

THE

APRIL/MAY 1988

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



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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

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Leather Chaser with Firelite Reserve and Maverick Main

THE FIGURES

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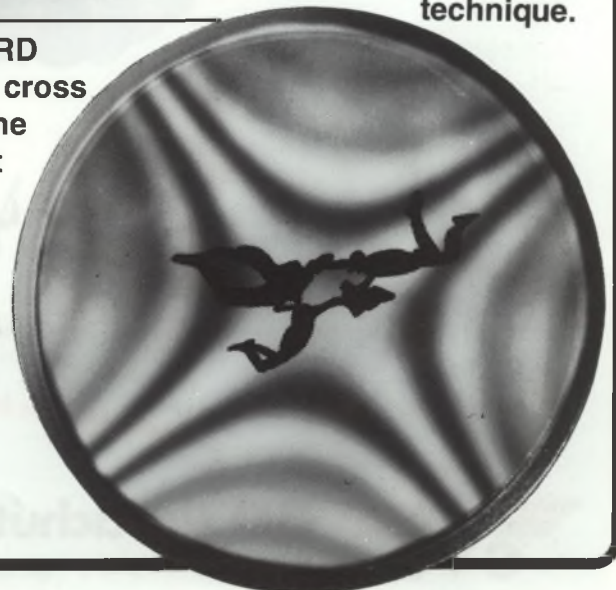
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Editor's Note

The views of contributors to *The Sport Parachutist* are not necessarily those of the Editor, or of the British Parachute Association, and no liability is accepted for same.

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APRIL/MAY 1988

EDITORIAL

There's little doubt that our sport has come a long way in recent years, thanks largely to an active group of skydivers who dedicate time, energy, enthusiasm and often money to promote and publicise parachuting around the country.

Of course, sensationalist press reports continue to highlight the dangerous element of skydiving, revelling in the exaggerated facts when things go wrong rather than looking beyond to the positive side of competition and achievement that we know exists.

In many ways we, as an association, are to blame, for the majority of us are content to just sit back and 'let things ride' instead of looking for ways to improve public awareness and enhance our image outside our small, isolated, but cosy, skydiving world.

Television is undoubtedly the answer - but good publicity doesn't just happen. Like most good things in life we have to work at it, and if that means making some changes, then so be it.

Page 28 features the first in a series of articles by Simon Ward and Alan James focusing on the future of parachuting in terms of image building and promotion. It is well worth a read and should inspire some thought, if not discussion on the way ahead.

Finally, a small plea in an attempt to enhance my future as voluntary editor of Sport Parachutist! I am always grateful for contributions to the magazine, be it letters, articles, pictures or ads and I could fill pages just with words of thanks to those who continue to support it.

Unfortunately, however, my talents do not extend to 'handwriting expert' and life can be very trying when you can't tell a 'must' from a 'most', a 'hacky' from a 'host' or 'blue skies' from 'blind spies'.

So please, either submit your contributions typed or, at least, in legible handwriting/printing. Otherwise names, locations etc might well be wrong or, worse still, might not be able to be published at all.

Blue Skies (and blind spies)

Card



Photo Credits:

Cover: Red Devils Pendulum. Graham 'Robbo' Robinson
Page 21: Stand-up. Mandy Dickenson
Page 29: A trivial pursuit. Graham 'Robbo' Robinson
Page 30/31: Falcons in San Diego. Brian McGill
Page 32: 8-way over Peterborough. Simon Ward
Page 41: 16-way over Netheravon. Simon Ward



WORLD RECORD ATTEMPT

Following the success of the 126-way World Record in Belgium last year, a 150-way is to be attempted in Germany this summer, between August 8-18.

B.B. Derx, organiser of the South African Boogie, is heading up the attempt and will be bringing in a C130 (long version) from South Africa. A fun boogie will also be run parallel to the World Record attempt, though it will have separate briefing areas, organisers etc.

For registration, write to:

Alex Huber,
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NUMBER OF JUMPS

- a) IN THE LAST 2 YEARS
- b) IN TOTAL

BIGGEST FORMATION EXPERIENCE/
HEIGHT/WEIGHT
DESIRED WAVE (1-5)/OTHER.

All applications will be considered by an international committee, when invitations will be mailed directly to individual jumpers. NB. Only people registered for the World Record attempt will be able to take part - those turning up for the boogie may not be considered.



There was a break from Belize for members of the 2nd Battalion Parachute Regiment when then spent 10 days skydiving at Z-Hills - in the company of such illustrious organisers as Jerry Bird and Bob Harman. Manager George Kabeller sent this photo of: Scotty Milne, David Ballard, Steve Hickey, Spud Taylor, Mark Sheepwash, Ian Mathison, Barry Grayling and Ron Webster.

OSWALD S.G

FIRST SQUARE!!





Captain Micky Munn, team leader of the Red Devils FFT, is seen here outside Buckingham Palace after receiving his MBE from HM The Queen last month. Micky was awarded the medal in the 1988 New Year's Honours List for his services to parachuting. He has nearly 2,000 jumps under his belt as well as 1900 hours flying time - much of that clocked up as pilot of the team aircraft.

Mal

Felwetz



"I EXPECT THE OCCASIONAL CANOPY BURN, BUT NOT BY LANDING ON THE BARBECUE."

On March 10, Tony Stewart, a member of the Red Devils Display Team, was tragically killed in a parachuting accident on the airfield at Evora, Portugal. The Red Devils were attending their annual training camp at the time.

Tony had been with the team some five months and, ironically, had done his 200th jump on the previous day, qualifying him for his 'D' Licence.

Tony, a Lance Corporal from 1 Para, will be greatly missed by all those who'd had the honour of knowing him and our deepest sympathy goes to his close family and friends, as well as his comrades from 1 Para.

Jim Scarrat, Red Devils.

The 1988 British National Championships - Classics and CRW - are being held at British Skysports in Bridlington from June 4-12 (inclusive).



The sky's the limit for a new scheme that has been launched by the Royal Aero Club to encourage youngsters to get involved in activities related to aerospace.

'Youth In The Air Year 1988' was officially launched by the President of the Royal Aero Club, HRH The Duke of York in London - an event which co-incided with Comic Relief Day.

To help celebrate both occasions, Peter Ritchie organised a parachute display into Hyde Park - an ideal way to promote air sports - and Charles Shea Simmonds organised red noses all round .. even Prince Andrew joined in the fun.

The Youth In The Air Year is aimed at promoting all air-related activities ranging from sports to space projects and technical achievements to training in aerospace fields, and culminates in the awarding of the Royal Aero Club President's Rolex Trophy to the young person or group of people (14-21 years) who display the most outstanding work, performance or achievement in connection with any aerospace activity.

Details of the Youth In The Air programme are available from Andrew Healey, Aviation Publicity, on 09905 6448.

**Pictured: Stack over Hyde Park: Robin Gallon (top), Jim Hooper below and the smoke trail of Peter Ritchie. Photograph courtesy of Herbie Knott, The Independent.*

DIARY OF EVENTS 1988

COMPETITIONS, BOOGIES ETC. U.K.

INTERNATIONAL COMPETITIONS, BOOGIES ETC

Date	Event	Location
7-8 May	Easter Regional Accuracy Competition	Ipswich
7-8 May	8-way Speed Meet	Abbotsley
7-8 May	9-way Speed Meet	Headcorn
14-15 May	Surprise Meet	Netheravon
21-22 May	Metropolitan Police Accuracy Meet	Headcorn
27-30 May	8-way Scrambles Competition	Langar
28-30 May	Scottish National Championships (Also Northern Regional 4-way RW Competition)	Strathallan
28-30 May	POPs Meet	Netheravon
28-30 May	Flock Boogie	Sibson
4-12 June	NATIONAL CHAMPIONSHIPS (CLASSICS & CRW)	Bridlington (NEW VENUE)
16-19 June	Annual Boogie/ Competition	Langar
18-19 June	10-way Speed Meet	Netheravon
18-19 June	Southern Regional 4-way RW Competition	Weston on the Green
25-26 June	8-way LAC Meet	Sibson
25-26 June	Central Regional Accuracy Competition	Langar
9-10 July	Duck End Accuracy Meet	Abbotsley
16-17 July	8-way Speed Meet	Sibson
18-22 July	British Collegiate Nationals	Sibson
22 July-2 August	Swansea Boogie	Swansea
23-24 July	Northern Regional Accuracy Competition	Bridlington
23-24 July	Eastern Regional 4-way RW Competition	Abbotsley
20-30 July	RAPA Championships	Netheravon
30-31 July	Big Aircraft Boogie	Netheravon
6-14 August	NATIONAL CHAMPIONSHIPS (RW)	Weston on the Green (NEW VENUE)
13-14 August	LAC Meet	Cranfield
20-21 August	16-way Meet	Weston on the Green
22 Aug-1st Sept	Army Championships	Netheravon
27-28 August	8-way Speed Meet	Abbotsley
27-29 August	August Bank Holiday Boogie	Sibson
3-4 September	POPs Meet	Doncaster
3-4 September	South West Regional 4-way RW Competition	Netheravon
10-11 September	Speed 8 Competition	Sibson
17-18 September	LAC Meet	Headcorn
17-18 September	South West Regional Accuracy Competition	Dunkeswell (RNRMSPA)
24-25 September	10-way Speed Meet	Cranfield
24-25 September	LAC +1 Meet	Netheravon

Date	Event	Location
12-15 May	'Tulip Trophy' 4-way Accuracy Comp.	Teuge, Holland
16-22 May	Fokker Boogie	Malmi, Finland
21-23 May	'Mafia CRW Meet'	Texel, Holland
27-30 May	Memorial Day Boogie	Perris, California
3-5 June	International 4-way RW Competition	Vercelli, Italy
7-25 June	Dutch Championships (Classics, RW & CRW)	Groninge, Holland
1-4 July	4th July Boogie	Perris, California
8-11 July	Hercules Boogie	Moorsele, Belgium
9-10 July	International Accuracy Competition	Pfullenderf, W. Germany
20-30 July	RAPA Championships	Bad Lippspringe, W. Germany
28 July-7 August	WORLD CHAMPIONSHIPS (CLASSICS)	Nykiping, Sweden
6-11 August	World Skydiving Convention	Quincy, Illinois, U.S.A.
17-28 August	World Cup in Accuracy and Style	Vichy, France
18-28 August	WORLD CHAMPIONSHIPS (CRW)	Vichy, France
21-28 August	World Cup in 4 & 8-way RW	Vichy, France
25-28 August	International 16-way RW Competition	Teuge, Holland
1-4 September	'Pink Boogie'	Hassfurt, W. Germany
2-5 September	Labor Day Boogie	Perris, California
22-23 & 29-30 October	POPs Meet	Hong Kong
28-30 October	International Day & Night Accuracy Meet	Locarno, Switzerland
2-9 November	CYPRUS Championships	Cyprus
23-27 November	Thanksgiving Boogie	Perris, California

BPA COURSES

Date	Event	Location
9-13 May (New date)	Exam/Pre-Advanced Instructor Course	Bridlington
15-19 August	PI/Advanced Instructor Course	Cornwall
22-26 August	Exam/Pre-Advanced Instructor Course	Cornwall
14-18 November	PI/Advanced Instructor Course	Ipswich
21-25 November	Exam/Pre-Advanced Instructor Course	Ipswich



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- * We've also arranged with the Groupe Cirrus Organisation to handle the **126 World Record tape**, also selling at £34.95.
- * We now hold large stocks of **Jackets** and urge you to check our colour range before ordering a custom garment, it may save you time and money.
- * **Watches:** Following the popularity of Swatch type timepieces at the Christmas Boogie in Spain we've designed two for skydivers. One features an Altimeter face, similar to the Alti II, and the other a skydiver and the word 'Skydive'. Both come with the option of a date feature, are water-resistant and have Swiss movements.
- * Finally for **Camera people** with differing camera mounts we now stock a new device, 'a Stem'. This comes with a universal joint to attach your sight to and simply fits to any helmet.

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Is different, its 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

DUNKESWELL INTERNATIONAL SKYDIVING CENTRE

Friendly full time club with basic courses and tandem jumping available all year round. Student progression, RW and CRW instruction, accuracy pit. Student and ram air kit available. Overnight accommodation, B & B nearby, canteen, bar and camping on DZ, Cessna 206. Non members welcome.

DISC, Dunkeswell Airfield
Nr. Honiton, Devon
Tel: 040 489 350



HEREFORD PARACHUTE CLUB

Beginners' courses with full progression. SL/FF Aeroconicals, AADs, Radios, RW/CRW coaching, tandem, full kit hire, cutaway rig. Visitors (C licence plus) welcome. Canteen, bar, toilets, showers, accommodation, accuracy pit, 2 C206s. Closed Mondays.

Hereford Parachute Club
Shobdon Airfield, Nr. Leominster
Herefordshire, HR6 9NR
Tel: 056 881 551

IPSWICH PARACHUTE CENTRE

Open 6 days a week (closed Tuesdays). Islander and Cherokee V1 permanently available - Student, RW and CRW instruction by full time staff, accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

Ipswich Parachute Centre
Ipswich Airport, Nacton Road
Ipswich, IP3 9QF
Tel: 0473 710044

LINCOLN PARACHUTE CENTRE

Full time approved centre - special student/group course rates. Helmet radios and AADs 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 83620

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)

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 OAP
Tel: 0234 751866

MIDLAND PARACHUTE CENTRE

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression/RW jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome.

Hone DZ of the Slug Brothers!
Midland Parachute Centre
Long Marston Airfield
Stratford-upon-Avon, Warks
Tel: 0789 297959

NORTHERN PARACHUTE CENTRE

(Leeds Bradford/Merlin)
Open every weekend. 2 aircraft, accuracy pit, clubhouse, cafe on camp. Friendly atmosphere, non members made very welcome. CRW/RW instruction, air video available. B & B and free camping off camp.

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

EAGLESCOTT SKYDIVERS

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

18 Weirs Estate
Silverleaf Estate, Barnstaple
Devon, EX37 7RB
Tel: 0271 75000

EAST COAST PARACHUTE CENTRE

Single engine aircraft, twin when necessary. Student and advanced parachute kit hire. Style, accuracy and relative work instruction. Weekend courses (pre para training available mid-week). Non members welcome.

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

FIFE PARACHUTE CENTRE

Full time 9 to dusk. Caters for first jumps, progression. RW, CRW, tandem. Facilities include bar, restaurant, two aircraft, camping facilities, B & B locally, numerous bad weather facilities nearby.

Fife Parachute Centre
Fife Airport, Glenrothes, Fife
Tel: 0592 756609/753792

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

HALFPENNY GREEN PARACHUTE CENTRE

The Midlands' only full-time centre. Open 6 days. Islander, C182, accuracy pit, SL/FF kit hire, RW, CRW, 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: 038 488 293

HEADCORN PARACHUTE CENTRE

Full time, 9 to dusk, very active midweek. All levels of instruction/progression, AFF, RW, style, Accuracy. Experienced staff, 2 Islanders, video, team rates. Canteen, free accommodation. Everybody welcome.

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

NORTH WEST PARACHUTE CENTRE

Situated in fabulous Lakeland Scenery. Open weekends and Bank Holidays. Student progression, RW, CRW, BN Islander, kit hire, accuracy pit, canteen, toilets, shower. Bunkhouse and camping on the airfield.

North West Parachute Centre
Cark Airfield, Flookburgh
Nr. Grange-over-Sands, Cumbria
Tel: Weekends 044853 672/555
Tel: Weekdays 0772 720848

PETERBOROUGH PARACHUTE CENTRE

Full time centre. Shorts Skyvan, RW instruction. Ground to Air and Air to Air Video, unrestricted altitude, accommodation, free camping, bar, food, AFF, tandem. Fifteen years' unrivalled experience.

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

RN & RM SPA

S/L progression, free fall progression AFF, accuracy pit, CRW. Training by Europe's most experienced and successful jumpers, air to air video, kit hire (round and square), Cessna 182 (inflight door). Bar, canteen, free showers, camping.
Dunkeswell Airfield, Dunkeswell
Honiton, Devon
Tel: Luppitt 040 489 697

SCOTTISH PARACHUTE CLUB

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

Scottish Parachute Club
Strathallan Airfield, Auchterarder
Perthshire
Tel: 07646 2572 weekends

THE SPORT PARACHUTE CENTRE

Your progressive centre, operated by skydivers for skydivers. Student and RW progression/AFF/Tandem/RAPS courses. Weekend and midweek evenings at present. Full-time soon. Islander A/C, new club building, unrestricted altitude. Canteen and accommodation available

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

SWANSEA PARACHUTE CLUB

Everyone welcome. Open Wednesday-Sunday 08.30-last light. S/L Square courses. AADs, radios/AFF/WARP/air-to-air video/Tandem/licensed cafeteria/toilets/camping and caravans. C207, unrestricted altitude. Holiday area.

Swansea Parachute Club
Swansea Airport
Fairwood Common, Swansea
West Glamorgan, SA27 7JU
Tel: 0792 296464

THRUXTON PARACHUTE CLUB

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

Throxton Parachute Club
Throxton Airfield, Andover
Hants, SP11 8PW
Tel: 0264 772124

WILD GEESE TRAINING CENTRE

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

Wild Geese, Northern Ireland
Contact: Dave Penny, 27 Drumell Road
Aghadowey, Coleraine
Co. Londonderry
Tel: Head Office 026 585 669
DZ 026 585 609

ARMY PARACHUTE ASSOC.

The Commandant
JSPC Airfield Camp, Netheravon
Salisbury, Wilts SP4 9NF
Tel: Bulford Camp 09803 3371 ext. 245/277

BADMINTON PARACHUTE CLUB

Badminton, Avon
Tel: 045 421 486
Contact: John Davis, New Villas
Badminton, Avon
Tel: 045 421 249/379

BLACKPOOL PARACHUTE CENTRE

Blackpool Airport
Blackpool Lancs
Tel: 0253 41871

DONCASTER PARACHUTE CENTRE

Doncaster Airport
Bawtry Road, Doncaster
Tel: 0302 532636 537085

OXON & NORTHANTS PARACHUTE CENTRE

Hinton-in-the-Hedges Airfield
Steane, Nr. Brackley, Northants
Contact: M.E. Bolton, 85 Oak Park Road
Wordsley, Stourbridge
West Midlands, DY8 5YJ
Tel: 0384 393373

RAFSPA

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

THE RED DEVILS

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

SILVER STARS PARA TEAM RCT PARACHUTE CLUB

Azimghur Barracks, Colerne
Nr. Chippenham, Wilts, SN14 8QY
Tel: 0255 743585/743446/743240

SOUTH WEST SKYDIVING CLUB

It may be small, but is's friendly. A weekend club in a popular holiday area. Some summer weekday evenings. Student S/L and F/F, progression jumpers welcome. RW and CRW. Free camping and caravanning on A/F. Bar and Cafe.

Cornwall Flying Club
Cardinhan, Bodmin
Cornwall
Tel: 020882 419

OVERSEAS CLUBS & CENTRES

CYPRUS COMBINED SERVICES PARACHUTE CLUB(CCSPC)

CJSATC Pergamos Camp, BFPO 58
Tel: from UK 0103574 530000
ext. 337/245
Contact: Club CCI

JOINT SERVICES PARACHUTE CENTRE, HONG KONG

Borneo Lines, BFPO 1
Tel: 0-983 7221

RAPA JSPC(L),4791 SEENELAGER

Belefeldstr. Normandy, Kaserre
Tel: 01049 5254 82 2378

OTHER ORGANISATIONS AFFILIATED TO BPA

ACTION ENTERPRISE LIMITED

Now based permanently at Sibson Airfield: Skyvan Turbine Islander, Cessna, Rapid Progression Courses, Tandem Skydiving.

Sibson Airfield
Wansford
Peterborough PE8 6NE
Tel: 08324 677

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

Johnathan Borrill Leeds University
46 Albert Grove Newcastle Polytechnic
Lenton Newcastle University
Nottingham, NG7 1PA Nottingham University

Bath College Oxford University
Bath University Portsmouth Polytechnic
East Anglia University Surrey University
Goldsmiths College Strathclyde University
Imperial College Trent Polytechnic
Lancaster University Wales Polytechnic

POPS UK

Hon Treas/Sec Graham St Clair
37 Fetti Place, Witney
Oxfordshire
Tel: 0993 704095

SCOTTISH SPORT PARACHUTE ASSOCIATION

Richard Buchan, Lynemore, Madderty
Crieff, Pethshire, PH7 3NY
Tel: 0764 83 255

Organisers of The Scottish Nationals. All visitors assured of a warm, Scottish welcome.

SLIPSTREAM ADVENTURES

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

Slipstream Adventures
The Airfield, Headcorn
Kent, TN27 9HX
Tel: 0622 890641/890862
also Thurston Parachute Club
Tel: 0264 772124

KIT NEWS

GQ SECURITY AEROCONICAL RESERVES

On the 7th March the Federal Aviation issued an Airworthiness Directive grounding all GQ Security Parachutes with the following model number - 79A1684-().

These canopies were originally approved for use under TSO 23b. This TSO has now been revoked and means that the canopies should not be used under any circumstances.

Canopies with this model number have been found to suffer from a deterioration of the canopy fabric around the area where the netting used in the drive windows is joined to the canopy itself. The deterioration, as outlined in the last kit news, can take place very rapidly and cause the canopy to tear on deployment.

Because GQ Security no longer trades and was taken over by GQ England, problems have occurred in identifying exactly which batch or series of canopies are affected. If you have a Security Aeroconical reserve you should check if it has the affected part number and if so remove it from service. The grounding is mandatory as explained in the following BPA Safety Notices - SN 5/88, SN 6/88 and SN 7/88.

TSE CHASERS

In line with BPA Safety Notice SN 4/88 anyone with a TSE Chaser that is fitted with a metal stiffener plate in the reserve container and who has not returned the system to Thomas Sports for modification should do so.

Systems with metal stiffener plates can be identified by the fact that there will be no distortion of the area around where the reserve pins sit and also by looking inside of the reserve container at the top of stiffener plate cover. The type of plate fitted can be seen by looking inside the stiffener plate cover which should be open at the top.

The modification is to undo the ripcord housing cover and tack the reserve ripcord housing down all the way up to the top of the stiffener plate. This will allow enough distance inside of the housing for the first pin to be with-

drawn before hitting any curve which may come into the housing. Another part of the modification is to tack the stiffener plate cover securely above where the plate is inserted. This tack will help stop the material covering the plate moving when the ripcord is pulled.

Both of the above combined with the fitting of "Quick Loops" to the reserve pilotchute and the removal of "Rambo" type pilotchutes should very much reduce the possibility of a stiff pull on the reserve, provided that the system is packed correctly.

On completion of the modification TSE will stamp the reserve packing card clearing the system for use.

SWIFT RESERVES STILL SOUGHT

Skydiving magazine reports that the following Swift reserves are still being sought by Para-Flite, Inc.

R3-2757, R3-2778, R3-2780, R3-2785, R3-2799, R3-2800, R3-2805, R3-2808, R3-2811, R3-2816, R3-2840, R3-2853, R3-2859, R3-2897, R3-2913, R3-2914, R3-2915, R3-2917, R3-2920, R3-2922, R3-2924, R3-2925, R3-2927, R3-2933, R3-2935, R3-2936, R3-2937, R3-2938, R3-2939, R3-2940, R3-2941, R3-2943, R3-2944, R3-2945, R3-2946, R3-2947, R3-2951, R3-2957, R3-2958, R3-2962, R3-2963, R3-2973, R3-2979, R3-3007, R3-3008, R3-3009, R3-3010, R3-3011, R3-3012, R3-3013, R3-3014, R3-3015, R3-3016, R3-3017, R3-3018, R3-3019, R3-3020, R3-3021, R3-3026, R3-3028, R3-3029, R3-3033, R3-3037, R3-3041, R3-3042, R3-3044, R3-3048, R3-3116, R3-3134, R3-3149, R3-3181, R3-3197, R3-3198, R3-3199, R3-3200, R3-3201, R3-3202, R3-3203, R3-3204, R3-3205, R3-3206, R3-3207, R3-3208, R3-3209, R3-3210, R3-3211, R3-3212, R3-3213, R3-3214, R3-3215, R3-3216, R3-3225, R3-3226, R3-3228, R3-3229, R3-3230, R3-3269, R3-3292, R3-3295, R3-3307, R3-3358, R3-3386, R3-3387, R3-3388, R3-3389, R3-3390, R3-3391, R3-3392, R3-3393, R3-3394, R3-3395, R3-3396, R3-3398, R3-3399, R3-3400, R3-3401, R3-3402, R3-3403, R3-3406, R3-3407, R3-3411, R3-3413, R3-3417, R3-3427, R3-3451, R3-3470

The Company originally recalled 722 Swift reserves in February 1986 because of a production error.

