

THE

APRIL/MAY 1989

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



Club Corner p10-11
Marana A2 p21
Herc Boogie p22-23

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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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THE SPORT PARACHUTIST

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EDITORIAL

It was with unfortunate timing that the last magazine, in which I commented about zero fatalities in 1988, came out on the same weekend that Tatiana Pond met her tragic death at Headcorn.

Of course I was unable to foresee what was to happen when I wrote it 4 weeks before, it's just that it seems in hindsight to have been a little smug. Tania is the second student to have lost her life due to an aircraft collision in the past 18 months. The first caused a furore which took an age to repair. This one has, in the short term, caused fewer gaudy headlines but no less grief to her family and friends.

It should however be of great consternation to the Skydiving community as a whole. Parachutists landing on ground obstacles ought to be avoidable, it should not happen. As a graduate of the AFF system, Tania had satisfied her instructors that she was competent to fall stable, take part in basic RW, pull and land safely. The judgement of where to land safely in unusual circumstances comes from experience, something that comes from more than 35 jumps.

Avoiding such accidents is something we can all contribute to. Students and novices MUST recognise their shortcomings, listen to what their peers tell them and go carefully through the first couple of hundred jumps, the acknowledged high risk time of their parachuting careers. Instructors, jumpmasters and anyone else who has contact with them during this period, just be their experience, please?

Finally I commend you all to read the report on the last council meeting. Look at the main agenda item and ask yourself if it has been worth all the bally-hoo. Within six weeks of the AGM the council is down from 18 to 17. One elected member has thrown his toys down and stormed out in a fit of pique. Over what? Nothing more than a scurrilous piece of non-attributable garbage, which would have been far better disregarded than given the high focus it has had. It would surely be in everyones interest if the council ignored the incitements of egocentric "agitators" and got on with what they were elected to do, administering the sport.

Steve Eversfield.

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



Editor's Note

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

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EXIT DURING HERC BOOGIE, BOPHUTHATSWANA.
Photo by Norman Kent

THE DROP DOWN



BASE is rightly considered a dirty word in the BPA hierarchy. It is interesting to note though that the Bristol Constabulary have taken to patrolling the environs of the Clifton Suspension bridge, hoping to prevent the misguided from planting themselves in the mud and water below. The picture shows an alert Plod scanning the sky for miscreants.

Interesting news for all those jumpers who would like to jump an accuracy canopy but don't like the weight and bulk. A new US manufacturer, Parachutes Louisiana, have brought out a canopy called the "Parlo Foil" which packs down to the size of a Wildfire. The unique features of this product include computer controlled laser cutting, with the assembly of the major components done by industrial robots. The US Army team, the Golden Knights, are evaluating it at the moment for use by their RW and classic teams. At \$1489 it's not cheap, but it could potentially be the answer for those who currently need two sets of kit for mutually incompatible disciplines.

BRUNTON MAY WEEK:— Once again the Border Parachute Centre is holding its allegedly popular "May Week" from 20th to 29th of May. Aircraft support will be the same as last year, the centres 207 and Cark's Islander. An RW seminar has been arranged and some fun competitions will be organised. Highlight of the week will be an attempt on the Brunton record which currently stands at 8 way. If you fancy going, give the centre a ring and they'll save you a bed.

'THE CHAT UP'

OSWALD S.G



©1988 ANDY PINDER

Whilst on the subject of articles and photo's, have you got anything that is interesting, entertaining or informative to go in the magazine? You have, well send it in!

Here's a few guidelines on how it should be submitted. Please make all articles and letters typewritten if possible, double spaced would be even better. Get someone to proofread it so that it's understandable and doesn't need extensive re-writing by the poor editor, me.

On photo's make sure they are of such a quality that they will reproduce OK in colour or B/W. Also ask yourself this question, are they of sufficient interest to anyone other than those in the photo or who took it? Pictures of "someones Uncle doing his one and only Tandem over Bogworth DZ on a misty day" will either not be printed, or worse, published on the letters page.

Mal



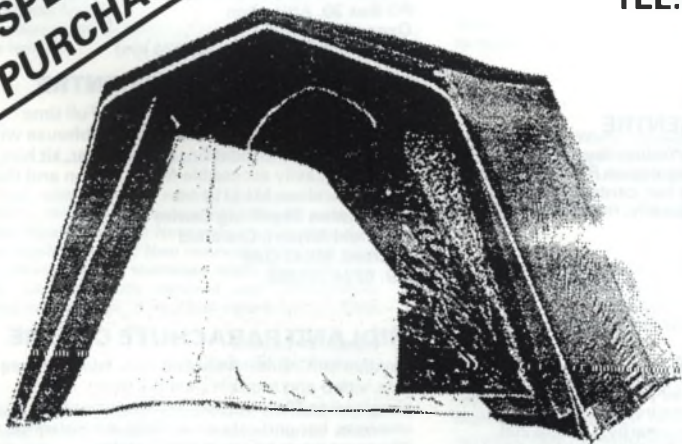
THE WIND IS'NT DROPPING.
THAT'S THE THIRD HACKY-SACK
THEY'VE LOST IN THE LAST
TWENTY MINUTES!

ROYAL AERO CLUB OF THE UNITED KINGDOM 1989 Medal and Awards Ceremony. In the presence of THR the Duke and Duchess of York.

On June 19th at 1800 hrs at a venue in Central London. Tickets can be obtained from the BPA Office.

Omissions and errors. Will the day ever dawn when the Editor and his boys on the printing presses won't make an error. Probably not. The last edition omitted to say that the AGM photographer was Stuart Meacock and the article on the Christmas Boogie at Zephrhills was by Glyn Jones. Thanks to you both.

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Tel: DZ 02665 58609

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Contact: Red Devils, Browning Barracks
Aldershot, Hants.

SILVER STARS PARA TEAM RCT PARACHUTE CLUB

Azinghur Barracks, Colerne
Nr. Chippenham, Wilts. SN14 8QY
Tel: 0225 743585/743240

OVERSEAS CLUBS & CENTRES

CYPRUS COMBINED SERVICES PARACHUTE CLUB(CCSPC)

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

JOINT SERVICES PARACHUTE CENTRE, HONG KONG

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

Bielefelderstr. Normandy, Kaserne
4791 Sennelager
Tel: 01049 5254 82 2378
JSPC (L), STC, Sennelager, BFPO 16

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Portsmouth Polytechnic
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University of Kent
Sheffield Polytechnic
University of Bath
University of Sheffield
University of Exeter
Bristol Polytechnic
Trent Polytechnic
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Durham University
Imperial College
University College Cardiff
Guy's Hospital
Nottingham University
The Queen's University of
Belfast

POPS UK

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

If your club or centre is not featured on these pages, or if any of the information is incorrect, please contact the Editor immediately.

"DIXON'S DIARY"

One of the joys of this job, apart from the joy of working in something for which I have a deep and abiding passion, is its variety. I just never know what to expect from the next phone call, letter or visitor! (or even committee meeting).

To try and get some of the flavour across, and maybe give some idea of what I do at the BPA I thought I would write up a day in the life of your National Development Officer.

Monday, 6th March. Left Newbury at 7.15 a.m. aware my first appointment was at 10.00. Reasonable drive, but traffic heavy round Oxford so did not arrive at the office until 9.45 (can be done in 2 hours but normally takes 2 hours 15 minutes).

Quick look through the post which has piled up a bit, as I was out of the office with meetings the previous Thursday and Friday. Three piles – to read and digest – to read and answer – bills to pay. First visitor has arrived, Tony Danbury, who is doing a study of our needs in order to recommend the best computerisation solution possible. Today we are to talk about the Accounts, currently maintained manually. We agree to order a couple of demonstration packs in order to evaluate different software. Tony suggests that there may be someone in the membership who works in the computer hardware supply field and could obtain a favourable discount for the Association. Make note to publicise that idea around the clubs, and in the Magazine.

In the midst of this, John Hitchen introduces Mike Beynon. Mike has been in the sport a long time, works as a BBC Producer and called in to offer any help he could in advising in the TV field. This type of offer is marvellous, and I really appreciate any member who feels they have professional skills that can be of use, or help to the Association as a whole. Working on the principle that if a job is to be done, then it would be better to employ the skills of a jumper and put money in that direction than into the pocket of a philistine. That is not being judgmental about any jumper, just keeping the money circulating in the sport. It is for that reason that this year's Renewal Form contains a slot for 'occupation'.

Discuss the meeting I had on Thursday with Brian Verner, the independent producer commissioned by Channel 4 to make our documentary! Yes, it is beginning to happen, thanks to the letter written by Jim Crocker as Chairman of the BPA to Michael Grade as Chairman of Channel 4. This first meeting really was to establish contact and a cursory talk on content. The next meeting is on 16th March when we start getting into budgeting and greater detail on ideas. Mike leaves and Tony and I go back to the accounts.

Phone rings and it is a journalist from 'Woman' magazine that I have had several long phone calls with. She rang to say, sorry, but her editor had cut out the parachuting element of the various sports covered by her article. She, the journalist, was annoyed as she felt it was the most exciting sport she had covered.

Apparently the editor thought that parachuting did not fit the image of her perception of their readership. I will write to the editor – perhaps all the women in our



sport should write as well, would make for an effective protest. The journalist commented, "I will not lose touch – I will not always work for 'Woman' magazine". I do not intend to lose touch with her either.

Meanwhile Angela is trying to interpret my draft of the draft minutes of the last Council meeting onto the Word Processor so that they can be printed off in a readable form. At the back of my mind I know I have to write this article (did not get done) and the report for the magazine of that Council meeting (28th February) (did get done). Tony is still trying to get some sense out of me so that he can make his recommendations.

Talk on the phone with Dave Hickling to arrange collection of his exhibition stand for the exhibition we are doing on 14th March, a small one day affair on Changing Land Use and Diversification.

Roger Flinn rings to let me know that he has received a letter from the Chief Judge of the Bali competition/boogie inviting three British Judges to make up part of the judging team – which is a compliment, and that I am one of them, which is even nicer, however it looks as if we have to get ourselves there. We discuss the artwork he is preparing for the new Style Score sheets which need to be printed.

Headcorn ring to discuss the Regional Accuracy Meet and to say, yes they are happy to include Style as an additional element to the competition. We discuss the meeting due the following day with the Air Traffic Controllers over clearance to reach altitude for the National Championships. John Hitchen will attend that meeting with Dave Parker.

Alan, a jumper from Scotland rings to let me know of a sponsorship possibility with a large franchise car group in his area. I promise all the help I can give, he is to follow it up and let me know how it progresses.

I begin to feel sorry for Tony, who seems to be expert at coping with constant interruptions without losing his 'cool' or sense of where the discussion had got to. We make another appointment to discuss the Membership System in greater detail.

