

THE

JUNE/JULY 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.

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Leather Chaser with Firelite Reserve and Maverick Main

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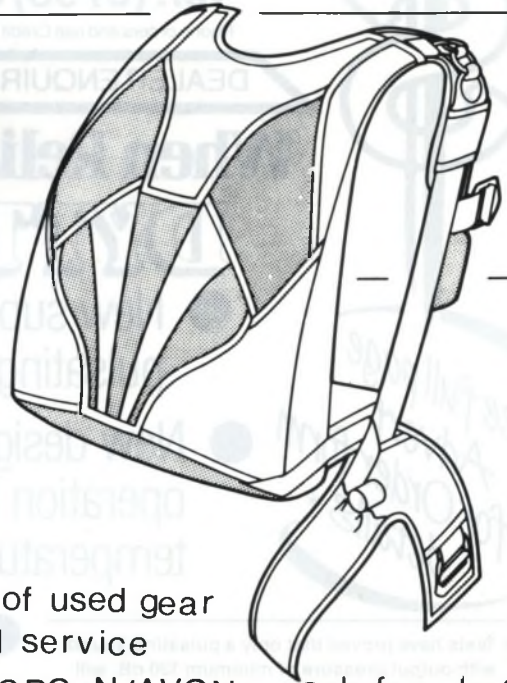
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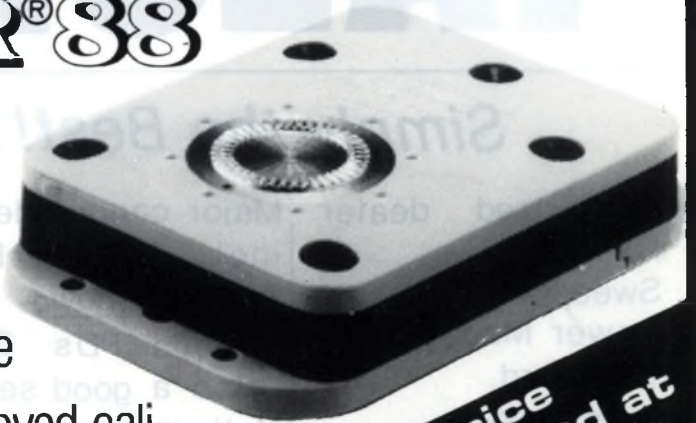


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Editor's Note

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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THE SPORT PARACHUTIST

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION WHARF WAY GLEN PARVA LEICESTER LE2 9TF Tel. (0533) 785271

VOLUME 24 No.9

JUNE/JULY 88

EDITORIAL

Been having a hard time of it?...Complaints and criticisms coming thick and fast?... Well, if you're looking for a little light relief, you could always try hanging around the Hippodrome in London at lunchtime.

That's where I found myself a couple of weeks ago - with a valid reason, I hasten to add. I was there to meet up with a visitor from the Perris Valley Parachute Centre - and what an event it turned out to be. You would be amazed at the number of people who choose the Hippodrome as a meeting point - which made life difficult for me to begin with. You see, I'd never actually met Martin Miller before. He, at least, had seen a photograph of me. All I had to go on was "I'll be wearing a white Perris Valley tee-shirt". Certainly, I was under a heavy disadvantage from the start.

I arrived on time to find the place swarming with tee-shirted tourists of all shapes and sizes and, as I wasn't sure whether I should be looking for a tall blond, short grey-haired or tubby-balding, I eyed up every approaching tee-shirt hopefully. By the time I had been standing on the corner for 20 minutes, anyone within the remotest vicinity of the Hippodrome and wearing a tee-shirt was at risk of being accosted as I hunted for clues. After all, I'd never seen a Perris Valley tee-shirt and ...well...pink, grey, blue and windsurfers can all look remarkably white-Perris-Valley-Skydiver-like when you're desperate. At last a white patterned tee-shirt approached, with the occupant smiling in acknowledgement. I grinned with relief, shouted hello and was just about to launch into my welcome speech when the bewildered man stepped back nervously, then continued passed me to join another white tee-shirted man standing behind. Soon someone else caught my eye, but he was carrying a copy of 'Le Monde' and speaking French (definitely not my man - though he was wearing Ron Hills and Reeboks!) Next a very tall, seedy looking chap in a white tee-shirt and long, dark coat, with a decidedly suspect looking package under his arm, came to stand next to me (I hoped he definitely wasn't my man). After a number of other embarrassing false alarms (by which time even the man selling 'The Standard' had become a hopeful) I decided it might be safer to stay quiet until I was sure.

On the verge of admitting that I'd probably got the arrangements wrong, a flustered man dashed passed and came to a stop on the corner, struggling for breath ... and yes, wearing a white Perris Valley tee-shirt. Never has there been a more impressive welcoming outside the Hippodrome (though I'm sure Martin was completely baffled by my attentions).

*Anyway, all's well that ends well, and over a Pizza and Perrier we talked about the exciting news coming from the new-look Perris Valley. Under the new ownership of Steve Mack, the locals have been witnessing all sorts of improvements, with lots of changes that should interest anyone thinking of having a skydiving holiday abroad this year. Watch out for more news about what's happening there ... hopefully, we'll also be hearing what's going on at other centres overseas - as well as **AJ HOME** - over the next few months. Start sending your news and piccies now!*

Card



Photo Credits:

Cover: Kate Cooper from 'Square One', Perris Valley at the Deland "Spring Fling Boogie '88" by Leo Dickenson
Centre Pages: CRW Stack over Netheravon by Paul Applegate



Holland

Holland is hosting an International 16-way competition from August 25-28 - the 8th time the event has been staged by the Nationaal Parachutisten Centrum at Teuge.

The famous Pink Skyvan will be on hand to carry jumpers skyward over 8 rounds of the competition, in pursuit of the awards.

To enter, teams must apply in writing - before August 1st 1988 - to Nationaal Parachutisten Centrum Teuge, De Zanden 19, 7395 PA Teuge.

Camermen and women with their own equipment are required and will be entitled to free jumps in return for their photographic services. Anyone interested should contact Ron Schaap or Ad de Jong on 057 63604.



Bob Harman collects his Sexta-Diamond Wings and Freefall Badge for his 7,000th jump and for 84 hours in freefall, from Z-Hills owners George and Betty Kabeller. Ex-Red Devil Bob is now Chief Organiser at the Florida Centre.



"SORRY EDDIE, EAGLE OR NOT, YOU STILL HAVE TO START ON THE STATIC LINE."

Cornwall Parachute Centre is hosting a Bank Holiday Boogie on August 27/28/29.

The "Beijing Fling" Boogie - sponsored by China Airways - features 3 events ** a S/L Round Competition (teams of three with team and individual prizes) ** Mix 'n Match 4-way LAC (team and individual prizes) ** Mix 'n Match 8-way speed star. There'll also be beach jumps, a B-B-Q and disco - but it's limited entry, so contact Linda Grant on 0841 540691 early to avoid disappointment.

CLIMBING TO ALTITUDE

OSWALD S.G



FROM TRAPEZE TO TANDEM MOLLY'S JUMP ACROSS TIME

At the end of last year, Molly Sedgwick, aged 67, made an historic, 12,000ft jump that was to link some eighty years of parachuting history!

DOLLY SHEPHERD - EDWARDIAN LADY PARACHUTIST

Unless you were alive in the first decade of this century you wouldn't have seen her mother, Dolly Shepherd jump, for it was in the summer of 1904 at the age of 17 and after only 30 minutes training, that she made her first parachute descent.

Rising to a height of 4 or 5,000 feet, hanging beneath a gas or hot-air balloon (for aeroplanes were yet to fly in Europe!), she would release from the balloon and descend by parachute, holding only to a trapeze-bar, with a narrow webbing sling between her legs to help take the weight of her body - there was no such thing as a harness.

MID-AIR RESCUE

With indomitable pioneering spirit she survived the many adventures which befell her - and performed the first mid-air rescue of another parachutist, above the clouds at over 11,000 feet, thus earning a place in the annals of parachuting history and the Guinness Book of Records!!

Dolly became a member of an elite group of pioneering aeronauts, who at the time were thrilling crowds with their balloon and parachuting displays. It was an exciting time, when only the intrepid few ventured into the air - let alone parachuted from it!!

Dolly Shepherd, in her Edwardian Knickerbocker suit was considered most daring at the time and was the darling of the vast crowds who flocked to see those early skydivers. Over the next eight years she went on to make over 200 parachute jumps and was witness to those exciting years when the first aeroplanes began to stagger into the air.



**Tandem Skydive.... Stuart Meacock*

At the end of her life Dolly herself was thrilled to be involved with modern parachuting, flying with the Red Devils at the age of 90 and as the guest of the R.A.F. Falcons when they "dropped in" at Eastbourne just before her 97th birthday. Sadly she died soon after, on 21st September 1983 at her Eastbourne home.

HER DAUGHTER TAKES TO THE AIR IN TANDEM

"Oh! I was born too soon", she had said with real feeling. "I should love to make a freefall!"

That wish has now been fulfilled by her daughter, Molly, who was just 50 years older than was her mother when she made her first parachute descent.

Molly gives charity fund-raising talks all over the country on "The Adventures of an Edwardian Lady Parachutist" (the sub-title of her mother's book "When The 'Chute Went Up') and it was following one of these that she was invited by ACTION ENTERPRISE to make a jump and so was, for the first time, to enjoy the feeling of freedom and exhilaration so often experienced and loved so much by her mother.

"To do this now is beyond imagination and I'm so thrilled!!"

So, nearly 80 years after her mother had performed the first

mid-air rescue at over 11,000 feet, Molly made a Tandem skydive at Sibson with Tandem Instructor Dave Morris from 12,000 feet and freefell to 5,000 feet before the parachute was opened.

Molly received 'in flight' instruction and was shown how to fly the modern Ram-air parachute to an accurate and tip-toe soft landing. Indeed a far cry from Dolly's half an hour of training prior to her first jump in 1904!!

The event, in aid of the 'Dolly Shepherd Guide Dogs for the Blind Appeal', recorded on film by myself and Stuart Meacock, achieved worldwide press coverage and indeed appeared on three television programmes, including a specially made film for the BBC's 'Blue Peter'.

This is not however, the last you'll hear of Molly, for she is as indomitable as her famous mother! So taken with Skydiving was Molly, that she plans further Tandem Jumps this year, including one from a Hot-Air Balloon! In addition she continues a busy schedule of talks countrywide as well as writing a series of articles on her mother's life for future publication in 'Sport Parachutist' - Watch this space!!

Garry Gnapp

DIARY OF EVENTS 1988

COMPETITIONS, BOOGIES ETC. U.K.

INTERNATIONAL COMPETITIONS, BOOGIES ETC

Date	Event	Location	Date	Event	Location
7-8 May	Easter Regional Accuracy Competition	Ipswich	12-15 May	'Tulip Trophy' 4-way Accuracy Comp.	Teuge, Holland
7-8 May	8-way Speed Meet	Abbotsley	16-22 May	Fokker Boogie	Malmi, Finland
7-8 May	9-way Speed Meet	Headcorn	21-23 May	'Mafia CRW Meet'	Texel, Holland
14-15 May	Surprise Meet	Netheravon	27-30 May	Memorial Day Boogie	Perris, California
21-22 May	Metropolitan Police Accuracy Meet	Headcorn	3-5 June	International 4-way RW Competition	Vercelli, Italy
27-30 May	8-way Scrambles Competition	Langar	7-25 June	Dutch Championships (Classics, RW & CRW)	Groninge, Holland
28-30 May	Scottish National Championships (Also Northern Regional 4-way RW Competition)	Strathallan	1-4 July	4th July Boogie	Perris, California
28-30 May	POPs Meet	Netheravon	8-11 July	Hercules Boogie	Moorsele, Belgium
28-30 May	Flock Boogie	Sibson	9-10 July	International Accuracy Competition	Pfullenderf, W. Germany
4-12 June	NATIONAL CHAMPIONSHIPS (CLASSICS & CRW)	Bridlington (NEW VENUE)	20-30 July	RAPA Championships	Bad Lippspringe, W. Germany
16-19 June	Annual Boogie/ Competition	Langar	28 July-7 August	WORLD CHAMPIONSHIPS (CLASSICS)	Nykipping, Sweden
18-19 June	10-way Speed Meet	Netheravon	6-11 August	World Skydiving Convention	Quincy, Illinois, U.S.A.
18-19 June	Southern Regional 4-way RW Competition	Weston on the Green	17-28 August	World Cup in Accuracy and Style	Vichy, France
25-26 June	8-way LAC Meet	Sibson	18-28 August	WORLD CHAMPIONSHIPS (CRW)	Vichy, France
25-26 June	Central Regional Accuracy Competition	Langar	21-28 August	World Cup in 4 & 8-way RW	Vichy, France
9-10 July	Duck End Accuracy Meet	Abbotsley	25-28 August	International 16-way RW Competition	Teuge, Holland
16-17 July	8-way Speed Meet	Sibson	1-4 September	'Pink Boogie'	Hassfurt, W. Germany
18-22 July	British Collegiate Nationals	Sibson	2-5 September	Labor Day Boogie	Perris, California
22 July-2 August	Swansea Boogie	Swansea	22-23 & 29-30 October	POPs Meet	Hong Kong
23-24 July	Northern Regional Accuracy Competition	Bridlington	28-30 October	International Day & Night Accuracy Meet	Locarno, Switzerland
23-24 July	Eastern Regional 4-way RW Competition	Abbotsley	2-9 November	CYPRUS Championships	Cyprus
20-30 July	RAPA Championships	Netheravon	23-27 November	Thanksgiving Boogie	Perris, California
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			

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

CALENDER OF EVENTS

June 11-19.

RW course at the Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland. Tel:093-672651.

June 16-19.

"Bocksbeutel-Boogie" in Hassfurt, West Germany. Info: Bruno Gandziarowski, Wingertsberg 5, D-8612 Ebrach, West Germany. Tel: 09553-1096.

June 17-19.

German National Championships in Team Accuracy in Braunschweig, West Germany.

June 17-25.

1988 Dutch Championships at the Eelde Airport near Groningen. Accuracy, Style, RW and CRW. Info: KNVvL Parachuting, Jozef Isrealplein 8, NL-2596 AS Denm Haag, Holland. Tel: 070-245457.

June 18-26.

CRW course at the Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland. Tel: 093-672651.

June 25-26.

International "Three Country Skydiving" in Vorarlberg, Austria. Info: Fallschirmsportclub Silvretta, Walter Grossinger, Harderstrasse 23 b, A-6923 Lauterach, Austria. Tel: 05574-37386.

June 25 - July 3.

RW course at the Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland Tel: 093-672651.

July 1-4.

4th of July Boogie in Perris. Info: Perris Valley Parachute Center, 2091 Goetz Road, Perris, California 92370, USA. Tel: (714) 657-9576 or 657-3904.

July 8-11.

Hercules Boogie in Moorsele, Belgium. Info: Ronny Veerwaet, Maalstraat 16, B-8640 Moorsele, Belgium. Tel: 32-56-500092.

July 9-10: International Accuracy Competition "Buschoren-Pokal" in Pfullendorf, West Germany. 6 rounds. Info: Fallschirmsportclub Pfullendorf, Buschorenweg 6, D-7798 Pfullendorf, West Germany. Tel: 07552-8881.

July 9-17.

RW course at the Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland. Tel: 093-672651.

July 22-31.

Hercules Boogie in West Germany. The location of the boogie is not yet known.

July 23-31.

Accuracy course at the Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland. Tel: 093-672651.

July 28 - August 7.

World Championships in Accuracy and Style in Nykoping, Sweden. Info: 19th World Championships, Box 3093, S-58003 Linkoping, Sweden. Tel: 013-139450.

July 30-31.

8th International 4-way Accuracy Competition ("Rossle" Trophy of the city of Stuttgart). 6 rounds. Registration fee: DM 140. Info: FSC Stuttgart, Dieter Salzburger, Rinkenbergr 6, D-7000 Stuttgart 60, West Germany. Tel: 0711-423236.

July 30 - August 7.

RW course at the Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland. Tel: 093-672651.

August 6-11.

World Skydiving Convention 88 in Quincy, Illinois, USA. Info: Skydive Sandwich, USA. Tel: (815)786-8200,8924.

August 17-28.

World Cup in Accuracy and Style in Vichy, France.

August 18-28.

World Championships in CRW in Vichy, France.

August 21-28.

World Cup in 4-way and 8-way RW in Vichy, France.

August 25-28.

International 16-way RW Competition in Teuge. 8 rounds for 16-way RW teams from a Short Skyvan. Registration fee: Hfl 45. Price per jump from 12,500 feet: Hfl 42,50. Registration deadline is July 1,1988. Info and registration: Nationaal Parachutisten Centrum Teuge, De Zanden 19, NL-7395 PA Teuge, Holland. Tel: 05763-604 or Ad de Jong/Ron Schaap 05763-1604.

August 27 - September 4.

RW course at the Para-Centro Locarno, Aeroporto Cantonale, CH-66596 Gordola, Switzerland. Tel: 093-672651. September 1-4: "Pink-Boogie" in Hassfurt, West Germany. Info: Bruno Gandziarowski, Wingertsberg 5, D-8612 Ebrach, West Germany. Tel: 09553-1096.

September 2-5.

Labor Day Boogie in Perris. Info: Perris Valley Parachute Center, 2091 Goetz Road, Perris, California 92370, USA. Tel: (714)657-9576 or 657-3904.

September 3-11.

German National RW Championships in Ampfing, West Germany.

September 10-12.

Austrian Championships in Accuracy and Style in Wels.

September 13-16.

Austrian Championships in 4 and 8-way RW in Wels, Austria.

October 28-30.

International Day and Night Accuracy in Locarno, Switzerland. Info: Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland. Tel: 093-672651.

November 23-27.

Thanksgiving Boogie in Perris. Info: Perris Valley Parachute Center, 2091 Goetz Road, Perris, California 92370, USA. Tel: (714)657-9576 or 657-3904.

December 5-13.

International Accuracy and Style Competition in Turin, Italy.

December 25, 1988 - January 5, 1989.

Hercules-Boogie in South Africa. Info: Biwi B. Derx, Postfach 1164, D-8202 Bad Aibling, West Germany. Tel: 08061-2584.

December 26, 1988 - January 8, 1989.

New Year's dives at the Para-Centro Locarno. Info: Para-Centro Locarno, Aeroporto Cantonale, CH-6596 Gordola, Switzerland. Tel: 093-672651.

January 23-27, 1989.

PIA Winter meeting and POPS Reunion. Cruise from Los Angeles to Mexico for four days from \$419.00. All skydivers welcome, you need not be a PIA or POPS member to go. fmi Dan Poynter, P.O. Box 4232, Santa Barbara, CA 93140-4232, USA. Telephone (805) 968-7277, Fax (805) 968-1379.

January 23-27, 1989.

PIA Winter meeting and POPS Reunion. Gruise from Los Angeles to Mexico for four days from \$419.00. All skydivers welcome, you need not be a PIA or POPS member to go. fmi Dan Poynter, P.O. Box 4232, Santa Barbara, CA 93140-4232, USA. Telephone (805) 968-7277, Fax (805) 968-1379.

BRITISH PARACHUTE ASSOCIATION CLUBS AND CENTRES



A1 SKYDIVING CENTRE

We have two Islanders, (one Piston, one Turbine). We run weekend and midweek static line course every week. We also run progression courses every month during the summer and every six weeks during the winter. AFF courses and Tandem are also available. We are London's nearest centre with unrestricted airspace. Give us a try and we assure you of a warm welcome.

A1 Skydiving Centre
'Rectory Farm', Abbotsley
Huntingdon, Cambs, PE19 4UE
Tel: Great Gransden 07677 7065

BLACK KNIGHTS PARACHUTE CENTRE

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

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

BORDER PARACHUTE CENTRE

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

Border Parachute Centre
Dunstanburgh House, Embleton
Ainwick, Northumberland NE66 3XF
Tel: 0665 76 588 or 433

BRITISH PARACHUTE SCHOOL

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

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

BRITISH SKYSPOrts PARACENTRE

Open 7 days. 3 Aircraft. Accommodation. Free Camping, Bar, Canteen. RW and CRW Coaching. Experienced Equipment. Tandem rides and evaluation courses available. Progressing students very welcome.

British Skysports Paracentre
Bridlington Aerodrome, Bridlington
East Yorkshire
Tel: 0262 677367

CORNWALL PARACHUTE CENTRE

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

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 Weirside Way
Silverleaft 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

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. QG 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 0AP
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. Islander, 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: 0748 832521 Ext 5367

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

Young progressive centre, operated by skydivers for skydivers. Student and RW progression/AFF/Tandem/RAPS courses. Weekend and midweek evenings at present. Full-time soon. Cherokee 6 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.