The canopies were built with incorrectly shaped ribs, and their flight and landing performance are substandard. The problem does not affect the structural integrity of the canopy or its opening performance.

The recall programme asks that all canopies with incorrectly shaped ribs be returned for modification to the correct specifications.

All canopies that have been modified will bear a stamp stating "Modified in accordance with Para-Flite drawing no. 886028". Para-Flite state that any canopy in the specified range that does not bear the stamping cannot be repacked or carried for use.

PRECISION AERODYNAMICS

Precision Aerodynamics, manufacturers of the Raven and Falcon series of canopies have nearly completed the tests required to certify the Falcon 9 cell canopies for use as reserves. The Falcon canopies are built to have much the same performance as the Performance Designs range of nine cell canopies. Precision currently have a faster production time than PD.

The Falcon main canopies are being offered with Spectra as a suspension line option. Spectra is the trade name for the micro line currently offered as an option on PD canopies. The line is reported to give increased performance by reducing drag created by the lines and decreasing the pack volume of the canopy.

Precision are also evaluating the line for use on its Raven main and reserve canopies.

Bikini Sliders

As reported in the last issue of Kit News, Precision are now shipping all their Raven canopies with "Bikini Sliders". These sliders are recommended because of the reported high incidence of "Streamers" during deployment of the smaller Raven canopies. The same

size slider is used on all four of the Raven series canopies. It is believed that this may be causing the streaming problem.

The Bikini slider is the same size as the original but has two triangular shaped holes at the front and back. These holes are hot knifed and reinforced. This allows the jumper to vary the opening speed of the canopy by varying the packing method.

RIGGING INNOVATIONS INC

Rigging Innovations is based in California and produces the TALON harness and container system. The company is owned and operated by Sandy and Brenda Reid. Sandy has been in the Parachute Industry for over 15 years and is currently Chairman of the Parachute Industry Association, Technical Committee. He has in the past worked for Bill Booth, the manufacturer of the Wonderhog Vector, and for Westguard Parachutes.

The Talon first came on to the US market in early 1986 and since then over 1000 have been sold. The rig incorporates a number of design features that make the system very unique and durable.

At a first glance the system looks very similar to the Vector. The Talon does in fact incorporate a number of features found on the Vector but has a lot of refinements which make it quite different.

In opposition to the Vector the Talon is able to bend and flex from underneath the reserve container. This is because of the way the main closure flap sequence is designed and by the way the container is attached to the harness at its lower attachment point.

The system was the first to utilise a Pressure Flap or "Tongue" on the last closure flap of the main container. The Tongue removes the need for Velcro to hold the flap closed and so reduces the amount of servicing needed to maintain the system. As a point of note, all the Velcro used on the system is attached so that it can be easily replaced without having to unpick binding tape or seams. The Golden Knights, the US Army Parachute Team, have Talons for use by their display teams and report that these systems have the best serviceability record for any rig they have ever used.

The reserve closure, the top and bottom flaps (the ones that are drawn over the pilot chute) are tapered to let the pilot chute come out with the minimum of resistance. Another point of note on the reserve is that the reserve container is only able to take ram air reserves or

round reserves fitted with full diapers. There is no facility for stowing lines in the container and so it will not accept canopies that have no diaper or only a two stow diaper.

Every Talon container is manufactured from 1000 denier Cordura and is hot knife cut during manufacture. This type of material though heavy looking is quite light and is extremely hard wearing. A wide variety of colours are available including some very nice pastel shades. The main and reserve containers are individually sized using PIA pack volume data. This means that the best possible fit is obtained for the canopies to be used in the containers.

Sandy's vast experience of the 3 Ring Circus has meant that he uses only mini rings and one inch risers or standard rings and standard riser webbing. He will not produce a system with mini rings and standard riser webbing because it is possible for the thicker webbing to take a "Set" around the mini rings on the riser and so not allow it to release properly even under load. The mini rings and risers produced have been drop tested with loads of up to 300lbs at high speed with no problem at all.



The standard main canopy deployment on the system is a Throw Out Pilot Chute but the rig can be fitted with Pull Out if the jumper requires. The pull out pad currently produced is extremely small and jumpers have reported difficulty in locating it when wearing thick gloves. This problem is being looked at and an updated version is expected.

Each harness is built to the individual using the measurements asked for on the order form. The harness has an angled chest strap which means that when worn and in use the whole harness is allowed to function properly and give a very snug fit when properly adjusted.

Every system is produced with a hook knife pocket and comes with a knife fitted. The rig also has a little pocket, tucked away inside the leg strap padding, for keeping a pullup cord and spare elastics in. Even the reserve ripcord is stamped with the container serial number.

The basic price for the system is Six hundred and Sixty Dollars. This price rises as the square reserve option is added and more colours are used. A full range of spare parts are available. Current production time is running at about eight weeks from receipt of order to date of shipping.

In line with the excellent service provided by Rigging Innovations every customer's Name and Container serial number is kept on a Data Base allowing the firm to contact them to advise of any updates and modifications that may be required.

Having recently spent time with the Company looking at a Student Training System to be called the Telesis I am more than impressed with Rigging Innovations and the Talon.

Mick (Piggy) Thurman.

SAFETY INFORMATION

A number of Parachutists have been injured after making low hook turns too close to the ground.

This practice has become wide spread with the advent of high performance ram air canopies. The problem usually arises when less experienced parachutists see very experienced jumpers perform these manoeuvres resulting in spectacular landings because of their canopy's characteristics.

This type of landing is not recommended as a slight error could result in serious injury or even death.

DON'T DO LOW HOOK TURNS

NETHERAVON EASTER BOOGIE

Words by Jim Steele
Photos by Simon Ward and Leo Dickenson



The APA held their traditional Easter Meet and 8 Way Speed events. Sporting their new BN2T Islander G-LEAP in the same livery as the 16 year old veteran piston Islander G-AYRU it looked a very classy affair. The meet was controlled by Pete Lambson as Meet Director who managed to get the most out of the windy conditions allowing casual punters to jump in between competition lifts.

Friday started off with only one team, "No Name" led by Graham Copestake, being scored in the 4 way event. Still, optimism was present in the bar that night and for once, the met boffins forecasting a clear day with light winds, were right. In fact Saturday and Sunday were excellent jumping days. Simon Ward, Leo Dickenson, Paul 'Apples' Applegate and George Best had their work cut out to video each team using air to air equipment. Their skill paid off, as far as the judges were concerned, since every fault could be seen without doubt. Chris Schofield alias "Mr. Raunchee" could not dispute the clarity of the video and only scored 4 points on round 2 not 5. Your "Hip Chicks" (the rest of his team) were slow to click I'm afraid.

"Going South" established themselves as leaders with a first round blistering score of 13 points. 10 in time followed closely on their heels by "CST" with 11 points, 10 in time followed closely on their heels by "CST" with 11 points, 9 in time. A tied third place was shared by the entertaining Mr. Raunchee and his Hip Chicks, "Um" (a thoroughly well researched and apt name) and "No Name". The latter presumably had also not followed their pack drills either. Sorry! (Or had they just lost it for some misdemeanour.)

In a bruising 8 way event, which Judy Cunningham will testify with technicolour legs after being trampled in the rush to Exit, "All but One" (AFF Instructors) cracked a free flown 8 way round in 8.19 seconds followed by two four way rounds which again split into four rotating pairs to dock back into another 8 way round with the elan of a world class team. It was nice to watch. "No Name" and "Going South", in second and third place respectively, had no real answer.

Applecarts are occasionally upset and Les Carroll would justifiably be excused for crying in his beer as he sadly misjudged an approach to drop short by 2 metres leaving the barn door open for Tim Andrewes to admit a lucky disc for his opening score. Co-leader Tim Mace planted the only Round other dead centre in Round 1. Round 2 saw Tim Mace take the lead with 0.01cm and Tim Andrewes slip to second place. Steve Taylor tried hard and was undeniably worthy of third place with a total of 0.06cm. In round three, which turned out to be the last, we saw Mace stall into second place with a 0.04cm disc. Steve Taylor held on to his third place with a nice 0.00cm that was on from the last 200 feet.

Easter Monday, readers, was a real drag. Low cloud and wind had returned, however, the jumpers had averaged 12 apiece with some lucky or wealthy, "bar stewards" managing to sky dive 23. Jimmy White, the ever cheerful Manifester, then became the person most people did not want to see.

Other events occurred such as in the bar, the Boss and Pete, gave a farewell presentation of a bronze statuette on Saturday to Sharky Sheridan who leaves the Netheravon team to join the "Red Devils". Ned Blyth's brother was tandemed by Tam McKay of the Golden Lions. Steve Taylor did his best on Sunday night to reduce everyone to alcoholic stitches with a bubbling punch from a secret recipe from the three witches of Macbeth. Anyhow, Charlie Jakeman was declared unfit for further participation in the human race although has been revived and now looks like someone out of the tomb of Frankenstein. Get well cards can be sent care of Nethers.

The new slim Cambridge dieted Pete Lambson, deprived of raw meet or "crabs to eat", was seen eating his wine glass. He is not really built for anything smaller than a reinforced steel pint pot.

Penultimately, Netheravon would like to record their thanks to the pilots Roger Brown, Nigel Jackson, Richard Meyer and Alan Barnes who flew tirelessly and safely. And finally thanks to Pete Halfacre and his judges who gave up their Easter to make the meet a success.



4 WAY RANDOM
(Called on round 1)

TOTAL ON RD 1 POSITION

▷ "No Name" Copestake G. Copestake C. Scott B. Jakeman C.	4	3=
▷ "Suspended Animation" Turnbull. Pook. Stafford. Gibson.	2	6
▷ "CST" Smith M. Taylor S. Rogoff N. Mace T.	9	2
▷ "Mr. Ranchee & Hip Chicks" McIlwee C. Schofield C. Oldrey S. Taylor A.	4	3=
▷ "Going South"	0	1
▷ "Um" Collins. Cunningham. Ritchie. Clarke.	4	3=
▷ "Golden Lions A" Devine G. Mackay T. Muir J. Thornton R.	1	7=
▷ "Golden Lions B" Blyth N. Gilfillan G. Cessford. Bannerman A.	1	7=



Accuracy

Name	Rd 1	Rd 2	Rd 3	Total	Place
Large B.	0.76	1.76	2.00	4.52	16
White K.	0.15	0.02	0.02	0.19	5=
Rodwell M.	0.06	0.10	0.14	0.30	7
Dickenson M.	0.93	1.14	1.08	3.15	15
Smith M.	0.06	0.58	0.04	0.68	11
Taylor S.	0.02	0.04	0.00	0.06	3
Rogoff N.	0.28	0.05	0.25	0.58	10
Mace T.	0.00	0.01	0.04	0.05	2nd
Devine G.	1.08	0.20	0.07	1.35	13
Mackay T.	0.01	0.08	0.00	0.09	4
Thornton.	0.04	0.13	0.39	0.56	9
Blyth N.	2.00	2.00	2.00	6.00	17=
Cessford.	0.12	0.41	0.01	0.59	8
Gilfillan.	2.00	2.00	2.00	6.00	17=
Bannerman.	0.12	0.04	0.03	0.19	5=
Ritchie P.	0.10	1.36	Withdrawn		
Andrews T.	0.00	0.03	0.00	0.03	1st
Carroll L.	2.00	Withdrawn			
Royale E.	0.53	0.60	0.52	1.65	14

8 WAY SPEED

Team	Time	Position
Golden Lions	16.00	3
No Name/Um	12.55	2
Going South/ Mr. Ranchee	20.00	4
All But One	18.19	1



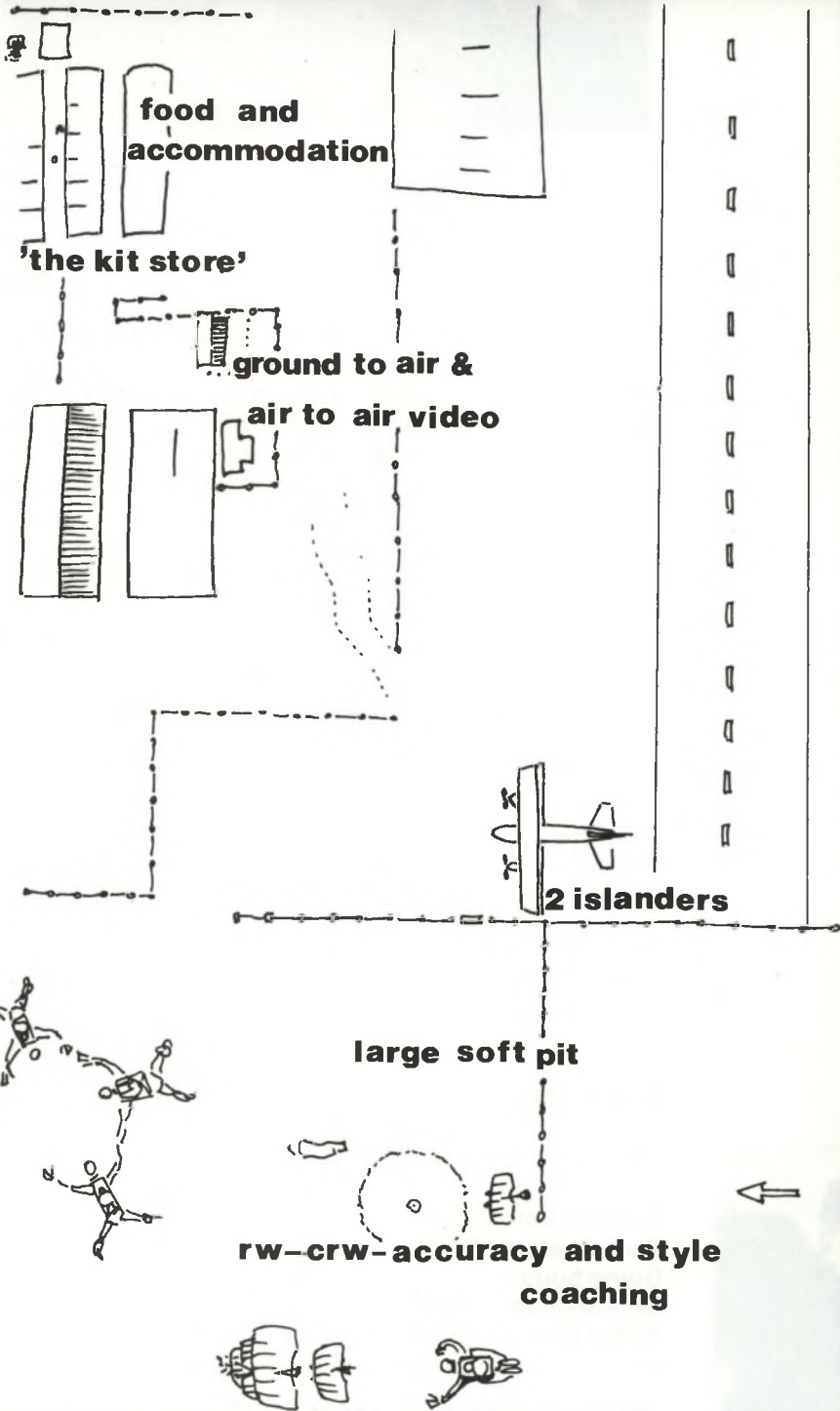
CCI Pete Lambson



Major Jim Steele

A CRW seminar held at Netheravon and aimed at both beginners and advanced CRW jumpers, proved to be a huge success when dozens of skydivers took to the air to improve their skills and safety, under the watchful eyes of organisers Chris Schofield and Mark Greenfield. A full report and pictures will be featured in the next issue. PLUS: report and pictures from the first Thai Boogie; Part II of the CIP report from Rob Colpus; the 4-way meet from Swansea....and lots more.

THE SKYDIVERS DZ



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First Falcons Display as Team Coach



Having been totally involved with sport parachuting and the BPA for most of my parachute career it came as quite a surprise to find myself posted from Lipp Springs to No 1 PTS RAF Brize Norton as team coach to the Royal Air Force Falcons.

Not having had the privilege of being a previous team member it gave many friends, not least to mention Jim Coffey, great pleasure to see me caught at last, with a military display team.

However, the complexities of my duties were soon to be realised, as during our first training detachment in November we were invited to put a display into the Jack Murphy Stadium, home of the San Diego Chargers. With the knowledge that the biggest team ever to have entered the Stadium before was 6, we entered into much deliberation as to how many could safely be taken in, in a typical Falcons stack. As we were restricted to a height of '4000' by local air traffic controllers we decided to invite seven former team members to join nine members of the current team and increase our normal display pat-

tern from twelve to sixteen members.

The standard DZ recce was carried out on the morning of the demo and apart from the fact that the Stadium was now completely enclosed, with the top of the Stadium being approximately 500' above the playing surface, we found cables stretching the complete width of the Stadium, about 100' high, just above the goal posts.

That afternoon, the team duly briefed with regards to the Stadium and its hazards, we took off from the Naval Air Facility, Long Island, California. Our transit through the busy airspace of San Diego gave us only one chance to exit the aircraft, so the method of using balloon and theodolite to determine the exit point was a must! Drop instructions were duly received from the ground which gave us a release point of 100 Mtrs late of the arena. The privileges of being able to shout abuse and instructions to the jump pilot was long gone as I am now in a C130 two minutes from 'P' hour and the pilot is 40' away. Both doors are open to enable the team to exit in V formation stack pull with Steve McBrine,

complete with video, kneeling on top of the ramp with the upper part open, filming and exiting after the last man.

Looking back up the stack I could see all sixteen canopies fully deployed with smoke generators in full fury, below was the Jack Murphy Stadium like a massive rose. The well disciplined car parking measuring about 1/2 mile in radius with the Stadium as its centre was a magnificent sight. As the team entered over the top of the Stadium they received the full appreciation of 65,000 of a crowd. The last man landed, we stood to attention in the centre of the stadium where the crowd then treated us to a National Anthem second only to Cardiff Arms on a good day.

Unfortunately our efforts did not assist the Chargers in their bid to win the league championships as they were taken to the cleaners by the visiting team, the Denver Broncos. However it did not spoil our day and certainly not my first Falcons demo as team coach.

By Brian McGill

For Photos see Centre-fold pictures.

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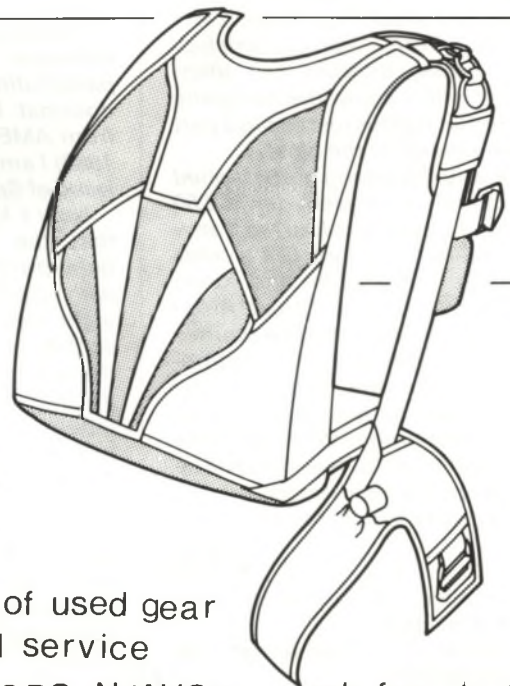
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CORRESPONDENCE



Dear Carol,

First of all a pat on the back for taking over a difficult but a worthwhile job as editor of Sport Parachutist. As a newcomer to the sport I can't help wondering why something as exciting as skydiving has so many grumpy people involved. "What was that I hear you mutter".

That's what I said grumpy. People complaining about this, people complaining about that when what they should be doing is enjoying themselves and shaking their funky thing. Please people, lets have less of the whinging and more of the jumping, er, skydiving.

Lets give the new editor a chance to prove what she can do. Anyway enough said. While I'm at it I may as well give Doncaster P.C. a plug because as everyone knows it's the best club this side of the Atlantic especially since I joined anyway. I've really livened the place up, and to my knowledge there are no grumps there. Well, maybe one or two (no names). Since I did my first jump there, back in August of last year I have now managed the grand total of .. wait for it .. five decents. You at the back there stop laughing. Why only five, well, I'm not a millionaire like some who skydive, at the moment I'm not working so I have a job only when my finances stretch ot it. And of course, the good old British weather which can be the death (can I use that word?) of any club. But what's the rush I'll get there in the end. Now some of you may be asking why is this dipstick skydiving if he can't afford it. Well, companionship, friends, mates, buddies call them what you will. I enjoy the company and think that it plays just as big a part as holding hands in the blue(?).

By the way I'm selling autographed photographs of myself for £2.50 (come on, they are in colour) so if anybody is interested, I look like a cross between Burt Reynolds, and Kevin Webster off Coronation Street. Also I everyone could send me five pounds each I will be able to carry on jumping. Any surplus will be sent to my bank manager to help pay for my overdraft. Remember Wally Gubbins is fictitious but I'm for real. You will be hearing from me again soon. Blue skies and knees in the breeze.

Buff
383603

PS. How about this conversation I overheard in a pub.

A. "There are only three things that fall out of the sky".

B. "And whats them?"

A. "Aeroplanes, bird **** and idiots,.. Well if you leave out the first one. The BPA doesn't let idiots skydive so....

Dear Friends,

For the date of Oct 14-16, 1988 we will organize again the "International Day & Night Competition in Locarno". Up to now the competition had a high international level and therefore the 25 available places were always booked out immediately by teams from Austria, France, Germany, Great Britain, Italy and Switzerland.

In order to do justice to the international demand for this event, this year we are going to change the system of participation.

To maintain the high international level of the competition, we will mainly limit participation for current National Champions and/or Vice Champions in team accuracy. Furthermore, please note that the number of teams is reduced to 20 as a consequence to the time limit for the night jumps. The program will consist of 5 day and 4 night jumps.

As to those teams who were used to participating regularly we feel sorry about this limitation - but still, you do have a chance - become first or second in your National (or hope that the winners do not take away "your" places).

Good luck!

Hans-Jörg Baumann

Dear Ed,

Tuesday the 8th March 1988, the February issue of my favourite parachuting magazine arrived on my doormat. It was posted second class from AMERICA, to date (13th March 1988) I am still awaiting the February issue of Sport Parachutist.

Now I know it can't be your fault that the magazine is continually behind schedule as its been the norm with consecutive Editors over the eight years that I've been a subscriber, but I would like to know what the hell is going on, it just isn't good enough. We're told that articles and letters etc. should reach the BPA offices by the 14th of the month preceeding the month of issue. Now how can we answer letters or respond to articles if we have passed that date of the month preceeding the month of issue before we receive the magazine containing the articles, letters etc. which we wish to respond to.

Yours,

Confused, Peterborough
(alias Martin Evans D4365)

Flock 1

Dear Editor,

Belated congratulations on your first magazine. Or is it first congratulations on your belated magazine, both are pobably suitable. I'm pleased to note that the line on the quality graph is heading back in the right direction, no poems, no tales of piss artistry and a move to a better layout on some of the articles. In fact, pretty much in the direction that I indicated in my letter.

Its nice to see that the members are writing again. Its obvious though that you took severe exception to what I had to say. Let me just point out to you that it was sent to 'you' and not the 'Editor' and was not critical of 'your' magazine because there wasn't one on which to comment. It was merely intended as a shot over the bows, indicating that the depths to which the magazine had plunged were unacceptable. If however you intend printing all mail addressed to you, can I look forward to seeing your Access statement in the Mag and when your next dental appointment is?

In your vitriolic reply, you point out that there are 'many genuinely enthusiastic skydivers prepared to make a positive contribution to help make the magazine a success'. Below is a list of my 'negative' input over the past few years:

Duck End: Reports (Two).

Police meet: Reports (Two).

Classic Nationals: Reports (Three of last four).

Graz 85: Report and photos.

European Accuracy Meets 86: Report and photos.

Para Ski Nationals 87: Report

World Para Sky Championships 87: Report and photos.