At this point David Pelled arrives, a Swansea jumper, he has come to advise on our pension arrangements. This involves all the staff initially, as the BPA 'girls' and Tony Butler want to ask questions regarding the SERPS changes, i.e. opting out. David then spends some time with Tony Butler and myself talking about Pensions and Insurance cover.

Whilst David is talking to Tony and myself, Mandy takes a phone call from a balloonist who wants the 'best' jumper to join him in a combined competition in France later this year. Could I ring him back? I do, and find out that last year he entered for the first time, and was leant a French parachutist, however, as he came second the French suggested he brought his own next time! Could I put him in touch with the best, so I give him phone numbers for Julian Spencer, National Overall Champion, and Esther Reynolds, National Accuracy Champion. Sounds a good fun opportunity.

I've missed lunch – don't know why I'm so fat – with this job I never get to eat.

The day starts to quieten down, and I get a chance to go through the mail and answer some of the letters. Having been out of the office part of the previous week, I also need to go through those accounts that need paying, and raise cheques.

Try and tidy my desk as I will be out of the office again for the next three days attending the Sports Council Conference at Wembley. As this will be my first Sports Council conference I am not sure quite what to expect. Phone Chris Thomas who will also be attending the first day, when the Minister for Sport, Colin Moynihan will be speaking, to arrange a meeting place.

At 5.00 the girls go home, and the phone ceases to ring. In the quiet I can sit at the VDU and write the Report for the Magazine on the Council Meeting of 28th February.

Lock up, having set the answer phone and ensured all the machines are switched off. It is now 7.00 p.m. and I have a good drive home to Newbury.

End of a 'typical' day; as I said at the start the joy of the job is its variety; there is a lot of hard, interesting and challenging work. Funnily, The Challenge of the Future was the theme of the Sport Council Conference – and that is another story

The Registry of Sports Instructors

The Registry of Sports Instructors Ltd (RSI) was the idea of a sportsman, who has been in the sports industry for 35 years, Ted Huxter. His original concept was for a contact register, to enable qualified coaches, of whatever activity, to have their details passed on to potential employers or clients.

Ted contacted Paul Slaughter, a friend of many years standing, to assist him in setting up the Register. Paul is a member of the B.P.A. and represented Great Britain in the Classic World Championships in 1980 in Bulgaria. He has over 1250 descents to his credit and did many of his competition training jumps at the original Duck End Farm.

The basic format has been expanded since the initial idea, so the Registry offers a number of additional benefits to its members.

After much consultation with Brokers and Underwriters at Lloyds of London, a unique insurance package has been included in the annual registration fee of £28.50. This fee covers all and every activity, with the exception of powered flight, and gives the member Third Party Public Liability up to £100,000, Personal Accident Cover (only £50 a week, but it may help to pay Sainsbury's) and a Free 24 hour Legal Consultancy Service.

In addition, should the instructor wish to take out a Professional Malpractice Indemnity Cover, up to £100,000 this costs an extra £15. All the cover is Worldwide, so in the event of you working abroad, or on a short trip and an incident occurs whilst you are instructing, you will automatically be covered.

An Associate Membership was formed, which is designed for the non-instructor, who wishes to become a member and costs £14.50. This will give you, again Third Party Public Liability, Personal Accident, while you are being instructed by an RSI member and the 24 hour Legal Service.

As an Instructor, your details could be passed to a potential employer, free of charge, which could result in lucrative contracts. Every member will receive a regular colour magazine, covering all sports and activities, sub-

stantial discount on Private Health Care, especially prepared for RSI members, up to 40% discount on sports goods and travel to sporting events. We already have a small number of Parachute Instructors on the register, who have seen the benefit, apart from the insurance aspect, of job opportunities, discount etc.

The only criteria for an Instructor to join, is a qualification Certificate from your Governing Body or National Association, proving you are qualified to instruct at whatever level. Two passport sized photographs and the relevant fee will put you on the register, which will become a powerful voice in the leisure field, putting forward members points of views and sponsoring potential medal winners at European, World and Olympic Championships.

Parachuting being a potentially hazardous sport, has been accepted by the Underwriters at Lloyds, and is treated with the same attitude as a low risk sport, e.g. table tennis. This has been achieved by realising that most Instructors who have been trained by their Association are conscientious, diligent and very aware of safety, thus enabling us to offer this unique and innovative service.

We are aware that some Associations already provide insurance for their members, the B.P.A. being one giving Third Party Liability and Malpractice cover. However, we have yet to come across any who provide Personal Accident and a 24 hour Legal Advice service all included in the one package.

We have a number of well known sporting names recommending the Register and offering their advice and support, among them, Tessa Sanderson, Donovan Reid and Mike McFarlane, Athletics, Gary Mason, Heavyweight Boxing Champion, Gary Lewin, Arsenal FC physio, Nick Stewart, Gymnastics and many others.

Apply direct by writing or telephoning to RSI Ltd, Paladin House, 2 Selwood Road, Croydon, Surrey CRO 7JR, telephone numbers 01-656-5299 and 01-673-4534, or through your Association which will qualify for a 10% discount which can either be passed onto you or put to the benefit of your Association.

Club Corner...

INFORMATION COLUMN

by Amanda Kenny, Club Representative

The first two Drop Zones to be featured are Headcorn in the South East of England, and Cark in the North West.

HEADCORN

General Information

Headcorn Parachute Club is a full time Centre owned by Dave Parker and situated about one hour South of London in Kent. The Centre operates two Islanders, one of which is a Turbine. There are five full-time instructors and a total staff complement of nine, including a manifestor and secretary. The regular instructor complement generally grows at weekends and holiday times.

The best way to reach the DZ is to drive South to the end of the M20 to the double mini-roundabout by the Great Danes Motel. Take a right at the 2nd roundabout (signposted Leeds Castle) and follow the road a couple of miles to the end. Take a left turn and follow that road direct into Headcorn village which is about 3 miles. Drive along the High Street and follow the road round to the right, over a Railway bridge. Take the first turning on your left and the airfield is on the left-hand side.

The local pub frequented by skydivers is 'The Bell' at Smarden. It provides good food and that is the place to head for if you arrive mid-evening and can't find anybody. (Left out of the airfield and left at the end of the road).

Jumping:

The Centre offers all levels of instruction from Static Line training through to AFF. They operate the R.A.P.S. System, ram-air first jump and also offer WARP Instruction. There is no shortage of WARP Instructors, either mid-week or at weekends. Slipstream Adventures operates seven days a week at Headcorn providing AFF Courses and Tandem jumps. Advanced coaching in all disciplines is readily available with National Champions of both Relative Work and Style and Accuracy being based permanently on the DZ.

With regard to student equipment there are some 60 static line rigs equipped with Irvin Skytrainers and approximately 12 freefall rigs using the same type of main canopies. There are six student square rigs which are all convertible for use either with R.A.P.S. or AFF. These have DRAKKARS as main canopies. All student gear is equipped with radios. There are also two Tandem rigs.

Jump prices cost £1 per 1000' for Club Members. (Annual membership is £15). Without membership it costs 50p per jump so if you intend doing more than thirty jumps per year it is worthwhile joining. Student jumps cost £15 per static line jump, with £3 back if you pack the rig, and the freefall jumps are also £15 but with £5 back for packing. Jump prices during Competitions are priced according to the discipline etc.

Headcorn has always operated on an opportunity basis with regards to altitude and there has been a great deal of talk recently about increasing the Air Traffic in the area. At present the position remains the same with the majority of loads reaching altitude each time. Promises have been made that this situation will not alter, although

controlled airspace will be entered at 3,500' in the future. The utilisation of the Turbine aircraft and the assignment of an additional Air Traffic Controller should facilitate the situation.

Canopy Relative Work and Freestyle are also practised at Headcorn and there is usually somebody whose brains one can pick for advice. The Centre is usually host to a few competitions throughout the year, three of which have become fairly traditional annual events, namely the Met Police Accuracy Meet in Spring, the Speed Nine event in May and the LAC Meet in September which usually attracts upwards of thirty-five teams.

Facilities:

There is bunk-house accommodation which is basic but free and more importantly, clean. There are heaters in each room (50p required) and clean mattresses (sleeping bag required). No pre-booking system is in operation, it is a first-come, first served situation. There is a toilet block at the end of the accommodation block with one shower (male) and one shower (female). Camping is no problem on the DZ and caravans may also be parked for the weekend. B & B is available close by if required. Catering is provided on the DZ during jumping hours.

The Kit Store & Symbiosis Suits is based on the Drop Zone and there is also a shop in addition to the Loft. Credit Cards are accepted. Jumpsuits, equipment and accessories can be discussed, tried and purchased and demo canopies are usually available. There are full time rigging facilities, ground to air video, and freefall photography is available if required. A recent addition to the facilities has been the installation of cage lockers to padlock your equipment into if required.



CARK

General Information and Directions

Cark is the Drop Zone of the North West Parachute Centre and is situated in the South Eastern corner of the Lake District approximately half an hour North of Lancaster.

Although essentially a weekend centre, the Drop Zone will open any day of the week if there is enough demand. This can be arranged in advance. The Centre is owned and operated jointly by Dave Prince and Alan Morris and is a family operated DZ with their wives Doreen and Joyce taking care of administration and catering. Dave Prince is the CCI. Cark is a long established parachute centre, one of the early DZ's in this country. When I was there on Good Friday the centre was celebrating 17 years of continuous operation to the day. The regular aircraft is an Islander, in fact Cark is the only DZ in the North West of England offering a larger aircraft. There is a hard runway and an Accuracy pit and there are about 7/8 regular weekend instructors.

The best way to find the airfield is to take Junction 36 (north) off the M6 and follow the A590 towards Barrow. Take a left turn on the B5277 through Grange-over-Sands and follow this road through Allithwaite and into Flookburgh village. Turn left and the village square and the airfield is about half-way down this road on the left. Flookburgh is the name of the village concerned and not Cark which is actually a couple of miles away. The airfield is named Cark however, because, as far as I am aware, it was an easier name for radio use during wartime operations in the area.

There are a variety of local pubs in the area all of which have served their time over the years as the regular pub used by skydivers. For the last couple of years "The Pheasant" in Allithwaite village has been the main haunt in the evenings. It is only two miles from the Drop Zone and the Landlord is very supportive, even to the extent of offering a 5% discount on food for skydivers.

Jumping

North West Parachute Centre offers S/L training courses and also tandem jumping. Coaching is available in the form of the WARP System for RW, and Style & Accuracy tuition is available on request. Cark has bred several Accuracy champions over the years and has current international competitors amongst its regular jumpers. CRW is also practised but AFF courses are not offered.

There are approximately 60 rigs available for student use, freefall and static line. These are single pin containers with Aeroconicals and Skytrainers and there are also a few T10's available. All student freefall rigs are equipped with AOD's and the Centre is in the process of equipping the student rigs with radios. Boots, helmets and suits are also available if required.

