

THE

OCTOBER/NOVEMBER 1988

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



THOMAS

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

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

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Leather Chaser with Firelite Reserve and Maverick Main

THE FIGURES

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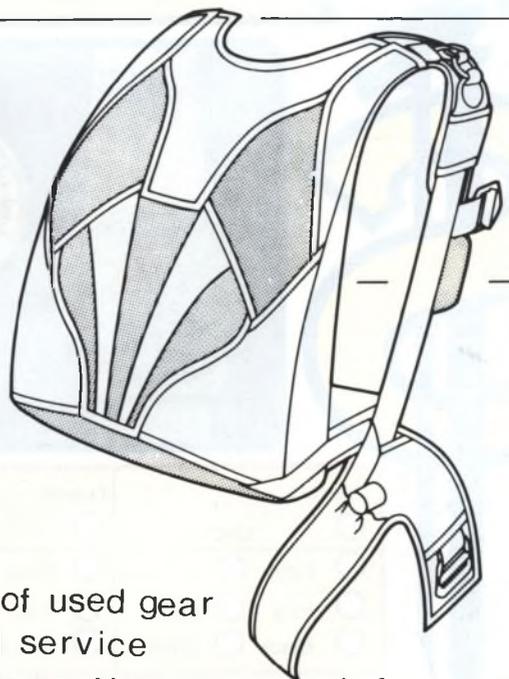
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Editor's Note

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

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THE SPORT PARACHUTIST

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OCTOBER/NOVEMBER 1988

EDITORIAL

Well here's your latest mag...late again. Of course you're not interested in the tribulations of trying to put together an issue of SP — and why should you be? Let someone else not get paid for that. But here's something you should concern yourself with — the future of our sport.

SP and me are not the only things causing headaches at HQ. Membership of the BPA is continuing to decline; less people means less money coming into the association and as we all know, more outgoings into less income just doesn't go.

There are answers to some of the problems and, no doubt, there are many of you out there who have strong opinions about which way we should be heading if we want to ease, if not solve, the situation. I for one can babble on merrily for minutes at a time about the way ahead for our sport (just ask Andy Wildmore!!) And I'm not just talking about complaining about the way things are. The BPA, like SP, has more than its fair share of critics — with dozens more waiting in the wings to step in if, heaven forbid, the current ones should run out of things to complain about. But what we need now is constructive debate..the mulling over of new ideas.. perhaps even some optimism and positive thinking.

And, the annual general meeting on January 14 could provide just the kind of opportunity we need to get talking about some of these bright ideas.

It's an intriguing thought that if all the energy that goes into criticism could be channelled into constructive thinking, we might see our trek along the road to ruin halted as we step out towards a rewarding future.

Card



Front Cover:- OLYMPIC RING PARACHUTE. The latest design by Dick Gays in his series of "PARASHAPES". This one proved to be landable! (see photo spread inside) PHOTO by LEO DICKINSON jumper Pete Reynolds.

Design and Layouts by Angel Graphics, Andover.
Printed in England by Fisherprint, Peterborough.

THE DROP MAN



Tandem master Jim White never goes unstable — or so says Jim White. But this passenger swears otherwise and boyfriend Phil Gibb (her's not his) claims to have photographic evidence to prove it. Jim did manage to stay face to earth long enough for Mr Gibb to snap this shot over Netheravon. Undaunted, Gillian is going on to do a freefall course ...and if you think that sounds courageous, listen to this — she is planning to marry Naval Officer Gibb next year. Congratulations all round, we think!!

Customers of GW Jumpsuits in Dorset will be delighted to know that the company is still in business — and doing a roaring trade. Our apologies that the advert for GW Jumpsuits was erroneously dropped in the previous issue — but it's back now. See page 58.



THAT SUDDEN SQUALL HAS BLOWN OVER NOW, AND THE RUNWAY ISN'T LOOKING TOO BAD!

THAILAND '89

We are delighted to confirm that the Thailand Boogie (January 6-27 1989) is definitely going ahead — so says Derek Thomas. But you'll have to hurry if you fancy a touch of the sun, sea, sand and skydiving that this boogie promises. There's only 500 places up for grabs — so get in quick. Contact Derek Thomas c/o Thomas Sports Equipment, Pinfold Lane, Bridlington, N. Humberside. YO16 5XS. Telephone: 0262 678299/602489.

1/2 SERIES (CAT 8)

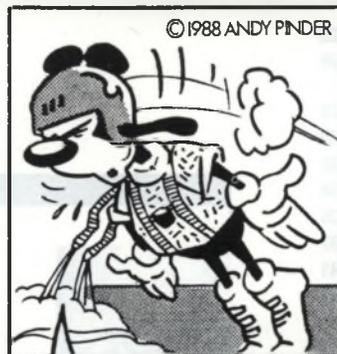
OSWALD S.G



GOD!! IT WAS GREAT, WOW!
I DIVED OUT & THEN I...



... WENT INTO MY TURNUS
GOD DID YOU SEE MY BACKLOOP??



THEN I DID A BRILL TRACK
THEN I WAVED & DUMPED
DID VER SEE IT, DID VER??



SORRY I THOUGHT YOU
WERE ON THE NEXT LIFT!

A LEAP INTO OLYMPIC HISTORY AT SEOUL

Rob Colpus
British Delegate CIP

On the 17th September this year, Parachutings first ever involvement in an Olympic Games took place in Seoul Korea.

The Olympic Opening Ceremonies were of course extremely elaborate and protracted, but I would not hesitate to claim that the Parachuting Display laid on by a huge International Team organised by the CIP took the prize for its breathtaking spectacle.

The story of course starts over 2 years ago when Ume Beckmann, CIP's West German President and B.J. Worth, CIP's American Secretary with assistance from a considerable number of volunteers grasped the nettle of Olympic Status for Sport Parachuting. Their actions of course followed the IOC's official recognition of 3 Aviation Disciplines, Parachuting, Hang Gliding and Gliding.

Over those last 2 years the final format for the prestigious Olympic Display was finalised.

It was decided that two no-contact parachute stacks of approx 20 jumpers each would spiral into the Olympic Main Stadium, using Olympic coloured parachutes and trailing coloured banners, followed closely by a Free-Fall Display of the five Olympic Rings.

The composition of the Canopy Stacks were to be, one, all Korean and a second comprising the National Accuracy Champions from 22 Nations.

Our own 1988 National and Women's Accuracy Champion, Esther Reynolds represented Great Britain.

TRAINING CAMP

The Free Fall Team comprised the current World RW Champion Teams from the USA and France, plus other Ex-World Champions and experienced skydivers.

The RW Team did a two week training camp in Southern California, and all three groups carried out a one week camp in Seoul, jumping into the Main Stadium itself.

The timings for the Display were to be critical. If because of the weather or any technical problems, the jumps could not take place precisely on time, then they would not take place at all. This represented an enormous risk, when you consider that Parachuting, probably more so than most Aviation Sports, requires good weather conditions, and considering that a huge commitment in terms of time, money and even possibly future Olympic involvement was at stake.

In the event everything went perfectly as planned. On the day itself the weather gods were for once on our side, supplying blue skies and low winds.

JUMPERS WHO DESERVED GOLD

What a fantastic sight the free fall parachute jumpers made at the opening ceremony of the Olympic Games in Seoul. Within seconds of jumping from the planes they had formed five perfect circles in red, blue, green, black and yellow, all interlinked to represent the Olympic symbol. It must have taken hours of practice to achieve this, but sadly it was over in minutes. I think they deserve a medal.

Laurence Pulford (9)
Brentwood, Essex

The Korean stack of 22, appeared over the Stadium as the last of the athletes were marching off. They were closely followed by the International Stack, led by their British Coach, Joe France, ex of the RAF Falcons, who was recruited by CIP only weeks before.

Whilst the last of the stacks were landing in their designated parts of the stadium, the Free Fall Olympic Rings Team were exiting the US supplied Chinook helicopters. The team put together a superb 30 way Olympic Rings: RW Formation right slap bang over the stadium, and filmed by an Air to Ground video cameraman whose footage was shown live on the huge video screen in the stadium itself.

After opening their parachutes the team regrouped into 5x6 way parachute stacks, colour coded as were the Free Fall Rings, and landed in their groups around the stadium. The whole show had taken less than 10 minutes, and went exactly as planned.

The Olympic Committee were greatly impressed with the Group's performance and professionalism which must bode well for parachuting's continued strive towards the Olympic Arena.

Barcelona in 1992 is of course now the next target, and although Official Demonstration Sport status has already been denied us, parachutings considerable support by several influential persons within the 92 Olympic Organising Committee, who were present in Seoul, should ensure some involvement for Parachuting in 1992. Thus hopefully keeping the Olympic door open for 96 and beyond.



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PENNIES FROM HEAVEN

20 million "Pennies from Heaven", or their equivalent, fell from the sky on Tuesday 26th July at 12.15 am when the Trailblazers parachuted onto Cantley Playing Fields, Wokingham from 2000 feet with a giant British Airways 'cheque' for £200,000 - the airline's gift to Cancer Relief Macmillan Fund to build a cancer care day centre at Wokingham Hospital, Berkshire.

Crowds of cheering school children watched the five-member parachute team jump from their Cessna 206 and descend with brightly coloured smoke trails flowing from canisters attached to their feet. Then at 1500 feet the most experienced member of the team, 23 year old Rifleman Brian Byrne, released British Airways' 7' x 3' banner cheque which was attached to his leg.

British Airways has pledged a total of £200,000 over the next four years to Cancer relief's £3 million West Berkshire Cancer Care Appeal. This is a unique project between a national charity and a health district to provide a comprehensive range of cancer treatment and care services for all patients. The British Airways gift will be used specifically for a specialist day care centre at Wokingham, just one of the new facilities being built as part of the scheme.

Mrs. Gail Redwood, Deputy Company Secretary of British Airways presented the giant 'cheque' to the Appeal's President, Colonel the Honourable Gordon W.N. Palmer, OBE, the Lord Lieutenant of the Royal County of Berkshire.

"The event is very significant because British Airways splendid gift brings us over the half-way mark of the Appeal's £3 million target", Colonel Palmer said.

The Trailblazers were formed in January 1985 when the parachute display teams of the Light Infantry and Royal Green Jackets amalgamated to form a new, much larger team representing the Light Division. Since then the team has established a reputation as one of the premier military parachute display teams performing approximately 100 displays each year.



OBITUARY

The Light Division Parachute Display Team, also known as the Trailblazers, died at the tender age of thirty on 7 Oct 88, after contracting a terminal illness at a meeting on 6 September.

The team began life as the Royal Green Jackets Parachute Display Team some thirty years ago when sport parachuting was still in its infancy. These times may appear pre-historic to most in the sport today, and many of the present day big name dinosaurs of the sport were associated with the early venture.

In 1984, the Green Jackets team amalgamated with the Light Infantry team, alias The Silver Bugles, alias the Tumbling Trumpets, to form The Trailblazers. The team specialised in CRW on displays and also ran a student operation for members of the two regiments who provided manpower for the team.

Her parents felt that they could no longer afford the manpower at a time when recruiting is expected to become increasingly difficult. (There will be 30% fewer people in the 16-24 year old age bracket in the next three years).

She leaves behind 25 orphans.

PARACHUTE DISPLAYS

Nigel Jackson

It was suggested to me that a fair number of the readership do not know much about demos. My own team would probably add that the comment includes me! For what it is worth, the following article first appeared in PILOT magazine a couple of years ago.

“It is a Saturday again and I am sitting in the back of an Islander, shivering. Some may think it is nerves and they would not be wrong, but there is another reason. As I am the most junior member of the team in terms of experience, I know my place, which is to be seated beside the open door while the wind whistles past at 130 knots, which is 150 mph for those without instant access to a slide rule. If I have not seen the error of my ways by next season, there should be other newer people around and hopefully I will be promoted to a seat closer to the heating system, from where I can watch the others shiver. But for now, I know that the outside air temperature is 0°C, and it might just as well be 40°C below.

I am here because we are to perform in front of the public. It is not much of a way to fill a Saturday afternoon and I can think of better things to do right now than to throw myself from an aeroplane for the vicarious pleasure of elements of the Great British Public, but nevertheless here I am again; I am a slow learner.

The planning for this particular display started some six months ago in the dead of winter when the show organisers start to book their acts for the coming season. This is one of the first shows of a season which in the case of the Light Division Parachute Display Team (‘The Trail-Blazers’) will end with the completion of some 100 shows.

The show organisers will contact the team and explain that they would like us to put in an appearance. A conversation will then ensue about the cost, and they will eventually settle for an eight man show out of an Islander aircraft, at a cost of £600, which is bound to be more than they had been expecting; this is not difficult because in common with many organisers they had been expecting to pay nothing, oblivious to the fact that Islanders are expensive aeroplanes to operate, and free fall teams are equally expensive to keep on the road. And just because we are the “Army” they had thought that the taxpayer would foot the bill. But no Army team has received any public money for as long as anyone can remember.

Neither, incidentally, do the majority of teams ever get to be allowed to jump from RAF aircraft. It is a source of mild irritation and resentment, coupled with a weary resignation that the laws of the RAF rule books became enshrined as ultimate truths so long ago that they are now quite unbreachable, even by the Deity.

Having sorted out the financial side of the display, a Contract is despatched so that no one will be in any doubt about who is going to pay for what. This is filed in order to avoid quoting a different rate to a bewildered show organiser a few weeks later. It also looks more professional to invoice for a completed display at the agreed rate. This will help to preserve the peace, and give an outside chance of getting the same booking in the following year.

The detailed planning can now start. Early in the piece, it is a good idea to know where the Drop Zone is to be, and to

get someone to look at it. The legal minimum is 75 metres square with reasonable undershoots and overshoots, and the surface should not be more than 10% covered with obstructions. Show organisers have a capacity for showing a large area and then omitting to mention that half of it will be taken up by the crowd, and a further quarter will be given over to the “Annual Un-Married Pregnant Elephant Supporter’s Convention”. Once the team is happy that there are to be no serious difficulties, like the close proximity of a Cruise missile silo or a multitude of interlocking high tension cables, we give notice to a Scandinavian forest to provide the paper for the next phase.

Paper is required for the following; ‘Notification of Display Parachuting to the Civil Aviation Authority’, ‘Request for Air Traffic Clearance for Parachute Displays’, ‘Land Owners permission’, ‘Notification to the Civil Police’, the Contract itself and several copies of a coordinating letter which will tell everyone else involved, jumpers and aircraft owner included, what is expected to happen and when.

This paperwork is in addition to the endorsement required in an aircraft’s operating manual to allow it to be used for parachuting, and the pilot’s own authorisation by the British Parachute Association to drop people from specified aircraft, thereby making him exempt from the law which does not allow so much as uneaten pieces of pork pie to be dropped from an aeroplane in flight less they should land on the heads of sundry of Her Majesty’s subjects about their lawful occasions.

The CAA will not acknowledge the display notification unless they have a particular wish to stop some obvious foolishness. The notification is simply filed and held to be used in evidence should something go wrong. The owners of the airspace which we intend to infringe will acknowledge receipt and give details of any restrictions. It will usually be a requirement that someone should phone ATC one hour before the display to make contact, and if we plan on being in congested airspace, there will certainly be a requirement for a transponder capable of squawking mode C (aircraft identification and altitude). This telephone call may seem a pain but it pays dividends, and Controllers are invariably extremely helpful and accommodating when they know what we are trying to achieve.

So having sorted out all the paper, at least four weeks in advance and preferably more, we come to the day of the display itself. The pilot will have been warned off by the aircraft owner/operator, often as much as ten minutes in advance of the arrival of the team, and he then has his work cut out to check the aforementioned documentation. He needs to work out how to find the showground which may have been presented to him in the form of a grid reference on a 1:50,000 Ordnance Survey map and which he will probably want to identify on a more normal 1:500,000 Aeronautical chart. Sometimes he may be briefed on where he is expected to go as the team get on the aeroplane. If he sets off into the sky immediately without knowing the area, then he is living dangerously.

We set off into the sky which is the point we had reached at the start of this article. Eventually the pilot finds the Showground (it can help if the Jump master can read a map), and we identify it by checking that our own dayglo orange

marker panels are visible and in the shape of a 'T'. If we end up dropping at the wrong show, it would be very embarrassing, but it would certainly not be the first or last time that it had happened. The 'T' is laid into wind, assuming that our commentator has not been taking too much liquid refreshment from the elephant mahouts.

The presence of the 'T' clears us to the next stage of the operation which is to drop a wind drift indicator overhead the arena at 2000 ft. Display spotting is a serious business, and the WDI must be dropped accurately. It is a common flying fault to turn too close to the arena thereby making it impossible for the Jump Master to correct the aircraft to directly overhead. The pilot then has the embarrassment of being told to go round again.

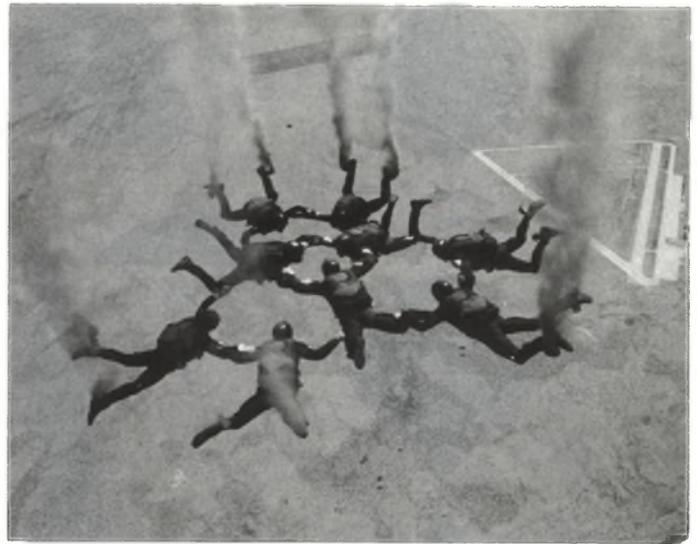
After establishing the exit point the jumpmaster asks for the aircraft to climb to an altitude, which will be cloud base or approximately 6000 ft. whichever is the lower. There is no point in going into any kind of cloud however wispy because the crowd will see nothing. Equally there is no point in going high because of limited visibility from the ground and the time taken by most aircraft to get up there. And while changing formations may be aesthetically pleasing to the jumpers, the manoeuvres are lost on a crowd unless they can see what is happening. Smoke canisters attached to the legs of the skydivers can help solve some of this problem, but the crowds seem to prefer the low shows when they can see each individual jumper actually leave the aeroplane and deploy his parachute.

The aim is to reach the planned altitude and execute the drop precisely on the advertised time. The signal from the ground to the aircraft will have been changed from the 'T' to a '+'. Ground to air communication with the aircraft is no essential. All control can be done by using the panels in the arena.

For this show, we are going to leave the aeroplane at 3500 ft., an unexpected luxury. The higher the exit altitude, the easier things become because height is safety. Conversely low cloud and windy days are not to be recommended for the good of the adrenalin system. Myself and one of the other newcomers are not going to be trusted to do anything daring and have been briefed simply to free fall for ten seconds, deploy our parachutes at 2500 ft. and spiral down into the arena, trying to land somewhere near the target. At this stage, I have a very weighty matter on my mind: To pull the initiation string on the smoke grenade attached to my leg before exit so that I am billowing smoke in free fall or to wait until I am under the canopy and then set fire to my leg? The only thing I can be sure about is that the smoke will draw attention to me, and I am aware that there can be phases of this operation when this is the very last thing I would wish to have happen. Additionally, if the smoke is still burning on deployment, it streams up the side of your body going into ears, eyes, nose and mouth, and changing the colour of any material in sight. It remains a mystery to me how smoke will change the colour of socks even when they are hidden deep inside jumpboots.

I am paralysed with indecision but then the jumpmaster makes up my mind for me. "Okay, off you go." There is now no time to waste and we dive into space, flying like birds, or is it plummeting like turkeys? After the parachute has opened, and after the third attempt when I have finally managed to get my foot to my hand to activate the smoke grenade, the remainder of our role is really very straight forward, as long as we judge exactly what the wind is doing to us. We can only do 25 mph under the canopy, and the winds at altitude are often stronger than this, so it behoves a man to treat his approach to the arena with some circumspection.

The two CRW formations are now linked and positioned



just upwind of the arena. Meanwhile the two solo parachutists (my partner and I) are throwing our parachutes around the sky to demonstrate their versatility, trying to avoid choking ourselves on our own smoke while we perform. On the ground the DZ party has lit a smoke flare which is showing the direction of the ground wind. The commentator is prattling on about the origins of each man, and he might, if he is feeling brave, attempt to anticipate what the team will do next. As we do not really know ourselves, this anticipation can occasionally prove a little foolish.

We are now ready for our final approach into the arena. We must remember the golden rule never to go downwind of the "baseline" or boundary fence. If the wind above the arena is blowing harder than we can move forward, which it often is, we might well not get back to the edge of the landing area. It is not good publicity to land on the head of some wheelchair bound invalid in the crowd nor to wipe out a baby in a pram. Equally, in light winds, there is a danger of floating the length of the arena and into the far fence if judgement is not spot on. An abrupt reduction in the wind strength close to the ground is one of the biggest and more obvious problems. Less obvious is that a crowd of 50,000 people will set up a very significant thermal which can keep a parachute aloft for vital extra seconds. Hamburger stalls can have a similar effect.

Although the cross in the arena is only a signal to the aircraft, jumpers will usually try to land on it, and the crowd seem to like this display of skill. If there is no wind in the arena, it can be a little difficult to slow down the canopy in the flare, which can result in a minor collision with the ground. While this is not good technique, it is popular with the rest of the team because it makes them look good when they execute their own stand up arrivals.

Last into the arena comes the bihand followed closely by the four stack, which has elected to land rather than break up because the conditions are ideal. Landing a stack in less than ideal conditions can be hairy and there are various people around the country with bent limbs to prove it.

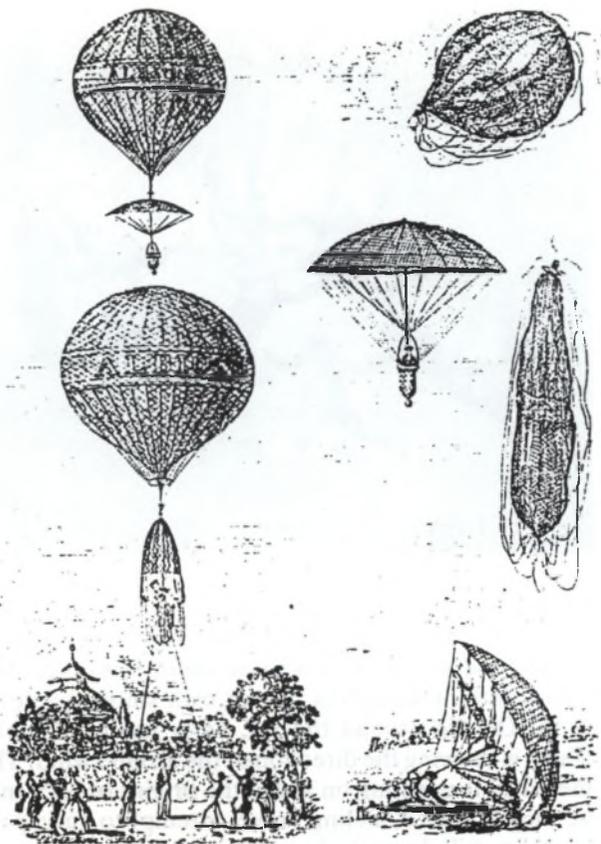
Everyone is now on the ground, for better or worse, and we run forward in unison to line up, be greeted and hand over a special "Pregnant Elephant Convention" flag to the inspecting dignitary. And that is all there is to it. The team pack their parachutes, sign autographs, attach small Light Division Free Fall Team stickers to small children and try to attach themselves to the larger and more mature female members of the crowd. The crowd thins out as the start of the next event is announced, and the team retires discreetly to a local hostelry. There is nothing much to do until tomorrow when the next two displays are due to take place.

Commemorating British Pioneer Aeronauts

See p26 for article – Commemorating British Pioneer Aeronauts

Hampton's parachute descent at Cheltenham, 1838

The first parachute descent in Britain, made by Garnerin, in 1802



Dr. Barton's Airship trials, 1905



Garnerin's parachute – ascent and descent, 1797



RW – Does it have to stand for rotten weekend?

by Martin Evans

How many times have you driven home from the dropzone feeling absolutely cheated off, £100 poorer and with half a dozen pages in your logbook filled with the immortal word "ZOO", swearing to yourself that you've had enough wasted weekends, and this time you're definitely giving up skydiving for something more satisfying like boardsailing or speed chess. But you won't will you, because even though this sport of ours can be so damn frustrating at times, there's just nothing else that can compare with the feeling you get when you've made a great skydive, and then all the naff ones pale into insignificance. So why can't all our skydives be great? Simple, because it isn't easy. Most of us have to work damn hard to make a good skydive and the slightest mistake from any one person on the load can blow the whole dive for everyone concerned.

Now I've previously written about attitude and approach to skydiving (ZOO TIME), Sport Parachutist April/May 1988) and how positive thoughts can possibly improve our skydives. So this time, let's go a little bit further. First you must ask yourselves what type of skydiver you wish to be, are you the kind that's just happy to survive, or do you truly want to be the best you can be. If the former applies then this article will have little appeal for you, but if the latter applies, read on, my words and thoughts may help, I certainly hope so.

Friday night you arrive at the dropzone and as for most of us its straight into the bar to meet up with your friends to party and have a good time. And let's face it, when a skydivers' bar is in full swing, we can have a pretty good time can't we, with everybody mucking in together to make the party swing. Whatever an individual's skydiving ability or status, most of us will party together, and that's what's great about a skydivers' bar - the integration. Friday night was great fun, but then on Saturday morning we blow the weekend as far as skydiving goes, because far too many of us carry the integration through for the rest of the weekend. We skydive with the guys we party with and their girl/boy friends, wives/husbands with no

regard to experience and ability levels. If we want one of a couple in our group we tend to take along their partner or friend, simply because we don't wish to offend anybody. Well buddy, that's no good for anyone. Regardless of their ability, its a disservice to everybody on the load. It puts too much pressure on the lower experience level in the group and not enough on the higher level, and the general result is a bad skydive all round. If you organise the skydive around the less experienced guys you're not stretching the others enough, and will most likely find they put little effort into the dive. If you design it for the higher experience level you'll probably freak out the

'Party with your friends, but skydive with those who can do the required moves'

lower experience and still not get the best out of the others, as their hearts won't be in it from the start. So what's the answer, selfishness? No, not at all, common sense is all it takes. Party with your friends, but skydive with those who can do the required moves. You don't have to be a great buddy with someone to make a good skydive together. You may even find yourself warming to people you previously thought badly of, after a few good dives together. Everybody wins all round. You'll have good parties, nice skydives, at a level you're comfortable with, and you'll widen your circle of friends and continue to do so as you improve and move up through the levels of competence.

