowing the pilotchute. Then stow the POP handle in the pockets provided. The pilotchute is then stowed under the right side flap where it falls. Make sure that the lanyard is routed under the handle, as it leaves the handle, and not over the handle as I have seen it on the cover of your mag. This will place it out of harms way. The pilotchute base does in fact stow under the right side flap and should not be subject to moving during activation as you point out in your notice. If the velcro is not mated there is no assurance that there is enough lanyard left to pull the pin without moving the pilotchute base. With the velcro mated there will be adequate slack in the lanyard to allow for the pull.

Contrary to your article there have never been any reports of improper length lanyards. The subjects involved did not mate their velcro and have been instructed. If any Racer is found not to have proper length on the lanyard to make the pull then The Jump Shack should be contacted immediately by collect phone call. DO NOT MODIFY THE TURN-BACK.

JOHN SHERMAN



# THE DAVID BURDUS APPEAL



BPC Instructors carefully preparing Dave's harness.



Ready to go and leave the wheel chair behind.

In this issue I have written a letter concerning Charity Parachuting and this article is a prime example of what can be achieved by our involvement.

**Dave Burdus** approached the Aidan Charitable Trust in January 1986. He had lost the use of his legs in a motorbike accident three years ago and had been following the progress of PC Olds who was walking again with the use of a reciprocal brace. These braces and the necessary training to use them are not available on the National Health and Dave wanted the chance to raise the £4500 needed to get himself mobile again. Before his accident he had done a jump with his university club and felt that another would be a great way of fund raising. ACT contacted me and asked what chance there was. I was a little dubious to say the least, but I agreed to meet Dave and look into it. I was very impressed by his attitude and determination and suggested that I try and arrange a water jump for him in the spring. I applied for and received the necessary clearances from STC and we arranged the first training session in a local swimming pool. One of our members, **Selby Brown**, is a diving instructor and his son Dave a competent diver. They offered their services as back up in the water and the use of their outboard as one of the rescue boats. On the baths session Dave first learned to use breathing apparatus and was then dressed in all the kit and put through water drills. This was all recorded for local TV and went out for some five minutes giving the start of the appeal a tremendous boost of publicity. The next stage was to arrange all the cover for the jump and the local RNLI offered to use not only their local Inshore Rescue boat but the main Seahouses Lifeboat as well. To repay their generosity we decided to plan the jump into the sea just off Seahouses harbour on their Lifeboat day during the May week festivity. It was, of course, necessary for Dave to attend a full basic training course and we set aside the downstairs restaurant which was prepared for his special needs to make his stay with us as comfortable as possible. All training complete and all arrangements made, the day dawned with glorious sunshine and 25 knot winds! All the work was in vain and by late afternoon we had to abandon the whole thing.

From May to July we tried four times and every time the weather beat us. With the phenomenal amount of preparation this type of jump takes, including display clearances each time, we were getting a little fed up. The only consolation was the fact that Dave's fund was

increasing all the time due to the ongoing publicity and by June the figure was passing £5000!

In early July we had decided to go into Tandem operations and Mick Graham and I went to Peterborough and obtained our ratings. We took delivery of a Dual Hawk System the same month and it was then obvious to us that this could solve the problem. Dave was all for it. Special thought had to be given to the problems but in the end very little had to be done to sort it out. His legs had to be padded and firmly bandaged together and additional padding in the form of beer pipe insulation rubber! was fitted round the leg straps of the student harness. A special cushion was needed to protect his bum on the flight up and a crew of experienced jumpers briefed carefully to assist with the landing aspect. We were ready to go but again the weather seemed to be against us. I felt that although the Hawk can be landed very softly even in light winds, the conditions had to be perfect and we waited until 2nd November to get it right.

After all the delays I don't think Dave really believed it was going to happen but in no time we were running in at seven-five. Moving to the door was no problem with the jumpmaster helping with Dave's legs. Once in freefall his legs came up and hit him in the face, but there was no panic as he calmly brought in his arms and pushed them back down between my legs! Under canopy he was over the moon and babbling away nineteen to the dozen. As we turned finals I took over all control and Dave bent forward and lifted his legs up, and forward as we had rehearsed. The touch down was featherlight and Dave was lowered down by the catching crew onto another cushion ready for the Press to do their bit.

After all the time and trouble the results were well worth it. Dave raised far more than he needed and this in turn will go to help other victims. The Publicity for the Charity and our Sport was very beneficial and everyone involved felt they had done a worthwhile job. I would like to record my thanks to everyone who worked on the Appeal, especially the local lifeboat crew and May week committee, Selby and Dave Brown, the local Police and ATC and Frank Cattle at the CAA who tolerantly kept updating the clearances every time I phoned! Charity Parachuting? Long may it last!

KERRY NOBLE, CCI  
Border Parachute Centre

All photos courtesy of Alnwick Advertiser.





In the 207 - note special cushion and tight bandaging.



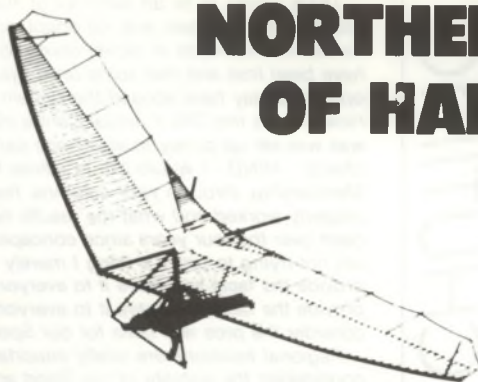
Dave is holding his legs up and forward allowing the Tandem Instructor to achieve an easy feet first landing.



Touch down



Dave back on his cushion for the publicity smiles.



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There seems to be an awful lot of 'flak' flying about charity courses and, no doubt, some of the comments made in recent correspondence have been true and that some unscrupulous operators may have abused the system. However, as the ONLY actual Centre in the UK was set up purely to assist one particular charity - MIND - I would like to advise the Membership, through your columns, how it is properly worked and what the results have been over the four years since conception. I am not trying to prove a thing I merely wish to provide the facts and leave it to everyone to consider the pros and cons for our Sport.

Regional locations are vitally important when considering the viability of our Sport and in the North East and Border regions the general depression of the last few years has had a marked effect. Basically the majority of the population are very short of cash. The centres of population, being Tyneside, Wearside and Teeside, have massive concentrations of people whereas the rest of the region is fairly sparsely populated. Until the sell out of Sunderland Airport in 1982 to provide a Nissan factory, parachuting had been lucky to have a DZ smack bang in the middle, easy and cheap to get to for the main body. Newer members may be interested to know that Sunderland, or Northern Parachute Centre, as it was known was one of the first full time centres in the country opening its doors on 26 February 1969. Of the characters I remember from that opening weekend very few faces are to be seen anywhere in the sport and here in the North East only myself and **Bill Burn** remain actively involved.

When I opened an outdoor activity centre near the Border in 1974 it was pure chance that we discovered an airfield nearby and obtained clearances to use it as a DZ by Easter 1975. It was not meant to be a Club or Centre and was used only some eight to ten weeks per year for people taking mixed activity courses or wishing to do a full weeks para course leading to free fall. We did have visitors occasionally from Sunderland but very rarely from further afield. I sold the Centre in 1981 and went to work abroad for two years. Brunton DZ closed at that time and I had no intention of reopening it. With the impending closure of Sunderland this would have left a gap from Yorkshire to Scotland.

In December 1982 I was invited to a meeting with **John Hudspeth**, the (then) Regional Organiser for Northern MIND (The National Association for Mental Health). I had known John for some years and knew his administration potential. I was still very surprised when he asked me to set up a DZ and run forty courses a year!! My first thoughts were 'no way pal!' then I took time to consider the benefits both to the charity and to the parachuting fraternity in the area. We decided to give it a three month trial from both our points of view and got to work. The first problem - no money for kit - Silverscreen, a local printing firm, solved that by sponsoring the purchase of the initial equipment which we obtained at a reasonable price from Glenrothes who had closed their student operation due to the loss of their open DZ. The Duke of Northumberland once more gave me carte blanche to use Brunton as a DZ and with the hire of an old 180 from Thruxton we were set to go. The meeting with John was on 17 January 1983 and the first course commenced training on 2 February! I think fifteen days from the first thought to fruition must be some kind of record!!

We based the course at an ex diving centre in Seahouses near to the DZ and trained them over a Friday night and Saturday, jumping them where possible on the Saturday evening, if not on the Sunday. The whole idea was for everyone concerned to have a fun weekend, a safe jump and raise lots of cash for the charity, not just in sponsorship but in raffles and

games held at the base on a Saturday night.