There are two regular tandem instructors and three tandem rigs and Cark has a pretty active tandem programme. Static line and student freefall jumps cost £11 each and for experienced jumpers the price is £1 per 1000 feet. Accuracy jumps are £5 each and WARP is £18 per jump.

There is no Club membership in operation, jump prices remain the same to all people.

This year Cark is host to the North West Regional Accuracy competition which is on the 9/10 September (Date change from 2/3 September) and every year the Centre opens for 'Cark Week' which is traditionally the week following the Spring Bank holiday in late May. This is a week of full-time skydiving highlighted by the opportunity to make a water jump into Lake Coniston. The water jump always takes place on the Bank Holiday Monday in conjunction with Coniston regatta and runs like clockwork, having been an annual event now since 1972. It is a fun jump to do and affords spectacular views of the Lake District from the air as well. I started my skydiving at Cark and can remember doing this jump in 1976 on a Double L canopy and it was no problem as the wind always blows either up or down the lake. Consequently either round or square canopies can be used and it is useful to know that this in an annual event should you be seeking a water jump because of rating requirements, or just for the fun of it.

Facilities

There is an old farmhouse on the DZ which is now used to provide bunk-house type accommodation for 25/30 people in addition to offering a TV room, a bath and toilet facilities. Accommodation is available on a first come, first served basis and sleeping bags are required. The cost is £1 per night. Tents and caravans can be placed in the Drop Zone and there are numerous Bed & Breakfast places in the local villages.

A new kit store has just been built in the Packing shed and there are also washbasins and a shower/toilet block. In addition to the Packing shed there is a heated lecture room, a training room and a clubroom with pool table. Catering is available on the DZ during jumping hours and full breakfasts are also available in the mornings.

The Centre has access to an Air to Air video system but normally telemeters are used as the main viewing system for each jump. Freefall photography is also available and the scenery when jumping over Cark can provide a pretty nice background. The DZ is based on the Coast and there is no shortage of things to do should the weather not prove favourable, the Lake District is very close by and has lots to offer.



Reviving an old column Dave Morris kicks off an all new

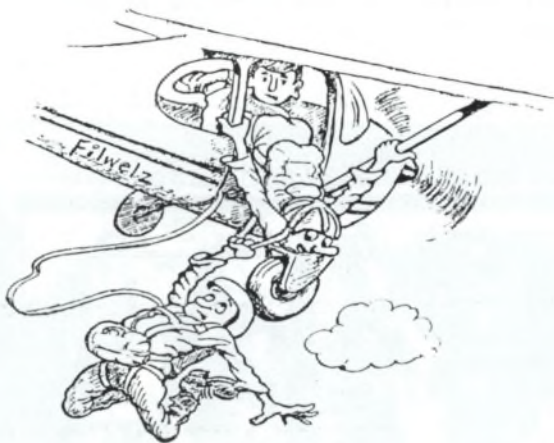
I LEARNT ABOUT SKYDIVING FROM THAT..

Outright winner of 'Worst Poem of the Month' is this cringe inducer. Read it and weep.

Another weekend of wind and cold
Some of us feel it more because we're old
Sitting in the tower looking at the clock
Only to be distracted by looking at the sock
Then all of a panic the C.C.I says we can go
Those wishing to manifest please let us know
The planes are got ready, all lending a hand
Like a good dirt drive expertly planned
The pilot emerges to fly the plane with such power
Commenting in passing "Kit up Sonny your lift's in
an hour"

Boarding the plane was as easy as pie
Only to find I'm on a three way with the C.C.I
Not to be daunted by the pressure of the jump
True to skydiving I had a good trump (sorry)
The jump was good although I went low
The C.C.I murmuring look at that silly so and so
Debrief over I'll try again
Skydiving can be such a pain
Not to worry the company's good
Let's have a few pints and down to the pub
Sunday night arrives all too quickly
Monday morning work, I feel so sickly
Feeling low, the lady shouts Sonny
It's time to pay your jump bill, give me some money
So cheque book out I smile and be meek
'Cos I want to come back again next week

Don't call us Sonny, we'll call you



NOW LISTEN, YOUR STATIC LINE IS DEFINITELY
HOOKED UP, SO LET GO IMMEDIATELY, OR I MAY
HAVE TO MENTION THIS IN YOUR CRITIQUE !

Achieving my Tandem rating at Sibson, some four years ago, I have now clocked-up over 500 Tandem jumps. Almost all of the jumps have been without incident, however, one jump recently made me re-assess my approach to the job.

Tandem is an excellent tool for introductions to the sport and for assisting students who may already be climbing the category system. On this day my student, who was already on early freefall and very keen to overcome his nervousness, was briefed to exit in the normal student position, hard arch and then relax. A series of exercises were planned to help his position and improve his confidence, culminating in the student signalling at 5500ft and then pulling the dummy handle I had previously fitted to the harness.

The dive went without incident initially, the student performing very well, until it came time for the altitude signal. At this moment he noticed the camera man and decided to wave, totally forgetting the altitude. In my keenness to attract his attention and bring his wandering mind back to the job at hand, I signalled to him. There was an instance of confusion and then we both pulled together, a dummy handle for him and the Tandem rip-cord for me. He was briefed that I would pull at the moment he pulled the dummy handle and for some stupid reason I was waiting for him to pull!

By the time I pulled it was just under 4500ft, below the altitude set by the BPA as safe, yet with a normal opening not too much of a problem. However this time the canopy, which had a habit of streaming for a few seconds, streamed and streamed and streamed. I had become accustomed to its slow opening characteristics, in fact I liked it that way, but this time the opening was delayed for so long that anyone with any sense would have chopped it.

So why did I stick with it? In fact why does a skydiver with a total or after a cut-away, hit the ground without pulling the reserve at all?

The answer is very simple, I was too confident.....

I had completely omitted a part of the skydive that is drummed into us all from the start, a safety count. Whether a Tandem instructor or a recreational jumper, there is a period when the time from pulling to opening becomes automatically etched in the mind. The safety count no longer seems to be of importance because we know how long it takes for the canopy to open, well so did I!

Sometimes it all happens very quickly and the mind can be tricked into putting greater importance on something else. I have seen good friends open at 600ft when they pulled at 2500ft and there is no excuse. After some brake adjustments my Tandem canopy now opens easily within 500ft, harder but safer, I pull at a minimum of 5000ft and I follow the pull with a safety count. A lesson learnt and a degree of embarrassment for having to admit to it.

Dave Morris
D3376

Eds note: Dave can't be the only one with tips to pass on. If you have learnt from a skydiving experience which could be of use to others, please send it in.



DEALER ENQUIRIES WELCOME

SWARDSPORTS

We stock paracast items in the following colours: **Black, Red, Navy, Royal, Pink, Burgundy, Silver, Green and Yellow.** Where asked please state main colour choice only. All items come with complementary trim colours.

Over the past few weeks we have been redesigning and improving a number of our products. These include the **Altimeter Chest Mount** which is now available with a built in **Zak Knife** for £7.99. It also takes the 'U' brackets for quick, neat and interchangeable mounting of the **Altimaster II**.

The **Packing Mat** is larger and has a padded kneeling area. Both **Log Book Holders** now feature more pockets and padding.

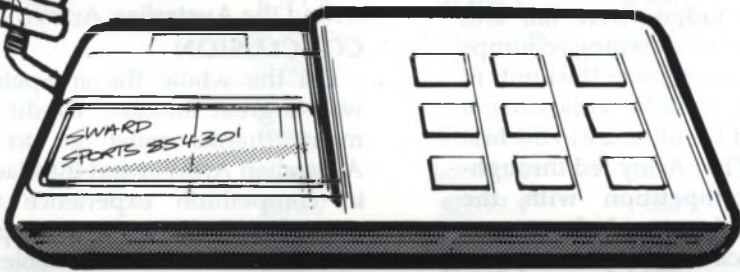
We can now offer a full **handcrafted Frapp Hat Service** for just £75. These custom (or stock) helmets are made from high grade leather and are available in numerous colours and fashion prints.

We now hold a larger stock of **Audible Warning Devices**, The **Dytter** is the only one with an intermittent tone and is also the loudest!

Finally, we've reduced the **Norman Kent compilation video** to just £24.95 for a limited time.

GOGGLES ORDER FORM

| KROOPS | | | |
|---|---|--|--|
| DESCRIPTION | OVER EYEGLASSES | SIDE VENTED | SIDE VENTED |
| LENS COLOURS | <input type="checkbox"/> CLEAR | <input type="checkbox"/> CLEAR <input type="checkbox"/> DARK <input type="checkbox"/> ROSE <input type="checkbox"/> LT BLUE | <input type="checkbox"/> MIRRORED |
| TRIM COLOURS Number boxes in order of colour preferred (i.e. 1,2,3) | <input type="checkbox"/> RED <input type="checkbox"/> BLUE <input type="checkbox"/> BLACK <input type="checkbox"/> SHOCKING PINK | <input type="checkbox"/> YELLOW <input type="checkbox"/> PASTEL PINK <input type="checkbox"/> BLUE <input type="checkbox"/> SHOCKING PINK <input type="checkbox"/> GREEN <input type="checkbox"/> LAVENDER <input type="checkbox"/> WHITE <input type="checkbox"/> ORANGE | <input type="checkbox"/> LT BLUE <input type="checkbox"/> BLACK <input type="checkbox"/> RED |
| PRICE | £7.95 | £4.75 | £5.25 |
| AIR LENS | | | |
| SUPER SOFT DANISH GOGGLES | | PHONE FOR DETAILS | from £8.25 |



ALTIMETERS

- Aeronaut, inc. Wrist Mount,
 - Black Red Pink White Metallic Blue £49.95
- Altimaster II** £107.95
- Altimaster III** £107.95
- Parachutes De France, inc. Wrist Mount** £65.00
- Foam Chest Mount Pad** Colour £3.95
- Foam Chest Mount Pad with built in Zak Knife Colour** £7.99
- 'U' Brackets to fit pad to Alti II (pair) £2.95
- Wrist Mount for** II III £5.95

AUDIBLE ALTIMETERS

- Dytter, Loud Version, Intermittent tone** £112.95
- Microhawk** £79.00
- Barigo Sky Alarm** £79.00

BOOKS

- Filming The Impossible** by Leo Dickinson, inc. Skydiving £7.95
- Guide To Sport Parachuting**, text book £12.00
- Picture Library Skydiving**, colour photos and text £5.25
- Slides Call superb colour images** I II III £12.50
- Slides Call Books II and III** £22.95
- Slides Call Books I, II and III** £29.95
- Camera Mount for any Video/Still** combination, includes basic sight £60.00
- Danish Newton Sight** £69.95
- Stem and Universal Joint**, fixes sight to any helmet £24.50
- Universal Joint**, for ringsights £15.00
- Gloves, Unlined** leather for Summer use £15.95
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Sizes: XS/7 S/7½ M/8 L/9 XL/9½ tick
Colours: All Black Black/Red Black/Navy Off White options

GOGGLES Kroops and Air Lens, see special order box

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- Leather Frapp Hat**, handcrafted to order £75.00
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 - S M L Black Navy White, tick size and colour choices
- Protec** S M L XL
 Red White Blue Black Pink Lightblue tick options £24.95
- Protec Spare Liners** S M L XL £9.50

JEWELLERY

- Pin Badges**, very colourful Square/side on Square/front on
 - Freefaller Tandem Aeroconical DC3 Brooch £4.95
- Silver Earrings** showing Skydiver under Canopy Side on Front on £7.95
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- Gold Pendants**, 9 ct. hallmarked showing Skydiver under Canopy
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- Zak Knife in Pouch**, small single bladed safety knife Colour £4.99
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ARMY GET ON TOP DOWN UNDER



Accuracy Team: Caroline, Mickey, Les, Bill and Dixie

Following an invitation to take part in the Australian Army Parachute Championships the British Armed Forces supplied a team of six: Les Carroll, Steve Apps, Mickey Threlfall, Bill Sharp, Neil Dixon and myself Caroline Wallace.

