

THE

DECEMBER/JANUARY 1988/1989

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



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

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

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Leather Chaser with Firelite Reserve and Maverick Main

THE FIGURES

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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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EDITORIAL

New Year resolutions - whether you make or break them - are an interesting concept.

Over the years I have, at New Year, committed myself to everything from getting fit to finally clearing out my kit bag (time has always defeated me on both)....to doing at least 200 jumps in a year (the weather, work and my bank manager have conspired to ensure otherwise)....and to getting the Sport Parachutist magazine out on time (uh, no further comment needed here!)

Well, enough is enough. This year I have resolved not to make any New Year resolutions - especially ones that I can't keep.

In fact, with the coming of this New Year is the uncertain future of Sport Parachutist - or at the very least my connections with it. I have made no secret of my fears and frustrations for the way things have been heading in our sport and in my belief that some positive action is desperately needed if the BPA is to salvage some of the credibility and respect from its many disillusioned members.

I, for one, have watched in despair and disbelief as growing internal politics and inter-centre bickering have increasingly overtaken combined efforts to improve things for everyone within the Association. It is a sad state of affairs indeed, when clubs and centres choose to lock horns in a battle that will ultimately hurt most of those people for whom these very clubs and centres supposedly exist and operate.Am I missing something?

There is an interesting article by Molly Sedgewick on pages 10 to 17 of this issue which traces the fascinating history of sport parachutinghere's hoping that it has as promising and prosperous a future.

Oh, and Merry Christmas to you all.

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Card



Front Cover: "Testing the first parachute".
Photo by Leo Dickinson.

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THE DROP

A Merry Christmas and Happy New Year to you all from Carol Saunders [Editor] and Tony Lewis [Angel Graphics]

15 Henrietta Street,
Dublin 7,
Ireland.

Date:



Dear Sir,

In 1974 a rather unique Parachuting Fraternity was formed in Ireland known as the Parachuting Piss Artists, or better known as the P.P.A.. This association boasts many proud members as far afield as Australia, Canada, Mexico, New Zealand, U.S.A. and Europe.

Regrettably, most of the association's records have been destroyed and in an effort to update all records, I am attempting to contact all P.P.A. members. I would, therefore, be grateful if any P.P.A. member would contact the undersigned and furnish the following details.

- Name
- Address
- P.P.A. Number
- Location where P.P.A. achieved

It is hoped that the above information can be obtained from all members and therefore the P.P.A. will continue to grow and develop.

Yours faithfully,

Tommy Nolan

Tommy Nolan
Membership Secretary



Just to prove there are blue skies in Northern Ireland. Unstable exit by George Wilson, President of Queens University, Belfast Parachute Club. Aerial critique by Ivor Evans, lecturer at Loughrey College. Camera by Ian Marshall, Chief Club Instructor at Wild Geese. Boots by Doc Martin?

Queens University Parachute Club was formed three years ago with 8 members. It now has 40 members and the Club jumps twice weekly, Wednesdays and weekends. Over 3/4 of our first time jumpers are retained in the sport. The Club receives financial support from the students union and the members train and jump at Wild Geese Parachute Club and get the benefit of the combined experience of Dave Penny and CCI Ian Marshall.

The members are from both North and South of the border as well as some from England. The Club is affiliated to the B.C.P.A. and hope to send a team over to the mainland to compete in the Collegiate Nationals this year.

The Club would like to take this opportunity to thank everyone for their help in keeping the Club going. These include Q.U.B. Students Union, Dominic Docherty, "Daisy" Maguire, Dave Penny, Ian Marshall, Davey Moore, Alec and all the members of Wild Geese for their support.

James Travers
Secretary Q.U.P.C.

KISS PASS

OSWALD S.G



PARACHUTISTS OVER PHORTY SOCIETY



DOWNUNDER

The 1st World "Pops" Meet is scheduled to take place in Australia in 1990 - with the Ettamogah Pub (6 miles North of Albury, NSW) nominated as the venue for this momentous occasion.

The meet runs from April 23rd - 30th 1990, with 3 days set aside for competition in Accuracy, Hit and Rock and 4-way Speed Star Scrambles. Entry fee is \$50 and, in addition to prizes for competition winners, there will be mementos for all competitors (no doubt a can of XXXX and a didgeridoo!!).

Accommodation will be available in a range of hotels and motels close by and there are a number of optional extras available, including the chance to jump in Brisbane, Darwin and Alice Springs, en route to Albury.

Other attractions on offer are too numerous to mention, but "Top Oz Pop" Bernard Shaw will be delighted to send full details (see address below)...or contact Britain's own Top Pop, Lofty Thomas.

Top Pop (Downunder)

Bernard Shaw
2 Crinigan Road,
Morwell, Victoria 3840.
Australia.
Tel: (051) 34 5576

Getting into the Boogie mood again? ...well you could do worse than investigate the 'Carneval Boogie do Brasil'89' which is being held at Fortaleza, Brazil from January 20th - February 3rd 1989.

The Boogie is being organised by the aero Clube do Ceara and includes, among other attractions, 2 DC3 planes, night and beach jumps.

Full details available from Walter Simlick on 089/14900631 (daytime) or 089/8507238 (after 7pm), or from Robert Schäfer on 089/63682504 (daytime) or 089/795628 (after 5pm).

Still looking for a late Christmas present idea? ...then try looking at the new 1989 Skydiving Calender, fresh from the Norman Kent studios.

The calender includes some of the excellent shots from the equally excellent "From Wings Came flight" video and will look good on any office, home or bedroom wall.

The Skydiving Calender is on sale in Great Britain - contact Simon Ward for further information.



HE CALLS THAT HIS RESERVE.
IT'S A BIT LIKE HIS WALLET,
HE HOPES HE WON'T HAVE TO OPEN IT
BUT PEEPS INTO IT NOW AND AGAIN
TO SEE IF IT WILL GET HIM OVER
A SUDDEN CRISIS.

THE BRITISH PARACHUTE ASSOCIATION LTD ANNUAL GENERAL MEETING

Notice is hereby given that the

TWENTY-SECOND ANNUAL GENERAL MEETING

of the Association will be held at

The Penguin Hotel

Humberstone Gate, Leicester

On Saturday 14th January 1989 at 3 p.m.

AGENDA

1. To consider, and adopt if approved, the Report of the Council.
2. To fix subscriptions payable by members for the ensuing year.
3. To discuss any Special Business.
4. To Elect the Council.

Dated the 27th Day of June,
One Thousand Nine Hundred and Eighty Eight.

For and on behalf of the Council of the BPA

C.W. PORT
Secretary General

NOTIFIED SPECIAL BUSINESS:

1. The Finance Committee propose:
That the minutes of meetings, other than the Safety and Training Committee, are no longer published in full in 'The Sport Parachutist' magazine. A synopsis of each meeting will be published instead, with matters of special interest reported on in greater depth. The minutes will be available to any full member upon request to the B.P.A. Head Office.
2. John Lines and Charles Shea-Simonds propose:
Changes to the Memorandum and Articles of the Association which will result in:
 - a) Reduction in number of Council Members.
 - b) That each Council Member will serve a 2 year term of office.

GROUNDING OF RESERVE PARACHUTES

The recent grounding of Invader reserves was initiated because of the suspicion that there might be a design or materials fault in these canopies. This was based on the investigations of the Danish Parachute Association following two fatalities where these type of reserves had failed under differing circumstances but had exhibited similar patterns of damage and materials failure.

The BPA came under considerable criticism for temporarily grounding these canopies pending further investigation. The reasons for doing so, however, were perfectly sound and the criticism which the BPA did attract was not half of what it would have done if a BPA member has been killed because the Association had done nothing.

Following the grounding of the parachutes, BPA officials were in touch with the Danish Authorities, the canopy manufacturers, and Parachutes De France who were conducting tests on a canopy of identical construction. Apart from being in Denmark and meeting the officials who had directly investigated the fatalities, and also meeting the President of Parachutes De France and a representative of the manufacturers: subsequent international contact was maintained virtually on a daily basis on the telephone until the grounding was lifted. Nobody in this country, therefore, could claim to be better informed than the BPA.

It was particularly sad, therefore, to hear that criticism had come from some jumpers, riggers and dealers who were openly accusing the BPA of being over cautious and awkward.

The grounding has been lifted because the Parachutes De France tests subsequently indicated that this type of design meets commonly accepted modern standards and that the canopies concerned are no worse designed and constructed than other lightweight reserves on the market today.

It is interesting to note, however, that several large manufacturers are now paying close attention to design criteria for reserve canopies and

particularly at the way in which Kevlar is used in their construction.

Lightweight reserves exist because there has been a market demand for lightweight kit generally, and that demand has been met. It is not irrational to suppose, however, that in meeting that demand a reasonable threshold of safety design may have been crossed. Under test conditions canopies may well perform acceptably, but perhaps little margin is left for what is needed to cope with unusual circumstances which only occur or are 'discovered' in the field by the customer. Hence the recent spate of groundings and modification recalls that seem to be dogging the reserve canopy industry at the moment.

If manufacturers had got it right, then recalls or groundings would not be necessary. This does not mean that manufacturers do not do their utmost to try and get things right. As with any field they can only develop through experience. However, to BPA members who have to listen to all the criticism and arguments which fly round in all directions I would say this.

The BPA is not a dark mysterious, bureaucracy. It is simply an organisation of people who use parachutes for fun. When the BPA initiates a grounding of equipment it is not done out of malice by desk bound officials who have nothing better to do that see what mischief they can get up to next. It is initiated by experienced skydivers who are concerned at preventing fatalities: and if somebody tells you that a canopy must be safe just because it's got a TSO or because it worked last time he used it, and chooses to ignore the fact that other people have also been killed using it, then the person has either got a vested interest or is a bloody fool.

Furthermore if the BPA did not attempt to control standards or at least comment on them, then such fools would be in a position to wreak even more havoc than they already do.

*Tony Knight
Chairman
Safety and Training Committee*

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NEWS

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 - Altimeter Chest Mount, Colour £3.95
 - Altimaster Wrist Mount for II III £5.95
 - Book, **Filming the Impossible**, Leo Dickenson inc Skydiving £7.95
 - Book, 'Complete Guide to Sport Parachuting' £12.50
 - Book, 'Picture Library, Skydiving' colour photos and text £5.25
 - Camera mount, for any Video and/or stills includes basic sight £58.00
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Commemorating British Pioneer Aeronauts

Molly Sedgwick

In this second article to commemorate British Aeronautical Anniversaries in 1988, we take a brief look first at a most colourful character and intrepid pioneer who was the first to fly in this Country, and then at an Edwardian lady parachutist who made the First Mid-air Rescue of another parachutist - both in 1908.

SAMUEL FRANKLIN CODY, the flamboyant Texas cowboy, showman and courageous pioneer aeronaut who endeared himself to the people of this, his adopted country, became a legend in his own life-time.

Born in Texas in 1861, Cody had to fend for himself from the age of 12, when he joined the cowboys on his first drive. The hard, rigorous and exacting life in the Wild West during his early years was to stand him in good stead later in life. He matured early and grew to be a big man - in every sense of the word. He was over 6ft. tall, strong, with long fair hair and drooping moustache, he was full of well-founded confidence, being a perfectionist, and a man to whom perseverance, adaptability, courage, integrity and courtesy were inborn and a natural part of his make-up and life. From an early age he was respected and admired for his horsemanship and expertise with firearms and the lasso - which were to be responsible for one of the two events which were to change the course of his life.

His first three visits to England were to take ponies to London to be groomed for riding in Rotten Row, for a Mr. Davis. On the third occasion he returned with his daughter Lela as his bride.

Later, he met Adam Forepaugh, one of the great showmen of the time, who owned a Wild West Circus; Cody joined his team as a champion marksman, gaining experience in showmanship. Hearing of the success of his namesake, William Frederick Cody, the famous "Buffalo Bill", in Europe, Cody set sail for England in 1889 - never to return.

For the next ten years he and his family toured Britain and Europe with their Wild West shows, the "Klondyke Nugget" being the best known, and, because of his physical appearance and the cowboy attire which he continued to wear, F.S. Cody was often confused with his namesake, W.F. Cody - their expertise with firearms and their showmanship ending their similarities!

The family touring company financially supplied all the necessities of life, but Cody's fertile mind was working on a higher plain. Whilst in Antwerp, he designed and made a light, automatic, quick-firing gun with magazines of 8 and 16 cartridges, which he used in his acts - and then offered to the War Office. Although the demonstrations at Aldershot were very successful, the gun was turned down when he requested safeguards for himself.

CODY'S KITES

In 1899 the sight of a group of kite-fliers aroused a dormant fascination when, as a boy on his first trial, he had been initiated into the art and skill of kite flying by a Chinese cook. He developed a burning ambition to produce a man-lifting kite, which came to fruition after months of hard work, ingenuity and perseverance. As with the production of the automatic gun, he had had no scientific background knowledge - only an inventive mind and innate common-sense - and all productive work had to be done back-stage or in boarding-houses, whilst on tour!



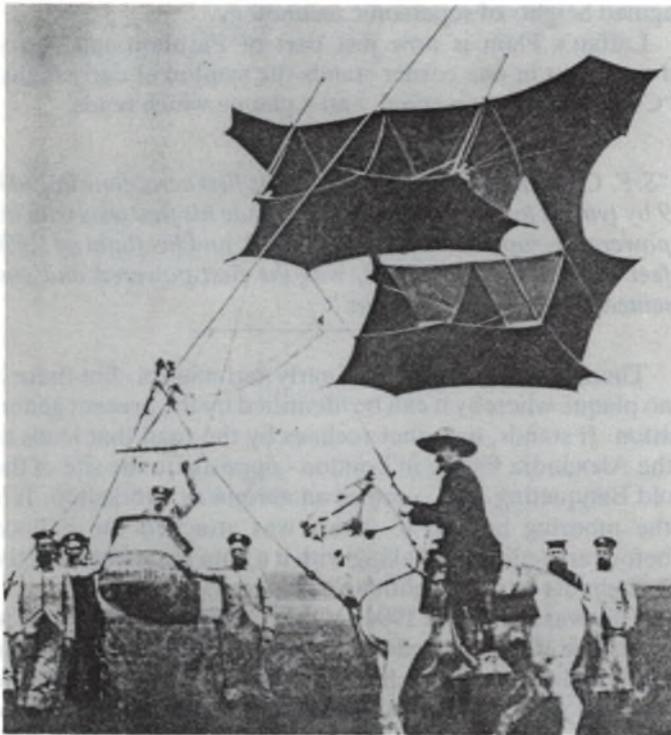
Cody, inventor of the War Kite

Cody was overjoyed to have made an historic breakthrough with his kite - the first man to have been lifted into the air. He offered his invention to the War Office in the belief that a man-lifting kite could be used for observation purposes by British troops in the South African War. He was politely refused. Although the Navy was interested and their trials, at Portsmouth, were successful, he was turned down by the Admiralty.

Undaunted, Cody went on to build over twenty kites of differing sizes, to serve a variety of purposes - two of them having reached a world height record of 14,000 ft. In 1902 he was made a Fellow of the Royal Meteorological Society for his contribution to meteorological research.

Whilst on tour in London, Cody again took up accommodation in the aeronauts' workshop at the Alexandra Palace, in the Banqueting Hall. Here he concentrated on further improvements to his kites, in which a man could be taken to a height of 1,000 ft. in a wind of 60 mph. Never satisfied, Cody was looking to the future, and his next ambition was to build a flying-machine - though the idea was utterly ridiculed by the Press.

Using his showmanship in the furtherance of his ambition, he crossed the English Channel in 1903 in a collapsible boat drawn by his kites, a feat which gave him much needed renown and publicity - impressing the War Office! Through the recommendation of Col. Capper, who was in charge of the Balloon School, Cody was appointed Army Instructor at Aldershot in 1905. He arrived sporting long fair hair, moustache and goatee beard, dressed in an adapted cowboy outfit, leather thigh-boots with large spurs, frock-coat and stetson, astride his white charger, Bergamo - taking the Royal Engineers by surprise!