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

WILD GESE 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 02665 58609

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

Azinghur 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
46 Albert Grove
Lenton
Nottingham, NG7 1PA

ABERDEEN UNIVERSITY
ASTON UNIVERSITY
BATH COLLEGE OF
HIGHER EDUCATION
BATH UNIVERSITY
BRISTOL UNIVERSITY
GUY'S HOSPITAL
HATFIELD POLYTECHNIC
IMPERIAL COLLEGE
KINGSTON POLYTECHNIC
LANCASHIRE POLYTECHNIC
LEEDS UNIVERSITY
LEICESTER POLYTECHNIC
LEICESTER UNIVERSITY

MANCHESTER POLYTECHNIC
MIDDLESEX POLYTECHNIC
NEWCASTLE POLYTECHNIC
NEWCASTLE UNIVERSITY
NOTTINGHAM UNIVERSITY
PLYMOUTH POLYTECHNIC
WALES POLYTECHNIC
QUEENS UNIVERSITY BELFAST
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SHEFFIELD POLYTECHNIC
SOUTHAMPTON UNIVERSITY
SCHOOL OF SLAVONIC AND
EAST EUROPEAN STUDIES
STRATHCLYDE UNIVERSITY
SUFFOLK COLLEGE
SURREY UNIVERSITY
SUSSEX UNIVERSITY
TRENT POLYTECHNIC
UNIVERSITY COLLEGE CARDIFF
UNIVERSITY OF KENT
UNIVERSITY OF ULSTER
WARWICK UNIVERSITY
YORK UNIVERSITY

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

LIST OF CLUBS AFFILIATED TO BPA AS OF 11th APRIL 1988 AND CLUB CHIEF INSTRUCTORS

CLUB

Army Parachute Association (J.S.P.C. - N)
 A1 Skydiving Centre Ltd
 Badminton Parachute Club
 The Black Knights Parachute Centre
 Blackpool Parachute Centre
 Border Parachute Centre
 British Parachute Schools
 British Skysports Paracentre
 Cyprus Combined Services Parachute Club (CCSPS)
 Capital City Parachuting
 Cornwall Parachute Centre
 Doncaster Parachute Centre
 Dunkeswell International Skydiving Centre
 Eaglescott Skydivers
 East Coast Parachute Centre
 Fife Parachute Centre
 Flying Tigers Skydiving Centre
 Halfpenny Green Parachute Centre
 Headcorn Parachute Club
 Hereford Parachute Club Ltd.
 Ipswich Parachute Centre
 Joint Services Parachute Centre (Hong Kong)
 Northern Parachute Centre Leeds Bradford/Merlin
 Lincoln Parachute Centre
 London Parachute School/Charity Parachuting
 London Skydiving Centre
 Midland Parachute Centre Ltd.
 Northern Ireland Services Free Fall Club
 North West Parachute Centre Ltd.
 Oxon and Northants
 Parachute Test Team (Blue Knights)
 Peterborough Parachute Centre
 Peterlee Parachute Centre
 The Pilgrims Parachute Team
 Queens Regiment Free Fall Team
 Rhine Army Parachute Association
 REME Parachute Team
 Royal Air Force Sport Parachute Association (RAFSPA)
 Royal Artillery Parachute Team
 Royal Navy and Royal Marines Sport Parachute Association (RN & RMSPA)
 The Red Devils
 Scottish Parachute Club
 Shropshire School of Parachuting
 Silver Stars Parachute Team (RCT)
 South West Skydiving Club
 The Sport Parachute Centre - Tilstock
 Swansea Parachute Centre
 Thruxton Parachute Club Ltd.
 The Trail Blazers
 Wild Geese Skydiving School

CCI

Pete Lambson
 Arthur Collingwood
 Gerry O'Hara
 Phil Cavanagh
 Geoff Horan
 Kerry Noble
 David Hickling
 Dave Johnston
 Bob Charters
 Dave Turner
 John Fisher
 Dave Ruffell
 Ian Louttit
 Gary Lawry
 Pat Slattery
 Mike Skeet
 Grant McLaughlin
 Brian Laithwaite
 Chris Francis
 Mac McCarthy
 Tony Knight
 Matt Patrick
 Trevor Dobson
 Dave Tylcoat
 Sean Lambe
 Matthew Mortlock (Steve Thomas W/E)
 Jim Sharples
 Tim Andrewes
 Dave Prince
 Mike Bolton
 Dave Jones
 Ronnie O'Brien
 Jim Barnes
 Geoff Ellis
 Bill Sharp
 Jim Coffey
 John Horne
 Steve McBrine
 Tim Andrewes
 Stan Wood
 Andy Sinclair
 Rob Noble-Nesbitt
 Des Palmer
 Jeff Chandler
 Andy Philip
 Lyn George
 Dave Howerski
 Kevin Daykin
 Keith Skelley
 Ian Marshall



SWARD SPORTS

25 Hook Cottage. Hook. Swindon. Wiltshire. SN4 8EA (U.K.)

Tel: (0793) 854301

Phone orders and use Credit Cards Ansaphone



DEALER ENQUIRIES ON ALL PRODUCTS ARE WELCOME

* * * * *
 SWARD SPORTS are now forming a close relationship with THIN AIR, long regarded as Jump Suit manufacturers par excellence. We have been involved in the development of both the existing range of suits and new products.
 You will find a separate advertisement in this edition of the magazine which identifies each product and gives total cost.
 The Watches are now in production and proving highly popular. They come in two designs, four colours and can be ordered with or without a date feature. Once again please see the separate advertisement in this issue.
 If you've missed the Norm Kent spectacular, 'FROM WINGS CAME FLIGHT' we have plenty in stock in VHS and Beta. We are also distributing three of his earlier films, 'AIR BEARS, RIDE A CLOUD AND FREAK BROTHER CONVENTION' on a single compilation tape for just £34.95 as well as the 126 WAY WORLD RECORD and WALLY GUBBINS Videos.

Colours Available: BLACK, RED, NAVY, ROYAL, PINK, GREEN, YELLOW, BURGUNDY, SILVER. Where asked, please state the main colour only, all items come with suitable, complementary trim. **Custom Colours available, NO extra charge.**

Qty.

- Altmaster II** £96.99
- Altmaster III** £96.99
- Altimeter by Parachutes De France**, rugged Wrist Mount £65.00
- Altmaster Wrist Mount for II or III** £5.50
- Altimeter Chest Mount, Colour** £3.95
- Book, Filming the Impossible**, Leo Dickenson inc Skydiving £7.95
- Book, 'Complete Guide to Sport Parachuting'** £12.50
- Book, 'Picture Library, Skydiving'** colour photos and text £5.25
- Camera mount**, for any Video and/or stills includes basic sight £58.00
- Camera Danish Newton Ringsight** £69.95
- Camera mount Universal joint** for ring sight £12.50
- Camera Sight Stem and Universal Joint**, fixes sight to helmet £19.50
- Dytter**, Audible Warning device loud version £112.95
- Gloves, Unlined for Summer**, all leather £15.95
- Gloves, Lined for Winter**, all leather with cuff } Select size and colour below £16.95
- XS(7) S(7½) M(8) L(9) XL(9½) OS(10)
- All Black Black/Navy Black/Red Black/Skyblue Off White
- Goggles, Air Lens and Kroops** see order form below
- Hackey Sacks** £4.95
- Helmet, Frapp Hat**, lightweight, all leather clip strap and Dytter mount £49.95
- S M L colour choices Black Navy White
- Helmet, Protec** S M L select size and colour £24.95
- Red Black Blue White Yellow Pink Purple Lightblue
- Helmet, Spare Liners** for Protec Helmet S M L £8.95
- ★ **Jackets, Ripstop Nylon** completely reversible with hood from £24.99
- ★ **Jackets, Breathable Nylon** with hood, pockets and choice of lining weatherproof from £24.99
- ★ **Trousers, Breathable Nylon**, choice of lining and pockets from £24.99
- Tick for Order Form, available on request
- Knife, Jack** twin blades, eight inches long £7.75
- Knife, Jack Pouch, Colour** £2.50
- Knife, Zak with Chest Mount Pouch, Colour** £4.99

Qty.

- Log Book Holder, Basic**, for book, stamps, documents and pen £6.99
- Colour £11.99
- Log Book Holder De Luxe**, padded with move pockets £11.99
- Colour £4.99
- Log Book**, Lots more information including dive sheets international £4.99
- contacts and much more. Tick colour and format options
- Grey/Red Blue/Yellow Pink/Purple
- 2 jumps/page up to 6 jumps/page
- Packing Mat** with pocket Black/Silver colour £8.95
- Post Cards**, set of nine high quality Wally Gubbins cards £3.99
- Posters** 3ft x 2ft 5 man star with smoke 24 man CRW stack
- Build up of 126 way £2.99
- All three posters** £7.50
- Rig Bags, De Luxe**, 3 inner pockets, acts as drag sheet £39.95
- Colours £4.99
- Stamps, Self inking** RW CRW Blue Violet (tick choices) £4.99
- 2 x RW CRW (different colours) £8.99
- Wallet, Parapack**, fits in the Hip Pocket, zipped and other pockets £3.99
- Colour £2.45
- Wallet, Key Holder** for money keys and cards £2.45
- Colour £2.45
- Wallet, Wrist**, wraps around wrist, towelled with key and zip pockets, velco fastening. Colour £2.45
- Watch, Quartz**, Swatch type, water resistant, sweep second hand £14.50
- Watch**, As above with date feature, £17.45
- Altimeter design 'Skydive' with picture design
- Black White Pink Blue tick options
- **VIDEOS** VHS Beta
- From Wings Came Flight** by Norm Kent £39.95
- Air Bears, Freak Brothers Convention & Ride A Cloud** £34.95
- 126 Way World Record** £34.95
- Wally Gubbins The Movie** Wally 1 £29.20
- The Right Wally** Wally 2 £29.20
- The Wally Stuff** Wally 3 £29.20

GOGGLES order form GOGGLES GOGGLES GOGGLES GOGGLES GOGGLES

GOGGLES GOGGLES GOGGLES	DESCRIPTION		LENS COLOURS		TRIM COLOURS			PRICE
	KROOPS	OVER EYEGLASSES	<input type="checkbox"/> CLEAR	<input type="checkbox"/> RED <input type="checkbox"/> BLUE <input type="checkbox"/> BLACK	<input type="checkbox"/> CLEAR	<input type="checkbox"/> BROWN <input type="checkbox"/> GREEN <input type="checkbox"/> BLACK	<input type="checkbox"/> WHITE <input type="checkbox"/> RED	<input type="checkbox"/> PINK
KROOPS	SIDE VENTED	<input type="checkbox"/> CLEAR <input type="checkbox"/> DARK	<input type="checkbox"/> BLUE <input type="checkbox"/> LT. BLUE <input type="checkbox"/> PINK	<input type="checkbox"/> ROSE <input type="checkbox"/> LIGHT BLUE	<input type="checkbox"/> YELLOW <input type="checkbox"/> BLACK <input type="checkbox"/> BLUE	<input type="checkbox"/> WHITE <input type="checkbox"/> RED	<input type="checkbox"/> PINK	£4.75
KROOPS		<input type="checkbox"/> MIRRORED	Number boxes in order of colour preferred (i.e. 1,2,3)					
AIR LENS	NEW IMPROVED SUPER SOFT "UNBREAKABLE" DANISH GOGGLE	<input type="checkbox"/> CLEAR	<input type="checkbox"/> TURQUOISE <input type="checkbox"/> PURPLE <input type="checkbox"/> WHITE <input type="checkbox"/> PINK	<input type="checkbox"/> SMOKE <input type="checkbox"/> MIRROR	<input type="checkbox"/> BURGUNDY <input type="checkbox"/> BLACK <input type="checkbox"/> BLUE <input type="checkbox"/> TAN	<input type="checkbox"/> RED		£8.25
AIR LENS								£10.95
AIR LENS								

Name Tel No.
 Address Postcode

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Access/Visa Account No.

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Signature

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Orders up to £20.00	£1.25	£2.50	£3.50
Orders £20.01 - £50.00	£1.95	£3.50	£6.00
Orders over £50.00	£2.95	£3.95	£7.95

P & P £ []

TOTAL £ []

Mailing Form

Have you ordered from SWARD SPORTS BEFORE YES/NO

All products guaranteed.

KITNEWS

By Mick Thurman
Chairman of the Riggers Committee

PARAFLITE

ParaFlite, An American Company that produces a wide range of parachute equipment both for Military and Sport applications, is looking at producing canopies that will carry extremely heavy loads. The aim is to produce a system that is capable of delivering 10,000 lb. of cargo to a designated target area. A canopy that has a 90 ft. span and 33 ft. chord giving a surface area of 3000 sq.ft. has been test dropped with a payload of 2,200 lb. The system is controlled by the company's Para Point cargo delivery system which steers the canopy in response to radio signals from the ground or by homing on a ground based beacon.

The test programme involves a series of drops with gradually increasing payloads.

JUMP SHACK

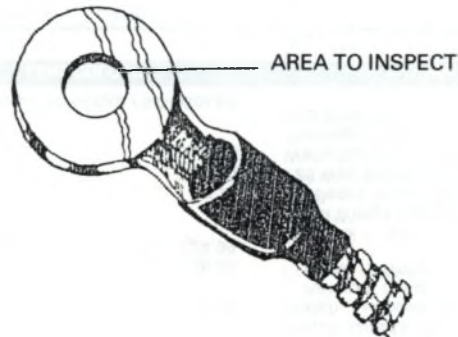
Jump Shack have issued a notice informing jumpers of the Racer to inspect the rigs 3-Ring riser releases to ensure that none have cable housings with sharp edged retainer eyelets.

The notice was issued after a Racer's riser released during opening shock. The jumper, a member of the French national four way team, jettisoned the other riser to release the canopy and then landed without any problems under her reserve.

Inspection of the rig by John Sherman, manager of Jump Shack, traced the failure to a burred "housing retainer eyelet". This is the fitting on the end of each 3-ring release housing.

The burred eyelet was rough enough to have sawed its way through the nylon locking look which holds the assembly closed when assembled. Approximately 150 jumps had been made on the rig since it was built several months ago.

Sherman said that the problem was limited to Racers built since 1st December 1987 and carrying serial numbers 47700 and higher.



A sketch of the retainer showing the location of the loop-damaged burr.

Jump Shack issued a notice recommending the inspection of all Racers built after that date. The notice says that each eyelet should be inspected with a magnifying glass. If rough edges are found, they should be smoothed with an emery cloth.

The eyelets used in the construction of 3-ring releases are crimped to the end of the hosing and are actually terminal connectors manufactured for the electrical industry. Many rig manufacturers use an eyelet with a larger inside diameter and install a grommet to prevent loop abrasion.

Jump Shack believe that loop abrasion can still occur even with a grommet installed because if the grommet is set incorrectly it can have a rough edge on the inside. The company say that eyelets without grommets are easier to inspect for smooth edges.

MORE MESH PROBLEMS

Another canopy manufacturer has reported problems with the mesh used in the construction of its reserve parachutes.

Eagle Parachute Inc. is investigating the discovery that one of its round reserves has substrength fabric.

The company issued a safety notice on April 19th urging the

inspection "before use" of certain 20ft and 26ft reserves built in 1982. The notice further recommends that the reserves be inspected every 45 days instead of the normal 120 days.

Fifteen 20 ft canopies, which have the part number 81-1040, are affected by the notice. The serial numbers of the canopies are:

0018, 0021, 0027
0028, 0033, 0036
0047, 0048, 0049
0051, 0059, 0060
0061 and 0064.

Twenty six of the 26 ft canopies are involved:

0023, 0024, 0025
0031, 0032, 0044
0045, 0046, 0052
0053, 0054, 0072
0073, 0074, 0075
0076, 0083, 0084
0088, 0089, 0090
0091, 0092, 0093
0094 and 0095.

The part number for these canopies is 79-1003.

The notice said that the defective reserve had "understrength fabric in panels in contact with the vent covering mesh." This implies that the company suspects the fabric has been damaged by contact with the mesh.

The notice also stated that "investigation is continuing," and that it may be amended in light of the results of the investigation.

ON THE HOME FRONT

The BPA Riggers Committee are currently looking at producing a "standard" for the manufacture of "rigging Line Connector Links".

The use of this method of attaching the lines from the canopy to the risers is preferred by some jumpers because it allows the slider to be pulled easily to the bottom of the risers, especially on three riser systems, was banned after reports that a number had broken on deployment.

When the standard is approved this type of link will be permitted

provided that they are manufactured to the given specification.

Another project presently in the pipeline is the complete updating of Section 15 of the BPA Operations Manual. This Section covers the training and qualification of Riggers.

The rewrite is taking place because of the need to "stay with the times" with respect to parachute equipment technology and how best to qualify Riggers.

As well as outlining how to become an Approved Rigger, using one of two qualification schemes, the rewrite also updates the type of work to be carried out. Much of the work on older type equipment such as C9 repair and the manufacture of deployment sleeves has been replaced with work on Ram air canopies and the production of modern deployment devices.

Much more emphasis is also placed on the assembly and packing of parachutes, especially reserves.

It is hoped that the new Section 15 will encourage more people to look at obtaining a Riggers rating and also improve the standards of those who qualify.

PIA to Meet on Ship Again Jumpers Invited to Join Cruise

The Parachute Industry Association voted to site their winter meeting on Norwegian Cruise Lines' MS Southward leaving San Pedro (Los Angeles), California, on January 23, 1989 bound for Mexico. Last January's meeting was on the Mardi Gras which sailed from Fort Lauderdale to the Bahamas.

The meeting/skydivers' fun cruise is not limited to PIA members. Members of POPS (Parachutists Over Phorty Society) plan a reunion at the same time and place. Cruise Meeting Director Dan Poyner stressed that all skydivers are invited.

A major selling point for the four-day cruise to Mexico was price: Cost for meals, cabin, cruise and entertainment start from \$419.00. Members usually spend more for a two-day land-based meeting.

Michael Ray, PIA President, is lobbying USPA to schedule their Board meeting in Los Angeles from 20-22 January so that it will dove-tail

with the PIA Meeting/POPS Reunion. This scheduling would permit board members to join the cruise (at their own expense) while it would encourage PIA and POPS members to attend the USPA meeting.

Time is running out as the ship is filling fast. Jumpers who wish to join the cruise must send a deposit of \$35.00 as soon as possible. The balance is due November 10th and the deposit is fully refundable until that date.

For information, brochures, or booking, contact:

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FMI: Dan Poynter

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Sibson Easter Boogie

Photos: Stewart Meacock.

Easter '88 at Sibson

"It's not the taking part, it's the winning that counts" said Max Guthrie, "Team Coach".

Having eventually got Cat 8 after 134 jumps and two years effort, plus another 18 months and God knows how much money WARPING my way (slowly) to Cat 9 I thought I would give the Bank Hols a miss.

Sunday looked too good to miss so midmorning found me driving into the car park at Sibson to be greeted with "Ah there's Pete Male, he'll go for it". Sparkey has a way of volunteering one for things. They all know that I can never say no in any case.

An impromptue SLAC meet (did they mean my attitude?). No, carefully they explained; Speed, Launch, and Accuracy was to be the game we would play today. Teams of five, four to launch, fifth person to get in and all within a time limit of 10 seconds, three nominated to go for the disc.

This would be my first competition and if we got it, my first time in a five way sounded fun. Yes, I'd go for it.

Sparkey organised the draw, and liaised with the boss, Ronnie O'Brian. He even issued team names and generally got the thing off the ground (intentional pun!).

There were two other Sibson jumpers with less than Cat 10 so I did not feel too bad about being the handicapper for my team.

Well I did. I've been around competitions and know that all those things called "zoos", "funnels" and "zaps" cause lots of arguments and accusative finger pointing. However, for the chance of some fun and being in a five way I was prepared to go for it. So it seemed were Dave "the Dentist" Leharne and Chris "I've got long legs" Hollis.

Ronny gave us a brief, one senior on each team to take care of us and we were to keep well clear of the pit. At least one instruction I felt more than competent to comply with. We were using the centre's 206 (Skyvan in Spain), the first round was to launch a four person star (it looked round to me, but never mind call it a star if you want), the fifth person to dock within the time limit.



*Winning Team "ALIENS"

Back row L-R: Babsi Fritz, May Guthrie, Peter Male
Bottom row L-R: Mike Pennock, Tony Dean

Photo: Stuart Meacock

I enjoyed the dirt dives and practising from the mock up, having beautiful blond Babs, a non-english speaking woman, grabbing all sorts of my bits and then trying alternatives. Is this what being a Sky God is all about? Trying to keep our plan a secret and sus the other team's, the spying and the psyching out started to get to me. I'm not competitive, just in it for the fun! I was going to float, hanging onto the outside of the plane whilst the others took their grips. That would be a first for me too.

All kitted up and walking out to the plane, they tell me there is a £250 first prize donated by Colin at "The Papermills"! No wonder people are taking it so seriously.

The Aliens were drawn team three. The first two teams did not make the formation, not that I was worried about the other teams. I was more worried that I would let my team down. For once in my life I got my legs out first, struck a good arch, and before I knew it there I was, with Max docking on my right arm. (I've still got the bruise). A moments look of complete disbelief appeared on five faces followed by lots of Ya-Hooing to break off. You really can hear voices in free fall!

By the end of round one we were in second place, the only team to format in time, although our accuracy would need working on. Bobs mob

got a five-way but it took 17 seconds to build.

Now things really started to get serious, the weather was closing in, the no hopers in second place, time to get round two done? We calculated the Aliens had less than 1000 jumps between us, one Cat 9, two who could speak little english and one photocopy salesman! Last resort had one jumper, Barry Nelson-West, with 1000 jumps to his credit. Win or not, we would give it a damn good try.

We went into a secret squirrel huddle and Max devised a "guaranteed to work", somewhat unique exit. The rest of the team either believed him, could not understand him, or knew no better.

I got my feet out, into a good position, grabbed a passing leg, fortunately the right one, the fifth man docked (in 11 seconds) and then I funneled it. I found myself upside down on someones back but we had made it. Nothing in the rules said anything about having to hold the formation!

Monday dawned cold damp and windy, a typical British Bank Holiday. I was torn, I wanted to go on having fun and jumping, but now in first place did we dare chance it?

The weather decided the issue and it was with mixed feelings I found myself elected Team Captain and collecting the coveted plain brown

envelope. I like money but the achievement was worth much more. My first five-way (twice), my first competition, my first win, and two good dives with good people.

Many, many thanks to all at PPC and in the Sport for all the help, advice and encouragement over the years, far too many to name, but Colin for the dosh, Sparkey for organising it, Max for believing in me, and Ronny for his patience. To Lynn 'I'll sell you a jump suit' Wilton, Charlotte "I've got a big, fat, felt pen" Innes' bird Clare, Joyce and Alain the Jock for judging down at the pit.

Best Individual Accuracy:
Ray Karlins

The Teams:

1st 18:18

ALIENS

Pete Male, Max Guthrie,
Tony (Dino) Dean, Barbara Fritz,
Mike Pennock.

2nd 27:28

LAST RESORT

Barry Nelson-West,
Steve Ashenden, Bob Cawte,
Fran Hunter,
Dr. Johnathon Warwick.

3rd 41:89

BOB LINGS BUT NEVER MIND

Bob, Denis O'Brien, Andy Pay,
Michelle Walla, Jeff Burnett.

4th 47:89

JAMMY SODS

Dave (the Dentist) Lehar,
..... Willor, Ray Karlins,
Dennis and Tony Jones.