En route we stopped off at Hong Kong for a day and, thanks to Matt Patrick, we managed a few Accuracy jumps which helped sort the stack out.

After travelling thousand of miles to the land of sunshine, our first impressions were not as we expected. Pouring rain and millions of flies! **The only things that were jumping were the kangaroos.** All we could do was buy some fly spray then slope off to the bar to meet the opposition.

The next day was more like it, beautiful blue skies to accompany the flies. As well as ourselves there were teams from the Armed forces of Malaysia, Thailand, New Zealand and of course Australia. All told there were 135 competitors; the organisers had badly underestimated the turnout and had to enlist the help of judges from Malaysia

and Thailand together with our own Major Bob Card.

With an impressive array of aircraft support (Caribou, Caravan and Chinook) together with the anticipated good weather, expectations for a successful and completed meet were high.

COMPETITION

The Accuracy event was called with 4 rounds completed. Conditions were not ideal (are they ever!). The judges were fair and even handed in awarding re-jumps when winds went over the limits in two of the rounds. Following a team total of 1 centimetre in the first round the **Thai Army led throughout the competition with the British team in second place.**

Total shock in the Style. All three rounds completed and the top three places filled by members of the British team. Les Carroll in 1st with an 8.3 second average, followed by Caroline Wallace and Neil Dixon.

The 4 Way RW made it through to 5 rounds. More would have been completed had the Caravan been used, however, due to protests only tailgate exits were permitted.

Rather frustrating when you consider that the Caribou had to disappear for two hours daily to refuel.

The arrival of the Chinook raised hopes but these were soon dashed when it broke down after one lift. The emergency landing it made off the airfield, with jumpers still on board, did little to ease skydiver confidence in this aircraft. Despite all these distractions the team were very pleased with their 2nd place behind the Australian Army.

CONCLUSION

On the whole the competition was a great success. Credit and many thanks must go to the Australian Army, what they lacked in competition experience they more than made up for in hospitality and friendliness. Valuable lessons were learned by competitors and officials alike, it was quite an experience. Trophies and a December tan, what more could you ask for?

Caroline Wallace D7818

Editor's note: It would have been nice to know exactly where in Australia this competition took place!

AUSTRALIAN MILITARY PARACHUTE CHAMPIONSHIPS 1988

ACCURACY RESULTS

INDIVIDUAL ACCURACY

Number of Competitors = 83

| Country | Name | Rd. 1 | RD. 2 | RD. 3 | Rd. 4 | Total | Pos. |
|----------|-----------|-------|-------|-------|-------|---------|------|
| Thailand | Chanchai | 0.00 | 0.00 | 0.02 | 0.00 | 0.02 cm | 1st |
| Thailand | Amnat | 0.01 | 0.00 | 0.02 | 0.00 | 0.03 cm | 2nd |
| U.K. | Dixon | 0.00 | 0.02 | 0.02 | 0.02 | 0.06 cm | 3rd |
| Thailand | Veera | 0.00 | 0.00 | 0.06 | 0.05 | 0.11 cm | 4th |
| U.K. | Carroll | 0.04 | 0.03 | 0.00 | 0.05 | 0.12 cm | 5th |
| U.K. | Threlfall | 0.07 | 0.00 | 0.00 | 0.06 | 0.13 cm | 6th |

TEAM ACCURACY

Number of Teams = 16

| Team | Rd. 1 | Rd. 2 | Rd. 3 | Rd. 4 | Total | Pos. |
|-----------------|-------|-------|-------|-------|---------|------|
| Royal Thai Army | 0.01 | 0.00 | 0.06 | 0.05 | 0.12 cm | 1st |
| United Kingdom | 0.19 | 0.06 | 0.05 | 0.14 | 0.44 cm | 2nd |
| Malaysian Army | 0.37 | 0.42 | 0.17 | 0.67 | 1.63 cm | 3rd |

STYLE RESULTS

Number of Competitors = 34

| Country | Name | Rd. 1 | Rd. 2 | Rd. 3 | Total | Pos. |
|-----------|----------|-------|-------|-------|-------|------|
| U.K. | Carroll | 8.77 | 8.78 | 7.44 | 24.99 | 1st |
| U.K. | Wallace | 8.36 | 8.82 | 9.34 | 26.52 | 2nd |
| U.K. | Dixon | 10.44 | 11.29 | 8.98 | 30.71 | 3rd |
| Australia | O'Brien | 9.71 | 12.42 | 9.73 | 31.86 | 4th |
| U.K. | Sharp | 10.76 | 11.68 | 9.76 | 32.20 | 5th |
| Thailand | Chanchai | 11.34 | 12.06 | 12.13 | 35.53 | 6th |

4 MAN RELATIVE WORK RESULTS

Number of Team = 23

| Country | Team | Rd. 1 | Rd. 2 | Rd. 3 | Rd. 4 | Rd. 5 | Total | Pos. |
|-----------|---------------|-------|-------|-------|-------|-------|-------|------|
| Australia | G.S. Horrible | 10 | 8 | 7 | 5 | 7 | 37 | 1st |
| U.K. | British Army | 8 | 6 | 6 | 4 | 3 | 27 | 2nd |
| Australia | Aust. Navy | 7 | 6 | 6 | 2 | 5 | 26 | 3rd |

OVERALL INDIVIDUAL COMPETITOR

| Country | Name | Acc. | Style | Total | Overall Position |
|-----------|-----------|------|-------|-------|------------------|
| U.K. | Carroll | 4th | 1st | 5 | 1st |
| U.K. | Dixon | 3rd | 3rd | 6 | 2nd |
| Thailand | Chanchai | 1st | 6th | 7 | 3rd |
| Australia | O'Brien | 8th | 4th | 12 | 4th |
| U.K. | Threlfall | 6th | 9th | 15 | 5th |
| Thailand | Amnat | 2nd | 15th | 17 | 6th |

Who said "Charity Jumping isn't fun? or cold for that matter?" What else was there to do at Langar on a cold wet Comic Relief Day, but to raise £50.00 for the embarrassment.

Thanks go to Dave Hickling for clearing the DZ, Baz for not going to Ten Grand and those who jumped: Marvellous Martin, Mark (Tree Frog) Footitt, Ian (Leper) Robinson, Dave (Leper) Godley, Sonny (Harrison) Ford, John (Arch) Armstrong and not to mention Glen (I'm wearing my jumpsuit) Morris for videoing.

Mark Footitt C8630

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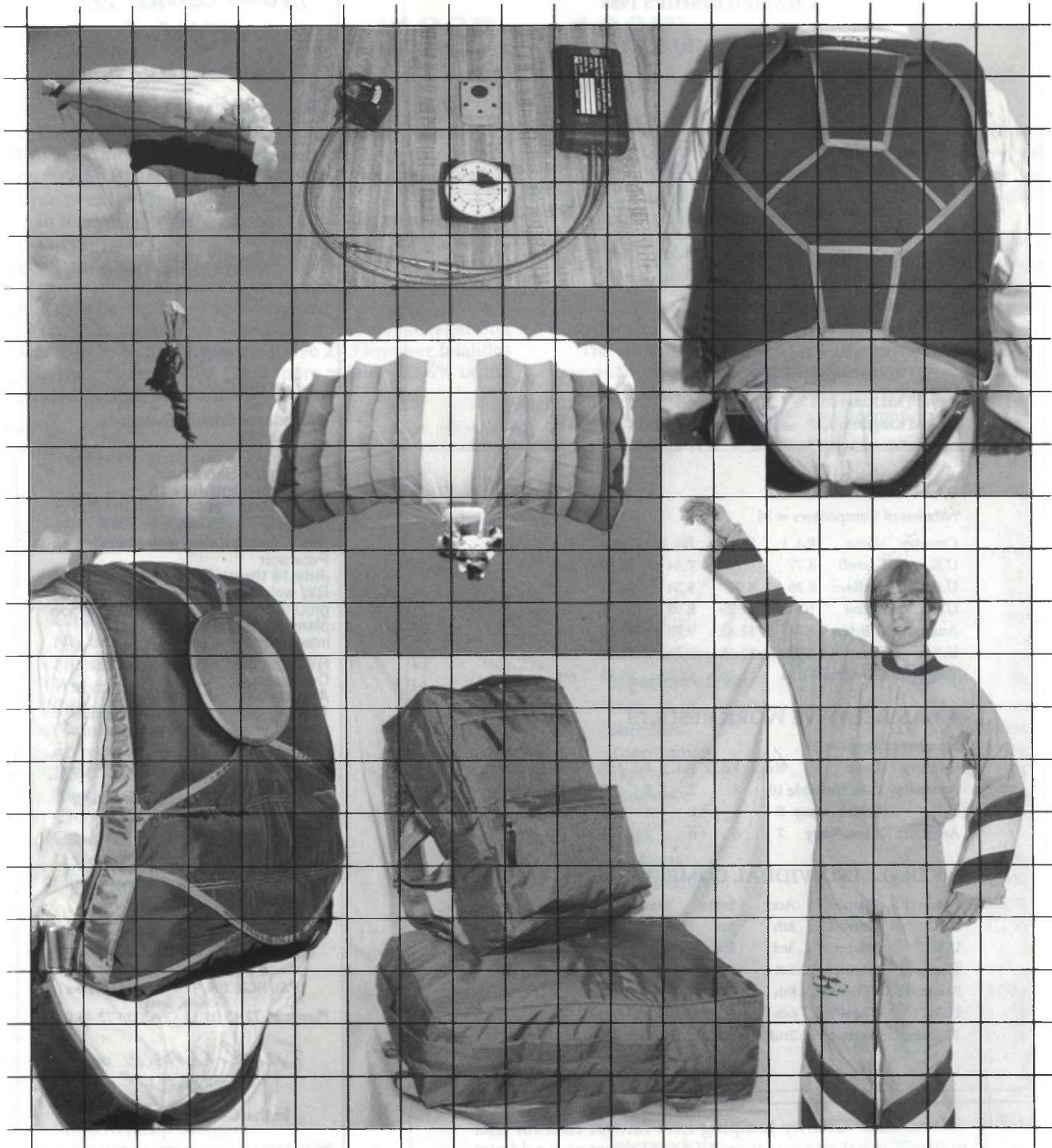
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A JUMP IN THE JUNGLE

One of the problems of doing a tour in Belize is to find ways of taking the troops minds off getting bored with lying round in the blazing sun of the Caribbean. So in order that his men didn't get too frustrated Lt Chris Kuhle came up with the idea of arranging a bit of falling through the air type entertainment.