Cody, Kite Instructor at Aldershot

He transferred his own workshop to the Crystal Palace and there constructed a large glider bi-plane with a wing span of 51 ft. Although successful, he realised that his box-kite, which he already considered a 'tethered aeroplane', was to lead him to his ultimate goal of flying.

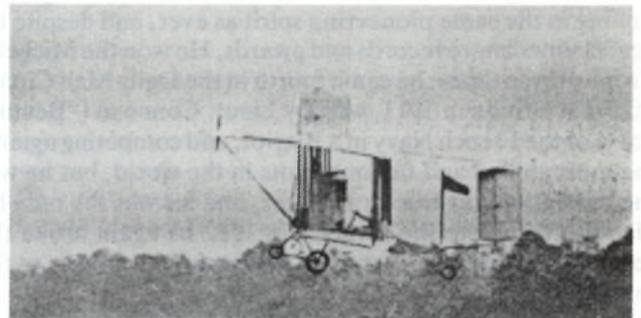
THE FIRST FLIGHT IN BRITAIN

Adapting his largest kite, and adding a tractor propeller and a 12-hp 3-cylinder Buchet engine, Cody was again overjoyed that both the tethered and free flights had been successful - the first powered flight in Britain, in 1907 - but, without a pilot! Congratulations came from all quarters, including those from King Edward VII. With his growing scientific knowledge and his reputation enhanced, he was

invited to address the members of the Royal Aeronautical Society in London, and on several occasions, later, as a member.

The Balloon Companies and factory moved to Farnborough with Col. Capper in charge of airship development, so when Cody's request to the War Office to construct an experimental plan was refused, he concentrated all his efforts and expertise on the secret construction of an airship, British Dirigible No.1, to be known as Nulli Secundus. The monster airship took to the air on 10th September 1907, flying 3 miles in 20 minutes at a height of 800 ft. On 5th October Cody flew it to and around London: a distance of 50 miles, and airborne for 3 hours 25 minutes, it was a world record! Cody was acclaimed by the public and Press - he was at least recognised as a pioneer aeronaut!

Although the War Office had little faith in heavier-than-air machines, it gave approval for the construction of an aeroplane. With pencilled sketches and the main features of the design already planned, Cody immediately started work on British Army Aeroplane No. 1, a large biplane with a powerful engine, large enough to take a gunner and machine gun. In his usual determined, painstaking and confident manner, he overcame all the difficulties and problems and, borrowing the Antoinette engine from Nulli Secundus II, he flew a quarter of a mile from Laffan's Plain, on 16th October 1908, the first man to make a powered flight in Britain or in the British Empire - though still to the derision of the Press!



The first powered flight in Britain, 16th October 1908

Despite this achievement, and the fact that flying was developing on the other side of the Channel, the War Office was so short-sighted that it did not believe there would be any future for military planes, so Cody was sacked! Upon the recommendation of Col. Capper, he was given the Army Aeroplane No. 1 and was even allowed to use part of Laffan's Plain for further experiments.

CODY SETS UP BRITISH RECORDS

Although inwardly hurt by his dismissal and the continued taunts from the Press, his natural courage and good humour came to the fore, and, free from restrictions, he rebuilt the original plane, making major improvements. With the installation of a more powerful engine, the French ENV, it was transformed and became the Cody Biplane, known as the Flying Cathedral, partly due to its size.

1909 was a triumphal year for Cody, who led the field in aviation in this Country, and despite crashes and mishaps, he set up British records for duration and distance, was the first to take up a passenger, and gained the world record for a cross-country flight of 40 miles in 63 minutes at a height of over 600 ft. He became an instant hero.

Cody had been in England for nearly twenty years, he had worked for the British Government, all his aerial activities had been in Britain, he liked the British people - and he had an English wife and family. He was of course proud of being

an American, but he thought it was time he became a British subject, which would also entitle him to enter for contests open only to British subjects. A showman at heart, and always entertaining the public, especially in the air, he stage-managed his naturalisation ceremony, which took place during the Doncaster Aviation Meeting on the St. Leger racecourse in October 1909.

BRITAIN TAKES TO THE AIR

Cody was undoubtedly the most experienced pilot in this Country in 1909, building his own planes, as were A.V. Roe and J.W. Dunne, whilst Moore-Brabazon, Cockburn, Graham-White, Ogilvie and others were making a name for themselves flying in foreign planes and mostly in France. In 1910, flying became all the rage, so that these and other young pilots, among them Geoffrey de Havilland, Charles Rolls and T.O.M. Sopwith, came to the fore.

Aerodromes, with flying schools and factories nearby, were established at Brooklands, Eastchurch, Hendon and Larkhill, with Bristol, Handly Page, AV Roe and the Short Brothers, setting up in competition with each other. Unable to compete financially with the big firms, Cody continued independently, still taking part in the competitions and breaking records, now being fought for by so many younger men.

Competitiveness became still greater in 1911 and 1912 as aviation became a more cut-throat business, but Cody, continuing in the same pioneering spirit as ever, and despite his age, claimed more records and awards. He won the Michelin Trophy three times; he came fourth in the Daily Mail Circuit of Great Britain in 1911, won by Lieut. Conneau ("Beaumont") of the French Navy in a Bleriot, and competing against the most skilled and famous pilots in the world, but he was the only pilot-constructor to enter, and his was the only bi-plane to complete the Course. In 1912 he again broke the record for Passenger Carrying - taking up four people at the same time.

His greatest triumph was winning the Military trials in August 1912, in both the British and the International Sections - and £5,000 in prize money. The monoplane which he had built specially for this event, had crashed just before the great day, so he had had to fall back on his original old Flying Cathedral, and had beaten all the new, young contestants. In addition, he had won the coveted award of the Royal Aero Club's Gold Medal. After this event, when King George V came to see the plane, he twice addressed him as *Col. Cody*, so confirming his right to use the title!

Cody was moving to the zenith of his career, and with his enhanced reputation, and success after success resulting in an improved financial position, he foresaw prospects of entering the aviation industry, and with his new seaplane - the largest of all his planes - ready to compete in the Daily Mail Coastal Circuit of Great Britain Contest, he was contemplating a flight across the Atlantic! It was when he had all to gain, after years of hard painstaking work, and was in high spirits, that tragedy struck.

ARMY'S TRIBUTE TO 'FATHER OF AVIATION'

On 7th August, only a few days before the Daily Mail Contest, Cody fulfilled a promise to take a young Lieutenant in the Hussars for a flight. A young friend of his, W.H.B. Evans, Captain of the Hampshire Cricket Team, then asked if he, too, could have a flight. Just as the plane was about to land, it staggered, pieces of it fell off, and the two men were thrown out and were killed instantly, before the plane crashed into the trees.

The cause of the crash was never established with any certainty; officially it was said to have been due to "inherent structural weakness", but refuted by his son Leon who, being present at the time of the accident, spoke of the propeller bursting and causing the collapse of the wings. Cody was very superstitious, and would never allow anything green near his beloved kites or planes. For once he had not vetted his passenger - who had green in his socks!

Cody was a unique, colourful, dynamic, yet gentle figure, and with his death a light was extinguished. He had provided a spirit of adventure, courage, and individuality into the beginning of aviation in this Country; he had been heralded as the 'Father of Aviation' and affectionately called 'Papa' or 'Daddy' Cody by his younger contemporaries - and the Army paid their greatest tribute ever given to a civilian, when he was buried with full military honours, in the Military Cemetery at Aldershot, with over 50,000 mourners lining the route.

Cody, who was a showman to the end, was a devoted and single-minded pioneer aviator, who endeared himself to the people, high and low, so that at his death he was mourned by the whole nation. He had battled against prejudice and had won, blazing a trail in aviation to be followed by a new brand of courageous young men who, with determination and financial backing would speed aviation into the then unimagined heights of supersonic technology.

Laffan's Plain is now just part of Farnborough Aerodrome, but in one corner stands the symbol of early flight, "Cody's Tree", preserved, and a plaque which reads:

"S.F. Cody measured the thrust of his first aeroplane in 1908-9 by tying it to this tree. Nearby he made his first tests with his powered aeroplane on 16th May 1908, and his flight of 1,390 feet on 16th October 1908, was the first powered and sustained flight in Great Britain."

There is another symbol of early aeronautics - but there is no plaque whereby it can be identified by the present generation. It stands, or rather reclines by the road that leads to the Alexandra Palace in London - opposite to the site of the old Banqueting Hall, used as an aeronauts' workshop. It is the mooring bollard to which was attached the balloon before ascending and taking with it a limp parachute and the parachutist holding tightly to a trapeze bar.

This was where, in 1904 DOLLY SHEPHERD, later to be called the "Parachute Queen", made her debut in parachuting - quite by chance! Unable to obtain a ticket to hear the great American March King, John Philip Sousa, she took a temporary job as a waitress - in the Great Hall, where he was to give two concerts. To her delight he came to one of her tables, joined by Col. Cody and Monsieur Gaudron, the celebrated balloonist and parachutist. She became so intrigued by their discussions on balloons and heavier-than-air machines, that one evening, to help Cody out of a difficulty, she stood in for his wife in one of the acts in the "Klondyke Nugget", when he shot an egg from her head - blindfolded!

As a "thank-you" Cody invited her to look round the Banqueting Hall, expounding on the technicalities of his beloved kites and then introducing her to the Spencer brothers. Monsieur Gaudron of course she had already met, but he fascinated her with his descriptions of the sensations of parachuting. Sensing an interest, he asked her if she would like to make a parachute descent, and of course she said "Yes", little realising the adventures that lay before her!

It was not until a year later that she was again greeted in the Banqueting Hall by Captain Gaudron, as she was to know him. After having proved that she had strong wrists and arms - the main requirement of a parachutist - she was invited to join his team of parachutists, touring the Country during the summer months.

MECHANICS OF PARACHUTING

The next 30 minutes were taken up in her training! She was shown how to hold the trapeze bar and step into the sling which would help to take the weight of the body hanging beneath the parachute. The most important thing to know, however, was how to fall - never standing up - but to roll on to the back on touching the ground, and to throw the legs upwards so that the impact of landing would be taken on the shoulders. Demonstration and practice ensued.

Her uniform was to be a navy-blue knickerbocker suit with parachute emblem on the lapel of the jacket, a high peaked cap with balloon insignia, and high-legged boots, with a personal aneroid on her wrist to indicate height. So Dolly began what was for her eight years of fun and enjoyment, a sporting life taken up quite by chance, and an opportunity of meeting people in all walks of life.



Dolly Shepherd in her daring knickerbocker suit

The 'chute of course had to go up before it came down, and there were four ways of ascending: the parachutist sitting on the edge of the basket of a rightaway balloon, legs dangling over the side, ready to jump off; from an attachment under the basket of the rightaway; solo from under a gas-filled or hot-air balloon. In the case of the last three, the parachutist would be starting from the ground, with the parachute stretched out in front of her.



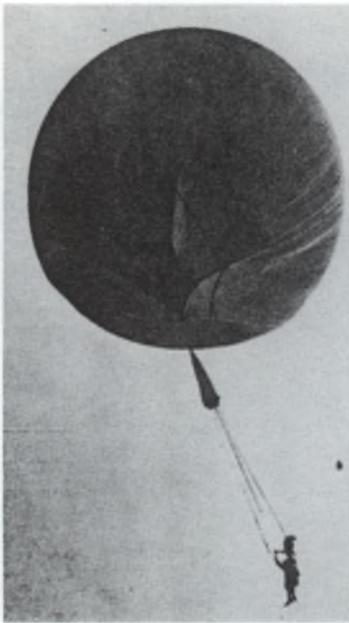
Dolly ready for take-off at Wolverhampton, 1910

The gas-filled balloon was used whenever possible, as it was the quickest, easiest and cheapest to fill - a long pipe being attached to the mouth of the balloon, and the other end to an ordinary gas point - and the parachutist could go as high as she liked. The hot-air balloon involved a long tedious process: the envelope, on stilts, was held over the chimney of a fire pit, a long trench 30 to 50 ft long and 3 ft deep, filled with straw and wood to provide the heat. Once inflated it would need some 24 men to hold it down! However, it would have to become airborne almost immediately, and the parachutist would have to descend within 1500 ft., when the air would begin to cool, and the balloon to deflate!

Using whichever method of ascent was appropriate for the occasion, the balloon would rise up into the air, trailing beneath it the pleated, limp parachute and parachutist. The crowds would cheer and wave, and Dolly, holding to the bar firmly with one hand, would wave her silk Union Jack in happy response.

MISHAPS!

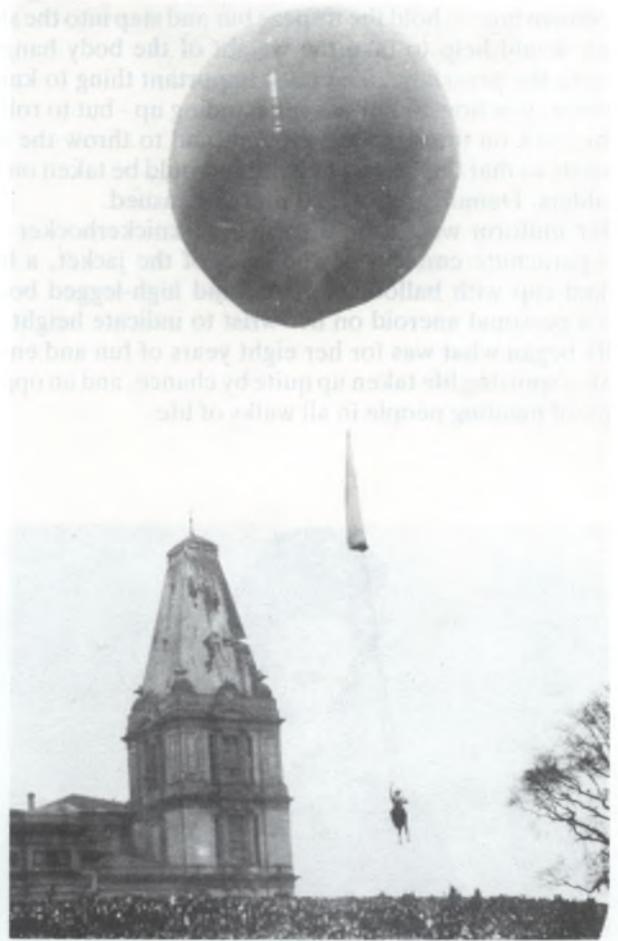
The ascent in the silence of the heavens and seeing the crowds and landscape diminishing was as much a delight as the descent was a thrill. Dolly loved the exhilaration of it all. She usually pulled away at between 4,000 and 5,000 ft., falling the usual 250 ft. and anticipating the tug on the shoulders and the 'plop' when the 'chute would open. On one occasion it didn't! She went hurtling earthwards, and it was only at tree height that the 'chute suddenly flapped and opened, just in time to break the crash. She landed with a thud which shook and winded her, but she was alive! It was believed then, by both aeronauts and the medical profession, that anyone falling from a height and at speed would lose consciousness - if not life itself - so the way was open for the freefall of today.



Ascending with a branch entangled in the cords, above Pickering, 1911

All parachutists at some time in their careers have mishaps and everyone has a story to tell, but in the days when there was no harness and one's life depended on the strength of arms and wrists, those stories must of necessity be different. Dolly had the inevitable falls into a tree and on to a roof; she was drawn through a tree on ascending and had to break a branch to extricate herself, taking it with her; she was

impaled on the spikes of a high barbed-wire fence; she was saved from landing in the path of an express train when the quick-thinking of the driver blew off steam, and undoubtedly saved her life - even if she did narrowly miss dropping into the Canal, at Grantham! On one occasion when visiting the Ally Pally purely as a spectator to see a colleague ascend, the parachutist did not arrive, so she offered to take his place - pulling her long skirt between her legs and pinning it to her waist, she made her first impromptu ascent!