5th 50:97

TIN DAYS

Chris (Long Legs) Hollis, Sparkey,
Dave Stallion, Steve Hastings,
Judy Slater.

6th 59:74

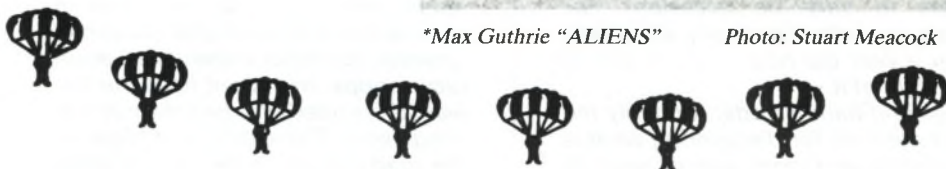
JANS WOBBLY BITS

Jan Lawford, Ken Langstone,
Pete Clarke, Mellissa Harvey,
Gary Hayes.



*Max Guthrie "ALIENS"

Photo: Stuart Meacock



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CORRESPONDENCE



Dear Carol,

I have compiled a list of observations on our Journal, that I hope you will find constructive and useful. They are not in any particular order, but how I noted them when flicking through the March issue.

Photographs: very good, especially the colour prints. Simon Ward and Leo Dickinson and others of their genre simply cannot be criticised for their willingness to take such shots.

Cartoons: excellent! Phil Wells really is a genius, how about producing an 'Andy Capp' style book of his cartoons?

Advertisements: very useful, although it does get a bit boring seeing the same ones in every issue: any chance of encouraging the advertisers to vary on occasion? For instance, Lofty Thomas's ad is well over a year old now, and I'm sick of the sight of it.

Second-hand kit ads: probably the best medium for discovering what is available, and what sort of price to pay for it (as a cat. 8/C licence holder, I am on the point of buying my own kit, and 2nd-hand looks like the market my Bank Manager will force me to look in).

Clubs and Centres: again, very good: how about giving the CCI's name or at least a contact name, as it is rather hard to 'phone up a club to discuss jumping there when you don't actually know anyone: a known name helps to break the ice (but not at Netheravon!)

Correspondence: isn't a lot of it critical? Still, it is a popular and important part of the journal, and most of it is well worth reading.

Meets/Boogies/Other reports: good interesting reading: encourages jumpers to go to other meets in the future (watch the acronyms, however: what on earth is a LAC meet?). Video reviews and so on are again, very useful (I personally found 'Symbiosis and Friends' a good training aid as I am now just into RW training). I also think that Wally Gubbins should be laid to rest, at least for a bit, and that Pete and Leo should concentrate on more serious projects for a while: perhaps Wally will become refreshed after a rest period. He just doesn't seem funny any more, despite the effort put into the production by the two sky-gods.

Kit-news: essential, and should be expanded: a diagram of the 'upside-down' three-ring cutaway would be useful, the Roo-chutes work was confusing to read, and no supplier was named for the Javelin. In my own particular case, I want to buy safe trustworthy kit, I want to ensure the huge amount of money I will be spending will be well spent, and I want to know more about what I am spending it on. Velcro v. flaps v. as little of anything as possible in container design is a hot subject, and someone somewhere must have views on it worth printing, to help me make my mind up. Parachute canopy design and performance statistics would be useful: I imagine buying a piddly little Firelite would result in scaring the living daylights out of me, whereas the other extreme, an accuracy canopy, might not have the forward drive needed to be safe in windy conditions. Therefore, a middle-of-the road Pegasus-type canopy looks to be my best choice. Printing articles in this sort of area, even if they are 'just' personal opinions, would be useful.

Finally: and this is definitely my most important criticism: Minutes of meetings: I have worked in a number of groups where the minutes were only circulated to committee members, and this is not good. Therefore, for the minutes of BPA meetings to be printed in the Journal for all to see is all to the good: however, they are not easily digestible in their present form.

Can I suggest that the full minutes (plus the agenda list) be made available, (on receipt of an administrative charge?) from the BPA office and that the Journal restricts itself to reporting in clear language, the items of interest? For instance: List the meetings that are being reported.

Incidents (including fatalities): what happened, when and what were the conclusions of the inquest/safety committee or whoever: There are two reasons for this, neither of which implies we are vultures wanting to gloat 1. I want to know what went wrong, so I can ensure it doesn't happen to me and 2. I resent knowing no more about what happened than the 'Sun' or the 'Daily Mirror' is prepared to sensationalise. I much prefer to read the facts. Then, if I wish to gloat,

I can do so at my non-jumping friends who are not privy to the full story.

Bans: who has been banned, why, and for how long.

Clubs: a club is now cleared for RAPS? who, and where?

And so on and so forth.

I realise one argument against this is that 'personal opinions' are then reported, but as the Journal is the official organ of the BPA, surely this is then an opinion of the BPA? I guess it will keep you busy interpreting the agenda/minutes of the various meetings, which you may not be too keen on, but as I have stated, I do find the present reporting system to be very unclear, although better than nothing.

Anyway, I hope there is something useful in this little lot for you. I thought your first solo magazine was a damn' good start, and I hope the innovations you plan to introduce to the Journal can include some of the above.

I look forward to seeing a great magazine each and every time and to having it delivered in a plastic envelope (I'll even pose to the postman!!)

With best wishes,

Bill Parker

P.S. According to my FAI cert., my licence no. is 7759, whereas my BPA card gives it as 17159. Therefore, I shall quote my BPA no., which is 344024!

Dear Editor,

I thought I would send a message of thanks through the mag. Before you all drop the mag or turn the page, this is not your standard student "to all at the DZ" thank you, epistle.

The Parachute Association of Ireland would like to use your journal to extend our thanks to Steve Eversfield for spending his time, effort, money and skill to stand on a pile of gravel in County Kerry for the Easter weekend.

We (the P.A.I.) had been giving some thought to our representative in Korea Oct. 87 and to our future representative in Korea in '88, and to the fact that nobody has been doing any

accuracy since the Seventies. So, asking the John Hitchin half of your JNCSSO institution, we were given a list of people who might be able to assist us. Serendipity caused us to ask Steve.

Steve was asked if he would come over and coach a bit in the areas of accuracy and accuracy judging. This was agreed, and for an airfare and a few hops, Steve was on his way.

Meanwhile our gang decided to take advantage of all these would be accuracy jumpers in one place at one time, so they called it the Nationals. Eventually the day, the jumpers, and Steve, all arrived. Paula came with Steve and was promptly given a job.

The end result was, that at a great deal of personal cost to himself and Paula, Steve judged, directed and advised, coached and generally stood in the pit for three days while we jumped off the nationals and some tried to absorb a little advice.

We found Steve to be skillful and knowledgeable in the area of his chosen discipline, and of more importance to us, we found him to be patient, interested and effective in the more difficult skill of imparting this knowledge to a very assorted mix of interest and skill levels.

During the whole weekend, I noticed Steve make two mistakes, one was to turn down an offer of a beer and the other was to accept an offer to do an r.w. jump without asking advice about his fellow jumpers. Hard luck mate!

Well Steve! You already have our admiration and our gratitude and if you promise not to tell anybody the scores, we will send on the dancing girls and the beer as well.

Yours

Joe Davis-Bassett P.A.I. D-59
B.P.A. D-7135

Dear Editor,

I am writing with regard to the excellent CRW seminar held at Netheravon on the 16th and 17th April.

Even though the met forecast was, to say the least, not good, over 60 people were in attendance, surely putting to rest the rumour of no interest in CRW by the members of our sport.

Saturday the 16th, weatherwise, was abysmal, but the lectures we received brightened up the day no end, with particular mention to the following!

Chris Scofield and Mark Greenfield who did the bulk of the organising and lecturing.

Pete Halfacre - Judging
Graham Storey - Equipment
Andy Usher - Sequential

The Trail Blazers and the Red Devils - practical assistance.

I personally, felt that a seminar of this kind, had been long overdue and considering I had no previous experience with CRW, by the end of the weekend, with only Sunday when we could actually put the theory into practice, I had docked 4th on a four stack and landed a bi-pod and a bi-plane. This was achieved with the excellent tuition given by two members of the Red Devils, namely Zip Hunt and Joe Willoughby. The bi-plane was landed with Mick Warrent who, like myself, is a novice at CRW, and this surely demonstrates the standard of instruction we had been given.

Thanks should also go to Major Jim Steele for allowing the seminar to take place at Netheravon and to CCI Pete Lambson for his unreserved assistance and enthusiasm.

From my experience this weekend, there is obviously abundant interest in CRW and more seminars of this calibre in the not too distant future would be of great benefit and perhaps a system similar to WARP devised for CRW.

Thanks again, one and all, for a marvellous weekend.

Blue skies

Steve Collier
D 4885

Dear Carol,

I would like to thank everyone at Colerne, near Bath (home of the Silver Stars) for the great times I've had there, progressing up through the system to FAI 'C'. Particular thanks must go to the CCI, Sgt. 'Jeff' Chandler, for all the help and encouragement I've received from him since my first jump eighteen months ago.

I have now moved to Cranfield, and will be gracefully destroying the reputation of that DZ with my 'upside-down turkey' RW technique, but rest assured, the Purple Protec will fly over Colerne again whenever I can get back down there.

Once again, thanks to all the guys for their friendliness and their patience and tuition, and I don't care if I never see your Amstrad PCW again Jeff!

Bill Parker 344024

Dear Carol,

Congratulations on your excellent first issue of S.P.

Having said that I felt compelled to write this letter to the correspondence page disagreeing with much of your review of Wally Gubbins new video "The Wally Stuff".

I accept that a critic's opinion is exactly that, but I feel that making

comparisons with Norm Kent's film "From Wings Cam Flight" is very unfair, because their budgets were a world apart, and their themes completely different.

I think that the 'Wally Stuff' is, as was intended, a lightweight, fun movie, in line with the rest of the Wally series.

I do tend to agree with a few of your criticisms, particularly relating to the World Formation Record in Belgium, but overall the film is a lot of fun, and I've personally seen students and skydivers alike laughing out loud to the 'Wally Stuff' at various DZ's around the country, so surely the film works.

In the Wally Stuff, Pete, Leo and Wally have gone for longer, protracted sketches than in the other Wally movies, with a short story line flowing through each sketch. Lots of ingenuous film work, skydiving skill and bottle has gone into their work.

I therefore hope that potential buyers are not scared off, and that they buy a copy to make their own minds up and to keep the Bank Manager from Wally's door, so that he can continue to keep us entertained. After all, professional film makers for our sport are few and far between, and need to be encouraged and supported to enable them to carry on - if only for our own selfish sakes.

Rob Colpus

Dear Carol,

I felt compelled to write in support of the latest Wally video following your slating review. As one of the many who have been involved with the making of the Wally series, I was very disappointed to see 'The Wally Stuff' torn apart.

Faced with the difficult task of reviewing 'The Wally Stuff' and 'From Wings Came Flight' together, I feel you unfairly sensationalised your opinion, which after all is a skydiver's opinion.

They are as different as chalk and cheese and after showing them both to people who know nothing about skydiving, the Wally series always maintains interest whilst presenting our sport in a fun way.

The positive P.R. gained for our sport, due to Pete's ego or not, cannot be ignored and to write-off 'The Wally Stuff' in such a hap-hazard way shows little forethought. The target market in this case, is not the skydiver but Joe Public!

I sincerely hope that your comments do not spoil any venture that Leo and Pete might be thinking of for the future.

Yours,

D.T.C. Morris.

Continued on Page 18.....

....CORRESPONDENCE

Dear Ed,

Thanks to everybody, apart from Geoff (you didn't think I was gonna be nice did you?) at W.O.T.G. for an ace 2 weeks.

I'm on the YTS in the RAF at the moment so I didn't think I'd get the Advanced Parachuting Course. So I was mega excited when I did.

Rain and low altitude meant very few lobs. It got to the stage when the only thing to look forward to was the next episode of 'Neighbours' (sorry lads, but its gen.) and from "Wings came flight"! I got onto my Intro Tandams on the first Wednesday and Squares by the end of the course. I must admit to having a bottle problem before my 1st 'throw away', in fact I was ready to pack my bags. But everybody told me to give it a go and do at least one. I'm so glad I didn't give in when the going got tough because I can't wait to get my knees in the breeze again now.

Tah, to the Falcon Display Team (especially Ali Wright and wife Sharon) who let me go in the Herc and watch them jump out of the ramp. There was a lot of "yahooing" all round.

Well from me and Shaz.

Blue skies and a few fluffy bits

Judith Southam
B7915

Dear Carol,

Recently for the first time in 5 years I didn't manage to land on the DZ. I had visited a different DZ and had a radio spot. Luckily being surrounded by farmland I had a safe landing and would have done so even if I had had a reserve ride (I have a 26ft Lopo).

Last week, at a different DZ, I had another radio spot and landed off yet again. Instead of taking a chance on whether I could cross all the obstacles between me and the upwind DZ I chose a nice large field (about 800 yds square). Had I had a reserve ride, I would have landed in an industrial estate and maybe not so safe.

After that experience, I queried with the chief pilot at my normal DZ, the accuracy of such devices and the reply astounded me.

I was told they are only accurate to 1/2 mile and not only that, they are illegal to boot, and that a radio spot invalidates my BPA Insurance.

If this is true, perhaps someone can enlighten me as to why clubs using this equipment are allowed to continue to operate.

Blue skies

(avoiding the necessity of radio spots)

Dave Fisher
D6076 POPS 340



Hi Carol,

Nice Mag. we like it! Could you please publish a thank you for me, I would be grateful. We are a team who call ourselves The Cannon Balls "no laughing" and have jumped at our local DZ JSPC Lippspringe for many years, like all good things this must end no tears, please! We are posted elsewhere, so by way of the Mag I would like to say farewell and say thank you to all our English, German and Dutch friends.

Most of all I would like to say a big thank you to Maj. Bob Card for putting up with our parties, that some times 'flared up' and to the Riggers, Les Gearing and Geoff Bennet, for the good quality work that they tried to do. To the Pilots for being good Eggs. We will return.

PS. Here is a picture of me docking on a tandem. My brother is the passenger and Steve Apps is the Instructor. Steve Slater took the picture over Bad Lippspring. My brother loved it. Thanks again.

LCpl Pemb
Ammo Ops
HQ 5 Ord BN
BFPO 16

Dear Ed

Damn, caught red-handed by the BPA's self-appointed, ever-vigilant watchdog, David Backbeard.

It was rather complicated and expensive to take "Gash Bucket" to The Bahamas for me to do an ego jump - I mean water jump - in front of such a big audience. Incidentally, 11.2 people watched me according to BBC's figures, so my ego was well-sated. For anyone wishing to repeat the jump, it cost the BPA the following:-

First a hefty bribe to Stan Woods at Dunkeswell to borrow the plane for 10 days. His replacement was a soaking Helicopter, but luckily the BPA subs did not have to cover that.

Next the "Bucket" was flown to Middle Wallop at a cost of £38.06. There, special permission was granted to land a USAF C130 onto which the "Bucket" - minus wings, of course, was loaded. At a special discount negotiated by the BPA of only £6,000 per hour and a 13 hour flight, we landed at Freeport in Grand Bahamas where we loaded up Stan's booze.

Then the wings were glued back together and we flew with the BBC cameraman to Sweetings Quay and Manta Hole where I jumped out after having thrown a toilet roll first as a WDI, since by now the BPA's allocated budget for this PR exercise was almost spent.

And..... if I had been bitten by the 6ft Tiger Shark that was lurking in the Hole, I would have sued the BPA for backing the project in the first place.

Perhaps I will have the pleasure of meeting David BPA 317584 at our next BPA - subsidised rave-up in January when we can discuss a theory of mine relating to mandatory IQ testing for all membership.

Leo Dickenson.

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, Leicestershire, LE2 9TF.

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Getting hooked on CRW

By Judy Cunningham

Well the last thing I ever thought I'd be writing to the magazine about was Canopy Relative Work as this was one skydiving discipline that I knew very little about. Not only that, it frightened me more than a little.

That all changed over the weekend of the 16th and 17th of April when a seminar on SAFE CRW took place at Netheravon. The event was organised by Chris Schofield. Chris is an ex member of the Royal Marines display and CRW competition team and so is very qualified to do the job.

Over 60 jumpers attended for the weekend with five of these never having done any CRW at all. Among the others was a great wealth of experience with some people having done over 1000 CRW hook-ups. There were also a number of BPA judges, namely Jim Steele, Pete Halfacre, Tony Makepeace and Ken Mapplebeck. John Haddon another judge, observed from the ground as he is not ready yet for jumping CRW. Some established 4 way teams also attended including the Trailblazers, Red Devils and the Golden Lions who had travelled down from Scotland. Assisting with the teaching were some of the Royal Marines team who had just returned from a training camp in Florida, with a lot of experience and new ideas.

The seminar began on Saturday morning with everyone registering their name, total jump number, number of CRW jumps and their aims for the weekend. These aims varied from needing a CRW intro to wanting to learn sequential. It was obvious though, that everyone's main aim was to "LEARN" about this exciting and exacting discipline.

After the registration everyone went off to get all their kit checked and those who needed cross-connectors got them fitted while Chris and

Mark Greenfield put everyone into four way teams with a nominated team leader. After everyone was briefed on who was working with who, the groups then split up for individual briefs by the team leaders on what was to be attempted on the first skydives.

The weather on Saturday was none too kind, so it was plan B which was a lectures programme. Graham Storey gave an excellent talk on all the various aspects of the kit used by CRW jumpers. This was followed by judging brief by Pete Halfacre and a talk on canopy wraps by Chris Schofield. During this Chris was ably assisted by Mark Greenfield who gave some excellent demonstrations.

At about 4.30 p.m. we had a break in the weather which gave us a chance to go into a jump programme and I'd never seen so many people having an "office" stop before going to the pen to be checked out.

The weather was kind for about 1½ hours during which time it would have been possible to bottle the enthusiasm and put the adrenalin that was flowing on tap. Everyone was mad keen to get in the air but the weather was not on our side. In

the end a decision was made and the Bar was opened.

What a night it was to be!!! Many a story was swapped while the ale that was flowing in plentiful supply was sunk. Most of the day's briefs were swapped and I know I wasn't the only one whose voice box and legs had given out by the end of the night.

Chris had been ever so generous by saying a start in the lecture room on Sunday morning at 10.00 a.m. due to such a bad met, but what a shock to be awake at 8.00 a.m. feeling fine and with jumpable weather. (I am not sure which was the biggest shock feeling fine or the good weather). It's amazing how, once an aircraft starts up, people appear.

It was now the time to put into practise all those briefs we'd had. Yahoos were heard as the groups got airborne and people did their first base and pins and four stacks started appearing in the sky. Even more yahoos as two stacks were turned into bi-planes then downplanes. I have never seen so much CRW before and the vibes around the whole DZ were great, with everyone nattering to each other how much they were achieving.



*Judy Cunningham goes for her first 3-stack with Yosser Hughes and Pete Lambson.

At 2.00 p.m. the cloud dropped to 2000ft so back to the lecture room for Andy Usher's lecture on CRW Sequential. Many ideas were discussed on building various formations and Andy gave a lot of advice through his own practical experience. I am afraid that was a little advanced for me, but one day you never know.

At around 4.00 p.m. the weather decided to clear nicely for us so off we went again. I've got to add this bit now:- I actually managed to dock third. I was ever so impressed with myself but I have to confess it was with the help of a more-than-ably put together base and pin by Pete Lambson and Yosser Hughes - and Pete's excellent vocals - that made it all happen.

Lots of other people managed to achieve their aims and the slightly more experienced people got to attempt a 16 stack. Chris gave everyone a very thorough brief and even though it only built to 13 it was the largest stack that quite a few had ever been in. A variety of canopies were used in the stack and over the weekend including Contacts, Furys, Raiders, Cruis-lites, PD's, Wildfires and Firefly's.

Chris said at the opening of the seminar that we had achieved one of the main aims by just being there. This was because a number of officials in the sport feel that there is no real interest in CRW in the UK. I don't know about you all out there but the enthusiasm that was shown over the weekend proves to me that there are a lot of UK jumpers keen to learn and promote SAFE CRW. If you are interested in learning more about CRW or want to be introduced to CRW then ask your CCI to talk to other CCI's and maybe STC or Council and let's have another Seminar.

I would just like to take this opportunity to thank Jim Steele, Pete Lambson and all the Netheravon Staff for the use of the centre and all of its facilities and a special thanks to Chris Schofield for all of his organising.

Blue Skies and Safe Hook ups.