And so a plan was born and in order to carry it out the help of the JSPC was requested. They were only too happy to help out the lads of 34 Fld Sqn of the Royal Engineers (from waterbeach) and provide the instructors and rigs to run the courses.

Arriving by RAF VC 10 our 3 heros from Netheravon landed in 90 degree baking sunshine on the 23rd of November and set about the task of doing all the groundwork necessary, in order that the courses would run smoothly. The two instructors were Mark Greenfield and Jim White and they had along with them Kev Huntingdon as their assistant.

The major hurdle the instructors had to overcome was the fact that they could not use a DZ that an aircraft could land on, that was in the vicinity of the barracks. The reason for this is that the only airstrip in the area that the camp is in is also the one international airport the country possesses, not unnaturally they were not keen on having parachutists wandering around their immediate airspace. The other problem they had to overcome is that the bits of Belize that aren't Jungle are usually swamp so a possible DZ would have to be checked thoroughly before using it. With that in mind off Mark went to inspect an area that had been used as a DZ before and bogged the Landrover in before he had gone more than about 50 metres off the track. Not the best of starts and notwithstanding the decision was made to use the place as the DZ, if nothing else at least it meant that the students PLFs were nice and soft. If you were really lucky, you also got plastered in some of the foulest smelling mud imaginable but then again nobody said it was going to be easy!

The aircraft that was to be used belongs to the Belize Defence Force and so a visit was organised to check them over. The aircraft is a Brittan Norman Defender, which is nothing more than an Islander with camouflage paint on it so it was a simple case of taking out the seats and taking the door off (no sliding doors on this one). The only problem was that the aircraft couldn't fly above 10,000ft, not because it couldn't manage it but because the RAF pilots get hypoxic above 10,000ft. The only person that was affected by that was myself as I was doing my WARP jumps but in the end it didn't cause any problems. In case you were wondering what the RAF have got to do with the Belize Defence Force, the Force has elements from all 3 services working with them (including myself) and the airwing has two pilots and one engineer to help them out.

Once all the preliminaries had been resolved Mark, Jim and Kev set about the task of training the first course of 12 students. The training was conducted on the Sunday in glorious weather and everybody was looking forward to what looked like a good week ahead. I was here when Hurricane Gilbert passed by a few months ago and I saw less rain and clearer skies than during the first week

of jumping. In the first week only 3 lifts were completed and by Friday everybody was pretty miserable. More training was completed over the next weekend and thankfully the second Monday saw the start of some really excellent weather. Due to the logistic problems of getting people back from a DZ 7 miles from the take off point, via a packing area that was suitable, at best only 4 lifts a day could be fitted in. Even with these problems Mark and Jim managed to get 6 people onto freefall in the second week, included in this group was Lt Alfonso Vega, one of the Belizean pilots from the B.D.F. Both instructors agreed that not only did he progress well as a parachutist but also came on well as a jump pilot, something not all pilots manage I am told.

After a hard week I took the guys out to one of the Cayes that are strung out along the country's barrier reef. We visited Goff's Caye, a small uninhabited island with a pearl white beach made of minute pieces of coral, a real taste of Robinson Crusoe. After a day out in the sun, where the only incident of note was my boat ladder steps giving way when Jim White tried climbing on board (not that I'm trying to insinuate that he's fat) we all went out to the Chateau Caribbean for a taste of Creole cooking.

The third week enjoyed similar weather to the second and was only spoiled when one of the Defenders developed engine problems which meant that the jump aircraft had to be retasked. This meant that parachuting stopped on the Thursday afternoon, at least the third course didn't have to put up with the weather the first course had.

So at the end of the three weeks a total of 34 students completed 234 descents. Of that total 85 were freefall descents and one student managed to get onto 20 second delays, he was Captain Mark Trevillyan (RAMC) who managed it with a string of GATW's. In addition to that Mark and Jim got me through my Cat 8 (at long last) and up to WARP 6 so I was well satisfied.

At the end of the day the courses turned out to be a great success and all of the men of 34 Fld Sqn Royal Engineers and the other members of British Forces Belize who were lucky enough to get on the courses had a thoroughly good time. With a bit of luck maybe somebody on the Joint Services Adventure Training side of life might see this as the way ahead and think about setting up something a little more permanent for the future. Although we had one bad week by and large Belize is a parachutists dream come true as far as weather is concerned and to stay here and watch all this good weather go to waste is very frustrating.

In conclusion, on a personal note, and on behalf of all the other students I would like to say many thanks to Mark, Jim and Kev for all of their hard work and for the benefit of their expertise, you are a credit to Netheravon.



PHYSICS OF THE ATMOSPHERE

Ken Mapplebeck CCI RAFSPA
BPA 1035P FAI D327

"So you want to go high", the purpose of this article is to help you the British Parachutist, appreciate and understand the facts and problems of parachuting from high altitude.

AIR CONTENT AND MAKE UP

Without it we could not live, fly or parachute. If all water vapour was taken out of the air we would have
21% Oxygen
78% Nitrogen

1% Carbon Dioxide and Inert Gases

Actually there is between 1% to 5% water vapour in the air we breathe, this reduces the percentage of oxygen. All bottled air and oxygen is "DRY" for this reason, and it tends to make your throat and mouth dry, and with heavy breathing sore. The important commodity in the air we breathe is of course oxygen, totally deprive your brain of it for 4 to 5 minutes and it will be as much use as a plate of scrambled eggs for keeping your body functioning correctly, it will have ceased to work.

AIR PRESSURE AND ALTITUDE

Air Is Heavy 14.71lb/sq inch at sea level, this is the pressure of a column of air one inch square and approximately 100 miles high, for this is about the thickness of the layer of atmosphere covering the earth. The air layer is denser at the bottom close to earth, because of all the weight on top. Like all things on earth it is held there by gravity, you do not notice the weight or pressure because it is exerted on the body evenly. You may think of the atmosphere as an ocean in which the deep-sea diver discovers greater pressure the deeper he goes, where for us the greatest pressure is at sea level.

AIR PRESSURE

Sea level = 14.70 psi

18,000ft = 7.34 psi

34,000ft = 3.62 psi

63,000ft = 1.00 psi (Boiling point of blood)

100,000ft = 1/6th psi or about 1/95th of that at sea level. Above this it's pretty much a vacuum, this thinning of the air at altitude makes all the difference as to the reactions of the body. On the ground air pressure is measured by a mercury barometer the same type that tells you of imminent good or bad weather by its rise or fall. The measurement in inches at sea level is 30 inches or 760 millimetres. The altimeter which you jump with is a barometer also which measures the air pressure at your altitude, translated into feet of altitude AGL "Above Ground Level" by the needle on your altimeter face. Call this your human altitude as you take into account the DZ field elevation as you zeroed your altimeter on the ground before take-off. Then the reading you get is from the Indicated Air Pressure For Your Altitude and relates to how you stand on getting enough oxygen.

BREATHING, OXYGEN AND BLOOD

Inhaling requires a small amount of muscular effort to pull the chest wall and diaphragm away from the lungs, this reduces the pressure in the lungs and the atmospheric pressure, now higher, pushes air in and the lungs fill up. You relax this muscular effort of expanding your chest, and you exhale, this requires no effort. The purpose of

breathing is to get oxygen into your blood and carbon dioxide out, normally we breathe 12 to 16 times a minute and intake about 6.8 to 9 litres of air. However the rate is slower at rest and faster when we are exercising. The lungs exchange oxygen into the blood by millions of tiny blood vessels and sacs called alveoli, which fill the lungs with an estimated surface area of 700 to 800 sq ft or about the surface area of a tennis court. The red blood cells or "semi" solid substance of the blood, saturate themselves with oxygen at about 95% of their capacity, this amounts to about 0.5 litres of oxygen to every 2 litres of blood. The blood carries the oxygen to your body tissues where it is used as fuel. Waste carbon dioxide is carried back to the lungs and transferred into exhaled breath. As stated before the sea level air pressure is 14.7 psi, oxygen makes up 21% of this pressure which is 3 psi. This is needed in your lungs to keep your blood at 95% saturation level which is your body's normal functioning level requirement. The following altitude, pressure, oxygen and blood saturation tables show some factual altitude comparisons. This gives you a clear picture of your **OXYGEN NEED** at the altitudes shown.

| ALTITUDES & PRESSURE | OXYGEN PSI SATURATION IN | % OXYGEN BLOOD | |
|----------------------|--------------------------|----------------|------|
| sea level | 14.70 | 3 | 95 |
| 10,000ft | 10.11 | 2 | 90 |
| 18,000ft | 7.34 | 1.5 | 70 |
| 20,000ft | 6.75 | 1.4 | 63 |
| 25,000ft | 5.76 | 0.98 | 54 |
| 30,000ft | 4.36 | 0.91 | 32.2 |
| 34,000ft | 3. | 0.76 | 27.2 |
| 40,000ft | 0.7 | 0.56 | 21.6 |

Note that the percentages of blood saturation from 20,000ft to 40,000ft are only approximate and depend on the individuals condition and fitness. Other things can cause a shortage of oxygen in your body besides low atmospheric pressure, and they are:

- A low red blood cell count
- Chemicals in the blood, i.e. 'Carbon Monoxide'. Red blood cells hold on to it 200 times more tenaciously than they do oxygen.
- Alcohol can create a tissue poisoning. This blocks the blood from unloading its oxygen when it arrives at the muscle tissues.

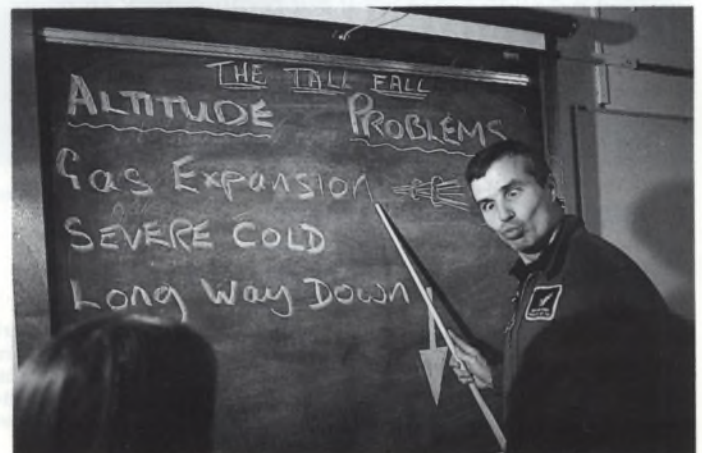


Photo by Leo Dickinson

In general remember without proper protection from a supplementary oxygen source the higher you go the less pressure, the less pressure the less oxygen in your blood, the longer this goes on the worse you get, the more Hypoxic and irrational you are, the greater risk to life you take.