Impromptu ascent at the Ally Pally waiving to the crowds

Two other incidents, however, might be of interest, as they could not possibly happen today. Having made a solo ascent at 6.30 p.m. under a gas-filled balloon, Dolly pulled the ripping cord at about 4,000 ft., but nothing happened - the pin had jammed and the flap had blown into the neck of the balloon, virtually sealing it! Would any gas be able to get out? Would she ever get down? She continued to rise, passing through a bank of cloud and emerging into a bright new world of light - at 15,000 ft., and she was still rising! Night fell and stars winked at her, but the cold was getting so intense that she had to take her hands from the bar one at a time to blow on them and bite her fingers to stop them from becoming numb. She had been told she would do it once too often.....! Only just conscious, she was wondering how much longer she could hold on and what it would be like if she let go, when the distant strains of a band penetrated her deadening mind - she was gradually coming down - gas was slowly seeping from the balloon. She felt herself laid on a soft, damp bed of grass - in a field of horses. Exhausted she let go of the bar. Relieved of her weight, the balloon and parachute rose silently into the night sky. The next day the headlines of the papers read: "Has anyone seen a balloon and parachute?" They were found three days later in the North Sea!

FIRST MID-AIR RESCUE

The most hair-raising of all Dolly's adventures, however, was what is known today as the historic First Mid-air Rescue, recorded in the Guinness Book of Records.

Dolly and a novice parachutist, Louie May, were to have made a double descent from the basket of a rightaway, using the "Mammoth" balloon, but a sudden sharp shower of rain damaged it - imagine the panic as 108 cu. ft. of gas escaped! In order not to disappoint the crowds, Captain Gaudron decided to use Dolly's small solo balloon, making an improvised attachment for Louie's parachute.

They became airborne at about 8 p.m., but at 3,000 ft. Louie was unable to detach herself and they soared upwards. They went through a bank of cloud; Louie looked down and realised that the earth had disappeared. She said nothing, but her deathly white face showed fear for the first time. They were at 11,000 ft. and Dolly knew she would have to do something at once - there was only one thing to do, take Louie down on *her* 'chute.

Pulling Louie to her with the cord that linked them, she crooked one arm round the two sets of cords, so holding them together, and told Louie of the plan. As this was Louie's first ascent, *she* was wearing the belt, and that had to be undone - each using one hand and holding on to their respective bars with the other! Then Dolly asked Louie to perform an incredible feat, as calmly as possible instructing her how to transfer from one parachute to the other - with a drop of two miles below them!

With Louie's legs round her waist and arms round her neck, the two girls were entrusted to the one 'chute and to Dolly's arms. To rip the balloon, of course, she had to hold them both with one hand! They fell like a stone, the 'chute not opening until after they had again gone through the clouds. They fell from the skies and landed in a field - just missing an up-turned scythe, and 6 ft. from the road. Louie was unhurt but Dolly had injured her back and was paralysed - and told she would never walk again. Thanks to a clever and forward-looking country doctor who gave her a primitive form of 'electrical' treatment, but using a battery and Farmer Hollins to form the circuit, she was able to take to the air again two months after the accident, to fulfil a contract at Ashby-de-la-Zouch.

Strangely, Dolly ended her aeronautical activities as unexpectedly as she had started. One fine evening in the Spring of 1912, whilst savouring the silence of the clear blue sky above the Alexandra Palace, she heard an ethereal voice: "Don't come up again or you will be killed".... She pulled the ripping cord for the last time!

To conclude these two articles, let us pay tribute to the last two of our five pioneers whom we are commemorating this year: SAMUEL FRANKLIN CODY, the first man to fly in this Country, 80 years ago, and whose name, had he not died so tragically, would undoubtedly have ranked with the most prominent manufacturers of today; and DOLLY SHEPHERD, an Edwardian parachutist, one of a small group of men and women who thrilled the crowds, and who found herself in the position of making the first mid-air rescue of a fellow parachutist, also 80 years ago. On one of the murals in the West Corridor of the newly restored and refurbished Alexandra Palace, she has the honour of representing the aeronauts in the history of the Ally Pally.

Although not a commemorative date in 1988, I feel I should mention two other, more modern and important events in the history of parachuting: LESLIE IRVIN'S FIRST FREE FALL DESCENT in 1919, and the FIRST

WORLD PARACHUTE CHAMPIONSHIPS in 1954. It was in the 1950's, with Dumbo Willans, that parachuting as a sport really 'took off' in this Country.



Before take-off with the Red Devils in 1976

I should like to add a PERSONAL NOTE, and pay tribute to the present generation of parachutists who not only derive pleasure themselves, but give pleasure to others - and especially to the Red Devils and RAF Falcons, who took an old Barnstormer to their hearts in the 1970's and 80's and gave her such joy and pleasure whenever they dropped in at Eastbourne. She was thrilled to fly with the Red Devils at the age of 90, and when discussing modern parachuting with the Falcons in 1983, just before her 97th birthday, she exclaimed: "Oh, I was born too soon - I would love to make a freefall"! So, when I made my first parachute jump last year, albeit in tandem, but a freefall - I felt I had made it for her! To commemorate the five British Aeroanautical Anniversaries I had hoped to make another freefall this year - from a balloon - but due to the unfavourable weather it will have to be postponed.

Earlier this year I was delighted to have the privilege of watching the judging of the Championships at Bridlington before giving an illustrated talk on "The Adventures of an Edwardian Lady Parachutist" - the sub-title of my mother's book "When the 'Chute Went Up" (published by Robert Hale) - and I should be pleased to come and talk to the members of any Club that is interested.



With the RAF Falcons at Eastbourne in 1983

1989 Perris Valley Skydiving Events Schedule

February 18th - 26th	AFF Jumpmaster Certification Course	June 30th - July 4th August 31st - September 4th	4TH OF JULY BOOGIE LABOUR DAY JUMPFEST (Free Registration)
March 18th - 26th April 22nd - 23rd	EASTER BOOGIE Second Annual "Iron Crank" 4-way Competition	September 2nd & 3rd	"California Cup" 6-way Competition
April 29th	POPS West Coast Championships (4-way, Accuracy, "Hit & Rock", Popstars & Banquet)	October 7th & 8th	Second Annual "Square One" 16-way Competition
May 25th - 29th	MEMORIAL DAY JUMPFEST (Free Registration)	October 28th November 10th	Halloween Party All Veterans & Active Duty Military skydive for \$11 from 12,500 feet!
May 20th - 24th	Spring Relative Work Training Camp	November 18th - 26th November 18th - 21st November 25th & 26th	THANKSGIVING SUPER BOOGIE Fall Relative Work Training Camp Fourth Annual 20-way Speed Star Competition
June 24th - July 4th	"HELL WEEK" Team Training for Nationals. Team rates, competition aircraft, air-to-air video and great facilities. Coaches and nationally rated judges available.	December 16th - January 1st	CHRISTMAS/NEW YEAR'S HOLIDAY CELEBRATION (Free Registration)

Night jumps will be scheduled monthly from April through October on the Saturday night closest to the full moon. The exact dates will be announced on our 1989 pocket calendar - available free by calling or writing.

Perris has the largest permanently based fleet of skydiving aircraft of any DZ in the World! We fly two Twin Otters, two DC-3's and a 12-place Helio Stallion which will be joining us soon.

Our facilities include Square One Parachute Sales and Service; bar and snack bar; heated and air conditioned bunk house; swimming pool; hot showers and camp grounds.

PERRIS VALLEY SKYDIVING CENTRE 2091 Goetz Road P.O. Box 866 Perris, CA 92370 USA
Phone (714) 657-9576

CROSSWORD

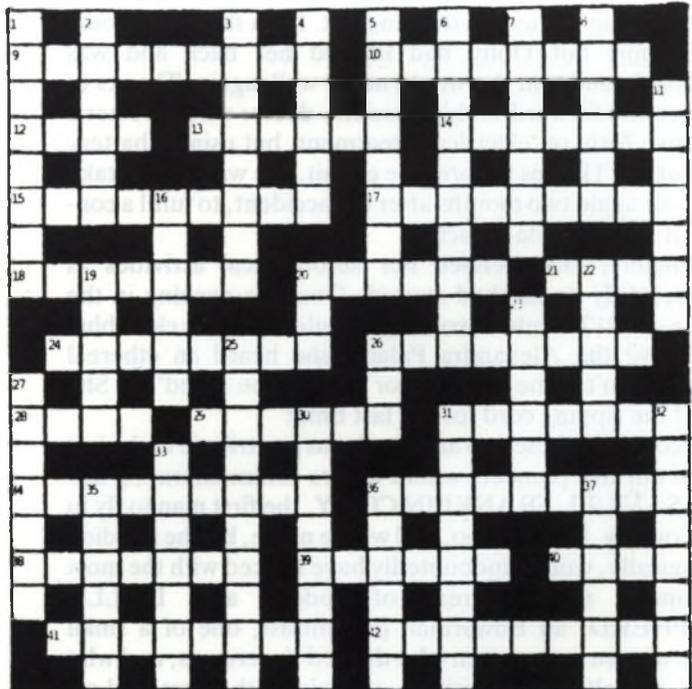
By Geoff Sanders and Dawn Rivers

ACROSS

9. Shout an exit (4,3,2)
10. We receive literally six a year (8)
12. Second hand kit (4)
13. Mystery Dive (6)
14. 126 way European Record initially (1,1,1,4)
15. Worlds Largest Formation Holders (9)
17. Advisable not to jump without it (9)
18. Get on board (7)
20. Dytter Ground procedure (3,3)
21. Clusters (4)
24. The drop zone is hidden from here (5,3)
26. CRW hook ups (8)
28. Clock (4)
29. Jerry Bird is considered to be this of RW (6)
31. Changes angle of attack (5,2)
34. Successful British RW Team (9)
36. Holder (9)
38. Stay Cool (2,5)
39. A Ride for Two (6)
40. Lazy Sky God (4)
41. Don't do this when docking (5,3)
42. Early round saviour (9).

DOWN

- | | | |
|------------------------------------------------|------------------------------------------------------------------|-------------------------------------------|
| 1. On Target (8) | 16. Melted wings caused his demise (6) | 30. Pilot chutes occasionally do this (8) |
| 2. Deployment Device (6) | 19. Flyer (5) | 31. eXhibitions (3,5) |
| 3. Enthusiastic Foundation (4,4) | 20. Veteran jumper (3) | 32. Possibly heard before break off (8) |
| 4. Misfires (6) | 22. Deploys (5) | 33. Issued by FAI (7) |
| 5. Must keep this whilst flying sequential (8) | 23. Could park your yacht here whilst visiting Ampuria Brava (6) | 35. Top Rigger (6) |
| 6. Ones way of getting down fast (5,5) | 25. Between Formations (10) | 36. Parachute (6) |
| 7. Activation device (7) | 26. Pull low and you may get this (3) | 37. Bare Arse skydiving (6) |
| 8. Sometimes carried on a demo (6) | 27. Baton "-----", early RW discipline (7) | |



ANSWERS ON PAGE

CORRESPONDENCE



Dear Carol,

I had to write to agree with Phil Duckworth's excellent letter, and to congratulate you on the few articles below 3000 feet for us students. His ideas for a couple of pages devoted to different centres in turn I wholeheartedly agree with. I'd go a bit further, maybe even some mugshots of the staff and a few D.Z. idiosyncrasies (Fluffie the Skyliner at Cranfield, sheep grazing the accuracy pit at Cockerham).

I too would like more background on some of the bits in the minutes, whatever happened to C4's 'Challenge to Sport' did I miss it?

I'd also like to add my two pennyworth to the requests for more incident reports, usually all we get to hear is the tabloid version, keeping us lot in the dark doesn't help anyone, I'd like included in the incident reports any reserve pull, am I being too fussy?

To finish, the usual thank-you's to everyone at Cranfield for taking me at long last to my first freefall.

Blue Skies and a windsock
with brewers droop.
John Felstead

Dear Carol,

I would like to say a few words on the subject of fall rate as we have seen over the years a change from the ridiculously slow to the equally ridiculously fast.

As anyone who jumps a fast suit will know the difference in control is unbelievable - once the fears on "going low" are conquered and the new flying position is mastered the average weight skydiver has no problem.

However, the operative word in RW, is relative and our aim must surely be ultimately to fall at the same speed throughout the skydive so as to maximise ease, with everyone comfortable.

I have come to realise, though I have jumped a tight suit for over a year now, that where an RW group is predominantly lighter than I am, that it is better to hang up my slick suit and revert back to poly-cotton, so the slim guys aren't bent like a banana to keep down with me and I'm not struggling for height throughout the dive.

It has been said about fall rate - "fast is best", "It's all in the mind", and all down to body position" and I agree that these factors play an important part; but there is no getting away from the fact that the slimmer the Skydiver, the slower he shall fall and the fatter the faster!

My philosophy is simple:

It is better to BE COOL on the skydive than to LOOK COOL on the dirt dive.

So if you're heavy don't be frightened to pull out your old suit if the rest look like they're not going to come down to you.

Andy Crawford
D5915

P.S. it would be interesting to hear what the skydiving anorexics have to say.

Dear Editor,

Bob McGilvray and Bill Parker commented on the way incidents are reported to the membership and high-lighted a potentially dangerous shortcoming within the sport in this country.

Recently I have discussed this topic with other experienced jumpers and found my own views to be echoed on every occasion.

Put simply, I want to know what happens to other people so that I can try not to let the same thing happen to me. Moreover, I want to get this information from a well informed source, I want it in writing and I want it to be technically accurate.

It has been proposed that the magazine should be used for publication of lengthy incident reports. However, it was suggested to me that there might be good legal reasons for not reporting serious incidents in a magazine of this nature and that the 'image' of the sport could suffer if each issue was filled with gory detail.

I am not for one minute suggesting that the association should get itself or it's elected representatives into dangerous legal predicaments or even that the magazine is the correct medium to be used for incident reporting. What I am saying is that, at present, the system of incident reporting is not getting the technical data over to the people who need and want it, other jumpers.

The magazine was used in the past for reporting on fatalities but the practice stopped some years ago. Perhaps that was a loss to the membership.

Yours sincerely,
W.G. Bilsland
D1778

Dear Editor,

I would appreciate it if you could print this letter to everybody concerned. On June 28th 1987 I made my first static line jump at Netheravon - all went well until I tried to land - I pulled my ligaments in my ankle. However, I enjoyed the experience so much that three weeks later I just had to have another go. This time the landing was much better - I found myself hooked.

69 jumps later, after a lot of hard work, and quite a few mistakes, I am pleased to say I have got my category 8.

I would like to take this opportunity to thank all the staff at Netheravon for their support and encouragement with special thanks to weekend Instructors Gerry, Phil, John and Judy.

Steve Harper
Marlborough

Dear Carol,

Please find enclosed a poster which was drawn by one of our students at the Cornwall Parachute Centre and we feel that a few of the readers may find it amusing!

It was designed and drawn by Mr. Philip Allbutt and Miss Sharon Webb who are both working hard to achieve their first freefall.

Also we had a very special event occur at the Centre on Sunday 13th November 1988 which we feel is worth a mention. Six of our students, five of whom were from the Plymouth Polytechnic Parachute Club, all went freefall on the same day. Their names were as follows:

MARTYN BRAUND, JON
OATHAM, MICHAEL IANSON,

JASON CHAMBERS, WILLIAM GREATWOODE (these five from the college) AND BRIAN HARRISON.

Could you congratulate all six students from everyone at the Cornwall Parachute Centre as this is a record for first freefallers in one weekend and also say a special 'thank you' to all our members who worked so hard to enable this to happen in one day.

Linda R. Grant
Secretary

Cornwall Parachute Centre



"As it's your first jump, we'll see if we can find you a better parachute."