Through mainly word of mouth and the great press we have always enjoyed, we quickly found ourselves booked a year ahead. We then decided that to better the arrangement, for all concerned, we should look for our own residential training base. We found this in December 1984 and once again we went into action - finance arranged, purchase, alterations and equipping took five weeks this time and we opened on the first weekend in February 1985, our second anniversary of the operation exactly! Our base at Dunstanburgh House provides a self contained centre where course members and the regular jumpers can train, sleep, eat and drink in comfort despite the weather. This ensures a good atmosphere where the regulars mix with the students socially thus ensuring that more are retained in the Sport. We make special efforts on retention even to the extent that accommodation fees are reduced by 60% for those reaching free fall, their jumps then also become cheaper than static-line. There is no 'them and us' situation between the first timers, the regulars or the Staff. There is no annual membership fee but all categories of jumpers, including visitors, are expected to help in all aspects of running the DZ. We have an elected advisory committee of the regular jumpers who meet monthly to suggest improvements and ideas both on the DZ and the House side. In other words we do everything possible to give everyone a good deal and create a happy family atmosphere, politice are not allowed!!

So, having set the scene, I wish to put the record straight concerning charity parachuting AS RUN BY THIS CENTRE. We train a maximum of thirty students at weekends and twenty midweek (April to September). The students get the course free if they reach the sponsor level set by the charity. The first time operation is funded by an annual donation from the charity based on operating costs x the number of students they wish to process. This operation breaks even and any excess made in error is ploughed back into equipment etc. The house side has to be self-financing and considering we are only open three days a week maximum this is also in a break even situation as the overheads are large and constant. We actively encourage retention and truly welcome people back. With the exception of the Instructional Staff all our regulars are 'homegrown' having attended a charity course with us over the last few years. They willingly assist with the first timers and mix with them socially on the weekend evenings, something I have noticed sadly lacking at other establishments over the years. All members of Staff from cooks to barmaids have jumped out of aircraft, we insist on this in order that they can understand the feelings of the first timers and be more sympathetic.

In other words we are a friendly and caring operation with a happy membership and no politics or cliques, why, therefore are we a charity centre? The advantages are simple from both sides:-

1. The charity provides the students - we do no advertising or administration of course bookings.
2. The charity pays a low level, through donation, thus generating a high sponsorship yield.
3. The students (mainly from the depressed areas) get a free course and are therefore introduced to a sport they could not afford to try under normal circumstances. They have a fun weekend and are made to feel welcome back, this creates word of mouth advertising.
4. The regular jumpers are not snowed under with first timers taking all the available weather and they feel they are helping a good cause and, of course, they all started the same way.



5. Everyone has a comfortable base to socialise in during bad weather and in the evenings.

6. And most IMPORTANT we have a DZ in this part of the country that would not be here without the charity involvement. This provides a service for every BPA member who cares to visit us and has given the BPA some 4000 provisional memberships since inception plus the renewals of the members we have retained in the sport.

What is wrong then with charity parachuting? - very little as far as we're concerned!!

One big change come about in 1985, strangely enough as a request from our member's committee, that was to work for more than one charity as they felt we should be benefiting the entire community and not just the mentally ill. John Hudspeth saw what they were getting at and left MIND to form the Aidan Charitable Trust - ACT - this is the first community charity in the North of England and the idea is to share out the proceeds of sponsorship, through a board of trustees, to any human charity in need in the North East Area. This will soon be spread to Scotland. This idea has been a tremendous success and ACT now handle many events other than the parachuting although that remains the main source of income. Not only do they run sponsored ski courses, adventure weekends etc. but they also control one of the biggest half marathons in the UK, the Geordierun.

The latest step was the appointment by the charity of a full time official whose sole job is to promote and coordinate the parachute

courses. Needless to say he is a skydiver and as an ex local radio 'Jock' who started jumping on one of our earliest charity courses, he is well qualified for the job! We can rest assured that we have the business to stay open and serve the jumping fraternity in this part of the world.

To summarise the position here; we have never had a complaint, on the contrary we have a large file of thank you letters, we have trained and jumped some 4000 ab initio students with no serious mishaps and have received a tremendous amount of good press for our sport in general. An example of this is given elsewhere in this issue in my article on **David Burdus** and one of our instructors winning the Amateur Sports Photo of the year award.

The students motive is simple - they want to try a jump - what the hell is the matter with them doing it for charity thus making it easier for them and at the same time helping someone else less fortunate.

This has been a long tome, so for those who care enough about our Sport thanks for reading this far, charity parachuting is here to stay so let's make sure that it is done properly and to the benefit of all the skydiving community. They want to jump so give them the chance and with correct handling they may stay in the Sport and, who knows, they may be Editor one day!!

Come and see us some time.

KERRY NOBLE D716

Chief Instructor Border Parachute Centre

## STUDENTS LAMENT BLUES

Dear All, refer to page 19, Of February's magazine, Where Derek Austin has quite far gone, To point to problems with the jargon. YECCH!!!

His rhyming prose although not bad, When read, made me feel rather sad, That someone new to this great sport, Thinks jargon to students can't be taught.

I have a message for this chap, Whose knuckles must receive a rap. For denigrating woman-kind, With innuendo from his mind.

Your chauvinistic attitude, For it is to that, that I allude, Seems to me so out of joint, As to mask attempts to make your point.

Now Derek, if your words retell, The true reactions of the girl, To you I must apologise, As your piece has opened up my eyes.

Please take this poem just in fun, From Bob (A 7481) To a fellow student further through, Derek Austin (B7 then 662).

BOB BLEACH A7481

# FROZEN MEET

To commemorate twenty-one years of parachuting at Fife Airport, Glenrothes, a TRAC Meet was organised by the Scottish Sport Parachute Association over the weekend 13/14 December, 1986.

A previous attempt in September had been weathered-out but this time six teams returned to compete in cold but otherwise ideal conditions.

Fighting against the short daylight hours at this time of year in these Northern latitudes, two rounds were successfully completed on the Saturday. After a magnificent buffet, a libation or two (or maybe three) and an all too brief period of sleep, Sunday dawned clear, bright and freezing. A Judges' inspection of the pit declared that accuracy was out - a six inch layer of frozen gravel covered the entire area! All was not lost as a 'volunteer' party arrived armed with picks and shovels, strongly rumoured to have been 'recruited' by the Golden Lions. With much huffing and puffing, the surface was broken up sufficiently to allow a late-ish start.

A Meet was called on completion of a third round and competitors tucked into lunch whilst scores were added up, prizes allocated and cheques - yes, cheques - written out. After the Prize Giving by the Chief Judge, **Martin Rennie**, the general feeling expressed was that the Meet had been a great success and thoroughly enjoyed by all. Hopes were expressed that it will become an annual event.

We must not forget those who helped to make the Meet such a success:- **Brian Bailey** and all his staff at Glenrothes; **Tullis Russel**, local paper manufacturers whose silver trophy was presented to the overall winners; **Mike Skeet**, CCI at Glenrothes; **Martin Rennie**, Chief Judge and all the other helpers, both seen and unseen, without whose efforts no Meet can be held and last, but by no means least, Glenrothes Development Corporation who gave spice to the Meet by generously donating £200 in prize money.

As one of our 'older' members was heard to remark, "Glenrothes is a wee bit changed from the

grass strip we first jumped on". It certainly is - with facilities which would do credit to many a country club.

In planning your 1987 dives, why not come up and see us sometime. You will be assured of a real 'Kingdom of Fife' welcome.

#### Prize Winners:

1st Overall Team - Late Arrivals  
2nd Overall Team - Stuff Buchan  
1st RW Team - Frozen Chicken  
2nd RW Team - Late Arrivals

1st Accuracy Team - Late Arrivals  
2nd Accuracy Team - Half & Half  
1st Individual Accuracy

W Somerville  
2nd Individual Accuracy - A. Law

1st Intermediate Overall Team - Tell Sid  
2nd Intermediate Overall Team - What's Left  
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# INSURANCE THIRD PARTY LIABILITY

Could I please, once again ask all concerned to be very careful in responding to any claims made against your club, via the BPA Insurance, especially in any claim for damages alleging instructor negligence.

If in receipt of a letter from any legal establishment:-

- **ONLY ACKNOWLEDGE RECEIPT OF THE LETTER.**
- **SEND THE LETTER, OR A COPY DIRECT TO THE BPA OFFICE.**

The office will then send the letter on to the insurers who in turn will then conduct all the correspondence.

The above is for the protection of Club Proprietors, DZ Operators etc.

CHARLES W. PORT  
Secretary General

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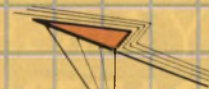
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# INSTRUCTORS COURSE

## 9-13 FEB '87

The above course took place at the JSPC at Netheravon Airfield, everyone was assembled in the centre by 0830. After our arrival brief by **Tony Butler** and **John Hitchen**, we sat the exam which everyone was apprehensive about. This was the start, and possibly the finish of all those months of hard work that had gone previously, if the pass mark was not achieved. Unfortunately, one person failed to reach the pass mark, and was returned back to his centre, the remainder of the course then knew that we had passed, although, to what standard we were not to know until the interviews at the end.

The course was then split into three syndicates, with an examiner heading each section, **Pat Walters**, **Tony Butler** and **John Hitchen**, ably assisted by **Yorkie Nesbitt**, **Pete Lampson** and **Ken Mapplebeck**. The next 20 minutes was a hive of industry at the centre as each section scanned all over trying to get everything in their own particular lecture room that they thought they would need for the remainder of the week.