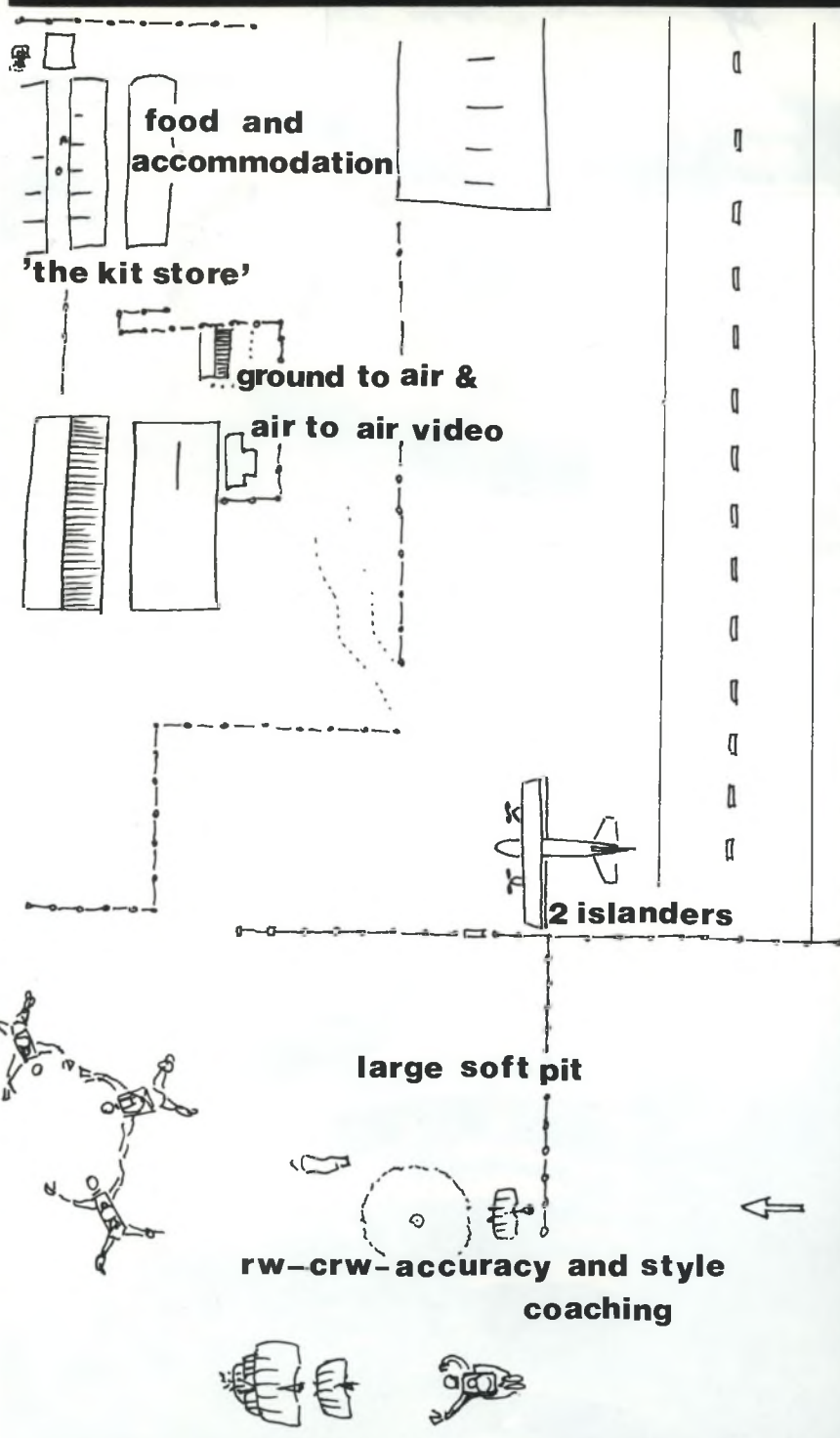


**Skippy Morns and Ian Cashman transition from a base and pin into a bi-hand during the CRW seminar at Netheravon.*



Caroline Scott (number 2) gets an introduction to a CRW 4-stack with Mark Greenfield, Spot Watson and Split Nolan.

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Swansea 4-way meet

The first regional meet of the year began dubiously when each of the four team captains drew their own team out of the hat in an attempt to determine team jump order. That turned out to be the only activity of the day as the traditional Bank Holiday weather confined us to dirt-diving.

On Saturday, though, the weather broke and we launched into the first two rounds of competition. It was evident from the start that Gola, with their wealth of experience and ability (it says here...) were likely to take the Gold and the fight for Silver would be between Swansea Mafia and Interaction. We in Icarus (local scratch team) thought we could be in contention for the Bronze, but decided to settle for 4th!

Easter Sunday dawned with wall-to-wall blue skies. We were airborne just after 8 a.m., shortly followed by phone calls from local residents complaining that they couldn't hear their lawnmowers! Unfortunately the noise problem was slightly reduced when G-DISC was prematurely withdrawn and we had to continue the meet with G-PARA alone. The meet was further slowed down now and then by teams taking anything up to two hours to get back to the manifest. (Orienteering award goes to John Lennon!).

By Monday morning we had just two rounds left to complete, including the dreaded leg-locks. Unfortunately the winds picked up with only Interaction left to complete the final round, but by this time there was no doubt about the teams' places and they sportingly took a zap.

Unluckiest competitor of the meet must have been Graham Godding, who followed up his cutaway on Saturday with taking an interesting blow to the head in freefall on Sunday, courtesy of Jakey. There were three other reserve rides during the weekend, including John Curtis, rigger extraordinaire, having a total. In the best Blue Peter tradition, it was one he'd prepared earlier!

The medals (obtained from Lofty Thomas) were presented by Sue Dixon - Dave Howerski was at pains to assure the medalists that to date there were no safety notices out on them.



*Medallists at the Swansea Central Region 4-way meet.



*Gola - the winning team - in action. Photograph by Dick Fothergill.

In all, despite the low turnout, the weekend was enjoyed by everyone and was a thoroughly worthwhile experience. Competitors of a higher standard were always willing to pass on their advice to those of us with less experience, and the judges were happy to assist us with the technicalities of competition.

	1	2	3	4	5	6	Total
GOLA							
Tim Homer	7	8	7	7	7	2	38
Tony Butler							
Andy Stewart							
Mark Wilson							
INTERACTION							
Graham Godding	3	6	5	5	2	0	21
Chris Lynch							
Nick Power							
Jakey							
SWANSEA MAFIA							
Dave Howerski	4	2	5	4	4	1	20
Alun Jones							
John Lennon							
Bob Smith							
ICARUS							
Stuart Ashford	2	2	1	0	2	0	7
Sue Camm							
Adrian Roberts							
John Matthews							

Judges: Sue Dixon, John Hitchen
 Ground-To-Air: Dave Buchanan
 Air-To-Air: Glyn Jones, John Hitchen
 Pilots: Clive and Norman

(My thanks also to Steve and Olga)

John Matthews
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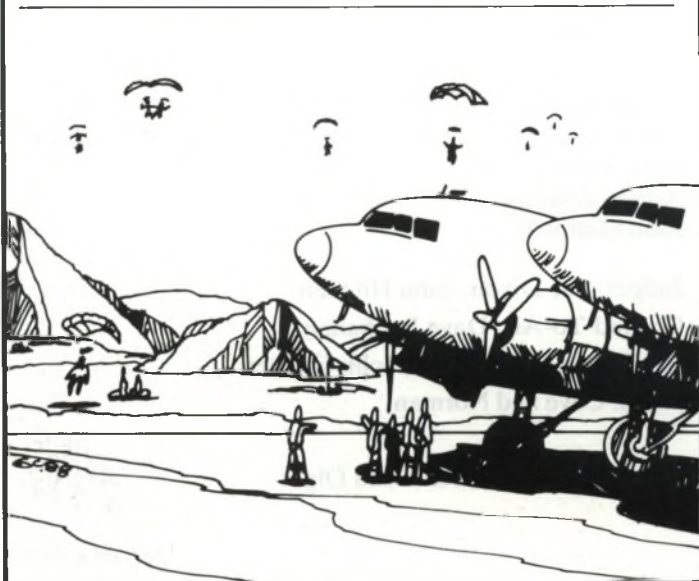
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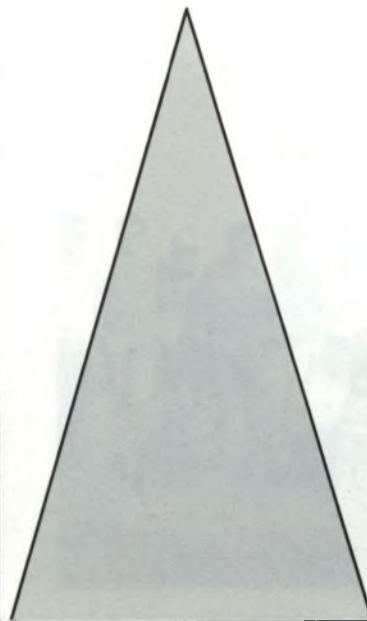
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MORE IN NEXT ISSUE



**Bob Smith "Official Theory of Gravity Trial"
on a Cessna 207 G-Para at Swansea.**



BOOGIE TIME IN THAILAND

Geoff Sanders & Dawn Rivers

Photos by Skyhigh Film - Peter Degerfeldt
& Goran Widenby

Whilst most of us were walking back from the pit under a 3000 foot grey ceiling, muck sticking to our trainers, a breeze and slight drizzle hitting us lightly in the face, thankful for the thick gloves and warm wear, there was something happening that every skydiver needs to take those winter blues away. Yes believe it or not, those promises we've all heard, blue skies all day long, warm steady winds, large aircraft, guaranteed skydiving every day, in fact actually was happening. The First International Parachuting Convention in Asia namely the "THAI BOOGIE" organised by THOMAS FROM from Sweden was under way.

Skydivers from nineteen different countries joined together at Hua Hin airport, which was situated next to the beach and used solely for the Boogie. 120 miles north was Bangkok, from where the Royal Thai Air Force flew in 3 C123's to have at our disposal for the next nine days. The C123 is basically a smaller version of the Hercules C130 taking about 60 jumpers. The crews were very supportive and friendly.

It was soon evident where the largest contingent of skydivers were from, what no hassle, good vibes, great partying nation, (some can actually skydive too), no not the British, the Norwegians were there in force. As well as most of the European countries, skydivers from America, Australia, New Zealand and South Africa also arrived. Sadly there was a lack of British skydivers. Apart from myself, only Dawn Rivers, Dave Bell and Gary Willard arrived from England. Reinforcements however, were sent in from Hong Kong with Matt Patrick, Martin Robson, Pauline Richards, Geoff, Peter and Neil, well saved guys.

There was a wide range of different levels of experience from none to advanced. To accommodate this, Thomas had arranged for Jack Gregory, Raul Torres, Betty Hawkins, Bob Harman, Heidi Mauchle and myself to organise. The local jumpers consisted of Thai Navy, Army, Air Force and Police, many with a great deal of skydiving experience and competence, but lacking in RW skills: ie 5000 jumps in style, accuracy and CRW but maybe 250 RW jumps, seemingly no civilians skydived. All were integrated with different groups and benefited immensely, some docking on 40 plus size formations, while others remained in smaller groups and were coached intermediate RW. Those skydivers that wanted to do large formations had the benefit of Jack and Raul, co-organisers of 126 way world record formation in Belgium last year, and subsequently built a 27 way which was a new Asian record. Getting bigger by the jump, never reaching 50 but very close.

Bob Harman, ex Red Devil and currently CCI at Z Hills, organised a 19 way International dive with mixed experience, making the completion a great achievement.

THE INTERNATIONAL SKYDIVING CONVENTION

"THAI BOOGIE - '89"

WITH WORLD RECORD ATTEMPTS 06-27 JANUARY 1989

Once again, in cooperation with **THE ROYAL THAI AIRFORCE** and **THAI AIRWAYS INT. LTD.**, it is a pleasure for us to invite skydivers from over 30 countries around the world to participate in a truly international boogie in Thailand.

The boogie is planned for 500 jumpers of varying experience. Everybody shall be able to jump as much as they want, or more, under perfect conditions. We shall have enough first-rate load-organisers to keep all jumpers busy and learning. The weather is perfect in January, warm with blue skies every day, all day long.

Altogether, we have 13 full jumping-days, divided in 2 phases:
A. 6 days at Hua-Hin Airport, 200 km south of Bangkok, on the beach and only 10 mins. from our hotel. Aircraft: C-123 (60) and Skyvan (20).
B. 7 days at Chiang-Rai Airport, in northernmost Thailand. "The Golden Triangle", even closer to hotel. Aircraft: C-130. Here we shall make very serious attempts to set a new world record for largest formation, whatever that may be at the time. The WR-attempts are to be organised by Jack Gregory and Raul Torres. Thailand requires a visa (over 15 days). Apply at Thai embassy.

Cost: From Europe/USA/Canada; US\$ 1.900.
From Australia/New Zealand/Japan; US\$ 1.850.
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Prices cover: Return airfare on Thai Airways regular flights, all transfers within Thailand, double-occupancy in deluxe hotels with buffet breakfast, registration/check-in and 25 SKYDIVES.
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All payments to be marked: Account no. 342.662.60J, Thai Boogie.
Your booking will be confirmed by Thai Airways International Ltd.
Unfortunately, **ONLY** the first 500 booked can come. **DO IT NOW!**
Pauline Richards

Betty, an experienced international skydiver, and ex staff at Pope Valley Parachute Ranch California, together with Heidi, also a very experienced international relative worker, and late of Z Hills where she worked for a period of 4 years, took time to manifest, competing to see who could tell you to kit up and get out to the aeroplane in as many languages as possible, a very close competition. The latter also achieved her 3000th jump, no cream pies were available, over ripe bananas made a suitable replacement - Drawbacks of an Eastern Boogie!

The Thai Army and Air Force contingent wanted to jump together on occasion and learn 8 way sequential. I helped them acquire the basics.

Luc Lauwers brought over an AFF graduate from Belgium, Eric, who also happened to be the World Motor Cross Champion, after 25 dives Eric was doing 8 way sequential achieving his SCR and SCS.

Between loads there was time to sample the local dishes cooked on the DZ under shade, fresh fruit and cold drinks to refresh you served with the delightful Thai friendliness, definitely the home of the smile.



**Exit over Siam Park, Bangkok 50-way demo.*



**Sunset roomdive, Jack Gregory in centre.*



**International 19-way over Hua Hin beach*



**Spectacular sea views under canopy.*

A minimum of 13,000 feet on every jump can be quite tiring so at the end of another blue sky day instead of taking the bus ride back on that 10 minute journey, why not take a load over and jump onto the hotel beach, a pleasant way of ending a great day, and a private demo for all the guests. The Regent Cha Am Beach Hotel was totally in a class by itself, boasting 2 swimming pools and 4 restaurants, with superb Thai seafood, also 2 cafes with either Asian or Western Menus. The excellent accommodation in individual cottages, was accompanied with facilities such as gym, sauna etc. Thai International Airways also sponsored evening Cocktail Receptions outside, of course, by the pool with live music. The manager, all 16 stone of him, impressed by the demonstration of skydiving skills every night, decided to join us the next evening making a tandem jump onto his hotel beach. The Chief pilot of our RTAF crew also made a tandem jump with Jack. Thomas From's son Joel also entered the sport as a tandem passenger with Stein Fryknoe from Norway.

After 5 or 6 days non stop jumping at Hua Hin one needs a change of scenery so the RTAF organised a demo into Siam Amusement Park and Zoo, Bangkok, and also an accuracy and CRW competition from Sikorsky Helicopters with international teams against Thai teams.

Two C123s ran in over the park at 16,000 ft, 3 passes from the first aircraft unloaded 6, 10 way starts and a 50 way attempt from the second, filmed by Peter Degerfeldt and Goran Widenby from Sweden, who had been shooting 3D stills and video throughout the Boogie, recorded the largest formation in Asia and a great spectacle of canopies vieing for the small and hard landing area. Very well done with the experience available. The competition took place in the afternoon and those not competing got time to relax and enjoy the local Thai hospitality.

Later that afternoon the RTAF supplied a C130 Hercules for another demo. Although may-be not the best RW workers in the world, the Thais showed their skill by taking all the medals in the competition with a brilliant display of CRW and accuracy. The prizes were distributed later by the Head of the RTAF, a 4 star General. A very proud race, and not missing a chance to relate to the nation, a 1 hour documentary was shown on national TV that same evening, showing the demo and competition with a blow by blow account of CRW and accuracy techniques. Shame we couldn't understand them, but very impressive.

Continued.....

Boogie time in Thailand

That evening we flew back to Hua Hin and exited at 17,000 ft from the C130, with little time to organise a great deal we built a 38 way and some nice 10 and 12 group pieces.

Skydiving continued for the rest of the trip, some people were already jumped out due to the fantastic weather, and took odd days to laze on the beach, swim at the hotel or visit Hua Hin and look around the old market place, buying gifts and generally taking in the local culture. The hard core continued to skydive right up till the last sunset load achieving 40 plus skydives in 9 consecutive days. The last load giving some of the inexperienced an opportunity to build something bigger than they had been in before, Raul organised a 35 way attempt over the Hotel beach, not complete but great fun and excellent visuals.

Thai Airways sponsored the last evening at the Cha Am and it was an unbelievable setting, a beach party with a live Rock and Roll band, flowered garlands for all skydivers, dignitaries and RTAF crew, and catering and drinks to an extremely high standard. This was followed by Bob Harman and the band giving us his rendition of the "Thai Boogie Blues" - well nothing is perfect!



*Participants in front of a C123

The Norwegians made a presentation to the organisers of some bewildered looking Thai figures carved in wood, obviously how they saw the organisers on the de-briefs. The Hotel also presented everyone with gayly coloured skydiving T shirts, a nice gesture.

The following day we returned to the Narai Hotel a first class hotel in central Bangkok and all had a chance to attend organised sight seeing tours around the city, visiting some of its many temples and places of interest and in the evening possibly more pleasing to many, the night clubs.

The Thai authorities and military were impressed with the success of the boogie and are presently behind hosting the same next year possibly with the RTAF supplying C130's for the boogie culminating in a world record formation attempt. Hope to see you there.

▼ ▼ ▼ ▼ ▼ ▼ ▼ ▼ SKYDIVE, AVIGNON SOUTHERN FRANCE

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.

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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.

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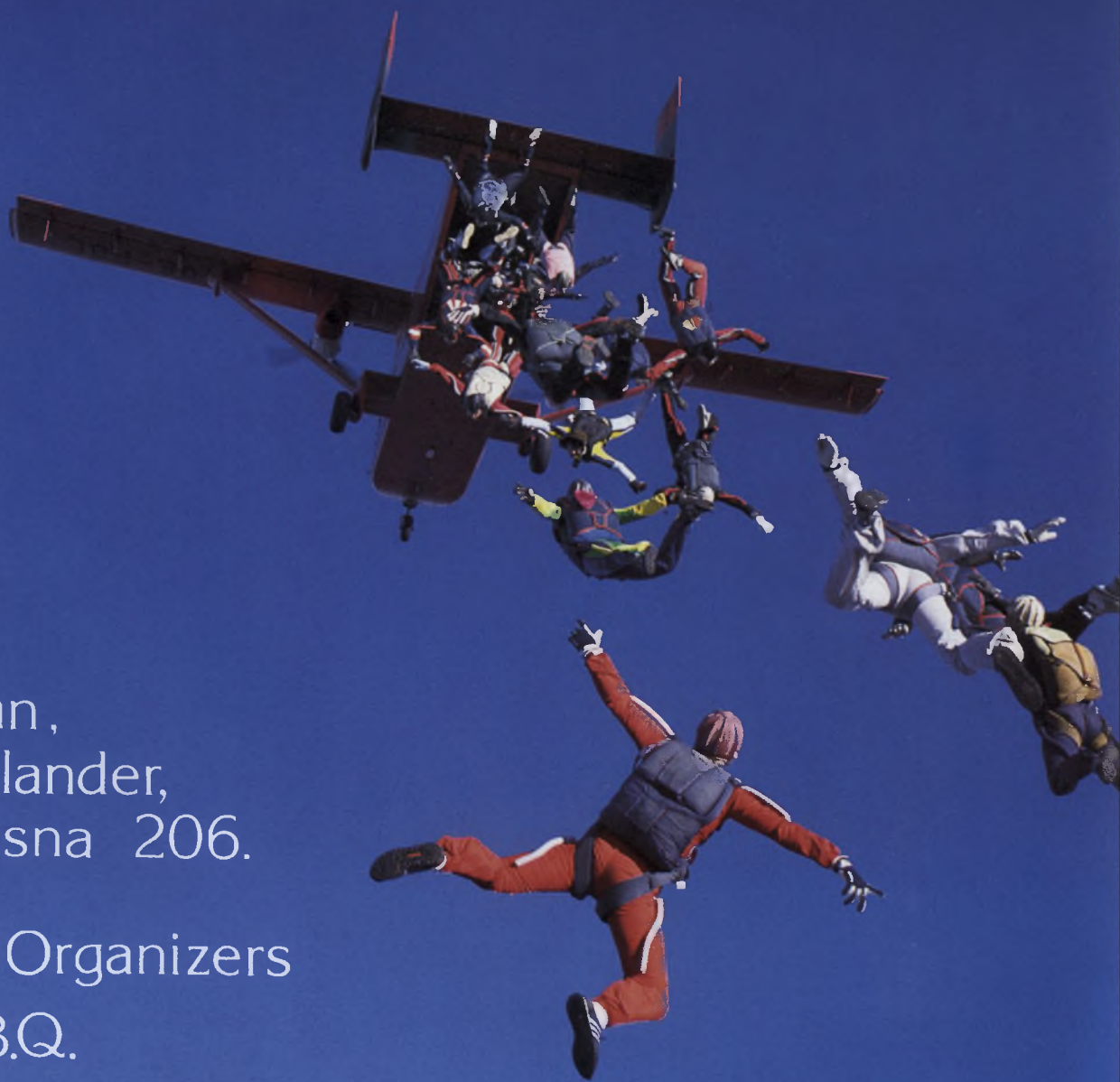


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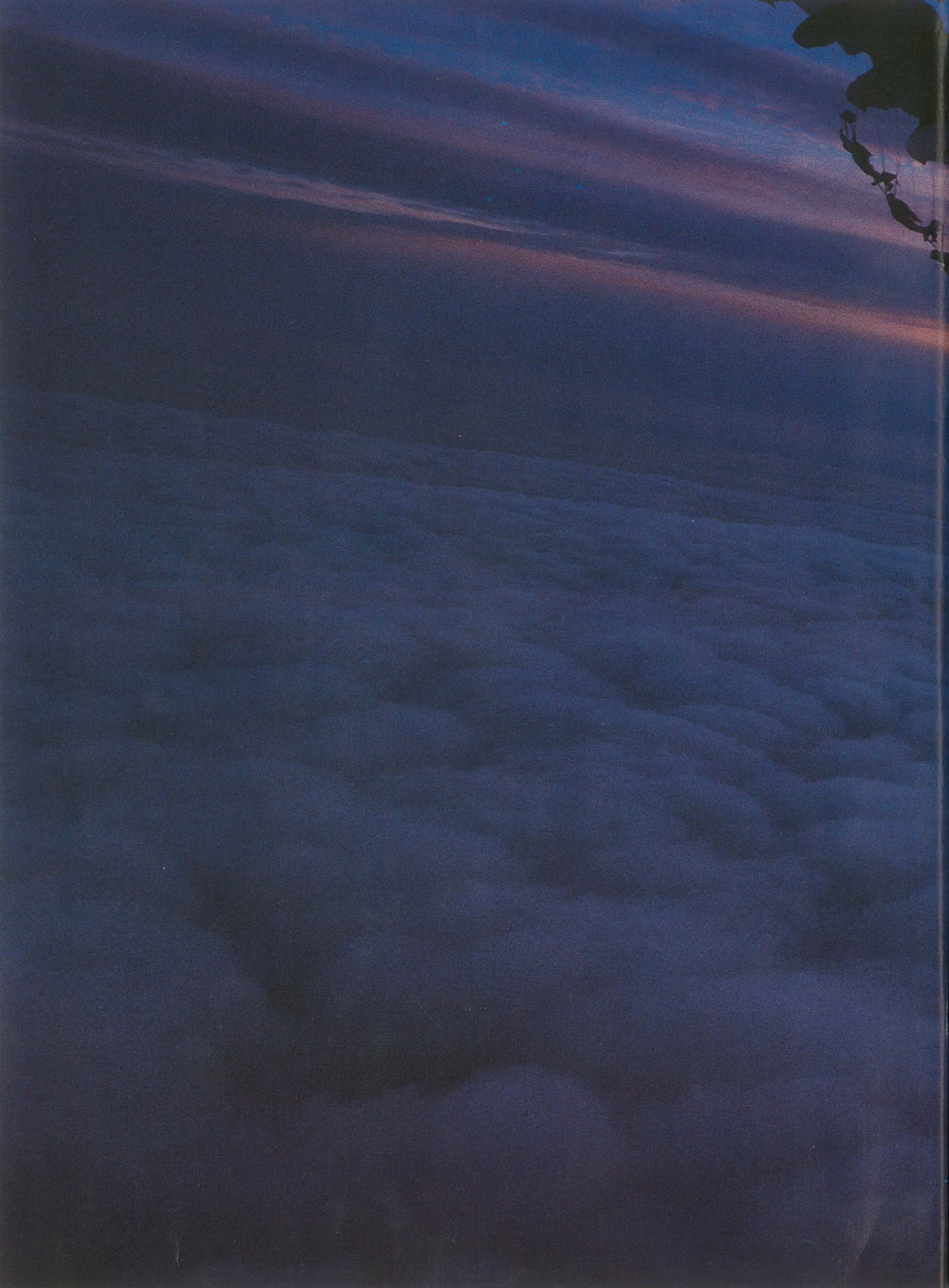
Skyvan,
2x Islander,
Cessna 206.