Now don't think I'm condoning segregation in the air. I'm not for one minute suggesting that the experi-

enced people never jump with those of a lower level, that most certainly is not my attitude. We all need to jump with the guys better than ourselves to improve and everybody should do their bit to enhance the learning process for others of less experience. Remember, if you don't help the novices today, who are you going to jump with tomorrow. If you are a novice, don't sit back and think its your right to have the experienced guys/girls putting skydives together for you. As with everything, you get out of the sport what you put into it. Most dropzones nowadays operate the Warp system, if yours doesn't and you've just been cleared for RW (or if you've been cleared for ages but aren't improving) then I suggest you move onto a dropzone that does offer this service, and has competent Warp instructors to work with you.

If you want to be a skydiver but don't want to learn how, you'll find it tough going pal, but if you've got a dedicated go for it attitude, you'll find more than enough experienced jumpers willing to help you improve, but remember to keep an open mind, don't let your enthusiasm overtake your competence. If a proven experienced jumper suggests that you weren't flying quite as well as you seem to think you were, don't become aggrieved and arrogant, insisting that your version's right and theirs is wrong. Take their criticism and advice in the manner in which it is given and learn from it. Sometimes as a novice jumper, in the heat of the moment, in an environment that we aren't fully conversant with such as in the sky, things that we do subconsciously are hard to recall when we're firmly back on the ground. This is why video is such an important aid to improvement for skydivers, and should be used whenever possible. A good instructor/organiser will not denigrate you, but will critique you honestly regardless of whether your ego can accept it or not. Therefore the best advice I can offer you if you wish to improve, is to learn to stand the heat or else to stay out of the kitchen. And that, to close my friends, applies to skydivers of any experience level. Good vibes and nice dives!!

CORRESPONDENCE



Dear Carol,

May I use the pages of the mag to offer heartfelt thanks to the members of staff at CPCB, Ampuriabrava for making my holiday there so very enjoyable. From the first day I and my girlfriend were given all the help and advice we needed. The attitude was "you are on holiday, you have a good time."

Even though teams like UAE with their blank cheques were training they came second to fun jumpers which is very refreshing to see in today's commercial rat race.

All the advice I needed was on hand and willingly given, from freestyle to CRW.

I was allowed to jump onto the beach, jump with both stills and video cameras and join the club on demo jumps. All this with under 200 jumps but under the watchful eye of Roland and Maria.

I was allowed to jump different types of kit from 252 foils to PD 135 to broaden my experience.

Away from parachuting, the staff took us to all the best local eateries and nightspots and really made us feel like part of the family.

There was only one bad part of the holiday. That as when I had to come home on my own because they had offered my girlfriend a job which she readily accepted.

Thanks too must go to the UAE team for inviting me to jump with them in the Catalan Cup (I promise to do better next time).

To anyone out there looking for an activity holiday in a beautiful setting with wonderful people on hand to help and advise then Ampuriabrava is for you.

Again thank you to all concerned.
See you at Christmas.
Blue skies

John Drew
C6007

Dear Editor,

May I through your columns thank the many people who made my visit to the Belgium Merc Boogie so successful:- Firstly to London Skydiving Centre, Cranfield for encouragement, to those whom I met at Moorsele, that rough, kind-hearted happy go-lucky outfit from Black Knights Para-Club, Lancaster, thanks to P.O.P.S. and Graham St. Claire.

And last, but not least, to the staff of Moorsele Para Club for making my 67th birthday unforgettable - a Tandem from 15,000 in a Hercules.

Blue skies to you all
Donald Evison-Jowett

Dear Carol,

After seeing Leo Dickenson's reply to 'The BPA's self appointed, ever vigilant watchdog' I was left wondering if I had missed something, - Oh yes, Leo's letter was most amusing, but did he actually say that the flight was subsidised or not? After re-reading the letter several times I came to the conclusion that hidden behind the 'Funny' hogwash there was indeed an admission that our David was right.

Now I have no objections to a subsidised rave up to which all members are invited, but to subsidise something which I didn't even know was happening (much less get invited to) somehow does not appeal to me. Still, maybe at the next rave up we could all have a vote to see if we can get all the door frames enlarged, I think that would be a much better idea than a mandatory IQ test as it would be a lot fairer and maybe enable Leo to meet David as both could then attend!

Yours sincerely (with lots of blind spies)

Kim Newton
C7730

Dear Ed,

This is a letter of thanks to all BPA members and the BPA Competition Committee, for the financial support we received which enabled us to compete at the World Cup in Vichy, France in August this year.

We were quite pleased with our results in Vichy, averaging 812, which bettered our Nationals average of 717, and resulted in 4th place behind the heavily sponsored teams from the USA, the USSR and France. In fact for a couple of rounds we were holding 3rd place. Had the Meet gone passed 5 rounds we would have qualified for the Semi-finals and Finals.

This result will certainly assist us in our approach to potential sponsors for next season, leading up to the 89 Nationals and hopefully the World Championships.

Another possible spin-off from our trip, may be an entry by the RUSSIAN RW SQUAD to a future British National. We and the BPA will work towards that end over the coming months.

The BPA sends Competitors to World Meets, not only in search of Gold, but also, so that knowledge and experience can be passed on to all

BPA members. So with this in mind, please feel free to approach any member of Team 'MO' on the DZ at week ends (mostly Headcorn) and we will try to feed back some of the skills and techniques we have picked up in Training and Competition.

Team 'MO'

Sarah Brearley
Rob Colpus
Pete Allum
Tim Mace
Pam Duncan
Kevin Hardwick
Andy Woodmansy
Geoff Sanders

Dear Carol,

I read, with interest, the article on page 44 of SP, Aug/Sept 88, entitled "When will the wind drop?."

From the fact that it was unsigned, I can only deduce that it's accuracy is so good that, if the author was known, they would get strung up by a very painful part of their anatomy as soon as they showed their face on the DZ. There is, however, one very important thing missing from the article...

No, it's not the usual spectator questions, like "Have you ever been killed parachuting?" Not the fact that some people insist on writing their name on the board but don't get their kit out. Nor the fact that, despite polite warnings and/or threats, every DZ canteen insists on serving Baked Beans, Pickled Onions, Pickled Eggs, Curry and other such effervescent substances. It is, in fact, a very over-used word that seems to be known by every student without being taught it...

It has a similiar meaning to "When will the wind drop?" but has a very strange spelling ... "WASSACHAN-SIZ?" Oh boy, if I had a quid for every time I'd heard that word.... I'd have my own DZ, 80 new S/L rigs, 30 new F/F rigs, 300 hours of Freefall, 2 Porters, 1 Dac, a new Citroen CX GTI Turbo, etc., etc.....

Mike (it's a dirty, thankless job)
Townsend
D3538 Shobdon

ADIDAS...A BRAND TO BEWARE OF!

So once again the dinosaurs of the BPA dictate without open debate on a subject which is to affect the young/novice jumpers, who are the lifeblood of our sport, in the matter of deployment devices for experienced jumpers.

I am a firm believer in making skydiving as safe as possible for all participants at whatever level of experience they may be, but the policymakers on the Safety and Training Committee, who I hasten to add are there purely because of their employment positions and not because they have been elected, need to understand that throughout life there comes an age of consent and all sound minded adults are given the freedom of choice. But not so with the BPA system it seems. We are allowed to make a decision at sixteen years of age as to whether we wish to hurl ourselves at the ground at speeds in excess of 120 mph, for the financial advantage of others as much as for our own personal satisfaction. However, we are not allowed to decide for ourselves how we wish to slow down our rate of descent and land safely.

Time and time again, these old farts of a bygone age inflict upon this "space age sport" (a BPA quote I believe) restrictions on the development of equipment and the progression and evolution of skydiving into truly a sport for the 90's. Why do we even consider a five year plan and the employment of a development officer at a great deal of expense when our own organisation turns us into the laughing stock of the world's skydiving fraternity, by insisting that although our experienced jumpers are allowed to go out into the world with their Cat 10 licences and inflict their limited skills upon numerous unsuspecting persons worldwide, without being monitored by the BPA, on a comparatively minor issue as the pullout verses throwaway deployment debate, they are dictated to as to which system is the safest for them to use.

I have always been under the impression that a sport which demands character and a sharpness of mind and body such as skydiving, welcomed and thrived on individuality.

Now that's the bitching over, here's the opinion from my side of the fence.

Up until now everybody who gained Cat 8 status and purchased equipment had the choice of various deployment systems, but recently in real terms there have been only two different types of deployment to consider, i.e. pullout or throwaway, and as on almost every other single subject all skydives have very strong views on the best choice to make.

This of course causes serious debates to take place at every parachute centre in the world for the good of us all, as all debate is very healthy and constructive. I'm sure we have all as students (apart from probably 50% of the Safety and Training Committee who have probably never jumped either system and would welcome back the ripcord with cones and spring assistors) about to purchase our first set of kit, gone around and around in circles over which choice to make. But what is most important, is that at the end of the day when we have gathered together all the information, the for and against of either system, before we've posted off our cheque and order form, we've had to debate with ourselves which problems or situations we felt best able to cope with if need be. Nobody but ourselves can make that decision.

Now sadly for British skydivers with less than 200 jumps, that self debate will never take place and its doubtful if it will ever arise when the 200 jump limit is reached. What I believe will happen is that the pullout system will become a status symbol for the "cool and groovies". Jumpers having reached 200 jumps will be buying new kit or having their system changed so they can strut and pose. They'll be turning up at dropzones around the country with no briefing on the pullout system, going up to do relative work without making any familiarisation jumps and whistling in nineteen to the dozen by this time next year.

Now before you all put pen to paper to quote your statistics let me continue. It is said (rumoured) that the statistics show that there are more incidents of non deployment of the main canopy by jumpers with the pullout system than there are by jumpers with the throwaway system. This may be correct but do the statistics show how many pullout systems are in use as opposed to the throwaway system. How do other incidents compare between the two systems, i.e. pilotchutes in tow, brideline snares and hang ups, pilotchutes wrapping around arms and legs, etc, to name just a few likelihoods. I believe that if you are unable to deploy either system it is because you've screwed up not because one system is less reliable than the other. If you try to dump a pullout and get a stiff or impossible pull, its more than likely because you've packed the pilotchute incorrectly. For my part I jump a pullout and have done so for the past 1,100 jumps and I have my closure loop as short and as tight as possible. I have never experienced a stiff pull on any one of the four different rigs I have owned.

If your dildo comes free from the

pack its probably because you didn't secure it properly in its keeper or you didn't stay aware as you were climbing out of the aircraft, or maybe it was knocked or pulled off whilst doing RW. Any one of these situations can arise with either system, so where is the problem with the pullout. You only need to reach a few inches to the base of the pin and pull the attachment line, its no big deal. Surely a pilotchute in tow is a much more horrendous situation to be confronted with.

A report in the June issue of Parachutist (the USPA magazine) on fatalities, the 1987 Summary mentions a number of incidents with hand deployed pilotchutes, among them five fatalities due to pilotchutes in tow. Nowhere in the report are any direct problems associated with the pullout system mentioned.

I'm sorry guys but I think you've made yet another gross error of judgement (remember the great slider stop scandal!). You can't keep slapping restrictions and bans on equipment because people malfunction. What's needed is better character assessments, training and/or briefing. Certainly some people would be better suited to a particular type of equipment, but let's face it, there are also a lot of people who would be better suited to an entirely different sport. What will you ban or restrict next when one of those guys malfunction yet again? Is this the thin end of the wedge? How long before we're all restricted to only what the "old gang" consider suitable? Debate, I love it!

Martin Evans
Flock 1

P.S. I tripped up on my last skydive just prior to leaving the aircraft because I failed to tie my trainer laces correctly. Perhaps you'd like to write a quick line to Adidas on my behalf explaining that their footwear is unsuitable for parachuting and is banned forthwith.

Dear Editor,

I'm looking for all the people who have come to this country from Zimbabwe. I know the whereabouts of 3 or 4 ex Delpport Farm skydivers and I believe a few from Matabeleland have moved into the Maidstone area. If they would contact me at Higher Bog Height Farm Cottage, Bog Height Road, Darwen, Lancashire I would like to discuss the major differences between Castle or Lion and Websters Bitter.

Chris Davies C something or other
(I've lost my log book again)
P.S. I believe they've crashed the Trog again!

(0254 771916)

Dear Ed,
Have you heard the one about the Englishwoman, the Scotsman and the two Irishmen? Probably not, as we were the only jumpers from the British Isles to travel to the German Hercules Boogie. You may, therefore, be interested to hear an account of the "other" boogie.

We had been torn between this and the Vichy Boogie, but had gone to Germany on the strength of invitations for a 150 way World Record Attempt. We had some scepticism, knowing that three World Record Attempts were proposed simultaneously. Nevertheless, we were soon disappointed. Although the event was well organised in other respects, (hot showers, clean toilets, all day food etc.), they had failed to organise the jumpers. Only 70 jumpers turned up for the attempt, about 100 less than invited.

We at first hoped to make a 70+ formation and were successful at practice 30 ways, but, on increasing to 45, always found we had 3 or 4 out. Debriefing these dives was greatly aided by superb video work from Norman Kent and Spaghetti, (who preferred to have Norman in the foreground and the formation in the background!).

After a while, the consensus was that it would be more satisfying to concentrate on sequential dives in smaller groups of 20 or less. These jumps were fairly successful, with three points usually made, and we enjoyed ourselves like this until the second weekend, when a German Record Attempt took away a lot of our talent. We compensated by discovering the joys of freestyle, (tuition available from Diana Kent of "From Wings Came Flight" fame).

The most jumpers manifested at one time was 190, (one lift), and mid-week there were often 100 free slots on board! It was very relaxing to know that you would always be on the next lift and did not have to hurry or hassle. This allowed plenty of time to develop a suntan, (the weather was unusually good for the region), and to make more friends.

Siegerland Airport is nearly 2,000 feet high; this meant that our usual dropping height of 17,000 feet was actually 19,000 feet above sea level and that the occasional higher load topped 21,000 feet. Oxygen was available on board and most people fared OK, though two did collapse on the highest lift.

The area is heavily wooded, with pretty villages nestled in deep valleys, (I landed at minus 700 feet once). The spotting was excellent; some days we landed in the packing area every jump, but there were the inevitable unplanned sightseeing trips of the surrounding countryside. (We only had two passes if the plane was full). Out landings were no problem if you could reach a road or village as the locals were delighted to help, but

some less canny jumpers landed in the heart of the forest.

Jump prices were the highest I've paid, but not enough I suspect to cover the financial loss of such a low turn out, (only about 400 registered in the whole 10 days). The plane was South African and so were most of the organisers, who had carefully thought out how to control the manifest, emplaning etc. Bibi Derx had also laid on heavy advertising for this winter's boogie in South Africa. The only odd note was, after some complaints about people dumping early, to hear the whole DZ being exhorted to "Pull Low".

Although the hoped for thrill and glory was lacking at this boogie, it was an enjoyable holiday. For once, I arrived home fit and refreshed, instead of in the usual state of exhaustion I feel after boogies.

Felicity Martin D2808

P.S. I am English, I've just lived a long time in Scotland!

Dear Carol,

I have just returned home having spent a week attending the R.W. Nationals at Weston-on-the-Green. Firstly, I would like to congratulate the staff at Weston and the BPA for the smooth efficient running of this year's championships.

I was attending the Nationals not as a competitor, but in the role of air to air video cameraman, a facility which proved necessary throughout most of the 8 way Speed Star competition, and it is with regard to this element of the National Championships that I believe serious consideration needs to be undertaken, in relation to the rules currently being adopted. The specific section of the Speed Star rules which I believe should be causing concern is the requirement of a complete "no show" exit.

The "no show" exit rule when associated with especially the B.N. Islander door, as used at the Nationals, presents an unacceptable increase in risk to the competitors involved. The evidence I have substantiating this comes from what I personally witnessed during my role as an air to air cameraman, during the Speed Star competition, more of which I will explain later, and also various accounts of incidents and injuries received by competitors involved.

I spoke with a number of competitors from different teams who had various "exit" horror stories to relate, for example:-

- bruised and grazed shins
- physical blows to various bodily parts, including one competitor who received a hefty blow to the head from the door frame
- footwear coming off - this happened on at least three separate occasions

- one competitor, on the winning team, received such a severe blow to his lower leg and foot that it removed his footwear, and in freefall he looked down because he thought his leg was broken. He was limping quite badly for the remainder of the week

- Need I go on?

On a potentially more catastrophic note, on one Speed Star exit, I was acting as the videoman. Climbing to altitude the video system failed to operate. This was communicated to the ground video and so I remained inside the aircraft, and was able to observe the team's exit at very close quarters. What I witnessed was a situation which, given the wrong circumstance, could have caused a fatality. As the team launched, the jumper nearest to me at the rear hit the sloping door frame with such force that her reserve container was badly distorted and the shoulder strap dislodged. It was fortunate that her system was a Warp III rig, because had it been a pop top Racer rig, the reserve pilot chute would definitely have been ripped upwards, the net result, at best, being bent reserve pins.

There must be a solution which will be acceptable to the judges and the safety of the competitors. I would suggest a revision of the exit rules allowing one centre floater. This will enable the exit to be far more controlled and disciplined and substantially safer. If the judges are capable of assessing the moment of release using ground to air video with sequential 4 way at 9500 feet, then they can also do the same for a shown 8 way speed exit at 8000 feet.

I believe that this change is necessary and should be implemented sooner voluntarily, rather than later by a Board of Enquiry.

Food for thought.

Peter Harlow
D2381

Dear Carol,

I'm afraid the article "An Introduction to Aerodynamics" in the April issue has got it quite wrong. The diagram of forces is not correct. Lift and drag are defined with respect to the direction of movement through the air, not the horizon. The angle of attack is the angle the aerofoil makes with the air flow, not the horizontal. It is not a fixed constant: when it is greater than the stalling angle, the canopy will stall. This can happen when you fly into turbulence or the updraft from a hot runway, as well as by pulling down the trailing edge. Lift is the force acting at right angles to the air flow, not necessarily straight upwards. In a downplane, for example, the lift is acting horizontally, creating the high tension found in that formation. Drag is the force

parallel to the air flow (again, not necessarily parallel to the horizon). A round canopy going downwards is supported by drag, acting upwards. As for thrust, a parachute has none - like a glider or paper dart. Only powered aircraft have thrust.

Using the correct definitions, theory of flight need not become complicated.

Martin Lyster

Dear Editor,

On behalf of the University Clubs below I would like to express our gratitude to Swansea Parachute Club, and all its members, for the valuable assistance and encouragement received over the past year, especially in the form of the recent South West Collegiate Competition.

This persuaded many of our less committed members that parachuting can be a full time sporting (and social!) commitment, even at a relatively inexperienced level.

We all hope that next year will be just as much fun, thanks again to Dave and all his staff. (Got any bones left to break, eh?)

Yours, with the hope of blue skies,

Sam Molan
B8212

Cardiff University Parachute Club
Samantha Molan B8212

Aberystwath University P.C.
Mike Edmondson A8225
Julia Full A8291

Swansea University P.C.
Mark Dabbs B8164

Something to say? Have you any views on the sport that you'd like to put to other readers? Got a gripe about something?

Send your letters to: The Editor, Sport Parachutist, c/o BPA, Wharf Way, Glens Parva, Leicester, LE2 9TF.



Dear Editor,

It was nice to see at the A1 Accuracy Meet, a novice team took the trouble to turn out when most people were in Belgium. Tom Ryan, Dave Barret made their way into the pit on their first attempt, Steve Hitwell and Dave Hishon who were jumping the club's A.F.F. rigs with a limited amount of square jumps, did not disgrace themselves in the windy conditions. Well done lads, you will possibly be the club's future sky gods!

Left to right

Tom Ryan, Dave Barret, Dave Hishon and Steve Hitwell.

Pat Hammond
C7997

Dear Carol,

Enclosed is a slide you may be able to use to prove there is still life at Halfpenny Green.

In picture - camera David Fothergill, 3-way Andy "Dolly" Parton, Barry Joss, Carol Middleton.

Picture taken by myself.

Tim Homer

Dear Carol,

This is just a short note to say thanks to people at the Northern Parachute Centre at Topcliffe for all their help and guidance during my short but sweet time with them; from my first student static line to 15 second delays in three months, (it would have been '20s' but for my attempts to impersonate helicopters at terminal velocity).

The credit for this fairly rapid progress must go to the Sky Gods (sorry; instructors) who have patiently given advice that is perfectly logical on the ground but which goes to ratdroppings in the air. It is impossible to mention everybody but in particular I wish to thank Trev Dobson (CCI), Linton Austen (Jane's brother!) and Bill Rule (the Magnificent Manifestor).

I now move to Leicester to further my education so Langar can expect to see me in the near future but I have been ordered to return to Topcliffe for my 100th descent (and dunking!). Thanks to everybody at Topcliffe for making my short stay an enjoyable one.

Blue Skies,

John T. Fogg (Apprentice Sky God).
BPA 406670





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STILL WAITING FOR THAT

The thing about gold medals is, there's not enough to go around.

We train hard and then compete furiously for them. This time it was the French who provided the platform for competition in an event held in August. They called it Mondial de Parachutisme, an event involving all 4 skydiving disciplines 'headed' by the 2nd CRW World Championships. It was an event combining Pomp & Parachuting Performance.

The facilities at Vichy, for a start, are akin to a mini Seoul, its a sports complex in its entirety and all those facilities were open to us.

The world was welcomed at an opening ceremony worthy of our hosts flair for pageantry including a fly past by their equivalent of the Red Arrows, water skiers, tandem jump into the river Allier, the Peking State circus and enough speeches to satisfy even our insatiable appetite for them. Unfortunately not enough champagne, I even saw the I.O.C. representative hunting down another glass...but still.

The Teams

The British CRW team could teach Blue Peter a trick or two when it comes to creating silk purses out of sows ears. We assembled a strange mixture of military and civilian built around a rough framework from the squad so successful on previous campaigns. In the absence of their usual support from the free fall team, the Royal Marines recruited players from as far afield as Hong Kong, Spain, California and C.T.C., one member still 21 jumps short of his 400th. However, with an excellent training camp in Avignon of 87 jumps in 11 days, the competitive machine was full of confidence and firing on all cylinders. There'd been a few hiccups and misfires on the way, an understandable bi-product of competitive skydiving I guess, but the drive North to Vichy was a confident one.

Patrice had rallied together a redoubtable task force for a completely feasible assault on all three events. On their own ground, the benefit of an 8 year CRW program and previous results, the French were recognised as the team to beat. They had maintained their psychological supremacy until other teams arrived to share a final training camp in La Palisse. Inexplicably, they were caught chopping off lengths of line in a desperate last minute attempt to gain canopy compatibility. They clearly were having major problems with their newly designed Contacts.

Australia have always been credited with launching themselves at CRW with the utmost enthusiasm. Always snapping at the heels of previous gold medal winners. The 8 way team, XXXX, in particular I've always considered as the epitome of a complete team, embodying all the necessary virtues; skill, enthusiasm, dedication and fun. The word was being spread around that it was the 'year of the Aussie'.

Jump Street headed the largest contingent at the meet. The USA brought along 3 separate teams, one for each event. Budweiser & Tension Free, old friends from as far back as 1982 that have competed in every world meet since then. For Jump Street (8 way) it was their first. For domestic reasons, despite having won a number of National events they'd had to wait 6 years for a chance to compete internationally.



CRW Team

The three remaining 8 way teams, Holland, New Zealand and West Germany were really composite teams drawn from the 4 way disciplines. However, Holland especially who had trained hard with us in Avignon, showed by their times it wasn't essential to concentrate exclusively on one event. Re-directing sequential and rotation skills compliments 8 speed Formation and can prove successful. However, I am not sure if the reverse is true.

The Chinese rotation team and techniques is legendary in CRW. Their immaculate skills in rotations are unquestionable, but everyone waited to see how they handled the new scoring system. They had also followed everyone else's example and admitted sequential to be the way forward, entering a team for the first time.

Traditionally there is rarely an emergence of a complete new team in any of the events. Its a peculiarity unique to CRW that we meet bi-annually with many of the same faces to thrash it out, so when the Swiss & Canadians arrived it was refreshing to welcome them into the family and on this occasion they raised a few eyebrows in the process.

4-way Rotations

China almost blew the whole thing in their first round sneaking just a 1/2 second under the maximum 2 minutes allowed for 10 points. Australia did blow it! Failing to score a time effectively means you're going through the motions from then on. Switzerland led the bunch, Holland, USA and France chasing hard. We'd never trained seriously for rotations but in company a little too hot for us, pulled out our best ever dive; 10 points 1:56 sec. Rounds 2 and 3 left, China had big trouble scraping through again, France had a triple wrap and cut away. Switzerland USA and New Zealand were now pulling us along with 2 more best ever dives. It was still the 1st days jumping and the 'jury' had already sat for a protest from the USA. A protest upheld and although it seemed petty and insignificant at the time, it set an unfortunate precedent for the rest of the meet. Still, we were too busy basking in our own glory, the scoreboard albeit temporary displayed G.B. ahead, after 3 rounds, of the mighty Chinese. After the fourth round and before we received

TASTE OF GOLD

news of our bust, the G.B. camp was beginning to think the unthinkable. The bust was a bitter blow. Now the Chinese were motoring, pulling out a 1:22 sec 10 points, and no one could stay with that. The USA were in 4th gear too closing the gap on two very impressive teams the Swiss and the Dutch, but in dreadful conditions in the seventh round, it was the Dutch to falter allowing America to pull a 6 second lead on them into the final round. China were well entrenched now in first place with Switzerland taking silver. The USA held on to bronze in a fine competition which saw Holland pipped at the post.

Sequential

To watch the French perform sequential is to witness absolute control, efficiency of movement and a gracefulness unrivaled by any other team. Their team here at Vichy displayed the best in CRW and no-one saw anything but their heels from the starting blocks with a spirited performance in each of the eight rounds. China's debut showed just how quickly the learning curve can be by pushing the Americans for silver position. But no one could stay with the French unbeaten in every round and pulling off a very popular gold with a massive margin of 27 points.

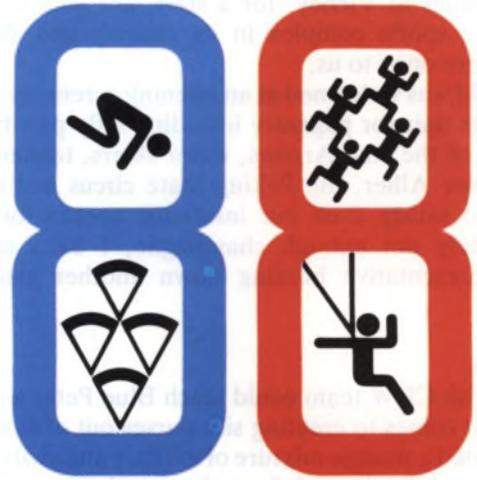
8 Speed Formation

We couldn't have pulled the draw out of the hat any better for us if we'd tried, box kite, bi-plane diamond, Plane. We'd channelled all our training into this event, traditionally the keenest fought and for us at least, producing our best results. First up we were 'asked' to set the pace and we did with a reasonable 1:09 sec Box. There was some hot CRW to follow and as the teams performed, only New Zealand and Germany failed to better our score in the first round. Dark ominous looking clouds threatened the skies above Vichy for the second round. We'd opted to refuse to jump on the grounds of turbulence yet other teams chose to continue. Holland paid a dear price and didn't complete, but by doing so made it compulsory for us to jump in worsening conditions. Our time of 1min:42 was a sickening blow so early in the competition and left us a long way behind the 3 front runners. But the French too were unhappy. Rumour in the camp suggested that their formations were very fragile and when they failed to complete the Bi-plane Diamond in round 3 it sent shockwaves through the entire competition. The favourites were effectively out!