It was nice to see as the lessons progressed, everyone relaxing and the course spirit good, especially if another member had not quite clarified a point, then the remainder asked the relevant questions until the point was

brought home. On the parachuting front, the night descent that was planned for Monday was cancelled, but went ahead on the Tuesday with some young Fredlets having to ring the bell for their first night jump. The weather was not kind to us all week, but we utilised the time well with more teaching practices and briefs, including an excellent one on AFF from **Paul Austen** who was on his pre Advanced.

Wednesday night was cabaret night, with each syndicate being told that they had to produce at least one act. Nobody wanted to start until the Amber Nectar had begun flowing down the neck (yes, I can guarantee that it did, my first round was £10.08) but when the acts finally did start it was hilarious.

All the examiners came in for a bit of stick, for comments they had made or mannerisms that had been swiftly picked up by the budding instructors. Our thanks to **Annette Heaton**, the only female on the course, for providing us with mind boggling situations in the warm up sketch that one syndicate provided. Well done Annette!

Finally, after taking the usual met; (scrubbed in the morning low cloud and fog) we all climbed into bed (separate ones). We woke up to **Martin Ramsey's** alarm bleeper

(I thought the 3rd World War had started) to find that it was a definite maybe. After breakfast and arrival at the centre Hitch told us 'para is on'. Bodies everywhere, people putting S/L parachutes on, despatchers getting ready and the aircraft was airborne. We completed two lifts and the third lift went up only to be brought down again as the cloud base had lowered.

Then came the big clear-up. Everything that we had purloined, begged, borrowed or acquired (I can't put stolen) had to be put back where it belonged. Whilst we were doing this, the final interviews started. It was worse than waiting to go into see the dentist. Even the non-smokers who were sat in the canteen thought they were on 20 a day!

Finally, I must on behalf of all the course, thank **Major Jim Steele** for allowing the course to be run using Netheravon's excellent facilities and a very special thank you to **Mary** in the canteen, who not only provided us with ample supplies of bacon and sausage butties, but prepared an excellent end of course buffet for which we were all extremely grateful.

Blue skies,

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Chaser - black with blue pop top and orange segments on main container flap, throwaway deployment on leg straps. Serial no. 1606.

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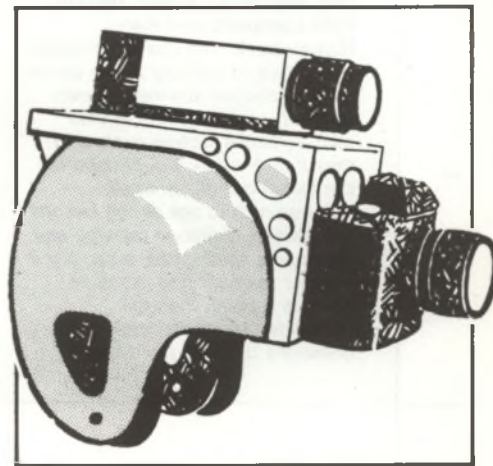
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**BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING  
COMMITTEE MEETING  
THE POST HOUSE, LEICESTER  
THURSDAY 22nd JANUARY 1987  
7.00 p.m.**

**Present:**

J.R.H. Sharples	Chairman	STC
D. Howerski		Swansea
M. Cooch	Capital School of Para	
T. Andrewes		London Para
S. Lambe		RMCS
I. Louttit		DISC
M. Bolton	Oxon & Northants	
J. Wright		Riggers
J. Ball		Pilots
L. George	London Skydiving	
L. Thomas		Riggers
T. Knight		Ipswich
P. Lambson		JSPC (N)
D. Hickling		BPS
K. McIlwee	Flying Tigers	
M. Beynon		Bridlington

**Apologies for absence:**

D. Tucker, G. Evans, D. Parker, M. Skeet, J. Meacock

**In Attendance:**

J. Curtis	Council
M. Willson	Council
D. Palmer	Shropshire
R. Ellis	Trailblazers
C. Gilmore	Development
J. Hitchen	J.N.C.S.O.
T. Butler	J.N.C.S.O.

**Observers:**

B. Wilton, B. Jeffrey, M. McCarthy, M. Thurman, P. Applegate, J. Davis, V. Davis, J. Brady, N. Palmer, J. Lennon, E. Royle, S. Bytner, A. Roberts, G. Jones, P. Curtis, D. Gays, J. Farr, K. Adkins.

**Item 1 - Minutes of STC Meeting of 27th November 1986**

The Chairman opened the meeting by welcoming everyone to the first meeting of 1987.

It was proposed by **D. Howerski** and seconded by **D. Hickling** that the Minutes of the Safety and Training Committee Meeting of 27th November 1986 be accepted as a true record.

Carried Unanimously  
All CCIs

**Item 2 - Matters arising from STC Meeting of 27th November 1986**

2.2 **S. Lambe** informed the meeting of his progress, so far into his investigations into AADs. Fifty clubs had been circulated with proformas, so far 38 had returned them, of the 38 approximately 73% use AADs at some stage throughout the Category System, on Static Line and/or at various stages of free fall progression. Col. Lambe requested that the Clubs remaining which have not yet returned their proformas, please do so, he stated that he hoped to have a draft paper ready for circulation prior to the next STC Meeting.

All CCIs  
S. Lambe

2.3 **J. Wright** informed the meeting that the use of sealing thread was discussed again by the Riggers Committee that evening at the request of Council and that the Riggers had recommended to STC that: Parachutists at BPA Clubs and Centres are not permitted to jump with ripcord sealing thread installed.

**T. Knight** gave details to STC of the reasons for this proposal. Mr. Knight stated that various tests by GQ Parachuts, Irvin GB and himself had proved, without doubt that installing 2lb seal thread can add between 7 and 14lb to the pull of the ripcord. Mr. Knight went into detail concerning why he felt seal thread should no longer be used, he also stated that he fully understood why Riggers wished to put seal thread on after packing a reserve. He stated that the Rigging Committee were not suggesting that Riggers could not do this, as they may be packing kit to be used abroad, where seal thread may be a requirement i.e. USA, but he stated that was not the

priority of STC and that STC was there to make sure that ripcord handles were as easy as possible to pull, and he felt that extra poundage, in some circumstances may just be enough to stop the ripcord being pulled successfully.

A good deal of discussion took place concerning this and it was finally proposed by **T. Knight** and seconded by **M. Beynon** that the Rigging Committee's recommendation be accepted. For 10, Against 2, Abstentions 2.

Carried  
All CCIs/Riggers

2.7 **D. Howerski** stated that his 'Committee' had looked at DZ sizes for the Ram Air Progression System as had been requested by STC at the last meeting. Mr. Howerski stated this had been done and they had decided that in their opinion the present DZ requirements were more than adequate. Mr. Howerski then proposed that: RAFSPA, Cornwall Swansea and London Skydiving be permitted to run pilot schemes and to report back to STC in 6 months, this was seconded by **L. George**. For 11, Against 0, Abstentions 1.

Carried  
CCIs

2.9 The Chairman stated that since the Agenda had been sent out a number of other letters had been received concerning split DZs some of which were around the table. The Chairman felt that because of this extra input this item should be put off until the next meeting. **S. Lambe** stated that he was not sure how a split drop zone was defined. Some discussion took place concerning this. **D. Hickling** stated that he felt a split DZ may be defined where the Flight Line, Manifest and Emplaning point is not in clear line of sight with the student landing area. It was decided to include this item as a main item at the next meeting and the extra correspondence would go out with the minutes.

A. CCIs

2.8 (4) **J. Wright** stated that the Rigging Committee had requested in the past that matters concerning them should go to the Riggers Committee before being presented to STC. The JNCISO apologised for this, as this 'Permission' had been placed with various others on the STC agenda.

JNCISO

2.9 A letter from **S. Lambe** concerning the use of cameras by Instructors when despatching students had been circulated with the Agenda. Col. Lambe gave details of his reasons for writing the letter, he also felt, along with some others that the subject should not have been discussed and voted on without prior details being available. A great deal of discussion took place concerning the use of cameras, after which it was proposed by **S. Lambe** and seconded by **P. Lambson** that the Operations Manual be amended to include: "That a Jumpmaster who is at least an Approved Instructor in current practice, and specifically approved in writing by his CCI, may be permitted to wear a helmet mounted camera when despatching jumpers, provided the equipment is configured so that it does not impede, in any way, his primary responsibilities as a Jumpmaster, and that no form of sighting or aiming system obscures his normal field of view. It must also be arranged in such a way that the jumpmaster can, in the event of a static line hang up or other emergency, be able to remove it instantly. The CCI is to take into account the type of aircraft to be used." For 6, Against 3, Abstentions 3.

Carried  
All CCIs/JNCISO

(Amendment to Operations Manual attached)

**Item 3 - Approval of Riggers Minutes of Meeting of 27th November 1986**

**J. Wright** gave the meeting a resume of the Riggers Meeting. Miss Wright also stated that a Riggers Course had been agreed to be held at Traceair at Peterborough, provided **M. McCarthy** was able to obtain enough Examiners to run the course, on 16th - 20th March 1987, failing this **T. Knight** stated he was prepared to hold the course at Ipswich.