Load Organizers

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DISCO

Photograph by Leo Dickenson





Skydiving, Money and Sponsorship

The stories surrounding the French World Champion 4-way Tag Heuer Team are legendary. All expenses paid training camps out of CASAs in Mexico with packers, physiotherapists, 2 rigs each, sports psychologists etc. etc.

The arrival of Aziz Abdulojeh into the sport with the phenomenal resources of a group of companies reportedly earning 7 million Dollars gross profit a week, changed the nature of top class competition over a period of just three years or so. The actual sum of sponsorship money involved is unknown, but would be 'petty cash' for the group.

This kind of sponsorship is obviously a dream for 99.999% of skydivers. But was it really sponsorship?

I doubt very much whether the Tag Heuer Corporations' balance sheets show a very healthy profit from the investment. The same applies to Visions and their Coors money, which helped keep them together for 8 years and plenty of medal ceremonies. The unlimited resources of the US Forces for the Golden Knights (who arrived in Brazil in their own Hercules) keep them in the air all year.

No, this isn't 'sponsorship'. Sponsorship is a contract whereby the sponsor can show a tangible and justifiable return on his input of funds. This level of money is support. The distinction is important because it affects the way in which any individual or Team is to approach a potential sponsor and hope to achieve anything.

Of course, the primary reason for a company wishing to enter a sponsorship contract will be to increase sales. It is a pure marketing exercise and these days is a high-tech, highly researched, multi-media effort.

Media is the key word here. Without exposure, paid for via advertising or arranged via PR or promotional activities, any company cannot help to increase sales. Brand awareness is what is required.

As skydiving has no TV or other media coverage other than documentaries, it is very hard to 'sell' to a company, as are all minority sports or others with no TV coverage. In many cases, the quite high financial support can be attributed to an individual's involvement in the sport, who also works for the sponsoring company. Abercrombie Clothing put £250,000 into Polo for example.



**(Above and top right) There are other forms of aerial sponsorship competing against Skydiving, all with a high profile and which are cost effective.*



Sometimes financial support will come as a supporting role to advertising, Hermetas and Trampolining for example.

In 1987, an estimated £158 million pounds was spent on the direct sponsorship of sports, compared with £50m in 1981. A further £200m was spent on supporting activities. With this kind of money involved, it is not at all surprising that Sponsorship Departments of Companies and Advertising Agencies have been forming.

Derek Etherington is a consultant to the Sports Council on sponsorship, and reports that in 1987 there were a record number of companies making enquiries. In 1986 about 1750 were involved, as opposed to 900 in 1981. In 1987 another 140 or so were added.

Television has been the single most important factor in the increase in money involved. The number of hours of televised sport have more than doubled from 1200 in 1975 to 2711 in 1986. Channel 4 has been successful in promoting minority sports, including parachuting, and this is in part because for TV producers, sport is a relatively cheap way to fill the screen at about £20,000/hour as opposed to £72,000/hour for light entertainment.

Twelve sports take up 80% of TV coverage, and the top twenty are snooker, cricket, horse racing, soccer, tennis, golf, athletics, bowls, boxing, equestrian, darts, wrestling, motor racing, ice skating, rugby union, cycling, rugby league, gymnastics, motor cycling and yachting.

With this kind of money and coverage, it is obviously not even going to be in the near future that we are likely to see any significant funds put into the sport as a whole. What could happen is a Team of sufficient standard which presented itself professionally through its governing body, getting the support it needs to get into the medals at World level. The likelihood of this happening is entirely dependent on the personnel involved and their commitment, (as with any Team), the research done, and the amount of work put into the presentation and package.

Bear in mind, for example, that Whitbread, who sponsor athletics, bowls, table tennis, equestrian, golf, horse racing, darts, soccer, yachting, rowing, speedway, basketball,

rugby union, tennis, squash, snooker, angling and rugby league, are approached daily by a lot of hopefuls. You'll only get out what you're prepared to put in, and continue to put in.

Any company putting several thousands of pounds into any sport will expect a lot in return. Are you really prepared to do that, or are you just after free jump tickets? If the latter, forget it, because all you do is rip off the people who are prepared to take it seriously and professionally, and you'll spoil the reputation of the sport.

It is likely that this is one of the reasons that a large sponsor like Kronenberg 1664 or Coloroll are prepared to stick with the Military Teams.

The Institute of Sports Sponsorship, and the Sports Council Advisory Service are there for help, and should be approached by serious sponsorship pitchers.



**The Red Devils - a high profile and military backing for Coloroll*



**The Royal Marines who enjoyed Kronenberg 1664 sponsorship for the demo team and specific record attempts. Ideal sponsorship duration is 2 to 3 years.*

Here's a summary of all the main points surrounding successful sponsor deals.

THE TYPE OF OPPORTUNITY

- * An event (new or existing)
- * A team
- * A club
- * An individual
- * Coaching or training
- * Equipment/clothing/transport
- * Facilities/buildings
- * Proficiency award schemes
- * The young
- * Handicapped

THOUGHTS ON PACKAGING A SPONSORSHIP

1. Define what the opportunity you are offering can do for a sponsor - not what the sponsor's support can do for you.
2. Identify the consumer market that the sponsorship will reach.
3. Understand the typical objectives of a potential sponsor.

COSTS, BUDGET AND TIMING

1. Give as much notice as possible.
2. Next year's budget?
3. Entrepreneurial decision?
4. Exploiting the investment - maximising the opportunity.

THE SPONSORSHIP PRICE - NO HIDDEN EXTRAS

SPONSOR'S TYPICAL OBJECTIVES

1. Increase brand/service awareness among consumers.
2. Improve consumer image of company.
3. Increase goodwill and understanding among trade customers.
4. Enhance company's image in local community.
5. Raise employees' morale and company loyalty.
6. Create favourable awareness of the company among young potential future consumers.

CUSTOMERS AND STAFF

1. Facilities - meetings/entertaining
2. Tickets - complimentary/paid/discount
3. Staff involvement and responsibilities
4. Presentations - photography
5. VIPs
6. Display opportunities/promotional distribution

Continues overleaf.....



**Abbey National, another successful form of using a sport for image building.*



**Whatever happened to Malibu?
Did they get the return that their investment warranted?*

PUBLICITY

1. Local press - ads/editorials
2. Local radio - mentions/competitions
3. Local television - coverage/sports round-up
4. Programmes - advertising/appreciation
5. Posters - local/company POs
6. Banners

THE RUN-UP TO THE EVENT

THE EVENT AND RESULTS

THE FUTURE

PROMOTION AND PR

Trade, Consumer & Sales Force Activities
Competitions
Merchandising
Licensing
Books/mags
Incentives
Premiums
Endorsements

PR

Personal appearances
Press releases

Advertising

Possible link - TV, Radio, Press, posters

SPONSOR'S COSTS

Sponsorship and prize money plus....

1. Providing and erecting display materials at venue
2. Staff expenses attending events
3. Hospitality to guests
4. Free samples, give-aways, promotional material
5. Additional temporary staff
6. Management time
7. Proportion of fixed admin. costs (possible)
8. Costs of promoting sponsorship - press ads, direct mail, press releases, car stickers, etc.
9. Research, measurement and evaluation cost
10. Sponsorship agency charges

METHODS OF COMMUNICATING

- * Direct mailing
- * Personal contact at the business
- * Local media publicity
- * 'At Homes'
- * Talks - Rotary, Round Table, etc.
- * Invitation to events
- * Local seminar/presentations (early evening)

MARRIAGE

- * Successful, if both sides are totally honest with each other.
- * Agreeing a deal is the start, not the end of the relationship.
- * Look for a long-term relationship.
- * Agree respective responsibilities.

THE KIT STORE LTD

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'Purveyors of the finest Parachuting Equipment'

Since changing our name from 'Parachutes de France UK Ltd.' we have expanded our dealership to enable us to offer a more comprehensive choice.

We are now Agents for:

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 - North American
 - Parachutes Australia
- Thomas Sports Equipment
and others

Buying new kit is one of the biggest investment you are likely to make in Skydiving, so it is important that you are completely happy with the equipment you choose.

The Kit Store aims to help you find the kit you need at the price you can afford...Not just sell you the kit but inform you about it too.

WELL WORTH A LOOK!

We recommend you cast an eye over PISA equipment. They manufacture a very good range of equipment at incredible prices.

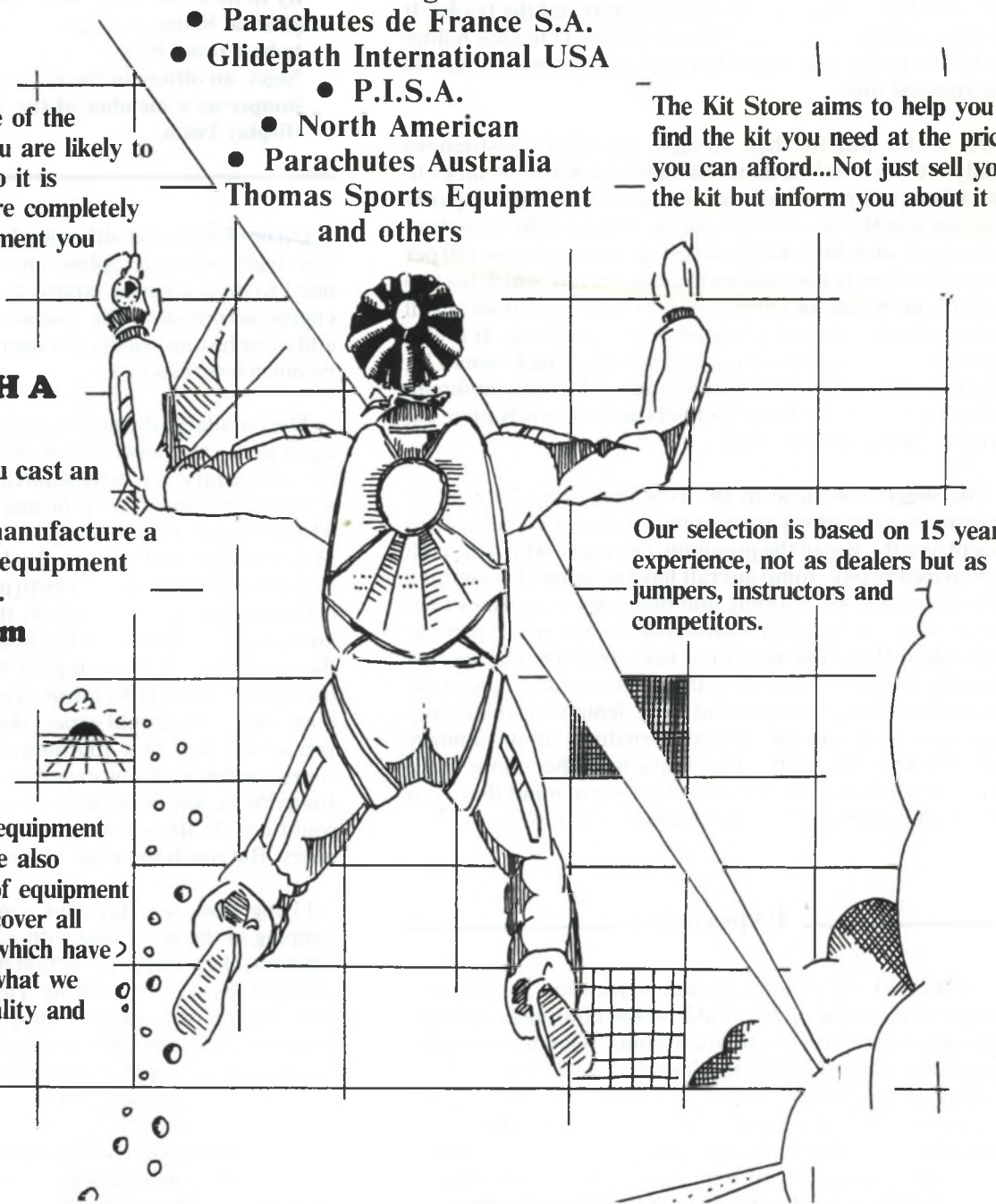
**Complete system
with Square
reserve: £1032**

We can get you any equipment you may want, but we also recommend a range of equipment and accessories that cover all aspects of the sport, which have been preselected for what we believe is the best quality and value.

Our selection is based on 15 years experience, not as dealers but as jumpers, instructors and competitors.

Give us a ring for our brochure, or drop into our shop here at Headcorn DZ and check out our large stock of equipment and accessories.

Rob Colpus
Sarah Brearley
David Parker



So, you want to be a JUMP PILOT...

To become a Jump Pilot, you will need a Private Pilots Licence (PPL) and 100 hours as Pilot in Command (P1) of an aeroplane. If you have a D licence, you will only need 75 hours P1. To put these figures into perspective, you need a minimum of 43 hours for a PPL, which includes 10 hours P1. Translate this into cash at £50 per hour for an aeroplane with the capability of crossing a puddle, and you are looking at £2150 for the licence which will be closer to £2500 after you have paid for a medical, the licence itself and the books. It is then a further £3250 to 75 hours for the D licence holder or £4500 for the remainder to reach the minimum figure in the shortest time.

As if this was not bad enough, the BPA's restrictions really are the absolute minimum and you would be lucky to get a Jump ship at this level of experience. This is partly because you also need 10 hours experience on the aeroplane to be used, and this is likely to cost rather more than £50 per hour. This hourly rate applies to a Cessna 150, which is a two seater with a rate of climb which is barely positive at full power, and it is not used routinely as a jumpship. It is also unusual to see used the next aircraft in line, the Cessna 172, because it will only carry three jumpers. The basic minimum is the Cessna 182 with four jumpers and an hourly price tag in the region of £85 per hour.

The biggest obstacle to the potential Jump Pilot is the experience level which an insurance company is prepared to accept and the size of the premium, or excess, which the club is prepared to pay. Jump aircraft have developed something of a reputation for crashing and insurance companies tend not to share our level of enthusiasm for the sport, particularly when they find that they have recently had to sign another cheque. There is nothing intrinsically dangerous about jump flying, but it is a tad more demanding than many jumpers realise and the ultimate penalty is an involuntary collision with the earth. This happens rather more often than the companies would wish, bearing in mind that even one crash is one too many from their point of view.

Experience

At the risk of causing further depression to potential Jump Pilots, many clubs would be unenthusiastic to see a Jump Pilot start with less than 250 hours 'pilot in command'. (Including the initial PPL teaching time of 33 hours, this is equivalent to £14,150 at £50 per hour). At this level of experience, you only need a 'check out' on the type of aircraft which you plan to fly, and more to the point, you have a basic minimum of flying experience which should enable you to handle a small aircraft without having to think too much about the basics of flying. By this stage it should have started to become automatic, and the pilot can take in what is happening around him. From only a few hours of experience earlier when he thought he knew it all, a few frights and a little more realism should by now have convinced him that he will never know it all; when he genuinely realises this fact of life, he is a much safer pilot.

Rub the surface of many Skydivers and you will find a Jump Pilot trying to get out. To the casual observer, it is the more remarkable in view of the generally held opinion that the turkeys who fly at DZ's are at the best 'all right' and at worst a sub-species of the greater spotted penguin, a bird well-known for its lack of ability to fly at all. Here Nigel Jackson, one of the senior pilots at Netheravon, gives an insight into what it takes to be a Jump Pilot.

Nigel, an officer in the Royal Green Jackets, is also a jumper as a member of the Trail Blazers Parachute Display Team.

Do not forget that although the PPL will license you to fly any single engine aeroplane up to 12,500 lbs weight, you will need to do a separate course to extend the licence to twin engine aeroplanes. The course itself is six hours and then add a test lasting usually just over one hour. The cost will not be much less than £800.

The parallel with jumping is close, and as a rough guide to equivalent experience, allow one hour's flying to one jump. The 250 jump level, being equivalent to 250 hours, is slightly above the minimum for D licence demos and this is the point where jumpers theoretically start to be able to get out of an aeroplane and not have to think too hard about having to stay the right way up at 2000ft(ish), while the brain is concentrating on the wind speed, the size and location of the arena and the position of the other jumpers for CRW, all at the same time. A 250 hour pilot should be able to do roughly the equivalent in flying terms. If you are being flown by a 100 hour pilot, you should expect the same level of expertise as you would find in a 100 jump Parachutist. There are, of course, pilots with low experience who would make superb Jump Pilots, and pilots with a couple of thousand hours who could not do the job so long as they had a hole in their.. noses. But much the same applies to Parachutists.

Flying does not have the same immediate pressure of jumping in the sense that with a high speed parachute malfunction, the emergency action must be taken NOW, without hesitation, or you will die. However, the action contains basically the one option - dump the reserve - and the only flexibility is whether to cut away first, and whether to wait for stability (I would suggest strongly, with two high speed mals in my logbook, that you don't wait for stability, although it is desirable!)

Similar situations can occur in flying but they are less likely and normally you have appreciably more time to think about what to do. However, there is usually a wide range of options, and some of them will kill you just as effectively as a high speed mal. This is the essential difference. The overall concepts of flying and jumping are broadly similar, and reasonably competent jumpers would make good pilots. The best Jump Pilots would also make good jumpers; there are, fortunately for the general sanity and equilibrium of the sport, not many around who do jump.



The course consists of a number of preset lessons. In the first, you are shown the effects of each of the controls and how they become more effective when more air is passing over them, just as movements of the body become more effective as it accelerates to terminal. Then follows lessons on straight and level flight, climbing and descending, turning, stalling and then you put all the basic manoeuvres together in the circuit where you remain trapped for what seems like an eternity. You will be expected to fly accurate altitudes, headings and speeds, and to make contact with the ground in a seemly manner, preferably on the runway. There are major similarities to square canopy control but try to avoid putting the aircraft down in a space just large enough for a 252.

A certain amount of theoretical study is required and this is best left to bad weather days. Before long, you will be allowed to take the aircraft round the circuit on your own, not much of a problem for you, a big bottle job for the instructor who signs you up. Periods of circuit consolidation follow before you leave the area of the airfield to do navigation, practice forced landings and basic flight on instruments. The course can be completed in the minimum of 43 hours although the average is rather more than this. The secret of keeping to the minimum, apart from a dose of talent, is to take three weeks off and hope that the weather is kind.

And that is all there is to it! I hope that outlining some of the difficulties has not depressed too many potential Jump Pilots. There are short cuts to cheap flying for the ingenious; you do not need to spend as much as £50 per hour, although be wary of schools who are charging much less. In building hours thereafter, it does not matter too much, as long as the aeroplane at £25 per hour also has the capability of staying in the sky. The whole subject is worth pursuing; Jump Flying is good fun.

A factor to bear in mind if you are planning to step into the position of Jump Pilot is that most of the private pilot population of the country would give up their silk scarves to get free flying. There are only three 'free flying' activities which can be carried out with a Private Pilot's Licence, Jump flying, Instructing and Glider Tug towing. As a result, parachute clubs can be inundated with hopefuls, at least they will be if they show the slightest sign of encouragement.

Enthusiasm

Among fifty people who show an interest there is hidden probably one potentially outstanding Jump Pilot with the time and enthusiasm to make a go of it. However, there are rarely any indicators that this person has the talent and most clubs put up a barrier to newcomers in the light of experience of the number of Turkeys who are on the market. In this context, a Skydiver who turns Jump Pilot has got an outstanding advantage because he knows the score and talks the same language as the other people on the DZ. CCI's tend to recognise this fact even though they might not admit to it.

Incidentally there are proposals to change the licensing rules. PPL holders will still be allowed to fly jumpers, but if that person gets paid, he will need a Basic Commercial Pilots Licence.

What about getting the PPL? First, choose a school with some care. Be aware that many are staffed by people who were in your position not so long ago and have gained the minimum experience necessary to become instructors. They are now gaining free hours at your expense. This is not to say that many are not thoroughly dedicated and effective instructors, but some are not. Do not have the same faith which perhaps you had in your first parachute instructor. (And now you know better about that!)