The Australian camp looked the more composed as the advantage swung between them and the USA, both teams extending their lead on us over the next 3 rounds until the first taste of controversy in the sixth. It's a detailed and complicated series of events but only the Americans will ever know if their claims for a second re-jump following a "mal-function" were warranted. The judges believed not and scored the USA 4 points. Following a protest the International jury panel upheld the judges decision, America too was out of the running.

The USA then protested the Jury's decision, it was now getting well out of hand and the Australians answered it by consolidating their lead with an excellent 2nd Kite, only to land and learn that the Jury had now reversed their previous decision and awarded a sixth round re-jump to the USA.

MONDIAL DE PARACHUTISME



V I C H Y



British RW representatives at the World Championships, Team 'Mo', who turned out a splendid performance against tough competition to finish 4th — after holding third place for a number of rounds.

That decision turned out to be one of their least inspired performances and the thought of it brought a blush to the faces of those that bear the inevitable embarrassment of getting it totally wrong. It was met with simmering disgust from all the other competitors.

A beautiful clear blue sky welcomed the final days jumping, our tactics now dictated to us, we were 2 minutes behind the leaders and would go steady to secure bronze for our two remaining dives. We pulled off an impressive 1:10 Bi-plane Diamond and waited, America's brilliant sub one minute put them 15 secs ahead of Australia. Then we all waited; it all rested on the final round in good competitive tradition. We had marvellous conditions but weren't jumping. The accuracy had national TV coverage along side us and then followed the most ludicrous decision which plunged the final day into a farcical outrage. The CRW World Championships were to be called on the seventh round because televised accuracy took priority. It was a bitter pill to swallow for competitors and judges alike, it still leaves a sour taste and took a lot of the shine off what was otherwise a highly polished event.

The prize giving did suffer a little too, but the Champions from all 4 disciplines put on a memorable show. How do skydivers entertain other skydivers, well it's difficult to come up with something novel, believe me, the Tag team put on a display of outstanding showmanship, taking everybody's breath away! (Ask someone who was there!).

A quick thanks to Pete Halfacre, Lofty and Grace and from me to all the lads on the team... Taff, Mike, Graham, Keith, Bosey, Kev, Phil, Fred and Yorky. I'm sure there are some contemplating Thailand in 1990. By then those of us with receding hairlines will be in full retreat, and the young lions who have been snapping at our feet may be going for the throat. Well whoever it is assembling in 2 years from now, let's not wait too long for the taste of gold.

CRW ROTATIONS RESULTS										
Nation	Round								Time	
	1	2	3	4	5	6	7	8		
China	10	10	10	10	10	10	10	10	10	12:48:70
Switzerland	10	10	10	10	10	10	10	10	10	13:20:95
U.S.A	10	10	10	10	10	10	10	10	10	13:26:74
Holland	10	10	10	10	10	10	10	10	10	13:33:37
Canada	10	10	10	10	10	10	10	10	10	14:36:45
New Zealand	10	10	10	8	10	10	10	10	10	12:56:26
Great Britain	10	10	10	9	10	8	10			13:19:91
Australia	8	9	10	10	10	10	8			13:03:88
Germany	8	9	8	9	8	9	9			13:20:46
Belgium	6	7	7	8	5	8	8			12:59:66
France	10	5	withdrawn.							

8way SPEED FORMATION RESULTS											
Nation	Rd								Total Pts	Time	Average Time
	1	2	3	4	5	6	7	8			
U.S.A	8	8	8	8	8	8	8	8	56	7:06:77	1:00:8
Australia	8	8	8	8	8	8	8	8	56	7:21:17	1:03:1
Great Britain	8	8	8	8	8	8	8	8	56	9:37:77	1:33:2
France	8	8	7	8	8	8	8	8	55	7:48:23	
Holland	8	7	8	8	8	8	8	8	55	8:41:21	
New Zealand	8	8	8	5	8	8	8	8	53	11:06:07	
Germany	6	7	8	8	6	7	8	8	50	10:55:07	

CRW SEQUENTIAL RESULTS									
Nation	Rd								Total
	1	2	3	4	5	6	7	8	
France	9	9	9	9	8	8	8	8	68 pts
U.S.A	5	5	5	6	6	5	4	5	41
China	5	3	7	4	7	4	5	4	39
Holland	3	4	3	5	4	4	5	1	29
New Zealand	3	1	7	5	5	3	1	4	29
Germany	3	3	1	1	4	3	3	3	21
Great Britain	4	1	1	2	4	2	2		16
Belgium	0	0	1	0	0	1	0		2

8-way Speed

Team	Rd.1	Rd.2	Rd.3	Rd.4	Totals
Happy Daze Going South	*13.57	*15.67	*16.29	*17.33	4*62.86 2nd
Tension in the Willies	7	*24.05	6	0	1*24.05
Touch Above	7	*22.60	*19.45	*20.46	3*
More Pop for the Maffia	3	5	7	7	0*
Choir Boys	5	7	*24.38	6	1*24.38
Fly Blown	*21.14	*18.54	*15.82	*17.34	4*72.75
Red Army	*23.27	*19.38	*18.12	*19.19	4*79.96
Royal Engineers	*24.74	*14.45	*16.94	*14.18	4*70.31 3rd
Mo	*15.20	7	8	*16.70	2*31.90
Ice Flow	*15.47	*16.31	*16.51	*12.50	4*60.79 1st
Katies Friends	*24.73	*16.33	6	0	2*40.70

4-way RW SEQUENTIAL SENIOR

NO TEAM	1	2	3	4	5	6	7	8	9	10	TOTAL	POSN
9. Studs from Space	1	3	3	3	2	3	3				21	17
10. Maffia	4	4	4	2	3	4	3	5			29	15
11. Eggs Flit	3	1	2	5	4	4	2	3			24	16
12. Going South	10	9	7	8	7	11	9	9	5	7	82	2
13. 1/2 a Mo	11	9	8	4	10	10	12	7	10	10	91	1
14. R.E. Red	4	5	4	4	5	4	5	6	3		40	9
15. The Not Responsible Joy Co	3	6	5	4	4	6	4	4	3		39	10
16. R.E. Blue	3	5	2	3	4	5	5	4			31	13
17. F.O.	5	6	4	1	4	6	6	2			34	12
18. Flush Irwin	3	0	2	2	4	4	2	4			21	17

BRITISH NATIONAL PARACHUTE CHAMPIONSHIPS 1988

4-way Senior 4-way RW Sequential Senior

No. TEAM	1	2	3	4	5	6	7	8	9	10	TOTAL	POSN
19. Red Devils	4	5	4	7	2	3	5	7	5		42	8
20. In A Mo	7	10	9	5	7	8	9	8	4	6	73	3
21. City Gents	3	1	3	3	4	2	2	2			20	19
22. Balhy was our Last choice	7	3	2	3	7	8	7	8	6	7	58	5
23. Ice	6	6	2	6	6	5	5	6	6	8	56	6
24. Happy Daze	6	6	7	6	7	7	7	8	5	8	67	4
25. HHHFFURR	5	5	3	4	5	4	4	5			35	11
26. Army AM	5	3	5	4	6	6	3	6	5		43	7
27. Blown Relay	2	3	3	4	5	5	4	5			31	13

8-way Sequential

TEAM	1	2	3	4	5	6	7	8	9	10	TOTAL
Royal Engineers	2	1	1	0	1	2	4	2	2		15
Touch Above	2	2	1	1	1	2	1	0	2	12	
Tension in the Willies	0	1	0	0	0	1	1	0	0		3
Ice Flow	3	4	1	3	2	4	4	1	2	5	29
Mo	5	9	8	10	7	9	8	7	7	7	77
Fly Blown	2	2	0	1	2	2	2	2	3	3	19
Happy Daze Going South	5	1	3	6	4	4	5	2	5	4	39

4-way Intermediate 4-way RW Sequential Intermediate

No. TEAM	1	2	3	4	5	6	7	8	9	10	TOTAL	POSN
1. Surface Tension	3	2	3	3	3	5	5	3			27	4
2. Gillian Willis	1	3	3	4	3	6	4	3			27	4
3. Ana Sinnas	4	4	4	3	3	6	5	1	3	3	36	1
4. Bottom Line	1	0	2	1	0	2	2	2			10	7
5. Les Stipides	2	4	3	4	4	5	3	3			28	3
6. URNPWAN	2	3	5	4	4	5	3	4	3	1	34	2
7. More Pop	1	0	1	1	2	1	0	0			6	8
8. Panalytics	1	2	3	3	0	4	3	3			19	6

SKYDIVING – A REWARDING

Bill Newall

In 1984, with freefall video and media exposure as the main objective, I began designing the concept of universal skydiving to present new challenges to skydivers of the 1980's and beyond. The object of universal skydiving is to bring all three axes of motion into effect on jumps that are relative work oriented. In other words, combine style, sequential, and formation skydiving to create universal skydiving, that is fun, challenging and suitable for awards.

Two Dimensional Skydiving

The majority of today's relative workers emphasize almost all movement from the vertical axis (which we are capable of performing on the ground, as seen with dirt dives), less movement from the lateral and virtually none from the longitudinal axis. To broaden the spectrum of skydiving and enhance its visual appeal to the media, skydivers should utilize every facet of freefall available. Gymnasts, springboard divers and hot dog skiers perform acrobatics within a comparatively limited amount of altitude, although as opposed to skydiving, these events receive steady media coverage.

With the video technology available in sport parachuting today, it seems likely that skydivers could be filmed in freefall with plenty of altitude to perform aerobic manoeuvres. These AEROBATIC manoeuvres are not performed alone, as in style, but in unison, as in relative work. To promote this form of relative work, the BBMSC has now included the universal skydiving concept into its awards program. This new test of freefall skills is called the UNIVERSAL SKYDIVER AWARDS.

Award Criteria

The UNIVERSAL SKYDIVER AWARDS (USA) are administered on three levels: Level I, STAR CREST NOVA (SCN), requires 4 to 6 jumpers; Level II, STAR CREST SUPER NOVA (SCSN), requires 6 or more jumpers; Level III, STAR CREST GALAXY (SCG), requires 8 or more jumpers. The criteria for the three levels are basically the same. There are a series of aerobic manoeuvres to be performed between a series of formations. The aerobic manoeuvres are: Front loop, back loop, 360 turn and barrel roll. The formations performed on the NOVA are all round stars. With the SUPER NOVA and GALAXY the first and last formations are stars; the formations in between stars can be any preselected, documented formation other than stars. The 360 turn is only used on the NOVA.

USA Qualification Examples

(Aerobic manoeuvre sequence between formations is optional)

STAR CREST NOVA
4 to 6 jumpers with 4 aerobic manoeuvres between 5 star formations

Exit-star-barrel roll-star-front loop-star-back loop-star-360 turn-star-separate

STAR CREST SUPER NOVA
6 or more jumpers with 3 aerobic manoeuvres between 4 formations one formation being preselected.

Exit-star-back loop-doughnut-outside barrel roll-star-front-loop-star-separate.

STAR CREST GALAXY
8 or more jumpers with 3 aerobic manoeuvres between 4 formations; two formations being preselected.

Exit-star-barrel roll-compressed accordian-opposed front loops-line-back loop-star-separate.

With each skydive the difficulty factor increases. The SUPER NOVA and GALAXY become progressively intricate because of the preselected formations involved as well as the increasing number of jumpers. With these two dives, it should be noted that sequencing from an aerobic manoeuvre to a preselected formation could likely put the skydivers out of position for a fast transition. For this reason, 45 to 180 degree turns and reverses become an inherent part of these skydives. A 360 turn manoeuvre on these two skydives would be redundant.

USA Rules

In contrast to our other BBMSC awards, the jumpers attempting a UNIVERSAL SKYDIVER AWARD may be holding on to one another while launching the base star. All aerobic manoeuvres, formations and transitions must be clean, complete and on heading. All called for aerobic manoeuvres must be performed on each level. Aerobic manoeuvre sequence is optional, but must be performed between each formation. The turns, rolls and loops may be performed in either the same, or opposing directions, but must be preplanned. The last formation (star) must be held 5 seconds. A video tape is preferred, but if not available, the qualifying jump should be signed by all participants, the pilot of the aircraft and three ground witnesses.

USA Numbering System

An interesting and informative method of assigning numbers has been incorporated into the USA numbering system. The entrance into the first free flying formation determines the numbering sequence of the recipients. After the appropriate award designation, SCN, SCSN, or SCG, the first digit of a USA number indicates how many times the jump has been accomplished. The second digit represents the number of jumpers involved in the jump. The third digit tells the overall numerical order of jumpers who have qualified.

Award Design

As illustrated, the UNIVERSAL SKYDIVER AWARDS design displays four skydivers rotating about the three axes previously mentioned. The design is the same for all three levels of the USA. Title designation and colour combinations are used to distinguish each level. The USA colours are, accordingly, red, white and blue.

Certification of Membership Fees

USA registration fee is \$20.00 per award and includes the emblem, decals, certificate, membership card and number for each level. When applying for the USA use a regular Star Crest form for signatures and attach a separate sheet for detailing the particulars of the skydive, and preferably enclose a video tape of the dive.



EXPERIENCE

In Summary

I believe these jumps will encourage talent in areas of relative work skydiving that have yet to be explored. The UNIVERSAL SKYDIVER AWARDS are designed to serve as a standard to test top level flying skill and teamwork in skydiving. We hope skydivers everywhere will benefit from the challenge of these new awards.



D.S.A. Awards - Dead Spider Award

A conversation overheard in a local DZ bar.

Joe, "I think we should invent an award for Skydiving."

Harold, "What for?"

Joe, "Cause we can sell them."

Harold, "Who to?"

Joe, "Skydivers - idiot!" "If you got into a formation of seven then you would qualify for this award."

Idiot, "Would it be free?"

Joe, "No idiot of course not we'd sell them for \$50 each".

Idiot, "But why would skydivers buy them?"

Joe, "We'd put the rumour round that it represented a certain level of competence - everyone would want one."

Idiot, "Why not make it a round number - eight."

Joe, "How many 8 ways don't work? 7 is much easier, anyway we could do a separate award for the one who went low provided he saw the formation from below. All you'd need to qualify would be seven witnesses and the DZ Dog."

Idiot, "But their must be hundreds of thousands who would qualify."

Joe, "Exactly we would make a fortune - then we could do the same for CRW, then style and accuracy."

Idiot, "You mean you'd qualify with seven dead centres?"

Joe, "No stupid - that would take forever, we'd never sell any, no we've got to make this easy, you'd have to land in the pit 7 times and spot the disc twice."

Stupid, "Wouldn't skydivers think this was a rip off?"

Joe, "We'd call it a non-profit making organisation."

Stupid, "But what would you do with the profits?"

Joe, "Listen birdbrain if we spent all the profits there wouldn't be any would there?"

Birdbrain, "But would it catch on? Skydivers aren't that stupid - are they??"

D.S.A. Dead Spider Award

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Commemorating British Pioneer Aeronauts

Molly Sedgwick

Freefall and other aerobatics, the crossing of the Atlantic by balloon and supersonic jets, did not just "happen"! Even if we laugh at the simplicity of their early equipment, we should not forget the pioneers, those intrepid men and women who paved the way for the incredible feats performed in the air today. We do have a heritage, though unknown to many in our land. Now is the time to salute these pioneers of ballooning, parachuting and aviation.

During this year, 1988, there are five British aeronautical anniversaries, minor ones perhaps in relation to aeronautics worldwide, but nevertheless they are the heritage handed down to us.

As the daughter of Dolly Shepherd, an early aeronaut and known to some members of the BPA, I have become more and more involved in parachuting in one way or another since her death in September 1983, and I have been invited to contribute two articles to *Sport Parachutist* to commemorate these five British 'First's'.

* * *

As you clock up your 10th, 100th., 1,000th - or 7,000 freefall (congratulations Bob!) what are your thoughts as you plummet from 12,000 ft. in "suspended animation"? In the still of the night, as you recall the thrill of your first and your last jump, do you ever wonder how it all began - parachuting, and now this very popular sport - and when?

Parachuting, freefall and stacking, whilst always drawing large crowds at Fêtes and Galas, are so much a part of our modern world that most people accept the displays for the colourful spectacle they provide, and the thrill of seeing these fantastic men as dots in the sky and then at close quarters once they have landed with such prowess and accuracy. As a sport - well, those men and women who jump out of aeroplanes must surely be a little mad!

When did parachuting begin? Most hazard a guess at the 1930's,

though some older men might suggest the First World War. Do you know? Would you be surprised to learn that the first parachute descent was made during the catastrophic period of the French Revolution? André-Jacques Garnerin, already a balloonist, developed an idea conceived when he was a prisoner of war in Buda, Hungary. After the advent of the balloon in 1783, various forms of parachutes had been used for experimental purposes, but it was Garnerin who, in 1797, made the first manned descent, from a balloon. His 'chute was a round canopy, attached to a wooden disc at its apex and hanging limp like a shower curtain. Thus attached to a balloon and standing in a one-man basket, he became airborne. When he released himself the 'chute opened rather like an umbrella, complete with handle and struts!

The next person to follow him was a woman, Jeanne Labousse, who became his wife - and the first professional parachutist was yet another woman, his niece Elsa. She made 39 descents in a period of 20 years, from 1816 to 1836 although Garnerin made only six. It is said that a good man needs a good woman to help him, and this is true throughout the history of parachuting; the women have been alongside their menfolk.

In September 1802 Garnerin came to London, making an historical first parachute descent in this Country. Although sensational and successful, he oscillated very badly down to earth. Among the watching crowds were Sir George Cayley, later to be known as the "Father of aeronautics", and Robert Cocking, a landscape painter. They both became obsessed by this question of oscillation and independently, they came to the same conclusion. Whilst Cayley remained a theorist, Cocking was prepared to put his theory to the test. His parachute, weighing over 200 lb. was made of 22 panels of stiffened Irish linen in the form of an inverted cone, with wooden struts and hoops of tin. Thirty-five years later, in 1837, he persuaded Charles

Green and Edward Spencer to transport him and his somewhat unwieldy inverted-cone parachute beneath their giant Nassau balloon. Shortly after separation, the framework buckled and poor old Cocking, at 61, came to grief, falling to his death at Lee Green. The principle he had established, however, was later proved to be correct!

The following year John Hampton prepared to try out his modified version of the Garnerin parachute, but as a result of the adverse publicity given to Cocking's tragic death, the gas company at Cheltenham refused to supply the gas to fill his balloon. Eventually they agreed on condition that a tethered ascent only should be made. Having reached the end of the tether, however, Hampton cut the rope. On reaching a height of about 7,000 ft., and using a block and tackle, he severed himself from the balloon and landed safely to become the first British parachutist, in October 1938. The next year he proceeded to London intent on joining the balloonists entertaining the crowds at the Cremorne, Vauxhall and Montpellier Tea Gardens, but his descents were unspectacular, and his parachuting career was short-lived.

For the next 50 years, although there was no lack of experimentation in this Country, parachuting as such was dormant.

In America, Park van Tassel, of Dutch descent, produced a "limp" or "flexible" parachute and in 1887 it was first demonstrated from a tethered balloon by a wire-walking acrobat, Thomas Scott Baldwin. After a dispute over finances they parted company. Baldwin made certain improvements, took out a patent, and began a series of exhibition jumps, coming first to England in 1888 and demonstrating his new limp parachute at the Alexandra Palace in London, and privately in front of the Prince of Wales, later King Edward VII.

This new concept of parachuting was to revolutionise the showmanship of the day. All the struts and

hoops of the Garnerin-Hampton era disappeared, and the basket was replaced by a trapeze bar. In the past, balloons had entertained the public at Tea Gardens, Fêtes and Galas up and down the Country, but now the parachute as a spectacle brought a new fascination - and excitement. Whilst the crowds still enjoyed watching the balloon being filled and becoming airborne, the role of the balloon changed, it became the means of transporting the parachute into the air, with the parachutist suspended beneath, holding on to a hoop or a trapeze bar. Together, the "twins of the air" became a magnificent and exciting spectacle.

The arrival of Thomas Baldwin happened to coincide with the application for the renewal of the Ally Pally's entertainment licence in the Middlesex Magistrate's Court. Baldwin had made such extravagant claims in his publicity posters and the press that he was asked to attend the hearing, and I feel a few quotes from "Alexandra Park and Palace" by Ron Carrington would not go amiss: 'On being asked if it was true that he descended by parachute holding on only by his hands, and with no safety device, he admitted that it was so, but added "It is almost as impossible for me to let go as it is for any gentleman on the Bench to lose a grip of his senses." Renewal of the licence was granted!

'In the House of Lords the Earl of Milltown asked the Government "...whether the attention of the Home Office had been directed to an announcement in the papers that Professor Baldwin would at the Alexandra Palace on Saturday next, jump out of a balloon at a thousand feet above the ground: whether it was believed that the announcement was genuine, and if so whether measures would be taken to prevent so dangerous and demoralising an exhibition." He was assured that the police had been instructed to keep a close eye on the proceedings.

'Whilst there were those who praised the parachutist's iron nerve, coolness, self-reliance and judgement, others regretted that the Alexandra speculation was to resort to the wretched sensationalism that is the curse of London entertainment. Whilst some demanded his arrest, the Balloon Society awarded him their gold medal in recognition of his contribution to aeronautical science!

So it was that 1888 heralded the advent of the parachute, not as a sport for the rich as the balloon had become, but as a spectacle. Parachutists were members of a team, and the Ally Pally became a centre of aeronautical activity - and not only for parachuting!

The Alexandra Palace had suffered many vicissitudes since its erection in 1873, including fires and bankruptcy. Around the turn of the century, however, it was indeed the Palace of the People, as originally intended by its donors, the Rhodes family, and it was one of the most popular centres of entertainment, providing fun and enjoyment for the whole family, and for thousands of people.

In 1889 Professor Baldwin returned to the Palace and with two other Americans, Williams and Young, between them they gave balloon ascents and parachute descents four times a week. Jessie Dene, the Electric Lady, proved a great attraction in 1894, making a "leap in the dark". The balloon was illuminated by two strong lime lights from a nearby hill, whilst the hoop of her parachute was lit by an electric torch.

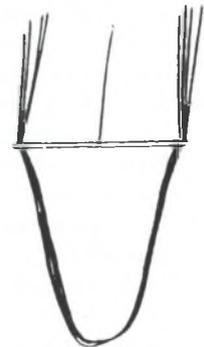
In 1898, two balloons having ascended, there was a "sensational race" amongst three parachutists, Mlle Alma Beaumont, Captain Charles Lorraine and Monsieur Auguste Gaudron. A new and exciting feature was the first ascent of a navigable balloon of oblong construction, measuring 60 ft. in length, built and flown by M. Gaudron. Instead of returning to the grounds, however, due to a high wind, it landed 16 miles away, at Chigwell.

By the time M. Gaudron became a U.K. resident in his early 20's about 1890, he had already flown balloons in Europe, and by the turn of the century he was one of the foremost balloonists and parachutists in this Country. He was a friendly rival of the Spencer brothers of Highbury as manufacturers of balloons and parachutes, and they shared the Banqueting Hall at the Alexandra Palace which had become a workshop for the aeronauts.

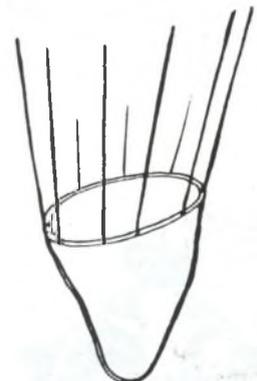
The Spencer brothers and M. Gaudron had their individual teams of parachutists, usually four men (who also flew the rightaway balloons and were thus styled 'Captain') and four women, always attractive with trim figures! The principle of parachuting was the same: the

parachutist held to the parachute with both hands, and a 'sling' made of webbing rose between the legs to help take the weight of the body.

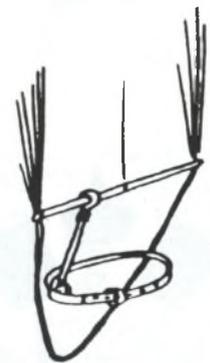
Trapeze bar as used by Gaudron, and hoop used by the Spencers.



Gaudron's bar with sling



Spencer's hoop with sling



Gaudron's bar, sling and belt

The Spencers, however, used a hoop, whilst Gaudron used a trapeze bar to cling to. The only 'safety' device was a belt attached to the bar or hoop but it was never put to the test and seldom worn, except to placate a particularly nervous public! In fact it caused problems, as there was no quick release in an emergency.

Monsieur, Captain or Professor Gaudron, as he was variously called, did not confine himself to manufacturing or parachuting purely for gain

- he had many interests and technical and academic abilities of a high calibre. His inventive powers were such that he foresaw the use of propane gas in the modern hot-air balloon when he wrote to Flight in 1912 and described a "bottled gas furnace"!

To celebrate and commemorate the Coronation of King Edward VII and Queen Alexandra, and in conjunction with Dr.F.A. Barton of Beckenham, they operated a "Balloon Post". Postcards depicting the King and Queen, and issued as Coronation souvenirs, were overprinted with the words "Despatched from the Clouds by Balloon Post, Coronation Day, August 9th 1902. These were sold to the public and packed up in parcels of 100.

In the basket of their rightaway balloon Dr. Barton and M. Gaudron became airborne in the afternoon of Coronation Day, and at intervals during their cross-country flight,



The first Balloon Post – Coronation souvenir postcards overprinted "Despatched from the clouds", 1902.

they threw overboard packets of cards firmly attached to miniature parachutes. The finders were asked to take them to a Post Office, for normal delivery of the enclosed cards. The flight, which began at 4 p.m., took them to Dover and then over to France, landing somewhat abruptly at the water's edge near Calais, soon after 9 p.m.

Monsieur Gaudron and Dr. Barton were to team up again, at the Alexandra Palace. Dr. Barton was commissioned by the War Office to build a dirigible airship. M. Gaudron being responsible for the 180-foot long balloon section, with a capacity of 230,000 cubic feet. Completed in 1904, and after only a few flights, it was unfortunately destroyed in 1905.

Gaudron's most outstanding feat, however, was in 1908, when he broke the existing British distance record. He built the 'Mammoth' balloon (the largest in the country at the time) with a capacity of 108,000 cubic feet for the express purpose of breaking the world distance record.