Review of 282 Foil and Challenger.

Methinks that you, as an Editor, would be well placed for copy if all members had made as 'negative and unenthusiastic' a contribution as I have. You will soon find out that volunteers to write such articles are as thin on the ground as there were competitors for your job.

Steve Eversfield

Thank you for your letter and for helping to inform us of all the good work you have done to keep this magazine on the road for the past few years. We will all be eternally grateful.

As for your other comments - well I have no interest or intention of entering into an on-going battle of words with you from one issue to the next, I have more important things to concern myself with. However, should you feel the need to continue to inflate your ego by battering away at my attempts to provide members with an entertaining magazine, please feel free to use the correspondence columns. Perhaps there are those who will be partial to your didactic diatribe - but I, for one, have much more interesting things to read....like my Access statements and details of my next dental appointment.

Ed.

Dear Editor,

After being around DZs for the last 16 months and seeing the lack of organisation that sometimes exists even when the weather is good, when it came time for some repairs to my kit, I began to wonder how many weeks and phone calls it would take to get anything done. I was going through the category system and didn't want to be without my kit for long.

But I was in for a pleasant surprise. I bought the kit from Thomas Sports Equipment and when I called them, they told me to bring it along - they would do the repairs while I waited. (It sounded too good to be true).

I decided to make the 400 mile round-trip and arrived on the doorstep at 9 o'clock in the morning. I received immediate attention from Chris and was allowed to watch while the repairs were carried out. While doing this, he noticed a Velcro fastener was not in A1 condition, and also replaced that. He also said he could do a reserve re-pack, no trouble at all, and before he had finished, removed my main to check all the rigging lines etc., before re-packing that too.

They made me a cup of tea and everyone was very pleasant - and when I went to pay the bill they said it would be free of charge. It wasn't that they did the repairs for nothing, but the way the whole thing was carried out so promptly. I was back on the road within an hour.

Well done Thomas Sports Equipment, you certainly lived up to your advert in the front of Sport Parachutist.

PS. If only a few more DZs could get their act together to provide a better service, many more students would be retained in the sport.

Pat Hammond

Dear Editor,

Finally on Sunday March 20 I did my first freefall - a terrifying, unforgettable 3-second delay from the Topcliffe Islander, followed by a 'burble', a few twists and a temporary reluctance on the part of my parachute to perform its side of the arrangement. It was amazing how long one second can seem when the adrenalin is pumping.

I know that there must have been a couple of dozen other first freefalls that weekend and that to the Skygods among you, it is probably old hat, but I would be grateful if you would let me express my heart-felt thanks to a few people without whom etc.etc. Firstly to Kerry Noble and Mick Graham from the Border Parachute Centre as well as all the regulars for their encouragement and, above all, their friendship. For a long time it seemed that all I would ever do is fall out de-arched without counting. Many long talks over the BPC bar helped to sort that out.

Secondly to Trevor Dobson and his staff at Topcliffe for similar services. And last, but certainly not least, my thanks to Amanda Tolmie for planting the seed that has grown into a passion.

It may have been my first freefall, but it very definitely will not be my last. I only wish that I had started jumping years ago.

Blue skies and light winds for us all.

Tim Clark BPA 386712

Dear Carol,

After making our recent drop onto Ben Nevis (see article on page) I wrote a story about it for a magazine published in Scotland.

At first the magazine was very interested but said it was a bit "matter of fact" and suggested that I call them to get some guidance on a re-write.

On telephoning the assistant editor I was told that he would like more emphasis put on the jump itself rather than the build up to it; more 'bullshit' he said was needed about the scenery, the excitement etc.

So, I submitted a re-write but I then got a reply stating they would not be able to use the story. Had there been any 'mishap' or unexpected event during the jump, it would have been ok.

I would like to know what we have to do before people accept our sport as it is, safe and enjoyable, and not some crazy, hair-raising stunt show like 'mishaps' looking for somewhere to happen.

I would be interested to know if any other members have had this sort of response from magazines etc., supposedly interested in articles about parachuting.

Yours aye

Dave McLagen

Dear Carol,

I would like to use the correspondence columns of the magazine to publicise my dissatisfaction with a recent decision of the controllers of our sport. I have been advised that a second extension to my Potential Instructor's rating will not be allowed and the only way now open to me should I wish to obtain a full rating would be to attend another P.I.'s course.

I had argued that under the quite unusual circumstances of my job here, and temporary medical condition I have so far been unable to undertake enough basic instruction to properly present myself for the examination. Furthermore the imminent removal of that condition's restriction will present a fundamentally different picture during the coming season.

Throughout the two years that I have held the P.I.'s rating I have been literally continuously on a drop-zone; and when not involved in the 1200 hours' or more flying during this period have been able to assist with briefings and the occasional lecture; exceptionally I have actually climbed in the back and found out at first hand how much harder things are there!

I really would have thought that such a request would at least get a hearing but apparently in these difficult times no-one is prepared to entertain any more "unusual" exemptions.

Nevertheless this inflexibility set against the many exemptions of all kinds which have been allowed in the recent past for blatantly commercial reasons invites debate. As one of a very small minority whose attempts to assist with the instructional task are purely amateur I can only propose that the BPA establish a two-tier instructional qualification where a higher degree of both experience and perceived ability is expected of those who wish to earn their living as professional instructors.

As a professional pilot who happily operates alongside my capable private-licence colleagues I can see obvious parallels with such a system not the least of which is that the people who would wish to be professional full-time instructors would aspire to and eventually hold a qualification with inherent experience and ability assumptions. Of course in common with the flyers such a qualification would not guarantee any individual's performance, neither would the lower amateur rating imply any less talent or professionalism. However a two-tier system might just allow the occasional sensible use of our late-lamented friend 'CCI's Discretion', especially for a case such as mine where it can be conclusively shown that there is no commercial interest whatever in making the decision.

Our sport has now reached the

stage long-since passed by the rest of the transport industry and whilst the entirely capable amateurs should be able to go about their pastime of flying or jumping largely as hitherto, a very different legal jungle now exists in the big wide world and the "service" we offer the paying public may perhaps demand a higher rating. It is anachronistic that the pilots are already so licenced, and the CAA are busy clearing up a few grey areas most of which are legal niceties; but the front-line troops training and controlling our parachuting have one qualification band covering the range from occasional unpaid attendance at a part-time drop-zone to full-time professional.

The unedifying back few pages of the last but one "Sport Parachutist" were perhaps a healthy statement of the maturity and professionalism of our association in policing several delicate issues but to me the seemingly endless lines of horror stories, some directed against senior and respected names, were nothing less than an admission of failure to control certain aspects of our operation. I can only regret that the subsequent apparent closing of ranks and strict adherence to old principles seems a classic case of closing the stable door too late and may well have established a narrow minded and litigation-wary management quite out of keeping with our activity.

Yours from the front-seat as I return to the easy job!

Patrick Long

Dear Carol,

I would first like to welcome you as the new permanent editor, and I hope that you will be able to raise the calibre of this magazine back to where it was in the Waterman days. Your first effort looks O.K., but perhaps you could make some of the pages more visually interesting by varying the background colour from the normal white.

There are also some other points I want to discuss:-

(1) After renewing my BPA membership I received a letter from the Secretary General of the BPA which began, "Thank you very much for renewing your annual membership. Your continued support is greatly appreciated." Well I must say that I actually do support the BPA, but whether I do or not, it seems to me that you either pay the £25 fee or you don't bother trying to jump at any DZ. As I understand it, at least half of the fee goes toward the BPA itself. I would like to see (I'm sure other members would as well) a detailed breakdown of the amount of money spent in each

area. For example, I would hate it if some of our subs were being used to throw these wild parties at the "Comfortable, suitable -but ever-so-expensive - Ladbroke International Hotel in Leicester" (AGM, featured page 21 of Feb. edition). Also, will we ever see reductions in the fee for unemployed people and students?

2) In past editions it has mentioned that the BPA has 'jumped on the computer bandwagon'. Now while it is a good idea to do this, for example to speed up the handling of accounts, must the BPA insurance certificate be computerised too? The particulars look as if they have been printed by a printer that would be more at home in a toy box; for example the BPA membership number is hardly readable. I suggest that either the BPA return to the old system of issuing certificates, or buy a better printer (one which doesn't use horrible dot matrix print).

3) Last year I saw a programme on TV about cave diving in the Bahamas, filmed by Leo Dickinson, which featured Leo doing a water jump. As he stepped off the wheel I was quite intrigued to see the plane's registration - G-ASHB. Intrigued, because I was sure that I had jumped out of that exact same aircraft at Lincoln P.C.. The last edition of the mag (p.13) confirmed that it WAS that particular plane. Now tell me, was that plane flown all the way from Lincoln to the Bahamas just so that Mr. Dickinson could boost his ego by jumping out of it in front of X million of viewers? Was that flight subsidised by our BPA subs?

Yours sincerely,

David Blackmore BPA 317584

Dear Editor,

I began parachuting last year at an age by which most participants have given up, and am still in the early stages of freefall. My reason for taking it up was partly the quest for new experience (one's options diminish with age) and partly as a possibly useful adjunct to my work, which occasionally requires me to arrive on scene as soon as possible.

My job - I blow things up for a living - is such that I have developed my sense of cowardice to a professional level and, before committing as unnatural an act as flinging myself out of an aeroplane, required some detailed assurance that the probability that my equipment would function correctly was acceptably high.

As I become more familiar with my equipment, I become more aware of the possible ways in which failure is possible. Being of technical bent, it is quite natural that I should seek con-

tinuously to understand better how parachutes actually work. One cannot expect one's instructors, however expert and dedicated, to be able and available to answer all one's questions all the time, so the obvious thing to do is to read up on the subject; this I find unexpectedly difficult.

Were one to be interested in, for example, motor racing, the literature available on equipment design is limitless; the fisherman could study both fish and how to catch them, and the properties of carbon fibre composites, and how they might help him design the best fishing rod of all time; anecdotal information is limitless. Yet the literature of parachuting seems to be limited to a couple of books on how to get into parachuting as a sport, a brief history or two, and anecdotes describing how a few airmen owed their lives to parachuting. These books, however commendable, hardly, albeit understandably, attempt to describe the technology of parachuting. Where, for example, do I find the mechanism of the automatic opening device upon which my life might still depend, or the aerodynamic rationale of the aerodynamic canopy?

Is it too presumptuous of a beginner to suggest that your journal might be the very thing for providing articles giving such information. Though its repeated reference to beginners - and especially to the reasons for their failure to continue jumping - shows that the contributors are aware of their existence, the present content of the journal seems to be almost exclusively devoted to the "cognoscente" and assumes acquaintance with the various items of equipment whose malfunctions and limitations are quite properly discussed. It is apparent that parachuting equipment is in a state of rapid and continuous evolution beyond mere changing fashion. Publishers of books would probably realise that parts of a book on technical aspects of parachuting would be outmoded even before publication. Your journal need have no such fear and could, I feel, be not only entertaining, but valuably instructive as well.

Yours sincerely,

Sidney Alford

Dear Editor,

Just a short note to tell you what the British Collegiate Parachute Association has been up to in the last couple of months.

On the 16th January the B.C.P.A. held a successful A.G.M. at Sibson. The main points arising were as follows:-

The B.C.P.A. Nationals are to be held at Sibson during the week of 18th to 22nd July 1988. The registration fee this year is £12.00 which will cover the cost of a free T-Shirt on

registration and pay for the various entertainments to be held during the week.

The competitions will be run as in previous years with round canopy progression and accuracy; 4 way speed; 4 way sequential and 4 way LAC. Ex-collegiate members of up to 3 years will be welcome and if we have enough experienced jumpers we will go for the collegiate record, which currently stands at a 10-way.

It is with deep regret that we hear of the death of Duncan Langhorn and as you should know he did much to improve the B.C.P.A. last year as chairman. It is with kind permission of Duncan's parents that this year we will be awarding the Duncan Langhorn trophy to the best individual of the Summer Nationals.

If anybody has any queries about the Nationals or can help us with the design of the T-Shirt please contact us (address supplied on the Clubs and Centres page). Also, if you hear of any active colleges that have not contacted us please let us know.

Blue Skies,

James Kelsall
SECRETARY TO THE B.C.P.A.

Dear Editor,

Now that my work has taken me to the mainland, I would like to say a quick word of thanks to the Wild Geese Parachute Club in Northern Ireland. In particular I would like to thank Dave Penny for putting so much into the sport and Ian Marshall who took me steadily and safely through the system. I would like to recommend the Wild Geese to anyone who might find themselves in Northern Ireland, where I am sure they will be made more than welcome.

PS: Ian was right about the Guinness in England!

Gary Smith

presentation by Alan Jannoway on ground to air radio systems, which affect all parachuting operations, came after a break, just as the bar opened, and our major guest speaker was presented with an empty room to talk to. I expect that operators wanting to drum-up support for their centres prefer to have a good audience when they visit various groups, and I felt embarrassed that so many people felt that the 'hair of the dog' was more important than the meeting they had travelled many miles to attend.

Whilst on the point of punctuality, I was under the impression that the AGM was due to begin at 14.30 p.m., but instead we were given the lame excuse that because some people were under the misapprehension that it was scheduled for 15.00 p.m., the rest of us, who had turned up on time had to wait. We spent a great deal of time during the meeting arguing about how outside authorities were failing to meet their commitments, but I feel it is time we got our house in order first.

My second point is not unconnected with my comments about the Instructors Convention, concerning our own education. When I took my Approved Instructors Rating last year, the need for an enquiring mind was impressed upon me from day 1. I asked our esteemed JNCISO's why it was not possible for all instructors to be kept informed of amendments to the BPA Operations Manual, as soon as the decisions are made. Instead we have to read them months later in the magazine, if included; or even worse, are not aware of their existence until one has broken them, and are in front of a disciplinary panel. I accept that I am lucky and at Netheravon we have a very conscientious CCI, who takes the time and trouble to keep his staff informed, but does this happen at all centres? I believe that some Chief Instructors are so involved with their work that they occasionally forget this vital task.

I have a simple suggestion which should be easy to put into practice, using the much-vaunted computer system the BPA now has. A list of all current Instructors should be maintained by the office, and as soon as any decision is made concerning the Ops manual, or other safety information, they should be mailed the details forthwith. I suspect the instant reply from all readers will be one of horror, at the extra cost involved for the postage and printing costs.

Having checked the June 1987 issue of Sport Parachutist, I note that there are approximately 350 Instructors in the BPA of varying disciplines. Each of those Instructors is required to re-register every two years, to maintain his ratings, having been re-certified by two examiners in his discipline. I suggest that this registration be accompanied by a fee, say £10 (as determined by Council, STC or AGM, as required by the Constitution of the Association), in a similar way to that levied on Display Teams, to cover the administrative costs. In this way, our hard-worked Instructors can be certain to get the information they need to train ab initio students (Conventional, AFF, RAPS and Tandem) in the certain knowledge that they are able to apply all the rules correctly.

I hope this letter forms the basis of considered discussion and does not become a vehicle for embittered back-stabbing. The potential for error from lack of knowledge of our sport is massive, and I only hope that this year we have an accident-free period, and if any incidents do occur, they are not created by the lack of information being fed to the grass-roots of the Association.

Yours,

Phil Gibbs
Lieutenant P.N.C. Gibbs BSc Royal
Navy

More letters on pages 26/27

Dear Carol,

Following the recent BPA meetings, I felt moved to write to you on two subjects.

The first concerns the meetings themselves, for which the organisation was down to its usual level. The Instructors Convention in the forenoon, which as tradition has it, started at 10.30 a.m., with a potentially full programme. This agenda lumbered onward, with no real control, and at the end of the time allocated, one item had to be missed out. The late start time of 10.30 a.m. is as much to blame for this and we should endeavour in future to give more time to this vital part of the learning process of being an Instructor. To add insult to injury, the very interesting

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BEN NEVIS..... Britains Highest Drop Zone ?

It all began one morning in October as I was driving Jim McConnell - one of my team members - to the airport to catch his flight back to his work in Norway. Just for a change we were talking about parachuting when I said "How do you fancy jumping onto a summit of Ben Nevis?"

In reply he expressed his surprise in no uncertain terms, but when I explained that it wasn't just any mountain, but the highest in the UK... and that meant that if we succeeded we could claim the record for the highest landing in the UK - a record that couldn't be beaten, he immediately became more interested.

The idea was actually thought about five years ago when I was a member of the Golden Lions, but then it came to nothing.

Before leaving Jim at the airport, we made arrangements to visit and recce Ben Nevis when he returned home a fortnight later.

On Monday, November 2, I rose at 4 am and picked up Jim from his home in Forfar. Loaded with all the necessary kit to keep warm, and food to eat, we set off in pursuit of our goal.

Unfortunately, Jim's map reading left much to be desired and we found ourselves 20 miles into the Rannoch Moor, faced with a dead-end sign and directions to the railway station. When I looked at the map and discovered we had been following a railway track instead of the road I made a major decision - no way was Jim spotting on any lift I was on!

We eventually arrived at the foot of the mountain and set off along the path that goes right the way up the side of the mountain. Three hours later we arrived at the summit.

To our delight the weather was good and the summit was totally clear - a pretty rare occurrence according to the local mountain rescue team. We discovered that the summit was much larger than it had looked in the photographs we had seen and we reckoned that, given the right weather conditions, we could make the jump without any problems.

On returning from the mountain, we spent the following day on the telephone - calling local landowners, the council, police, mountain rescue, air traffic control, the Met Office and helicopter companies. We had already agreed that, if we were to attempt this jump, it had to be done from a helicopter. It would mean that any pressmen or photographers could be transported quickly up and down the mountain, and it would be an added safety factor in the event of any injuries.

A member of the Lochaber Mountain Rescue Team was to be present throughout the whole operation - just in case.

The next - and one of the most important - steps was to approach the managing director of Simpson Motors, a local Vauxhall Opel dealer in Brechin. On hearing of our idea, John Ritchie was very interested and decided he would use the event to launch a fund raising appeal for Post Viral Fatigue Syndrome. John is a sufferer and it affects people all over the UK - indeed the world - by causing lethargy, deep depression and mental anxiety. John also pledged £250 to the Children in Need appeal if we did the jump.

Having moved on to get all the clearances we would need, we started on the final plans.



The jump would have to be made when the summit was covered in snow to protect us from the rocky surface, and we could not risk jumping in any winds above 12 knots.

After several false starts - aborted because of high winds on the summit - we finally welcomed a day that was ideal. The helicopter was called in and everyone was on standby. Unfortunately, the BBC cameraman could not make it, having already turned up for a couple of the cancelled attempts, so a local videocameraman was brought in. John and a few of his colleagues arrived to witness the event.

Jim McConnell, Kenny Norrie (who would be providing the ground party) and myself boarded the chopper and headed off to the summit. When we reached the top, we were thrilled to see that the conditions were perfect.

We returned to Fort William to get things underway and, once everything was in hand, Jim and I boarded the helicopter once again to begin our record-breaking attempt.

At 2,500 feet above the summit of Ben Nevis (7,000 ASL) we jumped. The scenery was the bonniest I had ever seen - miles and miles of mountain range with Fort William way down in the distance and it was so clear that John and his party actually saw us exit the plane from where they waited on the Fort William helipad.

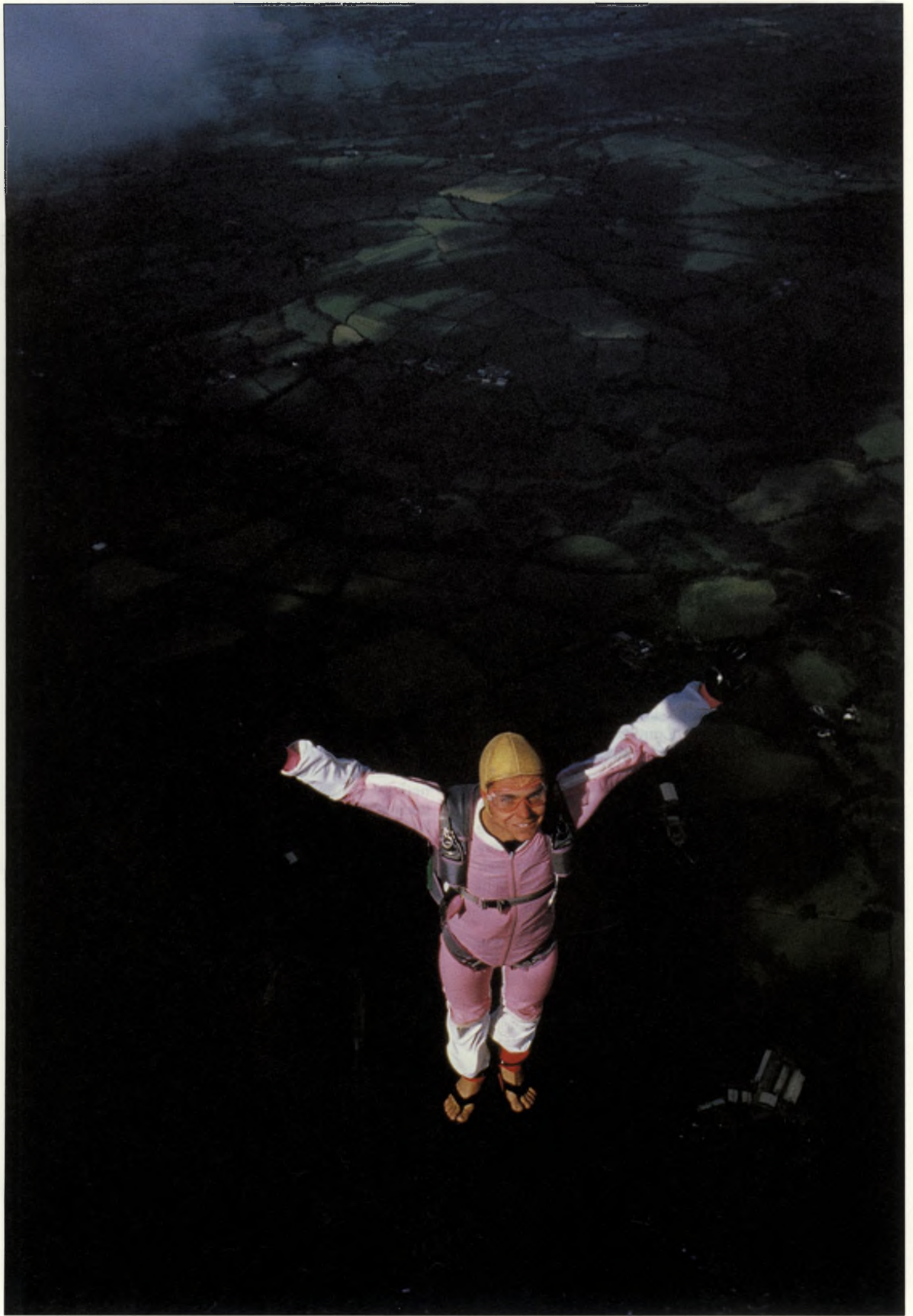
Approaching the ground I was overwhelmed by the feeling of making a record landing that couldn't ever be beaten in the UK. Jim and I wasted no time in celebrating the feat - and getting a few photographs - before returning down the mountain to re-join our delighted audience.

News of the jump was broadcast on radio and television and was given extensive coverage in the newspapers...nice to see the sport getting some good publicity, don't you agree? We have also sent details to the Guinness Book of Records to see if they will accept this as the highest landing (UK).

My thanks to all those involved.

Dave McLagan

Simpson Motors Parachute Display Team



C.I.P. Meeting 1988

Rob Colpus
British Delegate

The 39th Meeting of the International Parachuting Committee (CIP) of the Federation Internationale Parachutiste (FAI) took place from the 22-26 Jan in Nykoping, Sweden.

The BPA was represented by myself as Delegate, with John Hitchin as Alternate Delegate, Susan Dixon, Roger Flynn plus Lofty and Grace Thomas were also present as helpers or observers.

The CIP is now the largest International Sports Aviation body within the FAI, with a current membership of 53 nations. 32 of those nations were represented by Delegates this year, with a further 6 represented by proxy.

FAI PRESIDENTS ADDRESS

For the second year running Mr. Peter Lloyd, the President of FAI, made a speech to CIP. This year his central theme was the excellent progress made by CIP on the road to Olympic status. He said that Parachuting has many supporters within the International Olympic bodies, and in particular, King Juan Carlos of Spain is a keen advocate of Parachuting's entry as an Official Demonstration Sport for the 1992 Olympics in Barcelona.