**Want to make a Static Line
Square Jump or an AFF Jump?**

Telephone (0792) 296464

**SWANSEA
PARACHUTE CLUB**

C.I.P. SAFETY SURVEY 1987

By Rob Colpus
British Delegate

The 1987 CIP Safety Survey was designed to determine how many people skydive, how many jumps they make and how risky skydiving is. A number of additional questions were asked in an effort to identify causes which affect safety and activity levels.

The survey requested information for each of the six years from 1981 to 1986 and was sent to all of the 56 nation members of the CIP. Responses were received from 39 of them.

The results show that skydiving worldwide is on the increase - albeit slowly - with 29% more participants in the sport in 1986 than in 1981. Most of the growth has been in Europe and South America.

It is estimated from figures returned that around six million jumps were made in 1986 - and a total of over 35 million over the six year period covered by the survey.

The average number of jumps per person fluctuated widely between nations - from 380 in China to an average of just two in Spain and Ireland - but the overall average was 17.

Skydiving is getting safer too, according to the poll - both in terms of the risk per person and per jump. It is likely that the increase in safety, especially since the major improvements undertaken in 1982, is the result of better student training methods and the use of modern equipment by all skydivers.

Information concerning fatalities revealed that there were an estimated 764 deaths during the six years in question (based on reported figures in survey replies). 31% were students, 40% intermediate level and 29% classed as experts.

Questions about equipment brought interesting, if not detailed, information showing that a "typical" nation is using piggyback and square canopies for 30% of their student training, piggyback and round canopies for 10% and the remaining 60% use front mounted reserves and round canopies. A "typical" nation is defined as being midway between extremes.

The two main questions left unanswered by the survey were;

A. Is the number of active, experience jumpers on the increase or do the figures reflect a greater number of students being trained and

B. How does the safety of student training jumps compare with that of non-student jumps. But it has provided a previously unseen viewpoint of worldwide skydiving and establishes a benchmark against which future studies can be compared.

AAD USE 1981-1986

	Nations Reporting	Total Jumps	Fatalities All Students	Student Fatalities % of Total	
No mandatory AAD use	13	15,238,266	284	88	31%
AAD use mandatory for all	4	569,889	12	3	25%
ADD use mandatory for all students	22	4,954,909	157	42	28%

Nations ranked by average activity 1981-1986

Nation	Number of jumps per participant
China	380
Morocco	87
Argentina	56
Switzerland	54
Israel	44
Poland	44
East Germany	39
Peru	39
Venezuela	39
West Germany	32
Republic of Korea	30
Zimbabwe	28
Belgium	26
Finland	26
Italy	26
Bulgaria	23
France	21
Mexico	20
Czechoslovakia	19
United States	19
Australia	18
Chile	15
Sweden	15
Luxembourg	14
Norway	14
Iceland	13
The Netherlands	12
Denmark	11
Turkey	11
Brazil	7.6
Japan	7.5
Dominican Republic	6.3
United Kingdom	5.4
Mozambique	4.9
Paraguay	4.25
Ireland	2
Spain	2

JUMPER POPULATION

YEAR	NATIONS REPORTING	TOTAL	ADJUSTED TOTAL* (56 countries)	RATE OF GROWTH
1981	37	191,431	289,733	---
1982	37	197,737	299,278	3.3%
1983	37	211,962	320,807	7.2%
1984	37	223,838	338,782	5.6%
1985	38	239,738	353,298	4.3
1986	38	254,055	374,397	6.0%
1981-1986				+ 29%

*This is a projection which assumes that all unreported nations factored together have the same averages as the nations which did report.

**Rate of Fatalities
by number of jumps per fatality**

Nation	Jumps per fatality
China	185,500
Czechoslovakia	87,988
Poland	88,449
United Kingdom	83,333
United States	73,280
Italy	58,015
France	55,563
East Germany	27,686
Switzerland	22,288
West Germany	19,462
Belgium	17,616
Brazil	13,750
Argentina	11,265
Denmark	-9,333
Japan	4,665
Venezuela	3,300
Ireland	2,000

No fatalities reported in 1986:

Turkey
Sweden
Finland
The Netherlands
Luxembourg
Paraguay
Zimbabwe
South Korea
Dominican Republic
Iceland
Mozambique
Israel
Mexico
Norway
Bulgaria
Chile
Morocco
Peru
Spain

Number of jumps for 1986 not reported:

Australia, Canada, New Zealand.

1981-1986

United States	64,894
United Kingdom	59,111
Finland	57,639
Czechoslovakia	57,083
Italy	47,875
East Germany	47,774
Bulgaria	42,024
Poland	41,722
Norway	41,043
France	39,934
Sweden	39,276
Turkey	38,109
China	32,460
Switzerland	30,677
Belgium	29,566
The Netherlands	29,067
West Germany	25,539
Australia	21,667
Spain	17,004
Zimbabwe	16,450
Argentina	16,037
Chile	10,700
Denmark	9,333
Mexico	8,449
Japan	8,232
Venezuela	6,537
Brazil	5,533
Iceland	3,406
Ireland	2,933
Paraguay	2,786
Dominican Republic	479
Mozambique	264
Israel	---
Korea	---
Luxembourg	---
Morocco	---
Peru	---

**Rate of fatalities
by number of participants per fatality**

1986

Nation	Participants per fatality
United Kingdom	17,373
Czechoslovakia	4,087
United States	3,717
France	2,997
Italy	2,041
Australia	1,678
Poland	1,585
Brazil	1,325
Ireland	900
Denmark	755
East Germany	684
Belgium	609
West Germany	565
Japan	512
China	395
Switzerland	366
Argentina	212
Venezuela	55

No fatalities reported in 1986:

Turkey
Sweden
Finland
The Netherlands
Luxembourg
Paraguay
Zimbabwe
South Korea
Dominican Republic
Iceland
Mozambique
Israel
Mexico
Norway
Chile
Spain
Bulgaria
Peru
Morocco

1981-1986

United Kingdom	10,959
Spain	8,650
Turkey	3,544
United States	3,332
Czechoslovakia	3,060
Norway	2,906
Sweden	2,629
The Netherlands	2,519
Finland	2,226
France	1,928
Bulgaria	1,835
Italy	1,844
Ireland	1,433
Australia	1,379
East Germany	1,233
Belgium	1,130
Japan	1,086
Poland	942
West Germany	800
Denmark	755
Chile	732
Brazil	730
Paraguay	655
Zimbabwe	588
Switzerland	570
China	454
Mexico	431
Argentina	285
Iceland	263
Venezuela	167
Dominican Republic	76
Mozambique	54
Israel	---
Korea	---
Luxembourg	---
Morocco	---
Peru	---

**Nations Ranked by Total Number
of Participants**

1986

United States	111,500
United Kingdom	52,119
France	20,976
Spain	15,500
Australia	8,391
West Germany	6,212
Brazil	5,300
Czechoslovakia	4,087
Italy	4,082
The Netherlands	3,773
Sweden	2,892
Norway	2,455
Denmark	2,265
Bulgaria	1,974
Poland	1,585
Switzerland	1,450
East Germany	1,368
Finland	1,284
Belgium	1,218
Japan	1,023
Ireland	900
Turkey	791
Argentina	635
Chile	403
China	395
New Zealand	250
Mexico	200
Zimbabwe	180
South Korea	158
Paraguay	157
Peru	110
Venezuela	110
Morocco	85
Luxembourg	80
Iceland	60
Israel	40
Mozambique	25
Dominican Republic	22

1981 - 1986

United States	656,350
United Kingdom	197,260
Spain	103,800
France	102,181
Australia	34,486
Czechoslovakia	24,477
Brazil	21,900
Italy	20,285
The Netherlands	17,633
West Germany	15,997
Sweden	15,775
Denmark	12,519
Norway	11,623
Poland	11,302
Bulgaria	11,012
Switzerland	8,550
East Germany	7,398
Turkey	7,088
Belgium	6,782
Finland	6,679
Japan	5,428
Ireland	4,300
Argentina	2,562
China	2,270
Chile	2,196
New Zealand	1,300
Mexico	1,294
Zimbabwe	1,176
South Korea	797
Peru	688
Paraguay	655
Venezuela	502
Morocco	388
Luxembourg	327
Iceland	263
Mozambique	217
Israel	167
Dominican Republic	152

**Nations Ranked
by Total Number of Jumps**

1986

United States	2,198,400
France	388,944
United Kingdom	250,000
West Germany	214,085
China	185,500
Italy	116,030
Switzerland	89,150
Poland	88,449
Czechoslovakia	87,988
East Germany	55,371
Brazil	55,000
Sweden	53,046
Bulgaria	50,256
The Netherlands	50,055
Norway	38,293
Belgium	35,232
Argentina	33,795
Finland	30,734
Denmark	28,000
Spain	24,000
Turkey	21,050
Morocco	10,601
Japan	9,330
Venezuela	6,600
Chile	5,700
Zimbabwe	4,800
South Korea	4,628
Peru	4,309
Mexico	3,000
Ireland	2,000
Israel	2,000
Iceland	1,410
Luxembourg	1,146
Paraguay	760
Dominican Republic	98
Mozambique	15

*Australia, Canada and New Zealand did not provide this information.

1981-1986

United States	12,784,200
France	2,116,510
United Kingdom	1,064,000
China	862,300
Italy	526,630
West Germany	510,784
Poland	500,659
Czechoslovakia	456,666
Switzerland	460,150
East Germany	286,645
Bulgaria	252,156
Sweden	235,654
Spain	204,050
The Netherlands	203,466
Belgium	177,397
Finland	172,918
Brazil	166,000
Norway	164,172
Argentina	144,333
Denmark	138,924
Turkey	76,218
Japan	41,160
Morocco	33,681
Zimbabwe	32,900
Chile	32,100
Peru	26,673
Mexico	25,246
South Korea	23,798
Venezuela	19,610
Ireland	8,800
Israel	7,300
Luxembourg	4,562
Iceland	3,406
Paraguay	2,786
Mozambique	1,057
Dominican Republic	958

*Australia, Canada and New Zealand did not provide this information.

Nations Ranked by Total Number of Fatalities
1981-1986

	Student	Inter	Expert	?	
United States	197	57	92	48	0
France	53	10	22	21	0
Brazil	30	12	11	7	0
Australia	25	9	5	11	0
West Germany	20	0	0	0	20
Canada	18	10	6	2	0
United Kingdom	18	0	0	0	0
Switzerland	15	6	4	5	0
New Zealand	14	10	3	1	0
Poland	12	2	6	4	0
Spain	12	5	6	1	0
Italy	11	1	6	4	0
Argentina	9	0	5	4	0
Czechoslovakia	8	0	0	0	8
Denmark	8	2	1	5	0
The Netherlands	7	3	2	2	0
Belgium	6	1	2	3	0
Bulgaria	6	3	2	1	0
East Germany	6	0	0	6	0
Sweden	6	1	4	1	0
China	5	0	0	5	0
Japan	5	1	2	2	0
Mozambique	4	4	0	0	0
Norway	4	1	3	0	0
Chile	3	2	1	0	0
Mexico	3	3	0	0	0
Ireland	3	1	2	0	0
Finland	3	0	3	0	0
Venezuela	3	1	1	1	0
Dominican Republic	2	0	1	1	0
Zimbabwe	2	2	0	0	0
Turkey	2	1	1	0	0
Iceland	1	1	0	0	0
Paraguay	1	0	1	0	0
Israel	0	0	0	0	0
Luxembourg	0	0	0	0	0
Morocco	0	0	0	0	0
Peru	0	0	0	0	0
South Korea	0	0	0	0	0

Nations Ranked by Total Number of Fatalities
1981-1986

	Student	Inter	Expert	?	
United States	30	10	14	6	0
West Germany	11	0	0	0	11
France	7	2	3	2	0
Australia	5	3	0	2	0
Brazil	4	1	1	2	0
Switzerland	4	2	1	1	0
Argentina	3	0	1	2	0
Denmark	3	2	0	1	0
United Kingdom	3	0	0	0	3
Belgium	2	0	2	0	0
East Germany	2	0	0	2	0
Italy	2	0	0	2	0
Japan	2	0	1	1	0
The Netherlands	2	2	0	0	0
Venezuela	2	1	0	1	0
Canada	1	0	0	0	0
China	1	0	0	1	0
Czechoslovakia	1	0	0	0	1
Ireland	1	0	1	0	0
New Zealand	1	1	0	0	0
Poland	1	0	0	1	0
Zimbabwe	1	1	0	0	0
Bulgaria	0	0	0	0	0
Chile	0	0	0	0	0
Dominican Republic	0	0	0	0	0
Finland	0	0	0	0	0
Iceland	0	0	0	0	0
Israel	0	0	0	0	0
Luxembourg	0	0	0	0	0
Mexico	0	0	0	0	0
Morocco	0	0	0	0	0
Mozambique	0	0	0	0	0
Norway	0	0	0	0	0
Paraguay	0	0	0	0	0
Peru	0	0	0	0	0
South Korea	0	0	0	0	0
Spain	0	0	0	0	0
Sweden	0	0	0	0	0
Turkey	0	0	0	0	0

NATION: ALL REPORTING

Participants	Jumps	Jumps per Participant	Participants per Fatality	Jumps per Fatality	
1981	37/191,431	35/3,318,204	18	2,015	36,869
1982	37/197,737	35/3,486,554	18	2,535	51,273
1983	37/211,962	35/3,554,620	17	2,826	50,780
1984	37/223,838	35/3,577,918	16	2,646	42,594
1985	38/239,738	37/3,810,688	16	2,997	49,489
1986	38/254,055	36/4,149,775	17	2,887	50,607
Total	1,318,761	21,987,759	17	2,617	46,492


Experience of Fatalities (FF)					AADs Req'd		Type Equipment %		
Total	Student	Inter	Expert	?	Student	All	Front	PB/RD	PB/SQ
0-2526	250	250+			23-yes	4-yes	60.3	9.4	29.6
99	32	38	24	5	16-no	35-no			
82	18	38	21	5					
80	24	33	19	4					
90	29	29	24	8					
83	21	30	23	9					
89	25	24	24	16					
523	149	192	135	47					
31%	40%	29%							

Control Leading Cause of Fatalities
 10-Private Clubs 1 - Low or no pull (jumper error; lost track of time and altitude; incorrect procedures)
 21-Central
 Aeroclub
 5-Military 2 - Hazardous landings - drowning
 6-Commercial clubs & centers

1988 Perris Valley Skydiving Events Schedule

1-4 July	4th of July Boogie
2 & 3 July	Night Jumps - Saturday & Sunday
30 July	Night Jumps - Saturday
27 August	Night Jumps - Saturday
2-5 September	Labour Day Boogie
3 & 4 September	'California Cup' 6-Way Competition
24 & 25 September	21st Annual 'Rumble Seat' Meet, 10-Way Speed Star Competition from DC-3s (No-show exit/free flown)
24 September	Night Jumps - Saturday
8-10 October	First Annual 'Square One' 16-Way Competition
22 October	Night Jumps - Saturday
30 October	Hallowe'en Party
11 November	Veteran's Day, All Veterans & Active Duty Military Skydive for \$11 from 12,500 feet
19-27 November	Thanksgiving Boogie
25 & 26 November	Night Jumps - Friday & Saturday
26 & 27 November	Third Annual 20-Way Speed Star Competition
17 Dec to 2 Jan	Christmas/New Years Holiday Boogie
25 December	Christmas Party
31 Dec to 1 Jan	New Year's Party
25 March to 2 April	Easter Boogie 1989

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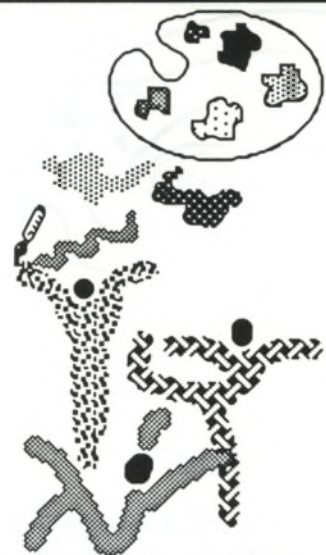
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FRENCH STYLE 3 RING RELEASE / MINI RINGS

INTRODUCTION

As a result of having received BPA safety information in connection with the French Style 3 Ring Release System I decided to carry out checks on equipment, employing mini rings, in use at this Drop Zone.

Robin Noble Nesbitt has pointed out that the primary problem encountered with this type of kit is the relatively high pull force required to effect release. The secondary problem observed was that of the release of the right side cable first (short side). In order to examine these observations I carried out some tests of my own, replicating Robin Noble Nesbitt's methodology where possible.

METHOD

The cutaway pad on the kit under scrutiny was removed from its velcro and a hand held weighing device was attached to the cable. Various weights of jumper and a cross section of varying types of system were used. In all cases the jumpers were attached to a suspended training harness and were told to use their right arm only.

RESULTS

The results were recorded. Each jumper's weight (in lbs), together with their experience, system used, test pull (in lbs) and any remarks on their test were carefully noted. Every jumper tested their own kit and one other piece of equipment used by a jumper whose weight was significantly different from their own. There were four cutaways performed on every system.

The forces recorded varied from 28lbs at the top end of the scale to 8lbs at the bottom for mini rings and 4lbs for standard rings. The average pull force was 11.75lbs but this figure is somewhat distorted by a couple of stiff pulls of 28lbs and 20lbs and a more realistic representation was given by the medium figure of around 10lbs. In all cases jumpers were able to release themselves with one hand but, as was pointed out earlier, jumpers were required to exert substantially more effort (2-3 times) to effect release from the mini ring system than from the standard 3 ring system. A number of right side first releases were noted using both mini rings and standard rings but in each case the problem was more severe with the French style system.

CONCLUSIONS

In all cases tested, the jumper was able to effect release with one hand.

Although the amount of force required varied considerably it did not seem to be correlated in any way with the jumper's weight or experience. What is more significant however is that there was a clear positive relationship between stiff pulls and equipment which had not been properly maintained, for example on one of the trials there was a reduction of 14lbs pull force (from 28lbs to 14lbs) after the cutaway cable was removed from its housing and oiled.

On close examination of right side first releases it is my opinion that these result from a contraction of the cutaway cable housing. Obviously there is a shorter length of cable from the cutaway pad to the right side than from the cutaway pad to the left side. When the release drill is performed the cutaway housing contracts and as a consequence of the greater length of housing to the left side this contraction takes longer for the left than for the right. On the standard ring system the cable may be released before the entire contraction process has taken place but on the mini ring system there is much more tension on the cloth loop gripping the cable which is not therefore released until complete contraction has been brought about. One of the worst scenarios I could envisage resulting from the problem of right side first activation would involve the Stevens system whereby the reserve could be activated before the complete cutaway process had been completed.

In conclusion, I believe that two very important points have arisen as a result of this test:

1. Equipment should always be properly maintained and both the cutaway cable and its housing regularly cleaned.
2. All jumpers should familiarize themselves with the cutaway procedure on whatever kit they may be jumping so that they know exactly how far they have to pull the cutaway pad to effect complete release and also what pull force they are likely to have to use.

IAN MARSHALL, D1577

WILD GEESSE SKYDIVING CENTRE
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GARVAGH,
CO. LONDONDERRY,
N. IRELAND



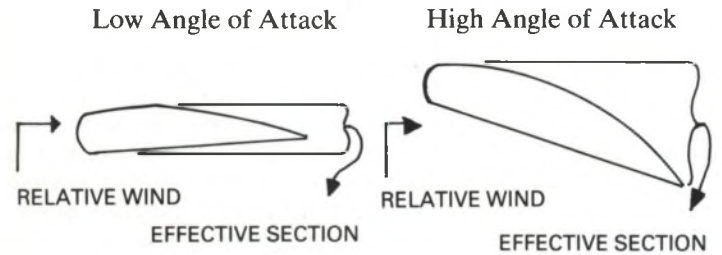
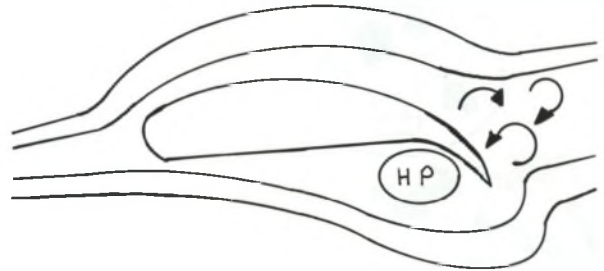
HOW YOUR SQUARE

In Part 1, we looked at the forces acting on a canopy in flight. In part 2, we will go on to look at how these forces change in response to control input ie, what happens when you haul the toggles down. We will also consider some more practical aspects, like why it hurts when you land in a turn, and why your attempt at a landing flare doesn't always work.

ANGLE OF ATTACK

This is the angle at which the canopy meets the relative wind. It must not be confused with 'Angle of Incidence', the angle at which the canopy is inclined forwards to generate forward movement. Angle of Incidence is fixed (unless you pull down on risers), Angle of Attack changes constantly. Any variation in airspeed or any fore and aft (longitudinal) oscillation will affect angle of attack. The pilot of an aeroplane can vary angle of attack independently of airspeed by using the elevators on the tailplane and changing the power settings of his engine. A parachute pilot can only vary airspeed, but produces a change in angle of attack as a consequence.

In this configuration, the canopy is offering minimum resistance to the flow of air around it, therefore creating minimum form drag. Also, the difference in pressure between the upper and lower surfaces will be small, so induced drag will be low. Low drag, therefore high speed.