SCALE OF USEFUL CONSCIOUSNESS TIME WITHOUT AN OXYGEN SUPPLY

| ALTITUDE | TIME OF USEFUL CONSCIOUSNESS | EFFECTS AND SYMPTOMS |
|---------------------|------------------------------|-------------------------------------|
| 8,000ft - 10,000ft | 2 - 4 hours | Skin and finger nails blueing, |
| 10,000ft - 15,000ft | less than 2 hours | vision tunnelling, nausea, sickness |
| 15,000ft - 18,000ft | 30 mins | and headache. |
| ***** | | |
| 25,000ft - 26,000ft | 3 - 5 mins | Then loss of consciousness, |
| 30,000ft | 1-2 mins | convulsions and death |
| 35,000ft | 30 - 60 secs | |
| 43,000ft | 9 - 16 secs | |

HYPER-VENTILATION "STOP PANTING - DON'T KILL YOURSELF"

To get more oxygen instinctively you may breathe faster. If you double your breathing from 16 to 32 times a minute this increases your intake from 9 to 18 litres. This will get more oxygen in your blood but it will knock you unconscious. Here is why. The Carbon Dioxide in blood is the controlling factor for your breathing rate. When you exercise breathing becomes faster as your muscles use more oxygen and this increases the waste carbon dioxide in the blood and so your blood transfers equal amounts of oxygen back. All this works automatically on the ground and also in the air with an oxygen supply working properly. Breathing quicker to get more oxygen because of low pressure, and not because of muscular effort will eliminate too much carbon dioxide therefore less oxygen. This will cause dizziness, spots before your eyes and eventually unconsciousness. At such a time you should relax, slow down and let the carbon in your blood do the thinking for you - it will automatically.

BODY GASSES AND THEIR EFFECTS OF EXPANSION AT ALTITUDE

Lack of oxygen is only one of the problems. Gasses expand or contract in proportion to pressure according to Boyle's Law. The gas in various body cavities expands as altitude lowers the atmospheric pressure, and it must escape or discomfort, pain, injury or death may result. Ear drums and sinuses can be damaged by trapped air. Tooth cavities filled can have air trapped under the fillings. All of these plus flying and parachuting with a cold can be suicide for the following reasons. Gases in the body double in volume by 16,500 ft and can be extremely uncomfortable unless passed.

TO RUPTURE EAR DRUMS OR SINUSES

As you climb to altitude pressure decreases, therefore air trapped in the middle ear or sinuses is at 14.7 psi sea level pressure. From sea level to 10,000ft the pressure drop is 4.6 psi and to 18,000ft it is over 7 psi. The human ear drums are only .004 inches thick, and unless you can relieve this pressure, severe pain, ruptured ears and sinuses causing permanent damage can result. The sinuses are air filled membrane lining cavities in the bones of the skull. They are located above and between the eyes, behind the nose and in the cheek bones.

Photo by Leo Dickinson



NITROGEN NARCOSIS OR THE 'BENDS'

In the air we breathe both oxygen and nitrogen is absorbed into our blood, then into our body tissues. This nitrogen dissolves in our body fluids but it comes out of solution form as gas bubbles, in the most unusual places if we go high enough and stay long enough. The symptoms are pain in the joints and muscles, burning sensations or stabbing chest pains and difficulty in breathing. Jumpers most likely to suffer the 'BENDS' are older jumpers and those in poor physical condition with high body fat. To fly or jump from altitude the onset of the bends can be delayed or prevented by pre-breathing 100% oxygen for 1 hour before going to 25,000ft. This is called 'de-nitrogenation', purging the body of its nitrogen from breathing normal air. If you get pains in joints or muscles at altitude "DO NOT JUMP", remain with the aircraft and descend. Do not move, rub or exercise the troubled area, this will only aggravate it, and seek medical advice on landing.

OXYGEN SYSTEMS AND MASKS

This subject is too extensive for me to attempt to cover in this article. However there are some basic essential elements of information you should know. They are:

TYPES OF SUPPLY

1. Diluter Demand 100% oxygen
2. Pressure Demand 100% oxygen
3. Continuous Flow
4. Emergency Demand

Say you plan a jump from 40,000ft, providing you have the correct clothing equipment. You need to be on oxygen before take off, on a diluter demand or a pressure demand 100% system, depending on your intended climb rate. Ideally a pre-breathe on a light pressure demand 100% system in the aircraft. This would be a safe system with varying pressure demand increases all the way to 40,000ft. You would also need a continuous flow personal bail-out bottle to give you a 25 minutes flow from 1 minute prior to exit, this bottle would be under 1,800 to 2,000psi. However there are many variables to be considered when ascending and descending from high altitudes. No skydiver in their right mind should consider a high altitude jump until they have attended a Royal Air Force decompression training course, at either RAF Luffenham, Boscombe Down or Farnborough. Also they should have an adequate oxygen system and be trained in its use. Armed with this knowledge in this related subject to free fall parachuting we increase our safe altitude limits.

KEEP PARACHUTING SAFE, AND STAY ALIVE TO ENJOY IT

Now some words of wisdom on 8-Way Sequential.....

'Smile and put your helmet on, this one is for the mag'.
Photo: Staurt Meacock

"THE OTHER EVENT"



Attending the Nationals each year there are normally four or five 4-Way teams who have trained incredibly hard. Weeks away in the States or elsewhere, spending thousands of pounds on hundreds of jumps. Then there are an even larger number who manage a week or two away together. Finally there are those who meet each other at the gate and enter just for the hell of it.

These teams, with their various levels of ability and commitment, come together to make the 4-Way sequential the biggest event at the Nationals, bigger even than the US Nationals!

Come the 8-Way Speed, many teams get together on the day and register, "well we're here, why not?" This event is always a great buzz and can mean the difference between jumping and not on those marginal weather days. To my knowledge there are no teams in this country "actively" training for this event to any degree.

Then occasionally a few teams will have a go at the 8-Way Sequential, eight teams has been the maximum. Only three of these are ever likely to have jumped with each other before. One is normally a Military team, which has fought a myriad of battles to stop their team members from being posted to the four corners of the earth. Another is usually having its long term viability thrown into disarray by personal problems and family commitments.

That leaves the same team winners for the past four years. The name of that team is "MO", one syllable, two letters, eight different points of view and body sizes.

For those interested, the team name originates from a 40's Jazz song about "5 guys named Mo" (the team was originally 5 men and 3 women).

At the start of each year the team agrees on a level of training. This depends on a number of variables, is it an "on" or "off" year, how much money is available, etc. This year, for example, we decided to set a goal of 300 jumps before the Nationals. Any additional funds which we received from other sources, like the holy grail of "sponsorship", would be spent on extra jumps.

Training for us this year began at Marana (see other article. Ed) with 100 jumps in just under 3 weeks. From this experience we decided to reduce future camps to 2 weeks and 75 jumps. Our next camp will again be at Marana, followed by trips to Europe where we can hopefully practice from a tailgate in readiness for Sibsons Skyvan, which will be used at the Nationals.

A typical first training camp would follow this format:

- A few easy randoms to warm up and check out fall rates.
- Series of exercises to sharpen basic flying abilities.
- Blocks! Depressing ourselves with some of the new dives.
- Finally some random selections to test not only skydiving ability but the mental gymnastics of worming our way through each dive.

I would imagine the next camps will involve drawn blocks plus a return to exercises when necessary.

* * *

Now a broader view of the 8-Way event as it stands today. The USA has won every World Meet since its inception. However, the French came a close second in 1987 with the Russians, improving every year, not far behind.

If in the meantime anyone needs any help or advice, the team are more than willing to oblige, especially as we need the competition to keep us on our toes.

The 1989 "MO" Skydiving team are:

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

Britain's Premier 8-Way Team "Mo" have been doing their spring training at a DZ unknown to most of us. To rectify this, Pete Allum gives the skydivers guide to MARANA AZ.



*Mo over Marana displaying an optical illusion. Which way up would YOU print this?
Photo: Stuart Meacock*

MARANA AZ

Marana is situated approx. 25m North of TUSCON and about 90m South of PHOENIX on Interstate 10.

To get there by car you take the "Pinal Air Park Road" turn off and follow it down through to the entrance gates to the air park. The guard on the gate will direct you to "Skydive Marana."

Tony Frost and Greg Behrens run the place between them doing all the midweek flying and instructing. Marana incidentally is the home of the "Static Line Square System" (which how now become mandatory for all student S/L operations in the U.S.A.). The centre runs a Twin Beech as well as 3 x 182's, the Beech will fly with a minimum of 8 and is almost as fast as a Turbine Islander with this number of people!

This DZ is an excellent facility for 4 - 8 way teams wishing to train, with all the benefits of Arizona weather (July/August being their 'Wet Season'). Tony and Greg will only book in a certain amount of teams per week - not wishing to overload the system, this allows for plenty of jumps per team.

Ie. During a 2¾ week training camp we managed about 7 jumps a day with a 2 hour break for lunch, plus a few days off to take in Mexico (only 90 miles South) or the surrounding desert. We managed 100 team jumps.

For those interested the Grand Canyon is about 300 miles North and California approx 350 miles West.

Facilities on the dz include showers - kitchen with sink, microwave, freezer and a beer cooler which the few local jumpers who turn up on the weekend seem to keep permanently full.

Accommodation is the only problem - they will let you camp, however there is not a great deal of smooth and even pasture available and the nights can get very cold - temperatures during the day can escalate up to the high 90's during summer months. They assure us though that very soon they will be opening up some decent bunk room accommodation - maybe this summer.

So if your team is interested in good weather, good aircraft and have the commitment to travel all the way to Arizona you will find an excellent training facility at Marana.

Marana Skydiving Centre

Pinal Airpark

Marana

AZ 85653 (602) 682 - 4441

Prices for teams if doing 90 plus jumps are:- \$9.00 to 12,500' or 9,500'.

AMANDA MKENNY MBOOGIES IN THE MBUSH

Photos: Norman Kent



Molopo Sun Hotel, Bophuthatswana - site of the Annual Mmabatho Hercules Boogie - Southern Africa

HERCULES BOOGIE – MMABATHO, BOPHUTHATSWANA

If you are stuck for something to do next Christmas you could do a lot worse than give this Boogie some consideration. The South African Hercules Boogie has been an annual Christmas event for some years now, and was previously held at Phalaborwa on the edge of the Kruger National Park. For the last couple of years it has been held in Mmabatho in Bophuthatswana which is an independent republic, enclosed by South Africa, close to the Botswana border.