Dear Mag,

On behalf of L.B.FFC and Merlin P.C. I would like to express our deep concern and wishes for a speedy recovery to John Sheehy who experienced a bad road accident whilst driving his lorry in late July. Our thoughts are with him and hope he's back in the air with us very soon.

The photo shows John first, self and Big Tel exiting over Topcliffe celebrating a birthday. Photo by Wilf Bricknall.

May I also take the opportunity to say thanks for not being invited on the 9 way boys!

Brian Wilson
C7549

Dear Ed,

Great photos and stories, glad you took my advice in my printed letter last mag. Joking apart everyone has noticed the upturn since you took the wheel.

'Time For a Change' by Bob McGilvray gave views I hold dearly if DZ operators are sincere in their commitment they will support radio spotting or lose financially.

Maybe DZ's specialising in Students or D- Licence will be the way ahead such as in the U.S., this I will find out on my next vacation so enjoy your cold dives this winter.

Yours Aye
Dave Casson
D7093

Dear Editor,

Whilst on holiday in Germany with my sister and brother-in-law, Marie and Ted Payne (both experienced skydivers), I was persuaded to make a Tandem Jump at RAPA, Bad Lippspringe.

First of all, I'd like to thank Jeff Page, my Tandem Master, for the complete confidence he inspired in me and an 'angst' free first jump.

Secondly, I'd like to say that it was the most unbelievable experience in the whole of my life!

I really can't express eloquently enough the thrill of hurtling towards Terra Firma at 120 miles per hour. Obviously all you experienced skydivers out there are thinking "yes, we know!" and are delicately suppressing your yawns, but as a person whose nearest experience to skydiving was falling off the garden gate as a child, it really was a MINDBLOWING experience!

The outcome of it all is, that I'm now saving hard for a one jump course.

So, all you people out there who may be glancing through this magazine and thinking "what's the appeal of it?", one: don't knock it and two: get out there and try it!! Thank you.

Tracey "is this really me" Peck

Dear Carol,

Greetings from the Fatherland

From the 6th to 15th August there was a C 130 Boogie at Siegerland in Northern Germany. I couldn't afford to stay for the whole period (could anyone?); however, here is my report based on the five days I was there.

Siegerland is a mile long tarmac runway, 2,000 ft ASL, next to an old American rocket complex. The aircraft was a C 130/300 (about 7 metres longer than a standard Herc) with a lift capacity of 150 jumpers. There was only one run-in, altitude 5,000 metres (16,404 ft) AGL, 18,000 ft ASL. Oxygen on board too, I counted 20 bottles with 2-3 masks per bottle. These of course were shared if Frankfurt ATC put you on hold. Registration was DM 85.00 (£27.50 approx.) and 5,000 metres cost DM 49.00 (£16.00).

The facilities were just about the best I have ever seen, so good, that when a jumper broke a leg he/she was diagnosed, x-rayed and plastered up without having to leave the airfield. Tents, showers, toilets, two restaurants - it was all there. Motto - You got what you paid for.

There are two points which come under that catch all heading.

Rumour Control

1. Stolen Gear:

Between the 5th and the 8th, four rigs were 'stolen'; however, when I offered to circulate this information to

Continued on next page

Dear Carol,

How's this for the mag -

In the photo Dave Casson (red Protec) posing for his 200th and Lee Townsend on his 200th captured by Ronnie O'Brien. A reunion since meeting on a military course a year ago led to a double celebration dive over Sibson.

Many thanks to John, Ronnie and all the staff of P.P.C.

Yours Faithfully
Dave Casson
D7093



the LVB and DAEC, people couldn't remember colour or serial numbers of the 'stolen' equipment. Even a rigger who had a brand-new rig 'stolen' couldn't give any further information because - wait for it - his equipment log book was 'stolen' as well! 'Stolen' gear therefore is not a problem.

2. The casual observer may of course wonder why there were two C 130 Boogies in Europe in August. Siegerland and Vichy run on identical dates. A non-jumping but well placed source suggested a mild personality clash between organisers of last year's South African Boogie plus some unpaid bills. **END OF RUMOUR CONTROL.**

On the minus or discussion side were four points:

a) Exits: on the run-in the aircraft is doing 100 metres per second; therefore, an 8-way that can't get it together and takes 8 seconds to exit equals 800 metres. This is going to cause a sense of humour failure for the people going out last, i.e. landing off the DZ or having to dump high.

b) Landings off the DZ. On the first Monday, second lift 40 + jumpers couldn't make it back to the DZ. A miscalculation of run-in wind direction and a delayed exit caused this. Siegerland is surrounded by huge forests, fortunately with plenty of open spots and fire brakes to land in. Dr. Jeff Tothill's letter in the August/September issue raised the point about missing jumpers especially at big aircraft boogies. Remember sod's law? Let's not give the media and the 'ban-in-all brigade' a stick to beat us with. The group organiser signing his team back in sounds reasonable and would be easy and quick, given the computer manifesting I saw at Siegerland.

c) Altitude: three jumps from 16,404 ft cost DM 147.00, that is approx. £50.00. How about one high lift and two low lifts at say 12,000 ft per day. This would mean jumpers could save a bit of money and stay a little longer.

d) The aircraft: it had to be fed. For maximum loads you needed a minimum of 300 jumpers per day on the DZ, though during the mid-week slack period they were down to 100/150 jumpers, saving their money for the holiday weekend. The breakeven load factor was 80 (to 16,000 ft). I read with amusement Simon Ward's article on the Belgian boogie which mentions a limit on registrations. Any Brit who wants to jump C 130s can take a look around Europe next year, there are alternatives.

Finally, I would like to thank everyone at Siegerland and Bibi for a well organised meet which I enjoyed.

Go for it
Pat Sparks

P.S. The big let down were the rigging facilities - you couldn't even get a line repaired.

Dear Robbi,

Thanks for all your hard work in setting up and running the first Halfpenny Green RW Seminar. I really enjoyed it and learned a lot.

When I came down I'd just got my Cat 10 and had little confidence in my docking and swooping ability, leaving the plane 4th was my limit. Having done the course I'm confident enough to leave 7th or 8th if I no longer worry about busting up formations when I dock. I'm happy about leaving the plane in any position - even rear float which I used to think was beyond me. All this is thanks to you and the other instructors on the course - particularly Tim Homer, D.T. and Barry Joss. Now I will be enjoying my skydiving even more than before. (So don't expect me to stop smiling in free-fall).

When I first arrived on the course it was a bit disappointing to do the first 4 jumps with the jumpers I'd come down with but after that it was great to jump with the others on the course and to get to meet them. Having met everyone it was nice to be able to settle down and jump concurrently with the same people so we could improve on each subsequent dive. The no-contact dives Tim got Kate, Nickie and I to do taught us far more than I'd have expected and really made you think about flying all the time and not just between points.

The 8 way star jump for Nickie's 100th was, for me, the icing on the cake and added a bit of variety just when we were getting a bit too serious. The grand finale of the course, though it wasn't actually the last jump, was the 2 aircraft dive. If I live to be 90 I shall always remember the sight of the trail plane running in and everyone swooping down on (and some past) the formation.

When I arrived on the course I wanted to do 4 things:

- 1) Improve my RW
 - 2) Do as many consecutive jumps as possible
 - 3) Meet new people
 - 4) Have a good time
- I did all four. Thank you.

You asked for some suggestions for possible improvements to future courses. Here they are:

1) Have an official start time so everyone gets together and meets one another right at the beginning.

2) Make the first few jumps fun ones and change round people so everyone jumps with everyone else (within reason) and you get a chance

to assess levels of experience and relative fall rates.

3) Keep the same mixture of serious sequential, fun and swooping dives so the interest level is maintained.

4) Assess people's abilities before and after the course so they can see how they've improved. You could have a "Star Pupil" award.

5) Charge a registration fee and give out T-shirts to course members to advertise the seminars when they go back to their DZs.

6) Make sure you book the same weather.

Hope my comments have been helpful. I'm looking forward to coming down to Halfpenny Green again. 'Til then I hope you have blue skies and warm flights.

Best Wishes
Michèle Martin

Dear Carol,

On opening the August/September edition of the Sport Parachutist, a piece of paper with black typing fell out. Not having come across this before, the offending sheet was regarded with suspicion until I realised that it wasn't anybody trying to scrounge money!

Reading through it I found it was a nomination paper for the AGM. About two-thirds down the paper there was a part labelled important:-
1) In order for this nomination to be accepted it must reach the BPA office not later than Monday 3rd October 1988.

Nothing is wrong with the above statement, except for the fact that I received the mag on Saturday 15th Oct! Before I go any further I must add that I had no intention of nominating anybody, but what would have happened if I had decided I was?

No doubt, you are sick of people whingeing about the lateness or otherwise of SP, but isn't there anything ANYBODY can do about it?

O.K. End of gripeing.

Just to finish off I would like to mention all the hard work Wild Geese Skydiving Club are doing over here in Ulster, and to thank them for putting up with a so-called skydiver who only jumps about once every two months. Thanks must go to Ian, Dave, Alec, Dave, Maggie, Nigel, Judith, Ivor, Mike and anybody else unfortunate enough to have met me.

Dull, overcast skies with puddles round the pit
George Wilson
388367



Brian McGill D2888

RAF FALCONS

End of Season Tour 1988

You may remember my article in the April/May 88 issue about my first display as team coach of the RAF Falcons into the San Diego stadium. It would be difficult to believe that the end of the season could up-stage the start, but when we returned from San Diego we were approached by our participation committee with the possibility of taking part in the Australian Bi Centennial Air Show in Richmond, Sydney. Although this offer was eagerly accepted, it was not until later in our season that the full implications unfolded. By August we realised that we were in fact part of a large British contingent including Tri-Stars and Tornados, all heading for Australia.

Having just returned from displays at the Portuguese Grand Prix and the Gibraltar Air Show we quickly repacked our bags and left for Sydney on the 3rd October, stopping off at Bahrain, Singapore and Darwin. The plan allowed some free time and sight seeing, but more important a week at the Australian Parachute School, where we trained alongside the Canadian, Brunei, Australian and New Zealand parachute teams.

With all the displays at the air show planned and practiced our minds lent towards the possibility of doing a display in the area of the Sydney Opera House. Although we could not

gain the authority to display into the grounds of the Opera House itself we did manage to display into the gardens just behind, and in so doing received full national TV coverage.

On the 18th October we left Sydney, having successfully displayed at Richmond, the largest Air Show in the southern hemisphere, and the Opera House. Our route home taking us to Pago Pago, Hawaii, Travis Air Force Base San Francisco and Harrisburg Pennsylvania. In Harrisburg we met up with the Golden Knights and spent four days at the Harrisburg International Air Tattoo where we carried out three displays and attended five receptions, all equally as enjoyable.

After a quiet day's recuperation, the last leg of our trip took us home via Goose Bay in Labrador, arriving back at Brize Norton on the 26th October.

This was a trip of a lifetime and a fitting way to end a season which, despite the poor weather, culminated in a total of 106 displays and 3079 descents. May I take this opportunity to thank the rest of my team for a superb season and pass on my regard to all the other display teams we met during the season. Merry Christmas and all the best for the 1989 season.

P.S. Don't take your Granny to the beach!!

ELECTRONIC SPOTTING

Jumpers have suddenly discovered that a pilot with the right ability, in an aeroplane with the right equipment, can consistently spot accurately without needing a sight of the ground. Great! We can jump through 8/8 cloud cover!

You get out into blazing sunshine, score a few points, another going through cloud, a couple more in the dull grey light beneath, track off and pull. Busy congratulating yourself on a good dive, and your pilot on another good spot, you suddenly find your canopy being eaten by the propeller of a Cessna 172, driven by a weekend aviator who either hadn't read his notams or was just plain lost. Couldn't happen? If my pilot had spotted me 50 yards further north one day 12 years ago, I would have been able to tell you exactly what a prop could do to a parachute. Would you drive your car in thick fog at 120 MPH.

Consider another scenario. Coming through the cloud, you unload at a safe height, and find yourself with a control problem, or maybe you just misjudge the performance of hot new 150 square foot rocketship, and end up trying to occupy the same space as the new Porsche belonging to the poser on today's basic course. He is getting a bit emotional about the damage, but you restore calm by explaining that you are fully insured against third party risks, and some careful wording on the claim form should fix him up with a new paint job, compliments of the BPA insurers. Wrong! By jumping through cloud, you broke the law. The jump was illegal and the insurers will not want to know.

Jumping through cloud is dangerous and it is illegal. Stick to cloudbase and work on your launch, or do some CRW. If you must break the law, then keep a low profile - for God's sake don't invite attention from the legislators by advertising the fact! The CAA, the Health and Safety Executive and various individual politicians at local and national level are always looking for opportunities to further restrict our operations. We have too many rules already, but what we do have is the minimum that will keep these people off our backs. Evidence that the rules are being flouted - like letters in the magazine - is just more grist to their mill.

The Association is run by its membership, or at least by those members who care enough to do more than just bitch in the bar, or write the odd letter to the mag. If you want to change the rules, start by lobbying. Your CCI is a voting member of the Safety and Training Committee, so convince him you are right and get him to raise the subject at the next STC meeting. The Council, elected **volunteer** members of the Association, would be only too pleased to receive input from members normally too apathetic even to vote in the annual election, so get in touch with them - their names appear in the front of the mag and you can contact them any time through the BPA office.

Of course you care about parachuting - you turn up every weekend and pay your jump bill, don't you? Well, that's not enough - we all do that. If you want to change, you have to work for it. If you can't be bothered, then don't bitch about what you see as a lack of activity from those BPA members who work their asses off on behalf of the Association's apathetic majority.

Ray Ellis
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Introducing.....Sue Dixon

A Happy Christmas and Good Weather New Year to all BPA members - and anyone else who reads this.

The opportunity to extend these good wishes has made me sit down and do something about writing an article for the Magazine introducing myself as the 'new' Development Officer.

I've put the new in inverted commas, as I'm not so bright and shining anymore - I took up the appointment on the 1st July for a three month trial period; that was my excuse for not writing then. When the three months ended, the internal changes in Head Office with the dis-establishment of the Secretary General's post, Charles Port leaving, and the necessary restructuring at Wharf Way, gave me a further excuse.

Then Tony Lewis from Angel Graphics, on behalf of Carol, rang me and said "Do you want to wish the Membership a Happy Christmas?" - hence the first paragraph.

To those of you who don't know me, I've been a skydiver for 16 years during which time I've worked as a rigger, instructor and demo jumper. For the past five years however I have spent most summer weekends judging at competitions around the country. I joined Council in 1987 and resigned upon my appointment to the full time staff. It is quite enlightening having been on both sides of the fence.

My commercial background has been in administration, management and sales, and I felt that I could offer the Association some expertise in these fields; those members of Council who interviewed me for the Development Officer's job shared that belief.

I have tried to assess what has been achieved since my appointment to report on. I must admit it has been a bit of a case of laying tracks before the train arrives a lot of the time.

I was fortunate in that such a lot of work had already been done; firstly with the establishment of the Development Plan itself, and then the projects under that plan that had been put into place by Chris Gilmore. In many ways it was just a question of picking up from where they had left off and trying to move things further down the line.

One of my jobs was to write a report for Sports Council on the work done under the Plan since it was started 3 years ago - a project report. When I came to write it I found that I could fill 16 pages, and that was a summarised report! It was surprising how many things had changed over the three years; certainly we seem more aware now of the need to retain new members within the sport, and an improved image on the Drop Zone.

One of the projects I have undertaken, with a lot of help from various BPA members (Kevin Veitch, Simon Ward, Leo Dickinson, Steve Eversfield and others), is the production of a brochure selling the sport. The idea is that this brochure will form the basis of an information pack, the balance of which would be requirement specific; i.e. pressed pack; sponsor opportunity pack; your own club pack for potential students. I hope that clubs will buy them and take advantage of the cost savings offered by the Association's greater printing and production power.