Mr. Lloyd also gave details of the proposal by FAI to introduce a kind of Air Sports Olympiad, to be known as The ICARUS Games. These Games will comprise of at least 7 Aviation Disciplines, one of which will be Sport Parachuting. It may also include a super event where one individual from each Nation would compete in all 7 Events, assuming this multi-talented person exists of course. The first ICARUS Games is to be hosted by France in 1989, probably in Grenoble. The second could possibly be staged in Crete, the home of the ICARUS myth.

Another major project announced by Mr. Lloyd was the FAI's commitment to a professional International Marketing Company, based in London, who will work towards raising funds for FAI activities, principally through major sponsorship.

OLYMPIC INVOLVEMENT

Mr. Kim of the Korean Olympic Organising Committee (SLOOC) addressed the CIP. He thanked CIP members and particularly Uwe Beckmann and B.J. Worth for their efforts in organising the 4th World Cup of Champions in Seoul in 1987, and looked forward to the opening ceremonies display planned for the 1988 Olympics themselves. Although the World Cup was troubled on several occasions by high winds, the colour coded RW Team display using free fall smoke and the transmission of air to ground Video, live onto a huge screen within the Stadium, was very well received.

BRAZIL 87

Following the World Meet in Brazil last year, the International Jury decided to withhold the complete entry fee for one Nation, until the problems with that Championship could be discussed by the full CIP body. Because the Brazilian Organisers had refused to follow instructions given by the Jury during the Meet, which in CIP's opinion resulted in an incomplete Championship, and because many promises were broken, CIP decided that an example had to be set and rules strictly enforced for the future. It was therefore decided that the entire amount in question would go to CIP's Account and not be returned to Brazil. Uwe Beckmann said "that he hoped that this would not



sour relationships, but there would be little point in having rules that we are not prepared to enforce". The Brazilian delegate sportingly accepted the decision of CIP.

SAFETY COMMITTEE

Only in its second year, the sub committee responsible for the collation of statistics and information concerning safety matters within the Sport, presented a very interesting and comprehensive report based on questionnaires filled in by 39 Nations. A separate Article will cover the details of this survey.

Bill Ottley, of the USA, who chairs this Committee stated that this is a new but very important role for CIP to play in the dissemination of Safety and Training information on an International basis. This has never happened in the past and although CIP has no direct jurisdiction over its member Nations in this respect, he felt that the Sport could only benefit from this kind of cross pollination.

1987 saw the first Technical Congress hosted by France, and this year the venue will be in Denmark from the 1st-4th October.

TECHNICAL RULE CHANGES

Among the responsibilities of CIP is the drafting and updating of the Competition Rules for the various Disciplines.

The following changes were introduced this year:

STYLE AND ACCURACY

At the 1987 Meeting, radical changes were made in both the Style and Accuracy events. A point system was introduced, which proved to be universally unpopular amongst Competitors and Judges alike.

Therefore, following testing at the Nordic Championships in Sweden, and the Adriatic Cup in Yugoslavia, a new set of rules have been developed basically along the lines of those which existed pre 1987.

ACCURACY

The Accuracy event will be scored on an electronic pad, or AMD, with a dead centre disc of 5cm. Any landings off the AMD will be scored at 16cm. Any jumpoffs for tied places will be scored on a 3cm AMD.

STYLE

The Style series will remain as before, and will be scored by time in seconds and hundredths of a second, plus a penalty time of 0.75 sec for each incorrect manoeuvre. Last year's one point per manoeuvre has now been removed. An incorrect series will be recorded as 16 secs.

Style Jumpers from the same Nation will now jump as a Team, in the same Aircraft, and the order of jumping will be the same as that drawn for the Accuracy event.

RELATIVE WORK

Several interesting changes were introduced this year. Accessory Grips

After many years of deliberations it was finally decided that accessory grips would be allowed during the performance of the inter between blocks. Although, sub-groups must remain intact with only the grips as shown on the drawing. It was felt that the use of accessory grips would not help to speed up a team's performance, but would in fact be self-defeating as most RW competitors are now aware that clean is fastest.

EXIT TIMING

There was much debate after the Brazil World Meet, concerning some Teams having been given the exit command at less than 65 degrees, that being the minimum as stated in the rules. Although these jumps were easily judgeable the Teams were awarded rejudgments. Because of this, there was a suggestion to allow the Judges in certain circumstances to override this rule, this suggestion was not accepted because past experience has shown that it is possible for Judges, when watching the video screen, to think they were watching a vertical angle when in fact the angle was extremely flat. The only way to ensure fair, consistent judging is for the strict implementation of the 65 degree rule.

JUDGING

The judging method for the RW events has been amended to afford faster posting of results. Judges will work in teams of 5 and will be allowed 2 full speed viewings on the video monitors, and one slow motion replay of any questionable point within the dive, if requested by at least 2 judges on the same point.

After collating the score sheets the Event Judge has the option to return them for rejudgement, if in his/her opinion it is warranted. Only one rejudgement will be allowed. A record of this system will be kept from the World Cup in France later this year to evaluate it.

AIR TO AIR

For the first time at World level, air to air video evidence will be used to back up the primary ground to air system. Each Team may provide a video jumper who will jump with his or her Team during the Rounds of Competition. The Team may elect to have their air to air tape viewed by the Judging panel on occasions where they disagree with the judgement of that panel on a particular point. The Judging panel, then have the option to modify their original judgement after the viewing of this air to air evidence. The option though, will only be available to Teams on 3 occasions throughout the duration of the Meet.

The air to air tape will not be used to determine working time. The above is an experimental procedure, intended to evaluate the acceptability of air to air judging for the future. However, it is unlikely that this system will be used at this year's Nationals, although some trial jumps may be made.

CUT OFF

For the first time in the RW events, a cut off procedure will be introduced in 1988.

The intention is, that after the 6th round the top 66% will go on to a semi final, and after the 8th round the top 50% of the semi finalists will go on for the last two rounds. However, the system to be used at this year's Nationals will only involve an 8th round cut.

It is hoped that this idea will inject some excitement and spice into the final rounds of Competition, and should be more attractive to the public, the media and the Olympic Committees. After the forthcoming World Cup, Competitors, Judges and Officials will be asked for their views.

New Dives

Several new Blocks and Randoms were introduced to both the 4 and 8 way pool.

In the 8 way all inters that required a grip change have been replaced.

Leg locks have been returned to the 4 way event. They were removed last year because it was a World Meet year and they had not been properly tested. This year being an off year for RW allows for them to be tested at a World Cup.

CANOPY RELATIVE WORK

A major change to the CRW rules this year was the addition of a clause which states that the jumpers must clearly demonstrate to the Judges that the required performance has been achieved. In other words, it is now the Team's responsibility to ensure that all formations are orientated so that the Judges can see all grips.

The exit altitude for the 8 way speed formation, and the 4 way rotation events is now 6000ft, with a working time of 120 secs.

For the 4 way sequential event the altitude is now 6600ft, and the working time 180 secs.

All CRW events will now be Judged by video. Judges will watch each jump once at normal speed. A second playing at normal speed can be viewed if two or more Judges request it. Portions of the jump may be viewed in slow motion if two or more Judges request it.

FUTURE EVENTS

Another important role of CIP is to select venues for World Championships (WPC) and World Cups (WC).

The following venues were chosen for forthcoming events:

- | | |
|-----------|--|
| 1988 | 19th WPC in Style and Accuracy
28 July-6 Aug in Nykopin, Sweden.
Aircraft probably Islanders and Cessnas,
possibly Helicopters. |
| 1988 | 2nd WPC in CRW
8th WC in RW
1st WC in S+A
17-29 Aug in Vichy, France
Aircraft - Puma Helicopters
or Pilatus Porters. |
| 1989 | 8th WPC in RW
21 Sept-1 Oct in Gerona, Spain
Aircraft-Casa 212's
This Meet is intended to be a showcase
for the Sport aimed at the 1992
Olympic Committee in Barcelona. |
| 1989 | 5th WC of Champions
14-20 Oct in Chengu, China.
Aircraft - AN2's. |
| 1989 | 2nd WPC in Para-Ski
1-8 April in Damuls, Austria. |
| 1990 | 20th WPC in S+A
Bled, Yugoslavia. |
| 1991 | 3rd WPC in Para-Ski
Wengen, Switzerland. |
| 1990/1991 | A bid to host both the 9th WC
and the 9th WPC in RW was received
from Canada,
Venue - Red Deer, Alberta.
A decision will be made at the
1989 CIP meeting. |

1991 Two bids to host the 6th WC of Champions
1 - Ankara, Turkey.
2 - Argentina.
A decision will be made at the 1989 CIP meeting.

Awards

The FAI Gold Parachuting medal was awarded to Dr Franz Lorber of Austria, and the Leonardo Da Vinci Diploma to Vjekoslav Vampovac, a veteran Competitor from Yugoslavia.

European Cup

The Yugoslavian Delegate announced his country's intention to organise the 1st and 2nd European Cup Competitions in 1989 and 1991 - Details later.

CIP Logo

The CIP will be organising a competition to design an appropriate Logo for itself. Any ideas or designs should be sent to the BPA office for my attention.

Nomenclature

I made a proposal that the CIP's sub-committees should take a fresh look at the names we give our various Disciplines. Bearing in mind our desire to be more understandable to the Public, the Media and the Olympic Committees, we need to find names that better describe the event.

It is always difficult trying to describe to a non jumper the meaning of the words "Relative Work" for instance. Perhaps something like "Formation Free Fall" would be more appropriate.

The FAI President remarked that this was a common problem with many Aviation Sports Disciplines. The CIP will consider this proposal over the coming months.

Elections

The following Executive Officers for the coming year were chosen by ballot:

President:	Uwe Beckmann - West Germany
1st Vice:	Eileff Ness - Norway
2nd Vice:	Claud Gillard - Australia
Secretary:	B.J. Worth - USA
S + A Sub Com Chairman:	Hein Cannegieter - Netherlands
RW Sub Com Chairman:	Burt Wijnands - Netherlands
Safety Sub Com Chairman:	Bill Ottley - USA
Judges Sub Com Chairman:	Jean Charles Portier - Switzerland

British Judges for 1988 World Meets

Doc Flynn was selected as Chief of training Judges, and Annie Killeen as British Judge for the 19th WPC in Sweden.

Forthcoming CIP meetings

The following bids were accepted:

1989 40th CIP 21-24 Jan in Beijing, China.
1990 41st CIP Rome, Italy.
1991 42nd CIP Wegan Switzerland, during the 3rd WPC in Para-Ski.

The President of CIP thanked the Swedish Parachute Federation for hosting a very constructive and well organised Meeting.

More from the CIP Conference in the next issue.

1988 RIGGERS CONFERENCE PLANNED

➤ The Parachute Industry Association will conduct the eighth annual formal meeting of equipment manufacturers, riggers, and others interested in the sales, maintenance and repair of skydiving equipment. This year's gathering is called **The PIA Riggers Conference** and is being organized by PIA Rigging Committee Chairman Chris Rodrigues.

➤ The Riggers Conference is conducted by PIA to provide a means for parachute technicians to see and hear first-hand from manufacturers and their representatives how to service modern skydiving equipment. Some attend as part of their training to become a parachute rigger while others come to update and improve their skills. The audience typically spans a very broad range of experience. The setting is one of education and purpose, but the atmosphere is very friendly and occasionally fun.

➤ The four days of meetings will be held in conjunction with the U.S. Parachute Association Boogie in Muskogee, Oklahoma, as it has been since 1981. This year's dates are July 1-4. The sessions will begin at 8:00 a.m. and end by noon so there is time to jump at the boogie.

➤ The National Guard armory situated right on Davis Field has proven for two years to be an ideal location. Last year, more than 100 manufacturers, riggers and rigger trainees attended with capacity for many more.

➤ Since some of the demonstrations such as sewing and packing require close viewing of the topic, televisions are placed strategically around the meeting room so everyone can see without crowding to the front. Each presentation is also recorded on video tape. In the last three years, manufacturers and noted riggers have shown methods for assembling, packing, repairing, and maintaining skydiving equipment.

➤ Last year's guests included a speaker from the U.S. Federal Aviation Administration to advise riggers on legal matters. Others spoke on legal liability and marketing techniques.

➤ Rodrigues plans to follow a similar format this year.

➤ The cost to attend is the same as last year with discounts available for early registration. Those registering before May will pay \$45. Registration during May costs \$55. Pre-registration in June and registering at the door costs \$60. The price includes, traditionally, a thick three-ring binder filled with source material, updates and general packing instructions; a conference T-shirt; all lectures; special promotions from PIA manufacturers; and an attendance certificate.

➤ Various PIA manufacturers also sponsor and attend a donut and coffee bar each morning before the meetings to encourage informal discussions among the group.

➤ Registration is available through Chris Rodrigues, 1709 Highland Park Avenue, Aiken, SC 29801 USA, Phone (803) 648-3736.

The Seoul Olympics 1988



The Olympic Stadium in Seoul was the setting for the World Cup of Champions - the first step towards the acceptance of parachuting as a future Olympic sport and, at least, as a demonstration event for this year's summer Olympics. Les Carroll and Chris Clements were there to represent Great Britain....

The Olympic Stadium in Seoul was awesome and very beautiful - even from the air it looked massive and jumping into it was an experience of a lifetime. As delegates, we were all accommodated in the very plush Seoul Palace Hotel - not quite the kind of place you would normally find skydivers. But the organisers were out to impress and they certainly did.

As far as training went, we each had a chance for three jumps into the arena - and we were all grateful for that, for on each final approach we discovered that the slightest breeze caused havoc and we had to learn quickly how to combat the conditions. The jumps were all made out of military helicopters flown by the Korean Air Force.

It was time for the competition and, as the opening ceremonies were completed, the tension started to mount. Everyone was thinking about the honour and excitement of jumping into the Olympic Stadium, but there were those

conditions to think about. You couldn't afford to plan anything until it was your turn to jump because they were changing all the time.

Bad weather during the first few days meant that only six of the ten rounds could be completed, but the positions were constantly changing. Fortunes changed dramatically when one of the leaders, a West German, broke his leg on scoring a perfect Dead Centre, and then America's Randy Kerns lost the gold medal in the last round when he missed the pad completely and finished 5th. The men's competition was won by the Turks and the women's gold went to the USA. France won the overall team event.

Britain finished 7th overall: Chris coming 10th in the women's competition and I was placed 11th in the men's event after missing the pad in one round.

Congratulations go to all those who took part - and special credit to everyone involved in organising the event. We were well looked after...though I wouldn't recommend the taxi rides - driving in Seoul is something else!

Thanks to Doc Flynn for all his help over there and also to the BPA for their support in arranging for us to take part. Let's hope the sport has a future in the Olympic Games."

Les Carroll

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Dear Editor,

In response to Carol Saunders' critique of 'From Wings Came Flight' and 'The Wally Stuff', I feel I ought to add a second opinion in order to save Wally from extinction! (One reason I do this is that I've negotiated very reasonable rates for the purchase of the next release, which may never be made if 'The Wally Stuff' is not bought in enough quantities to finance its completion).

I do not disagree with anything that Carol has said about either video, but the effect of publishing two contrasting opinions side by side is to give the impression that one video is all good and the other all bad. In fact there is some good stuff in 'The Wally Stuff', and it should not be forgotten that it is nearly twice as long as the other two Wally videos; while there is too much sentimental claptrap in 'From Wings Came Flight' for my liking. There is no doubt that the skydiving is great and the soundtrack is excellent, but is a skydiving video the best medium in which to poeticise about 'Life's confusing undertone' which 'invite you to come fly?'. 'I am the wind' continues the lyrical narrator, in contrast to the more down-to-earth approach on 'The Wally Stuff' - yes, and the less said about that the better!

The thing to realise about these two videos is that they are taking different approaches to their subject. Norman Kent is essentially an artist (as anyone who has seen his 1987 calendar will realise) who places great emphasis on the aesthetics of his subject, usually with great success - but he occasionally gets carried away. On the other hand, Leo and Pete have chosen to entertain their audience through comedy. The problem with comedy is that it is difficult to be funny all the time, and to appeal to all senses of humour. For that reason, there are

some sequences that I enjoy which Carol does not, and it is why the video should not be written off so positively. Moreover, as with any comedian, one tends to stick with him or her even when they have an off-day; you don't stop watching your favourite comedy programme because of one poor episode. The Wally videos are much like that and the sales of each one finance the production of the next. I know the next one will be good because I have seen much of the subject matter in the flesh, so to speak. It consists largely of what is missing in 'The Wally Stuff' - those parts of the female anatomy which cause many females to groan with indignation, quite understandably. But you can't change nature - it'll sell videos because, luckily for females, they're in demand.

So, the choice is yours. If you want to see more Wally videos, the footage for which already exists - its the turning it into a film that costs the money - then support Leo and Pete on this one. You might even enjoy it!

Jeremy Cornish
D5108

To say that I was awaiting the February issue of Sport Parachutist with excited anticipation would be an understatement. Following its arrival and my subsequent disappointment, I feel compelled to write with my comments as a dedicated skydiver. Comments to the new editor, which are intended to be objective, constructive and without resorting to the largely pre-mature condemnation that the magazine received in the last correspondence column. (Thanks to Charlie Shea-Simmonds for standing in!)

My main concern for the future of our journal is due to your editorial

contribution in the form of the 'Video Reviews'. Your myopic and totally subjective reviews left me with a feeling of despair and confusion - I dread to think how they left Pete Reynolds and Leo Dickenson feeling, having been shot in the back by their own sport journal.

Your review of 'From Wings Came Flight' was accurate, it is a fantastic film and "a must for all Skydivers"... to be enjoyed by everyone from students to skygods and even people outside the sport". Fine, but you then went on to destroy 'The Wally Stuff' with unsubstantiated comments relating to "losing touch with skydivers" and ill-given advice about "taking stock of the reactions from skydivers". I would like to point out that a questionnaire was distributed with the last film, specifically designed to ask skydivers what they would like to see and how the films could be improved. Following your review, I took the liberty of contacting a somewhat dejected Pete Reynolds to get some idea of the feedback he received from the market research and it said it all...

Of the 1000 questionnaires distributed worldwide, approximately 200 were returned and the comments, indisputably positive, were repetitive to the extreme: "Amazed, amused, positive and entertaining, better than the classic skydiving films, brilliant music, more sketches..." Many of the returns were from non-jumpers who made comments such as "...never knew skydiving was this much fun, we like the bad guys, more commentaries/explanation for non-skydivers, more stories, impressed, can't wait to do it..." I know, I read them all!

In making a direct comparison between 'From Wings Came Flight' and 'The Wally Stuff' you have failed to recognise that they represent two

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entirely different promotional mediums, aimed at different but overlapping markets. The fictitious character Wally Gubbins has been specifically conceived to have wide appeal that will enable the films to create interest 'outside' the very small, financially apathetic market of 'skydivers' and therefore promote sales and hence the sport of Skydiving to a much wider, more positive audience than the one presently regularly informed by our sensationalist press, who, as we all know, persistently purport parachuting as a one-off, death-defying stunt.

Wally Gubbins' success in achieving a marvellous fun-profile for the sport is unprecedented and Wally, in his light-hearted guise has now appeared, usually in full-colour, in many of the world's leading magazines, *Life*, *Stern*, *Paris Match*, *You*, *Weekend*, to name but a few.

I seek to point out that whilst I can see much truth in what you say in your editorial contributions, I implore you and any other Pete and Leo bashers in future, to take a more objective and wider view before condemning an excellent film made by two hard-working and, in my opinion, innovating and creative ambassadors for our sport. I would therefore urge them to ignore the patronising and condescending remarks that they have been subjected to in the past

within these pages and to continue with Wally's exploits, expanding their skills to include the 'Wallys' from other Action Sports in a bid to make the audience even bigger.

I also recommend everyone else to ignore the review and to buy 'The Wally Stuff' and to show it to as many people as possible in the hope that as well as being a shot in the back for Pete and Leo, your reviews do not become a shot in the foot for Skydiving.

GARRY GNAPP,
Action Enterprise

It is rewarding to receive such prompt reaction to articles in the SP mag - it means, at the very least, that people are reading it.

While I don't disagree with your sentiments and admire your loyalties - of course you are entitled to your opinions just as I am entitled to mine - I would like to add that I think the point is being missed here.

I am not a 'Pete and Leo basher', far from it. I am an ardent fan of the first two Wally films and, in fact, wrote the glowing review of Wally I that was sent to, and published in, other magazines. Neither would I disagree with survey comments on Wally II confirming its entertainment value - I still watch it often. I am also a great admirer of Pete's and Leo's ability in this field and the work they have done

to promote our sport.

However, I feel - and a review is an opinionated piece - that The Wally Stuff has done nothing to enhance the previously excellent series. It is all well and good to complain of being "stabbed in the back by their own sport journal" and saying that we should "support our favourite comedian on a bad day", but we should remember that 'Wally Gubbins' is business. The film is for sale, it has been produced for financial gain and it is at the pockets of SP readers that it is aimed.

Sales figures are obviously the most important factor for Pete and Leo - and anyone else who might have "negotiated favourable terms" for the next episode - but for me and other SP readers the entertainment value (after all it does cost £29.95 per copy) is the main priority, and in that I stand by my original comments. I leave everyone else to their own opinions.

Ed.

Something to say? Have you any views on the sport that you'd like to put to other readers? Got a gripe about something? Send your letters to: The Editor, Sport Parachutist, c/o BPA, Wharf Way, Glens Parva, Leicester, LE2 9TF.

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Competitive skydiving must be one of the most boring spectator sports in the world...unless you're a skydiver.

Here we are wrapped up with our isolated and biased views about what an exciting and thrilling sport we've got. Rubbish, there's no speed, no obvious competition, no thrill to the viewer and seemingly no danger. Your average fete demo has got more action in five minutes than a two week visit to the World Meet.

Ask any skydiver and he or she will deny this of course. Ask any member of the general public tuned to darts or snooker and they'll probably tell you the opposite. Rule one: Personal research is the worst in the world. You are asking your own kind about something they know about.

There are ways of making competitive skydiving exciting. First we should look how other sports do it. There's either an element of great speed (skydivers just float don't they?), or precision and I mean hitting a treble 19, double tops and bull not a group of humans fumbling about for a leg making a caterpillar look like a deformed donut. Of course obvious danger is guaranteed to whet the viewer's appetites.

All the most popular TV sports are viewer related. On a good day we can all beat Steve Davis, Eric Bristow or Nigel Mansell, that's because most of us have played a game or two of snooker and darts and driven a car too fast, we know what the competitors are doing.

Add a stopwatch, scoreboard and bit of David Vine on vocals and you've got the magic ingredient. Oh and one last thing, when was snooker, darts or skating last cancelled because of weather?

None of these problems are insurmountable however. As a sport we can realise the obvious handicaps and overcome them.

The objectives must be long term, the planning well thought out and the BPA backing firm. Year one's goal should be a TV slot about the nationals presenting skydiving competition as exciting. This probably means part education, part demonstration and majority competition with all the ingredients of commentary, statistics, stopwatch, electronic scoreboard and computer graphics.

We should possibly concentrate on two aspects of the sport. Relative Work and Accuracy for the visual precision and occasional 'crash and burn'. CRW and Style maybe shown for demonstration purposes.



Serious consideration should be given to speed 8's or 10's, knockout competition or a totally new concept. Look at the major interest in 1 day cricket, knock out cups in Football or combined events. Celebrities have audience pulling power, how about a speed meet with Lewis Collins and John Noakes as team captains or a Pro-am meet incorporating tandem? Think radically, think differently.

Because of our weather related problems and uncertainty we have to think differently once again. TV companies won't spend a lot of money promoting our sport, we have to go to them with the package. Enter sponsorship, enter the chicken and egg. No unsolvable riddle here either. We put together a split package, one that works on results.

With respect to the last Sponsorship pack from the BPA it was hardly likely to attract major sponsors. A business needs a proposal it can weigh up in comparison to others. Unlike a few years ago sponsorship is a scientific business. It's big bucks for big rewards, it's column inches, prime time TV and targeted multi media.

Sponsorship is not a free handout nor is it money to be considered a profit. Sponsorship needs to be spent on promoting the sponsor. Whether this means setting up a PR arm for the event, producing a TV programme or taking advertising is irrelevant. It shouldn't be used to subsidise the event in the early years, it should be used to enhance the sport.