Although his first attempt in 1907 was not successful, due to bad weather, he did break the British distance record held by Charles Green who had travelled 480 miles to Nassau in 1836, by reaching Brackan in Sweden, a distance of 703 miles.

The following year, in 1908, a second attempt was made, with Mr. C.C. Turner, a journalist and representative of the "Daily Graphic", and Capt. E.M. Maitland, an enthusiastic balloonist, ultimately an Air Commodore in the RAF, and a keen parachutist!

From the Crystal Palace they crossed the coast of Margate to enter Belgium near Ostend, and then on over Antwerp, Dusseldorf and Berlin. The following day they continued to make good progress at heights varying from 6,000 to 10,000 feet at about 30 m.p.h. By late afternoon it became colder by the minute, 17° of frost being registered, and the bags began to freeze. As they started to descend snow collected on the balloon, and an horrendous tussle with the elements ensued.

At nightfall the Mammoth (also known as the "Daily Graphic") crossed the Russian frontier from where it was fired on by an over-zealous sentry. With a steady fall of snow, ballast became frozen and control of the balloon was increasingly difficult. Rising suddenly to 17,000



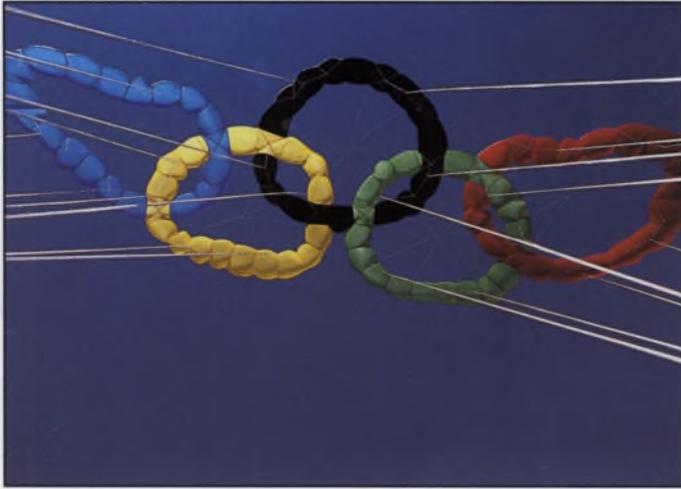
Gaudron, Turner and Maitland setting off on their long distance record-breaking journey to Russia in 1908.

feet, the tired and frozen aeronauts made their final descent. They crashed into a forest, then were seized by the wind and lifted again, only to be dashed once more to the ground. The basket was dragged along over snow and ice and eventually it was turned upside down, entrapping the three men.

They had landed at Mateki Derevni in the province of New Alexandrovski, a distance of 1,117 miles. They had not broken the world record of 1,197 miles, held by the Comte de la Vaux, but Gaudron had broken his own British Record. For this he was awarded the Bronze Medal by the Aero Club of Great Britain.

To conclude the first of these two articles, let us pay tribute to André-Jacques Garnerin who introduced the parachute to the world in 1797, and salute John Hampton, the first British parachutist 150 years ago, Thomas Baldwin who brought the limp parachute to this Country, little realising that 100 years later the crowds would be applauding not just the descent of a parachutist, but the skilful art of relative work in freefall and accuracy in landing, and finally, Auguste Gaudron who broke the British (and his own) long distance record by balloon 80 years ago.

LANDING THE RINGS



It's 48 feet across, it takes a day to pack and as Steve Clarke proved, it is landable. Dick Gays who gave everyone a shock with the "Wally Canopy" has now added the "OLYMPIC RINGS PARACHUTE".

Several jumpers have tired their "luck" including George Best, Mark Greenfield, Paul Applegate, Roger Brown, Dick Gays, Pete Reynolds and myself. The problem is it mals approximately 50% of the time.

A static line descent from 9000 ft can be quite memorable. The ride can be wild and the feeling of utter helplessness is always with you. We talked about landing it in water. At 3000 ft we all chopped it and opened a square. All that is apart from Steve Clarke who was "The bravest of the brave". When faced with the choice of two handles, Steve pulled the wrong one! "Hang on a minute that was Richard Branson. Well yes he was another one!" I watched Steve pull the cutaway pad ready to "snap" him but nothing happened. I flew alongside and enquired the problem. "I think I've pulled the wrong pad!" "Well pull the other one, pull them all, open your reserve," I yelled with rising consternation. "I'm going to land it," yelled Steve.

Down on the ground the drama was mounting. "Steve, it's about time you chopped it,,," muttered Skippy under his breath. "Steve, if you take that much lower....Steve if you land that, I'll buy you a beer." And he did!

Story and Photos by Leo Dickinson

"The Rings in Spain fall mainly in the Sea" 20 way Olympic Ring Dive at Ampuriabrava, host of next year's World Parachuting Championships.





For eight minutes 100,000 people watched 79 skydivers perform a unique display. The audience Worldwide was over 2 billion people. The show went off without a hitch. The question is can Roland Hilfiker, owner of The School of Human Flight in Ampuriabrava Spain, persuade the Barcelona Officials to repeat the invitation at the next Olympics and get our sport accepted as an exhibition event?

OLYMPIC RING SKYDIVE opening the 24th Olympiad in Seoul KOREA. Photo by THE CANON CAMERA TEAM consisting of Norman Kent, Tom Sanders and Ken Crabtree.



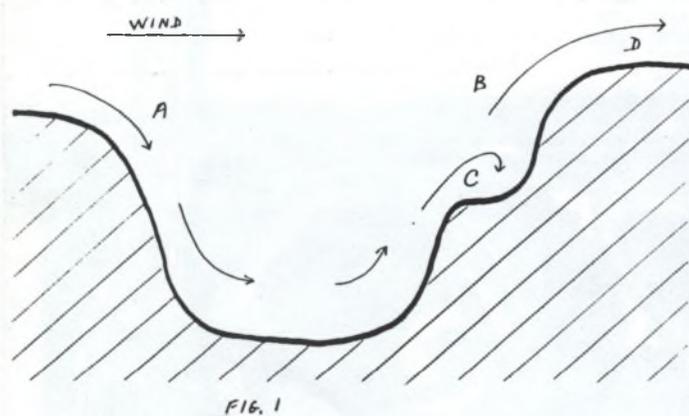
HILL SOARING

Peter Moran

The relatively new sport of Parapente, (pronounced para-parnt), started in France in 1978, the first French parapente club being established at Mieussy in May 1979. Using canopies designed specifically for the sport parapenters soar the mountain air currents for miles along the Alpine valleys of France, Switzerland and Austria.

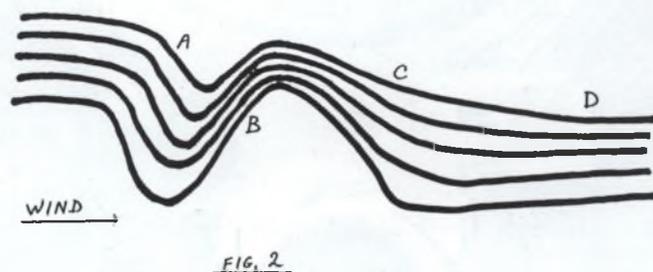
The canopy is spread out on the ground behind the parapenter who stands facing into wind on the gentle downward slope of a hill, or preferably a mountain. Then with the canopy flying and half a dozen quick paces into wind the parapenter is airborne.

Now he/she can exploit the hill soaring techniques of the glider pilot and take off on an almost silent cruise along the Alpine valley, from peak to peak, remaining airborne for several hours. The basic principle is to recognise where there is likely to be an upcurrent, get into it, and use it to gain height. Figure 1 shows some of the characteristics of mountain air currents.



The wind blowing across the valley from left to right in the diagram produces curl over at 'A'. At 'B' following the cross-section contour of the valley the air is rising and produces lift. At 'C' where the slope levels out before climbing again there is likely to be curl over and possibly a zone of still air. Meanwhile the rest of the air current is rising to 'D' where following the contour of the hilltop it blows horizontally again. The trick is to avoid the sink and exploit the lift.

Now consider the situation when the wind blows along rather than across the valley, figure 2. At 'A' the contours show a gradual slope and a good take off spot where there will be lift. At 'B' the hillside is on the wind shadow and because of the close spacing of the contours there could be horrendous sink and turbulence. At 'C' the airstream will be rising again. At 'D' there will be no lift, just a horizontal passage of air. To fly the gap from the first slope and reach 'C' enough height must be



BY PARACHUTE

gained to 'A'. To fly against the wind from 'C' across the gap back to 'A' even more height is needed plus as much speed as the canopy will give to arrive at 'a' and avoid the sink, the 'clutching hand', at 'B'.

Figure 3 shows the danger area on top of a ridge. The rising air will level out at the top before plunging down on the lee side of the ridge. 'X' marks the start of the 'no go area'. Behind 'X' an imaginary line drawn along the crest of the ridge the air is flowing horizontally providing no lift, at a speed that may exceed the forward speed of the canopy. The pure arithmetic of the situation then allows of only two possibilities; a landing on the top, or a very rapid descent down the other side of the ridge.

Thermal currents can also be exploited once enough height has been gained from the initial hill lift. The technique here is to circle within the bubble of warmed, rising air and if the vertical speed of the thermal is greater than the sinking speed of the canopy the parapente will rise. Small, lightweight variometers are available to detect the lift from the thermal. Do not circle at less than 200 feet above the hill and never turn your back to the wind until you are well away from the hillside.

Parapentes come in aspect ratios varying from 2:1 to 3:3, the JMB canopies starting at 2:8. The higher the aspect ratio the better for hill soaring. There are larger

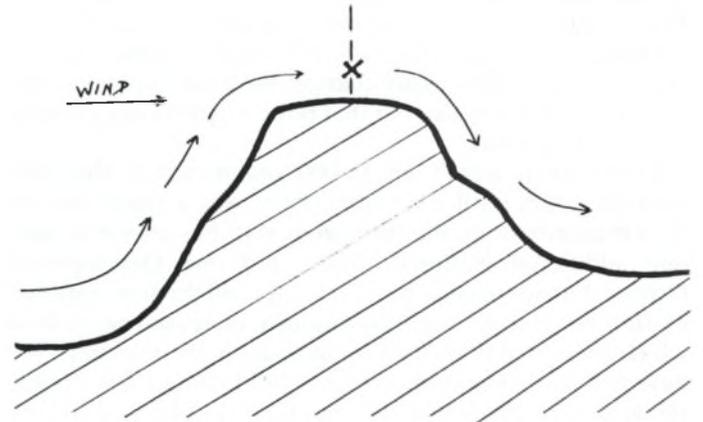


FIG. 3

canopies for training purposes, 'Biplace' (2-place).

Parapentes can be hired at Chamonix for Fr300 (£30) per day and the télécabine will transport you up the mountainside for about £3. There are two launching sites not far from the chalet where refreshments are available. It makes a change to go up instead of down, but watch out for those cable car wires.

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To: All BPA Members

Dear All,

By the time you get to read this I shall, regretfully, have left the employ of the Association. The reasons for this have been minuted and published so I'll not bore you with detail.

In the ten years during which I tried to administer the Association's affairs many changes have taken place, some good some not so good, but that is the way with any growing and changing sport.

In 1978 there were some 16,000 total members, this grew over the years until 1985 when there was a grand total of 52,000 members. In that time your staff has grown by two, one additional National Coach and one Development Officer, but administratively there are still the same number of staff to deal with the enormously increased work load which emanated from the vast increase in membership. We have had some admin success, in 1984 I managed to double the grant aid the Association received, and latterly a much sought after project was accomplished, namely the disposal of the Kimberly House lease and purchase of your own HQ Building. Though a large outlay to begin with, the property has and will continue to accrue in value and thus be an excellent asset for your Association.

Though I appreciate that all every member wants is to get on with their sport with the minimum of hassle from the office, I would ask that you support your elected Council and make use of the staff at the BPA office.

Your Council do have a very difficult, voluntary, job to do because it is never possible to please everyone all the time, whilst your employed staff at the BPA HQ do work tremendously hard on your behalf, from the basic task of getting your memberships etc. out to you, through to ensuring that the skies around your drop zone are kept open for you to use.

On a final note I'd like to say that though I have from time to time not seen eye to eye with Council, Drop Zone Operators and on occasion members, I have enjoyed my 10 years working for the membership of the Association, and would take this chance to wish everyone, new and old members alike all the very best for the future.

Blue Skies,
Yours,
Chas Port
BPA No: 076807

10 October 1988

CIP CONTESTS 1988

The Committee Internationale Parachutiste (CIP) have announced the launch of two cash prize Competitions.

1. NEW NAMES FOR COMPETITIVE DISCIPLINES

CIP are looking for suggestions for the re-defining of our various Competitive Events. The intention is to find names that more readily describe the Events to the Media and General Public. The Title "Relative Work" for instance, means nothing to non-jumpers, perhaps 'Formation Free Fall' would be more apt?

Alternate names for Relative Work, Canopy Relative Work, Style and Accuracy are being sought.

2. CIP LOGO

The CIP would like a suitable logo design that would best represent the Committee's International Sport Parachuting Image. Please note that the intention is to rename the body :- International Parachuting Committee (IPC).

Submissions for these competitions should be sent to: Rob Colpus UKCIP Delegate, The Airfield, Headcorn, Kent TN27 9HX

Rob Colpus
UK CIP Delegate

1988 COUNCIL ATTENDANCE FIGURES

	COUNCIL	FINANCE	COMPETITION	DEVELOPMENT	STC RIGGERS	
	7	5	5	3	7	6
Andrewes T.	5		4	1	1	
Crocker J.T.	7	1		2		
Curtis H.J.F.	6	5			7	6
Dixon C.N.	2	(Resigned due to work commitment at RAPA)			1	
			(4)	(2)		
Dixon Susan	5				2	
Douglas G.	3					
Eversfield S.	7	4	5	3		
Hickling D.T.	6	3		3	5	
Howerski D.L.	5				5	2
Knight A.G.	6				7	6
Lambson P.	4		3		5	2
Lines J.K.	7	5		1	2	
Meacock W.J.	5					
Noble K.	5				4	
O'Hara G.	5			2	3	1
Steele J.H.	4	2				
Thomas J.L.	7		1		6	5
Treble S.	5		5			



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BOOKING A SKYDIVING RECORD

After nearly two years of parachuting I decided I would like to make an attempt at an hour's jumping record for the Guinness Book of Records and at the same time raise money for the Great Ormond Street Hospital for Sick Children. Hopefully £500 plus will have been raised.

I spoke to my C.C.I. Arthur Collingwood of the A1 Sky Diving Club and due to my age (52) was advised to obtain a Medical Certificate which my doctor gave with the remark that although my body was sound, he wasn't so sure about my mind!

I then approached Dave Harrison and Phil Sullivan the club owners for their approval. It was agreed and set for Tuesday 26th July, unfortunately it was far too windy all of that week. On the morning of Tuesday 2nd August the weather proved ideal, so wheels were set in motion. Three independent witnesses were obtained, the necessary support team rounded up, Anglia TV were informed and after obtaining insurance cover for their camera crew arrived and were equipped with parachutes.

The A1 Sky Diving Club provided the Twin Piston Islander and sixteen Irvin Sky trainers which were lined up ready for use.

The first few lifts were a little slow due to the extra weight of the camera crew who after four lifts were pleased to leave the plane, as the pilot Stuart Aitcheson was having to bank the plane hard and fast in order to beat me to the ground.

All went well until Eddie Norris thought I needed a drink and scrambled in the doorway with a gallon of water which shot all over Arthur and swamped the floor where I was sitting (Eddie your heart was in the right place, but the water wasn't).

Safety was not sacrificed for speed, my kit was fitted and checked each jump by Arthur and myself. At the end of the hour fourteen jumps had been completed and I must confess to feeling a little sick.

The whole event was filmed by a camera fixed under the aeroplane wing by Kevin Hughes who also filmed from the ground, all of which has been sent with a log book to the Guinness Book of Records.

Pat Hammond
C7997



Left to right.

Jim Prescott, Phil Sullivan, Dave Hishon, Stuart Aitcheson, Roger Buckle, Arthur Collingwood. Fran Buckle, Pat Hammond (myself!), Eddie Norris, Kate Lewers and Dave Harrison sitting in the club's twin Otter.

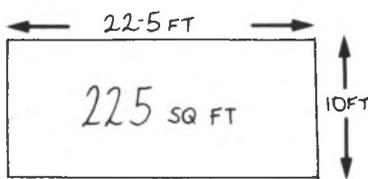
An Introduction to Aerodynamics

So far in this series we have looked at theoretical explanations of how a ram air canopy works, and how to correct some common handling problems.

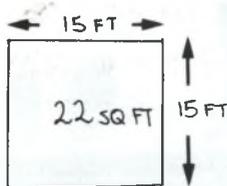
In this final part, we will look at design factors - why the flight characteristics of one canopy can be so different to those of another.

ASPECT RATIO

The major design factor affecting the performance of a canopy is the ratio of wingspan (wing tip to wing tip) to wing chord (nose to tail), or aspect ratio.



1 - HIGH ASPECT RATIO

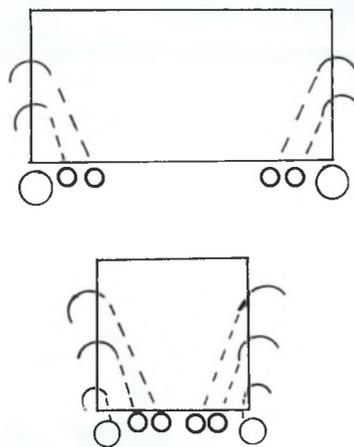


2 - LOW ASPECT RATIO

Both these canopies have the same surface area, 225 square feet, but there is an obvious difference in shape. The one on the right has a low aspect ratio of 1:1 - dead square. The one on the left has a high aspect ratio of 2.25:1. Although sailplanes and similar aircraft use much higher aspect ratios (30:1 is quite feasible) you can't go much higher for a parachute without running into engineering problems. Theoretically of course you could build a 225 sq.ft. canopy with a wingspan of 225 feet and a chord of 1 foot - an aspect ratio of 225:1 but it would probably never open and would be ridiculously unstable if it did. In Part 1, we looked in detail at the forces acting on a canopy in flight. Let's now consider what difference it makes if the shape of the canopy is changed.

Speed

Canopy 1 has a greater frontal surface area so, all else being equal, it will generate more FORM drag than canopy 2. However, the difference in shape makes a considerable difference to the pattern of INDUCED drag.



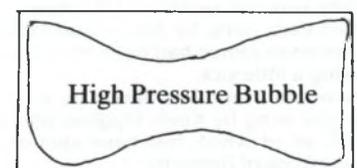
We saw in part 1 that induced drag was caused by the wingtip vortex creating more vortices along the trailing edge, strongest at the end cell and getting weaker towards the centre. As is shown in the diagram, canopy 1 (High AR) has an area in the centre of the trailing edge with little or no induced drag vortices, whereas canopy 2 (Low AR) is affected along virtually the whole of its trailing edge. Increasing the aspect ratio therefore, reduces the value of induced drag. To summarize, Canopy 1 (High AR) creates slightly more form drag but a lot less induced drag than canopy 2 (Low AR) - overall a big reduction in the drag coefficient and therefore it will be quite a lot faster.

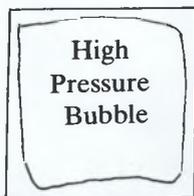
Stall

In part 2 we discussed in detail the sequence of aerodynamic events from full brakes, through the sink and into a steady state stall. This sequence is the same whatever the aspect ratio, but there will be a big

difference in feel from the jumpers point of view, with different aspect ratios. When canopy 2 drops into the sink, the high pressure bubble beneath the canopy has a lot of growing to do before it reaches the nose, so there will be a relatively long time delay between sink and stall, making it easy for the jumper to realise what is happening and interrupt the sequence before the stall occurs. Also, because the wingspan is relatively short, the tail is pulled down quite evenly across its whole width, making the bubble fairly even. When the bubble pops out the front to cause the stall, it will do so evenly across the whole width of the nose, making the stall quite stable.

Canopy 1 having a relatively short wing chord, as it enters the sink the bubble has only a short way to go before it reaches the nose, so the transition time from sink to stall will be quite short, making the stall more difficult to predict. If the aspect ratio is high enough, the transition time will be so short that the jumper may not even feel it, let alone have time to do anything about it, so the canopy appears to go straight into the stall with no transition through the sink at all. Also, because of the wide wingspan, there is an area in the centre of the tail which is less distorted by application of brakes than the area towards the end cells. As the pressure bubble forms, it will be more intense beneath the end cells than in the centre, where some of it can escape backwards, so as the canopy stalls, the end cells will stall first. The end cells being more stalled than the centre causes distortion to occur, with the end cells folding backwards towards each other, making the developed stall unstable with a high descent rate.





View from beneath showing High Pressure Area In The Sink

Turn Response

This is a simple matter of leverage - the longer lever you have, the more force you can exert. The higher the aspect ratio, the more distance between the centre of the canopy and the area of the tail distorted to cause the turn. More leverage, therefore a faster turn rate. Also, the higher the aspect ratio, the greater difference in speed between the end cells in the turn so, as we discussed in part 2, the greater the bank angle and therefore the greater increase in speed and descent rate in the turn.

To summarize, a canopy with a low aspect ratio will have limited forward speed and its turns will be comparatively slow and flat. On the other hand it will be stable on deep brakes and will have a predictable and controllable stall. A high aspect ratio canopy will have lots of forward speed and exciting turn performance, but will have an abrupt and unpredictable stall and will be unstable on deep brakes. Obviously an extreme design at either end of the scale will only appeal to specialists - ultra low AR canopies will only appeal to accuracy freaks and ultra high AR canopies will only appeal to Dave Morris. Most of us want something in between - exactly where in between our individual choice occurs depends mostly on its aspect ratio.

The designer can modify some of the effects of aspect ratio if he wishes, by changing some of the other design specifications. For instance, say he wanted to retain the low drag coefficient of a high aspect ratio canopy, but did not want radical turn response; for instance if he

was building a reserve canopy. He could reduce the number of steering lines, so distorting a smaller area of the tail to create the turn (P de F Minimax). He would fit steering lines towards the centre of the tail instead of at the end cell, reducing the leverage available to cause the turn (Para Flite Swift).

Angle of Incidence

We mentioned in part 1 that the Angle of Incidence, the angle at which the canopy is inclined to create forward movement, is a critical part of the design. The designer can reduce it deliberately if he wishes, and this would have the effect of reducing forward speed and making the stall more predictable, while still being able to retain a relatively high aspect ratio - an ideal state of affairs for a novice square jumper. This method is used on canopies such as the Manta and Drakkar.

WING SECTION

We saw in Part 1 how deep section wings work best at allow speed, and thin wings work best at high speed. The canopy designer will therefore look at what sort of speed his machine will mostly be flown at, and then use an appropriate aerofoil section. If he is building a canopy for relative workers who want high speed, he will use a thin aerofoil. If he is building an accuracy canopy where low speed stability is important, he will use a deep section aerofoil. Aerofoil design is an extremely complicated part of design, with theory men constantly trying to increase lift without increasing drag. The current range of Parachutes de France canopies, Contact, Drakkar, Mini-Surfair etc. probably represent the current state of the art as far as parachute aerofoil design is concerned - although they aren't too special overall, the pure aerofoil performance, in terms of lift:drag ratio, is tremendous; the result of a large amount of government funded research into low speed aerofoil performance.

It is exciting to wonder how fairly recent innovations in aircraft wing technology may be incorporated into future parachute design - swept and delta wings, variable geometry or swing-wing, leading edge slats, anti-stall vents etc; and to wonder what improvements in fabric technology and engineering design are coming, making our parachutes more reliable, smaller in pack volume and more aerodynamically efficient.

Barely a decade ago the only ram-air jumpers were the crazies on Hornets and Notre Dame Foils and the design limit for sensible jumpers had been reached with the Para-Commander. The most important thing we have learned since then is that in just about all aspects of parachuting, including canopy design, there are temporary obstructions to progress - there are no limits.

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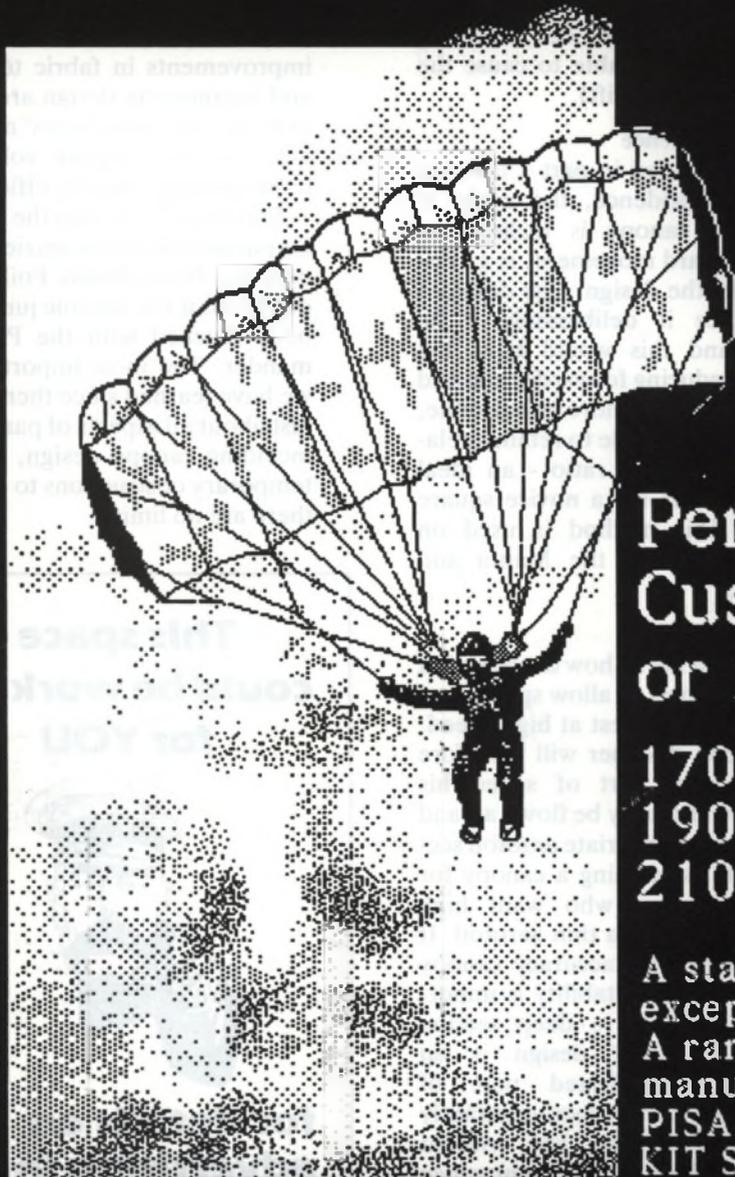


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The 47 way on the afternoon of Saturday 16 July 1988

THE RECORD BREAKERS

Having seen many pictures of large RW formations which contained a mixture of rigs and suit colours I decided that it would be a lot more impressive if everyone was wearing the same gear. So that's how the idea for the Combined Services Freefall Exhibition Team got started. The International Airshow being held at the Army Air Corps Centre Middle Wallop in July seemed like an ideal location so that the record would be broken above a crowd of 50,000 or so. It seemed fairly simple at first; get 50 people who would buy the same gear for a few days training and 4 record attempts, not particularly difficult at least that's what I thought.