To develop our sport we need the twin requirements of improved P.R. and image, and sponsorship. I share the belief expressed earlier this year through the pages of this magazine that Sponsorship is not easy, and needs a professional approach, and that is one of the reasons for a 'corporate' brochure, part of that professional image.

We are exhibiting at an Exhibition in London on 30th Nov/1st Dec (a past happening by the time you read this) which is designed to put those seeking sponsorship in touch with those seeking to sponsor. At least that is the aim and the foundation that the sale of space is made on. Council made the decision that the Association take part in order to put our sport squarely in the market place.

As a result of this, the Association will own a stunning exhibition, which will be mobile and available for hire to clubs. We can all get into the market place of selling skydiving.

I believe that good P.R. and an improved image will eventually lead to the achievement of the aims of the Association which are:

To encourage participation and promote excellence at all levels of Sport Parachuting.

AIMS

Lofty sounding aims (no pun intended) but to achieve them we need to change the image of our sport from either: 'military': charity jumps': or 'plumeting and plundering' and 'you must be brave'. We should all try to portray our sport as a sport, albeit a very "special" sport. We have ahead of us a long slow educating process - but together we can do it. If each club appoints a P.R. officer, someone who gets to know the local press, works on good stories, sends our Press Releases (if you know your local people it makes a difference as to where the press release ends up!) - we can work to raise national awareness. I will work on the National Press - if you have a story that could/should go National, let me know, we can work together. I promise to try just that little bit harder next year.

This year we got:

BBC Breakfast Time, 4 minutes R.W. Nationals 4 minutes Esther Reynolds and Seoul
Radio Oxford - preview of the R.W. Nationals
Telegraph - R.W. Nationals
Express - Classic Nationals/Esther Reynolds
Evening Standard - Esther Reynolds

That was the result of work from the BPA office. Tim Mace achieved good TV coverage of the Joint Services record at Middle Wallop (with more to come I hear) and did anyone miss the opening ceremony of the Olympic Games? I know I was that person sat there at 4 a.m. enthralled (with the skydiving - what a marvellous show-piece).

What did your club do? Let me know - I'll help all I can.

CHANNEL 4 1989

Channel 4 - 'Challenge to Sport'. Chris Gilmore worked very hard, along with a lot of other people in our sport and we won the contest. The prize of one hour of TV time on Channel 4 is ours and is going to happen during 1989. Watch this space.

I'll get down off my hobby horse until the next magazine - I'll try and keep you in touch with the 'Job'. Meanwhile, from all of us here at the 'office': Sue Allen, Trudy Kemp, Angela Middleton, Mandy O'Gorman - the terrible twins Tony Butler and John Hitchen, and me, the new girl, a very Happy Christmas. See you at the AGM or around the drop zones in 1989.

SUNSET OVER PERRIS



Christine Betts' first 4 stack with the Bartholomew brothers and John Carter.



Golden Lions demo exit. (Photo by Roy Bannerman)





Taken over Langar.

Glen Morris, Dave Suckling and Nick Everett going for a succesful 5-way plus 5-stack.

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CORNWALL PARACHUTE CENTRE

With the added attraction of the 8-way Speed Star China Cup, there was a record entry for the Annual August Boogie at the Cornwall Parachute Centre.

Twenty one teams entered into the S/L Round Competition, fifteen teams in the 4-way Launch and Accuracy and six teams in the 8-way.

With all expectation and excitement, the Boogie was brought to a grinding halt owing to high winds and low cloud and it took three full days of hard work by the officials, spear-headed by the Meet Director Paul Beck, to complete two rounds of the 4-way Launch and Accuracy. The standard of competition was very high and this was accompanied by a great deal of humour and much enjoyment by everyone.

The lead fluctuated from jump to jump and the calibre of skydiving was such that the final placings were decided by the judges' tape on the concluding team's dive with the Team Leaders watching every inch measured!

We look forward to an even bigger meet next year with an official practice day on the Friday and the addition of our new accuracy pit.

Special thanks to the Judges Yvonne, Big Bob and Woody and to our new jump pilots Dave and Collette and the not-to-be-forgotten, ever patient members who could not compete owing to adverse weather conditions for the S/L Competition. Final thanks to Fran and her fantastic team in the Coffee Bar.



Some of the trophies awarded at the Boogie.

4-WAY LAUNCH AND ACCURACY COMPETITION

Team Winners:

BOMB THE BASS

Steve Nundy
Barry Withers
Ian Robinson
Chris Eddy

Runners Up:

CLINGONS

John Fisher
Tony Danbury
Pete Knight
Lucy Bunt

Third

MATING PAIRS

Pete Wade
Collette Burgess
Fenton Baker
Linda Fisher

Fourth

BLOB

Robin Gallon
Chris Davies
Dave Stewart
Eddie Fisher

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Steve Nundy

Runner-up:

Robin Gallon

Third

Chris Eddy

Fourth

John Fisher

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A few of the members attending the Cornwall Boogie 1988.



First two teams in 4-way LAC. Bottom row are the team winners.



1st point

16-way over Sibson 1st and 2nd October 1988

Dive organised by Andy McGowan. Photos by Stuart Meacock.

2nd point



SKYDIVE SIBSON SKYVAN

Graham Godding

The week-end of the 1/2 October saw the re-run of the Sibson 8 Way Sequential Competition. The weather, for a change, was perfect. Seven teams battled it out over five rounds but a formidable performance by "MO", crowned by a sixteen point dive - fourteen in time in round five brought their total to 47 points and the Gold.

The remaining medals were decided in the very last round, "Solpedenies" taking the Silver and "Chris's Cold Cure" the Bronze. Thanks to all the competitors and especially to John Laing and John Haddon who did all the judging.

"Anabolic Steroids" deserve a special mention as the team with the least luck. During their journey down from Scotland one team member made an unscheduled departure from the car somewhere on the A1. Their luck did not change much during the competition either.

The meet was completed by Sunday lunchtime and after the prizegiving teams got together for some 16 Way fun. Unusual formations, 3 and 4 point dives, Room dives, all made a bit easier from the Skyvan tailgate, were organised and enjoyed. A good time was had by all.

Keep a look-out for the SKYVAN events in 1989, it's gonna be good. AND, look-out for "MO". Let's hope their commitment in pursuit of excellence pays off. Good luck guys (and dolls).

TEAM	1	2	3	4	5	Tot	Pos
Mo	10	8	5	10	14	47	1
Solpedenies	3	3	3	4	5	18	2
Chris's Cold Cure	2	6	2	3	3	16*	3
Speed Eight	2	2	5	4	3	16*	4
Sunshine Mountain	2	2	1	3	4	12	5
Anabolic Steroids	2	2	2	3	-	9	6
Hard to Say	1	1	1	1	2	6	7

*Decided on time.



'MO' exit. Photo by Stuart Meacock.

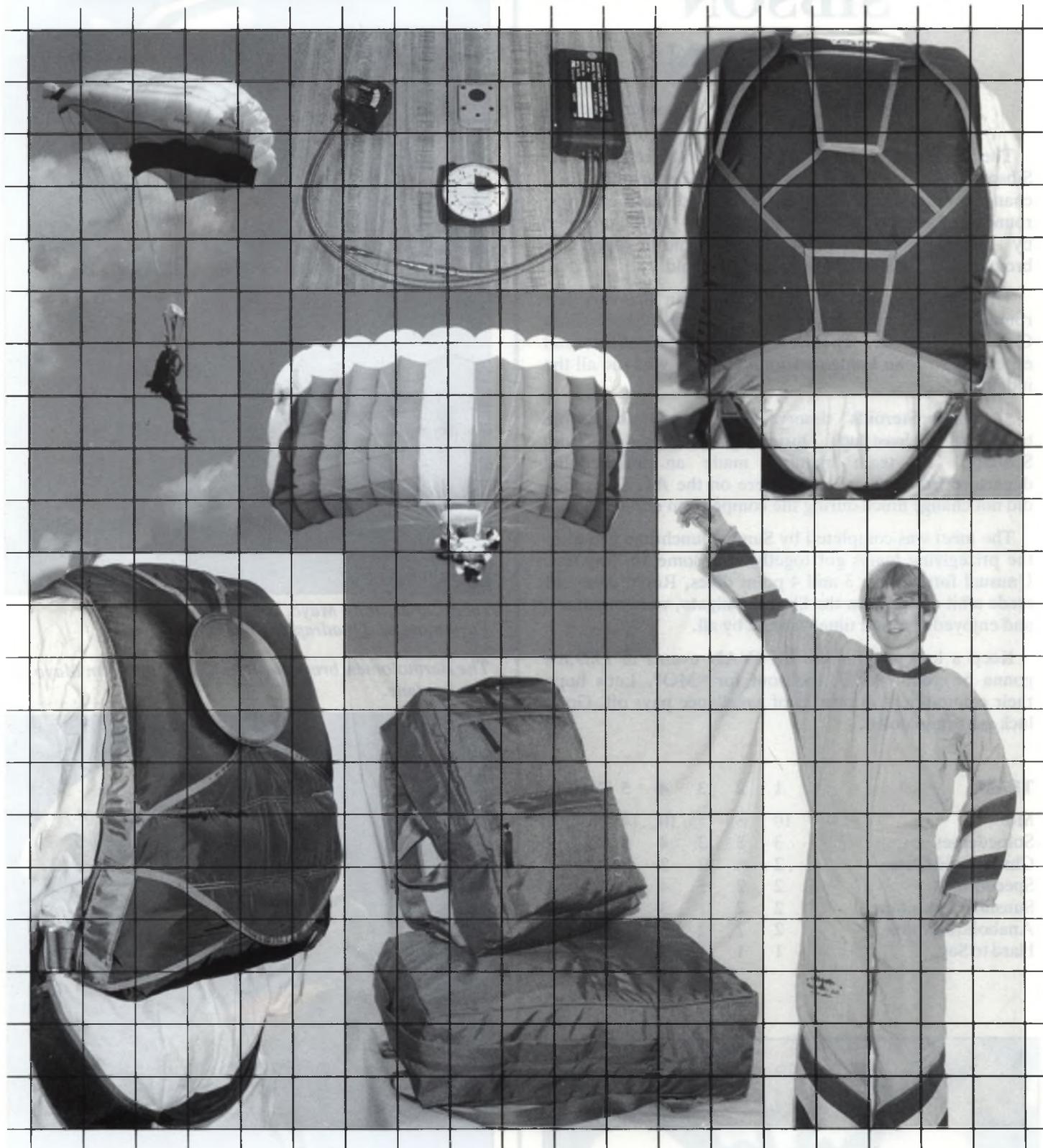


John Carter, John Mayo, Nolan Mackey and Steve Bartholomew. Quadraplane over Perris

The Bartholomew brothers, John Carter and John Mayo in a quadraplane.



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...Static line to Skygod...

Did you ever wonder why it should be necessary to go through such a long-winded series of exercises before you are allowed to jump with other people? The BPA Category system, the progression method used by most jumpers and employed at every BPA affiliated DZ, has developed over a long period and in general produces jumpers with a good level of basic survival skill, capable of attempting much more complicated exercises without losing sight of essentials such as dealing with emergencies, or the necessity to pull before impact. There are alternatives such as AFF, or the military system, so why go for the Category system? I would like to compare the various training systems, and then discuss in more detail the thinking behind conventional training doctrine, so that jumpers going through the system have a better understanding of what their instructor is trying to teach them. It may not help you to get there any faster, but it may make you a bit less impatient!

There are two main aims of any training system:- Firstly, to keep people alive, and secondly, to teach and develop free fall skill. However, different systems use widely differing means to achieve these aims.

1 Military Free Fall - 'HALO'

After several days of intensive ground training, the student's first skydive is a solo free fall jump from 12,000 feet. He is required to fall stable, maintain heading, and maintain altitude awareness, pulling at 4,000 feet. The main is fitted with an AAD calibrated for 3,000 feet. By the end of the course, he will have made 40-60 jumps, and will be capable of jumping from around 25,000 feet, carrying oxygen and up to about 120 pounds of personal equipment in addition to his parachutes, open at a safe height and land reasonably close to his team mates, at night. He will have a level of free fall skill roughly equivalent to BPA Category 8.

There are two main reasons why such a system would not work too well in Sport Parachuting:

1. The aim of the course is fundamentally different. Far from being a recreational activity, it is viewed as a means of transporting a soldier and

Ray Ellis

his equipment to his place of work - the battlefield. The level of skill required to pass the course is the minimum which will get him there safely. It can be very difficult to get a jumper to change from the fairly rigid 'Frog' position essential on early HALO jumps, to the flat relaxed box position required for good sequential, as any instructor who has been involved in such a conversion will testify.

2. The course puts a heavy responsibility on the student to get it right from the start - too much for the average first timer coming off the street into skydiving. HALO candidates have passed several stages of very rigorous selection before starting training. They are well above average in motivation, determination, fitness and motor skill co-ordination, and are also competent military static line jumpers:- Their ability and 'bottle' are well proven.

Accelerated Free Fall - 'AFF'

Following a day or so in ground training, the student's first jump is a 12,000 foot free fall, accompanied by two instructors who will hold onto him from exit to main canopy deployment. The instructors will physically prevent any loss of control in free fall by correcting the student's body position, and will speed the learning process by in-air instruction, using hand signals to communicate. They will also be prepared to deploy the student's parachute for him if he fails to do so. On later jumps the student develops his free fall skill, first with two instructors and later with one, only going solo when his instructor feels he is fully capable. Accumulating a lot of free fall time in a small number of jumps, and aided by the in-air instruction, the student takes only a handful of jumps to learn basic survival skill and can be ready to start learning RW in less than a week.

The system is well proven and generally produces very good results, but it's not all gravy. There are two main disadvantages:

1. Cost.

- a) **Instructor Training** The system requires an extremely high level of skill and experience from the instructors. It takes at least five years for even a dedicated skydiver to achieve the basic minimum 1,000 jumps required to simply attend the qualification course, let alone pass the examinations. Also, it will take a couple of hours to explain and rehearse the jump, go up and do it, and then debrief afterwards, so if you happen to be one of several AFF students waiting to jump, you may have to wait some time before an instructor becomes available. Personal one-to-one instruction from highly qualified instructors naturally does not come cheap.

- b) **Equipment** Very specialised equipment is required, costing 3-4 times the price of conventional equipment, so equipment cost-per-jump will be very high.

2. Weather

AFF needs a lot of height, which in Northern Europe may not always be available. There will be days when AFF students can jump and static line students cannot, but in my experience, on balance over the year, there are more days when AFF students are on the ground and static line category system students are jumping from low altitude.

To sum up, AFF is very exciting, produces generally good results and can develop your free fall skill in a very short period. However, it requires a hefty dollop of cash up front, and can be more dependant on weather and instructor availability than conventional training.

Ram Air Progression System - RAPS

RAPS is identical to the Category System as far as the development of free fall skill is concerned. The only difference is in the type of equipment used. The RAPS student, as the name implies, uses a ram air parachute and tandem harness system throughout his progression. Classes are small with a better instructor to student ratio than conventional courses. The ram air parachute gives an added dimension to the jump, although free fall training is unchanged. Costs are likely to be substantially higher than conventional training.

It should be emphasised that at this stage RAPS is still a pilot scheme. It is being evaluated as a strictly limited operation to enable potential problems to be evaluated before RAPS can be accepted as a fully viable alternative to AFF or conventional training.



Static line (by Bob Smith)

The BPA Category System

The basic principle underlying progression on this system is that you are never put into a situation which you haven't already proved yourself capable of handling. This is achieved by pursuing a number of strictly limited learning objectives, and at each stage allowed just enough time and speed to achieve the objective, but not enough to get into serious trouble if things go wrong.