In general, we are our own worst enemies. We take the money and run and wonder why deals fall through. There are few skydiving sponsorship arrangements which have been successful for the sponsors.

We feel that skydiving can take two directions: 1. Stay on our present course as some would prefer or 2. Look towards an element of commercialisation which includes a high media profile and a PR/Commercial department of the BPA working on Business principles reaping rewards on results.

What do you think?

We will continue the theme of sponsorship, its history, successes, failures and how to go about attracting it in the next issue of Sport Parachutist.







SAN DIEGO

SAN DIEGO

10 20 30 40 50 40 30 20 10





SKYATHLON

Photos by Simon Ward



A new and exciting competition has been launched on the parachuting circuit this summer with the APA at Netheravon hosting the first SKYATHLON.

Incorporating a combination of parachuting talents into one event - featuring speed and skill as well as fun - the Skyathlon should particularly appeal to jumpers who tend to participate in all aspects of the sport rather than specialising in just one.

It is designed to test jumpers' all-round ability with three disciplines - RW, CRW and Accuracy - in one event in place of the normal competition practice of one discipline per event.

Netheravon CCI, Pete Lambson, who instigated the idea, said: "We hope this meet will appeal to those jumpers who usually feel 'out of it' because they are not up to what they perceive as the standard in single-discipline events. It will see the 'fun jumpers' coming into the competitive arena."

The Skyathlon follows a logical sequence of competitive Relative Work, Canopy Relative Work and Accuracy. Exit height will be 10'000ft (AGL) when the four team members will leave the plane separately and then have 15 seconds to build one formation. (Formations will be drawn at the team briefing prior to the start of the meet, and will comply with CIP 1988 published 4-way formations).

On completion of the 15 secs RW phase, teams will have 5 seconds to track and dump (both are mandatory!) There will then be three minutes working time in which to build a 4 stack/plane. (Stack/plane formations also as per CIP 1988).

Three minutes, 20 seconds after exit, the CRW phase will be complete and the team must then form into an Accuracy stack for the final part of the round. Normal FAI Accuracy rules will apply as for a four-man team, all to score.

The scoring system for the Skyathlon has been devised to allow for teams being weaker in one of the three disciplines, regardless of which one, and still being able to compete on level terms.

If the meet is a success it will become an annual event and an open invitation is extended to all jumpers with BPA membership and a certificate of competence signed by the team captain.

SKYATHLON SCORING SYSTEM

RELATIVE WORK

15 seconds working time. Count back from and include 15, the number of seconds taken to complete the formation and then double the figure to give the number of points scored, eg 7 seconds to build = $15 - 7 = 8$ * 2 = 16 pts. If the team doesn't complete the formation or has incorrect grips then there is no score. After the 15 seconds working time there are 5 seconds allowed to track and deploy.

CANOPY RELATIVE WORK

3 minutes working time. 4 stack/plane in time = 15 points. 3 stack/plane in time = 10 points. 2 stack/plane in time = 5 points. If CRW is not successful then no score.

ACCURACY

Scoring circle of 2 metres, outside 2 metres, no score. 2 metres to 1 metre 1 point per jumper, 1 metre to 16 centimetres 2 points per competitor. On the pad, 4 points per competitor + pad score (in case of a tied meet the pad score will decide the winners).

RADIO SPOTTING

Imagine yourself watching the altimeter approaching 12,000 ft. The pilot shouts running in and a short time later 'standby'. Finally he shouts 'exit', you take grips and launch your hot four way into clear blue skies above a blanket of winter cloud. At the end of the skydive, you pass through 5 seconds of cloud to break above the spot. You might reflect under the canopy that no one else in England has seen the sun for two weeks, and maybe this skydiving game is something a bit special. Depending on your CCI's interpretation of the rules and the current weather conditions, you might still have been sitting on the ground waiting vainly for a break.

How does the pilot decide when to give the 'standby' and the 'exit'? In the simplest case, he can try to persuade a friendly radar unit to do it for him. It has been known for air traffic controllers to take a great interest in doing something different, but this is very much the exception because most are far too busy to be able to bother with a jump aircraft, particularly on a continuous basis.

By far the most common method is to use the navigation instruments in the aircraft which can be tuned into ground radio aids and will give a bearing from the beacon. The one instrument which features in most light aircraft in the UK is called VOR ("Very High Frequency Omnidirectional Range" for those who really want to know what it stands for). The receiver is tuned to a nearby beacon, and the instrument will tell the pilot the magnetic bearing to the beacon.

Even more cleverly, he can set a bearing on the dial and the instrument will tell him whether he is to the left or right of the line, and by how many degrees. So if he sets on the instrument the bearing of the DZ from the beacon, all he has to do is fly the aeroplane to a position so that the needle on the gauge is showing neither 'fly left' nor 'fly right'. He is now on a direct line from the beacon through the DZ and onwards.

Obviously, one bearing is not enough because he does not know whereabouts along the line he might be. This point can be found by taking a cross cut from another

One of the major problems of jumping in England is the weather. Wind and rain can stop all chances of parachuting but cloud need not do so if a way can be found accurately and safely to drop onto the DZ without being able to see the ground on exit. Such a technique exists and is called various things, most commonly 'radio spotting' and 'not on this DZ, it's illegal'. How does it work and when can it be dangerous?

beacon, preferably by using a second instrument so that he has a continuous readout from both, or ideally by having an instrument called a DME (Distance Measuring Equipment), which gives the distance from the first beacon. If your jump centre can afford both a VOR and a DME, you have the basic ingredients of a successful radio spot.

Take Netheravon as an example. No radio spotting takes place (!) but the aircraft is often positioned electronically when visibility is limited. The VOR is tuned to 113.35 MHz which is the frequency of the beacon on Southampton airfield. The pilot sets 321 degrees on the dial and files the aircraft to a point in the sky so that the needle is in the middle of the instrument and the DME shows 23.6 miles. At 12,000 ft he is now overhead the pit. It is as simple as that!

On some jump aircraft which have 'area nav', it is possible to 'move' the beacon electronically to overhead the DZ, and fly the aircraft on a run in so accurate that the result is better than most visual spots even in clear blue skies.

In general, there are significant factors which will affect the closeness and therefore the acceptability of the spot. First is the accuracy of the instruments in the aircraft. Modern equipment will be a lot more precise than the steam age items found in old aircraft, but it is worth bearing in mind that a set of new electronics may cost more than the whole value of an old jumpship. An old instrument may give an error of a few miles which is not acceptable unless you are a keen member of a ramblers club and like to combine this hobby with skydiving.

The second factor is the nearness of the beacon(s). The greater the distance, the less accurate will be the position, particularly on the VOR.

Indeed, I don't radio spot. I position the aircraft on a run in, and leave it to the jumpmaster to decide if he can see enough to call the exit. As the pilot, I cannot see straight down and cannot therefore form a judgement. There may be occasions when my assistance is requested by a myopic spotter and this is given but the decision to leave the aeroplane is always that of the jumpmaster.

There are three main dangers in jumping through cloud. The first is that you might hit something which you have not seen, like another aeroplane or other canopies dropped by another aircraft. To hit an object in free fall would be a terminal experience in more ways than one.

The next danger depends on the position of the cloud. 1000ft of cloud between 6000 and 5000 ft represents 5 seconds in free fall and is no threat to anyone. Cloud between breakoff at 3500 ft and 1500 ft can be very nasty. An RW formation cannot safely track for separation, and people risk canopy collisions both on and after deployment. Goggles and altimeters can mist up, producing a potential loss of altitude awareness at the most critical point of the dive. And appearing out of cloud to dump at terminal at 1200 ft is definitely a 'Bad Thing'.

The third factor is the ability of the pilot. Flying the aids requires considerable concentration to produce a level of precision acceptable to the jumpers and at the same time arrive on jump run at the required altitude without wasting time. It is difficult to explain why this is so. Just take my word for it! Flying the jump run into wind initially is even more tricky and it is often easier to approach the airfield down the radial (the bearing) from the beacon, and turn into the estimated wind when overhead the centre of the DZ. Another problem is estimating how long the climb out will take.

Assuming you have an aircraft equipped with the necessary instruments, a convenient beacon, and a pilot who can hack it, why not go ahead? The short answer is that you would be breaking the rules of the BPA Operations manual and probably a few other laws into the bargain.

Finally if the pilot has messed up, there must be somewhere to land. Okay, the whole world is a drop zone, except for the wet bits, but a bum spot near the sea or some high ground would be unsatisfactory.

Having explained how the system works and some of the problems, it will be appreciated that some radio spotting is acceptable, and some is definitely not. Two years ago, the Nationals could not have taken place without it, and air to air video. Basically there should not be a problem provided that:

- a. The aircraft is properly equipped.
- b. Suitable ground beacons exist.
- c. There is no danger of jumpers colliding with other airborne objects, and a foolproof system exists to avoid any possibility of conflict.
- d. The pilot is more than averagely competent.
- e. The jumpers are experienced, use square parachutes and preferably square reserves.
- f. There is no cloud between break off and dump altitude.
- g. A bum spot would not be dangerous (ie near the sea).

So how about a ground swell of opinion to revise the Ops manual to allow radio spotting at, say, the CCI's discretion? Hopefully this short article will stimulate some debate.

Nigel Jackson

ST. VALENTINE'S ACCURACY MEET - LANGAR

Who said you can't hold a Competition in February?

Well, the weather was so wild on the Saturday that I nearly thought that perhaps it was a rotten idea to have an Accuracy Competition in February.

Lots of people arrived on the Saturday and spent the day watching videos!! The Party and Disco in the evening was the normal GREAT party at Langar. Sunday morning began with blue sky, high wind and lots of headaches, but by the time the headaches had gone, the wind dropped and we had three rounds of competition.

The Islander flew the competitors while the Cessna 206 flew the fun jumpers.

Thanks to everybody for coming to Langar and a special thanks to the Judges, Amanda Kenny and Penny French. Hope to see everyone at Langar again this year - we have a few more events arranged during the year.

Results for 4 member Teams

1st	Rapt	10.11
2nd	Life after Launch	20.29
3rd	Purely Platonic	27.10
4th	No Sleep	27.18
5th	Out of Bounds	27.31
6th	Unreliable lovers	33.51

The other teams didn't score too well.

Individual Accuracy

1st	H. Morgan	0.10
2nd	K. Duncan	0.17
3rd	P. Fisher	3.08

NEWS RELEASE - PRESS RELEASE ICARIADE or FAI ICARUS GAMES

A very exciting and novel project which will attract the attention of all those interested in air sports and especially the world media, has been launched by the F.A.I.

It has been agreed that at four yearly intervals, multi-air-sport games (not dissimilar to the Olympic Games) should be held in which all aerial sportsmen and women - balloonists, glider pilots, hang-gliders, parachutists, aero-modellers, parascenders, pilots of powered aircraft eg air racing and aerial orienteering (precision flying), aerobatic pilots, helicopter pilots, man/human powered aircraft, etc., would participate. It is envisaged that there might be more than 50 different championships, since many of our sports include a range of different categories or classes. Some would include separate contests for men and women and perhaps for juniors.

One completely new event, which might be called THE DAEDALUS, would be a multi-sport contest. To become the world champion one would have to achieve the highest aggregate marks in five air sports events eg parachuting, hang-gliding, parascending, ballooning, micro-light flying, or some other combination. There would be separate classes for men and women.

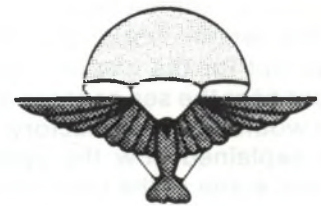
The Aero Club of France has offered to stage the first of these events in 1991, and Greece has applied to host the 2nd one in 1995.

Now is the time to discuss this exciting project with your FAI delegates. Further details are also available from:

F.O. Marsh, Vice President of the F.A.I.

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- 27/30 May **SPRING BANK HOLIDAY 8-WAY SCRAMBLES MEET**
2 Islanders. Teams picked Saturday a.m.
Medals. Party and Disco Saturday night.
- 16/20 June **ANNUAL LARGE AIRCRAFT BOOGIE**
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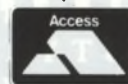


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② STRIPE COLOUR

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SIDE B

① UPPERBODY

② STRIPE

③ LOWERBODY

④ SLEEVES

⑤ HOOD

⑥ POCKET

SIDE A

① BODY

② SLEEVES

③ HOOD

④ POCKETS

⑤ CUFFING

⑥ DRAWCORD SLEEVE

COLOUR

Material colours.

Navy Blue
Jade
Yellow
Royal Blue
Mint Green
Red
Purple
Silver
Pink
Pale Blue

Cuff/waistband colours

Royal Blue
Burgundy
Red
White
Black
Grey
Yellow
Navy Blue

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<input type="checkbox"/>	Breathable Nylon Jackets, @ £29.99	@ £32.99	£
<input type="checkbox"/>	Breathable Nylon Trousers, @ £24.99	@ £26.99	£
<input type="checkbox"/>	Custom Charges @ £3.00/Jacket, £2.00/Trousers, £3.00/set		£

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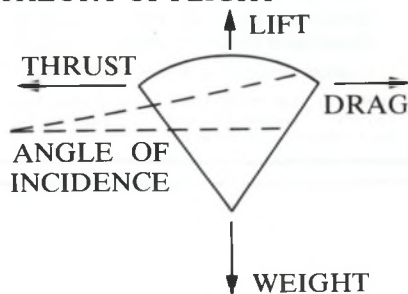
*By Ray Ellis
 Part II in the next issue*

An introduction to Aerodynamics - Part 1

The biggest revolution in the history of Sport Parachuting has undoubtedly been the introduction of the ram air parachute. Jumpers fly further and faster under canopy than ever before. Improvements in design over the past ten years have resulted in a range of parachutes with an enormous variation in flying characteristics - tiny, ultra fast rocketships for RWers, big docile cruisers for novices, slow stable machines for accuracy, all-round parachutes for non-specialists - the choice is endless, and all with reliability and performance undreamed of in Leslie Irvin's day.

They all work in the same manner, and there is surprisingly little variation in the total performance available from any of them. What the designer does is look at the requirements of the jumper he hopes to sell to, then tunes the performance towards that ideal by adjusting the design. You never get something for nothing though, that applies just as much to aerodynamics as to the marketplace, and whatever you gain in one area of performance you lose in another. Canopies like the Wildfire or PD190 have high speed and great turn response, but are relatively unstable on deep brakes and have an unpredictable stall. At the other end of the scale, the 252 Foil or the Challenger have a stable sink and easily controllable stall, but turn slowly and have limited forward speed. The trick for the designer is to get the right balance of flying characteristics to suit the jumper he hopes will buy the end result.

THEORY OF FLIGHT



Everyone on a square has seen this diagram, but lets look again at the forces acting on a canopy in flight.

Weight This is simple. The suspended weight (You!) drags the whole thing earthwards in response to Gravity.

Either Isaac Newton had it right or maybe the Earth sucks, but either way you are going - DOWN!

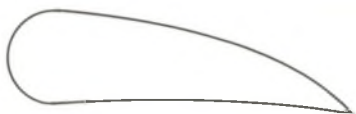
Thrust The designer arranges things so the front of the canopy is lower than the back - the A lines are shorter than the D lines. This creates the Angle of Incidence which never changes, unless the line length is changed or unless you pull down on risers. The angle of incidence is a critical part of the design - too small and forward speed will be limited (Try pulling down back risers), too great and descent rate will be too fast (Try pulling front risers - but not near the ground!). This angle means that as the canopy goes down, air is deflected backwards. Newtons third law states, 'In response to every action, there is an equal and opposite reaction', so, as the air is pushed backwards, you and your parachute are pushed forwards.

Lift This is where it starts to get complicated. A wing is able to generate lift because of a phenomenon called 'Bernoulli's Principle', or the Venturi Effect. Try this simple experiment. Turn on a tap and hold a tablespoon so the back of the spoon touches the flow of water. You might expect the water flowing from the tap to push the spoon out of the way, but instead the opposite happens. This is why. The curved back of the spoon creates a restriction in the flow. As the water flows through the restriction, it increases in speed, in the same way it squirts water through a hose if you pinch the end. As the speed increases, there is a sharp drop in pressure, and this pressure drop sucks the spoon into the stream of water. Now imagine the whole thing turned through 90 degrees, replace the water with air and replace the spoon with a wing, which is approximately the same shape. The shape of a wing is designed to accelerate the air flowing across its top surface, creating an area of low pressure, and this pressure differential between the area immediately above the wing and areas surrounding it result in - LIFT. The actual value of the lift generated depends on three things:

1. Airspeed: The faster you go, the more lift you get. You also get more drag, but we'll discuss that later.

2. Angle of Attack: Changing the Angle of Attack also changes the lift - again, we will look in more detail later.

3. Section: The profile of cross section of the wing gives it its ability to accelerate air across it, so the designer will give his wing a shape which operates best at the optimum design airspeed. To illustrate this, and also to make the point that you don't get anything for nothing, we can look at aircraft. An aircraft such as an Islander or Porter has deep section wings which produce lots of lift at low speed, therefore good short take off and landing performance. However, they aren't very streamlined so they create lots of form drag (more on that in a minute) which puts a limitation on their cruising speed. At the other end of the scale, a supersonic jet has very thin wings which don't create much drag, enabling it to fly at high speed, but they don't produce much lift either unless you squirt them through the air very quickly, so they aren't very good at flying slowly - you need real long smooth runways to cope with jets which routinely land at speeds in excess of 150 mph.



HIGH LIFT WING



HIGH SPEED WING

The pressure drop created is actually very small, especially at the comparatively low airspeed achieved by a parachute, but the total effect over the whole surface of the canopy is considerable. For example, say a jumper, fully

equipped, weighs 200 lbs and the surface area of his parachute is 200 square feet - each square foot of the wing must support 1 lb. Dividing 1 by the number of square inches in a square foot (144) reveals that a pressure drop of less than 0.007 lbs per square inch is needed to support the weight of the jumper.

Drag Now things get really complicated. Air is quite heavy stuff - stick your hand out of the aircraft door at 100 mph and you will see how much effort it takes to push it out of the way. The force you are trying to overcome is called Parasitic Drag and comes in three types:

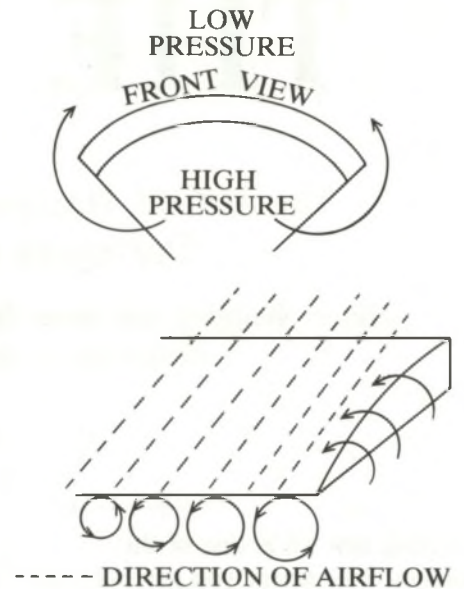
1. Form Drag, produced by a body in motion through a fluid. This is a consequence partially of the frontal surface area of the canopy, rigging lines and jumper - the greater the frontal surface of the canopy, the greater the form drag, and partially of shape - the more streamlined the shape, the less form drag.

2. Skin Friction Drag. When air is passed across a surface, there will always be friction between the surface and the air, creating drag. Therefore, the greater the overall surface area of the canopy, the more skin friction drag will be created.

3. Interference Drag. Where one component of the parachute joins another (lines to canopy, risers to harness, etc) there will be an area or turbulence which creates additional drag.

The sum total of these three factors however, the parasitic drag produced by the canopy, accounts for only about 20% of the total drag coefficient. The remaining 80% is a consequence of the lift generated by the wing and is called Induced Drag (sometimes referred to as Vortex Drag).

We have already seen that the wing produces lift by creating a pressure differential - low pressure above and relatively high pressure below. The problem is that at the end cells, the high pressure below will try to spill out around the wing tip to fill the low pressure area above. This movement of air creates a vortex or swirl of air alongside the end cell which deflects the air passing across the top surface, so instead of flowing directly from front to back it passes across at a slight angle. These two movements of air combine to form a series of vortices along the trailing edge, strongest at the end cells and becoming weaker towards the centre.



The effort required to produce these vortices must detract from the performance of the canopy and therefore produces drag, INDUCED by the effects creating lift in the first place.

We have said that induced drag can account for as much as 80% of the total drag coefficient of the parachute, so anything that can be done to reduce it must improve the overall performance. One solution is to fit stabilisers. Although they have a secondary function, to act as fins and help the canopy to fly straight, their main job is to reduce the wingtip vortex by restricting the movement of air around the end cell, therefore reducing induced drag and increasing speed.

We have discussed the forces acting on the canopy in flight as separate, but in fact they are all inter-related. Increasing the suspended weight makes the parachute descend faster. Going down faster means more air is deflected backwards, therefore more thrust and more forward speed. More speed creates a bigger pressure differential, therefore more lift, a lower descent rate and a speed reduction. A bigger pressure differential creates more induced drag and another speed reduction - I said it got complicated! It is the designers job to get the right balance, and when he gets it perfect you get milestones in development - classic machines like the Heavyweight Strato-Cloud, the 252 Foil or the Pegasus.

Later we will look at how parachutes turn and stall, how the designer goes about producing the effects he wants and why you get dumped on your back when you try a flared landing! Until then you might like to reflect that with all this complication, it's really very simple - you pull one toggle to turn or both to slow down!

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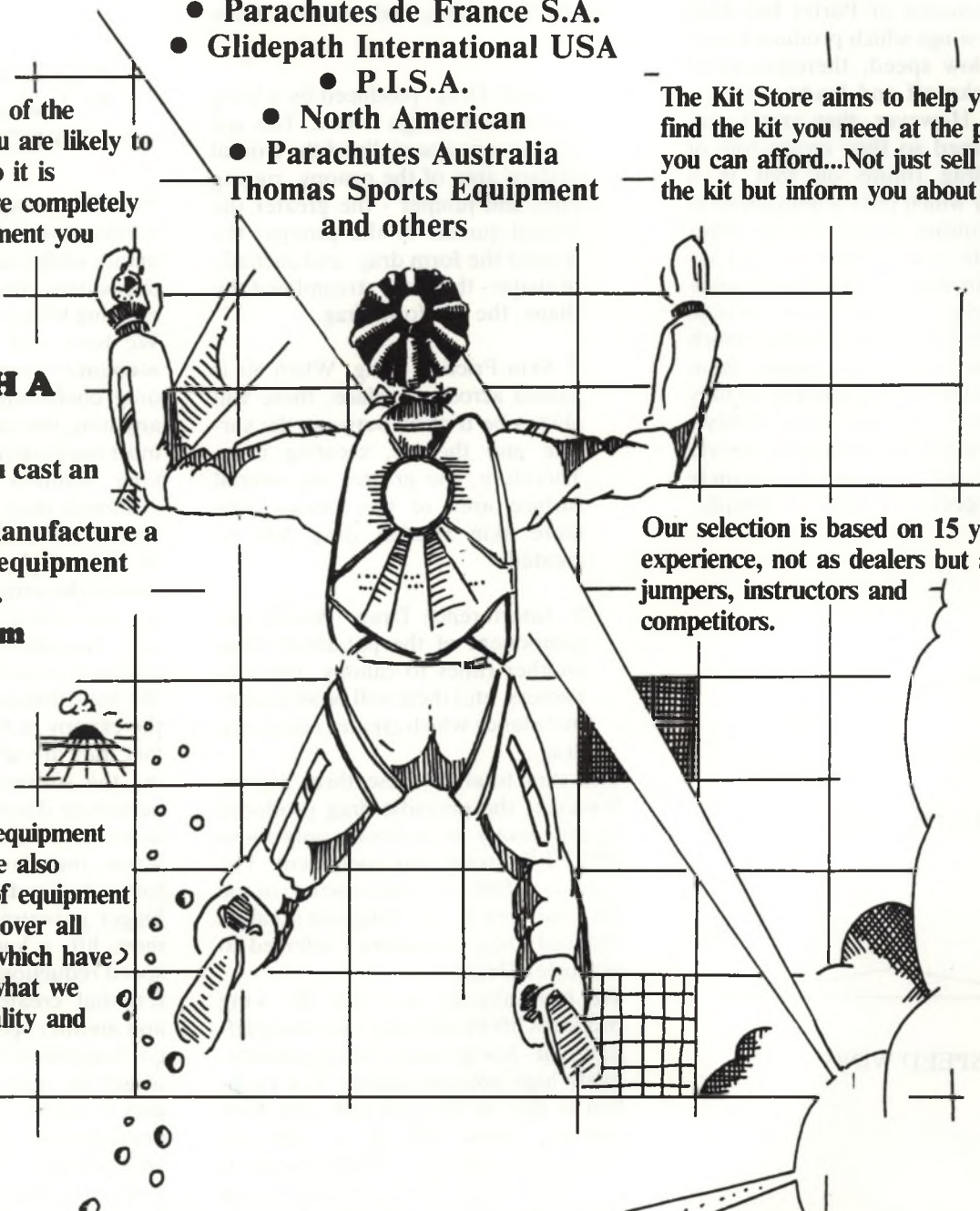
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skydiving on video

Programme X - AIR BEARS - Norman Kent

The finest skydiving movie since skydive!!! In this short movie Norman Kent underlines his position as skydivings No. 1 filmmaker. The film features the World Champion Air Bears performing a series of immaculate skydives. In addition there are a series of amazing fun jumps plus stunning photography and hypnotic music.