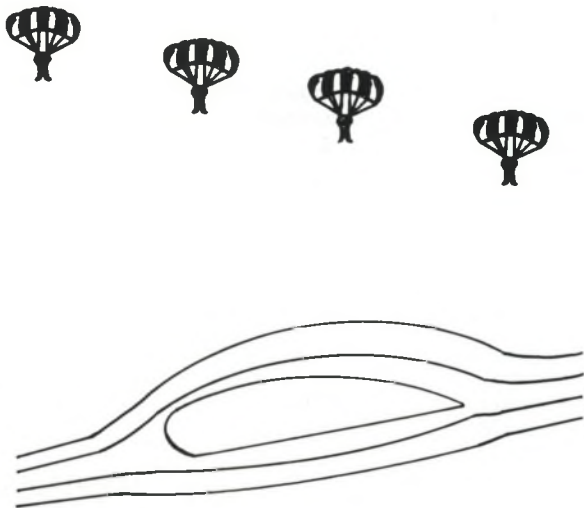


Small effective wing section therefore low lift, low drag. Large effective wing section therefore high lift, high drag.

HALF BRAKES

When you apply half brakes, you pull down the tail creating an obstruction to the smooth flow of air off the tail section, an immediate increase in form drag. Also, air is now unable to flow smoothly beneath the canopy so a small area of high pressure forms, increasing the pressure differential between top and bottom surfaces, hence an increase in induced drag. This increase in drag reduces forward speed, steepening the glide angle, changing the direction of the Relative Wind and effectively increasing the angle of attack, and as we have already said, increased angle of attack = increased lift. Therefore, by applying brakes, you have lost some forward speed but gained some lift.

NOTE: There is a popular misconception that by pulling down the tail of the canopy with the control lines, you are also lifting the nose - this is NOT so, all you have done by applying brakes is pull down the control surface ie the area between the D lines and the tail. You have changed the angle of attack, but by reducing airspeed and changing the direction of the Relative Wind, NOT by adjusting the canopy trim.



FULL FLIGHT

As you continue to apply brakes, you reach the point where the increase in lift from the increased angle of attack is offset by the loss of lift caused by the reduced airspeed. With most canopies, the point at which angle of attack and airspeed combine to create maximum lift occurs at about 1/4 - 1/2 brakes. As you approach full brakes, that is, the slowest airspeed at which the canopy is capable of generating lift, the canopy is starting to change its character. Generating very little lift and following a steep glide angle, it is now starting to function as a drag parachute rather than a gliding

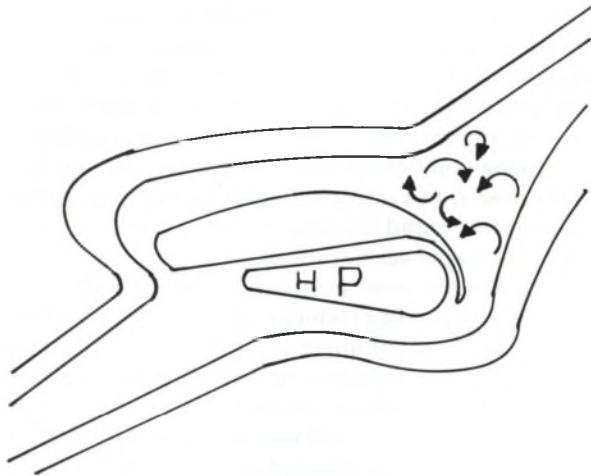
CANOPY WORKS

By Ray Ellis

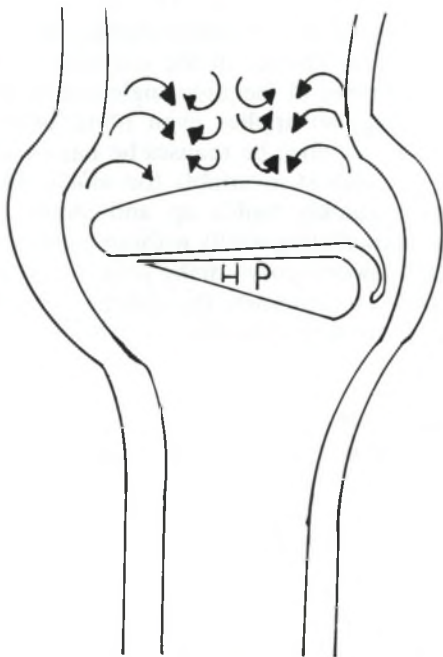
Part 3 in next issue



parachute and the area of high pressure below the canopy is starting to build up rapidly. This rapid pressure build up creates a proportionate increase in induced drag, and the tail being by now well down creates a big increase in form drag. This major change in the drag coefficient in response to small changes in toggle settings at low airspeeds is why the canopy is more responsive in deep brakes.

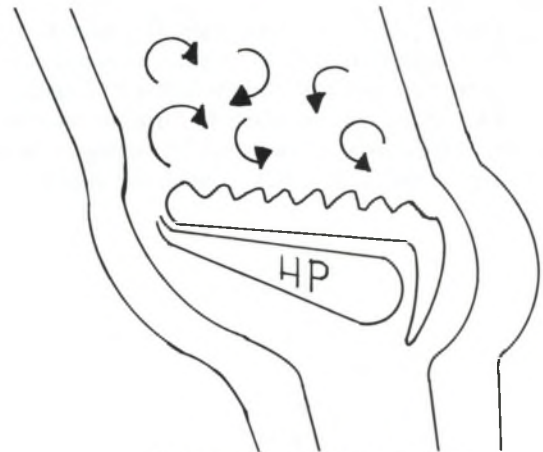


FULL BRAKES



THE SINK

In this configuration, airspeed has become so low that the canopy is generating no aerodynamic lift at all, and is functioning solely as a drag parachute. Because it has a very small surface area compared to a round canopy, it makes an inefficient drag parachute so rate of descent is very high and the high pressure area below the canopy is expanding rapidly.



STEADY STATE STALL

The high pressure 'bubble', expanding rapidly in the sink, cannot escape backwards because you are holding the tail down. It cannot escape sideways because of the stabilisers, so it has only one place to go - out the front. The sudden popping out of this bubble of pressurised air causes an oscillation - ever seen anyone on an unmodified round? - and the canopy rocks backwards, giving the familiar sensation of the stall. At this point the air continues to escape out the front, pushing the canopy backwards and establishing the Relative Wind from behind, and the canopy starts to plane along on its bottom surface. Going backwards, no air can get into the cells, so they depressurize and collapse. This condition is called a 'Developed Stall'. It is quite stable and once established, not scary, but there are a couple of things to remember if you want to try it. You are travelling backwards quite quickly, so keep checking over your shoulder to make sure you aren't reversing into a canopy collision. Also your rate of descent is high, so think about recovering the stall at a sensible height to avoid a collision with the planet. Stall recovery is easy - all you need to do is allow the tail to rise sufficiently to allow enough air to escape backwards to restore forward movement. Once you have achieved this, the cells will rapidly repressurize, restoring the aerofoil shape, and you are back in business.

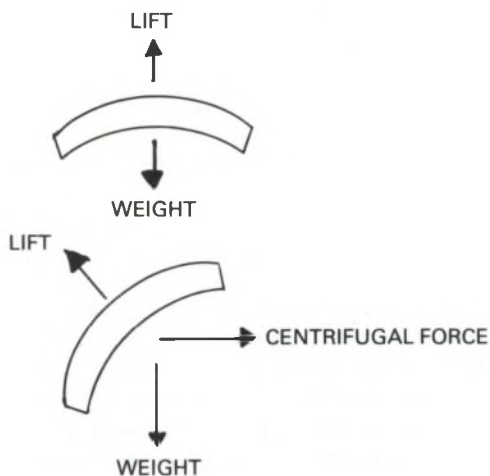
NOTE: There is often confusion between a 'Steady State Stall' which we have just discussed and a 'Dynamic Stall' which we will discuss later. These terms both describe the entry into the stall and are considerably different, although in both cases the end result is a 'Developed Stall' as just described. They start off different but end up identical.

URNS

Lets look at the sequence of events in a turn from the jumpers point of view. From stable forward flight, you decide to turn left, so you pull down the left toggle. The canopy starts a turn to the left, and as it does so it also starts a bank to the left. As the turn continues, the rate of descent starts to increase. If the turn is continued, speed starts to increase as well.

As left toggle is applied, there is an immediate increase in both form and induced drag on the left side - as described in HALF BRAKES above but affecting only the left side of the canopy, which slows down. The right side now starts to over-

take it and the canopy enters the turn. There is now a difference in speed between left and right sides. Because the right side is travelling faster than the left side, it is generating more lift, so moves up in relation to the left side, causing the canopy to bank. As the canopy starts to turn, another force comes into play - Centrifugal Force, which, acting outwards from the centre of the turn, tends to push the canopy outwards.



In level flight, the lift created by the canopy is directly opposed to the weight, which is acting straight down. In a turn, with the canopy banked, the weight is still acting straight down but the lift is now inclined and a proportion of it is now being used to oppose the centrifugal force. With only a proportion of the lift being available to oppose the weight, the rate of descent must increase. As rate of descent increases, forward speed must also increase as we discussed in theory of flight.

The turn rate, and therefore the bank angle and increase in descent rate and speed, depends on the toggle displacement. If you pull the toggle down three inches, you get a small variation in drag value between left and right sides of the canopy, therefore a slow turn rate, shallow bank angle and minimal increase in descent rate and speed. With one toggle in the keeper and one by your knee, you get maximum variation in drag value, maximum turn rate, steep bank angle and therefore a radical increase in descent rate and speed - the aerodynamic explanation of just why sharp turns near the ground are so painful!

EFFECTS OF INERTIA

Earlier we discussed what happens during steady application of brakes. What we left out was an important force which affects the canopy considerably for brief periods - INERTIA. To paraphrase Newton (that guy really had it together!), if something is moving, it tends to keep moving. If something is still, it tends to keep still. The heavier the object, or the faster it is moving, the more pronounced the effect. (For fans of Albert Einstein, $E=MC^2$.)

Lets say you are happily cruising along in full flight, and decide you want to slow down, so you bang the toggles down to ½ brakes. For all the reasons we talked about earlier, the canopy slows down. BUT - the canopy only weighs 10lbs or less, so it has very little inertia, so it slows rapidly. Because you weigh a lot more than the canopy you have much more

inertia so you take a lot longer to slow down. For a short period, you are travelling faster than the canopy. Exactly how much faster depends on how much brake you applied. During this period, because you are 15 feet or so below the canopy at the end of the rigging lines, you swing forward, which actually ROTATES the canopy temporarily into an artificially nose-high attitude, giving a high angle of attack. High angle of attack, therefore high lift - reduced rate of descent - and high drag - reduction in speed. The canopy will quickly stabilise itself, you swing back from out in front to your normal position beneath the canopy, and continue your flight on a stable glide angle at the new speed.

If you now decide to go back to full speed and let the toggles back up, the reverse happens. The canopy rapidly accelerates, leaving you behind and rotating around you into an artificially nose-down attitude, giving a low angle of attack - low lift therefore rapid increase in rate of descent, and low drag therefore rapid acceleration.

These effects are most noticeable when doing CRW - a small toggle movement produces noticeable vertical movement immediately as the angle of attack changes, then horizontal movement a moment or two later as the canopy stabilises at the new speed selected. And of course, every square jumper is familiar with the flared landing which uses this effect to produce a rapid reduction in both rate of descent and forward speed just prior to touchdown.

Another effect can be seen watching a novice accuracy jumper on final approach to the disc. Deciding he is overshooting he bangs on more brake. He swings forward, and as well as producing the aerodynamic changes we have discussed, the temporary change in the attitude of the canopy affects his perception of the glide angle and he thinks he is still overshooting, so applies even more brake. As the canopy starts to stabilize he realises he has overdone it so quickly lets up, almost invariably too much. The cycle of overcorrection quickly builds up and almost before he realises it he is oscillating wildly without a clue to where he is going. The answer is easy - make your toggle movements slow and gentle, to minimize the change in attitude, then wait for the canopy to stabilise before making your next correction.

FLARED LANDING

Lets look at how a misunderstanding of these effects of inertia can cause you embarrassment when you try your flare to land. By now you will have realised that to get the reduction in forward speed and rate of descent which you want for an easy landing, you need the canopy to be rotated into a high angle of attack, and this rotation is caused by the jumper swinging forward as brakes are applied. To get the rotation, you need a fairly abrupt toggle movement applied at fairly high speed.

Some common faults in the execution of a flared landing are:

1. Insufficient airspeed. If you attempt to flare at a low airspeed, you won't get much swing forward, because your body obviously is not moving fast enough to produce it. What you get is actually a 'Steady State Stall' which we discussed earlier, and you end up on your back - embarrassing and/or painful. YOU MUST HAVE AIRSPEED TO FLARE - don't attempt it from ¾ brakes.



2. Insufficient toggle movement. If you pull the toggles halfway down then hold them there, you get some rotation but not as much as you want, so you touch down with forward speed and either have to run or fall on your face. Landing with some airspeed may not be a bad thing - for instance, it isn't as dangerous as landing on your back in a stall, and if it happens to be a windy day you will need some airspeed to counteract the wind. For instance, if the wind is 10mph and you reduce your airspeed to 5mph in the flare, your groundspeed would be 5mph BACKWARDS and you will have to either PLF or fall on your ass. In top limit winds when you may have little or no groundspeed even at maximum airspeed, you hardly need to flare at all - this is really a matter of judgement which, provided you understand the principle, will soon improve with experience.

3. Toggle movement too slow. If you don't pull the toggles down fast enough, you get a gradual speed reduction. There is time for the inertia of your body to be overcome so you don't get enough swing forward and again you only get a partial flare. Again, in some conditions this may not be a bad thing - see para 2 above.

4. Flaring too high. This is probably the most dangerous mistake you can make on landing. Having executed a good flare, as we have seen, you get a high angle of attack and therefore, a rapid reduction in rate of descent and forward speed. The problem is that this is a temporary condition produced by the swing forwards rotating the canopy into an artificial nose-up attitude, and it will only last while you have airspeed. The moment you run out of airspeed, the canopy will stall, and because the canopy is already steeply angled backwards the stall will be very abrupt. This condition is called a 'Dynamic Stall'. Ideally your feet will touch the ground a micro-second before this happens, but if you are still 10 feet in the air, you are in a lot of trouble and you must initiate stall recovery immediately.

NOTE: There is often confusion between the two types of stall which we have discussed, Steady State and Dynamic, so lets briefly recap and summarize the differences. A steady state stall is entered via the sink from low airspeed, following a comparatively gentle increase in the brake setting. There is no moment of high lift prior to the stall. A dynamic stall requires an abrupt toggle movement at fairly high speed and is preceded by a moment of high lift and high drag. The stall will be comparatively abrupt as there is no transition through the sink.

GUSTS, WIND SHEAR AND TURBULENCE

The effect of any change in the airflow around the canopy can be to change the angle of attack without any control input from you, producing an unwanted flight manoeuvre. For instance, consider a sudden gust. As the gust strikes the front of the canopy, it will push the canopy back further than it pushes you back - partly because the canopy has a greater surface area and partly because the canopy has less inertia to overcome. This has the same effect as you flaring and if it is severe enough can even cause the canopy to enter a Dynamic Stall.

If you decide to land close to the downwind side of a build-

ing or similar obstacle, you can encounter wind shear. As the canopy enters the relatively calm air in the lee of the obstacle, it suddenly accelerates, rotating around your body - low angle of attack and a loss of lift, probably too close to the ground to do much about it.

Turbulence, or a tumbling movement of the air, can cause the air to strike the canopy at unusual angles, producing sudden changes in angle of attack which can cause a dive earthwards as wind shear or a stall, as gusts. In an extreme case it can even strike the top of the canopy causing the cells to close. If that happens the cells depressurize and the canopy simply collapses. Turbulence is always difficult to predict - obviously things like buildings and trees can cause it but it can also be caused simply by ground friction. The air in contact with the ground is slowed by surface friction and the air just above tumbles down ahead of it, causing sometimes quite severe turbulence up to 20 or 30 feet just where you don't expect it.

The stronger the surface wind the more severe these effects are likely to be, so the message is simple - don't jump in high winds!

So far we have discussed how your canopy actually works, and looked at several practical problems where a knowledge of theory may help your practical canopy control. In Part Three we will go on to look at canopy design - how to choose a canopy with flight characteristics best suited to your kind of parachuting.

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BRITISH PARACHUTE ASSOCIATION
Wharf Way, Glen Parva, Leicester
COUNCIL MEETING
Wednesday 10th February 1988

Present:
J.T. Crocker - Chairman BPA
D.T. Hickling - Vice Chairman BPA, Chairman Development Committee
A.G. Knight - Chairman STC
S. Eversfield - Chairman Competitions Committee
J.K. Lines - Chairman Finance Committee
T. Andrewes - Club Representative
J. Curtis
J. Steele
P. Lambson
D. Howerski
Susan Dixon
J.J. Thomas
G. O'Hara
W.J. Meacock
S. Treble
N. Dixon
K. Noble

In Attendance:
C.W. Port - Secretary General, BPA
A.K. Butler - JNCISO, BPA
J.H. Hitchen - JNCISO, BPA

Observers: 14

Apologies:
G. Douglas, D. Buchan - SSPA

Minutes of Previous Meetings

Meeting 9th December 1987
Proposed by T. Andrewes and seconded by J. Steele that the above Minutes be accepted as a true record. Unanimous

Matters Arising

(a) A/C Passenger Liability
D.T. Hickling stated that the information which he had managed to obtain was that if the passenger liability was already held then there would be no problems with the Association as a corporate body, organising championships, courses etc. In any other situation each case for application for passenger liability would be dealt with as it arose.
D. Howerski volunteered to see whether he could obtain any additional information on this subject.
It was unanimously agreed that the Association should look very closely at obtaining passenger liability, or ensuring it already existed when anything was planned where the BPA as a corporate body was involved.

(b) Minister of Sport - Correspondence

The Development Committee had accepted the task of replying to the open letter to all governing bodies of sport which had been sent out by the Minister.
Additionally a letter from Mr. Smith, of the Sports Council to the Minister, which preceded the Ministers correspondence, had been received via the CCPR. This had been passed by C.W. Port to the Development Committee Chairman.

(c) Mr. M. Cooch - Student Descents

C.W. Port had written to Mr. Cooch as directed but to date no reply had been received.
Capital School of Parachuting had closed down, this being the case the earlier decision taken by Council that defunct DZ's affiliations be cancelled was and remains in force in respect of Capital School of Parachuting.
D. Turner had been approached to see whether he would be able to jump those students who had been trained.
NB. C.W. Port contacted Mr. Turner on 11th February and he stated that he (Mr. Turner) had taken on board all the MENCAP people who had been trained but not jumped.
Additionally Mr. Turner stated that his understanding of the situation was that Mr. John Eaton had agreed to jump other students on behalf of Mr. Cooch. C.W. Port had written to Mr. Eaton today to clarify the situation.
The Secretary General was directed to write again to Mr. Cooch, enclosing a copy of the relevant sections of the Articles and Memorandums of Association and invite him to attend the next Council Meeting, 23rd March 1988, to discuss the matter, together with the statement that Mr. Cooch's membership status would be discussed.
In the interim period it was proposed by D.T. Hickling and seconded by J. Steele that Mr. Cooch's membership be suspended until the next Council Meeting. Unanimous

Minutes of 9th January 1988

Proposed by T. Andrewes and seconded by J. Steele that the Minutes of the above meeting be accepted as a true record.

Matters Arising

1(a) Annual General Meeting - Dinner Dance
Following this meeting the Secretary General had submitted full income/expenditure on the above, together with a short report in order that Council members could submit ideas for venue, form of the annual conventions etc.
To date three replies had been received but no suggestions had

been forwarded for alternative venues.
The hotel management had contacted C.W. Port to state that the weekend of 6/7th January 1988 was booked and enquiries had been received for the weekend of 13/14th. However the management had offered to wait until the 11th February before accepting any other booking in order to give the Association time to decide on its venue.
It was agreed to go firm on the venue for the annual functions. However, it was also agreed that a small sub-committee be formed to look at the whole format of the weekend. Any input should be submitted to this committee as soon as possible.

(b) Annual Subscription Fees

As directed the recalculation of fees based on the Annual General Meeting decision of £25.00 had been distributed to all Council. These would now be sent to all Clubs for information.

(c) Renewal Certificates

In consultation with Mr. McFarlane an additional programme was being written for the computer so that as a renewal was entered a renewal certificate would be printed. This would contain all the information presently held on file. In consequence a short note would go out with the certificate asking for any additions and/or changes to be sent to the office where these would be entered and an updated certificate sent out.

Committee Reports

1. Safety and Training Committee

A.G. Knight presented the Minutes of the meeting of the 14th January 1988.
Rigging Course - Netheravon.
It was agreed that Mr. I. Robertson should be paid the £10.00 per day subsistence in addition to his travel expenses. A letter of thanks is being despatched.
A.C. Centre of Gravity.
A letter will be sent on this subject to the Civil Aviation Authority which will be compiled by J.T. Crocker and G.C.P. Shea-Simonds. Ratified

2. Competitions Committee Meeting

S. Eversfield presented the Minutes of the meeting of the 2nd February 1988.
(a) No report had yet been received from the competitors who had been funded by the Association to attend the World Cup of Champions in Seoul. C.W. Port was directed to contact the two people concerned to request, as a matter of urgency, a report on the event.
(b) The CIP delegate and Alternate Delegate had submitted reports to Council on the CIP meeting held in Nyköping in January. Ratified

3. Finance Committee Meeting

J.K. Lines presented the Minutes of the meeting of 20th January 1988. Ratified

4. Development Committee Meeting

D.T. Hickling presented the Minutes of the meeting of 27th January 1988.
(a) It would appear from replies to date that it would be almost impossible to provide the membership list required for a possible sponsor.
(b) The Secretary General had prepared a detailed work schedule to include weekly, monthly and annual returns which he had to compile and submit. A similar schedule would be prepared on Development and Coaching.

(c) National/Regional Centre

The Chairman asked that if anyone had any input on the above to please send this to him as soon as possible as the deadline for submission to the Sports Council was April.
It was agreed that this subject would be a main agenda item for the next Council meeting.
J. Curtis stated that in his considered opinion any National Centre would become a "white elephant". Proposals for a National Centre had been mooted, discussed and shelved as far back as 1965/66.
Additionally he felt that with the past record of Sports Councils promises of funding, any promises to fund such a centre could not be relied upon.