The exercises are truly progressive, each successive exercise being designed to confirm and build on skills learned and confidence built

AFF (by Adrian Thornton)



up over previous jumps. The minimum number of jumps required at each stage is laid out, with emphasis on the word minimum. Very occasionally an exceptional student will come along with the talent to progress through in fewer jumps if he were allowed to, but the vast majority will require at least a couple of exercises to be repeated at some stage. The basic premise requires each new skill to be thoroughly learnt before moving on. Overprogression can be dangerous - on a thirty second delay, a student who has not mastered stability can get into a real nightmare situation such as an inverted flat spin which he has neither the skill nor the confidence to deal with. Overprogression often tends to be self defeating anyway - by getting into difficulties which you are not fully equipped to deal with, you can suffer a loss of confidence which can take several jumps to overcome.

The actual rate of progression depends on all sorts of factors but probably the most important is continuity. 20 jumps in a week will almost invariably show better progress than 20 jumps in three months, particularly in the early stages. Confidence will remain at a higher level with the fear factor less of a barrier to learning, and new skill will be confirmed before they can be forgotten.

It is when continuity has been interrupted that we can see one of the main benefits of the category system. A layoff due to weather, minor injury or whatever, can quickly be overcome by going back a stage or two and spending a couple of jumps confirming skills and rebuilding confidence. If weather prevents you from getting enough height for your

next exercise, you can always carry out simpler exercises from a lower altitude. It maintains your confidence, and it will be good practice - there is no substitute for practical experience, and anyway it has got to be better than staying on the ground!

Sound briefing and debriefing is also very important, so make sure you get a good brief in plenty of time - it's no good asking for a brief when you are standing on the flight line ready to go! And as soon as possible after the jump, get a debrief. Go and hassle your instructor while it is still fresh in his mind, get your log book signed up and while you are there, hassle him for a brief for your next exercise as well! It pays to be a bit pushy - most instructors will be too busy to come looking for you, you have to chase them!

Progression through all 10 categories can be subdivided into three phases of learning.

STAGE ONE - Category 1 - 6 (Static line to 15 second delay)

During this stage you learn to fall stable, on heading, and pull after the correct delay. The actual skills required are very simple, and the main barrier to learning is the fear factor, so the main aim of this stage is to build confidence. This is achieved by successful completion of a series of very small steps forward - DP's, 5's 10's etc. The other major confidence booster, which unfortunately cannot be guaranteed, is the sometimes surprising discovery that the main parachute is actually quite reliable! We hope that will continue to be the case, but it never hurts to practice reserve drills!!

Once you have reached this level of confidence, together with competence in the skills of stability, counting the delay accurately and pulling the handle, then progression to Stage Two can be considered.

STAGE TWO - Categories 7 and 8 (20 to 35 second delays)

During Stage One, your ability to fall and pull stable was the result largely of a conditioned reflex - body position and drills practised repetitively on the ground. Stage Two learning requires a developing feel for the relative wind, an increasing sense of balance in free fall. This starts with the relaxed position, and develops through turns and backloops, culminating in the max track and track turns. Confidence is further boosted by learning the skill

of recovering stability from a deliberately induced tumble. Also developing should be an increased instinctive awareness of elapsed time in free fall, familiarity with the altimeter and the ground picture, continuing improvement in canopy control, and spotting.

Once a satisfactory degree of confidence and competence in these skills has been achieved, you are considered safe to jump without needing direct supervision from an instructor. You have mastered basic survival skills and are ready to go on to what skydiving is all about - learning to fly.

STAGE THREE - Categories 9 and 10 (35 second delay plus)

This stage of learning does not need an instructor - teaching/coaching can be carried out by a Cat 10 jumper nominated by the CCI. To be successful, the skills learnt during stage two must be completely mastered. You need to be completely confident and relaxed in free fall, able to monitor altitude, and capable of carrying out simple manoeuvres such as turns or dive exit instinctively, by balance and feel.

You should during this stage be exploring your full performance

envelope, from de-arch to vertical dive, horizontal movement without relative height loss and vertical movement without forward movement. Also developing should be an expanding awareness of altitude, ground heading and position, and most importantly other skydivers in your part of the sky.

By the time you have completed this stage, you will no longer be a student, but a moderately experienced skydiver. Not necessarily a competent relative worker, but safe in the air, with sound basic skills and good awareness. You will have made 50 jumps or more, probably had a couple of scares, and will be thoroughly familiar with what goes on on the DZ. You will know enough to assume responsibility for your own kit and your own skydive. You know enough to start out on the real business of learning to skydive.

WHAT NEXT?

Further progression is now entirely up to you, and you can go as far as your talent and commitment will take you. Continue with RW, look into other disciplines displays, instruction, camera work - the sky is quite literally the limit!



Four-way (Photo by Frank Smith)

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Merry Christmas and a Happy New Year.

See you on the 89 circuit.

Sandy Spence



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Headcorn LAC Meet 1988

The time was 9.30 am, the place was Headcorn, the event was the 1988 Launch and Accuracy Meet.

All heads craned downwards to check the cloudbase. It was looking good - it had lifted to knee high. Indeed, a dismal start. However all was not lost as the cloud lifted more and more, until a game of baseball was possible, providing the ball was not hit too high. As it was the ball was always wet upon its return to earth. After 5 hours people were getting the hang of the game just when the Meet Director, Geordie Laing, decided that enough was enough and it was time to get jumping. The once deserted pit field was then engulfed with the 24 teams, judges and all the paraphernalia involved in running the competition.

It was at this point that a certain 'Sas' McGoldrick of the Royal Artillery Parachute Team became slightly unpopular with his team mate Les Carroll. Why was Les unhappy? Well, in his eagerness and excitement to get to Headcorn for this highly prestigious happening, Sas had left Les's Foil behind and brought his Fury instead!

"How do you expect me to shoot accuracy on a bloody Fury?"

"A damn sight better than on no rig at all I expect!"

So, the meet got underway but with a cloudbase of 3000ft, accuracy was the name of the game. However, this was not going to stop everyone's determination to have a good time and even Les raised a smile.

Headcorn's newly acquired Turbine Islander was soon proving its worth by racing through the first two rounds until last light. With a team total of 18 cents, Keep Off The Grass



Kevin Hardwick with the disc in his sights.

led the field whilst Jane Buckle, Jo Vaughan, Peter Allum and Jack Gregory tied for first place in the individual accuracy after scoring discs throughout. So who would survive the party to fight another day?

The generous start time of 9.30 am would see who could hack the pace. As the jumpers emerged from their hangovers (some better than others) they were greeted by the sight of the blue skies.

Round three saw us moving into launches as well as the accuracy. This sorted out the men from the boys, as only six teams launched the Chinese Tee and had it flying within the 5 seconds allowed to gain no penalty points. This proved to be the only RW round as once again the cloud returned, permitting only accuracy for the fourth and final round. This, however, was completed in double quick time leaving time for a jump off to sort out the 2nd, 3rd and 4th positions.

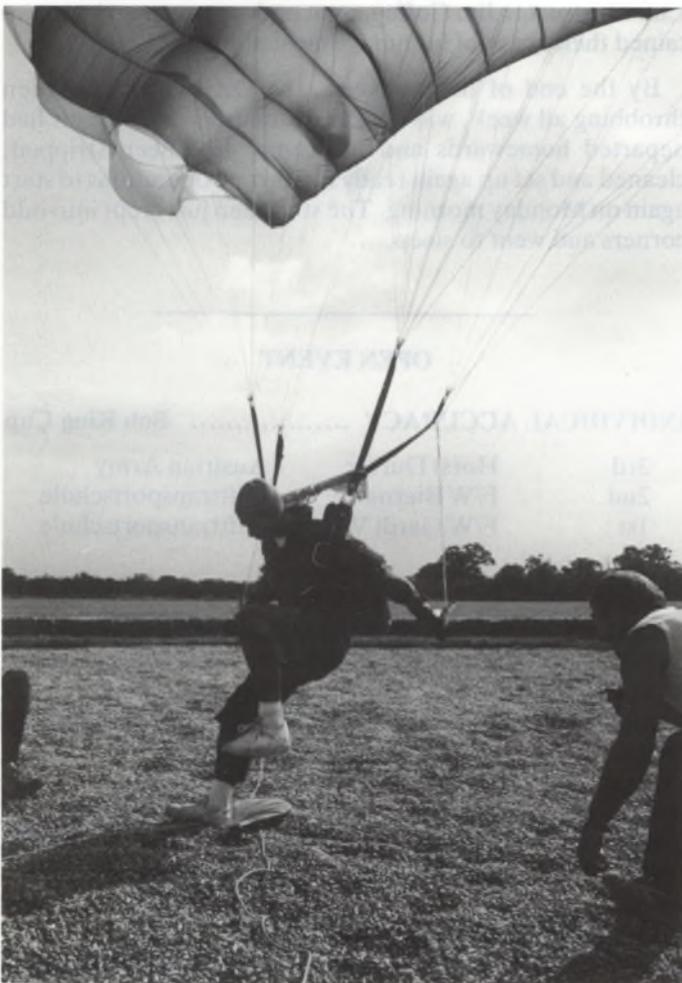
Jo Vaughan had secured gold with her 1 cent, whilst Steve Eversfield, Peter Allum and Colin "Smudge" Smith were on 4 cents a piece. Eventually, Steve Eversfield came second with a 10, and Peter Allum walked away with the bronze (13 cents). Poor old Smudge was off the pad - he should have used Les's Fury.

Meanwhile, Slipstream Adventures won the team event with a total off 1.34m.

Once again, the Headcorn LAC Meet proved to be a success, with a good competitive spirit going hand in hand with excellent fun. Of course, this could never have happened without Geordie Laing and his team of judges and helpers, the barbeque girls, barmaids and of course, the Headcorn Parachute Club.

Thanks to you all. Well done. Let's look forward to next year.

Mike Wigg D4414
Royal Engineers Parachute Team



Pete Allum stamps his Bronze.

1988 R.A.P.A. MEET

In a year beset with weather hassles, the 1988 RAPA Meet will stand out in most peoples minds as one competition where jumping was restricted more by sunshine than rain! Almost all the weather holds were due to haze or sun on the video line. For much of the week we were jumping in top limit winds, but sales of sunburn lotion reached new records, and by the end of the week the meet was very close to completion. 232 competitors only just failed to reach the magic 5,000 descents by the end of the week.

Clearly, lots of jumpers were here for the experience, both of jumping in a major competition, and/or the opportunity to jump the Jolly Green Giant CH53 helicopter which took 7 four way teams and still had room to dirt dive! Most jumpers were familiar with the four Islanders, 3 Turbines and 1 piston, but the huge helicopter was a new experience for many. Several teams were surprised to find that a wide tailgate doesn't guarantee a clean launch, and some of the non-hard core accuracy teams had an unofficial competition for the funniest exit. No prizes for that one, but amongst the best were Happy Daze who leap frogged all the way down the cabin and off the ramp! And the RNRMSPA team - one of their guys had seen another team launch one of their members by physically throwing him off the ramp, and thought it would be worth trying. His face was a picture when his team mates threw him back into the aircraft and dived out, leaving him lying in a heap on the ramp!

Giggles aside though, RAPA is a competition not a Boogie, and some teams achieved very high standards in all three events. In Style and Accuracy, the German Army's Air Transport School Team, and several individuals, were turning consistently high scores. Although some jumpers had not trained seriously, and were more into judge scaring than disc stomping, the results were encouraging for jumpers worried about the future of classics competition. The main interest for most jumpers though was definitely RW, although here again standards varied widely. There were really two competitions in the RW event, one for National Champions Flash Trash, and one for everyone else. Flash Trash led from round one and never looked like being caught. Competition for the lesser places was quite fierce, with several teams consistently making sixes or better.

On Thursday, the weather was quite jumpable but unfortunately not judgeable due to cloud, and CCI Jim Coffey managed to persuade Meet Director Tom Oxley to allow some fun jumping from the CH53. The highlight was a very tidy 4 point 12 way made up mostly of Weston jumpers, marred by a canopy collision just after opening. Fortunately both jumpers landed safely, but it just reinforces the old lesson - at break off, you gotta track!! The other old lesson was relearned on day one, a broken ankle in the accuracy event caused by - you guessed - a salvage low hook turn. By the end of the meet, the incident log read one injury and four reserve rides. Room for improvement but not bad, although we didn't count the bumps and grazes which occurred during the nightly trek from the bar back to tent city!

Some interesting happenings during the meet:

An unnamed member of the staff, jumpmastering the CH 53, watched helplessly as his intercom headset, dragged off by the slipstream, vanished into the distance! Don't spot while wearing a headset!

Roger Brown got drunk.

Lots of people made notable milestones in jump numbers, and made the obligatory trip to the duckpond.

Roger got drunk again.

Jamie Fowler turned up, still a long way from full recovery but fit enough to make a Tandem jump. Nice to see you on the DZ again Jamie!

Ray Ellis forgot about the temporary ban on CRW and got grounded.

So did Roger Brown, so he went in the bar and got drunk.

Pete Gallagher organised the end of meet 32 way demo, unfortunately restricted to a team stack because of low cloud.

The RAF Falcons display was very well received - their stack went together well despite the low cloud. Wish we could have jumped their Hercules!

Brigadier RA Smith, Commander 6 Armoured Brigade, got a good round of applause for his prizegiving speech - very funny and very short!

Thanks must go to the small army of people who worked their butts off to bring it all together - it takes a lot of effort to organise one of the biggest competitions in Europe. There are far too many to acknowledge them all individually but special mention must go to Commandant Bob Card and Chief Instructor Jim Coffey, men under pressure who maintained their sense of humour almost all week!

By the end of the weekend, the DZ, which had been throbbing all week, was deserted. Jumpers and aircraft had departed homewards and the centre had been stripped, cleaned and set up again ready for normal operations to start again on Monday morning. The staff then just crept into odd corners and went to sleep.....

OPEN EVENT

INDIVIDUAL ACCURACY Bob King Cup

3rd	Horst Durrer	Austrian Army
2nd	F/W Biernat	Lufttransportschule
1st	F/W Gardt Wagner	Lufttransportschule

TEAM ACCURACY Butler Cup

2nd	Sultan of Oman's Parachute Regiment
1st	Lufttransportschule

LADIES ACCURACY Volksbank Cup

1st	Nelle Bluefalk	Denmark
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INTERMEDIATE ACCURACY Pro - Art Trophy

1st	SAC Nalden	RAF Bruggen
-----	------------	-------------

LADIES INTERMEDIATE ACCURACY

..... Les Gearing Trophy

1st	Debbie Card	YTS JSPC (L)
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NOVICE ACCURACY Novice Cup

2nd	Frede Kuhlmaan	FSC Lipperland
1st	Van Vliet	Holland

STYLE Ahmed Murad Cup

3rd	F/W Biernat	Lufttransportschule
2nd	OF/W Fricker	Lufttransportschule
1st	Cpl Henderson	RAF

INTERMEDIATE STYLE AK Challenge Cup

1st	Gert Kusch	Denmark
-----	------------	---------

4 WAY SEQUENTIAL RW Relative Cup

2nd	Happy Daze	UK
1st	Flash Trash	UK

OVERALL CHAMPION Rothman Cup

3rd	Cpl Henderson	RAF
2nd	F/W Gardt Wagner	Lufttransportschule
1st	F/W Biernat	Lufttransportschule

OVERALL INTERMEDIATE CHAMPION**..... Bacardi Rum Trophy**

1st	Debbie Card	YTS JSFC (L)
-----	-------------	--------------

OVERALL TEAM CHAMPIONS**..... Opel Bergschneider Trophy**

1st	Lufttransportschule
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BRITISH ARMY OF THE RHINE**INDIVIDUAL ACCURACY RAPA Cup**

3rd	Sgt Ziverts	5 Ordnance Bn RAOC
2nd	Lcpl Pemberton	5 Ordnance Bn RAOC
1st	Cpl Frith	2nd Bn RGJ

TEAM ACCURACY The Chiswell Cup

2nd	Royal Engineers	BAOR
1st	Blue Links	4 Regt AAC

INTERMEDIATE ACCURACY The Nisbett Cup

1st	SAC Nalden	RAF Bruggen
-----	------------	-------------

NOVICE ACCURACY Bad Lippspringe Cup

2nd	Flt Lt Doyle	RAF Gutersloh
1st	Lcpl Lester	Staffordshire Regiment

STYLE The RAPA Cup

3rd	Sgt Ziverts	5 Ordnance Bn RAOC
2nd	Lcpl Pemberton	5 Ordnance Bn RAOC
1st	Sgt Slater	P-Info 4 Div RAOC

INTERMEDIATE STYLE Kiwi Sharp Trophy

1st	Spr Grundy	25 Engineer Rgt RE
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4 WAY SEQUENTIAL RW The Commerzbank Cup

2nd	Royal Engineers	BAOR
1st	Blue Links	4 Regiment AAC

OVERALL WINNING TEAM The Prudential Cup

1st	Blue Links	4 Regiment AAC
-----	------------	----------------

OVERALL INTER CHAMPION Bacardi Rum Cup

1st	Lcpl Dunville	25 Engineer Rgt RE
-----	---------------	--------------------

OVERALL UNIT TEAM CHAMPIONS GQ Defence Trophy

1st	Blue Links	4 Regiment AAC
-----	------------	----------------

OVERALL BAOR CHAMPION The Rothman Trophy

3rd	Sgt Slater	P-Info 4 Div RAOC
2nd	Cpl Frith	2 Bn RGJ
1st	Lcpl Pemberton	5 Ordnance Bn RAOC

VISITING BRITISH FORCES EVENTS**INDIVIDUAL ACCURACY Marconi Cup**

3rd	L/Bdr Duncan	Royal Artillery
2nd	Sgt Hutchinson	Cannonballs UK
1st	Cpl Henderson	Royal Air Force

OVERALL BEST TEAM Daily Telegraph Cup

1st	The Royal Artillery
-----	---------------------

Peterborough Parachute Centre

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Skydive Arizona's HALLOWEEN BOOGIE

Yasmin Gaddo

Over 230 skydivers attended Skydive Arizona's Halloween Boogie, October 28-31, at Coolidge, Arizona. This boogie has been happening every year for the last twelve and has gained the reputation as the place to be for Halloween. This year marking the beginning of Larry and Liliane Hill's third year in operation as Skydive Arizona.