You've seen the rest - now see the best!!!

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Programme III - RIDE A CLOUD + 64-WAY RECORD - Norman Kent

An exhibition of classic skydives reflecting the state of R.W. in the 80's, including a unique footage of a chuteless jump performed by Jim Tyler. There is a record of a night dive, which took 7 months to plan and film, performed by Mirror Image. This is a highly original and entertaining programme.

20 mins

£29.50

Programme I - SKYDIVE

Three films on one video from the late Carl Boenish, who was the world's leading freefall photographer. **Wings** - shows the United States Freefall Exhibition team performing a series of stunning manoeuvres in the sky. **El Capitan** - is a 3,000 ft. cliff which provides a stunning backdrop for the first attempts to freefall from Earth, and **Skydive** - the most spectacular film ever made on the sport.

40 mins

£37.50

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.

Part I £37.50, Part II £35.00, Both £65

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.

40 mins

£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

£27.50

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 Shadden.

48 mins

£34.00

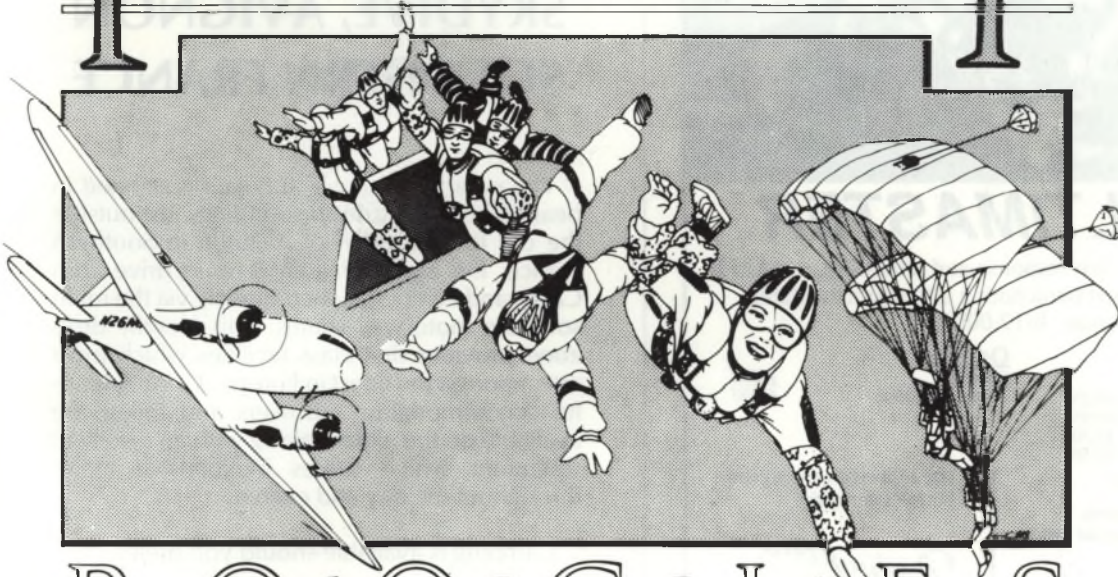
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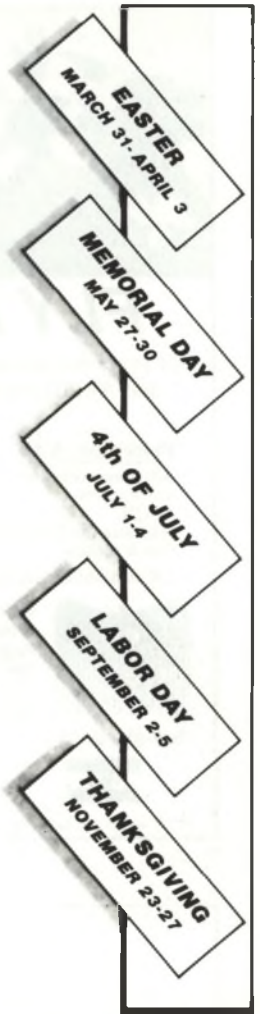
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The parachute centre at Pujaut is situated in beautiful countryside surroundings just outside the old fortress town of Avignon in Southern France. It is approximately 8 hours drive from Calais and can be reached directly via the main southern motorway routes. This friendly drop zone provides first class facilities which must rate amongst the finest in Europe. Good, plentiful accommodation, showers and toilets are available on the airfield along with an excellent restaurant which serves inexpensive meals throughout the day and evening.

Camping is available should you prefer.

Parachuting facilities include air to air video, ground to air video, accuracy pit, on-site rigger and shop, separate 'round' and 'square' packing halls, and tandem. Jump aircraft are Pilatus Porter, Cessna 206 and 185 (with in-flight door) and all are permanently based at the centre. Jump prices are 110FF for 3,500m (approx. 12,000'). A French Parachute Federation membership card is also necessary (300FF). However, it is possible to pay a supplement per jump, if you prefer, in order that you can choose the most economical approach, depending on the number of jumps you intend to make.

The centre is open all week throughout most of the year and offers the finest facilities for team training, progression, or simply a parachuting holiday with friends or a club. RW and CRW standards are high and Pujaut is used by many British and European teams for training and preparation for national and international events. For those who would like a short break from parachuting during your stay, Avignon is only some 10 minutes away by car and has plenty of shops, bars, restaurants, historical sites and leisure amenities.

If you would like more information about parachuting in the sun and blue skies above Pujaut, just telephone the number below or write direct. We look forward to welcoming you.

Centre de Parachutisme
30131 Pujaut
FRANCE.

Telephone: Centre 90 26 41 83
Telephone: Clubhouse 90 26 46 96
Dial 010 33 first when calling from the UK.



"ZOO TIME"...How to avoid it

By Martin Evans

"When I was in Zephyr Hills...."

How many times have you heard it said, or indeed said it yourself? So what about when you were in Z. Hills, Perris Valley or at the Freak Brother Convention. Apart from the weather and cheaper jumps what was so brilliant about it? Let me guess.

"I was turning 5 point 9 ways and 4 point 16 ways day in and day out" - "Yeah sure, we believe you!" is likely to be the response. I know, because I've been in the same situation myself. So I really do believe you, even though I've seen some of your skydives here.

So how come you were doing such good dives over there, but as soon as you're back in the UK its "zoo time" again. Well, lets take a look at how things are.

You're in your third skydiving season, you shot through the system as a student, freefall in 7 jumps, cat 8 in 30. Within six months you're turning 4 point 4 ways on a fairly regular basis. Within a year you've made it, you're one of the hottest skydivers on your dropzone out of the 30 or 40 regular jumpers (by regular we're talking 50 jumps a year here!) You deserve to be good. You're making 200 jumps a year, you've got a nice rig and a flowery jumpsuit and you tell some good stories! You're one of the "big boys" now.

So you've got 400 skydives under your belt and you're the hottest thing in town! Its time to hit the States and show 'em what you've got to offer.

Its 8.30 a.m. at the manifest, somewhere groovy in the States. There's 400 skydivers from all over the world all keyed up and hot to trot. Half of them are much the same as you, two or three years in the sport with three or four hundred skydives. You're O.K. you're in. Now the others, they're something else with dives in the thousands....

"Hi, I'm Joe, I'm from the Mid West. I've been jumping 2 years and I've made 650 skydives, the best of which were at the Nationals this year where our 8 way team averaged 9 points".

"Hi, I'm John. This is my home dropzone, I started jumping 6 months ago and I have 180 skydives".

At this point you suddenly realise that maybe you're not so hot after all. So you stop strutting, you turn up on time for dirtdives with your jumpsuit and rig, you listen intently to your

organiser, you never whinge or whine about your slot or argue about the way dives have been organised. Suddenly you're doing real hot dives, so hot that as soon as your feet touch the ground, your rig is off and you're gathering the load together so your organiser can debrief you. Alright! this is good stuff. You're getting good slots on nice dives, you've done a fine job and your organiser recognises it. Boy, are you going to be the kiddy when you get home!

Two weeks later you're back in England. You've made 3 skydives today, a 3 point 4 way, a 1 point 8 way cluster and a 9 way Zap. What's happened? This isn't how it should be, you're back where you were before your trip. So you're looking at your buddies and thinking "turkeys", but hold it. They're giving you some pretty wierd looks too. Maybe you did bend their ears a bit in the bar last night about your trip to the States and all the hot dives you made. Perhaps they're thinking you've just returned from Fantasy Island. Obviously something is wrong, and unless you want to keep getting zaps and 1 point dives you're going to have to work out where the problem is.

Now you have every confidence in your own skydiving ability, especially after the recent trip, and unless your pals are full of crap you know they've done some good dives in the past too. So where do you start analysing the problem? If it's not the individuals' flying then how about the approach and attitude to the skydive? Let's go through a typical dive:

How many calls did the guy organising the load have to put out before the full group was ready to dirt dive together. Then I'll bet half the guys didn't bring along their jumpsuits and rigs. By now the organiser is bound to be getting a little cheesed off. So, when he's finally got you all together he starts allocating slots to your whinging and whining. Then he has you running the load out from the aircraft, only to hear half the load giggling and cackling - mind you, 20 ft from the aircraft is hardly running it out is it, but its the best he's likely to get from you lot. As he's explaining the theory of the dive, and why he wants to build it in the manner he's chosen, there's a group of you talking amongst yourselves at the back of the formation.

Then of course, there's always two or three of you that want to change the dive for some obscure reason that you have no explanation for. Understandably, the guy that's devised the skydive, having gone around choosing those who he thinks would be best for the load and then having to chase them along to the dirt dive, is getting a little ratty at this stage with the lack of enthusiasm. He begins to raise his voice in a not too friendly manner, which doesn't exactly instill good vibes into the dive. But he soldiers on against all this and gets about as much cooperation as he's likely to get from you all.

Then you are called to get your load to the emplaning point and guess what? Half your group has disappeared only to reappear just as the aircraft is landing, so you've got a mad dash to emplane and no time for a last refreshing dirt dive. Well, after all this hassle its hardly surprising that the dive is a zap is it? By the end of the day with another couple of dives going the same way and nobody even bothering to turn up for the debriefs, the organiser is ready to slit his throat and maybe yours too!

You don't need me to spell out the difference between that scenario and how things were in the States, but in case you're not sure of the probable cause of your bad dives and a possible solution, lets take you back in time.

Prior to your trip to the States you spent most of your jump career at your local dropzone where you quickly became a hotshot as far as local standards go, but have you ever heard the one about the big fish in the small pond? Then you went to the States and quickly realised you're just a small fish and acted accordingly. You listened, you acted as required and made hot dives. However, you made the same mistake as so many others do, and forgot your humility. You came back strutting and acting the big shot, forgetting the valuable lessons you paid so dearly for.

Maybe one day you'll go elsewhere and do some more good skydives. Or maybe you'll hear what I'm saying and start doing them at home instead, and help others to learn by your mistakes. Attitude goes a long way to making a good skydive.

Think on!

BRITISH PARACHUTE ASSOCIATION

Ladbroke Leicester Hotel
ANNUAL GENERAL MEETING
Saturday 9th January 1988

Present:
J.T. Crocker
J.K. Lines

Chairman
Treasurer

IN ATTENDANCE:
W. Port

Secretary General

MEMBERS PRESENT:
475

APOLOGIES:
D. Cox, G. Evans, K. Noble,
B. Card, B. Charters, G. Douglas, M. Rennie.

REPORT TO THE MEMBERSHIP

The Chairman, J. T. Crocker, presented the Annual Report to the Membership present. During the Chairmans Report, presentations were made to the following members:

Jim Sharples retiring from Council work and Chairman of STC after 10 years.
Peter Ritchie also retiring from Council work after 7 years.

David Waterman who due to work pressure had been obliged to resign as Editor of 'Sport Parachutist'.

The full report will be published in the February issue of Sport Parachutist.

Proposed by: G.C.P. Shea-Simonds, seconded by S. Ward that the Annual Report be accepted.

Unanimous

The floor was asked for comments on the Grant Aid situation. There was considerable discussion on the whole subject and by a unanimous vote the membership tasked the Council with pursuing the Capital Grant for purchase of the BPA new HQ, as the Sports Council had accepted this as part of the Development Plan and the Association had verbal assurances that this would be paid.

ANNUAL RENEWAL DATES

The Treasurer, J.K. Lines, gave a short address on the financial situation. (The full report and accounts had been presented and accepted at the Extraordinary General Meeting on 29th October 1987).

J.K. Lines asked for questions from the floor.

It was proposed from the floor that the renewal rate for the ensuing year be set at £25.00, the remaining rates would be on a pro-rata basis.

Proposed by P. Ross and seconded by P.W. Ritchie.

Unanimous

SPECIAL BUSINESS

At the A.G.M. of 1987, P.D.N. Parker had put a motion to the membership.

J.K. Lines now reported on the proposals made, and action taken by the Council of the Association to date. He said that, it was a very difficult and emotive subject but we have now, in writing, something substantive.

The view has been taken that to move the sport onwards there would need to be improvements in many areas.

J.K. Lines explained that the proposals would be finely honed by Council and the membership would be kept up to date via the minutes of the various Committees.

COUNCIL ELECTION RESULTS

The Secretary General, C.W. Port, read the results of the ballot for Council elections for 1988.

There had been 21 nominations, there had been 632 votes cast. The results of the ballot were:-

Name	Votes For	Position
1. J. Crocker	482	1
2. J. Lines	458	2
3. J. Curtis	419	3
4. T. Knight	416	4
5. T. Andrewes	413	5
6. J. Steele	404	6
7. P. Lambson	400	7=
8. D. Hickling	400	7=
9. D. Howerski	396	9
10. Susan Dixon	393	10
11. J.L. Thomas	369	11
12. S. Eversfield	366	12=
13. G. O'Hara	366	12=
14. G. Douglas	362	14
15. N. Dixon	359	15=
16. J. Meacock	359	15=
17. K. Noble	346	17
18. S. Treble	335	18
19. D. Prince	306	19
20. D. Thomas	261	20
21. C. Simpson	169	21

All the above will be published in the February edition of the Sport Parachutist.

PRESENTATIONS

- G.C.P. Shea-Simonds presented the Instructor Of The Year Award to Mark Greenfield (Netheravon).
- The Chairman presented the following:
Mike Forge Trophy to Neil Ward of Ipswich.

- 1000, 2000 Jump Awards and 12 hour free fall certificate were presented to Ian Marshall.
- 36 hour free fall certificate was presented to D. Howerski.
- 1000 jump award was made to Stuart Morris.
- 12 hour free fall certificate was presented to D. Turner.
- W.J. Meacock presented a 12 hour free fall certificate to M. Evans.
- D. Howerski presented a tankard to Clive Francis for 1000 pilot hours.

Specially commissioned medals, funded by Miss C. Kirwan were presented to members who had taken part in a world record for visually handicapped students who had carried out tandem jumps at Peterborough.

R. O'Brien, Chris Donaldson, Bernard Parker, Dave Morris, Stuart Meacock, Susan Dixon, Garry Gnapp and to Charlotte Kirwan.

Mrs. Sue Meacock kindly agreed to draw the tickets in the Annual Lottery.

1st Prize	£500	L. Rudd	43016
2nd Prize	£250	J. Wingate	10549
3rd Prize	£100	P. Shipperley	51083
4th Prize	£50	H. Zemlo	49304
5th Prize	£40	A. Killeen	21460
6th Prize	£30	John ?	39876
7th Prize	£20	R. Millard	25954
8th Prize	£10	A. Wright	48753

BRITISH PARACHUTE ASSOCIATION

Council Meeting Minutes

Ladbroke Leicester Hotel
Saturday 9th January 1988
INAUGURAL COUNCIL MEETING

Present:

J. Crocker
J. Lines
J. Curtis
T. Knight
T. Andrewes
J. Steele
P. Lambson
D. Hickling
D. Howerski
S. Dixon
J.L. Thomas
S. Eversfield
G. O'Hara
J. Meacock
S. Treble

Apolgies:

G. Douglas
N. Dixon
K. Noble

In Attendance:

C.W. Port
A.K. Butler
J.H. Hitchen
C. Gilmore
C. Saunders

Secretary General, BPA

JNCSO, BPA

JNCSO, BPA

National Development Officer
Editor 'Sport Parachutist'

The Secretary General, C.W. Port, welcomed the newly elected Council of 1988 and took the Chair to conduct the election of the Chairperson for 1988.

Proposed by D.T. Hickling, seconded by T. Andrewes that J.T. Crocker be invited to be Chairman for the ensuing year.

Carried Unanimously

J.T. Crocker took the Chair for the remainder of the meeting.

Election of other Officers:

Vice Chairman D.T. Hickling
Proposed by S. Dixon
Seconded by S. Treble

Unanimous

S.T.C. T. Knight
Proposed By J. Curtis
Seconded by D. Hickling

Unanimous

Finance J.K. Lines
Proposed by J.L. Thomas
Seconded by J. Steele

Unanimous

Competitions S. Eversfield
Proposed by S. Dixon
Seconded by S. Treble

Unanimous

Development D. Hickling
Proposed by J. Curtis
Seconded by T. Andrewes

Unanimous

Royal Aero Club It was agreed that J.T. Crocker be appointed.

Committee Formations

FINANCE J.K. Lines, J.T. Crocker,
D.T. Hickling, S. Eversfield,
J. Curtis, J. Steele.

COMPETITIONS S. Eversfield, T. Andrewes,
Sue Dixon, S. Treble,
P. Lambson.

DEVELOPMENT D.T. Hickling, J.T. Crocker,
Sue Dixon, T. Andrewes,
J.K. Lines, S. Eversfield,
G. O'Hara.

REGIONAL REPRESENTATIVES

The following were asked to represent the Association at Regional level.

1. North West	D. Prince
2. Eastern	A. Knight
3. Southern	G. O'Hara
4. South East	C. Francis
5. South West	J. Steele
6. East Midlands	D. Hickling
7. West Midlands	S. Treble
8. Greater London	T. Andrewes
9. Northern	K. Noble
10. Yorks	J.L. Thomas

MANAGEMENT COMMITTEE

There would be a decision on this at the next meeting.

CO-OPTED MEMBERS

It was agreed to offer co-option to the Chairman of:

- RAPA
- APA
- RAFSPA
- SSPA
- BCPA

CLUB REPRESENTATIVE

T. Andrewes agreed to carry on in this post.

MEETING DATES

The Secretary General had prepared a list of proposed dates for meetings during the year. These will now be finally collated and distributed to all Council.

AGM/DINNER DANCE

There was some discussion on the above and it was agreed that the final decision would be made at the next Council Meeting.

HEADCORN PARACHUTE CLUB

There was discussion on the letter presented to Council from P.D.N. Parker. It was agreed that this Council would use all its resources, financial and political to support Headcorn on its fight against the extension of the London TMA.

CIP REPRESENTATION

It was agreed to ask R. Colpus and J.H. Hitchen to continue in their posts as Delegate and Alternate Delegate.

A.O.B.

- W.J. Meacock offered to speak to both Halfpenny Green and Shrewsbury in connection with outstanding Student remittances.
- The Secretary General would again remind Clubs of the Insurance requirements and the payment time for memberships accepted by Clubs for onward payment to the BPA.
- The Secretary General would circulate updated figures on the Student situation to Council.
- The Council went into closed session to discuss the subject of Development following the resignation of the N.D.O.

DATE OF NEXT MEETING

Wednesday 10th February 1988.

BPA HQ, 5 Wharf Way, Glen Parva, Leicester.

6.30 p.m.

BRITISH PARACHUTE ASSOCIATION

SAFETY AND TRAINING

COMMITTEE MEETING MINUTES

The Post House, Leicester
Thursday 14th January 1988

Present:

A.G. Knight
D.T. Hickling
P.W. Lambson
M. Thurman
D. Cox
S.D. Lambe
M. Patrick
L. Thomas
C. Francis
R. O'Brien
L. George
D. Turner
K. Daykin
A. Collingwood

Chairman STC
British Parachute Schools
J.S.P.C. (N)
Riggers
B'ham & Cov.
L.P.S.
J.S.P.C. (HK)
Riggers
Headcorn
P.P.C.
Tilstock
Skybird
S.S.C.
A1

Apologies For Absence:

K. Noble, D. Thorne, M. Mortlock, D. Howerski, M. Skeet, J. Ball, B. Laithwaite, A. Ashton.

In Attendance:

J. Curtis	Council
G. Evans	TPA - MFFC
J. Hitchen	JNCSO
T. Butler	JNCSO

Observers:

S. Thomas, J. Eaton, P. Applegate, E. Norris, K. Lewers, R. Redfern, C. Waymouth, J. Travers, J. Davis, V. Davis.

MINUTES OF STC MEETING OF 26th NOVEMBER 1987

It was proposed by L. Thomas and seconded by L. George that the Minutes of the STC Meeting of 26th November 1987 be accepted as a true record.

Carried Unanimously

MATTERS ARISING FROM STC MEETING OF 26th NOVEMBER 1987

2.2 (3) D. Turner asked for clarification as to the procedure for helmets to be cleared for student parachutists. The Chairman informed Mr. Turner that the procedure had not changed and any requests should be presented to STC.

L. George felt that CClIs should be informed that the Raleigh Burner Helmet was now permanently banned for 'Student' parachuting use.

The JNCSOs agreed to write to CClIs and remind them of the fact.

2.5 The Chairman informed those present that the subject of radios was still being progressed with the CAA.

2.8 (4) P. Lambson informed the meeting that Jamie Fowler had now been transferred to a Service Rehabilitation Centre and was making steady progress.

APPROVAL OF RIGGERS MINUTES OF MEETING OF 26th NOVEMBER 1987

The Chairman informed the meeting that as J. Wright had resigned as Riggers Chairperson at the last meeting a new Chairman of the Riggers Sub-Committee had been elected that evening and the Riggers Chairman, Mick Thurman would present the previous minutes.

3.4 M. Thurman stated that there would not be a Riggers Course at Traceair, due to the lack of support, but J. Curtis has offered to host a Course from 14th - 19th November, details will be into the BPA magazine.

3.11 The Riggers had discussed the subject of STC Approval of equipment and felt any equipment for approval should be presented to their Committee first to be looked at from a technical point of view.

3.12 M. Thurman informed those present that some equipment had been presented to them that evening where the grommets on the reserve stiffener plate had come adrift, he also informed the meeting that a Safety Information sheet would be sent out with regard to this, also with regard to the taping of stiffener plates and problems with narrow ripcord housings.

3.7 L. Thomas gave the meeting details of the requirement from the last meeting for L. Gearing to be examined at Thomas Sports Equipment, this had now been done and Mr. Gearing had been given his Advanced Rigger Rating.

MINUTES OF PILOTS MEETING OF 8th OCTOBER 1987

The Chairman stated that these minutes should have been dealt with at the last STC Meeting, but had been overlooked, he also informed the meeting that J. Ball was unable to attend the meeting.

4.1 The Chairman stated that the cost of the necessary work to get the aft C of G limits extended on Islanders would be approx. £1000. This had been discussed by the Finance Committee had felt it inappropriate for BPA expenditure. The Chairman stated that he would ask the Chairman of the Pilots Committee to co-ordinate the possible cost between Islander owners.