Miss Wright also stated that another safety bulletin had been received from Pioneer Parachutes concerning their 'K' reserves, and a copy would go out with the minutes of STC.

**Item 4 - Disciplinary Committee**

The Chairman informed the meeting that the Disciplinary Committee had been convened prior to the last STC Meeting and he would give details this evening. **S. Lambe** asked for clarification as to who decided whether a Disciplinary Committee should be convened. The Chairman stated that he or STC decided that and that requests could come from a number of sources, i.e. JNCISOs, Examiners, CCIs etc., but any recommendation by the Disciplinary Committee would need to be ratified by STC and Council.

The Chairman stated that three subjects were discussed by the Committee: The first - Incorrect Reserve Repack, the second - Instructor Responsibilities and the third - Demonstration Drop Zone.

**1. Incorrect Reserve Repack**

On 14th October 1986 a wonderhog type system was deployed in preparation for a routine repack. The pilot chute was unable to clear the staged deployment loop. On close examination it was seen to have been packed with the bridle cord trapped under the staged deployment loop. If used the reserve would not have been able to deploy.

The packing log card with the system showed it to have been packed on 13th June 1986 at Stapleford. The packing card appeared to be signed by **R. Buckle** a BPA Approved Rigger.

Mr. Buckle on examining the packing card and photographs taken at the time, stated that while the signature appeared to be his the rest of the writing on the card was not. He also stated that he had not packed the reserve in the condition shown by the photographs.

The owner of the system **C. Lomas**, in a written statement, confirmed that the reserve had not been opened or tampered with since the repack on (date).

**Recommendations:**

Due to the conflicting reports it was concluded that packer of the reserve could not be identified. The recommendation of the committee is that riggers record all repacks and modifications to reserve parachutes in a suitable log to be kept at the loft. And be available for inspection when required.

**2. Instructor Responsibilities**

This incident arises from the statements made during the investigations into the death of **P. Hughes** at Capital City Parachuting on 13th July 1986. The allegation being that the Jumpmaster concerned despatched a S/L student after the canopy of the preceding student had failed to open, thus endangering the life of the following student.

The relevant statements are contained in the report of the Board of Enquiry.

**Recommendations:**

The Committee concluded that the jumpmaster (**R. Buckle** a BPA Advanced Instructor) had acted negligently in his responsibility to his students, and that he had not observed the malfunction of the previous canopy. The Committee recommends the following action:-

1. That **R. Buckle** be downgraded to Approved Instructor, and that he complete three years as an Approved Instructor before being eligible to apply for a pre-advanced course to upgrade.
2. That **R. Buckle** be only allowed to operate on a drop zone while an Advanced Instructor is present.
3. That **R. Buckle** not be allowed to attend any BPA Course for upgrading for other types of ratings.

Other recommendations arising from this incident are (a) cameras must not be worn or operated by instructors despatching S/L students. (b) That the minimum requirement regarding ground staff for split drop zones be considered.

**3. Demonstration Drop Zone**

**K. Townsend** (team leader) and **J. Dodd** (jumpmaster) had admitted that a display jump had been made where the drop zone did not comply with the minimum size laid down in the BPA Operations Manual.

**Recommendations:**

The Committee recommends the following action:-

1. That the Team Leader rating be suspended for 12 months.
2. That **J. Dodd** be suspended from making display jumps for a period of 6 months.

Some discussion took place with regard to the



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## LAC MEET

19-20th SEPTEMBER



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recommendations, after which the Chairman requested that STC ratify the Disciplinary actions against R. Buckle, K. Townsend and J. Dodd.

It was proposed by **D. Hickling** and seconded by **K. McIlwee** that the above be ratified.

Carried Unanimously  
Council

#### Item 5 - Instructor Course 4 - 86

**J. Hitchen** thanked Border Parachute Centre for hosting the Course and to all those who gave assistance. Some discussion took place over one of the conclusions of the Examiners on the Course, which was:

"Once again, an Approved Instructor acting as CCI has failed to achieve a satisfactory standard. The Examiners therefore recommend that STC give VERY careful consideration to the adviseability of granting such permissions". The JNCSO pointed out to the meeting that in the last four years only one person on a 'Permission' to act as CCI had been successful when attending an Advanced Instructors Course.

It was recommended by the Examiners on the Course that the following be given 6 month extensions to their Potential Instructors Rating:- **Andy Guest, Nick Mascall and Ian Cessford.**

It was proposed by **S. Lambe** and seconded by **T. Andrewes** that the recommendation be approved.

Carried Unanimously  
CCIs

#### Item 6 - Split Drop Zones

This item to be discussed at the next STC Meeting.

#### Item 7 - Incident Reports - Resume

1) The Chairman informed the meeting of a Safety Notice which had been sent to all clubs regarding ripcords supplied by **D. Gays** to Thomas Sports Equipment. The numbers stated on the Safety Notice (L8610, L8611 or L8612) should read: L1086, L1186 or L1286. The 10, 11 and 12 being the month number and the 86 being the year. The Chairman also stated that some of the year number may be stamped: 89 as some 6s had been stamped upside down.

2) **J. Hitchen** gave details of an incident at Peterborough where an Instructor doing a CRW exit had deployed his 'pilot chute' too early which struck the right side outer edge of the horizontal stabiliser of the aircraft damaging it. Parachutist and aircraft landed safely. The parachutist has been suspended by his CCI for two months. The Chairman reminded parachutists to make sure they are well clear of the aircraft before deploying their canopy.

3) **J. Hitchen** stated that a number of problems concerning 'Pull Out' pilot chutes had come to his attention, where jumpers had not got the pilot chute into the air flow. After some discussion, Mr. Hitchen reminded Instructors that when teaching students how to use the equipment to make sure that the above is emphasised.

4) **J. Hitchen** gave details of a problem with a TSE Chaser where the cable housing had been sewn far enough away from the grommet as to enable the ripcord 'shoulder' to catch on the edge of the housing causing a 'hard pull'. Mr. Hitchen stated that he had contacted TSE to make them aware of the problem. This is to be discussed at the next Riggers Meeting.

#### Item 8 - Permissions

1) The Chairman informed the meeting that he had had a number of requests for extensions of 6 months to Potential Instructor ratings, all of which were straight forward, some were unable to attend the next Examination Course as the Course was full and some were unable to attend through Military commitments.

It was proposed by **S. Lambe** and seconded by **D. Howerski** that the following be given 6 month extensions to their PI ratings:-

**David Blair - Wild Geese, Patrick Long - RAPA, Ludwig Schmude - RAPA, Jim White - JSPC (HK), Dougie Young - Red Devils.**

Carried Unanimously  
JNCSO

2) The Chairman stated that three display teams had requested permission to jump from 1500ft. in the London area, if it was necessary on the day, as per what is required to be done annually all members of the teams fulfilled the BPA requirements:

a) Royal Engineers: **I. Rosenvinge, S. Clarke, S. Wagstaff, P. Osgood, M. Wigg, T. Gillard, S. Lambert**

b) Red Devils: **M. Munn, A. Munro, K. Hopper, N. Dixon, J. Scarratt, J. Turner, G. Cox, M. Hunt, P. Moseitt, P. Richmond, J. Willoughby, A. Heaton, K. Saunders, J. Spencer, E. Carroll, S. Greenhaigh, M. Forbes, J. Armstrong, R. Armstrong, B. Cummings, R. Evans, G. Robertson, D. Pusey, C. Allen.**

c) Trailblazers: **R. Ellis, D. Muir, D. Chadwick, K. Skelley, B. Parker, S. Webb, J. Carter, C. Goodwin, K. Monks, T. Lambert, S. Jones.**

**R. Ellis** stated that in the last few years since this rule came into operation his Team have not needed to take advantage of the 'Permission', he also stated that he always found the Air Traffic Controllers to be most helpful.

3) **J. Hitchen** informed the meeting that **D. Parker** had been unable to attend the meeting owing to the bad weather, but he wished a request for a 'Permission' to be considered. **G. Barclay** an Australian Instructor who had previously been given PI status for six months by STC, was to remain in England for another few months and Mr. Parker requested that Mr. Barclay be given a 3 month extension to his PI rating. It was proposed by **D. Howerski** and seconded by **T. Andrewes** that this be accepted.

Carried Unanimously  
D. Parker/JNCSO

#### Item 9 - A.O.B.

**J. Ball** gave details of the Pilots Meeting held that afternoon specifically to discuss 'Weight and Balance', which had come about from the incident at Strathallan last year. Mr. Ball stated that the CAA had been represented at the meeting by **Mr. Darell Stinton** and **Mr. Barry Tempest**. Mr. Ball informed the meeting of various configurations of aircraft used for parachute dropping, full details of which would be sent out with the STC minutes, for Pilots to study and send back any comments, once this had been done a list of the 'limits' for aircraft would be published in the BPA Pilots Manual and a copy of these limits would be sent to all BPA Jump Pilots.