I suggested the idea to a few people at Netheravon early in February and over several cups of coffee with Steve Taylor, Mike Smith and Chris Schofield we came up with a list of those that we thought could handle a 50-way. From the beginning I decided to keep the load all military because it is a while since the services held the RW record and because getting civilians onto military aircraft is about as likely as finding life on the sun.

I wrote to all the jumpers to see if they were prepared to make the financial commitment. The response was staggering and only 5 would not take part and 3 of those were because the Red Devils would not release anyone from dis-

play commitments. With no shortage of experienced jumpers as word got round the reserve list grew to 30.

Aircraft were requested from the 3 services: a Lynx, a Sea King and a Chinook, and the response was excellent...until I asked for 15,000ft. That was when there was a lot of sucking of teeth and leafing through rule books. The Army and Navy would not clear their aircraft above 10,000ft which is a bit tight for a 50-way. The RAF cleared their Chinook for 14,000ft which was promising so I asked for another one so that there would be sufficient capacity for 50. They agreed but only for the display days which left us with only one for the practice days and therefore no practice 50-ways before the displays.

It was not possible to use Middle Wallop for the training days so the operation was moved to the Silver Stars DZ at Colerne. And that's where 50 jumpers, 6 boxes of rigs, a box of hats and 7 sacks of jump suits arrived on 12 July. A mass rigging and packing session followed in the midst of a suit fitting party. One of the suits had found its way into the wrong bag and Andy Guest drew the short straw. He looked like something from the wing war days until a few suits were swapped to reach a compromise.

Photographs by Simon Ward/Leo Dickinson/Arthur Gibson



The "Fab 50"

BASE

1. Cpl Barry Henderson	RAF	2200 Jumps	18 Hrs Freefall
2. Sgt Ali Wright	RAF	800 Jumps	9 Hrs Freefall
3. SSgt Dick Kalinski	AAC	2000 Jumps	18 Hrs Freefall
4. Maj Ian Rosenvinge	RE	1600 Jumps	14 Hrs Freefall
5. Cpl Bob Scoular	RM	1600 Jumps	15 Hrs Freefall
6. Sgt Dave Emerson	RAF	2500 Jumps	25 Hrs Freefall
7. Sgt Gerry Keeble	RAF	2500 Jumps	23 Hrs Freefall
8. SSgt Steve Clark	RE	1600 Jumps	14 Hrs Freefall
9. WO2 Dave Ritchie	REME	2300 Jumps	17 Hrs Freefall
10. Pte Eddie Carroll	PARA	2500 Jumps	23 Hrs Freefall

FIRST WAVE

11. Cpl Andy Cole	RE	800 Jumps	8 Hrs Freefall
12. Flt Sgt Steve McBrine	RAF	5500 Jumps	48 Hrs Freefall
13. Sgt Phil Judd	AAC	800 Jumps	12 Hrs Freefall
14. Cpl Paul Applegate	REME	3300 Jumps	44 Hrs Freefall
15. Lt Mike Wills	RM	2000 Jumps	16 Hrs Freefall
16. Sgt Mark Sheridan	PARA	3800 Jumps	35 Hrs Freefall
17. Sgt Nish Bruce	PARA	1800 Jumps	19 Hrs Freefall
18. Sgt John Henny	RE	1500 Jumps	14 Hrs Freefall
19. LBdr Tony Simpson	RA	900 Jumps	7 Hrs Freefall
20. Sgt Steve Thomas	RAF	2200 Jumps	20 Hrs Freefall

SECOND WAVE

21. WO2 Pete Lambson	RM	1900 Jumps	20 Hrs Freefall
22. Cpl Carol McIlwee	WRAC	1000 Jumps	11 Hrs Freefall
23. Cpl Kev Goode	RM	1100 Jumps	8 Hrs Freefall

24. LBdr Keith Duncan	RA	1000 Jumps	8 Hrs Freefall
25. Sgt. Sean Hutchinson	RAOC	2000 Jumps	22 Hrs Freefall
26. Sgt. Bob Ames	REME	1500 Jumps	16 Hrs Freefall
27. Sgt. Pete Guest	RM	2000 Jumps	17 Hrs Freefall
28. Cpl Taff James	RM	2100 Jumps	14 Hrs Freefall
29. SSgt Bob Scott	R SIGS	2500 Jumps	26 Hrs Freefall
30. Cpl Phil Rudd	RM	1700 Jumps	11 Hrs Freefall
31. Capt John Horne	REME	2500 Jumps	28 Hrs Freefall
32. Sgt Pete Reynolds	RAF	4000 Jumps	41 Hrs Freefall
33. Sgt Nige Rogoff	RAF	2300 Jumps	28 Hrs Freefall
34. CSgt Chris Schofield	RM	1500 Jumps	10 Hrs Freefall
35. Cpl Andy Grice	REME	2000 Jumps	15 Hrs Freefall
36. Cpl Bob Sturtivant	RM	2000 Jumps	15 Hrs Freefall
37. Mne Dave Payne	RM	1800 Jumps	14 Hrs Freefall
38. Flt Lt Graeme Henderson	RAF	1400 Jumps	17 Hrs Freefall
39. Wg Cdr Dave Williams	RAF	1600 Jumps	20 Hrs Freefall
40. WO1 Jamie Jamieson	REME	1500 Jumps	14 Hrs Freefall

THIRD WAVE

41. Cpl Steve Taylor	RAF	2200 Jumps	24 Hrs Freefall
42. Cpl George Best	LI	2000 Jumps	17 Hrs Freefall
43. Sgt Dane Kenny	PARA	4700 Jumps	40 Hrs Freefall
44. Maj Tim Mace	AAC	2000 Jumps	25 Hrs Freefall
45. Sgt Mark Greenfield	CHES	1100 Jumps	11 Hrs Freefall
46. Sgt Nick Harrison	RA	1700 Jumps	15 Hrs Freefall
47. Maj Mike Smith	REME	3000 Jumps	31 Hrs Freefall
48. Sgt Pete Gallagher	AAC	1300 Jumps	16 Hrs Freefall
49. Mne Andy Guest	RM	2200 Jumps	19 Hrs Freefall
50. LCpl Nige Allen	RE	800 Jumps	7 Hrs Freefall

TOTAL	100100 Jumps 952 Hrs Freefall
AVERAGE	2002 Jumps 19 Hrs Freefall

At 9.00am the next day two Lynx arrived for the Army Air Corps and Silver Stars teams to do training jumps and we waited patiently in our new jumpsuits for the Chinook to arrive. It didn't. Bad weather at Odiham had forced it to take off late and then it had developed an electrical fault and had returned to be fixed. With the Lynx already there, the opportunity was taken to try out the suits with a few 6-ways, some from altitude but most from around 4000ft.

The Chinook finally arrived late in the afternoon with enough fuel for 6 lifts. Working in three groups: the tall and heavies, the mediums and the small and lights, everyone did 2 jumps. Some of the tall were quite light and some of the smalls were quite heavy but it didn't seem to matter. All the groups had 2 reasonable dives and it got everyone used to the suits and the aircraft.

By 9.00am the next day the Chinook had arrived and so had the weather; low cloud and strong winds with no likelihood of an improvement during the day. It had been planned to do a complete day of 25-ways but that looked increasingly unlikely as the day wore on. It was during one of the endless coffee breaks that I received a phone call that threatened to stop the whole thing. A hitherto unheard of section of the Ministry of Defence had decided that although the aircraft was cleared to 14,000ft the jumpers could not go above 12,000ft and that we must have an official RAF DZ party on the ground and an RAF dispatcher in the aircraft before we could jump. However they did confirm that we could use BPA approved equipment, do our own packing and checks and that once we left the aircraft we would be on the normal BPA insurance. Thankfully No 1 Parachute Training School at RAF Brize Norton had also been alerted to the problems and very quickly sent us the required personnel who arrived by lunchtime and stayed with us for the next four days. They were incredibly helpful and as keen to see the record achieved as the rest of us. The rest of the day was a washout.

Friday was programmed as a press day for the Airshow so after a couple of good two point 24-ways we flew to Middle Wallop to do 30-ways for the TV and newspapers. The last 6 jumpers of each 24-way joined the opposite group to make it 30 and these were probably the smoothest and fastest dives of the week. In clear blue skies over the show we held each 30-way for a good 15 seconds and got ourselves on the 6 o'clock News, thanks to Captain Gemma Fesemeyer; the TV Liaison Officer for the Airshow.

Saturday morning looked perfect at 8.00am but the cloud gradually thickened and when we ran in at 11.00am for a 47-way it was down to 10,600ft in drizzle. The height got a few people overramped and the whole thing was rushed with some very hard dockings but we still managed 45 with two people low. The grey sky behind us gave the 50,000 crowd an excellent view. The weather got the better of us for the second attempt so we cancelled and made for the beer tent like everyone else.

Sunday morning was a bit hazy but looked like giving us the altitude and now that we had all 50 jumpers we went back to the original plan for the first attempt at 50. Above the haze layer it was clear blue skies and when we left the aircraft at 12,000ft the sea of blue bodies was spectacular. It built to 47, not bad for a first attempt.

We were due to close the show at 5.35pm with the second attempt plus a one final attempt if we didn't make it this time and with 100100 jumps and 962 hours freefall between us we knew we could do it. The atmosphere in the aircraft was electric. A perfect exit from both aircraft left the last out with very little diving to do and the three waves were set up almost as the 10 way was complete. The discipline was excellent and the last wave started moving in at 8000ft. Nige Allen



Exit from the left hand (trail) Chinook prior to the 50.

took the hero slot, I suspect deliberately, and docked fiftieth at 6000ft and we held it to 4500ft with Leo Dickinson and Simon Ward filming from above and Arthur Gibson from below. Everyone was concentrating on their opposite number so much to keep the formation flat that even after we had landed there were still some who didn't know that we had done it. Sue Dixon and Pete Halfacre had kindly agreed to be there and had judged it from the ground and from our shouting in the formation the crowd knew we had it as well. Two barrels of beer kindly donated by our only sponsor: Bunces Brewery of Netheravon, provided refreshment whilst we gave the Chinook crews a send off they would remember. All 50 jumpers stood applauding as they started up and flew back to Odiham.

The whole project came up against problems during the planning stages and on the day but we would like to thank the following for their invaluable assistance. Colonel Richard Abbott, Commandant of the Army Air Corps Centre, for his continual support throughout the project, Lieutenant Colonel The Lord Roland Castlemaine and Time Prince for being flexible enough to allow at least two attempts a day, Major Arthur Gibson for his endless letter writing to the various authorities, Sergeant Geoff Chandler for allowing us to use his DZ for practice, Major Alan Wiles, Lieutenant Jim Lawton, Warrent Officer Geoff Palmer and Sergeant Clive Wadsworth for flying the Lynx when we had no Chinook and the Bexhill-on-Sea branch of Lloyds Bank for lending us the money in the first place.

It would not have been possible without the excellent flying of Squadron Leader Bob Holden, Flight Lieutenant Barry Hobkirk and their crews from RAF Odiham and the enthusiastic and professional attitude of the DZ Detachment of Squadron Leader Roger Nicholl, Flight Lieutenant Mark Smith, Flight Sergeant Bob Souter, Sergeant Simon Perry, Sergeant Dave Hart and Sergeant Dave Wood from RAF Brize Norton.

Finally it would not have happened at all but for the commitment of 50 military skydivers to putting £400 each into the attempt. The British record now stands as a colour coordinated 50-way from 12000ft and if someone wants to beat it they will need a good bank manager.

Tim Mace

1988 BRITISH ARMY PARACHUTE CHAMPIONSHIPS

The Army Championships held at Netheravon attracted 113 competitors forming 19 teams including teams from Germany, Spain and the Sultan of Omans Parachute Regiment. One competitor travelled all the way from Hong Kong to enter - well done Charlie Wong. The judges also had an international flavour by the appearance of Ewa Persson FAI from Sweden, Jan de Graaf FAI from Holland and of course Annie Killeen from New Zealand.

Pete Lambson, as Meet Director and John Laing as Chief Judge did everything they could to ensure we had a meet under the most trying of weather conditions. Five o'clock in the morning does exist after all. Despite the lack of sleep the organisation went as smooth as a swiss clock. The results are posted here. Every event was keenly contested with the exception of CRW where the Golden Lions were outstanding in both the Army and Open Events.

One individual also stands out in the results and that is Tracy Wiles who at 17 with only 240 jumps became the Open Intermediate Style Champion beating 18 soldiers. She was also Ladies Intermediate Style Champion. For a schoolgirl that is some achievement - well done Tracy.

Finally, congratulations to Bdr Les Carroll RA on becoming the Army Style and Accuracy Champion and Gerhard Wagner of the Sportsgruppe Schule German Army for becoming the Open Style and Accuracy Champion 1988.

I would like to thank all competitors for their sportsmanship and safe parachuting and to thank also, the Judges, Recorders, Officials, helpers, Pilots and the Staff of JSPC (N) for a job well done. See you all in 1989.

*Major J. Steele
Commandant JSPC(N)*

Unit Name	Name	Acc Sco	i1	i2	i3
Scottish Division	I. Cessford	2.48	0.65	1.26	0.57
Queens Regiment	I. Cashman	2.62	2.00	0.18	0.44
RAOC	G. Pemberton	2.90	0.88	2.00	0.02
Oman	Saif Said	3.18	1.04	0.14	2.00
RAPC	Coutts Smith	3.59	0.98	0.61	2.00
Queens Regiment	R.B. Fahy	4.05	0.05	2.00	2.00
JSPC(N)	S. Clarke	4.09	2.00	0.09	2.00
30 Sig Regt	A. Allman	4.38	2.00	0.38	2.00
RAPC	Mcllwae	5.04	2.00	2.00	1.04
Royal Navy	S. Jones	5.73	2.00	2.00	1.73
7 Regt AAC	Bramley	6.00	2.00	2.00	2.00

SENIOR STYLE (ARMY)

Name	Unit Name	Sty Sco	S	s1	s2	s3
Carroll L.	Royal Artillery	18.02	M	9.25	8.77	9.02
Andrewes T.	Royal Artillery	20.71	M	10.04	10.67	11.60
Wallace C.M.	JSPC(L)	20.82	F	9.58	11.24	9.19
Ritchie D.	REME	21.25	M	10.04	11.21	12.19
Dixon C.N.	JSPC(L)	22.23	M	10.61	11.62	11.18
Sharp	JSPC(L)	22.26	M	10.48	11.78	11.45
Boardman J.W.	KOB	22.50	M	11.62	10.88	11.86
Cole A.J.	R.E.	24.79	M	12.67	12.12	12.63
Frith J.R.	JSPC(L)	24.84	M	12.80	12.04	14.28
Duncan K.	Royal Artillery	24.91	M	12.00	12.91	12.60
O'Connell	RCT	26.62	M	13.66	12.96	13.39
Chandler J.	RCT	27.05	M	11.05	16.00	11.38
Pemberton G.	RAOC	27.39	M	13.22	14.17	14.37
Pape T.	Royal Artillery	27.63	M	13.64	13.99	15.07
Allen C.	Depot Parachute Regt	28.88	M	13.67	15.21	
Spurr R.	RCT	29.63	M	14.58	15.05	15.78
Grundy P.M.	R.E.	30.60	M	14.60	16.00	
Allen N***	R.E.	30.90	M	14.90	16.00	
Bramley	7 Regt AAC	30.94	M	16.00	14.94	16.00
Ziverts K.	RAOC	31.35	M	15.35	16.00	16.00
Coffey J.	JSPC(L)	32.00	M	16.00	16.00	

DIARY OF EVENTS

COMPETITIONS, BOOGIES ETC. U.K.

24-25 September	10-way Speed Meet	Cranfield
24-25 September	LAC +1 Meet	Netheravon
1-2 October	4-Way LAC	Langar
1-2 October	8-Way LAC (continuation)	Sibson
5-6 November	8-Way/4-Way Scrambles	Langar

INTERNATIONAL COMPETITIONS, BOOGIES ETC

2-9 November	CYPRUS Championships	Cyprus
23-27 November	Thanksgiving Boogie	Perris, California
20-30 April 1990	World POPS Meet	Albury, New South Wales
28,29 & 30 April	Competition days Accuracy, hit & rock, 4-Way RW	Australia

Contact: Bernard Shaw, top pop downunder,
2 Crinigan Road,
MORWELL VIC 3840
AUSTRALIA

TEAM ACCURACY INTERMEDIATE (OPEN)

Name	Acc Sco	i1	i2	i3
R.E. (Blue)	5.23	2.37	2.60	0.26
JSPC(L) B	24.68	12.90	7.72	4.06



SENIOR ACCURACY (Individual) (Open)

Unit Name	Name	Acc Sco	i1	i2	i3
Germany Army	Gerhard Wagner	0.00	0.00	0.00	0.00
Royal Artillery	T. Pape	0.01	0.00	0.01	0.00
JSPC(L)	C.N. Dixon	0.04	0.00	0.00	0.04
Royal Artillery	L. Carroll	0.05	0.02	0.01	0.02
Royal Artillery	T. Andrewes	0.06	0.02	0.03	
Royal Artillery	A. Simpson	0.06	0.04	0.00	0.02
RCT	J. Chandler	0.06	0.01	0.01	0.04
JSPC(L)	R. Ellis	0.08	0.02	0.02	0.04
Royal Artillery	K. Duncan	0.08	0.04	0.04	0.00
Oman	Salim Abdula	0.08	0.05	0.02	0.01
Depot Parachute Regt.	J**Scarrett	0.09	0.00	0.01	0.08
Depot Parachute Regt.	I. Barraclough	0.09	0.02	0.05	0.02
RAOC	K. Ziverts	0.09	0.00	0.09	0.00
Oman	Salim Obaid	0.09	0.00	0.02	0.07
German Army	C. Thiel	0.09	0.05	0.04	0.00
Scottish Division	R. Bannerman	0.10	0.05	0.05	0.00
Spanish Army	M.A. Parades	0.10	0.09	0.01	0.00
RCT	O'Connell	0.10	0.01	0.04	0.05
KOB	J.W. Boardman	0.15	0.08	0.05	0.02
Depot Parachute Regt.	C. Allen	0.17	0.09	0.06	0.02
Spanish Army	J. Ruiz	0.17	0.03	0.06	0.08
German Army	Schiewe	0.17	0.07	0.10	0.00
Scottish Division	T. Mackie	0.18	0.01	0.04	0.13
R.E.	P.M. Grundy	0.19	0.14	0.04	0.01
R.E.	N***Allen	0.19	0.05	0.11	0.03
JSPC(L)	M. Threlfall	0.19	0.02	0.05	0.12
Spanish Army	R. Mate	0.28	0.07	0.09	0.12
JSPC(L)	J. Coffey	0.29	0.00	0.00	0.29
Depot Parachute Regt.	W**Scarratt	0.32	0.15	0.08	0.09
JSPC(L)	T. Coffey	0.32	0.00	0.08	0.24
German Army	W. Fricker	0.32	0.28	0.00	0.04
Queens Regiment	M.P. Ryan	0.34	0.32	0.02	0.00
R.E.	M. Wigg	0.45	0.06	0.09	0.30
R.E.	A.J. Cole	0.47	0.03	0.02	0.42
Spanish Army	J.M. Terry	0.47	0.38	0.00	0.09
RAF DET ABF Aldershot	Floyd	0.47	0.18	0.06	0.23
RCT	R. Spurr	0.54	0.32	0.14	0.08
Depot Parachute Regt	D. Hayes	0.66	0.04	0.48	0.14
Scottish Division	S. Thornton	0.67	0.04	0.38	0.25
JSPC(L)	J.R. Frith	0.72	0.17	0.02	0.53
3 REGT AAC	R. Kalinski	0.83	0.41	0.14	0.28
Spanish Army	P. Rolan	0.84	0.48	0.02	0.34
German Army	G. Wagner	0.86	0.01	0.77	0.08
HMS Centurion	Schofield	0.87	0.71	0.02	0.14
Queens Regiment	D.S. Mayhew	1.22	0.04	1.05	0.13
Oman	G. Lawry	1.34	0.04	0.15	1.15
R.E.M.E.	D. Ritchie	1.38	0.08	0.12	1.18
R.E.	C.J. Wakes	1.55	0.07	1.44	0.04
JSPC(L)	Sharp	1.71	1.65	0.04	0.02
Scottish Division	D. Blyth	1.73	0.50	0.31	0.92
2 RGS	Stafford	1.77	0.33	0.12	1.32
JSPC(L)	C.M. Wallace	1.79	0.09	0.12	1.58
JSPC(L)	D. Card	2.15	0.03	0.12	2.00
Queens Regiment	B. Reader	2.16	0.12	0.04	2.00
R. Sqn	R. Scott	2.19	0.12	0.07	2.00
Queens Regiment	D. Cooper	2.32	2.00	0.07	0.25

TEAM ACCURACY (OPEN)

Name	Acc Sco	p4	t1	t2	t3
Royal Artillery	0.03	0.16	0.08	0.05	
Germany Army	0.31	0.13	0.14	0.04	
Red Devils	0.56	0.15	0.20	0.21	
JSPC(L) A	0.62	0.19	0.04	0.39	
R.E. (Red)	0.85	0.21	0.26	0.38	
Spanish Army	0.95	0.57	0.09	0.29	
Silver Stars	0.98	0.34	0.20	0.44	
Oman	1.42	1.12	0.10	0.20	
Golden Lions	2.34	0.60	0.79	0.95	
RAPA	4.45	0.14	0.37	3.94	
R.E. (Blue)	4.99	2.13	2.60	0.26	
Diks Trainers	7.45	2.92	0.70	3.83	
Flying Dragons	8.32	4.16	1.34	2.82	
Whizz Bizz	8.49	2.87	0.33	5.29	
Dosh	11.62	3.86	4.70	3.06	
Magpies	11.67	4.85	4.07	2.75	
Blue Skies	14.93	2.91	6.02	6.00	
JSPC(L) B	15.12	6.68	4.72	3.72	
Royal Navy	20.58	8.00	6.27	6.31	

TEAM ACCURACY (ARMY)

Name	Acc Sco	p4	t1	t2	t3
Royal Artillery	0.03	0.16	0.08	0.05	
Red Devils	0.56	0.15	0.20	0.21	
R.E. (Red)	0.85	0.21	0.26	0.38	
Silver Stars	0.98	0.34	0.20	0.44	
Golden Lions	2.34	0.60	0.79	0.95	
R.E. (Blue)	4.99	2.13	2.60	0.26	
Flying Dragons	8.32	4.16	1.34	2.82	

INTERMEDIATE ACCURACY OPEN

Unit Name	Name	Acc Sco	i1	i2	i3
R.E.	T.F. Henderson	0.13	0.05	0.00	0.08
Oman	Mohammed Khalid	0.21	0.03	0.06	0.12
R.E.	A. Hawkins	0.22	0.04	0.10	0.08
RCT	Hancock	0.28	0.00	0.01	0.27
JSPC(Cyprus)	A. Callender	1.35	0.77	0.02	0.56
Oman	Mohammed Saif	2.00	2.00	0.00	0.00
R.E.	J. Omond	2.05	0.04	2.00	0.01
R.E.	P. Moore	2.83	2.24	0.50	0.09
JSPC(L)	Rae	3.12	2.22	0.79	0.11
JSPC(L)	Heaton	3.20	0.68	1.17	1.35
JSPC(Cyprus)	R. Hand	5.22	0.14	0.08	5.00
RAOC	K. Tween	5.42	2.54	1.19	1.69
JSPC(L)	Palmer	8.10	5.00	0.76	2.34
Royal Navy	P.D. Smith	8.27	5.00	2.69	0.58
Oman	Khalifa Said	8.97	0.06	4.88	4.03
R.E.	S. Maybury	9.19	4.02	5.00	0.17
JSPC(L)	Booth	10.26	5.00	5.00	0.26
Royal Navy	N.K. Dyer	10.27	5.00	0.27	5.00
R.E.	I. Chapman	10.54	0.54	5.00	5.00
Oman	Mohammed Ali	10.80	0.80	5.00	5.00
R.E.	P. Dodwell	11.07	1.07	5.00	5.00
Army Air Corps	Main	11.17	2.85	5.00	3.32
Wiles	T.A. Wiles	11.25	1.97	4.28	5.00
Queens Regiment	P. Beat	11.43	3.49	5.00	2.94
R.E.	S. Allman	12.99	5.00	2.99	5.00
16 Sig Regt	D. Burgess	14.45	4.45	5.00	5.00
R.E.M.E.	M.C. Smmith	14.59	4.59	5.00	5.00
16 BN RAOC	A.G. Thompson	15.00	5.00	5.00	5.00
Royal Navy	J.K. McClung	15.00	5.00	5.00	5.00
JSPC(Cyprus)	15.00	5.00	5.00	5.00	
R.E.	M.C. Bolton	15.00	5.00	5.00	5.00

INTERMEDIATE ACCURACY (ARMY)