In keeping with a growing number of Boogies nowadays in exotic places the base for the Boogie is a luxury hotel (and in this case the DZ also). The Molopo Sun Hotel (part of the Sun International Group) has been the host for the last couple of years, and, arriving there mid-afternoon Christmas Eve, as the 'lone Brit' after two days of traveling, I was certainly impressed to be greeted by the line of African staff, singing, clapping and dancing to celebrate the return of the 'skydivers'.

The hotel rooms were extremely acceptable with the normal quality hotel facilities including en-suite bathrooms and patio doors, which, dependant upon the room number, led directly onto the lawn at the back of the hotel which served as the manifest/ packing area.

The whole show was run from a function room on this lawn which kept everything very self-contained. After arrival on Christmas Eve afternoon, registration and brief-

ing took place and it was decided to put up the first lift of the Boogie, which the pilots, showing true Christmas goodwill, declared was free. Good old SAFAIR!

The Boogie, having then started, ran until New Year's Day with a total of 4,100 jumps being made in the process. For the most part the weather was excellent, Christmas in the Southern hemisphere being the middle of Summer and by our standards very hot. The time that was lost was mainly due to short thunderstorms late afternoon, with accompanying cloud buildup. Jumps worked out approximately £4.50/£5 to 14/15000', with everyone out on one pass which made for some fun spots to say the least. The area was 4000' above sea level and so oxygen was freely available in the aircraft, and careful attention to landing was necessary as the effects of the altitude, especially on the performance characteristics of some of the smaller high performance canopies was noticeable although quite controllable.

In total there were some 350 skydivers registered, with approximately 50 of these being visitors from Germany, Austria, France and Switzerland, myself from the UK and Norman and Deanna Kent from the USA. Norman and Deanna ran Freestyle and Camera jumping seminars and Norman also worked very hard as a cameraman providing photographic record of the dives during the Boogie. An attempt was made at a South African record dive which

was well prepared and briefed and resulted in a 58 way cluster. Although it never proved possible to go further and try for the initially intended 64 way diamond it was still an impressive achievement for a Country that has probably only something like 300 or so hard core skydiver in total who use Cessnas in the main for their regular jumpships.



DZ shot - Landing area was adjacent to the lawn at the back of the hotel

My overall impression of the Boogie was very positive, although the standard of skydiving was different to what one would experience at Zephyrhills for example. Load organisers were available and the opportunity to make many jumps in civilized surroundings was there for the taking. (And at a cheap price if you were paying in £'s). The hotel provided good food and the entertainment each evening and if you fancied a break from skydiving at any stage then swimming, tennis, a Casino and game sightseeing was available. On a personal basis the Boogie was not so successful, having injured myself on my first jump there on Christmas Eve after an argument with a piece of



58 way cluster, building - South African Record

glass. Although a resulting infection was to mean that I had travelled 6000 miles for only 'one skydive', I still met many interesting people and experienced excellent hospitality from skydivers during an enjoyable two week holiday in South Africa after the Boogie.

Current exchange rates against the British Pound make it well worth considering as everything is extremely cheap. The cost of the original travel can be relatively economical if well researched. I took advantage of a package organized by BiBi Derx from Germany, solely for skydivers, and it knocked a few hundred pounds off the airfares I'd previously known about. All in all I would recommend it to anyone seeking a fun skydiving holiday with the opportunity of doing some travelling afterwards. There are several DZ's in South Africa to be visited during a subsequent holiday. If anyone would like any details before next year I will be happy to provide them.

20 way formation nearing completion



THAI BOOGIE

Photos: Max Dereta



80-Way, current Asian Record



60-Way over Huay Hin Thailand, Asian record for a short time.

THE FLYING DRAGONS IN CALIFORNIA



by Captain Paul Beat

THE QUEEN'S REGIMENT FREE FALL TEAM, THE FLYING DRAGONS travelled to Perris Valley, California for team training this year thanks to an invitation from The Commanding Officer, 1st Battalion The Queen's Regiment, to join the Battalion on Exercise TRUMPET DANCE. 6 February 1989 found us on a flight from Brize Norton to San Jose, near San Francisco, and dropped us (if you'll excuse the pun) in some of the coldest weather California had seen for 37 years.

A short stop over at Fort Ord, 1 QUEEN'S base for the exercise, allowed the Team to sort out its equipment and hire a car before heading south towards Los Angeles and Perris Valley Parachute Centre.

The drive to Los Angeles was tougher than expected, the weather if anything had worsened since our arrival and the interstate highway was swept by strong winds and sandstorms. Further south the road led up into the mountains where drifting snow blocked all main routes and it took several hours to find a pass that was open. If it never rains in Southern California it sure can snow!

The first stop in Perris was at Rigging Innovations Inc who designed and manufactured new 'Talon' containers for the Team as well as holding new Fury's ordered from Glidepath. Sandy Reid, the owner, and his people very kindly took the time to help us pack the reserves and new mains into the systems. All the people at Rigging Innovations went out of their way to help and make us welcome.

Much to my relief the sky showed a brighter face the following week and Team training started in earnest. Blue skies and low winds gave the best possible environment and with air to air filming for each jump (courtesy of the excellent Blue Sky Videos Inc), long briefs and debriefs from the video, and expert advice from some very experienced skydivers including Geoff Jones and Bill Deli, Team skills received a tremendous boost.

In breaks from training we found ourselves in the aircraft with other teams including The Parachute Regiment Freefall Team 'The Red Devils', the Canadian Armed Forces Parachute Team, and Aerial Performance a top American CRW team. Our jumps included a couple of 16 ways, a 32 way and a couple 8

stack CRW lobs. The actor Lewis Collins took time off from his work in Hollywood to come and jump with us and the Team were surprised to find he 'geeked' at the camera more than me! By the end of the training each man had made nearly 80 jumps, and gained much useful experience. These included Colour Sergeant Brad (The Saint) Reader (Chief Instructor), Pte Vince (Surfer Joe) Brierley, Pte Mark (Burger King) Ryan and Captain Ian (Swan) Wilson.

On 2 March '89 we were home-bound, a little earlier than expected but having achieved a higher standard of parachuting than we could possibly have hoped for. I would thoroughly recommend Perris Valley Parachute Centre to any team with limited resources but big ideas and I would like to thank the DZ manager Steve Mack and his (attractive) staff for their enlightened administration and for looking after us so well.

I would also like to thank Lt Col CGF Charter (1 QUEEN'S) for all his help and Ess-Food Danepak Ltd the Bacon and Dairy Products Firm for their generous sponsorship and encouragement which made the trip possible.

EXCALIBUR



*Thou therefore take my brand Excalibur
Which was my pride: for thou rememberest how
In those old days, one summer noon, an arm
Rose up from out of the bosom of the lake,
Clothed in white samite, mystic, wonderful
Morte D'Arthur:- Lord Tennyson*



Photos: Simon Ward



Who said there was no culture in SP? The inspiration for a dive into my expansive collection of classic literature is the new canopy by Performance Designs, the Excalibur, 21 cells of pretentiously named nylon.

This canopy made its debut towards the end of last year in the States and a few examples have trickled into the country recently. What makes it unique is that it is the first canopy to split cells into thirds, rather than in half which has been the norm. These extra ribs and additional cross brace ribs help maintain the shape which consequently boosts its performance.

With canopy sizes starting at 230 sq.ft. and going on down to 120 sq.ft. this aerial hot-rod will be required equipment for the Teva sandal gang. Just don't mistime a swoop, you could end up in the position Excalibur was before King Arthur found it.



JUNE 5-9th



THE 1989 BRITISH RW RECORD MEET

From June 9th 1989 A1 Skydiving & Peterborough Parachute Centre will join forces to break the British RW formation record! Rob Colpus & Derro Thomas have been asked to bring together 100 of the best skydivers in the UK. The Skyvan, the Twin Otter, The Skyliner plus Turbine Islanders will be on hand to attempt to build an 80+ formation over the Peterboro' Drop Zone, and at the same time

WE'RE GONNA BOOGIE!

So, book your Hols, get your sick note, quit your job but be sure and BE THERE!

PETERBOROUGH PARACHUTE CENTRE & A1 SKYDIVING CENTRE OFFER YOU:

June 5th to June 9th: Skyvan, Twin Otter, Skyliner, Turbine Islanders. (Lift capacity 80+)

Load organisers: Even if you're not part of the Record attempt we will have load organisers for all experience levels, WARP, AFF, Tandem, Video Cameramen: (Air to ground LIVE by seagull videos). WATCH the big formations build LIVE, bring your friends!

PRICES: Registration £10 Includes RW Record T Shirt
12,500ft+ £12 15,000ft+ £15

PARTIES (WILD VARIETIES ONLY) FOOD, BEER, MUSIC, CAMPING, ACCOMMODATION - IN FACT EVERYTHING YOU NEED.

FOR MORE DETAILS CALL:

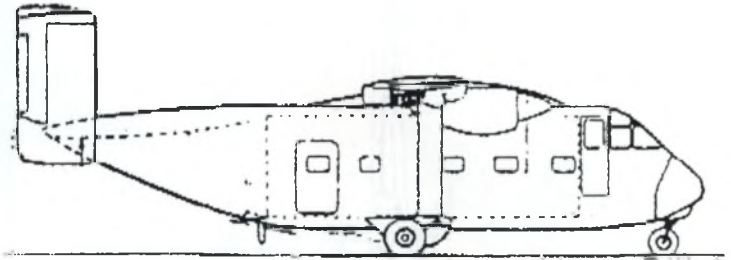
Peterborough Parachute Centre:

Elton (082 24) 490

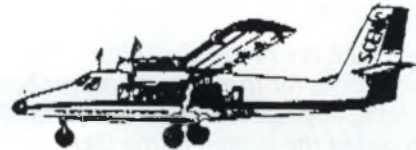
or

A1 Skydiving Centre:

Gt. Gransden (076 77) 7065



SIBSON SKYVAN



OTTER



1989 FORMATION RECORD & BOOGIE

CALL NOW FOR MORE DETAILS

Been to Zephyrhills too often, bored with Belgium, fed up with France, why not

BOOGIE IN POLAND

After years of preparation at last it's going to happen. An enthusiastic and experienced Polish skydiver, Jurek Gierszack, is organising Poland's FIRST INTERNATIONAL BOOGIE in Krakow, 14th-21st August 1989.

For the sensational price of \$10.00 you will be able to jump from any of the 3 Antonov AN-2s or one of the biggest helicopters in the World, the Mikoyan MI-6. When I say big I am talking SIXTY jumpers! Exit altitude from the MI-6 will be 12,000 - 13,000 ft, the AN-2s will be limited to about 10,000ft.