Date of the next meeting is 5th March 1987 at the Post House, Leicester. Time 7.00 p.m.

#### AMENDMENTS TO BPA OPERATIONS MANUAL

The following Amendment has been made to the BPA Operations Manual at the Safety and Training Committee Meeting of 22nd January, 1987:-

#### Section 10 (Safety) Para 3 (Use of Cameras) should now read:-

##### 3. USE OF CAMERAS

a) The use of cameras will be confined to FAI 'D' Certificate Parachutists. Their equipment and particularly the manner of its attachment to the body or helmet, should be carefully examined by an Advanced Instructor to ensure that it is capable of withstanding the stresses of parachute openings at terminal velocity.

b) A Jumpmaster who is at least an Approved Instructor in current practice and specifically approved in writing by his/her CCI, may be permitted to wear a helmet mounted camera when despatching jumpers, provided the equipment is configured so that it does not impede, in any way, the primary responsibilities of that Jumpmaster, and that no form of sighting or aiming system obscures his/her normal field of view. It must be arranged in such a way that the Jumpmaster can, in the event of a static line hand up or other emergency, be able to remove it instantly. The CCI is to take into account the type of aircraft to be used.

TONY BUTLER, JNCSO

BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING COMMITTEE  
MEETING  
THE POST HOUSE HOTEL,  
LEICESTER  
THURSDAY 5th MARCH 1987  
7.00 p.m.

#### Present:

J.R.H. Sharples  
D.L. Howerski  
P. Slattery

Chairman STC  
Swansea  
ECPC

S. McBrine	RAFSPA
I. Louttit	DISC
P. Walters	Halfpenny Green
J. Wright	Riggers
J. Ball	Pilots
D. Tucker	Thruyton
A. Collingwood	A1
M. McLaughlin	Dorset
D. Parker	Headcorn
D. Hickling	B.P.S.
C.N. Dixon	Red Devils
D. Thorne	Shrewsbury
M. Cooch	Capital School
K. McIlwee	Flying Tigers
P. Lambson	JSPC-N
D.P. McCarthy	Hereford
L. Thomas	Riggers
T. Knight	Ipswich
J.D. Prince	N.W.P.C.
M. Skeet	Fife
M. Bolton	Oxon & Northants
J. Lines	N.P.C.
D. Raffell	British Skysports

#### Apologies for Absence:

L. George, S. Lambe, K. Noble, R. Noble-Nesbitt, J. Meacock, R. Ellis.

#### In Attendance:

J. Curtis	Council
D. Palmer	Shropshire
C. Gilmore	Development
J. Hitchen	J.N.C.S.O.
T. Butler	J.N.C.S.O.

#### Observers:

R. Redfern, G. Godding, J. Peck, D. Gays, A. Goulbourne, P. Leng, M. Woodford, R. Shillabeer, M. McCarthy, M. Thurman, P. Applegate, B. Wilton, J. Rix, J. Davis, V. Davis, J. Martin, E. Carroll, M. Hunt, C. Austins, S. Moorshed, N. Riddin, D. Johnston, B. Parry, L. Kirk, P. Beck, M. Pointer, J. Keen, L. Gregory, J. Oakes, T. Oakes, K. Levers, M. Raftery, S. Ruffell, P. Bedigan.

#### Item 1 - Minutes of STC Meeting of 22nd January 1987

1.4.2. (Instructor Responsibilities) should read 'Capital School of Parachuting' and not Capital City Parachuting as stated in the minutes.

It was proposed by **K. McIlwee** and seconded by **D. Howerski** that the Minutes of the Safety and Training Committee Meeting of 22nd January, with the above amendment be accepted as a true record.

Carried Unanimously  
All CCIs

#### Item 2 - Matters Arising from STC Meeting of 22nd January 1987

The Chairman informed the meeting that **S. Lambe** was unable to attend the meeting and would present his findings on AAD's at the next meeting. **S. Lambe** had also wished to inform STC that the proposed visit to the FXC facility at Netheravon on the 12th March was in some doubt, but he would contact those people who had shown an interest and would give them any revised dates for the visit if necessary.

S. Lambe

The Chairman stated that the paper prepared by **T. Knight** on The Use of the Centre Base Break Tie was around the table and would also be going out with the STC Minutes and could be discussed at the next meeting.

All CCIs

**D. Howerski** presented to the meeting his report on 'Static Line Square - Test Jumps Programme', this was for information. Mr. Howerski also requested that the equipment he uses for the Pilot Scheme be approved by STC, the equipment was shown to the meeting, which is an AFF Vector System, converted for static line use, containing Manta main and Phantom 24 reserve parachutes. **D. Howerski** proposed that the equipment be approved, this was seconded by **K. McIlwee**.

Carried  
For 22, Against 0, Abstention 1.  
D. Howerski

The Chairman asked **J. Ball** to give details of the Pilots Meeting of 22nd January, also of the meeting held that day. Mr. Ball presented the last minutes also his paper on 'General Limitations for Parachuting Aircraft with Rear Doors' both of which will go out with the STC Minutes.



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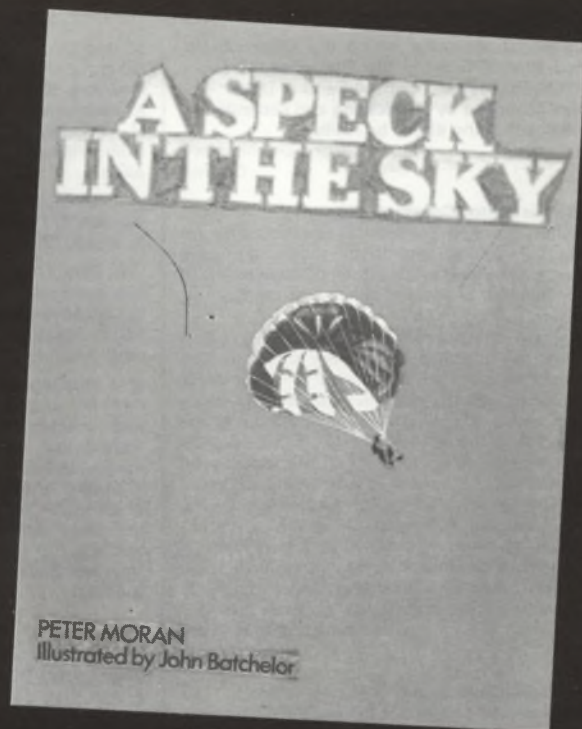
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## Programmes IV & V - PLAYGROUND IN THE SKY - Carl Boenish

A two part documentary series showing the development in Hang-gliding and Skydiving in the 60's and 70's. Jerry Bird is shown attempting several free-fall records with the All Stars. Carl Boenish lands on a D.Z. in the Alps. Rick Piccorelli free falls from a hang-glider in Yosemite. A hilarious sequence of hang-glider crashes is followed by Bill Bennett attempting altitude records plus much more. Two action packed videos full of unique historical footage.

Approx 40 mins each.

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## Programme VIII - SYMBIOSIS AND FRIENDS

The first detailed documentary on competition R.W. filmed in France, U.S.A., Canada and England. This programme follows the members of Symbiosis, in their build-up to the World Championships. For the first time you can see and hear world class exponents of R.W. discussing all the 4 set hands, the problems that arise in practice and the techniques for solving them.

If you have any aspiration to progress in R.W. we would highly recommend this programme.

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£24.50

## Programme IX - THE BLUE MAGIC

Documents the sky-dive which helped to win Blue Magic the title of World Champions in Sun City, South Africa. The film concentrates on practice and competition dives of both the four and eight way teams. It gives more detailed coverage of R.W. competition than any other in our catalogue.

A must for serious skydivers.

By Martin Genge.

30 mins

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## Programme VII - FREAK BROTHER CONVENTION

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

This is a tape for the hard-core skydiving enthusiast!

Directed by Norman Kent

20 mins

£24.50

## Programme VI - WALKING ON AIR

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

Included is a series of cut-away sequences both instructional and spectacular: C.R.W. bi-hands, a demonstration into a football stadium, a 40-way formation and a great deal more. It is quite simply the most impressive film in our catalogue especially as it is accompanied by an experienced skydiver's commentary.

Directed by Jas Shennan. Commentary Athol Snedden.

48 mins

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Mr. Ball gave details of his paper and also stated that he expected the CAA (PBN) to agree, within the next couple of days for Islanders with or without various mods (door-rails) to have their C of Gs extended to 33.4ins. Mr. Ball stated that he would like comments or input on his paper before the next STC as he would be requesting at the next STC meeting that the paper be included in the Pilots Manual.

All CCLs  
J. Ball

**J. Curtis** asked for clarification as to whether Instructors despatching static line students were permitted to manually operate a camera mounted on an aircraft. The Chairman stated that Jumpmasters may only operate cameras if it does not impede in any way the primary responsibilities of that Jumpmaster and as a Jumpmaster needs two hands when despatching static line, he would not be permitted to operate a camera.