SENIOR OPEN STYLE

Unit Name	Name	Acc Sco	i1	i2	i3	Name	Unit Name	Sty Sco	S	s1	s2	s3
R.E.	T.F. Henderson	0.13	0.05	0.00	0.08	Fricker W.	German Army	16.57	M	8.12	8.45	8.05
R.E.	A. Hawkins	0.22	0.04	0.10	0.08	Carroll L.	Royal Artillery	18.02	M	9.25	8.77	9.02
RCT	Hancock	0.28	0.00	0.01	0.27	Wagner Gerhard	German Army	18.74	M	9.65	9.09	10.53
JSPC(Cyprus)	A. Callender	1.35	0.77	0.02	0.56	Wagner Gerald	German Army	18.88	M	9.02	9.86	
R.E.	J. Ormond	2.05	0.04	2.00	0.01	Thiel C.	German Army	20.23	M	9.28	10.95	9.27
R.E.	P. Moore	2.83	2.24	0.50	0.09	Andrewes T.	Royal Artillery	20.71	M	10.04	10.67	11.60
JSPC(L)	Rae	3.12	2.22	0.79	0.11	Wallace C.M.	JSPC(L)	20.82	F	9.58	11.24	9.19
JSPC(L)	Heaton	3.20	0.68	1.17	1.35	Ritchie D.	REME	21.25	M	10.04	11.21	12.19
JSPC(Cyprus)	R. Hand	5.22	0.14	0.08	5.00	Dixon C.N.	JSPC(L)	22.23	M	10.61	11.62	11.18
RAOC	K. Tween	5.42	2.54	1.19	1.69	Sharp	JSPC(L)	22.26	M	10.48	11.78	11.45
JSPC(L)	Palmer	8.10	5.00	0.76	2.34	Boardman J.W.	KOB	22.50	M	11.62	10.88	11.86
R.E.	S. Maybury	9.19	4.02	5.00	0.17	Obaid Salim	Oman	22.51	M	11.42	11.09	11.52
JSPC(L)	Booth	10.26	5.00	5.00	0.26	Terry J.M.	Spanish Army	23.21	M	11.30	11.91	
R.E.	I. Chapman	10.54	0.54	5.00	5.00	Cole A.J.	R.E.	24.79	M	12.67	12.12	
R.E.	P. Dodwell	11.07	1.07	5.00	5.00	Frith J.R.	JSPC(L)	24.84	M	12.80	12.04	
Army Air Corps	Main	11.17	2.85	5.00	3.32	Duncan K.	Royal Artillery	24.91	M	12.00	12.91	12.60
3 Queens Regt	P. Beat	11.43	3.49	5.00	2.94	O'Connell	RCT	26.62	M	13.66	12.96	13.39
R.E.	S. Allman	12.99	5.00	2.99	5.00	Card D.	JSPC(L)	27.05	F	14.34	12.71	16.00
16 Sig Regt	D. Burgess	14.45	4.45	5.00	5.00	Chandler J.	RCT	26.62	M	13.66	12.96	13.39
REME	M.C. Smith	14.59	4.59	5.00	5.00	Parades M.A.	Spanish Army	27.13	M	13.07	14.06	
16 BN RAO	A.G. Thompson	15.00	5.00	5.00	5.00	Schiewe	German Army	27.34	M	16.00	11.34	
JSPC(Cyprus)	G. Dent	15.00	5.00	5.00	5.00	Pemberton G.	RAOC	27.39	M	13.22	14.17	14.37
R.E.	M.D. Bolton	15.00	5.00	5.00	5.00	Pape T.	Royal Artillery	27.63	M	13.64	13.99	15.07
						Mcllwee	RAPC	28.76	F	14.90	13.86	14.91
						Allen C.	Depot Parachute Regt	28.88	M	13.67	15.21	
						Ruiz J.	Spanish Army	29.06	M	14.59	14.47	
						Spurr R.	RCT	29.63	M	14.58	15.05	15.78
						Threlfall M.	JSPC(L)	29.93	M	14.71	15.22	14.30
						Abdula Salim	Oman	29.99	M	16.00	13.99	
						Mate R.	Spanish Army	30.38	M	14.38	16.00	
						Grundy P.M.	R.E.	30.60	M	14.60	16.00	
						Allen N***	R.E.	30.90	M	14.90	16.00	
						Rolan P.	Spanish Army	30.90	M	14.90	16.00	
						Bramley	7 Regt AAC	30.94	M	16.00	14.94	16.00
						Ziverts K.	RAOC	31.35	M	15.35	16.00	16.00
						Coffey J.	JSPC(L)	32.00	M	16.00	16.00	
						Said Saif	Oman	32.00	M	16.00	16.00	
						Coutts Smith	RAPC	32.00	F	16.00	16.00	16.00
						Coffey T.	JSPC(L)	32.00	F	16.00	16.00	

SENIOR ACCURACY (ARMY)

Unit Name	Name	Acc.Sco	i1	i2	i3	Name	Unit Name	Sty Sco	S	s1	s2	s3
Royal Artillery	T. Pape	0.01	0.00	0.01	0.00	G. Wagner	Germany Army	1				
JSPC(L)	C.N. Dixon	0.04	0.00	0.00	0.04	L. Carroll	Royal Artillery	2				
Royal Artillery	L. Carroll	0.05	0.02	0.01	0.02	T. Andrewes	Royal Artillery	3				
Royal Artillery	T. Andrewes	0.06	0.02	0.03	0.01							
Royal Artillery	A. Simpson	0.06	0.04	0.00	0.02							
RCT	J. Chandler	0.06	0.01	0.01	0.04							
JSPC(L)	R. Ellis	0.08	0.02	0.02	0.04							
Royal Artillery	K. Duncan	0.08	0.04	0.04	0.00							
Depot Parachute Regt	J**Scarrett	0.09	0.00	0.01	0.08							
Depot Parachute Regt	I. Barraclough	0.09	0.02	0.05	0.02							
RAOC	K. Ziverts	0.09	0.00	0.09	0.00							
Scottish Division	R. Bannerman	0.10	0.05	0.05	0.00							
RCT	O'Connell	0.10	0.01	0.04	0.05							
KOB	J.W. Boardman	0.15	0.08	0.05	0.02							
Depot Parachute Regt	C. Allen	0.17	0.09	0.06	0.02							
Scottish Division	T. Mackie	0.18	0.01	0.04	0.13							
R.E.	P.M. Grundy	0.19	0.14	0.04	0.01							
R.E.	N**** Allen	0.19	0.05	0.11	0.03							
JSPC(L)	J. Coffey	0.29	0.00	0.00	0.29							
Depot Parachute Regt	W** Scarratt	0.32	0.15	0.08	0.09							
Queens Regiment	M.P. Ryan	0.34	0.32	0.02	0.00							
R.E.	M. Wigg	0.45	0.06	0.09	0.30							
R.E.	A.J. Cole	0.47	0.03	0.02	0.42							
RCT	R. Spurr	0.54	0.32	0.14	0.08							
Depot Parachute Regt	D. Hayes	0.66	0.04	0.48	0.14							
Scottish Division	S. Thornton	0.67	0.04	0.38	0.25							
JSPC(L)	J.R. Frith	0.72	0.17	0.02	0.53							
3 Regt AAC	R. Kalinski	0.83	0.41	0.14	0.28							
Queens Regiment	D.S. Mayhew	1.22	0.04	1.05	0.13							
R.E.M.E.	D. Ritchie	1.38	0.08	0.12	1.18							
R.E.	C.J. Wakes	1.55	0.07	1.44	0.04							
JSPC(L)	Sharp	1.71	1.65	0.04	0.02							
Scottish Division	D. Blyth	1.73	0.50	0.31	0.92							
2 RGS	Stafford	1.77	0.33	0.12	1.32							
JSPC(L)	C.M. Wallace	1.79	0.09	0.12	1.58							
Queens Regiment	B. Reader	2.16	0.12	0.04	2.00							
Queens Regiment	D. Cooper	2.32	2.00	0.07	0.25							
Scottish Division	I. Cessford	2.48	0.65	1.26	0.57							
Queens Regiment	I. Cashman	2.62	2.00	0.18	0.44							
RAOC	G. Pemberton	2.90	0.88	2.00	0.02							
Queens Regiment	R.B. Fahy	4.05	0.05	2.00	2.00							
JSPC(N)	S. Clarke	4.09	2.00	0.09	2.00							
30 Sig Regt	A. Allman	4.38	2.00	0.38	2.00							
7 Regt AAC	Bramley	6.00	2.00	2.00	2.00							

SENIOR OPEN STYLE AND ACCURACY CHAMPION

INTERMEDIATE STLYE (OPEN)

Name	Unit Name	Sty Sco	S	s1	s2	s3
Wiles T.A.	Wiles	13.47	F	6.60	6.87	10.00
Henderson T.F.	R.E.	13.83	M	7.53	6.30	RJ
Rae	JSPC(L)	15.24	M	8.60	6.64	9.30
Khalid Mohammed	Oman	15.45	M	5.45	10.00	
Hawkins A	R.E.	15.51	M	7.40	8.11	8.27
Hancock	RCT	16.13	M	7.40	8.73	7.23
Callender A	JSPC (Cyprus)	16.17	M	7.97	8.20	
Hand R	JSPC (Cyprus)	17.32	M	10.00	7.32	10.00
Palmer	JSPC(L)	17.50	M	10.00	7.50	7.84
Heaton	JSPC(L)	17.80	M	10.00	7.80	9.05
Booth	JSPC(L)	18.21	M	9.71	8.50	8.74
Tween K	RAOC	18.30	M	10.00	8.30	10.00
Chapman I	R.E.	18.68	M	10.00	8.68	10.00
Main	Army Air Corps	18.73	M	10.00	8.73	9.43
Dent G	JSPC (Cyprus)	18.94	M	10.00	8.94	8.61
Smith M.C.	R.E.M.E	19.75	M	10.00	9.75	8.35
Ormond J	R.E.	20.00	M	10.00	10.00	10.00
Moore P	R.E.	20.00	M	10.00	10.00	
Maybury S	R.E.	20.00	F	10.00	10.00	8.37

INTERMEDIATE STYLE & ACCURACY OPEN CHAMPION

T.F. Henderson	R.E.	1
K Mohammed	Oman	2
A Hawkins	R.E.	3

INTERMEDIATE STYLE (ARMY)

Name	Unit Name	Sty Sco	S	s1	s2	s3
Henderson T.F.	R.E.	13.83	M	7.53	6.30	R.J
Rae	JSPC(L)	15.24	M	8.60	6.64	9.30
Hawkins A	R.E.	15.51	M	7.40	8.11	8.27
Hancock	RCT	16.13	M	7.40	8.73	7.23
Callender A	JSPC (Cyprus)	16.17	M	7.97	8.20	
Hand R	JSPC (Cyprus)	17.32	M	10.00	7.32	10.00
Palmer	JSPC(L)	17.50	M	10.00	7.50	7.84
Heaton	JSPC(L)	17.80	M	10.00	7.80	9.05
Booth	JSPC(L)	18.21	M	9.71	8.50	8.74
Tween K	RAOC	18.30	M	10.00	8.30	10.00
Chapman I	R.E.	18.68	M	10.00	8.68	10.00
Main	Army Air Corps	18.73	M	10.00	8.73	9.43
Dent G	JSPC (Cyprus)	18.94	M	10.00	8.94	8.61
Smith M.C.	R.E.M.E	19.75	M	10.00	9.75	8.35
Maybury S	R.E.	20.00	F	10.00	10.00	8.37
Moore P	R.E.	20.00	M	10.00	10.00	10.00
Omond J	R.E.	20.00	M	10.00	10.00	10.00

INTERMEDIATE STYLE & ACCURACY ARMY CHAMPION

T.F. Henderson	R.E.	1
A Hawkins	R.E.	2
A Hancock	RCT	3

SENIOR STYLE AND ACCURACY ARMY CHAMPION

L. Carroll	Royal Artillery	1
T. Andrewes	Royal Artillery	2
C.N. Dixon	JSPC(L)	3

SENIOR RW (ARMY)

Team Name	RW Sco	i1	i2	i3	i4	i5	i6	i7	i8
R.E. (Red)	39	6	6	6	4	5	6	6	
Red Devils	38	6	6	5	4	5	7	5	
Royal Artillery	31	0	6	5	3	6	7	4	
Flying Dragons	20	3	3	2	1	3	4	4	
Golden Lions	17	1	1	3	3	3	3	3	1
Silver Stars	15	1	3	2	3	2	2	2	

SENIOR RW (OPEN)

Team Name	RW Sco	i1	i2	i3	i4	i5	i6	i7	i8
R.E. (Red)	39	6	6	6	4	5	6	6	
Red Devils	38	6	6	5	4	5	7	5	
Royal Artillery	31	0	6	5	3	6	7	4	
JSPC(L) A	31	4	6	4	4	4	4	5	
Whizz Bizz	27	4	4	4	3	2	6	4	
Dosh	26	3	4	4	5	4	6	0	
Flying Dragons	20	3	3	2	1	3	4	4	
Diks Trainers	19	3	3	2	2	4	2	3	
Golden Lions	17	1	1	3	3	3	3	3	1
Silver Stars	15	1	3	2	3	2	2	2	
German Army	10	3	3	4					
Spanish Army	8	1	1	3	0	ZAP	1	2	

INTERMEDIATE RW (OPEN)

Team Name	RW Sco	i1	i2	i3	i4	i5	i6	i7	i8
R.E. (Blue)	10	2	2	1	2	1	2	0	
Royal Navy	5	1	1	0	0	1	1	1	1
Blue Skies	5	0	1	0	0	1	1	2	
Magpies	2	0	0	0	0	2	0	0	

INTERMEDIATE RW (ARMY)

Team Name	RW Sco	i1	i2	i3	i4	i5	i6	i7	i8
R.E. (Blue)	10	2	2	1	2	1	2	0	

NOVICE ACCURACY (ARMY)

Unit Name	Name	Acc Sco	i1	i2	i3
R.E.	H. Young	22.97	9.29	7.59	6.09
R.E.	Whitehead	23.09	16.10	4.20	2.79
R.E.	M.D. Hall	29.68	9.43	7.96	12.29
56 SQD RCT	Ingle	36.27	25.00	5.62	5.65
JSPC (Cyprus)	J.C. Skilton	39.93	23.39	3.86	12.68
R.E.	N.G. Thompson	40.78	2.97	15.04	22.77
	P.S. Chandler	48.35	23.22	13.51	11.62
R.E.	P.J. Whitmore	50.38	11.16	24.39	14.83
R.E.	S. Roberts	53.53	25.00	3.53	25.00
JIB Shorcliffe	P.R. McKeown	57.15	25.00	7.15	25.00
R.E.M.E.	A Scrivener	57.39	25.00	9.69	22.70
KOB	R.A. Butterworth	57.80	20.48	25.00	12.32
R.E.	Thomas S.L.	63.49	25.00	25.00	13.49

LADIES OPEN ACCURACY

Name	Unit Name	p4	t1	t2	t3
T. Coffey	JSPC(L)	0.32	0.00	0.08	0.24
C.M. Wallace	JSPC(L)	1.79	0.09	0.12	1.58
D. Card	JSPC(L)	2.15	0.03	0.12	2.00
Coutts Smith	RAPC 5	3.59	0.98	0.61	2.00
S. Maybury	R.E.	4.17	2.00	2.00	0.17
N.K. Dyer	Royal Navy	4.27	2.00	0.27	2.00
Mcllwee	RAPC	5.04	2.00	2.00	1.04
T.A. Wiles	Wiles	5.97	1.97	2.00	2.00

SENIOR LADIES STYLE (OPEN)

Name	Unit Name	Sty Sco	s1	s2	s3
C.M. Wallace	JSPC(L)	20.82	9.58	11.24	9.19
D. Card	JSPC(L)	27.05	14.34	12.71	16.00
Mcllwee	RAPC	28.76	14.90	12.71	16.00
T. Coffey	JSPC(L)	32.00	16.00	16.00	
Coutts Smith	RAPC	32.00	16.00	16.00	16.00

LADIES OPEN STYLE & ACCURACY CHAMPION

C.M. Wallace	1
T. Coffey	2
D. Card	3

INTERMEDIATE LADIES STYLE & ACCURACY (OPEN)

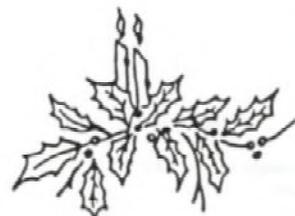
T.A. Wiles	1
S. Maybury	2

INTERMEDIATE LADIES STYLE (OPEN)

Name	Unit Name	Sty Sco	s1	s2	s3
Wiles T.A.	Wiles	13.47	6.60	6.87	10.00
Maybury S.	R.E.	20.00	10.00	10.00	8.37

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Instructor Course 2/88. British Skysports, Bridlington. 2-6 May 1988

By Nigel Rogoff

A BPA Instructors Course was held at Bridlington to examine advance candidates and coach potential instructors. Lectures were given in a wide variety of subjects to the P.I's which included:

Method of Instruction, Drop Zone Management, Incident Procedures, Parachute Flying, the Category System, First Aid, the Meteorological Conditions and Rigging.

The course was hosted by the full time staff at Bridlington and facilities and co-operation was first class. Thanks go to Dave Johnston the C.C.I. who was also under examination and a special thanks to Lynne in the office for her help and cheerfulness throughout the week. XXX Cheers Lynne.

Potential Instructor Candidates

Kevin Doyle Trailblazers
Mick Collins M.P.C.
Melissa Harvie Peterborough
Darren Mathison British Skysports
Steve Tucker RAFSPA
John Yourston Pilgrims

Advanced Candidates

Andy Dixon Headcorn
Nick Harrison JSPC(N)
Nigel Rogoff JSPC
Jim Scarratt Red Devils

Pre-Advanced Candidate

Dave Johnston British Skysports

A parachuting programme was run in the week to enable the PI's to despatch from the centre's Cessna and the advance candidates to be examined on their management of an active drop zone.

Dave Johnston gave a demo brief and the advanced candidates did the demo, which was local, for the infamous MALIBU team on the Bank Holiday Monday. This excluded Jim Scarratt who is under contract with LUCIFER (he told me not to bubble him - really!!)

John Yourston had a unique despatching technique, persuading his students to leave the aircraft by the use of a 3ft machette - (where's he from?)

Steve Tucker (Wings Tucker now) must have thought somebody had had his wallet away when he came looking for it on final approach to a 10 way dive.

A typical course party was thrown, with some excellent cuisine laid on by the centre to also celebrate Tony Butler's 43rd birthday. Nick Harrison also ruined the cake (and his Y-fronts) in typical gunner fashion.

All candidates were successful and congratulations to them.

Course Facts File

Total candidates 11 (six (6) servicemen)
One (1) candidate female (I think)
Five (5) examiners (all P.O.P.S. members)
Jim Scarratt drank 15 pints a night and paid for John Hitchen's drinks.

Loads work loadsa play makes a BPA Instructor. Have a go you might have what it takes. If not join the Artillery.

SPORT IN THE

FLYING TURKS - THE TURKISH AIR LEAGUE-TURK HAVA KURUMU

Set up in 1925 by the founder of the Turkish Republic Kemal Ataturk, THKs aim is to foster a practical involvement in parachuting, powered flight, gliding and aircraft modelling. This organisation has been training parachutists throughout Turkey for some 50 years and testimony to its excellent standards is Bulent Gorgec, who took first place in the Individual Accuracy World Championship event in Seoul, South Korea in 1987. Following the inclement weather at this year's event in Sweden and consequent cancellation of the Accuracy event, his position as the world's number one remains at least for the time being, secure. Though Bulent himself isn't absolutely sure of his title there was no clear winner of the Swedish championship.

THK is a highly motivated and disciplined sports association with branches throughout the country. Though its headquarters are based at Etimesgut airfield Ankara, the central parachute school is located at Inonu airfield near Eskisehir, roughly mid-way between Turkey's old capital Istanbul and its relatively new one, Ankara. The Russians initiated training in Turkey and constructed the Inonu airfield near Eskisehir specifically for parachuting.

I arrived in Turkey late in 1987 to teach English Language at Bilkent University here in Ankara. Since I'd jumped a couple of times with the Ipswich Parachute Club, I was keen to continue jumping and began to investigate the possibility of parachuting here. My initial contact with THK was a visit to the 52 metre high parachute tower in the city centre, parachute towers being an interesting feature of major Turkish cities. The tower jump, albeit brief, renewed by "taste" for the thrill of jumping.

A trip to the THK office, which resulted in much discussion and many glasses of chay (tea) facilitated a happy agreement between myself and Feridun Ari, one of THKs busy and enthusiastic directors: I was to receive free training and jumps in return for a programme of English lessons to be given to THKs paras, pilots and technicians. Foreigners are

Jon Heritage has been living and working in Ankara for the past year — and has spent some of his time researching the Turkish parachute scene. He's found it most interesting.....



Flying the THK flag. The organisation was established in 1925 and has been parachuting since the 1930s.

usually charged a rate of 18,000 Turkish Lira (£8) per jump though the sport is entirely free of cost for Turks. Once a year during the Kurban religious festival hundreds of thousands of sheep are slaughtered in this Muslim country. The skins of these omnipresent animals are donated to the Government which sells them off to private enterprise at a profit. Much of the proceeds go directly to THKs coffers and are then utilised for its numerous activities. When one considers that the Air League operates a fleet of over 60 aircraft, you can appreciate what an extra-ordinary financial system this is. Turkish parachutists don't seem to mind this strange arrangement at all and of course the infamous Doner Kebab remains as popular as ever.

Prior to my first Turkish jump I had to undergo a rigorous 30 hour training programme similar in many respects to a BPA approved course, with the emphases on safety, good exit, clean landing. Though procedures and drills are alike, I was spared the spartan exercises Turks must go through as part of normal training which include masses of press-ups, jogging and the like. My instructors permitted me to retain the free fall stable spread exit position I'd been taught in England, rather than having to adopt the head down, legs together, arms round the reserve military position favoured here for first timers on T16s.

After lengthy hours of classroom lectures, exit drills and PLFs, I was finally cleared for jump number I. T 10s, but more often T 16s are used for initial training and to my delight, the big rotary engined Antonov AN 2 bi-plane was to be used as the parachute platform, orthodox practice in Turkey. The aircraft's characteristics of slow flight, stability and its ability to temporarily house 12 or more jumpers make the noisy AN 2 an ideal parachute plane. Makes a pleasant change being able to exit standing rather than "slipping" out of an Islander or Piper 2.

Before being awarded by FAI certificate, I made 10 jumps with the T 16, some better than others! On completion of



*Soldan Sağa
Günay Ciyavul, Nurcan Sülsoğlu, Nese Özil, Nuray Yıldız, Kadife Bektas,
Serdar Uyanik, Oğuz Kocyiği, Bülent Görgec, Ahmet Aytemizel.*

SKIES OVER TURKEY

FAI A, THK students move on to free fall training (using dummy rip cords) and free fall utilising the Para-Commander, a vast improvement on the sluggish T 16, the "Commander" giving a vital extra dimension in terms of both manoevrability and, it follows, accuracy. I was now able to aim straight for the sand pit instead of the couple of acres between Etimesguts two concrete runways, an area which could be as hard as concrete during the dry spells in the winter months.

As I mentioned earlier, parachuting is free of cost to Turks. Those who complete basic training successfully are able to continue jumping. Indeed THK encourages the better students to further their training. 60 or 70 free fall jumps of up to 60 seconds delay (depending on atmospheric conditions, height above sea-level etc) are required before progressing onto the Parafoil and the approach to the top of the sports parachuting "pyramid".

It is at this stage that informal competition begins between the students for future apprenticeships and jobs as THK parachute instructors. The dream of many a young Turk is of course a place in the national squad. Under the watchful eyes of very experienced instructors and THKs Parachute School director, Tuna Atici, promising talent will be brought up to world class standard.

Aspiring parachutists whose ambitions are to become future instructors have to temper their hopes by a great deal of dedication to the Air League and to the sport in general. Many an hour is spent packing and checking chutes by advanced students in Etimesguts cavernous training hall.

Throughout the year, instructors are posted to all four points of the compass, parachuting is popular all over Turkey from the west coast to the barren and rocky areas of the east. Indeed, it's possible to say that parachuting is almost as popular with the youth of Turkey as football and backgammon.

DEMONSTRATIONS

Each year, the instructors who are most "on form" are gathered together for national squad training. Relative work to world class standard has not yet been fully realised, so the squad concentrates on accuracy, with style taking secondary importance. When not in intensive training or competing in events abroad, the national team performs the normal duties of an air league instructor; giving demonstration jumps, talking to school children, seeing ab-initio students through an average of 20,000 plus total jumps a year and of course getting in as many personal jumps as is possible - which in Turkey is plenty. The weather from May to November being excellent, if a touch hot for westerners.

I managed to catch the national squad just before their departure for Norway in July. They were off to acclimatise prior to the Swedish World Championship event, a sorry affair in retrospect. Bulent Gorgec, current World Champion had been given time off from compulsory National Service to train for the event and didn't seem too depressed at the prospect of travelling and jumping rather than square-bashing in 40 degrees of heat!

Team Captain Gunay Ciyavul informed me of the squads recent training programme in the run-up to Sweden. 8 days in Japan had seen the men's team attain a respectable 3rd place in accuracy whilst Gunay himself managed 2nd place individually, in the accuracy event. Next came a good will exchange visit to Czechoslovakia then back to Turkey for intensive training at what must be a parachutist's dream, Inonu airfield. Gunay assured me that the squad had been working hard, each individual averaging 8 or 9 descents from dawn 'till dusk, the emphasis being placed on accuracy. A look at the squads jump totals gives the impression that these "Flying Turks" spend most of their time "finding out why the birds sing".....



Four THK instructors practising relative work at Antalya on Turkey's South Coast.

1988 TURKISH NATIONAL SQUAD

Mens Team

Gunay Ciyavul (capt)	3100 jumps
Bulent Gorgec	3600 jumps
Serdar Uyanil	2400 jumps
Oguz Kocoyigit	1800 jumps
Ahmet Aytemizel	1750 jumps

Womans Team

Nurcan Sulusoglu	1550 jumps
Kadife Bektas	1500 jumps
Nese Ozil	1500 jumps
Nuray Yildiz	600 jumps

Team coach and parachute school director is Tuna Atici.

On the squads return to Ankara from Sweden I spoke to Tuna Atici who not unnaturally had found the shortened competition frustrating, but in typical Turkish fashion treated the ill fated week with a mixture of good humour and resignation. With unreliable weather prevalent in the North-West of Europe, one is forced to speculate about the wisdom of holding World Class events in countries such as Sweden.

The essential element in THKs formula for success seems to be hard training, practice is gained through almost constant jumping - it's simply a matter of jump, pack, jump, pack, ad infinitum and the results speak for themselves. I have nothing but praise for the Turkish Air League and its zestful individuals. With Autumn rapidly approaching I hope to resume training here in Ankara. Some high altitude AFF has been mentioned, a tempting prospect. Assured of excellent training and fine facilities with large doses of Turkish hospitality and friendliness, I'm sure the coming year will be thoroughly enjoyable.

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE

County Arms, Leicester Road,
Glen Parva Leicester
Thursday 9th June 1988 7 p.m.

PRESENT:

A.G. Knight - Chairman STC
A. Collingwood - A1 Skydiving
K. Daykin - Thruxton
M. Skeet - Fife
M. McLaughlin - Flying Tigers
S. McBrine - RAFSPA
D. Ruffell - Doncaster
W.J. Barnes - Peterlee
T. Dobson - LBFFC/Merlin
A. Sinclair - Red Devils
P. Cavanagh - BKPC
B. Laithwaite - HGPC
S. Thomas - London Skydiving
C. Francis - Headcorn
K. Noble - Border
P. Lambson - JSPC(N)
D.L. Howerski - Swanssea
J.D. Prince - NWPC
D. Peacock - London Para Schools
A. Hickling - Pilots
S. Beck - Cornwall
M. Thurman - Riggers

APOLOGIES:

S. Lambe,
T. Andrewes,
J. Meacock,
L. George

IN ATTENDANCE:

J. Curtis - Council
T. Oxley - CAA
J. Hitchen - JNCISO
T. Butler - JNCISO

OBSERVERS:

J. Peck, P. Hammond, K. Lewers, C. Laithwaite, P. Walters,
A. Myatt, G. Cox, S. Clarke, A. Williamson, K. Adkins, J. Farr,
A. Lee, J. Noble, B. Parry, J. Davis, V. Davis.

ITEM

1. Minutes of STC Meeting of 7th April 1988

It was proposed by K. Noble and seconded by C. Francis that the Minutes of the STC Meeting of 7th April 1988 be accepted as a true record.