4.2 Some discussion took place concerning 'Weight and Balance'. It was decided that the Pilots Committee should produce a 'standardised' type example as a guideline for Chief Pilots.

4.3 No final proposals concerning the 'Basic Commercial Licence' had been forthcoming at this time.

4.4 Angela Hickling had completed a paper on Radio Procedure and this would be discussed at the next Pilots Meeting.

4.5 T. Oxley had informed the Instructors Convention that the CAA were working on a standard transponder code for parachuting.

FATALITY - HEADCORN

John Hitchen gave the meeting details of the Fatality at Headcorn on 13th December where BPA member Duncan Langhorn had completed a 5 Way RW jump, which went without incident until the jumper had attempted to deploy his parachute.

Duncan's main canopy pilot chute was observed for approximately three seconds, after which time the reserve parachute was deployed whilst he was in a 'head down' position. It was observed that neither parachute inflated.

Upon inspection of the equipment it was found that the bridle line was 3 ft, instead of the minimum recommended length of 5 ft. The conclusions of the Board of Inquiry after talking to witnesses and studying statements and equipment were that upon operation of his 'pull out' pilot chute the jumper experienced a pilot chute hesitation, at which stage, (approximately three seconds) he operated his reserve parachute. As the reserve canopy deployed the reserve canopy and line became entangled with the main pilot chute bridle line and deployment bag (which still contained the main canopy). This prevented the reserve canopy from inflating.

The recommendations of the Board were that in view of the possibility that short bridle lines can contribute to pilot chute hesitations, it is recommended that unless specific requirements make it necessary, serious consideration should be given before effecting any deviation from recommended bridle line lengths. A number of questions were asked and a good deal of discussion took place concerning various drills. The JNCSO stated that Mr. Langhorn had carried out the correct drills.

INCIDENT REPORTS - RESUME

The Chairman stated that a number of incident reports had been received but none merited particular discussion, though he urged that centres continued to send them in.

P. Lambson requested that landing injuries should be carefully monitored for possible trends. The JNCSO stated that only a small number of canes sent in all injury reports. After a good deal of discussion it was proposed that a special form be sent to clubs requesting that all landing injuries be sent to the BPA during 1988 so that a survey could be completed, this form may be sent to the BPA anonymously if clubs wished, but only in the case of non serious injuries (i.e. where a parachutist has not been kept in hospital over two weeks).

This was proposed by P. Lambson and seconded by D. Turner. Carried Unanimously

N.B. New form and explanation note enclosed with these minutes.

INSTRUCTOR COURSE 4 - 87, SWANSEA

John Hitchen gave details of the Instructors Course held at Swansea between 30th November and 11th December and thanked the club for hosting the course.

The JNCSO stated that the conclusions of the Examiners on the course were that: generally the standards of the candidates attending all the courses were high, though a number of candidates failed to give the necessary support during PLF lessons, CClIs should check this.

The recommendations of the course were:-

- 1) That the following be given 6 month extensions to their Potential Instructor Ratings:- Steve Scott, Billy Cummings, Ian Barraclough, Ian Wilson, John Farbrother and Knocker Cole.
- 2) That Gary Mattison be given a Potential Instructor rating, being two weeks short of the required time when he attended the PI Course.

It was proposed by S. Lambe and seconded by L. George that the above recommendations be accepted. Carried unanimously

AFF - A1

D. Turner presented his proposals for AFF at A1 - Abbotsley, details had been sent out with the agenda. Mr. Turner stated that he wished to simplify his proposals and he gave the meeting details after which, D. Turner proposed, seconded by A. Collingwood that AFF be permitted at Abbotsley with the following provisos:

- 1) That no AFF will take place when the wind is blowing toward the power lines at Abbotsley.
- 2) That all AFF students, levels 1 - 7 will be equipped with ground to air radio.
- 3) That all AFF students, levels 1 - 7 will be equipped with a 'life preserver'.
- 4) That prior to commencement of an AFF operation at the DZ, vehicular access across Abbotsley Brook be facilitated by construction of a bridge.

For 10 (Including 1 proxy vote from M. Mortlock)

Against 1 (Proxy vote from D. Thorne)

Abstentions 2

Carried

STC APPROVAL OF EQUIPMENT

The Chairman stated input had been requested at the last STC Meeting concerning STC Approval of Equipment, especially specialist equipment, but no input had been forthcoming. Mr. Knight stated that in his opinion it would almost be an impossible task to produce a list of Approved equipment, but that the Riggers Committee would always consider and give an opinion on equipment which was submitted to it and pass its findings on to STC for consideration.

PERMISSIONS

1) J. Meacock had requested that D. Stallion be Approved Instructor status as he had forgotten to renew his rating in 1986. Mr. Stallion had been instructing in the period since 1986. R. O'Brien stated that he was now CCI of Peterborough and gave details of this request.

A good deal of discussion took place concerning this request. It was finally proposed by D. Turner and seconded by S. Lambe that D. Stallion be given Approved Instructor Status until 31st March 1988 and then must renew in the normal manner. Carried Unanimously

2) J. Hitchen gave details of a request for a 6 month extension to the PI rating of John Armstrong, who was unable to attend the next Examination Course. It was proposed by P. Lambson and seconded by D. Hickling that this be permitted. Carried Unanimously

3) A request had been received from P. Ritchie of the Whirlybirds Skydivers for permission to parachute in the London area from 1,500 ft. should it prove necessary on the day. The request was for himself and team members: Robin Gallon, Peter Wade and Sid Scott, also Simon Ward, all have in excess of 500 descents. Some discussion took place regarding this request and it was proposed by S. Lambe and seconded by P. Lambson that this should be permitted for P. Ritchie, R. Gallon, P. Wade and S. Ward and also S. Scott once Mr. Scott has presented his log book(s) to either the CCI of Netheravon or one of the National Coaches and has obtained their approval. Carried Unanimously

A.O.B.

1) The Chairman stated that he wished to thank J. Sharples for all his work in Chairing the STC over the last six years, the meeting fully concurred with this.

2) The Chairman also reminded CClIs to send in their Annual Returns as soon as possible.

3) S. Lambe requested that Council be asked what was being done with regard to his paper on AADs.

The Chairman stated that the subject of AADs was to be discussed at the next Council Meeting, along with other proposals. Col. Lambe stated that matters concerning STC should be dealt with by STC and he would like Council to be made aware of his opinions.

D. Hickling stated that Col. Lambe's paper was fully considered by those putting the proposal concerning equipment to Council, he was also sure that the subjects concerning STC would be discussed by STC.

BRITISH PARACHUTE ASSOCIATION

Riggers Meeting BPA OFFICES, LEICESTER 14th January 1988

Present:

T. Knight, B. Jeffrey, J. Curtis, M. Thurman, P. Applegate

Apologies:

A. Cowley, M. McCarthy, R. Shillabeer, J. Reddick

Observers:

P. Lambson, T. Thomas, K. Daykin, M. Patrick, B. Wilton

In attendance:

JNCSO's

Minutes of Previous Meeting

The minutes of the meeting held on 26th November were accepted as correct.

Election of new Chairperson

M. Thurman was elected as the new Chairman of the Riggers Committee. Matters arising from last riggers meeting.

3 Ring Cutaway Cable Housing

J. Curtis asked if any information had been received from Thomas Sport Equipment with respect to the faulty 3 Ring cutaway cable housings. No one from TSE was present at the meeting. It was agreed that TSE be approached for an update on this matter and also the distribution of Assembly and Packing Instructions for new equipment.

Rigging Courses 1988

B. Jeffrey reported that there had been only one taker for the rigging course scheduled for 22-26 February at Traceair. As no examiners were available to run the course an application for I. Marshall to attend for qualification as an Approved Rigger was discussed. It was agreed that the Chairman write to I. Marshall and explain what he should do in order to qualify. The Chairman informed the Committee of the course to be run at Netheravon 18-22 January 1988. The course would be run to qualify three potential riggers from various Service teams/centres. I. Robertson would be the independent examiner and J. Reddick the second examiner.

J. Curtis said that he would be willing to run a potential riggers course at his establishment. The course will run from 14-19 November. Details will be published in the Sport Parachutist in the near future.

Riggers Rating Renewals

It was confirmed that the lapsed ratings had now been signed by two examiners. All riggers whose ratings are due for renewal this year are reminded to apply for the new style renewal form from the BPA in time to get the form signed and returned to the office by 31st March. Copies of the renewal form are enclosed. Matters arising from last STC.

Approval of New Equipment

It was reiterated that new types of specialist equipment ie. AFF/RAPS intended to use within the sport should be viewed by the Riggers Committee before presentation to STC. Adequate time should be allowed for the equipment to be examined. Any Other Business

Thomas Sports Equipment - Stiffener Plates

S. Thomas proposed, for the Committee to look at and comment upon, a reserve stiffener plate and the grommets from a TSE Chaser. The grommets had come free from the stiffener plate after only three reserve repacks.

J. Curtis felt that the matter ought really to be discussed with a member of TSE present. It was agreed that because of the serious implications of the problem discussion should take place. The stiffener plate in question was one on a TSE Chaser that had been updated by TSE for the Parachute Test Team at Boscombe Down. The equipment on its return to Boscombe had been used for pull tests and was repacked only three times before the grommets pulled free. The other rigs that had been updated were checked and found to be suffering the same problems. The cause of the problem was determined to be;

- a. the thickness of the plate and
- b. the type of grommets used in the plate.

Inspection of various Chasers has also shown that some of the plates in use are not taped around the edges to help prevent the metal from wearing through any adjacent material. It was also noted that TSE were still using small housings and that this could contribute to stiff pulls especially when used on smaller equipments where the curvature of the housing becomes more critical. J. Curtis stated he was certain that at some point during 1987, C. Thomas had said that TSE would no longer fit the smaller housing.

It was agreed that Safety Information should be circulated to highlight the following points:

1. The grommets in the reserve stiffener plates should be inspected closely during each repack cycle to ensure they are not pulling free.
2. The stiffener plate should be checked to ensure that it has been taped.
3. That jumpers be aware of the increased risk of stiff pulls on the reserve due to the use of small housings.

SuperTack Cord

A copy of a letter which B. Jeffrey had sent to Paragear was discussed. It had been found that the T1050 SuperTack Cord was breaking at below the stated tensile strength. Safety

Bikini Sliders

Information received from Precision Aerodynamics about the new "Bikini" slider is attached to these minutes.

For Immediate Release

Precision Aerodynamics, Inc. has completed testing on a new deployment device which the company calls the "Bikini" slider (Precision part # P-72101). The slider's unique design allows jumpers to select the type of opening they feel appropriate for the configuration in which they pack their Raven canopy.

The Raven main and reserve are identical in construction. Yet, skydivers typically differentiate between the soft, comfortable openings they want from a main and the brisk openings they expect from a reserve. The Bikini slider enables jumpers to choose the opening characteristic they prefer according to the way they use their Raven.

Precision's extensive testing of the Bikini slider under AS 8015A took place over a 14 month period, culminating with certification under FAA TSO C-23c for use with Raven reserves. It may also be used with Raven mains.

On December 1, 1987, the company began shipping all Raven canopies with Bikini sliders. The traditional slider (also certified for both main and reserve use) remains available upon request. While not required, the manufacturer encourages jumpers who own Ravens equipped with the traditional slider to update their canopies.

It is the responsibility of the rigger who installs a Bikini slider to appropriately and idelibly mark the Data Panel as follows: the Raven I becomes a Raven I(b) after the Bikini slider is installed; the Raven II becomes a Raven II(b); etc.

Bikini sliders are available in a variety of colours at a nominal charge from Precision. For further information about this update, jumpers should contact their rigger or Bill Hazlett at Precision (615-949-4688).

BRITISH PARACHUTE ASSOCIATION

Wharf Way, Glen Parva, Leicester

Wednesday 20th January 1988

FINANCE COMMITTEE MEETING

Present:

J.K. Lines *Chairman Finance Committee*
D.T. Hickling *Vice-Chairman PBA*
S. Eversfield *Chairman Competitions Committee*
J. Curtis
J. Steele

In Attendance:

C.W. Port *Sec Gen BPA*
A.K. Butler *JNCSO BPA*

Apologies:

J.T. Crocker *Chairman BPA (Family illness)*

MINUTES OF PREVIOUS MEETING

Grant. The Secretary General was able to inform the Committee that he had been assured by G. Wright that the outstanding quarters grant together with the fourth quarter (in advance) would be despatched from Sports Council on Thursday 21st. This would total in the region of £50,000.

PROPERTY PURCHASE COSTS

The Treasurer expressed great concern at the cost of the removal fee charges by Harrow Green Removals.

In response to questions the Secretary General stated that he had obtained a telephone quotation from only one other firm, and that the firm used had been recommended by the Chairman.

The Committee categorically stated that in future any major expense must be the subject of three written quotations. In response to a further question it was stated by the Secretary General that the decorators used were the only people he had been able to find who could carry out the job needed in the timescale given.

The Secretary General explained that the purchase of the property had been unusual in that unlike normal contracts this purchase had been from a company whose property was in liquidation. So that instead of the signing of contracts being

sufficient to allow the move, no firm commitment could be made until contracts had been exchanged. This left the Secretary General with no more than 7 or 8 days to arrange the removals, and arrange the decoration and carpet laying prior to the move as he had been instructed to do.

The Treasurer would contact the Chairman and request that he (J.T. Crocker) approach the removal firm and complain that the cost was too high.

FUNCTION COST ETC.

As the Secretary General had not yet had the bills for the A.G.M D.D. etc. he was unable to give the usual full breakdown at this time. He agreed to have these ready prior to the Council Meeting of 10th February 1988.

OUTSTANDING SUBSCRIPTIONS

The matter of Halfpenny Green and Montford Bridge was discussed in great depth. The Secretary General had, upon the direction of the Vice-Chairman, written to the proprietors and CCIs of these clubs to invite them to the next Council Meeting to discuss the situation.

The Treasurer publicly censured the Secretary General for not having picked up the fact that these Clubs had not requested membership numbers for some time and had not sent in returns although these clubs had been operating.

The Treasurer stated that in addition to the letters sent he would request the Chairman, J.T. Crocker, to speak to the Clubs immediately to ensure that those concerned attended the Council Meeting.

The Committee expressed their anger that clubs were not conforming to the criteria laid down for the submissions of returns.

The Secretary General was tasked with preparing a full breakdown of the membership situation on each club by month and running total for 1987, together with those figures for anuary 1988. Additionally these figures were to be compiled and sent to Council on a regular monthly basis. Additionally A.K. Butler agreed to check the monthly figures as he would be more able to know who was operating. In the meantime the Secretary General would check to see if any other Clubs appeared to be in the same position as those aforementioned.

A.O.B.

1. ROYAL AERO CLUB ANNUAL SUBSCRIPTION

The above had been circulated to the Committee for information.

2. BPA VEHICLE

The Secretary General was tasked with preparing a paper showing the cost of running the BPA vehicle for a year. This would be compared with the cost of paying 22p per mile for travel.

3. MAGAZINE

S. Eversfield had all the information and paperwork concerning the advertising side of the magazine. He stated that despite repeated requests there had been no contact between Ray McGuire and the new Editor of SP.

In order to attempt to speed the whole matter up, J. Steele offered to take all the paperwork and pass it to the new Editor and also ask her to contact Ray McGuire as soon as possible.

4. DISPLAY TEAM REGISTRATION FEES

The Committee discussed the correspondence on this matter from the Vice-President, G.C.P. Shea-Simonds, and felt that they saw no reason to change the current situation. The Committee made no formal recommendation on this matter as it was to be a main agenda item at the next Council Meeting.

5. BPA SHOP

There was some discussion on this subject and it was finally agreed to accept D.T. Hickling's offer of looking into the whole situation in the light of the progress made by C. Gilmore to date.

6. WINDOW LOCKS

J. Curtis asked about this matter, which the Secretary General had designated for Development discussion. It was agreed that these should be purchased and fixed in house.

7. BPA SIGN

J. Curtis asked about this as a subject of cost. It was stated that the Development Committee had been delegated with making the final decision on this as the cost had been agreed but the artwork needed to be vetted prior to purchase.

8. COMPETITIONS

There was a discussion on the subject of the possible cost of hosting the Russian RW team if they were able to attend the National Championships. S. Eversfield pointed out that any cost would come from the overall competitions budget and it would of course go via Council as usual.

BRITISH PARACHUTE ASSOCIATION

Competitions Committee Meeting

The Sports Council, London

Tuesday 2nd February 1988

Present:

S. Eversfield *Chairman Comp. Committee*
T. Andrews *Club Representative*

Susan Dixon

S. Treble

P. Lambson

R. Colpus

CIP Delegate

In Attendance:

C.W. Port *Secretary General BPA*
J.H. Hitchen *JNCSO BPA*

MINUTES OF MEETING OF 11th NOVEMBER 1987

1. EQUIPMENT PURCHASE

a. An addition to this should have been - Readout. All the new equipment should be in the UK by 10th February 1988.
b. It was agreed that the cost of refurbishment of the telemeters should come from the General Fund, as these items were used for general BPA purposes.

All the telemeters will be given identification marks, these will ensure that the correct parts are together.

c. Video Equipment - A new seal and allen key is being despatched by Lars and Brusgard and the seal will be fitted as soon as received.

2. TEAMS TO UK FROM USSR

The team from the USSR would not be able to compete this year as there had not been sufficient notice for them to arrange this. The team apparently needs to plan at least a full year in advance. It was agreed to invite the team to compete in the Nationals in 1989.

Should the team be able to accept they will need to be accommodated and fed. A reciprocal arrangement would operate when a British team visited Russia.

Susan Dixon said that there is a town in the Ukraine which is twinned with Peterborough and it was possible they might be attending this years Nationals.

3. TEAM MANAGER

Mr. Patrick Turner had been approached on this and had intimated he would be pleased to accept. He is away from the UK until the Spring, but on his return would be asked to attend a Competitions Meeting to further discuss this.

C.I.P. REPORT

The alternate delegate, J.H. Hitchen, had a report prepared and circulated to all members.

He asked if a formal vote of thanks could be given to Susan Dixon for the invaluable help at the CIP Meeting.

R. Colpus, delegate, presented a full report on the CIP Meeting which will be circulated to all Council prior to the meeting of 10th February 1988.

RW - Changes had been made to the rules. These were discussed and Countries had been asked to test certain changes this year, the primary one being air to air video for judging purposes.

There are many teams already training with this system, but the quality required is broadcast quality. This would prove expensive both in the use of video and the cost of aircraft, as the video operator would jump as a team member. There are several new dives, and leg locks are to be re-introduced. Additionally a 6 round cut off has been brought in.

Discussion ensued as to whether the air to air video trails should be brought in to this years National Championships, but it was agreed that there was insufficient time to introduce it this year, but it could be tried at regional competitions.

CRW - Altitudes have been lowered, as too has working time.

Grips have been clarified. No reduction has been made in the number of events. The primary judging aid is to be video.

CLASSICS - "Off the Pad" will now score 16 cm. There will be "Jump Offs" for tied places using a 3 cm pad.

Rules as constituted for last year have been cancelled, the points system is back in operation. "Off the Pad" will now score 16 cm. There will be "Jump Offs" for tied places using a 3 cm Pad".

New penalties have been introduced for the style event and style jumpers will now jump as a 'team' in World Meets. PARASKI - An attempt will be made to have this discipline included as a demonstration sport in the Winter Olympics. It has been proposed that an Icarus event be held, but to date is only in the initial stages of discussion.

The World Championships for 1989 are to be held in Spain. It is proposed that parachuting be a demonstration sport, to coincide with the Olympics in Barcelona.

Seoul Olympics: Each nation has been invited to send one person to take part in a massed drop into the stadium for the opening ceremony. Each nation has been asked to underwrite a complete set of gear. The cost would involve transport of the person to/from Seoul, plus entry fee. It was envisaged that there would be a weeks training in Seoul prior to the opening ceremony drop.

The BOAC to be approached for funding. Details to be sent out as soon as possible and the Committee would further discuss who should be eligible to take part.

The Association had purchased 20 Olympic Brochures for distribution. These could also be used to attract possible sponsorship.

Susan Dixon has kindly had the Sporting Code put onto a word processor and offered to obtain copies for those people who wanted one.

REGIONAL COMPETITIONS

It was re-iterated that air to air video judging should be tried out at the regional competitions.

The following volunteered:

1. Co-ordinate Judging - Susan Dixon

2. Classic Rules etc. - S. Treble

3. R.W. Rules etc. - T. Andrews

Steve Eversfield would act as overall co-ordinator.

An advertisement and an article had been prepared and would be in the next issue of Sport Parachutist.

The office was to carry out a mail shot to everyone who took part in the National Championships in 1987. In clarification it was re-stated that:-

a. The general entry fee of £25 would be paid to the BPA.
b. Anyone who had not registered in advance would have to pay £10 per competition entry, this would be payable to the host DZ.

The Office was to ensure that when the entry fees were paid to the BPA a certificate was sent to those concerned as proof positive of payment and entry.

NATIONAL CHAMPIONSHIPS

The rules for the National Championship events would be revised and sent to the BPA for updating on the Computer. These would then be finally verified at the next Competitions Committee Meeting. The following volunteered:

R.W. - R. Colpus
C.R.W. - P. Lambson
Classics - S. Eversfield
Admin. - S. Eversfield

As the Nationals were to be split this year there would be two sets of General Rules (Admin., Entry Forms etc.). One sent out with each half of the National Rules.

The Secretary General was to circulate all last years trophy winners with a request to get the trophies to the office in time for re-presentation.

S. Eversfield has prepared a medal requirement list. This would be sent to the host DZ, in addition to a run down already prepared and sent by the Secretary General.

WORLD MEETS/CRW AND CLASSICS

Very lengthy in depth discussions ensued on the above subject, including funds available, selection for teams etc. etc. It was finally agreed that there should be a sliding scale of funding depending upon performance.

BRITISH PARACHUTE ASSOCIATION SPECIAL S.T.C. MEETING

County Arms, Leicester
18th February 1988

Present:

A. G. Knight	Chairman STC
J.K. Lines	MPC (Council)
B. Sharp	Queens Regt
M. Bolton	Oxon & Northants
S. Lambe	LPS
D. Thorne	Halfpenny Green
M. Munn	Red Devils
J. Gleave	Ipswich
S. McBrine	RAFSPA
I. Louttit	DISC
A. Collingwood	A1
T. Andrewes	NISFFC
M. Skeet	Fife
G. Lawry	Eaglescott
S. Wood	RN & RMSPA
P. Cavanagh	Black Knights
R. O'Brien	PPC
G. Horan	Blackpool
R. Noble-Nesbitt	SPC
K. Noble	Border
G. O'Hara	Badminton
C. Francis	Headcorn
D. Hickling	BPS
D. Prince	NWPC
M. McCarthy	HPC
W.J. Barnes	Peterlee
T. Dobson	LBFFC
D. Howerski	Swansea
P. Beck	Cornwall
S. Thomas	London Skydiving

Apologies For Absence:

K. McIlwee, A. Ashton, J. Fisher P. Slattery.

In Attendance:

J. Curtis	Council
N. Dixon	Council
L. Thomas	Council
M. Thurman	Chairman Riggers
D. Palmer	Shropshire
C. Port	Sec Gen
J. Hitchen	JNCSO
T. Butler	JNCSO

Observers:

B. Parry, G. Jones, M. Evans, M. Inglehearn,
S. Swallow, B. Reader, J. Keen, T. Oakes, A. Sinclair,
J. Eaton, G. McGuinness, A. Davey, P. Sullivan,
D. Parker, P. Bedigan, A. Morris.

The meeting had been convened to discuss in detail part two of the paper prepared and distributed by J.K. Lines in connection with proposed regulations to control the opening and future operations of U.K. Sport Parachuting Operations and the upgrading of present facilities.

A.G. Knight welcomed everyone to the meeting and asked J.K. Lines to address the meeting.

J.K. Lines stated that the paper produced was in response to the mandate given by the membership at the AGM of 1987 following P.D.N. Parkers address.

He asked that rather than take the report on its wording, he hoped that the meeting would look at the key points to be considered. Specific wording could be changed as needed. He understood that there were costs involved but this is to be expected.

He added that the report had been prepared following input from various sources.

S.D. Lambe stated that he fully understood the situation but that prior to discussion taking place he would like to say that in his opinion the idea that parachuting activities were not operating to satisfactory standards was not the case. Is this report designed to make the sport safer.