All CCLs/J. Curtis

### Item 3 - Approval of Riggers Minutes of Meeting 22nd January 1987

**J. Wright** gave details of the last Riggers Meetings minutes. Ms. Wright also informed STC that the next Riggers Course was now to be held at Ipswich Parachute Centre.

Ms. Wright stated that the subject of Riggers insurance had been discussed and that it would probably be too expensive for Riggers to be covered when dealing with equipment of non BPA members, she therefore informed the meeting that Riggers insurance only covers Riggers when working on equipment belonging to members of the Association.

The minutes of the last Riggers Meeting were approved.

J. Wright/Riggers

### Item 4 - Fatality - Halfpenny Green

**John Hitchen** gave details of the fatality at Halfpenny Green Parachute Centre that happened on 15th February 1987. The parachutist was **Geoffrey Roberts** a Category 8 Parachutist with 114 jumps, who was making his fourth jump on his own equipment, a GQ System with throwaway pilot chute, containing a GQ Rayder main canopy and GQ 22ft. S.A.C. reserve canopy. He had been briefed to jump from 5,000ft. and open by 3,000ft. as it was an equipment familiarisation jump. It was observed by the Drop Zone controller that Mr. Roberts main parachute deployed and immediately detached from him at approximately 1,500ft. Mr. Roberts was then observed to make no attempt to operate his reserve parachute until he was lost from view just prior to impact.

The conclusion of the Board of Inquiry was that even though the deceased had on three previous occasions deployed his main parachute correctly, on this descent he operated his cutaway releases and then deployed his parachute which immediately ejected, he then failed to go through his emergency drills. The Board felt that the deceased may have been confused and carried out the incorrect drills for the type of equipment he was wearing on that descent.

The recommendations of the Board was that: 'Even though in this case the deceased was reminded of his emergency procedures prior to the fatal descent, the Board stress that when there is a change in the type of equipment, the need for extensive training on all emergency procedures and drills.

All CCLs

### Item 5 - Instructor Course 1-87

**J. Hitchen** gave the meeting details of the Instructor Course held at Netheravon, together with the recommendations from the Examiners, these were discussed by the meeting and a number of alterations and additions were made to the proposed changes to The Operations Manual. It was then proposed by **P. Lambson** and seconded by **J. Chandler** that the following be accepted by STC.

- 1) That the following be given 6 month extensions to their Potential Instructor Rating:- **Jonathan Bush, Paul Hastie, David Byers, John Martin and Mike Timon.**
- 2) That **Tim Kirkstead-Moore** be given a 12 month extension to his AFF P.I. Rating.
- 3) That **Dave Morris** be awarded Examiner status.
- 4) That the changes to the BPA Operations Manual attached to these STC minutes be accepted.

Carried Unanimously  
All CCLs

### Item 6 - Incident Reports - resume

1) **J. Hitchen** gave the meeting details of an incident where a parachutist's equipment had been inspected by staff at JSCP-N and was found to have metalwork suffering from corrosion in the form of rust. As the equipment appeared to be in bad condition it was decided to check the reserve parachute. After operation of the reserve pilot chute, it was noticed that the staged deployment loop had been incorrectly assembled. Instead of an elastic loop being used to retain the bridle line a piece of type 2 rigging line had been inserted. Application of pressure on the bridle line caused it to lock in the loop. This had been discussed at the Riggers Meeting of that evening and they had recommended that because of the serious nature of the problem, the instructor who checked the packing of the reserve should go before the Disciplinary Committee.

2) A number of incidents were reported concerning T.S.E. equipment:

The first concerned a Zernx that had been taken to Tilstock for its first reserve re-pack. The apex of the reserve was hooked up to the packing table and as the container was walked down the table, the canopy deployed, then the lines deployed until the last of the line stowages on the diaper locked, on investigation it was found that the elastic band, that was passed through the grommet to form the closing of the diaper, had been wrapped around the lines twice, the tightness of the elastic around the lines caused the grommet to dig in, considerable force was used before the lines finally unlocked the diaper.

The third was where a jumper had been unable to cutaway from a T.S.E. Chaser after a malfunction, due to the Teflon cable housing being incorrectly routed, this happened at JSCP-N where a number of other Chasers were found to have the same problem.

The fourth incident concerned a number of AFF Chasers, where upon 'test' firing the AADs the top pin of the reserve ripcord pins had not cleared the closure loop. It was found that the problem had occurred because 'navy' plates had been fitted. JSPC-N had since shortened the ripcord pins from 60mm down to 52mm, but they felt this was unsatisfactory as the same problem could occur again if the ripcord was replaced.

It was felt by the majority of those present that because of the number of incidents concerning TSE equipment and the serious nature, that these should be dealt with by the Disciplinary Committee.

Chairman STC  
JNCISO/T.S.E.

3) **J. Hitchen** gave details of a number of problems that had come to light concerning the 'Tandem Vector' and even though the Relative Workshop had sent out information to a number of Tandem Vector owners, it appeared that not all owners had received the information and also there appeared to be some discrepancy in information that had been received. This problem had been discussed at the Riggers Meeting and **J. Wright** stated that she would be writing to Relative Workshop requesting all information that the company had issued concerning the Tandem Vector and when the BPA had received this package containing all the information it would be sent out. A good deal of discussion took place concerning this, much of the information contradictory. It was felt nothing would be gained until all the facts had been supplied by the company.

J. Wright/B. Booth

4) **P. Lambson** gave details of two incidents which has occurred at JSPC-N, the first concerned a student making an unstable exit who caught his leg in a suspension line, which caused the canopy to stream, he pulled his reserve successfully, the main then inflated and the student landed without injury.

The second concerned a Category 10 parachutist who, upon deploying his main canopy had one side cutaway, upon inspection it was discovered that the cable on the cutaway pad was too short, it was felt that some unknown person had installed the incorrect cable.

5) **D.P. McCarthy** gave the meeting details of a pilot who had started training to make a parachute descent and who had died of a heart attack. Mr. McCarthy stated that the man had a proper medical as well as a Pilots Medical and that he had a heart disease which had not previously shown up. Mr. McCarthy also reminded members the importance of keeping details of parachutists next of kin.

6) **D. Hickling** gave details of an AAD that had fired whilst a parachutist who was using an AFF rig was under canopy at about 1,500ft. there was no known

reason for this firing and the AAD has been sent away for inspection. The parachutist cutaway his main parachute and landed safely under his reserve. Mr. Hickling stated that there had been a danger of a main and reserve entanglement.

### Item 7 - Split Drop Zones

The Chairman stated that this item had been put back from the last meeting and even though he did not wish it to be put back again, three letters had been received from **K. Noble, R. Noble-Nesbitt and John Rhatigan**, in response to the letter sent out with the Agenda from **M. Cooch**. These letters were lengthy and had been put around the table. The Chairman felt that his item was one that needed a good deal of discussion and suggested that the three letters go out with the minutes and that all parties interested on this item should contact him via the BPA solely to discuss this subject. It was felt by the meeting that this was the best course of action.

Chairman STC/All CCLs

### Item 8 - High Altitude Record Attempt

**P. Slattery** requested from STC permission for an attempt at the Womens High Altitude Record. Mr. Slattery gave the meeting full details of the attempt and of all the safety aspects. The attempts were scheduled to start on Monday 9th March at Netheravon, Mr. Slattery also requested from STC, that should cloud prove it necessary, he be given permission to make a radio spot, provided it is done safely in a manner agreeable to the various Military and Civil ATCs. **P. Lambson** stated that as CCI of JSPC-N he would only be willing to give his permission for a radio spot provided that STC gave approval. It was proposed by **P. Slattery** and seconded by **D. Prince** that this be permitted.

For 22, Against 0, Absentions 1.

Carried

### Item 9 - Permissions

1) **K. McIlwee** requested permission for the Flying Tigers to be part of the Pilot Scheme for the evaluation of the static line Ram Air Progression Programme. Mr. McIlwee stated that it would operate in the same manner that had already been agreed by STC, he also stated that he would report back to STC as **D. Howerski** had already done. It was proposed by **K. McIlwee** that this be permitted and seconded by **D. Howerski**.

For 22, Against 0, Absentions 1.

Carried  
K. McIlwee

2) A request from JSPC-N had been circulated with the Agenda requesting permission for **M. Sheridan** to run the AFF Programme at Netheravon, this request was necessary as **M. Sheridan** did not have an Advanced Instructor rating. This request caused a good deal of discussion as **M. Sheridan** had been unsuccessful in obtaining his rating. **P. Lambson** stated that both JNCISO's considered him capable of running the AFF operation at Netheravon. It was proposed by **P. Lambson** and seconded by **D. Howerski** that this be permitted.

For 19, Against 1, Abstentions 2.

Carried  
JSPC-N

**T. Butler** stated that the rules concerning the running of AFF at a Drop Zone would be discussed on the next AFF Course.

JNCISO

3) **T. Knight** gave the meeting details concerning his request for **C. Austins** to be given permission to regain his Instructors rating as it had lapsed for a year owing to the fact that Mr. Austins had only recently been given his BPA membership back after a dispute with the Association. Mr. Knight proposed that providing Mr. Austins can get his CCI and two Examiners to sign his renewal application he be permitted to regain his Instructors rating, this was seconded by **I. Louttit**.