Carried Unanimously

2. Matters arising from STC Meeting of 9th June 1988.

2.2 The Chairman informed the meeting that the BPA had only received £100 cheques from a few clubs as contributions for the necessary work to be carried out for aft C of Gs to be extended on Islanders and he would be requesting assistance from the Finance Committee. Mr. Knight stated that not all Islanders needed the extensions and those CCI's in doubt should contact him. CCI's

2.2.6 R. Colpus had contacted the Chairman requesting that his particular objection to the mandatory carrying of knives by Category 8 jumpers and above, and the petition he had submitted to Council, be discussed. This was done but no proposer could be found to initiate a change to the current rule. R. Colpus CCI's

2.4(iv) The Chairman informed the meeting that he had written to Pilatus Britten Norman as had been requested by STC and he received a reply from them. S. McBrine stated the PBN had now re-fitted the RAFSPA door for them.

2.4 The Chairman stated that the proposed disciplinary action against C. Thomas was subject to appeal to Council.

2.3(3.6) The item concerning an incorrect reserve re-pack by J. Buckle had been put back to this meeting. Ms. Buckle was unable to attend the meeting as she was competing in the Nationals, but had sent a letter to the Chairman which was read out at the meeting. Some discussion took place after which it was proposed by D. Howerski and seconded by K. Noble, that the Chairman write a letter of reprimand to Ms. Buckle reminding her of her responsibility when dealing with parachuting equipment. Chairman STC Carried Unanimously

2.6 The Chairman stated that this item should have been a main agenda item, but no written input had been received. J. Hitchen stated that throughout the country, problems with 'Pull Out' pilot chutes were a great deal more prevalent than with 'Throwaway' type pilot chutes. Generally the meeting concurred with the JNCISO's comments. Further discussion took place after which it was proposed by D. Howerski and seconded by D. Prince that; 'The minimum qualification for a parachutist to convert to a 'Pull Out' pilot chute be FAI 'D' Certificate. All CCI's

For 16
Against 2
Abstentions 1

Carried

It was pointed out by the Chairman that this rule did not apply retrospectively (i.e. this will not apply to students who are already using pull out systems).

2.8(ii) The Chairman informed the meeting that he had written to Mr. McQueen as had been requested by STC, but had not received a reply.

At this stage the Chairman stated that item 3 (Approval of Riggers Minutes) would be deferred as The Riggers Meeting was still taking place.

4. Incident Reports - resume

The Chairman stated that there had been nothing from the incident reports received that could usefully be passed on to the meeting, though there had been a number of landing injury reports that could be included in the injury survey to be compiled at the end of the year. P. Lambson agreed to compile this survey. The Chairman also stated that there were still reports coming in of low hook turns, causing injury, he reminded CCI's to discourage this practice. K. Noble gave the meeting details of an incident where a parachutist who had to use a reserve had an 'L and R' line release fitted, the release did not work correctly and the parachutist landed heavily on concrete causing injury. There was some discussion as to whether these releases should be banned or not, after which it was proposed by P. Cavanagh and seconded by P. Lambson that; 'L and R' line, releases should not be recommended for use. All CCI's

For 13
Against 5
Abstentions 1

Carried

5. Instructor Course 2-88

J. Hitchen gave details of the Instructor Course which was held at British Sportsports between 2nd and 11th May. The JNCISO thanked all concerned and informed the meeting of the Examiners recommendations, which would need to be considered and voted on by STC.

It was proposed by D. Peacock and seconded by P. Lambson that Dave Johnston be permitted to continue to act as CCI for British Sportsports until the next Advanced Instructors Course in August. Carried Unanimously

It was proposed by D. Ruffell and seconded by K. Daykin that; 'The following be given 6 month extensions to their Potential Instructor ratings; K. Adkins, J. Farr, A. Brooks and A. Jones. Carried Unanimously.

6. New Drop Zone - File

M. Skeet gave details of his proposed relocation of Fife Parachute Centre to Errol (O.S. Sheet 59, Grid ref 27,24). Full details had also been sent out to CCI's by Mr. Skeet, including details of staff and equipment.

There was some confusion as to what category of parachutist should wear life jackets. The JNCISO stated that the Operations Manual was clear on this matter, if a water hazard was within 1500 yds, all parachutists would wear life jackets, this Mr. Skeet agreed to. Also that when the wind was blowing towards the water, spotting of the experienced lifts would only be done by experienced club members with proven spotting ability. Mr. Skeet stated that both JNCISO's had seen the Drop Zone and supported the application.

It was proposed by D. Howerski and seconded by K. Noble that the proposed Drop Zone at Errol be cleared as an Unrestricted Drop Zone with the provisos contained in Mr. Skeet's written proposals. Mr. Skeet Carried Unanimously

The Chairman complimented Mr. Skeet on the presentation of his proposal.

7. Proposed Changes to Operations Manual

i) The Chairman stated that the proposed changes to Section 15 of The Operations Manual were still being discussed by The Riggers Committee and as there were likely to be a number of changes to the proposal, this item would be deferred until the next STC Meeting, to enable the changes to be circulated to Committee members. Mr. Thurman

ii) A proposal by A. Collingwood to change part of Para 14 (Restrictions on Parachutists following a Lay-off) of Section 5 of The Operations Manual was discussed in detail. Mr. Collingwood agreed that this proposal should be deferred until the next meeting as K. Daykin stated that he would supply written input on the subject prior to the meeting. K. Daykin, A. Collingwood.

8. Suggested guidelines to Doctors - Roger Flinn

The suggested guidelines to Doctors examining parachutists and potential parachutists had been circulated with the Agenda, this had been done for input.

A paper by Dr. J. Carter was also presented for the meeting to consider, this paper would also go out with the Minutes of this meeting for input. K. Noble stated that the medical form had also been the subject of discussion by the 'Drop Zone Operators' and input would be received from them prior to the next meeting. All CCI's

It was decided that this should be a main Agenda item for the next STC Meeting.

(1) The Raleigh Burner
For 18
Against 1
Abstentions 0

Carried

(ii) D. Ruffell requested that Doncaster Parachute Club be given permission to conduct AFF instruction. A number of questions were asked and it was stated that this application was supported by the JNCISO's provided that the operation was run by Mr. Ruffell together with a number of extra restrictions to which Mr. Ruffell had agreed to in writing. D. Ruffell

It was proposed by D. Ruffell and seconded by A. Sinclair that the above be permitted. For 15

Against 1
Abstentions 3

Carried

(iii) The Chairman stated that a number of requests had been received to conduct a RAPS programme from; London Parachute Schools, JSPC(N), A1 Skydiving and British Sportsports. A good deal of discussion took place concerning the nature of the programme. D. Howerski stated that since the programme had been operating there had been few problems and it was generally felt to be a success, so far. Mr. Howerski felt that the programme was still to be evaluated, but more input would be useful. He would then like to call a meeting around the end of the year to evaluate whether there should be any changes to the comprehensive rules already regarding this aspect of parachuting.

The Chairman stated that though there were a number of requests each should still be considered individually. Parachuting

(a) It was proposed by D. Peacock and seconded by P. Cavanagh that London Parachute School be permitted to run a RAPS programme. Carried Unanimously

(b) It was proposed by P. Lambson and seconded by C. Francis that JSPC(N) be permitted to run a RAPS programme. Carried Unanimously

(c) It was proposed by A. Collingwood and seconded by M. McLaughlin that A1 Skydiving be permitted to run a RAPS programme. A1 Skydiving Carried Unanimously

It was felt by the meeting that the request from British Sportsports be deferred until the CCI of the Centre had an Advanced Instructor rating.

(iv) A number of requests for extensions to Potential Instructors ratings had been received. The Chairman stated that all were straight forward requests and all the P.I.s concerned held current ratings that were about to lapse.

It was proposed by T. Dobson and seconded by J. Barnes that the following be given six months extensions to their Potential Instructor ratings:

R. Hawkins - Silver Stars
P. McLaughlin - Silver Stars
I. Wilson - South West
S. Shaw - Merlin
C. Smith - RAPT
K. Duncan - RAPS

(v) A request from A. Collingwood for the following people to carry out demo jumps within the London T.M.A. from a minimum height of 1500 ft, should it prove necessary on the date;

A. Collingwood - 2,000+ jumps
P. Sullivan - 1,000+ jumps
M. McCarthy - 1,000+ jumps
E. Norris - 700+ jumps
F. Davis - 2,500+ jumps
R. Buckle - 800+ jumps
G. Goodwin - 500+ jumps
K. Hughes - 900+ jumps

This was proposed by A. Collingwood and seconded by K. Daykin. Carried Unanimously

(vi) A similar request to the above from C. Francis was discussed, unfortunately Mr. Francis did not have the names or qualifications of the jumpers concerned. It was felt that this type of request, if agreed could set an unacceptable precedent. Further discussion took place after which C. Francis proposed that unnamed parachutist be permitted to jump at 1500 ft in the London T.M.A., provided they were current and had the minimum permitted number of descents, their names to be notified to the JNCISO's. This proposal was seconded by S. McBrine. C. Francis

For 3
Against 15
Abstentions 1

Not Carried

At this stage the Chairman was able to go back to item 3 on the Agenda.

3. Approval of Riggers Minutes of Meeting of 7th April 1988

M. Thurman gave the meeting details of the previous minutes of the Riggers Meeting. Mr. Thurman stated that he was still awaiting a reply from J. Sherman of The Jump Shack.

3.9M. Thurman stated that paragraph three should read 'Riggers should be made aware though that if knots are used then they must be properly formed and tacked'.

Mr. Thurman also gave the meeting details of that evenings Riggers Meeting, full details of which would be included in the Minutes.

The Riggers had inspected and approved a 'Special' harness for B. Jones to enable him to take a Thalidomide victim on a Tandem descent. Mr. Jones gave the meeting details of the descent and showed the Committee the equipment and various photographs. It was proposed by T. Dobson and seconded by D. Ruffell that this be permitted. Carried Unanimously

A. Sinclair requested that a member of The Red Devils Team with a minimum of 1000 descents and 'D' Certificate be permitted to make Static Line descents from 1500 ft out of a balloon. This would be a 'one off' and would be completed within the next 12 months.

It was proposed by A. Sinclair and seconded by P. Lambson that this be permitted. Carried Unanimously

BRITISH PARACHUTE ASSOCIATION LIMITED

Wharf Way, Glen Parva, Leicester
Wednesday 4th May 1988 - 6.30 p.m.
COUNCIL MEETING

PRESENT:

J.T. Crocker - *Chairman BPA*
D.T. Hickling - *Vice chairman BPA*
A.G. Knight - *Chairman STC*
S. Eversfield - *Chairman Competitions Committee*
J. Lines - *Chairman Finance Committee*
J. Curtis
J. Steele
W.J. Meacock
D. Howerski
S. Dixon
S. Treble
J.L. Thomas
K. Noble
G. Douglas

IN ATTENDANCE:

C.V. Port - *Secretary General BPA*
A.K. Butler - *JNCSO BPA*
J.H. Hitchen - *JNCSO BPA*

APOLOGIES:

G. O'Hara, P. Lambson

OBSERVERS:

T. Oxley, D. McCarthy, D. Harrison

RESIGNATION:

Mr. N. Dixon has had to tender his resignation due to service commitments.

MINUTES

MINUTES OF MEETING OF 23rd MARCH 1988

Proposed by J.L. Thomas and seconded by J. Steele that the minutes of the above meeting be accepted as a true record with the addition of:
18/88 Annual Conventions
Add: Input should be sent to D.T. Hickling.
19/88 1. Pension Schemes JNCSOs
Change to: This would be an additional annual cost to the Association of £580 per annum, and was in line with Councils previous promise to update the pension scheme once the Development Plan had been accepted and funded by the Sports Council.
19/88 3. Mrs. Mantykiewicz - Retirement
Add: The amount to be spent should not exceed £50.
Unanimous

MATTERS ARISING

a. Membership Cards

J. Curtis stated that these had now been prepared and both the cards and a letter were ready to be sent out.
J.K. Lines stated that in the light of criticism he had received he felt that should these be sold then it would be a fact of life that some would be "spoiled" or "lost". Thus if people have to pay in advance there would need to be some sort of refund for those which were lost or spoiled.
There was some discussion on this subject and it was felt that perhaps further discussion, and input was needed on this subject.
After further discussion it was agreed that all numbers must be paid for within 60 days after issue.
The suggestion was also put forward that plastic credit type cards be sent to all clubs with the number blocks, and that these cards be given to the student for retention.

b. A/C INSURANCE - PASSENGERS LIABILITY

D. Howerski had produced information on this subject, and suggested that the Association only uses A/C which had passenger liability.
It was proposed by D.T. Hickling and seconded by J.L. Thomas that only A/C already carrying passenger liability should be used for official BPA functions.
13 For
1 Abstention
Carried

c. Sue Dixon asked on behalf of a member why the petitioners, concerning the mandatory carrying of knives, were asked to put this to STC. It was stated that Council did not feel that they should overrule STC on a matter of safety.
d. J. Curtis stated that in his opinion the minutes should be further expanded and should be sent out to all Council within seven days of the meeting. It was pointed out that previous Council had asked that the minutes be kept brief. The Secretary General would try and compromise.

COMMITTEE REPORTS

1. Safety and Training

A.G. Knight presented the previously distributed minutes of the meeting of 7th April 1988.
Item 2 - Forms had been sent out to those operating Islanders and replies were awaited.
Item 4 (IV) - A reply had been received concerning PBN Turbine Islander in-flight doors.
Item 4(I) - The Disciplinary panels findings had been ratified

by STC. An appeal had been lodged and agreed to by the Chairman of STC. This would be a main agenda item for the next Council Meeting.

Item 7 - In response to a question from J. Steele, where Mr. Ian Marshall was being granted permission to act as a CCI until September, it was stated that Mr. Marshall would be assessed at the end of the period.

Item 8 (II) - In response to a question from W.J. Meacock, it was stated that Mr. McQueen needed to appear at the STC to present further information.

2. COMPETITIONS

S. Eversfield presented the minutes of the meeting of 20th April 1988.

1. The RW Championships venue was now confirmed as being at Weston on the Green.
2. The parachuting equipment ordered for Seoul would remain BPA property and be auctioned after the competition.
3. The sponsors for the National Championships, VAUX, have offered to replace the mens individual accuracy cup.
4. There was some discussion as to the number of senior staff who attended the competitions committee meeting.
5. Eversfield stated that he would like the Secretary General to continue to take the minutes and for J.H. Hitchen to attend in an advisory role. The JNCSOs had travelled to the meeting in one car so no extra expense had been incurred.
6. The portable computer had not yet been purchased but when it had been purchased and the programme loaded, it would be located at the BPA HQ.
7. The equipment which had been purchased from Germany was not all operating satisfactorily and thus, as instructed, the Secretary General had made partial payment only. The Secretary General was in contact with Hr. Weckbecker on this matter and would advise the Committee on progress.
8. The Video equipment had been refurbished by Larsen & Brusgaard, but due to their shipping agents, Spedition, sending inadequate paperwork, the equipment was now in bond at Heathrow. The Associations agents, Charles Kendall Freight, were doing all in their power to expedite delivery to the Associations HQ.
Susan Dixon suggested that Amanda Kenny be contacted should there be any further significant delay.

a. INVITATIONS TO ATTEND COUNCIL MEETING

Mr. D. McCarthy had been invited to attend the meeting to discuss with Council comments allegedly made by him in a radio two programme.
The Chairman stated that the publicity which the Association had had following these alleged statements brought the Association into disrepute. He felt, and Council agreed, that the correct place to air views was the Council room rather than the media.
Mr. McCarthy said that he had come to this meeting out of respect for the members of Council who he stated did a marvellous job but he felt very very strongly about the fatalities which had happened last year.
Very strong views were put forward by Mr. McCarthy and members of the Council. In the event Mr. McCarthy agreed to a request from the Chairman that should there be in the future any matters on which he felt this strongly, he would put his case first of all to the Safety and Training Committee and the Council of the Association and not the media.

b. Mr. D. Harrison

In relation to the pilot rating situation, Mr. Harrison had attended this meeting to discuss the situation.
In the light of insurance problems etc. Council had been in the throes of making a final decision as to whether all pilots and other people involved in any parachuting activity should be members of the BPA. The problem arising in this respect related back to correspondence concerning the clearance of Abbotsley.
Mr. Harrison unreservedly withdrew all the allegations he had made against the JNCSOs.
D. Howerski said that one of the Councils functions was to resolve disputes. Disputes should not be aired outside the Association and council should reserve to itself the right to remove memberships. The Chairman stated that the Articles and Memorandum of Association gave Council this right.
K. Noble proposed that the bar on Mr. Harrison's membership be lifted. J. Steele seconded this proposal.
11 In Favour
3 Abstentions
Carried

c. Mr. T. Lewington

Mr. Lewington had been invited to attend Council to discuss the fact that he could not pay the outstanding P6 fees following the closure of his club.
It was agreed to contact Mr. Lewington to ask him whether he would be prepared to pay the Association £25 per month to clear the outstanding debt.

HEALTH AND SAFETY EXECUTIVE

The Chairman reported that to date no further correspondence had been received from the Health and Safety Executive.

BPA SHOP UPDATE

D.T. Hickling reported that a quotation had been received for producing the brochures. It was felt that discussion would have to be held to discover whether any projected profit from the BPA shop would justify the outlay involved. This would be an agenda item at the next Finance Committee meeting.

AIR MET. CARDS

Paperwork on the above had been circulated to Council by D.T. Hickling. It was an offer which would bring sponsorship worth £3,000 to the Association.
After discussion it was proposed by D.T. Hickling and seconded by Susan Dixon that the Association go ahead with this.
12 For
2 Abstentions
Carried

A.G. Knight was concerned that the cost of the service offered could be rather high to the members using it.

LOANS TO CLUBS

Fife Parachute Club had applied for a £5,000 loan over a 12 month period. This was on the agenda as it fell between two Finance Committee Meetings. The loan was in order to finance a relocation of the DZ and towards the purchase of an aircraft. J.H. Hitchen stated that the DZ was some 1,200 yards plus from a water hazard, which was over a quarter of a mile wide. The DZ would have to be operated with some restrictions.

The security offered was on property. It was agreed that once the DZ had been approved; searches had been conducted on the property offered as security; that following searches the property had at least £9,000 equity, and subject to the usual terms and condition, plus the fees for the charge being added to the loan, then in principle the loan could be agreed.

A.O.B.

1. Rhine Army Parachute Championships
A request had been received from Major Card for J.H. Hitchen to be involved in the above, and for the use of the BPA video system at the RAPA Championships.
Unanimous

2. Office Furniture

There was an urgent need to replace three office chairs at a cost of £270.
Agreed

The Council then met for informal discussions.

ADDENDUM TO COUNCIL MINUTES RAPA CHAMPIONSHIPS

D. Howerski had contacted the Secretary General to say that the dates when RAPA wanted the video system overlapped with the period for which he had already booked the video. However, he was quite prepared to waive his booking in order that the video could be in use at RAPA for those Championships.

BRITISH PARACHUTE ASSOCIATION Safety and Training Committee Meeting Minutes

County Arms, Leicester Road,
Glen Parva, Leicester
Thursday 14th July 1988 - 7 p.m.

Present:

A.G. Knight - *Chairman STC*
D.T. Hickling - *B.P.S.*
D.G. Johnston - *British Skysports*
A. Sinclair - *Red Devils*
L. George - *Sport Parachute Centre*
R. O'Brien - *P.P.C.*
K. Noble - *Border*
D.L. Howerski - *Swansea*
M. Thurman - *Riggers*
L. Thomas - *Riggers*

Apologies:

P. Lambson, D. Parker, A. Collingwood, B. Laithwaite, T. Andrews, D. Ruffell, M. Skeet, D.P. McCarthy, R. Noble-Nesbitt, J. Fisher, S. McBrine, K. Daykin.

In Attendance:

J. Curtis - *Council*
Susan Dixon - *N.D.O.*
J. Hitchen - *J.N.C.S.O.*
T. Butler - *J.N.C.S.O.*

Observers:

J. Farr, K. Adkins, P. Johnston, N. Johnston, J. Davis, V. Davis, G. Cox, J. Eaton, R. Cooper, D. Lehane, M. McCarthy, A. Galloway, P. Beck, L. Kirk.

MINUTES OF STC MEETING 9th JUNE 1988

It was proposed by A. Sinclair and seconded by K. Noble that the Minutes of the STC Meeting of 9th June 1988 be accepted as a true record, with the inclusion that L. Thomas be recorded as being present at that meeting, as the minutes had not recorded his attendance.
Carried
Unanimously

MATTERS ARISING FROM STC MEETING OF 9th JUNE 1988

2.2(2.2) The Chairman informed those present that the Finance Committee had tentatively agreed to finance any "shortfall" necessary towards the cost of the work needed to be carried out by PBN for aft C of G extensions on Islanders, after clubs who had not contributed had been re-approached by himself. T. Knight.

2.2(2.4) A. Knight stated that C. Thomas had appealed to Council against the STC proposed disciplinary action against him, but Council had upheld STC's decisions.

2.2(2.6) L. George stated that the new rule concerning the use of "Pull Out" pilot chutes had caused problems with jumpers who had ordered new kit before the rule change and they would need to get their kit altered to "throwaway" type pilot chutes. The Chairman commented that he hoped that suppliers and manufacturers might be helpful in these circumstances.

2.7(iii) K. Daykin had hoped to have a paper by I. Rosenvinge available for this meeting but it was not ready and this item would be held over until the next meeting. K. Daykin I. Rosenvinge

At this stage the Chairman stated that item 3 (Approval of Riggers Minutes) would be deferred as the Riggers Meeting was still in progress.

INCIDENT REPORTS - RESUME

1) L. George gave details of an incident at Tilstock where a AFF Level 3 student had dislocated her shoulder in free fall. The student had no previous history of shoulder dislocations. The student had been released by her instructors and at 'pull time' she started to spin and then inverted, it was only at that time the student realised her arm was hurt. There was a combined Instructor/Student pull at approx. 1,500 ft.

The Chairman stated that there were a number of other incidents which had been reported, most of which would be included in the student landing survey.

At this stage the Chairman was able to return to item 3 of the Agenda.

APPROVAL OF RIGGERS MINUTES OF MEETING OF 9th JUNE 1988

M. Thurman gave the meeting a resume of the minutes of the previous Riggers Meeting.

3.10 (Incorrect Equipment Assembly). A. Sinclair stated that he had been unable to attend the last Riggers Meeting and was unhappy with the decision of the Riggers Committee with regard to this item, as he felt that this was a serious 'mistake'.

A good deal of discussion took place concerning this item after which it was proposed by A. Sinclair and seconded by D. Howerski that item 10 of the Riggers Minutes of 9th June 1988 be investigated further with a possible view to disciplinary action.

For 7
Against 0
Abstentions 2

T. Knight
Carried

Mr. Thurman also gave details of the evenings meeting and stated that the final proposed changes to Section 15 of the Operations Manual would go out with that evenings minutes for approval at the next STC Meeting.

It was proposed by M. Thurman and seconded by A. Sinclair that the Minutes of the Riggers Meeting of 9th June 1988 be approved by STC.

Carried
Unanimously

BPA MEDICAL FORM

1) K. Noble gave the meeting details of his proposed changes to the BPA Medical Form, which had come about from a meeting of the Association of Professional Drop Zone Operators.

A lengthy discussion took place concerning this subject after which it was proposed by K. Noble and seconded by R. O'Brien that the first sentence of Page 2 of Appendix C of the Operators

C of the Operations Manual be deleted and replaced with the following:

"NOTES FOR PARACHUTISTS. Persons involved in parachuting should have a reasonably high standard of physical fitness and should not be overweight in relation to their sex, age and height. In addition to the medical conditions listed overleaf, the following may cause difficulty whilst parachuting and if you have ever suffered from any of these you are advised to seek a medical opinion".

Carried
Unanimously

2) The proposed medical certificate for Tandem Instructors put forward at the last STC Meeting by J. Carter was discussed in detail and it was accepted that Tandem Instructors should have to be medically examined along the lines proposed in Dr. Carter's paper and his proposed Medical Form with a few minor alterations was accepted. It was proposed by K. Noble and seconded by D. Hicking that all Tandem Instructors must have a medical examination as per the above 'Tandem Parachute Instructor Medical Certificate', by the 1st November 1988. All Tandem Instructors

Carried
Unanimously

It was also proposed that with immediate effect no person would be permitted on a Tandem Instructor Course without this medical certificate signed and stamped by an appropriate doctor.

Proposed by R. O'Brien, Seconded by L. George. CCl's
Carried
Unanimously

AFF INSTRUCTOR COURSE 3 - 88

J. Hitchen gave the meeting details of the AFF Instructor Course held at A1 Skydiving from 27th June - 1st July and read out the conclusions of the Examiners on the Course which were:-

"Candidates and their CCl's should be made aware that qualifications to attend these Courses are carefully checked by the Examiners on the Course and CCl's should ensure that prospective candidates have the required qualifications before they are recommended to attend, as asking candidates to leave a Course is both embarrassing and time wasting for all concerned.

The Examiners would like to remind all prospective candidates that the standards set by the BPA for an AFF Course are high. It is in the interest of all candidates to prepare and familiarise themselves with the AFF environments prior to attending a Course".

PERMISSIONS

1) A written request from G. Cox to act as CCl for London Skydiving until the next Pre-Advanced Instructor Course and to be permitted to attend the next Pre-Advanced Instructor Course short of the required time had been sent out with the STC Agenda. Mr. Cox was at the meeting and gave the reasons for the need for this request. This request was supported by a letter from M. Mortlock, the current CCl. A. Sinclair stated that he had known Mr. Cox for a considerable number of years and would fully support the request.

The Chairman stated that London Skydiving also operated AFF and RAPs programmes and therefore if these were to continue, permissions would also be needed for then. It was decided that each 'Permission' should be proposed and voted on separately.

a) It was proposed by A. Sinclair and seconded by D. Hicking that G. Cox be permitted to act as CCl of London Skydiving until the next Pre-Advanced Instructor Assessment Course in August. G. Cox

For 6
Against 0
Abstention 1

Carried

b) It was proposed by A. Sinclair and seconded by D. Howerski that G. Cox be permitted to act as the Instructor in charge of the AFF programme at London Skydiving. G. Cox

For 2
Against 4
Abstention 1

Not Carried

c) It was proposed by A. Sinclair that G. Cox be permitted to run the RAPs Programme at London Skydiving. G. Cox
This proposal failed to find a seconder.

d) It was proposed by A. Sinclair and seconded by D. Howerski that G. Cox be permitted to attend the next Pre-Advanced Instructor Assessment Course in August, being short of the required time as an Approved Instructor. G. Cox

Carried
Unanimously

2) A. Sinclair requested that the members listed below from his team be permitted to jump in the London TMA at 1,500 ft. AGL, if necessary on the day. All members are experienced display jumpers with over 500 descents.