It was the general feeling of the meeting that it would be almost impossible for a CCI to hold all the qualifications listed.

(iii) Availability of a CCI:- There was considerable discussion on this subject and it was agreed that the wording be changed to normally present on a daily basis. At this point it was generally felt that the JNCSOs should have the authority to take further action if they felt that the CCI was not normally present when students parachuting was in operation. There were then two proposals put down:

1. Proposed by R. Noble-Nesbitt and seconded by D. Howerski that there should be a "Board" to check out Advanced Instructors, comprising the two JNCSOs and four Examiners.
- For 9
Against 18
Abstentions 2
Not Carried
2. Proposed by S.D. Lambe and seconded by D. McCarthy that the status quo concerning CCIs be maintained.

For 28
Against 1
Abstention 1
Carried

b) Instructors

There was lengthy discussion on this subject with opinion divided. Some comment suggested that it would be a dangerous precedent to set too many minimum requirements. It was noted that there should be two Approved Instructors present whilst student parachuting was in operation.

Discussion continued as to whether all Drop Zones would be able to operate with the minimum requirements. Suggestions were put forward that there should be one Instructor on the ground when student operations were in progress. It was felt that so long as there was proper policing then the smaller clubs could operate quite satisfactorily.

It was finally agreed that the status quo be maintained in respect of Instructors, with the rider again that the JNCSOs should have the authority to take whatever action they deemed necessary to maintain safe operations.

c) Drop Zones

After considerable discussion on the subject it was agreed to maintain the status quo, with the JNCSOs having the authority to take any action needed to ensure safety.

d) Altitude

Following discussion on the subject it was proposed by G. O'Hara and seconded by K. Noble that any new Drop Zone must have the facility to train students up to Category 8.

For 28
Against 0
Abstention 1
Carried

e) Facilities

On this subject it was proposed by S. Wood and seconded by L. George that it be the authority of the JNCSOs to decide whether a Drop Zone had adequate training facilities.

For 25
Against 0
Abstentions 2
Carried

f) Training

It was agreed that this should be incorporated into e) above.

g) Aircraft

Following discussion it was agreed to maintain the status quo.

h) Equipment

(i) Canopies - This subject attracted in depth discussion, and it was agreed that canopies should be phased out as better equipment became available. In the interim it was proposed by R. Noble-Nesbitt and seconded by K. Noble that C9 canopies be phased out by 1st January 1990.

For 23
Against 4
Abstentions 0
Carried

(ii) Student Free Fall Equipment - After discussion it was proposed by D. Howerski and seconded by G. O'Hara that all student main conversion equipment should be a maximum of 2 pin, staged deployment with a suitable quarter bag. This to be introduced by 1st January 1990.

Unanimous

(iii) AADs

Input was requested and received from each of the 29 members present with full and frank views being put forward.

After very lengthy discussion the consensus of opinion was that AADs were a very good idea but that in order to operate as near to 100% efficiency as possible there must be a servicing facility made available.

It was felt, unanimously, that the equipping of AADs must go hand in hand with the servicing facility. There had to be sufficient demand to warrant the facility being set up. If AADs were made a mandatory fitting then the servicing facility would be viable.

After further discussion it was proposed by D. Howerski and seconded by S. McBrine that:

(a) It be mandatory that student reserves must be fitted with serviceable AADs, at the latest by January 1st 1991, subject to there being a servicing facility available in the UK.

(b) That a student be defined, in this case, as anyone from Category 1 up to and including the point where the BPA regulations permit a person to jump personal piggy back equipment.

For 18
Against 9
Abstentions 3
Carried

(iv) Telemeters

After discussion it was proposed by P. Cavanagh and

seconded by L. George that by 1st January 1990 it would be mandatory that there be at least one set of telemeters and a stop watch at all Drop Zones.

Unanimous

(v) Side Pull Reserve

It was proposed by D. Prince and seconded by P. Lambson that side pull reserves be phased out by 1st January 1990

For 25
Against 0
Abstentions 2
Carried

(vi) Communications

There was some discussion on the subject of communications.

A.G. Knight stated that he was in contact with the authorities concerning the allocation of radio frequencies, together with the matter of the legality of the use of radios at drop zones. He would keep the STC apprised of developments.

Proposed by I. Louttit and seconded by S.D. Lambe that Drop Zones have access or radio link to a telephone.

Unanimous

The JNCSOs would be responsible for checking this situation.

A.G. Knight thanked all present for attending and spending so much time carefully discussing all points.

A.G. Knight stated that the paper was in result of the AGM mandate, and that as there were many matters concerning STC, Council had asked that this part be discussed initially by the Safety and Training Committee.

Other comments from the meeting were that this report and recommendations would help to stop the sport stagnating; it would stop the "sausage machine" operations.

J.K. Lines reiterated that in an attempt to curtail the "sausage machine" operations other matters came to the fore, i.e. equipment, staffing etc.

Part two of the report was then discussed in detail.

(a) Staff - The suggestions were taken point by point

(i) CCI - Advanced Instructor who had held the rating for a minimum of two years.

Points made were that the military centres would find it impossible to comply with this due to service posting commitments. Smaller military D.Z.'s could find themselves unable to operate. It was felt that an advanced instructor should be passed out ready to act as a CCI and not have to go through a further waiting period. There was a feeling that qualifications be increased, it was also felt that currency was more important than qualifications. Feelings were that it was the management and application of the rules which were important. It was also felt that the regulations themselves were very good but it was the integrity of people that was important. Other points made were that the CCIs recommendations as to who should attend advanced courses was of utmost importance.

Additional Certificats:- First Aid, Fire Fighting, Rigging knowledge, R.T. certs.

BRITISH PARACHUTE ASSOCIATION Riggers Meeting

BPA OFFICES, LEICESTER
25th February 1988

Present:

M. Thurman
J. Curtis
A. Cowley
L. Thomas
R. Shillabeer
T. Knight
D. Thomas
A. Collingwood
M. McCarthy

(Chairman)

Apologies:

P. Applegate

Observers:

P. Lambson
A. Anderson
P. Horsman
J. Farr
K. Adkins
J. Buckle
D. Howerski
D. Johnston

In Attendance:

JNCSO's

Minutes of Previous Meeting

The minutes of the meeting held on the 14th January were accepted as correct with the exception of item 6.

J. Curtis stated that the minute should read, that any discussion about specific equipment should only take place with any individuals concerned with that equipment present.

Matters arising from the Riggers meeting of 14th January 1988

3 Ring Cutaway Cable Housing

L. Thomas stated that no official answer had been received from the manufacturers of the 3 ring cutaway cable housings but that they had said that the housings may come unwound if excessive pressure is put on them or if the housing is wound tightly in the direction of the spiral.

Rigging Courses 1988

J. Curtis informed the meeting that the dates for the rigging course to be run at Fit a Patch had been sent to the magazine and would be published in the Sport Parachutist. There were no matters arising from the last STC Meeting.

Approved Riggers Examination, JSPC Netheravon

M. Thurman gave a report, as a summary, of the report produced by I. Robertson with respect to the examination course run at Netheravon 18-22 January 1988. The course had been run for two candidates by I. Robertson and J. Reddick. One candidate T. Rolfe was successful and was recommended for Approved Rigger status. The other candidate C. Seals who was training under the alternative method of qualifying riggers, did not come up to the required standard. It was recommended that he reapply for examination having completed the 80 hours required to total the minimum 300 hours required and in not less than 3 months. M. Thurman also gave a report about an examination that was run at Netheravon for M. Harling a Potential Rigger who had completed the first part of his examination with UK Parachute Services. T. Knight had requested that M. Harling attend Netheravon due to J. Curtis being away on holiday. The examination was run from 25-28 January 1988 by J. Reddick. The candidate was not successful and was told to reapply in 6 months. The committee agreed the following: that T. Rolfe be awarded Approved Rigger status. C. Seals be allowed to retake the examination having done an additional 80 hours logged rigging work and in not less than 3 months. that M. Harling be granted a six month extension to his Potential Riggers rating subject to finding an advanced rigger/CCI to monitor his work, he having been moved to Germany.

Recommendations from I. Robertson

In his report on the course held at Netheravon I. Robertson made a number of recommendations about the content and syllabus for the qualification of riggers. It was agreed by the committee that this should be discussed by the Rigger Examiners prior to the next meeting.

Square Reserve Deployment Bags

P. Applegate was unable to attend the meeting to give his report on square reserve deployment bags. The Chairman gave a brief outline of the trials conducted so far at Netheravon and stated that a reply was still awaited from the United States. It was agreed that this item should be held over to the next meeting.

Incorrect Reserve Repack

The Chairman gave details of a reserve that had been incorrectly repacked by J. Buckle. J. Curtis said, that as in the past, if a rigger was found to have failed in any respect then the topic should come to the riggers committee and that if the problem lay with an instructor then it should go to STC. The Chairman agreed to pass the topic to STC.

Reserve Repacking Paper - W. Sharpe

A paper written by W. Sharpe had been circulated with the agenda by the Chairman. The Chairman said that the paper had been sent out for riggers and CCIs to read and that input was sought before the next meeting in order that the topic can be fully discussed.

Mini 3 Ring Release - R. Noble Nesbitt

The letter from R. Noble Nesbitt was discussed and it was agreed that the information contained in the letter should be circulated as Safety Information. The fact that the mini rings can require a higher pull force on the cutaway pad to release them should be noted especially with people of a lighter build. It was agreed that a vote of thanks be afforded to R. Noble Nesbitt

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Any Other Business

Phantom Reserves - Service Bulletin

The service bulleting issued by National Parachute Industries with respect of Phantom reserves was discussed. It was stated that National had put in the bulletin a date by which the update should be carried out. This was because of litigation problems in America.

The Committee agreed that all Advanced Riggers, who having read the actual details of the modification, and who had the correct tools to perform the task be asked to lodge their name with the BPA Office. This will enable people who require the update to find the nearest rigger who can carry out the task. It was also agreed that Advanced Riggers should only carry out the update to the manufacturers specifications and that they be reminded that the reserve packing card must be annotated to show that the update had been carried out.

Rigging Line Connector Links

A letter had been received from P.G. Horsman outlining details of a malfunction caused by rigging line connector links separating during deployment. Inspection of the equipment after the incident found the links to be missing and it would only be presumed that they had not been stitched.

D. Thomas stated that he could honestly say that the links had been stitched and that he thought that the problem may have arisen because flat 400lb Dacron had been used to manufacture the links instead of the round type that was also in use. He also said that in both cases where this type of link had separated it was

on relatively new equipment where the opening shock was higher than normal and that it may be better in any case to use 800lb line.

A. Collingwood said that people may be substituting safety for comfort in the use of this type of line attachment.

J. Curtis said that because there had been no real trials conducted on this type of connector link that he would recommend that the links be banned until such time that trials have been carried out and that in any case metal links only should be used on reserve parachutes.

A. Cowley said that any tests which were carried out should be properly conducted.

It was proposed by A. Collingwood that all rigging line connector links be banned from the date of the meeting and that a safety notice be sent out immediately.

This proposal was agreed with one abstention.

TSB Chasers

The Chairman, Chairman STC, JNCSO's, L. Thomas and D. Thomas had met in the afternoon before the meeting to discuss the problems of the TSE Chaser. It had been agreed at that meeting by TSE that there was a problem with this equipment and that all Chasers with metal stiffner plates should be grounded until such time as TSB have come up with a solution to the problem. It was also agreed that the solution must satisfy a panel formed from Chairman STC, Chairman Riggers and the JNCSO's before it is implimented into the equipment. D. Thomas

said that once the solution is agreed he would prefer that all the Chasers with metal plates be sent back to TSE for any modifications to be carried out.

A safety notice was drawn up for distribution.

Considerable discussion took place at the riggers meeting about the problems of TSE equipment and the outcome was that there were two main problems. These problems were discussed in closed session and the members of TSE were asked to leave.

The first problem was that there is out in the field some Chaser reserves that can not be pulled without undue pressure on the ripcord, even after having the recommended modification implemented.

The issuing of a safety notice grounding the equipment until such time as the solution is presented by TSE and agreed by the panel was the agreed answer to this.

The second problem was that of the Quality Assurance at TSE. It was felt that the QA was allowing these problems to get out into the field in the first place.

It was agreed that a recommendation be made to STC that D. Thomas, as the nominated Quality Assurance person at TSE, have his Advanced Riggers rating suspended and that a Disciplinary Panel be formed to look at the problems with Thomas Sports Equipment.

L. Thomas having been informed of the decision stated that he felt that if any ratings were to be suspended then all the ratings of TSE personnel should be suspended.

PROBLEM: HOW TO TAKE GOOD AERIAL PICTURES WHEN SKY-DIVING?

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Steve Crabtree of Skipton in Yorkshire is no ordinary sky-diving enthusiast. Not content with hurtling through the air, he likes to take pictures at the same time!

Of course, operating a camera while free-falling thousands of feet up in the sky, when one's arms need to be free to perform more vital aeronautical actions, is not an easy matter!

Steve, aged 30, found the answer from the most unlikely source - his Dentist, who consulted the Orthodontic Department of PWS Dental Laboratory in Bolton, a firm with considerable experience in designing and producing dental appliances, though usually for more routine purposes such as straightening teeth and the protection of teeth and gums in sports such as boxing and rugby.

Always ready for a challenge, PWS have come up with just what the doctor (sorry Dentist) ordered. Working in conjunction with their dentist client, who supplied an exact impression of Steve's mouth, the Laboratory has created an acrylic mouthpiece into which is securely embedded a micro-switch which is operated by the tongue, the switch in turn operating the camera Velcroed to Steve's helmet.

Thanks to his dentist and to PWS, Steve Crabtree can now combine his two favourite interests very effectively and in relative safety, capturing on film those magic moments of descent by the merest flick of his tongue.

Says Steve - "It just goes to show that one's dentist can offer more than just fillings and anaesthetics. My Dentist's skill, along with that of the PWS Laboratory, is you could say, at the highest possible level."



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Nelson Street, Bolton,
Lancs BL3 2JW.
Telephone Bolton (0204) 381431.
Contact: Dave Ginn.

Steve R.W. Crabtree

SWANSEA CLUB NIGHT ACCURACY (NITAC) MEET

On a cold February night Swansea held the first of its club competitions - Night Accuracy! Well, why not, even if with a 2.5m Zap, zero winds and nearly half of the competitors making their first night jump there was some doubt as to whether anyone would score at all! Fortunately by the second round there was a bit more breeze and people were beginning to 'get the hang of it', though there was still the occasional howl of disappointment from the car park!

The emphasis was firmly on fun - and with six newly-initiated night jumpers together with four first-time freefallers from the daylight jumping, the beers were inevitably flying the the bar! Thanks to all concerned, especially Clive for exemplary aviation, Sue Camm for organisation and Gordon Henderson for judging.

Any finally, the night's results:

TEAM ACCURACY

1st "Death Diver And the Virgins"

Dave Howerski
Ralph Lewis
Lloyd Morris

2nd "The Terribly Dangerous Brothers Ride Again"

Alex Dixon
Glyn Jones
Adrian Roberts

3rd "Two Brummies and a Welsh Git"

Doug Galloway
Andy Hart
Steve Francis

3rd "Cathy's Cumback" Cathy Davey

Ian Robinson
Tim Gladwin

INDIVIDUAL ACCURACY

1st Dave Howerski (what a surprise!)

2nd Ralph Lewis

3rd Alex Dixon

Glyn Jones

It was in Egypt in 1941 that the late Ray Turner did his first parachute jump - and this poem he wrote about the experience has been included in a private publication of his work, produced by his wife and sons.

FIRST JUMP (Parachute Song)

Over the lands of Pharaoh 1
Do spread my silken wings,
And like Icarus, cleave the gale
While all the aether signs.

Less rash than that Aegean youth
Whose pinions mocked the sun,
I gently float like thistledown
And lightly call it fun!

But O! when near the ladder's foot
My falling seems too swift,
'Tis then I fear Icarus' fate
And envy Hermes' gift!

Now on the sand my sweetheart lies
Quite limp, and void of breath;
Her silken folds I gently cull
That held me up from death.

I stare into the clouds and smile,
See comrades tumbling down,
Each by his global cloud restrained,
Like breeze-borne bubbles blown.

I know that moment when they leap
Into the slipstream's lap,
And how they feel when sudden comes
The tug of that heaving strap.

I know with them the heart's glad bound
As they exult and see
The swinging scene so small below
That nears so dreamily.

And when the moment comes to hit
The sudden-rushing ground
I know that surge of panic fear -
And how to win the round!



B.P.A. Potential Riggers Course **Date 14th/18th November 1988.**

Contact John Curtis - Fit-A-Patch,
221 Ropery Road, Gainsborough,
Lincs. DN21 2PD
Tel: 0427/4917
0427/3194

Skydiving couple Paul Board and Claire Hosfords take off for a special jump - it was Paul's 200th and Claire's first square. Since this was taken, the two jumpers from Cornwall have visited Ampuriabrava in Spain to expand their experience of DZ's and aircraft - including the DC3.

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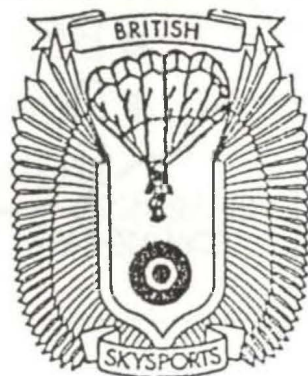
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MAC MCGARTHY



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- Biggin "Big Blob" attempt (20-30 way)

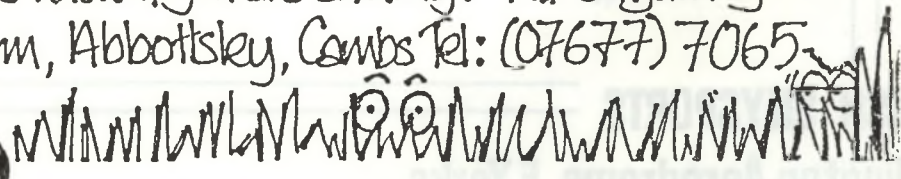
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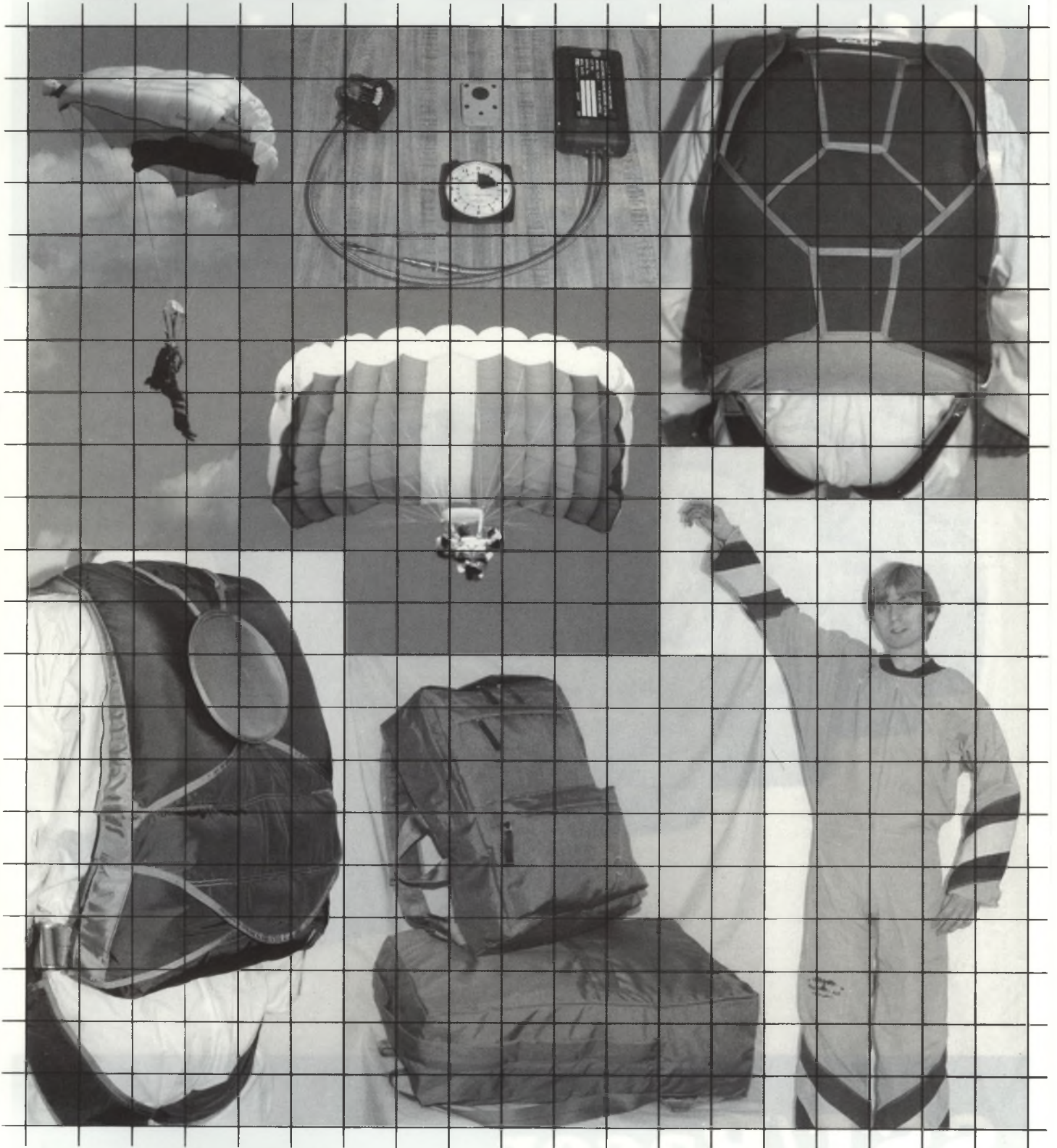
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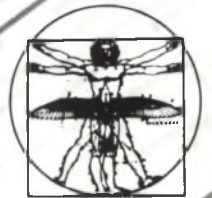
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Stratostar, blue/gold, needs new pilot chute, £75 o.n.o. 124 with netted blast holes, never jumped, £50.
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Chaser: burgundy and blue trim (small harness). Strong 26 ft. GQ unit (active canopy) £650 o.n.o.
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Performance Design 170 multi colour with lines (35 jumps) Phantom 22 (unused) in T.S.E. Xerox. All as new £1150 o.n.o.
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Complete rig ready to jump. GQ X210 rainbow colours (50 jumps) with S.A.C. reserve in system container, all in excellent condition, plus altimeter and large RW jumpsuit (unused). £975 o.n.o.
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Complete square rig ready to jump - crusair main - X - Rainbow colours - national 26' lo-po reserve. Wonderhog II container. Excellent condition - £595.
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Chaser - Dark blue, light blue poptop (10 jumps) can take round or square reserve. Main - GQ raider - rainbow colour. Reserve - Skylark (unused) ready to jump - £700 o.n.o.
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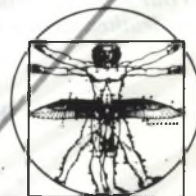
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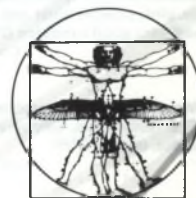
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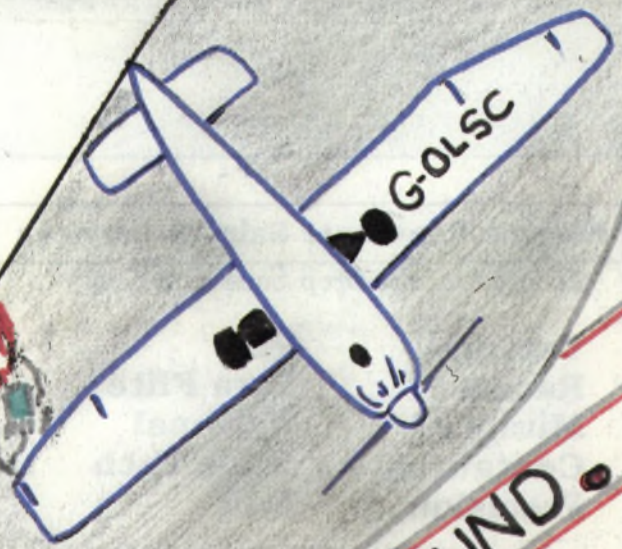
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Photo of Jump Street CRW Team by Mike McNamara



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