For 19, including a proxy vote in favour from **G. Lawry**, Against 2, Abstentions 2.

Carried  
T. Knight/C. Austins

4) **Mike Skeet** gave details of his request for **F. McLaughlin** to be re-instated as a Potential Instructor for a period of 6 months as his rating had lapsed last year. This was proposed by **M. Skeet** and seconded by **P. Lambson**.

For 21, Against 1, Abstentions 0.

Carried  
M. Skeet



# PETERBOROUGH PARACHUTE CENTRE

## **Sibson R.W. Seminars**

- 1 9 - 15 May**
- 2 13 - 19 June**
- 3 18 - 24 July**
- 4 15 - 21 August**

MINIMUM  
QUALIFICATION  
CAT. 10

---

## **Progression Courses**

- 1 9 - 15 May**
- 2 13 - 19 June**
- 3 18 - 24 July**
- 4 15 - 21 August**

CAT. 2 TO 7

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5) **P. Lambson** requested permission for **L. Pearce** to attend the next Potential Instructor Course at Cranfield in May as he would be 5½ months short of the required two years in the sport. **P. Lambson** stated that **L. Pearce** had approximately 400 jumps and was working full time at Netheravon. It was proposed by **P. Lambson** and seconded by **D. Hickling** that this be permitted.  
For 14. Against 4. Abstentions 4.

Carried  
P. Lambson

The Chairman stated that on a number of occasions candidates had turned up on Instructor Courses without the required qualifications and he had been asked to make decisions concerning whether they be permitted to stay on the course. The Chairman stated that he did not like having to make these decisions in order that potential candidates are not disappointed, CCI's should ensure that anyone attending Instructor Courses are qualified to do so.

All CCIs

#### Item 10 - A.O.B.

1) **M. McLaughlin** gave the meeting details of pilot chute hesitations on 'Hot Dog' pilot chutes, he stated that some fibres on the cap of the pilot chute had worked loose with age and when the spring was compressed for packing, he believed that the fibres from the top of the pilot chute had caught on the ones at the bottom causing these hesitations. It was recommended that pilot chutes are checked regularly.

All CCIs

2) **D. Howerski** requested from STC permission to use his AFF rigs for Tandem Conversion in the same manner that had previously been permitted by STC for Headcorn. This was proposed by **D. Howerski** and seconded by **K. McIlwee**.

Carried Unanimously  
D. Howerski

3) **J. Hitchen** informed the meeting that when Drop Zone inspections take place this year, thorough checks will be made into items such as compatibility of dummy reserves to actual reserves and if centres training equipment is not compatible with equipment used by students, the centre will not be permitted to train students until it is. **J. Hitchen** also stated that clubs should be able to provide full training right through the category system, including kit conversions.

All CCIs

Date of the next meeting is 23rd April, 1987 at the Post House, Leicester - time 7.00 p.m.

## SEC. GENS CORNER BY CHARLES PORT INSURANCE COVER

I have managed to negotiate a special deal with BUPA on behalf of the membership MEMBERSHIP OF BUPA WILL BE OPEN TO ALL BPA MEMBERS EITHER INDIVIDUALLY OR ON A FAMILY BASIS.

You will be able to choose which type of membership you wish to take out, whichever one you opt for will attract a 25% DISCOUNT on published prices, with no loading. This will of course cover you for any (hopefully none) parachuting related injuries incurred after you have been accepted onto the scheme. Each person would have to:-

- Make personal application to BUPA
- Remit the annual fee to the BPA
- The BPA then sends the fee to BUPA
- BUPA then correspond directly with you
- BUPA will handle the annual renewal reminders.

Address to write to for an application form: Miss C. Briggs, BUPA Vicar Lane House, 5 Templar Street, Leeds LS2 7NZ.

Please state on your letter that you are a BPA member wishing to take part in the BUPA scheme.

**PAYMENT:** Once you have received your acceptance from BUPA, payment must then be made to the BPA. If we do not receive your payment then your membership would not be effective.

As everyone is no doubt aware, in 1986 with 3 weeks to go to the renewal date, the old insurers 'Westgate' informed me that they would not be renewing the BPA Third Party Liability Cover for that forthcoming year 1986/87.

I managed to negotiate and persuade the present insurers, National Employers Mutual and General to take on the insurance cover for the Association at a reduced rate of 65p per person.

Unfortunately, due to the legal actions taken in the USA, everyone suing for damages at the drop of a hat, added to the fact that the courts in the USA award damages of astronomical proportions, and that if the cover issued on a particular policy is insufficient, the courts merely re-write the policy and cover involved, the proceed against the insurance company concerned, our insurers offered us renewal this year at the same rate but with the proviso that cover in USA/Canada be withdrawn. The company's contention is that one large claim against the insurance would result in the BPA becoming uninsurable, even in the UK.

In fact, I had various brokers go to the market this year and the only company who would take on the cover was NEMGIA Ltd.

I have spoken to our insurers yet again, and they are adamant that they cannot give insurance cover for the USA/Canada.

Some people have stated that they will take out USPA membership which is world wide, and not take BPA membership. The only problem there is, that the USPA world wide membership gives cover worldwide but any claims have to be made in the USA and pursued through the USA legal system.

I realise that the above causes a considerable problem to those members going to the States to jump. Consequently I have spoken with **Bill Ottley** of the USPA who has agreed that Brits abroad can join the USPA on a 90 day membership for \$21, approximately £13.00.

Additionally, I am pursuing the problem here in an attempt to obtain cover for those members wishing to go to the USA to jump, and as soon as I have anything in the pipe-line, I will let everyone know, but I am certain that any premium quoted will be very high.

## ADMIN ERROR AT THE BPA HQ

To All BPA Members,

Due to an Administrative error at the BPA HQ, for which I must take blame, the statistics given to you at the AGM in January 1987 were incorrectly reported.

The problem arose on the changeover from the use of the computer bureau to our own computer programme. In the past the bureau automatically included advance memberships in the April totals, this year these had not been amalgamated.

This means that there has not been a shortfall in renewals as had been forecast. Updated figures for the period are given below:-  
Renewals 3700. Full 453. Associates 50. Conversions 703. P4 462. P Student 38699. Overseas 128. A total of 44195.

It also means that there is an increase in the total income expected in this financial year and that rather than a deficit there should be modest surplus of funds this year.

The above has meant that recommendations made by the Finance Committee were based on incorrect statistics and some of their recommendations will have to be reconsidered.

I can only apologise most profusely for the incorrect information which had, unwittingly, been given to everyone and to assure everyone that this situation could not occur again as the computer has now been up and running for a complete year and advance memberships will show up automatically.

Once again I can only present my most sincere apologies for the error which has occurred regarding the membership figures.

CHARLES PORT



# CLASSIFIED ADVERTISEMENTS

THE COST OF A CLASSIFIED ADVERT IN SPORT PARACHUTIST WILL COST £2.50 PER 30 WORDS. ANY WORDS OVER 30 WILL COST ANOTHER £2.50. CASH WITH ORDER PLEASE.

BPA DOES NOT GUARANTEE EQUIPMENT BOUGHT AND SOLD THROUGH THE MEDIUM OF THIS JOURNAL. PURCHASERS ARE ADVISED TO USE THE SERVICE OF APPROVED RIGGERS.

Wonderhog copy, 124 plus Stratostar (cross-port vented) VGC - £280 o.n.o. Top Secret Strato Flyer plus 26ft. Lo-Po Reserve - £200. L and R Releases - £5. 3-Ring Risers unused - £15.

contact: Mark Betts (0502) 82761 or 716540

Cloud-Lite (multi coloured), red Strong 26ft. Lo-Po Reserve (unused) in Wonderhog 3 ring and belly-band throwaway. Excellent condition, under 100 jumps. Gear bag and pack mat thrown in - £600.

contact: 0903 - 502612

Rare opportunity! Complete system with early raider made by John Rix (80 jumps). Unused Phantom 24, Warp III (blue) - only £800.

contact: Steve Milos 01-435 9377 home  
01-627 2727 work

Complete system for sale - SST Racer container 'the best and original Pop Top Rig', black with silver trim and harness, mini three rings, pullout deployment (pouch fitted for legstrap throwaway if desired). Black and silver Glidepath Maverick - black and silver pilot chute. Unused 1984 Pioneer KXX Reserve (serial no: 605361) second hand value higher than any other new round reserve. This system is 1 year old and has less than 150 jumps - a snip at £1095.00 o.v.n.o. Please note this equipment is of a superior standard than the normal 'old tat' that is usually to be found on second hand notice boards. This kit can be seen at Peterborough most weekends. Available immediately.

contact: Martin Evans on Sittingbourne 0795 21240 or 76085

WANTED: Large area main canopy, square reserve and container required by POP looking for guaranteed soft landings. Prefer complete system but will consider separate items.

contact: Roger 0392 873264 (evenings)

To all clubs: PILOT WANTED: Pilot urgently required for Wild Geese Skydiving School. Full time position. Seven days a week. Good wages and free accommodation. For further information please contact: Dave Penny, 27 Drumeil Road, Aghadowey, Coleraine, Co. Londonderry, Northern Ireland. Tel: Head Office (026 585) 669, DZ (026 65) 58609.