Name - BPA Number
Capt. M. Munn - 12341
C. Sgt. A. Sinclair - 5383
Sgt. K. Hopper - 134443
Sgt. M. Sheridan - 15770
Cpl. J. Scarratt - 104710
L. Cpl. C. Allen - 91840
L. Cpl. M. Hunt - 151237
L. Cpl. D. Hayes - 191698
L. Cpl. P. Richmond - 194163
L. Cpl. J. Willoughby - 158461
Pte. I. Barraclough - 243391
Pte. B. Cummings - 264619
Pte. G. Roberson - 131763
Pte. B. Scarratt - 346686
Sgt. S. Whittick - 44816
L. Cpl. A. Heaton - 72858

It was proposed by A. Sinclair and seconded by K. Noble that this be permitted. A Sinclair

Carried
Unanimously

3) A request from J. Buckle as per the above permission had been received for herself and members of her team to jump in the London TMA at 1,500 ft.

It was proposed by K. Noble and seconded by D. Howerski that the above be permitted for the following jumpers:-
J. Buckle - 3400 jumps
C. Riddle - 580 jumps
A. Rowland - 530 jumps

Carried
Unanimously

A.O.B.

1) A letter had been received from P. Allum requesting the re-instatement of the AFF PI rating. Mr. Allum's letter arrived too late to go out with the STC Agenda, therefore the Chairman read the letter, in full to the meeting.

John Hitchen stated that both JNCSOs were totally against the proposal and gave a number of reasons. L. George stated that he fully agreed with the reasons. Mr. Hitchen felt that bringing the qualifications down was wrong and perhaps the qualifications should be increased from PI to full Approved Instructor.

This request by Mr. Allum failed to find a proposer. P. Allum 2) J. Hitchen gave the meeting details of a request from him to increase the wind limits for Category 9 jumpers and above. This was to enable the UK to come in line with the FAI, especially as far as competitions were concerned. Some discussion took place after which it was proposed by D. Howerski and seconded by R. O'Brien that Section 8 (Parachute Limitations) of the Operations Manual. Para 2 (a)

(- (b) be amended to read:-
'(3) Category 9 and 10 9 metres per second
parachutists and Tandem 21 mph
Parachutists 18 knots
30 feet per second'

Carried
Unanimously

At the end of the meeting L. George stated that a member of his club, a G. Holder was trying to compile a museum of old parachuting equipment and Mr. George requested that if any member had old equipment, from 'B4s to Para-Planes', they would be willing to contribute to this museum, they should contact him.

BRITISH PARACHUTE ASSOCIATION LIMITED

Wharf Way, Glen Parva, Leicester
Wednesday 18th May 1988

FINANCE COMMITTEE MEETING

Present:

J. K. Lines - *Chairman Finance Committee*
S. Eversfield - *Chairman Competitions Committee*
J. Curtis

Apologies:

J. Steele, J. T. Crocker, D.T. Hicking

In Attendance:

C. W. Port - *Secretary general BPA*
A. K. Butler - *JNSCO BPA*

MINUTES

MINUTES OF MEETING OF 16th MARCH 1988

Matters Arising

(a) BPA Vehicle

With the appointment of the Development Officer the JNSCO agreed to relinquish the company car.

(b) Loans to clubs

i) The Secretary General was directed to discover the exact situation concerning the approved loan of up to £5,000 to B. Jones.

ii) J. Curtis was concerned that the loans which had been made to Clubs may not have been used for the purposes stated. This was to be an agenda item for the next Finance Committee meeting, he agreed to prepare a paper on the subject.

GASCO ANNUAL SUBSCRIPTION

The annual subscription to GASCO was now due and the request for this to be discussed together with the Annual Accounts had been distributed.

After some discussion during which it was noted that this Association was 6th highest subscriber, it was agreed that at this time this Association was in a position where it could only offer a subscription of £200.

ANNUAL ACCOUNTS SCHEDULE

The Secretary General had prepared a time table for the discussion of the accounts. This schedule was accepted and Finance Committee members were asked to note that any questions following the receipt of the draft accounts should be sent to the Secretary General well before the meeting of 22nd June.

PURCHASE/LEASE OF FACSIMILE MACHINE

The Secretary General had obtained quotations on the above which had been circulated to the Finance Committee.

The Committee agreed that this should be deferred for the present.

BPA SHOP BROCHURES

The Committee were happy to discuss and consider any suggested expenditure but with the appointment of a Development Office this question should now wait until the Development Committee had had the opportunity of re-discussing the subject.

PROVISIONAL STUDENT MEMBERSHIP SYSTEM

Following the Council Meeting of 4th May 1988 quotations had been obtained for the production of cards for the above.

The reason for the production of these cards was to ensure that every P student had a record of their membership numbers. There would be no need for any club to alter its own paperwork, it merely meant the issue of a pre-numbered card to each student. Any clubs requesting a batch of numbers would be sent, recorded delivery, the requisite number of cards together with an invoice for that commodity.

It was recommended that the Treasurer send a letter to all Clubs outlining the scheme, the credit period pertaining to that club, ranging from advance payment from new operations up to 30 days for those with an established credit rating. The "Pink Form" would be re-designed to incorporate names and address of students, this was essential in order to have complete records for insurance purposes, (and was in order to "mail shot" the BPA shop goods).

It was additionally recommended that a poster be produced, along the lines of the Insurance Reminder Poster, and that it be mandatory for the poster to be displayed at all Clubs and Centres.

It was agreed to use the "thick card" and order 50,000 at a cost of £395. In addition some un-numbered cards would be ordered to replace any which a "student" might lose.

Once the scheme was in operation then consideration could be given to purchasing a bulk order of plastic cards.

For the Council Meeting of 29th June all members would have received, a proof of the card, copy of the letter, updated Pink Form and the Quotation.

FINANCIAL UPDATE

A financial update on liquidity and outstanding loans had been produced and distributed for information.

A.O.B.

1. Magazine Advertising Payments

In view of the late despatch of the February issue of the Sport Parachutist the Secretary General was anticipating some problem with full payment from advertisers. The Committee felt that any suggestion of non or part payment would depend upon whether the advertiser could quantify the loss.

2. Trace Air - Liquidation

The above company had gone into liquidation with an outstanding bill for advertising of £130. The Secretary General had completed the necessary forms and sent these to the liquidators office.

The subject led onto the question of who was now dealing with the credit control side of the magazine advertising.

The system which had been agreed with the then advertising manager, Mr. R. Maguire, was that he sent in the list of advertisers and in turn sent him a list of who had not paid. The decision to place an advert lay with the advertising manager.

In fact since the previous editor took over, the office had carried on the same system, i.e. awaiting the list from the editor, sending the invoices and in turn producing and sending a list of those who had not paid to the editor.

In the event, on the change of editorship etc, S. Eversfield had passed all the advertising paperwork to J. Steele who had in turn passed this on to the Editor.

J. Curtis stated that he had spoken to the Editor and asked if she could attend this finance meeting to discuss the magazine, in the event the editor was unable to attend due to a prior engagement.

The Committee felt that it was important that the Editor meet with the Finance Committee to discuss the financial side of the magazine.

The Secretary General was tasked with asking the editor to attend the next Finance Committee meeting on 22nd June.

The Committee recommended that in future the list of Advertisers be sent to the office as soon as the "paste up" had been completed, in this way the invoices would be sent much earlier.

Pending clarification the Secretary General was tasked with the credit control, additionally he was tasked with going through the magazine and list each advertiser together with the time that advertiser had been trading with the magazine. This list was to be sent to the Treasurer. Additionally the minutes discussions with the previous editor were to be copied to the Treasurer.

Travel Expenditure - Competitions Committee - Regional Competitions

(i) Following an observation from J. Curtis the Chairman of the Competitions Committee defended the need to have those people, including staff, attend the meetings and also the choice of venue.

(ii) S. Eversfield stated that expenses for Regional Competitions should not exceed £50 in travel and £20 per night accommodation and subsistence.

BRITISH PARACHUTE ASSOCIATION LIMITED

Wharf Way, Glen Parva, Leicester
Wednesday June 22nd 1988 - 6.30 pm
FINANCE COMMITTEE MEETING

Present:

J. K. Lines - Treasurer/Chairman Finance Committee
J. T. Crocker - Chairman BPA
S. Eversfield - Chairman Competitions Committee
D. T. Hickling - Chairman Development Committee
J. Curtis

In Attendance:

C. W. Port - Secretary General BPA
A. K. Butler - JNSCO BPA

MINUTES OF MEETING OF 18th MAY 1988 Matters Arising

(a) Use of Loans Made to Clubs/Centres

J. Curtis was perturbed that in some cases the use to which a loan from the Association had been made may not have been used for the purposes originally stated.

There was considerable discussion on this point and it was finally agreed to write into the loan agreement that should the loan not be used for the purposes stated then the Association would require immediate repayment of the loan plus the interest, a 6 month period of grace would be given for the work to have begun or equipment purchased.

It was further agreed that additional information be made available to the Association e.g. what percentage of the loan was to be used on for instance re-construction, aircraft repairs etc.

(b) Provisional Student Membership System

Rough outs of the membership card had been produced for the Committees' comments and recommendation to Council.

J. K. Line agreed to prepare the letter which would be sent to all Clubs/Centres, together with an update of the P6 form and the membership card. This would be sent to all Council prior to the meeting of 29th June.

(c) Magazine

(i) Advertising Payments

To date there had been only one objection to payment of the February advertising bill. The advertiser had been contacted and it was agreed that the Secretary General would personally follow up this correspondence.

(ii) Advertising in the Magazine

As directed the Secretary General had written to the Editor on the above, whose reply had been circulated to all Council Members.

The list of Advertisers for the June issue had been received and invoices raised.

Item 8. AOB had been actioned to the Treasurer as directed.

(iii) Stationery for the Magazine

The Editor had requested that a supply of headed note paper and business cards for the magazine be considered by the Council. It was agreed to discuss this subject as soon as it was possible to arrange a meeting with the Editor.

The Secretary General would write to the Editor to offer dates for this meeting.

(iv) June issue of the Magazine

Having spoken with both the Editor (prior to her holiday) and the Printers, it is hoped that the magazine will be despatched on 30th June.

(d) Shop Brochures

There was some discussion on this subject and it was finally agreed to defer the matter for further discussion when the Development Officer had taken up her post.

LOAN APPLICATION

A loan application had been received from The Sport Parachute Centre for £2,000 over a one year period. Currently the Association had loans outstanding or promised to various Clubs/Centres totalling £23,263.

In respect of the above the Committee felt that further information was needed before the loan could be considered. The Secretary General was to write to the Club to request a list of the equipment which the Club wished to purchase together with the address of the property being offered as security, additionally a sight of the first set of Annual Accounts which were presently with their auditors.

ANNUAL ACCOUNTS FIRST DRAFT

The Secretary General had prepared and distributed the first draft of the Association's annual accounts together with explanatory notes on various headings.

There were one or two points raised:

- 1) The breakdown of coaching costs; it was agreed that for internal consumption there would in future be a break-down given of both income and expenditure on such items as AAF Courses, Riggers Courses, Tandem Fees etc.
- 2) Sports Council Grant: There was an additional £10,000 income this year as that amount had been set aside as deferred income in the previous years accounts.

A full set of final accounts and explanatory notes will be circulated to all Council shortly.

Additionally the Secretary General would prepare a draft treasurers report which would also be circulated to Council and printed together with the annual accounts in the August issue of the Sport Parachutist.

DISPOSABLE INCOME/FIXED EXPENDITURE 1987/88 COMPARATIVES AND 1988/89 PREDICTIONS

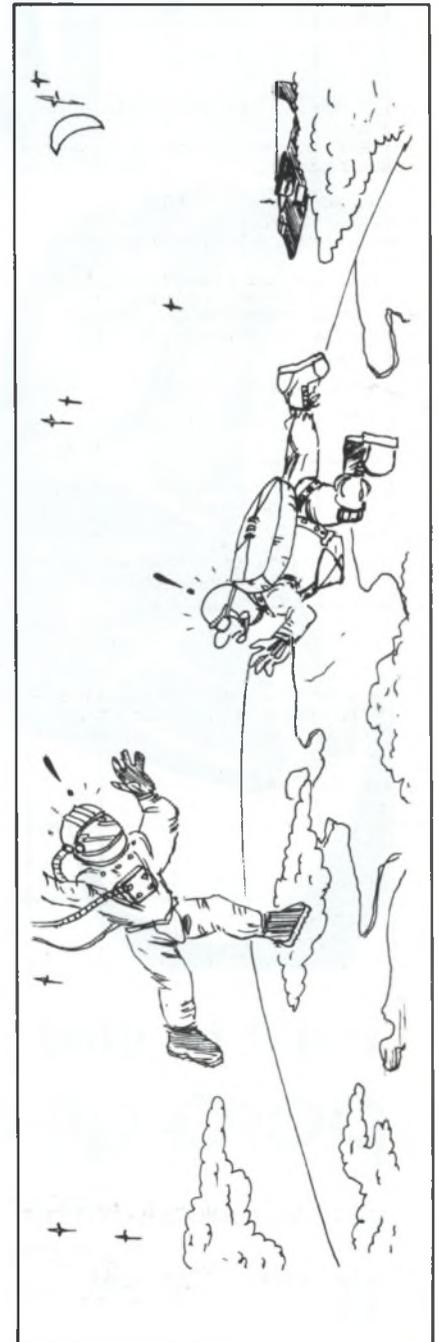
The Secretary General had prepared and distributed to the Finance Committee Comparative Figures for:

- (a) Predicted Income/Expenditure 1987/88
- (b) Actual Income/Expenditure 1987/88
- (c) Predicted Income/Expenditure 1988/89

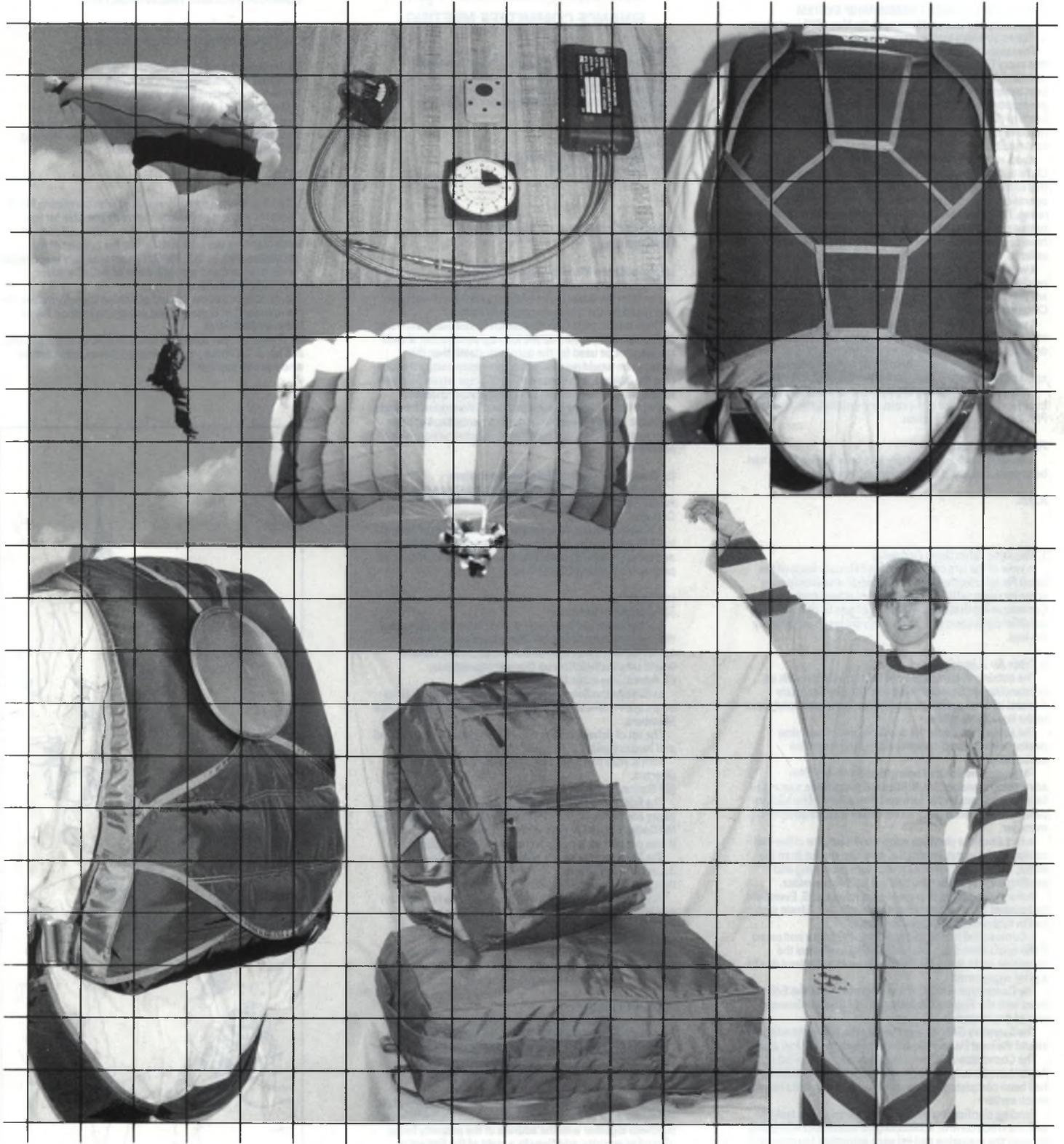
These will be sent with an explanation letter to the Chairpersons of each Committee involved and will be discussed at the next Development Committee Meeting. Additionally copies will be circulated to all Council.

A.O.B.

1. The Secretary General was tasked with contacting Mr. D. Tylcoat to request payment as soon as possible for the allocated BPA student numbers plus a reconciliation of those numbers not allocated. It was the opinion of the Committee that, as CCI, Mr. D. Tylcoat was fully responsible for the payment and reconciliation of issued student membership numbers.
2. A. G. Knight had completed obtaining the information on the Islander Co of G project and anticipated a short fall of between £400-£500.
3. The Chairman agreed to liaise with A. G. Knight on this and he, J. T. Crocker, would write to these Clubs/Centres who were to date not involved.



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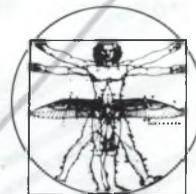
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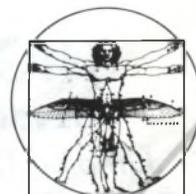
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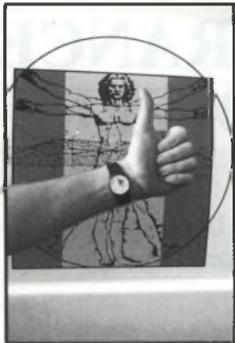
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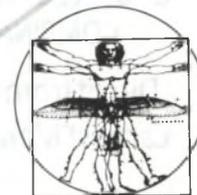
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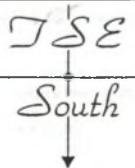
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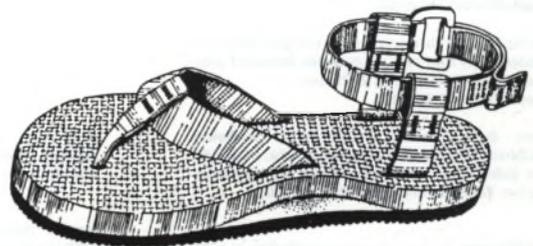
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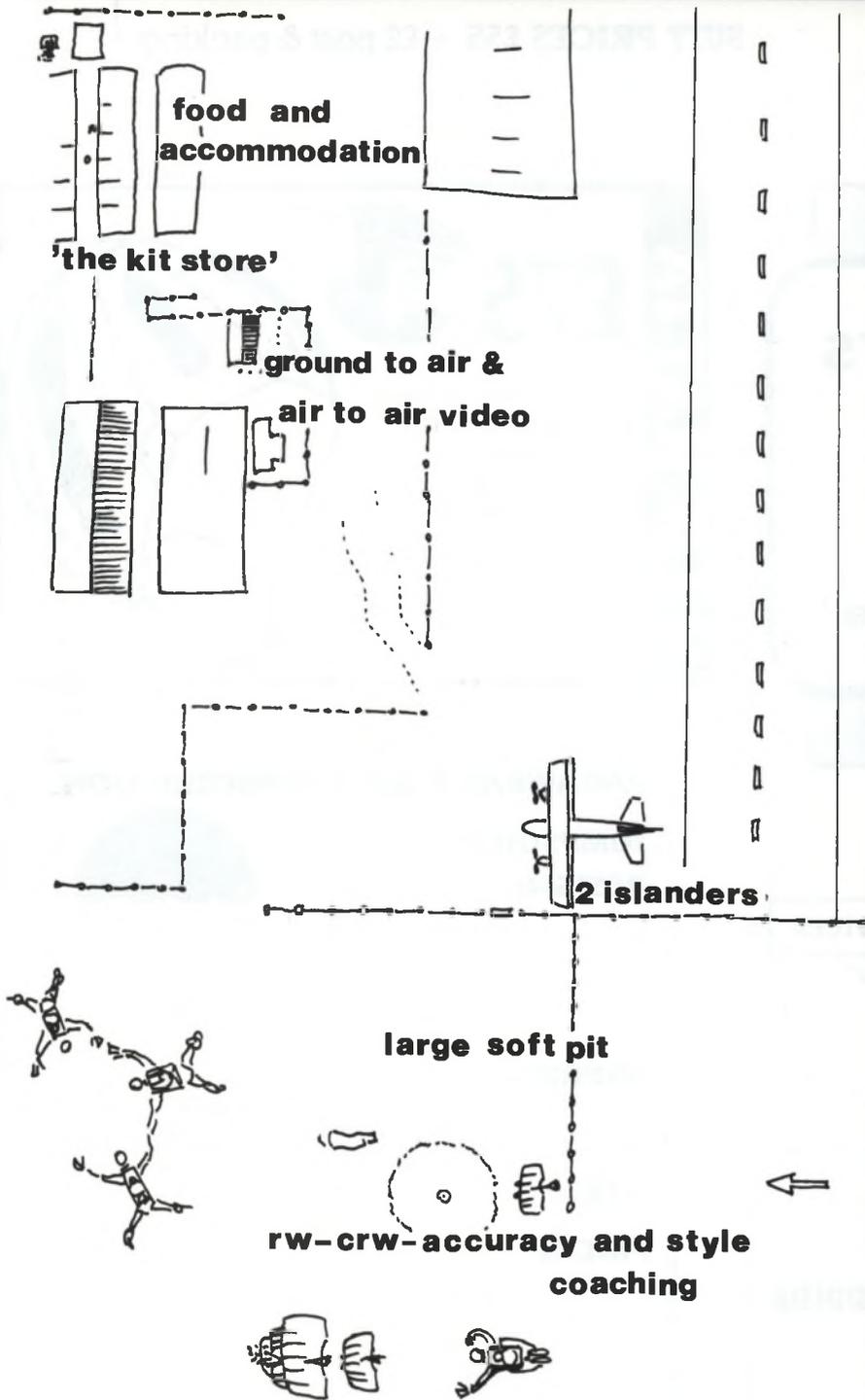
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20th Annual Turkey Meet November 17-28

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19 & 20	8-Way
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24, 25 & 26	10-Way
27 & 28	Fun, Fun & Fun!!!

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Awards & Bands: Saturday, Nov. 26 after jumping.

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March 24

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Awards & Bands:

Saturday, March 25, after jumping

●
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December 24 & 25

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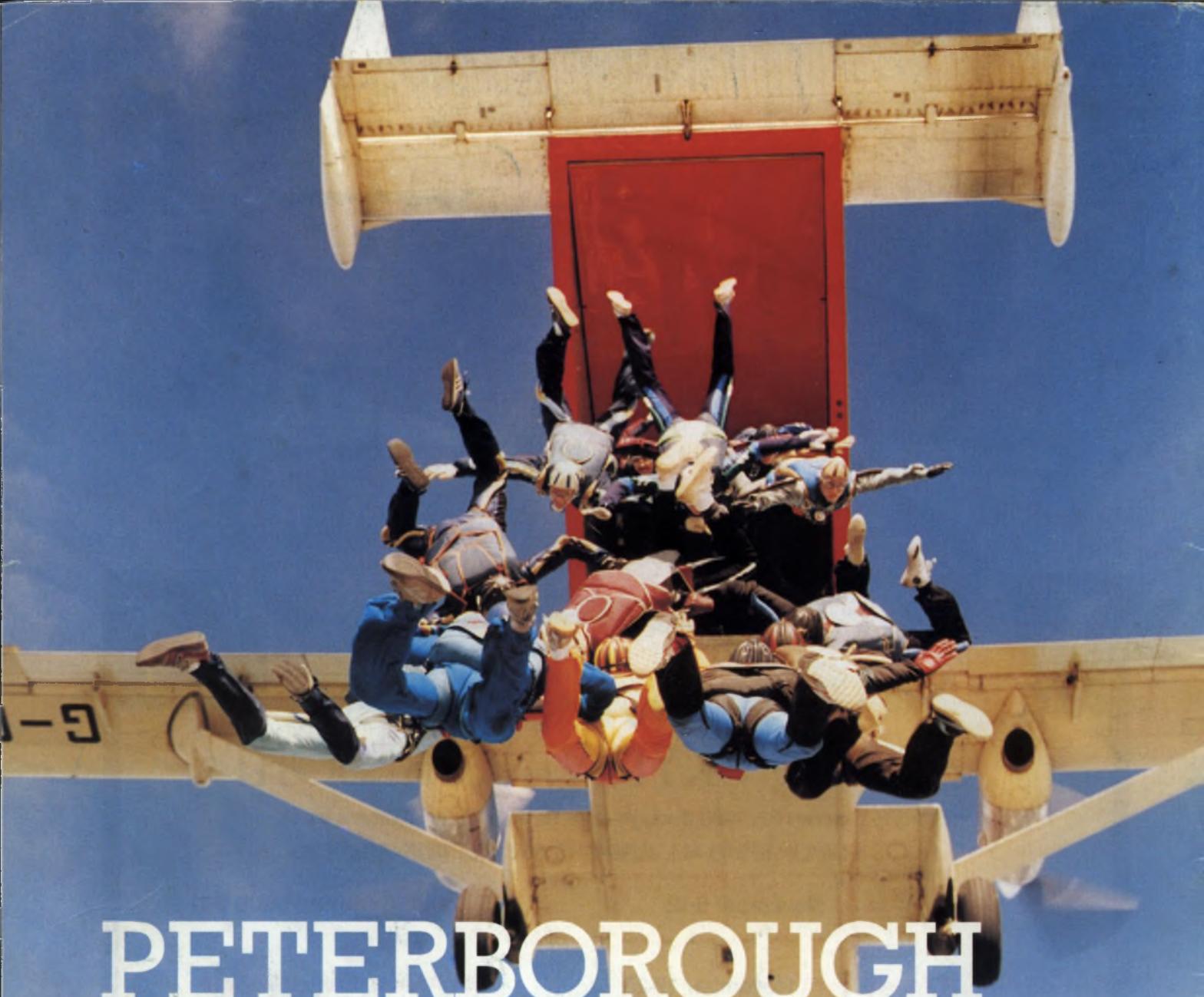
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