Aircraft supporting the boogie were two DC-3's, two Beech 18's, a Cessna 205, and a Cessna 182. All the aircraft is owned, operated and maintained by the drop zone except THE CAMEL, the centres second DC-3, which is leased but still maintained and operated by the centre.

The entire event ran smooth; there were no aircraft problems, manifesting was easy, spots were good, the skydives were excellent, there were no weather holds, out of 1,600 jumps made there was only one reserve ride, and the party never ran out of beer. Jumps were \$14.00 to 12,500 ft.

By mid morning on Friday skydivers were taking advantage of the RW coaches, load organisers and cameramen supplied by the drop zone. This allowed skydivers of all experience levels to make the best skydives of their skydiving career. The video's showed the entire hanger full of people and the quality skydives that were going on overhead.

The RW coaches worked with the novice to intermediate jumpers in groups of 4 to 8, depending on the experience levels. At the same time, load organisers, Laird Cogburn, John Combs, and Sven Henrich were putting together some 8 to 16 ways and at times combining their groups to make some larger loads.

The event was highlighted by the constant drawing of

door prizes totaling more than \$3,000 donated by equipment manufacturers and dealers; such as a free canopy from Glide Path, T-shirts from Caledonian Graphics, goggles from Headlites, Lycra pants from Cool Breeze and Gift Certificates from The Sunshine Factory, Para Flite, Rigging Innovations, Stewart Systems, Arizona Aero Sports, Performance Designs, and The Relative Workshop ranging from 20% - 50% off.

The traditional Halloween Party started Saturday night when a coffin filled with kegs of beer, soda pop, and ice appeared out of nowhere right after sunset, and a steak dinner, included in the registration fee, was served by the drop zone cafe.

After dinner, while the band was setting up, everyone drifted off to change into their costumes. This giving them a chance at winning one of the prizes set-a-side for the costume party; a Michigan Free Style Suit from The Peoples Loft, a Gear Bag from Arizona Aero Sports, and a pair of Alps Sandals from the Skydive Arizona Equipment Store. Plus as an added incentive, a \$5.00 rebate from the registration fee was given to all those who attended in full costume.

First prize, as judged by Coolidge City Manager, Richard McCombs, and Park Superintendent of the Casa Grande Ruins National Monument, Don Spencer, was awarded to John Walter from Albuquerque, N.M. who came as an airport control tower with a skydiver sitting on top. Second prize went to Scott Henderson who came as "killer pumpkin man". Third place prize went to John and Cheryl McQueen who were cleverly disguised as aviation gas pumps.

The party the night before did not affect the night jump John Combs had scheduled for a 5:00 a.m. take off Sunday morning or the sunrise load scheduled an hour later. The event was enjoyed by all. Lu Johnson from Boulder, Colorado said with excitement, "this weekend has changed my whole outlook on the sport. I'll be back for Thanksgiving."

QUALITY

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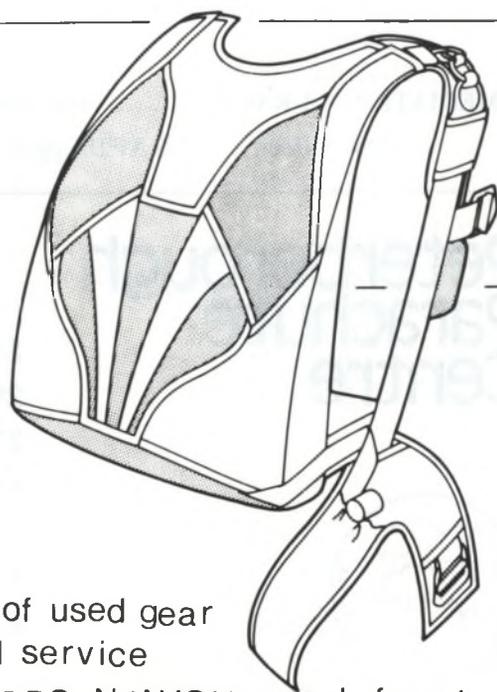
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16-way at A1

17th and 18th of September 1988 saw the first 16 way competition to be held at A1 Skydiving, Abbotsley. Five teams registered for the competition. They were:

1. Oh Really O'Reilly
2. Thinking Hard
3. Soldiers A to P
4. Bangladesh Raft Company
5. Bish Bash

The whole of the competition was judged by air to air video provided by the resident Seagull Picture Company, aided and abetted by Simon Ward. Four rounds were completed over the weekend and the accompanying photos tell the story far better than words. The dives devised by Martin Evans were interesting (especially the backloops in round 3). At the end of the day Soldiers A to P led by Derro Thomas took the gold medals, with the Weston on the Green team, Thinking Hard, only just beaten into second place. The new inflight door on 'Willard the Otter' was given the thumbs up by all the jumpers, and apart from Debbie Allum chipping a bone in her foot on landing her reserve everybody was happy (including the 120 students who also jumped that weekend)! We hope that the 16 way meet will now become an annual event, and that more teams will attend in 1989.

The Seagull Picture Company can be contacted on (07677) 7075.

A1 will be closed between December 12th and January 10th whilst 'Willard the Otter' is at the Christmas Boogie in Ampuriabrava. Why not join us?

Kevin Hughes
D4718



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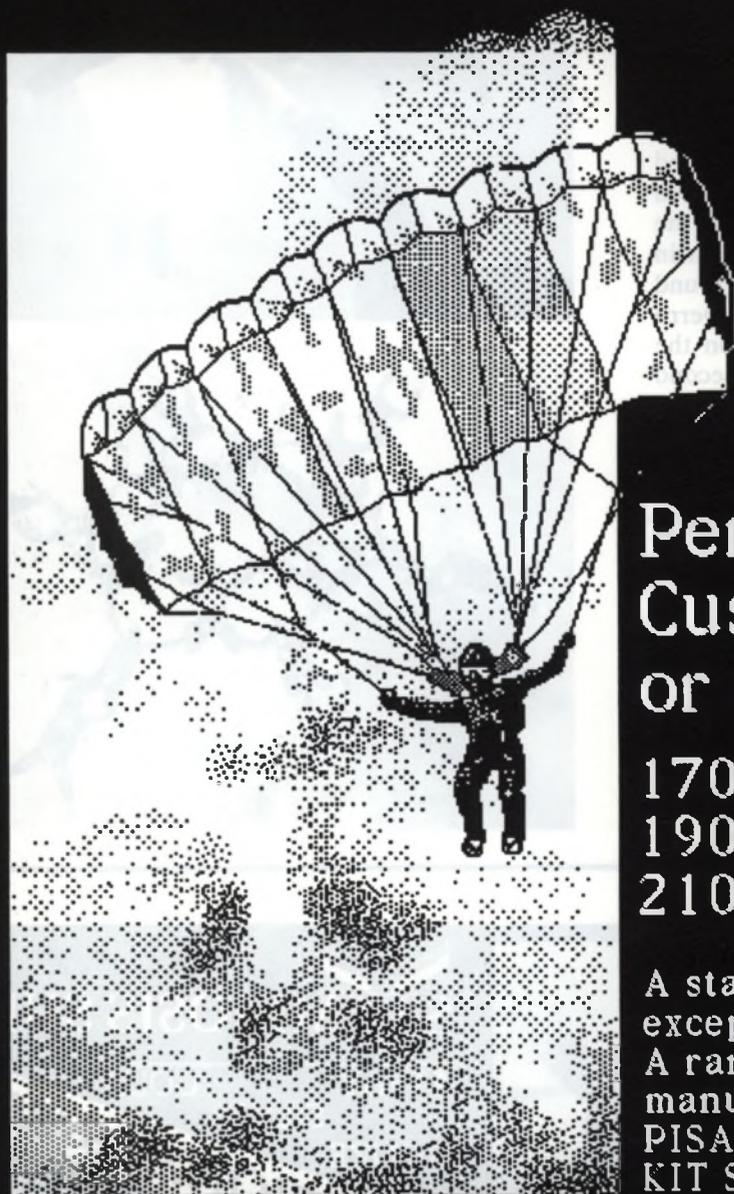
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For more information write to, or call us for our brochure, and check out our large stock of equipment and accessories by all major manufacturers. Alternatively drop in and see us on the DZ at Headcorn.

Dear Felicity,

How delighted I was to hear that the club has survived your appearance and indeed has continued to do so despite your enduring attention, and now you have 40 jumps. I am told that the parachuting is going quite well too, but no, seriously, this is all great news and my emigration to Antarctica was quite unnecessary. Some, it is true, would wish that I had remained there after my first letter to you mysteriously appeared in the Sport Parachutist, and a monstrous regiment of Dorai swept down from their lairs in the hills to demand satisfaction. Being no mean wimp, I fled in the face of such adversity.

I understand that there is some debate over the correct name for the male equivalent of a Doris. There is no such universal name. Some sections of the community do go for specific names; for example, most Army officers are called Rupert or Rodney, and their wives are called Fiona. The soldiers are almost all called Kev, marry Sharon and they name their children Kirsty, Tracey and Daren. But there is no generic name for the skydiving male. Brian is too ordinary, Goliath a little vulnerable to rocks, Achilles is a bit of a heel, and Hercules with its association with the jump ship of the same name? Perhaps you would be kind enough to consult The General Gaggle and come up with a considered proposal to be put before the Council of the BPA.

Anyway, you now have completed several descents to earth without knocking the globe out of orbit and Christmas will be wet and cold as usual rather than ice bound. The next stage of your progression is to square parachutes, which are actually oblong. They glide through the air and allow you to alight daintily on the ground in an area of your own choosing, provided the jumpmaster has chosen the right exit point. Remember that when you reach the correct altitude on the way down, (not on the way up), you should pull the pull out, pull down on the pullies, pull one to go to port, pull the other to go to starboard, pull to slow down and pull to flare. That is all you need to

know, it's simply a matter of pulling. Quite why instructors spend 1½ hours doing square briefs I cannot imagine.

Once you have cracked this, you'll probably welcome some pointers on RW. The first lesson entails staying the right way up. It is relatively simple so long as you are not colour blind. Just keep the green bits downmost and the blue bits on top. If the blue appears down then, unless there has been some major galactic upset, you should endeavour to reverse the situation and restore the green bits to their rightful place in the order of things.

If you experience any colour other than green or blue, seriously consider waving off and dumping early. Something has gone wrong with the spot. A short strip of yellow probably means you have gone no further than the shores of the country. If it is all yellow, there is a major problem. If my geography serves me correctly, the nearest all yellow is the Sahara Desert.

On the subject of colours, your ultra tight pink slick suit will go down well, in more ways than one, and the larger members of the community should enjoy jumping with you as you sink towards the earth, mammaries to the fore. While everyone is hanging on to everyone else, they should all remain in approximately the same piece of sky, that is assuming they are all looking at the green bits. If the colour scheme is changing rapidly from green to blue and back again, you are in a funnel and it is a good idea to let go and sort things out. A characteristic of this blue/green inversion is that it will be no one's fault whenever a post mortem is held on the ground.

Planned formation sizes and the complexities of the manoeuvres vary in **direct** proportion to the number of beers consumed during the planning phase. Competence is in **inverse** proportion to the length of the pull up cord hanging prominently from the jeans, and the number of bungees attached to the laces of the trainers.

There is nothing much else to say about RW. Control your fall rate

with body position and straighten the legs if you want to go forward. It is all good fairground stuff, but one word of warning. Don't play dodgems in the sky. People get upset, and you might find yourself having to take up "spinning".

"Spinning" stems from the days when a chap did not hang onto anyone else when he left the aircraft. It was generally considered a wizard wheeze to leave the aeroplane, bore a hole in the sky, and after landing slap each other on the back, tell each other what frightfully good fun it had all been and cut about down to a local tavern to sink a few small browns.