Totally unrelated injury forces sale of complete system: Wonderhog, throwaway, solid gold H/W Cloud, Lopo reserve (unused, no mals) good beginners rig - £450 o.n.o. Also offers for modded protector, holddog extractor - all in good order.

contact: Cpl. M.C. Smith 115 Sqn. RAF Benson  
Oxon OX9 6AA or phone 0491 37766 ext. 2666

Wildfire - less than 90 jumps, small patch due to smoke damage from demo jump - £400.

contact: Sue Camm 0792 371360

252 Foil F111 - 114 jumps. White with powder blue. Split slider.

contact: Chris Clements - day 0622 890967  
evening 0580 712426

Eaglescot Skydivers, 18 Weirside Way, Silverlette Estate, Barnstaple, Devon.

Complete square rig ready to jump. Crusair main, cross proters, rainbow multi coloured. National 26ft Lo-Po reserve. Wonderhog II Container. All recently refurbished and in excellent condition - only £675.

contact: 0253 725504

New 252 Lite Foil, red, white and blue only 100 jumps with Spyder reefing and risers - £425.

contact: 0772 36337  
weekends 0448 53 672

For sale Altimeter never used, still in box - £35 plus Protec helmet, white large size - £10.

contact: Zorba Weybridge 53952

SST Racer with Pegasus Main Canopy and Lightweight Diapered Round Reserve. Pull-Out Pilot Deployment - £695 o.n.o.

contact: (0494) 712161 (Buckinghamshire)

Complete system: GQ Unit, white with red, yellow and blue cells, less than 100 jumps. Preserve IV reserve, white, unused. TSE Chaser, red with royal blue trim, 3 ring, throwaway, 4 reserve risers. Excellent condition - £550 o.n.o. Altimaster II with black pad - £50 o.n.o. Blue frap hat £30 o.n.o. Blue Protec £20 o.n.o.

contact: Ricky Winchester (0962) 66419 evenings  
(0962) 60556 work

T10A unmodified reserve - £45. Strong 26ft Lo-Po reserve steerable - £170. Tan chaser container, medium harness T/away deployment - £145.

contact: Roger Buckle 0708 - 27865

Unmodified reserves for sale. 124 and T10A types with 3 to 5 years life left. Ten available - cheap.

contact: Dave Tylcoat, Lincoln Parachute Centre  
042783 620

Complete Systems: Racer Pegasus main 350 jumps, Featherlite reserve (pullout) - £650 o.n.o. Wonderhog Crusair Main 26ft manual con (pullout) - £450 o.n.o. Both ready to jump.

contact: Bill Grace 01 640 7592

SST Racer - pullout deploy - mini 3 rings - black with silver trim. Black and silver Glidepath Maverick. Pioneer KXX reserve (manufactured 1984 serial no. 605361) unused. This system is one year old and has less than 150 jumps - a snip at £1,225.

contact: Martin Evans 0795 21240 or 0795 76085

Racer, Spitfire, Phantom 24, all in excellent condition, approximately 180-200 jumps. Reserve never used - £985.

contact: Amanda Kenny 0494 712274 (private)  
01-539 2237 (business)

Pink, black and silver tracer, small harness. Brand new - £200.

contact: Hilary Vickers Bristol (0272) 298843

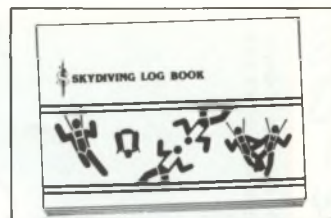
Complete system: Brand new unused Invader, Swift Square reserve with used Cruislite main, 500 trouble free openings. Complete system in blues and tan - only £895 for quick sale.

contact: 01-428 2878

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## News from SWARD SPORTS

Over the last few months Sward Sports have been busy developing new and improved products for skydivers. The Thermal lined gloves (in 7 sizes and 3 colours) have been a great success in the cold winter and for the summer we have the all leather unlined aircrew gloves offering a close fit and good grip. Just off the production line are the first few Frapp Hats which are likely to be selling around the £50 mark. The hats will be available in several stock patterns or in custom colours.

We now have two sole agencies from Denmark. The Dytter from Larsen & Brusgaard has been upgraded to a full military specification and is proving incredibly reliable. We now carry large stocks in the UK at all times and are happy to supply dealers with small quantities. The second product from Denmark is the Air Lens, an unbreakable goggle featuring a beautifully soft leather surround, in at least ten colours, and a comfortable wide elastic strap. The Air Lens has also upgraded and features a thicker, stronger lens which no longer distorts the image, these goggles are far superior to any others on the market with smoked and mirrored versions also available.

Also new are a couple of posters featuring the Royal Marines 24 stack with a couple of unusual inserts and a five man RM star on a demo over the coast. Coming soon is a new book primarily aimed at libraries and children but with about 40 or 50 full colour photos and at about £6.00 it will offer good value for money.

- Qty
- The Right Wally VHS  Beta  ..... £28.50
  - Wally Gubbins - The Movie VHS  Beta  ..... £28.00
  - Set of Wally Gubbins Postcards ..... £2.50
  - The Complete Guide to Sport Parachuting book ..... £12.50
  - Filming the impossible: book by Leo Dickinson ..... £7.95
  - Exit Earthbound Video: VHS only, an audio visual presentation on Sport Parachuting ..... £9.95
  - 3' x 2' Colour Posters:
    - 24 Stack  Marines Freefall Demo  ..... £1.95
    - All purpose Camera Mounts ..... from £35.00
    - Danish Newton Ringsights ..... £65.00
  - Kroop Goggles:
    - Clear  Rose  Light Blue  Dark  ..... £4.50
  - Air Lens Goggles:
    - Clear  £7.50 Smoked  £8.75 mirrored  £8.75
    - Choose Leather trim colour .....
  - Parachutes de France Alti (chest/wrist mount inc.) ..... £63.00
  - Altimaster II (inc. wrist mount) ..... £89.95
  - Altimaster III (inc. wrist mount) ..... £89.95
  - Altimeter Chest Mounts ..... £3.50
  - Dytter Audio Warning Device ..... £112.95
  - Cyalume Nightlite Lightstick ..... £1.95
  - Logbook: 2 jumps/page  6 jumps/page 
    - Pink/Purple  Red/Grey  Blue/Yellow  ..... £4.75
  - Logbook Holders:
    - Navy Blue/Burgundy  Black/Silver
    - Standard  £6.99 Delux  £11.99
  - Self Inking Stamps:
    - up to 100,000 impressions - RW  CRW  ..... £4.99
  - Protect Type Helmet:
    - Medium  Large  ..... £13.50
  - Jack Knife (inc. spare blades) ..... £7.50
  - Jack Knife Pouch:
    - Red  Navy Blue  Black  ..... £2.50
  - Gloves, thermal lined (all leather with cuff):
    - Navy Blue  Red  Black  send size reqd. .... £14.95
  - Aircrew Gloves (all leather unlined):
    - Navy Blue  Red  Black  send size reqd. .... £14.95
    - MEN S(7½)  M(8)  L(9)  XL(9½)
    - LADIES S(64)  M(6)  L(7½)
  - Packing Mat with pockets, bright colours ..... £8.95
  - Rigbag with pockets:
    - Navy Blue/Burgundy  Black/Silver  ..... £34.50
  - Wallets £4.99  Organiser (large wallet/purse) £6.99
  - Frapp Hats (new lightweight British) ..... phone for price

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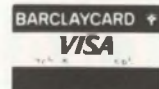
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# JAGUAR. Because all's fair when you're out to win.

There are no minor competitions. For competing at your best you need a small and streamlined container. But it must be safe too. This is what we wanted for the Mini-Jaguar, engineered with skydivers needs in mind.


If you want to be top of the field, pack a small 9-cell P.F. Mini-Surfair into a Mini-Jaguar, put it on your back and... forget it!

It might that your competitors think that you have an unfair advantage using a Mini-Jaguar from P.F. But forget it all's fair in love and competition!

Examples of colour combinations



How to order:  
Contact your local dealer or call or write directly to the factory and ask for Jean-Noël (say Jan-Noel) or Claudine (say Clodean).

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## Technical features:

Fabric choice:	Cordura (Parapack optional)
Colours available:	20
Harness:	XS, S, M, L, new 1987 design
Hardware:	Brand new
Main canopy attachment:	Baby 3 ring, new 1987 design
Choice of deployment method:	T.O.P., P.O.P.
Compatible reserve canopy:	Squares or round (with diaper)
Compatible with AAD:	Yes, FXC 12000 (Jaguar only)
CAD engineering and laser cut:	Yes, new low bulk no wrinkle 1987 design
Container sizes:	3
After the sale service:	Yes
Approved by:	French Ministry of Sport French Ministry of Defence
Quality assurance level:	NATO AQAP-4

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