(d) Pursuits Magazine - Advertising

C.W. Port had conducted a "phone round" on the above subject, the result of the voting on the proposal to advertise in the journal was:
For 13
Against 1
Non Contactable 4 Carried

(e) BPA HQ

The Secretary General had, as directed, removed the partitioning in the Council room in an effort to enlarge the Council room area.
(f) In response to a request from the Council (via the Chairman J.T. Crocker) the Secretary General had agreed to take on the title of Development Officer on a temporary basis, until such time as a final decision on an appointee has been taken.
A vote of thanks was given to D.T. Hickling for taking up the tasks of Development Officer as a temporary measure and for the daily time being spent at the HQ's building.

5. Club Representative

T. Andrewes stated that he had spoken to several people following the AGM/DD and would input the information to the sub-committee.

6. Royal Aero Club

(1) The response to the CAA's proposals had been distributed to all Council.
(2) Youth in Air Year
D.T. Hickling had attended the launch of the above, in the presence of HRH The Duke of York, on the Association's behalf.

Invitations to attend Council Meeting

1. Mr. D. McCarthy
Mr. McCarthy had been invited to the Council meeting but had been unable to attend. D. Howerski agreed to contact Mr. McCarthy and remind him that he should be at the next Council meeting of 23rd March.
Prior to the next discussions the observers were asked to withdraw.

2. Mr. D. Wilkinson

Mr. D. Wilkinson had attended this Council meeting in order to discuss with Council the fact that student fees including insurance premiums had not been remitted to the Association. Mr. Wilkinson stated that he had at the moment an ongoing dispute with the Chairman, J.T. Crocker (on a matter not concerned with his present attendance).
The Chairman J.T. Crocker immediately suggested that in fairness to Mr. Wilkinson he would relinquish the chair during these discussions to the Vice Chairman, D.T. Hickling, and additionally would abstain from any possible vote or discussion which might take place.

Mr. Wilkinson said:-
1) At present the finances at Montford Bridge were very difficult. This stemmed from problems with planning appeals, the aftermath of fatalities and adverse press reports and coverage. The cash flow had been very bad due to very bad weather and the fall off in students.
2) He categorically exonerated Mr. Daykin from any involvement in the retention of fees.

3) He stated that as soon as they were operational again the outstanding remittances would be paid. He admitted having received money from at least 130 students and not passing the same to the Association even though the money was held in trust.
4) In answer to a question he said he was unable to obtain short term funding from any source.
5) In answer to a question he said that last year was not comparable with the previous years sport due to the facts as stated above.
6) He admitted this was the second time this had happened!
7) He regretted leaving students uninsured.

3. Mr. A. Oakes

Mr. A. Oakes had attended this meeting in order to discuss the non submission of fees to the Association.
Mr. Oakes stated that:-
1) The club had been in a very difficult situation.
2) He accepted full responsibility for the retention of the fees. Mr. D. Thorne knew nothing about this, and that he (Mr. Thorne) merely carried out the duties of CCI and would have anticipated that the whole subject of fee paying was conducted by Mr. Oakes.
3) At the time he felt sure that the HQ office had not informed him that fees had to be paid a month in arrears.
4) He further said that, on checking back through his file he had in fact received the notification (to all clubs) that fees had to be remitted one month in arrears.
5) He said he did not have the full outstanding sum with him but did have a cheque for £500 to present which would clear a substantial part of the outstanding sum.
6) In answer to a question Mr. Oakes said that some money had been paid to Halfpenny Green for students trained and jumped on behalf of Parachuting Promotions, but that there was still money owing to Halfpenny Green from Parachuting Promotions.
7) Mr. Oakes did not appreciate the seriousness of the position prior to the meeting. He was now very worried and upset that he had exposed the Association and its members and their insurance to risk. It would never happen again.

4. Mr. Daykin

Mr. Daykin said that he had not come to Council with a prepared statement, but he did feel sad that the Council of the BPA seemed to be in a position against the person concerned rather than trying to help them.
It was stated by Council that in the past when a club or centre had any problems and they had approached Council (in time) then the Council had always been very sympathetic and helpful. In cases of genuine cash flow problems etc. clubs had approached Council with requests for time to pay, or to be given a tidying over loan, in all cases Council had done its very best to help clubs over bad patches.
Mr. Daykin said that as CCI he ensured that every student's name was on the pink lists and was allocated a BPA membership number from the blocks available. He could not see how he was supposed to know that fees had been sent to the BPA.
In answer to a question he stated that the club was operating only on a part time basis.
He also said that he had the annual return ready to present but needed to check figures via the manifests.
At this juncture the Council went into closed session to discuss the foregoing. During these, in camera, discussions the Chairman J.T. Crocker handed over the Chair to the Vice Chairman when anything concerning Mr. Wilkinson was discussed.
There was extremely protracted and in depth discussion on the foregoing.

The final decisions reached by Council were:-

1. Mr. D. Wilkinson
It was proposed by J.K. Lines and seconded by P. Lambson that Shrewsbury Skydiving Centre be dis-affiliated with immediate effect for failing to submit memberships to the Association in the

**BRITISH PARACHUTE ASSOCIATION
COMPETITIONS COMMITTEE MEETING**
Thursday 10th March 1988
The Chequers, Weston on the Green

Present:
S. Eversfield - *Chairman Competitions Committee*
T. Andrews - *Club Representative*
Susan Dixon
S. Treble
P. Lambson

In Attendance:
C.W. Port - *Secretary General*
J.H. Hitchen - *JNCISO BPA*

Observers:
B. Henderson, S. McBrine

Minutes of Meeting of 2nd February 1988

(a) Equipment
The new equipment has now been delivered to the BPA HQ. The Secretary General was tasked with checking all equipment including the video system and ensuring that all the containers and components were marked as BPA property. That a full check list was compiled and kept up to date. All equipment would be checked before leaving the H.Q. and then on its return.
All equipment:- Video System, Anemometer, Electronic Pad outfit would be on a £200 damage deposit, to which there would be no exception; a £10 per day hire fee which would be waived when any Centre was hosting a regional competition.
The equipment would be delivered and collected via T.N.T., the cost of this was to be paid by the Centre requiring the equipment, in the case of a regional meet the cost would be borne by the BPA. The Secretary General was tasked with writing to Radio Rentals to see whether they would be prepared to provide 2 video recorders and five monitors for the Annual National Championships.
It had been suggested by R. King that the Association purchase a portable computer and discs in order to provide a speedy results service. The cost would be in the region of £500. It was agreed to recommend this by the casting vote of the Chairman.
J.H. Hitchen would double check that the video was working. If the video needed refurbishing J.H. Hitchen would attempt to speed up any delivery and collection. It was suggested that this should be done via an agent.

Nationals 1988

(i) Venue
Various communications had been received prior to the Competitions Committee Meeting from:
Swansea, Bridlington, Halfpenny Green, Headcorn, A1 Skydiving.
After some discussion it was agreed to accept the bid from British Skydiving to host the Classics and Canopy Relative Work. It was agreed that J.H. Hitchen would be the liaison between the host DZ and the Association.
The Committee agreed to the request for J.H. Hitchen to be Meet Director.
The Secretary General was tasked with writing to D. Johnston thanking him for and accepting his kind offer.
The Secretary General was tasked with purchasing a new individual accuracy cup.

(ii) Review of the Rules

General Rules
These had been amended by S. Eversfield and were agreed.
Rules for Classics Events
These were agreed as printed.
Rules for the CRW Events
Subject to slight amendments, which will be made by P. Lambson, these were agreed.
Rules for the R.W. Events
Subject to slight amendments, these were agreed.
A.K. Butler was asked to design a cover for the rules.

World Meets

(a) J.H. Hitchen asked that he not go to the C.R.W. World Meet as he had a course.
The Secretary General would write to the Organising Committee to regretfully state that the U.K. would not be sending a Judge.

**BRITISH PARACHUTE ASSOCIATION
FINANCE COMMITTEE MEETING**
Wharf Way, Glen Parva, Leicester
Wednesday 16th March 1988

Present:
J.K. Lines - *Chairman Finance Committee*
D.T. Hickling - *Vice Chairman BPA*
J. Curtis
J.H. Steele

In Attendance:
C.W. Port - *Secretary General BPA*
A.K. Butler - *JNCISO BPA*
J.H. Hitchen - *JNCISO BPA*

Apologies:
S. Eversfield, J.T. Crocker.

Minutes of Meeting of 20th January 1988

The Minutes were discussed.
Matters Arising
1. Removal Cost
The Treasurer had spoken with the Chairman on this. It was agreed that it was inappropriate to complain about the quotation once the estimate had been sent in and accepted.
2. BPA Shop
A full sampling of all BPA items had been photographed and a quotation was awaited for the production of a brochure.
The previous minutes were accepted.

Pension Scheme JNCISOs

In line with the previously distributed paperwork, the above was discussed.
It was agreed that the increase be recommended.

BPA Vehicle

As directed the Secretary General had submitted a paper on this subject.
The Committee felt that there was no conclusive evidence at the moment to show that extra vehicles should be purchased for other staff members.
The JNCISO agreed to continue using the vehicle and a months notice would be given in order that he could purchase his own transport. It was agreed to review the situation annually in respect of either sole/purchase.

CIP Meeting

The Secretary General was able to report that he had submitted an application for Grant Aid towards the meeting. The Sports Council had sent a cheque for 75% of the estimated cost, £740.

Membership Situation

Issue and Return of Block Numbers.
There was considerable discussion on this subject in relation to the control of issue and receipt of the block numbers. Several possible ideas were put forward but in each case it was felt that some Clubs could be penalised.
In an effort to clarify the situation the suggested membership form was also discussed. The Committee felt that this was a good idea at the present time in order that it would tidy up the whole process.
It was agreed to recommend that this should be accepted. In the interim the Secretary General would have some produced to a reasonable standard for Council to see at the next Council Meeting.
Should this be accepted the credit terms would depend upon the credit rating which had already been established with the Association by individual clubs/centres.
It was recommended that the cost of a bought ledger programme for the computer be investigated.

A.O.B.

1. Purchase of a FAX Machine
In view of the increasing use of FACSIMILE COPYING it had been suggested that the Association purchase a FAX machine.
The Secretary General would discover costs of lease and/or outright purchase in time for the Council Meeting.
2. Mrs. Mantykiewicz
The Secretary General requested that Finance Committee consider a retiring gift to Mrs. Mantykiewicz. The Committee recommended this.
3. Loan Application
A.G. Knight had asked that he be afforded a £10,000 loan to rebuild the packing shed. £5,000 on normal terms over 3 years and £5,000 to be repaid at the end of 12 months in a lump sum plus interest.
Collateral has been offered on the two aircraft.
With the situation since purchase of the property it was felt that the time may have come to consider whether loans should be charged at commercial rather than special rates.
The Secretary General would prepare a state of the accounts in time for the next Council Meeting.
The application was discussed but with the information available the Committee felt that £5,000 was the most they could presently recommend.
4. Expenses of Officials
J. Curtis said that for a rigging course to be held in Gainsborough it would be necessary for those concerned to be accommodated in a local hotel and it could cost about £20.00 per day.
J. Curtis agreed to write to the Examiners and also discover the actual cost of the hotel. It was to be discussed at a later date.
5. Magazine
D.T. Hickling had produced a letter and a sheet to be sent to Clubs in order to ensure members could be insured by 1st April and this would allow them to continue jumping.
6. Channel IV
D.T. Hickling stated that he might have to go to London to see the people concerned. He requested and it was agreed that should he need to take anyone then their expenses could be claimed.

BRITISH PARACHUTE ASSOCIATION
Safety and Training Committee
County Arms, Leicester Road
Glen Parva, Leicester
Thursday 7th April 1988

Present:

A.G. Knight - *Chairman STC*
A. Collingwood - A1
K. Daykin - *Thrupton*
B. Laithwaite - *1/2p Green*
R. O'Brien - *Peterborough*
D. Hickling - *BPS*
D. Johnston - *British Skydiving*
A. Sinclair - *Red Devils*
G. O'Hara - *Badminton*
S. McBrine - *RAFSPA*
S. Thomas - *London Skydiving*
L. George - *SPC - Tilstock*
L. Thomas - *Riggers*
M. Thurman - *Chairman Riggers*
A. Hickling - *Chairperson Pilots Committee*

Apologies for Absence:

D. Howerski
J. Fisher
M. Skeet
D. Ruffell
K. Noble

In Attendance:

J. Curtis - *Council*

Observers:

R. Shillabeer, A. Cowley, C. Thomas, C. Laithwaite, K. Lewers, C. Waymouth, S. Hastings, P. Johnston, G. Cox, J. Prymaka, J. Farr, K. Adkins, A. Hooker.

MINUTES OF STC MEETING OF 25th FEBRUARY 1988

It was proposed by S. McBrine and seconded by D. Johnston that the Minutes of the STC Meeting of 25th February 1988 be accepted as a true record.

Carried Unanimously

MATTERS ARISING FROM STC MEETING OF 25th FEBRUARY 1988

The Chairman informed the Meeting that a Pilots Meeting had taken place that afternoon and A. Hickling had been elected as Chairperson of the Committee, but due to the poor attendance of the meeting it had been felt that this appointment would need to be ratified at the next Pilots Meeting. The past Chairman, J. Ball, was thanked for the work he had done in the last few years as Chairman. Mr. Knight urged that CCI's encourage their pilots to attend the Pilots Committee where ever possible as he felt it was an important sub-committee.
The Chairman also stated that he had sent out forms to Islander Operators, a copy of which would go out with these STC Minutes, asking that a £100 contribution be made for the necessary work to be carried out for the aft C of G to be extended on Islanders.

Chairman, CCI's
2.6 The Chairman stated that a petition had been sent to Council from R. Colpus requesting that the mandatory carrying of knives should not be ratified. Council had decided that the correct forum for this kind of request was STC and Mr. Colpus had been informed of this. S. Thomas asked for clarification and was informed by the Chairman that at this time it is mandatory for all parachutists of Category 8 and above to carry knives.

CCI's
2.4 The Chairman stated that as the Riggers Meeting was still going on he would put this item back until the parties concerned had arrived. This was also to apply to Item 3 (Approval of Riggers Minutes).

INCIDENT REPORTS - RESUME

i) The Chairman informed those present that there had been a number of incident reports received concerning reserve rides and landing injuries, the injuries would be included in the injury survey to be compiled at the end of the year.
ii) G. O'Hara gave the Meeting details of an incident at Badminton where a Category 7 student, jumping conventional TSE student free fall equipment had a stiff pull as a result of a bent pin. This was caused by the back pack coming into contact with the bottom surface of the wing. The pack closure pin caught on the edge of an inspection cover of the aircraft, bending both the pin on the cover.
It was decided that the equipment should be looked at by the Riggers at their next meeting, but CCI's should be aware of the problem, especially those operating 'step' exit type aircraft.
CCI's

iii) D. Hickling gave details of an incident at Langar where an ex AFF student of Category nine made two low hook turns and badly injured himself. A good deal of discussion took place concerning this and it was felt by the meeting that jumpers should be encouraged not to do these types of manoeuvres under canopies and especially less experienced jumpers who tend to copy other more experienced jumpers under high performance ram air canopies.

It was decided by the meeting that a Safety Information Sheet should go out warning people of the dangers of radical canopy handling nearer the ground.
CCI's, JNCISOs
iv) S. McBrine gave details of the 'In flight' door of RAFSPA's Turbine Islander coming off whilst the aircraft was airborne, the door landed on the airfield without further incident.
A good deal of concern was shown by those present as this was the third such incident concerning PBN Turbine Islander 'In flight' doors. After a great deal of discussion it was finally decided that the Chairman of STC would contact operators of these aircraft and then write to Pilatus Britten Norman expressing the concern of STC.

Chairman STC

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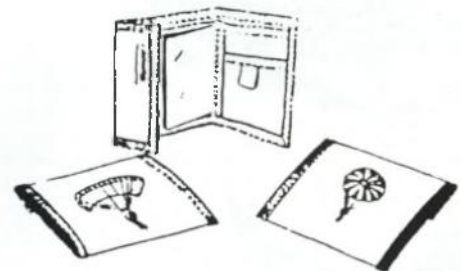


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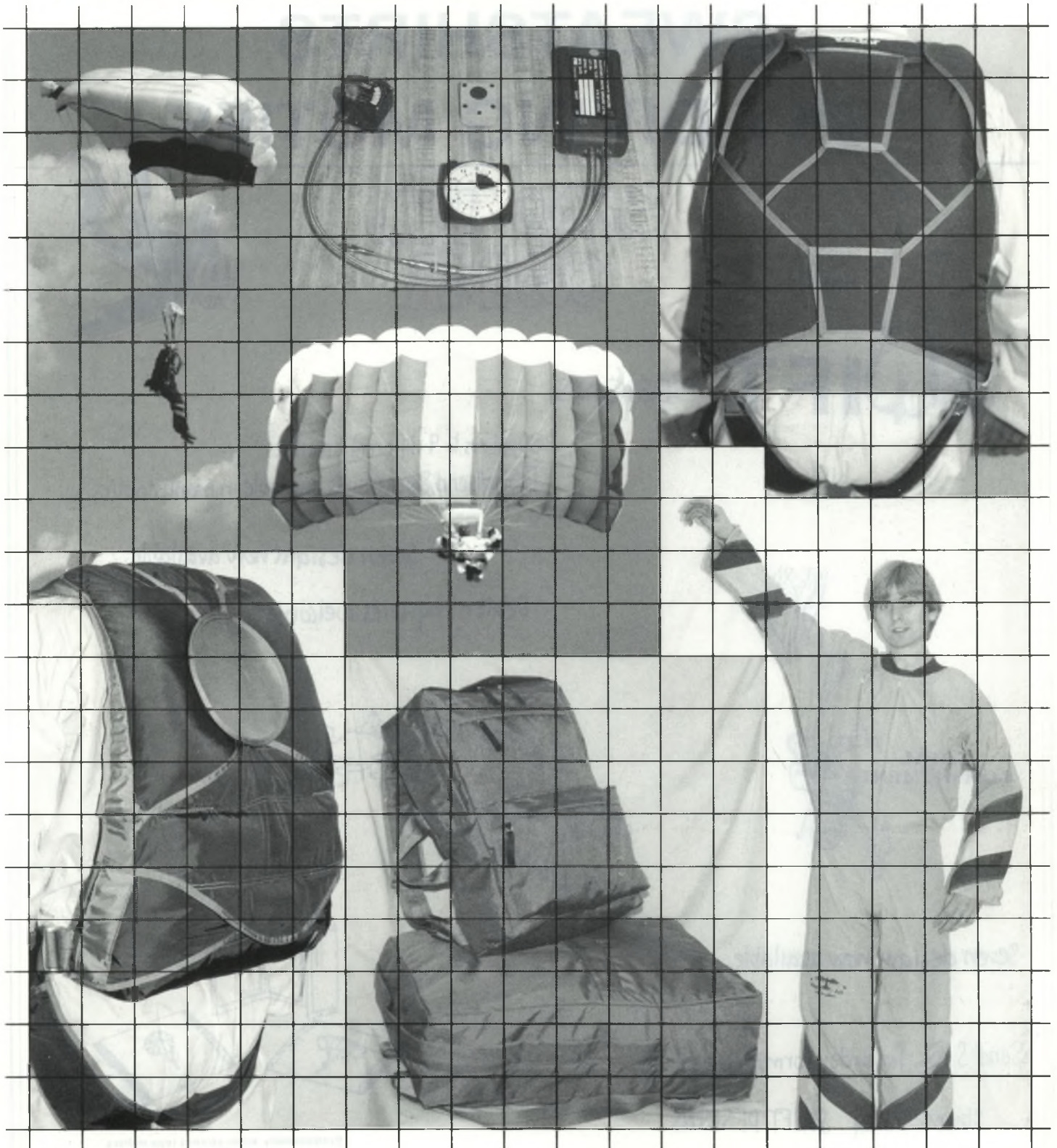


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Programme III - RIDE A CLOUD + 64-WAY RECORD - Norman Kent

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20 mins

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Jerry Bird is shown attempting several free-fall records with the All Stars. Carl Boenish lands on a D.Z. in the Alps. Rick Piccarelli 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.

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Directed by Norman Kent

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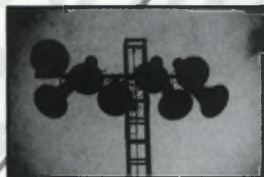
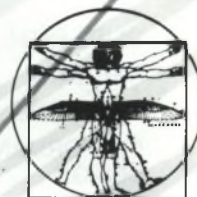
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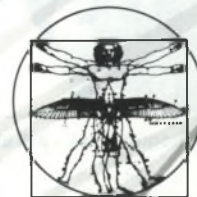
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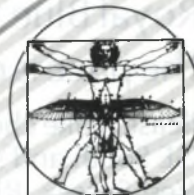
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Contact: Ross on 0532 449765 or 0525 402410.

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Contact: Rob Sinclair on 0462 482000 (daytime).

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Contact: Jackie on 01 302 1963.

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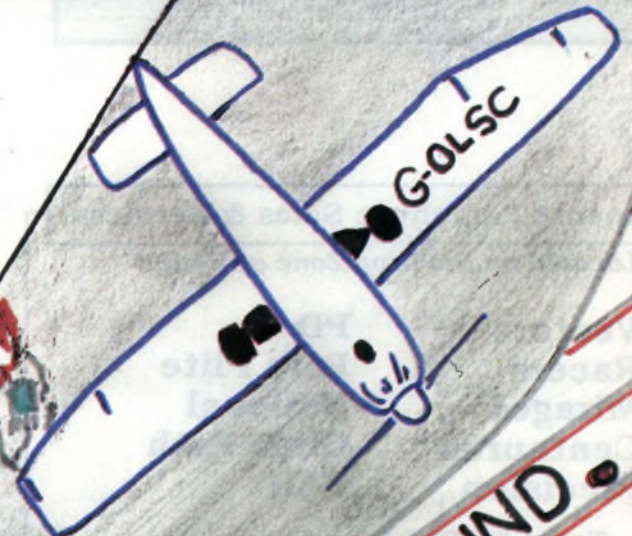
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Photo of Jump Street CRW Team by Mike McNamara

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