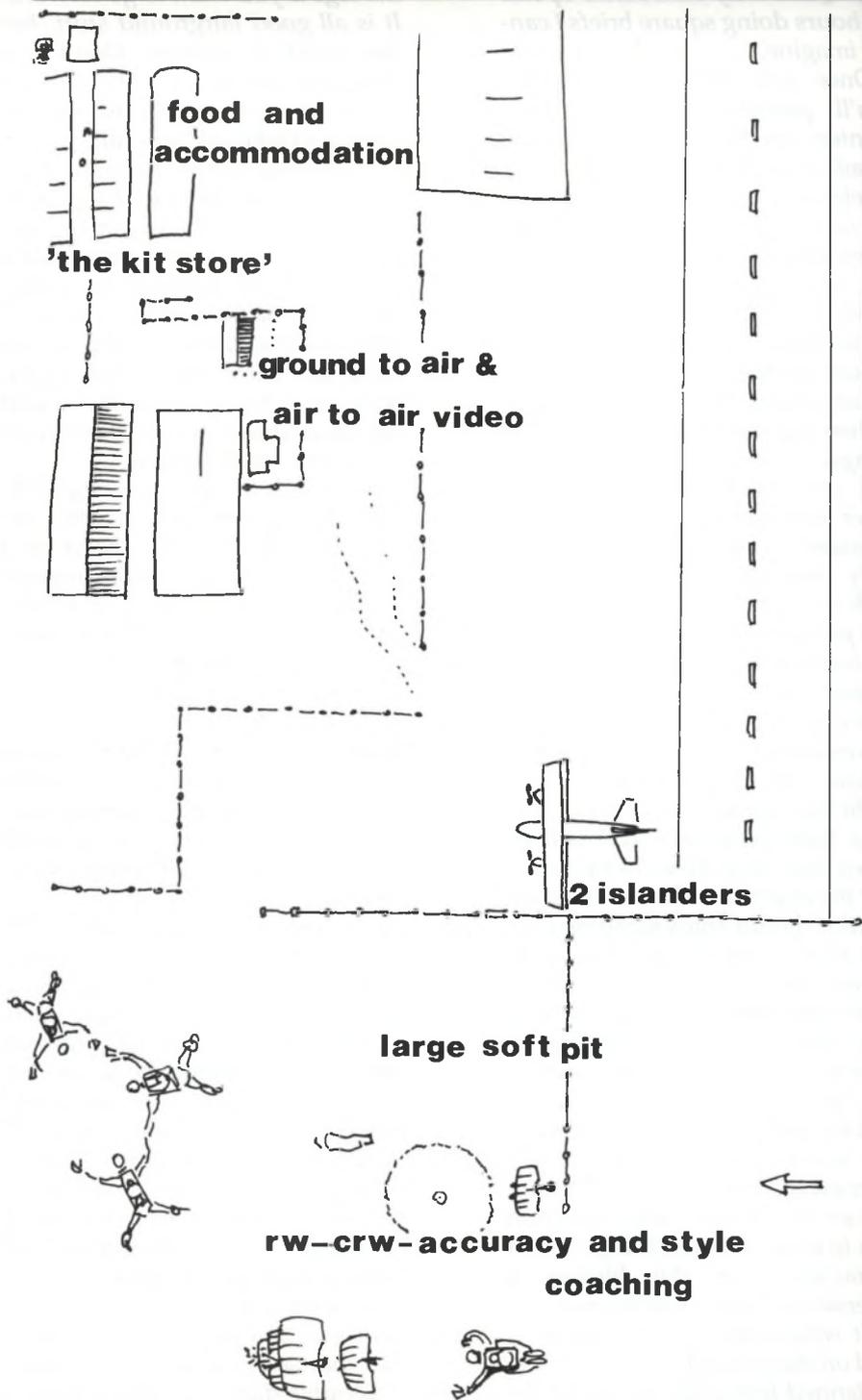
As people became more sophisticated they started leaving the aircraft, increase to great speed, and then spin about the lateral and vertical axes. People still do it to this day, and the BPA spends vast sums of money sending spinners to obscure parts of the world. They tell me spinning is actually quite difficult, but I must confess that I have never tried it. I need people hanging onto me to keep me stable. Anyway, stay away from playing dodgems or it is enforced spinning for you.

A major concern is that you should have chosen a military centre. This is likely to have caused serious ructions within some parts of the civilian world who do not think that you should be allowed to exercise freedom of choice about where you jump, and blame all their woes upon the nearest scapegoat, which seems unwilling to defend itself for fear of stoking controversy. It is quite beyond me how some people are allowed to get away with inaccurate, ill informed, malicious and vindictive comment. Summon a Crusade and cast them into outer darkness, that's what I say.

That is all except to wish you a joyous Festive Season. Hopefully **this** letter will not find it's way into the Sport Parachutist otherwise I might find myself disappearing in the direction of "all flesh" in general, and Walter Gubbins (of the Iranian Flying Corps) in particular.

Yours Ever
Nigel

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Photos by Phil Judd

POPS Round-up '88

The Meet at Netheravon during the May Spring Bank Holiday Weekend was our first visit to the Army Parachute Association Centre.

The weather could not have been worse.

The two dozen jumpers and wives who made the effort by arriving on the Friday evening and Saturday morning could only sit and wait.

A welcome break, presided over by Lofty Thomas, was an enjoyable dinner at an hotel in Amesbury on the Saturday evening.

By late Sunday afternoon, with a dismal forecast for the Monday, people started to leave for home. The few who remained overnight were rewarded with sunshine and clear skies allowing us to put up two lifts before the weather closed in once more.

With Peter Best judging, the old firm of John Knight, he took first prize, and John Dumble who took third, were joined by newcomer to Pops, but long time jumper, Ron Millard who carried off the second prize.

Dick Gays and Donald Taylor were runners up.

Neil Hopkisson attended with his family, as did Syd Scott, and we had a newcomer to Pops in Pamela Germany.

Pat Hammond and Mike Allum looked in on the Sunday, and Bill and Mary Phillips visited on the Monday.

Our thanks to the A.P.A. at Netheravon; may we have better weather next time.

Our second Meet took place at Moorsele in Belgium. For many Pops it was their first big Boogie, and their first opportunity to jump from a C130 Hercules. The weather was kind and most people managed at least two jumps a day. The sheer number of jumpers attending the Boogie was at times overwhelming and speaks well for the organisers in the smooth running of the event.

The Islander and Cessna were not in use whilst the Hercules was flying, so we contented ourselves with relative jumps instead of the usual low altitude accuracy jumping. Pops U.K. were represented by Lofty Thomas, Peter Best, Len Mobbs, Geordie Tait, Peter Jones, Warren Oxenford, Richard Atherton, Harry Dewhurst, Mike and Ingar Allum and Dick Gays. Donald Evison Jowett came to do tandem jumps. Sigrid Pradel from Hamburg became a member, as did Tony Massey from the Cockerham Club and Gunter Kramer from Belgium.

It was an enjoyable holiday with shopping and sightseeing trips for the ladies who came with the menfolk.

Many thanks to all at Moorsele; we hope to return.

Several members attended the Round Canopy Meet at Shobdon held over the August Bank Holiday weekend. A good turnout of competitors full of the usual spirit made no impression on the weather which prevented any competition taking place.

The following weekend, September 3rd and 4th, we made what has become our annual visit to Doncaster.

Steve Swallow and Dave Ruffel, with club members, all combined to make our visit a success. The weather was kind, allowing one round of Hit and Rock, followed by three rounds of accuracy, with all jumping completed by mid



POPS in Belgium. Hercules Boogie.

afternoon on Saturday. Some high altitude jumping then took place before we gathered in the Aero Club for a dinner and social evening.

Lofty Thomas welcomed members and guests to the tenth anniversary of the Pops U.K. Peter Best, a founder member, received a Gold Medal for his efforts over the ten years, and Lofty and Grace were presented with a pair of inscribed goblets in appreciation of their continued support for our society.

On the Sunday morning, some relative work jumping took place before the midday prize giving ceremony.

Steve Swallow had prepared a generous array of awards for the winners, with all competitors receiving a commemorative plaque and, here a very nice touch, a certificate with a picture of Archie Macfarlane, our Late Number One Pop. Once again John Hitchen reigned supreme. He took the Hit and Rock Trophy presented by Peter Best; won the Individual Accuracy, so retaining the Doncaster Trophy, and led in the Team Accuracy.

John Dumble and Len Mobbs were second and third in the Individual Class. John Dumble repeated his act by taking second place in the Team Event with Dave Fisher third. Dave was also second in the Hit and Rock.

Peter Best headed the judges, assisted by Lofty and Grace, and it was nice to welcome our former secretary, Laurel Carey, to the Meet.

It was a good turn out, with all those who attended appreciating the efforts of the Doncaster Club. Pat Hammond made his first Pops Meet, and Graham Bagley became a member. Thank you Doncaster.

With our programme at home completed, our thoughts turned to October, and our trip to Hong Kong.

It was early on Sunday morning, October 16th, that our party of twenty gathered at Heathrow. A short flight to Amsterdam, then the big bird to Bangkok. Our hotel in Bangkok was indeed up to our expectations with many shops and restaurants. An afternoon outing to the Royal Palace was the highlight of our stay in Bangkok, although bargaining with the local shopkeepers became an enjoyable

pastime that evening and the following morning. We left on the afternoon flight for Hong Kong where, on arrival, we were met by Peter and Sylvia Barlow, CCI Matt Patrick and club member Rick Boardman.

After a welcoming drink at the Aviation Club and introductions to our hosts, we left for the areas where we were to stay during our visit.

Some remained in Kowloon and Hong Kong, others went over the mountain to Sek Kong. The following day was a holiday in Hong Kong, so the D.Z. was open for jumping. Several of our party were soon in the air taking in the views before making their first jump at the centre.

The weather was grand with sunbathing being the order of the day. It quickly became obvious that a great deal of effort had been made by Peter Barlow and the club members in organising visits and trips throughout the colony. Kowloon became a mecca for the ladies in the party, with a bewildering array of shops, arcades and markets. An early excursion to Stanley Market only served to whet appetites for further outings.

The towns of Yuen Long, Tsuen Wan, Tai Po and Shatin were frequently visited. On the Friday, fine bargains were obtained at the local market before we moved on to an "ethnic" lunch at what is known as the Duck Farm.

This was an experience never to be forgotten, with course after course being laid before us, each delicacy being greeted with cheers from the diners. Joining us at that time were Rosemary and Peter Hough and Lew Baker - they had flown out especially to attend the Pops Meet.

Saturday was the first day of the Meet. It also saw a complete change in the weather with warnings of typhoons being hoisted. No jumping took place, but the barbecue planned for the evening did. It was a splendid affair, with credit to Craig Hamilton and Trish Coxall for their efforts.

We went for an early start on the Sunday, but our hopes were once again dashed by the weather.

In the evening we gathered at the Aviation Club for a Pops Dinner. Peter Barlow welcomed our party and the chief guest, Group Captain David Hamilton Rump and his lady wife Jackie.

In his reply, Lofty Thomas asked Colonel Sean Lambe to pass on our best wishes to Brigadier Arnold who was unable to attend due to illness, and to accept for the Brigadier a Pops Tie.

Lofty also presented a Pops Badge and Membership Card to Major Jim Ades who recently joined our ranks.

Having lost the weekend, CCI Matt Patrick opened the centre on the Monday. Everyone managed one jump from the club Cessna 182 towards the Hit and Rock Competition.

With our group split into small parties, it is impossible to record all the activities that took place during the following week.

With an improvement in the weather, for some an evening ascent of Victoria Peak with its fine restaurant and splendid views of Hong Kong, the harbour and Kowloon, for others a two hour trip by junk to Aberdeen to see the famous floating restaurants, all ablaze with lights by night.

One of our hosts, a club jumper Nigel Francis, kindly arranged for us to have the use of the Herbert Smith company junk, *Le Sorbet II*. A forty minute trip along the harbour ended with our tying up at a jetty and threading our way through a maze of stalls in a Chinese fish market where we gathered at the Hoi Tin Garden Restaurant for a meal arranged for Pop Major Bob Card, who was visiting from Germany to run a PI course at the centre. On our return we were escorted around some of the Hong Kong high spots, notably Red Lips, Bottoms Up and Ned Kelly's Last Stand.

A visit to China and Macao was arranged by club jumper

Martin Robson, through his travel company. A jet foil trip across the Pearl River took us to China, brief formalities at the port, then an interesting bus trip to Chungsham Hot Spring Resort, stopping en route to visit the former residence of Chinese statesman, Dr. Sun Yat Sen.

An excellent Chinese meal, washed down with snake wine, and then a visit to a Chinese village complete with singing infant school children and souvenir shops. On to Portuguese Macao, with the Casino providing interest and, for some, profit, during our brief stay.

The Saturday of the second weekend was knocked out by the weather, typhoon signals yet again. This did not however stop the second barbecue, this time laid on by Rick Boardman, Craig Hamilton and Peter Barlow.

On the Sunday we went for it. It was a cold day with a cloud base of 5000 feet. Our sponsors, the Hong Kong Standard, provided a Lamma helicopter, flown manfully and cheerfully throughout the day by pilot Doug Cavannagh.

Three rounds of two man Lunacy jumps took place. These involved three different two man launches to be held stable for ten seconds, then landing outside but as close as possible to an area marked out on the DZ strip off gear, and run into the area and burst a balloon. When the Lunacy rounds were over, we went on with the Hit and Rock competition. Jumping from 3,500 feet each entrant tried to get into the centre of the pit, burst a balloon, strip kit, and make a dash for a rocking chair, being timed from touch down to sit down.

With wives and spectators cheering on husbands and friends, and with the media excitingly taking many pictures, the competition was completed by 3.30 p.m. For civilians to make five jumps from a helicopter in one day must be something of a record.

Peter Best was chief judge, assisted by Tex Banwell and Sally Yonge. When all the results had been worked out and handicap points added, the prize giving took place.

Peter Barlow introduced Colonel D.S. Jolliffe L/RAMC, who kindly agreed to present the awards. The winner in the Hit and Rock was Hong Kong jumper Peter Barlow, with Graham St. Clair from RAFSPA in second place and Paul Ross from MPC in third place.

Their prizes were skilfully crafted miniature metal rocking chairs mounted on polished wooden bases with etched brass plates. These will be treasured for years to come.

Peter Barlow and Lew Baker took first place in the Lunacy Competition with Peter Hough and Donald Taylor second, and Dick Gays and Graham St. Clair third. Peter Barlow went on to present awards to the pilots and manifestor.



Tai Pan Lofty Thomas and court in Sek Kong.

Tex Banwell received an award as the oldest Pop and Peter Hough as the youngest. John Crabtree was judged to have travelled further to the Meet than anyone else. Peter then introduced Alan Armsden, representing the sponsors and he in turn awarded each competitor with a Meet Certificate.

Lofty Thomas then took the stage and, after thanking the sponsors, expressed thanks to all who had helped to make our visit a success. He went on to present Pops ties to Mr. Armsden, Colonel Jolliffe and Group Captain David Hamilton Rump. Pops medals were presented to Rosemary and Peter Hough and Lew Baker for making the effort to attend the Meet.

Coasters engraved 'Pops Meet Hong Kong 1988' were presented to Rick and Regina Boardman for hosting Dick and Margaret Gays at their home near the Chinese border; to Clive and Carol Simpson for taking in Paul and Dink Ross and David and Kathleen Wolstenholme; to Nigel Francis who looked after Nigel and Sally Yonge; to Ron Fitzpatrick who cared for Tex Banwell; and to Peter and Sylvia Barlow who had Graham and Millie St. Clair as guests.

Peter Best and Hetty, together with Lofty and Grace Thomas, and Susan Thomas, were housed in a bungalow as were Donald and Margaret Taylor and John and Edith Crabtree.

A Pops plaque was presented to CCI Matt Patrick for the JSPC. Matt also received a personal gift, as did Sylvia Barlow, Millie St. Clair and Andy, the manifestor.

On Monday morning, Peter Barlow, Lofty, Tex and Graham St. Clair made a quick visit to Kowloon to appear in a live TV interview. Great interest was shown in our visit and Arnhem veteran, Tex Banwell, figured in many local newspapers.

On the Tuesday, many of our group visited Ocean Park on Hong Kong Island, with Nigel Yonge being looked after by

two young girls on the various thrill rides.

On the Wednesday it was time to say our goodbyes with a noon departure for Bangkok.

Our thanks to everyone in Hong Kong for their help and kindness during our visit. None more so than to CCI Matt Patrick for his tact and good humour. We will always remember the Sunday night Gurka Baht, the ringing of the bar bell, and for those of us who stayed in Sek Kong, the trips over the Twisk on the 51 bus will never be forgotten. **Thank you JSPC Hong Kong.**

Looking to the future, our programme for 1989 is as follows:

May 6th/7th

We visit Langer, courtesy of Dave and Angela Hickling.

June 24th/25th

By arrangement with Steve Swallow we return to Doncaster.

August 12th/13th

John and Sue Meacock have agreed to our visiting Sibson once again.

Even further ahead, we have received an invitation from Bernard Shaw, Australian Top Pop, to attend an International Pop Meet near Albury in New South Wales in April 1990.

We are working on this one and hope to have details later.

A big thank you to all who attended our Meets this year and to CCI's and clubs we have visited.

A Merry Christmas, Take Care and Safe Jumping in 1989.

Graham St. Clair
Pop U.K. 16

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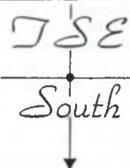
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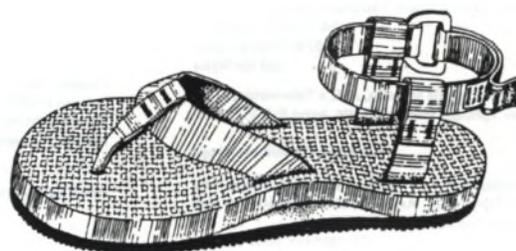
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