Nearly every club in Poland owns an Antonov, and if demand is high enough, more can be brought in at short notice. In addition jumps will be available from some smaller aircraft, the PZL-Wilga and the YAK-12.

Over the last two years I have made many friends in Poland at different DZs and have had lots of fun. Jack Gregory was a guest of Jurek's club in 1988 (He certainly gets around! Ed) when the organisers invited him to act as load organiser.

So what do you need to get there?

First, you must get an official invitation from the Aero-Club by writing to:

Aero-Club of Polish Peoples Republic
U1. Krakowskie Przedmieście 55
00-071 Warszawa
POLAND
Or Telex: 812 709 AERO PL

You will then receive a Boogie information sheet along with your invitation.

Get a visa request form from your travel agent and send it to the Polish Embassy along with your passport and official invitation. If you haven't been plotting against the state, you should then get your visa without any problem.

Camping on the airport is possible and cheap accommodation can be easily found. Have no fears about the organisation, Jurek is very capable and has been to many West European boogies to see how it's done.

Oh yes. There is one maybe. The Polish Army will only supply the MI-6 if sixty or more Western skydivers attend. I am though very confident that this will not be a problem, as many people in Europe have already registered.

I'm sure this Boogie will be worth going to, 4 different types of aircraft and only \$10.00 a jump. I'm going to be there, how about you?

If you need any more information give me a call, but please, no letters or postcards.

Martin Trui Code W GERMANY (0) 261-890393 (Evenings)

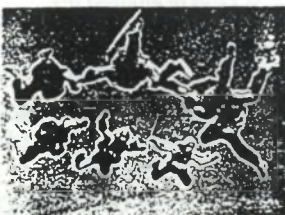
First Antonov Boogie

14-21.8.1989



COME AND TRY !

Aero Club in Krakow invites
to the first in Poland skydiving-
- ANTONOV BOOGIE '89.



Mil Mi-6



ANTONOV
AN-2



... it is only MIL MI-6, one of the biggest helicopters on the world. This aircraft can take on its board 60 jumpers !!!
 MI-6 will be used during ANTONOV-BOOGIE 89 and you can try this "Super-lift".
 There of course, will be worthy ANTONOV AN-2 in Krakow and other types.

KRAKOW

One of the beautiful towns. Scientific and cultural center of Poland. In the past seat of Polish kings. Nearby Krakow are -unique salt-mine in Wieliczka, where you can find /600m underground/ cinema, church and other strange places; concentration camp / museum/ in Oswiecim/ Auschwitz from 2nd World War; the one in Europe, dust desert near Bledow and many monuments and other interesting places. We have planned to organize touristic excursion to the most interesting places.

Limitation :

-You must have had at least 150 jumps and you must be one of the first 250 participants to register
 MI-6 will be used on condition that minimum 60 jumpers will come to us.
 Registration fee: 50 US-Dollars
 Cost per jump: 10 US-Dollars
 (4.000-4.500 Meters)

OUR ADDRESS:

Aero Club of Polish People's Republic
 U1. Krakowskie Przedmieście 55

00-071 Warszawa
 POLAND

Tel: 26-76-70
 Telex: 812 709 AERO PL



We are waiting for your opening accesses till 15.05.1989. Then, we will send you a page manual with all information you need. This page manual will be confirmation of your access.

COME AND TRY !!!

CORRESPONDANCE



SILLY SEASON

PARACHUTISTS WITHOUT BOTTLE SOCIETY

Dear SP

I would like to inform all the BPA fraternity of the formation of a new club.

Like all good affiliations, clubs and societies it requires some form of criteria to allow membership, the following rules were hacked out by John Speight, Kay Duckett and myself during one of those hot cloudless days that we all dream about, albeit for John and myself Knightmares.

Before I actually progress I will say now that anyone who meets any of the following criteria and can send a statement signed by a friend agreeing that they think the reasons given by that parachutist allow them membership to the P.W.B.S., and providing that they send me their address I will get back to them when the membership has grown large enough to tell you about the launch of an official PWBS badge, car sticker, pop top, and official excuse book for the perfect days when you are stuck for an excuse not to jump.

RULES ARE AS FOLLOWS

1. YOU MUST HAVE TURNED UP AT A DZ WHEN THE WEATHER WAS SO BAD YOU KNEW YOU COULDN'T JUMP (SUB RULE - A STUDENT MUST HAVE BEEN HEARD TO SAY "GOSH HE/SHE'S HARD CORE").

2. YOU REFUSE TO TAKE A LOB BELOW 9 GRAND BECAUSE OF UNFAMILIAR CLUB KIT.

3. YOU REFUSE TO TAKE A LOB ABOVE 3 GRAND ON OLD CLUB KIT.

4. YOU REFUSE TO JUMP YOUR NEW KIT NEAR A WATER HAZARD.

5. YOU MUST HAVE ARRIVED ON A PERFECT DAY WITH ALL YOUR KIT BUT EXPLAIN TO THE CCI THAT YOU HAVE LEFT YOUR CHEQUE BOOK AT HOME.

6. YOU MUST HAVE PRETENDED TO BE ENGROSSED IN A BOOK WHILST THE TANNOY SYSTEM CALLS OUT THE WDI LIFT (YOU MUST HAVE BEEN FIRST OUT FIRST PASS TO QUALIFY).

7. YOU MUST CARRY AN ONION AROUND WITH YOU TO PRODUCE ENOUGH SNIFFLES TO GET YOU GROUNDED FOR HAVING A COLD.

8. YOU MUST BE ABLE TO EXPLAIN TO THE CCI THAT YOU DUMPED AT 4 GRAND ONLY BECAUSE YOUR ALTIMETER UNDER READ.

9. YOU MUST BE ABLE TO EXPLAIN CLEARLY TO YOUR FELLOW JUMPERS THAT THE REASON WHY YOU TRACKED OFF FROM EXIT WAS BECAUSE YOUR PARALERT WENT OFF AND BY THE TIME YOU REALISED IT WAS TOO LATE TO REACH THE FORMATION.

10. YOUR WIFE MUST HAVE RUNG THE DZ ON AT LEAST A DOZEN OCCASIONS INFORMING YOU TO GET HOME QUICK BECAUSE THE MORTGAGE RATE HAS GONE UP.

The above rules are only guidelines, if you can think up a new reason not to jump on your application then by all means send them to me and I will incorporate them in the book of excuses, hopefully with some illustrations to highlight the really good ones.

Send all your witnessed excuses to me at:

M. J. HARNDEN
75 MASTERTON ROAD
STAMFORD
LINCS
PE9 1SN

P.S. Don't send any money.

FOUNDER MEMBERS OF PWBS ARE:

M.J. HARNDEN CHIEF BOTTLER
JOHN SPEIGHT ASSISTANT WORRIER
KAY DUCKETT EXCUSE CORRELATOR
BPA 70281
D4307

COMPLAINT

Dear Steve

I was going to write to you complaining about the butchering of grammar and spelling carried out by the magazine or printers on an article I sent in (Z-Hills Xmas Boogie), but it seems rather pointless. At least I won't be accused of illiteracy, seeing as you neglected to put any form of credit for pictures or words.

Given that the magazine depends on voluntary unpaid contributions, a simple acknowledgement would surely be in order. For future reference, Steve, the name and address are usually written on the back of the photos.

Glyn Jones D5476

I'm sorry you did not get acknowledgement for your article and photographs. I noticed it before your letter came through and due credit is given earlier in the mag (see DROP INN).

As for butchering the grammar and spelling, I've been through your original copy and compared it to what was published. I can find one spelling mistake and two missed full stops. If this constitutes butchering, so be it, apologies again.

However, you could help avoid such errors by providing 'typed copy'. This eliminates the guess work that occurs when translating freehand submissions (is that a comma or a full stop?). See if you can get 'Gung-Ho Promotions' to buy you a word processor, they really are quite a boon. Ed

DZ DIRECTORY

Dear Ed

After my letter was printed in the last mag, I would just like to thank all those who wrote with more International DZ addresses. I've had replies from as far afield as Australia and South Africa.

I would just like to repeat my intentions to everyone. I'm compiling an International DZ directory and am offering a free information service to all who require addresses of clubs overseas. If you require information please enclose an SAE. Also, if anyone has any information or addresses which they think I may find useful, PLEASE, PLEASE write. The address at which to contact me is:

'PRIMULAS'
5 GRAMPAN CLOSE
FRIDAY MEADOW
EASTBOURNE
EAST SUSSEX BN23 8EP

Now to business, I had my first mal recently after only 66 jumps. The fact is I should never have had it at all as it was my packing that caused it. I don't mind admitting it as at the time I was ignorant of my mistake. I had a rotating malfunction caused by knotted cascades. At the time I thought cascades were a type of waterfall! But I wasn't really thinking too much about waterfalls when I chopped.

The fact is, that if incident reports were published in the mag (I would like to see it go one step further and print resumés on all malfunctions) I may have been that little bit better informed to prevent my mal ever happening.

My next point is just as serious

I am now Cat X, have just under 100 jumps, own my own kit (the bank doesn't agree), but don't have a packing certificate for my equipment. I truly believe that if I'd had to pass a packing test on Ram-air kit, before I could jump my own and pack it, that my mal could have been avoided. I may be harping on a bit here but as the T-shirt says, chopping is 'Total Commitment'. A commitment I don't want to have to make too often (even though I sort of enjoyed it!).

My advice to anyone buying their first kit is take a packing test on it. It may stop you from having a mal. It may even save your life.

Now the inevitable greetings - Hi to all at Nethers and thanks for a great Easter weekend. Keep up the good work!

Phil Duckworth C8288

IN REPLY

Dear Editor

In reply to an article published under the 'MAG MOANS' section of the last edition of the mag by Ross Hutcheon C8083 you may wish to print my views.

I recall Ross had a moan about allocation of mag space in relation to the RW Nationals and the Army Championships. Not to mention the misprinting of team names "particularly his, outrageous I thought!"

Question: Ross, did you submit an article to the mag about the Nationals?

Answer Yes: Well done, if it was better than the one printed you have every right to moan.

Answer No: If you had, you may have offered a better selection of material for printing. I'm sure the Army Parachute Association submitted a fairly comprehensive article on their championships "As seen in Oct/Nov mag."

I'm sure the job of collating material for the mag is a headache trying to keep all the skydivers happy all the time. As the editor's job is up for grabs perhaps Ross would like to "ONE PACE FORWARD MARCH!"

Tom H
D7343

RUMOUR

Dear Ed

We hope you will print this letter in order to quash an unfair rumour that has been spread recently concerning the alleged use of a batch of Inferior Canopy fabric by PISA.

As a major PISA Dealership we were concerned, and so we immediately contacted them on the subject.

The following is their reply:

Quote

"All F-111 from George Harris come with their own certificate of conformance in respect to tear strength and porosity. In addition to this we take each individual roll of fabric we receive the run it across a light table to check for flaws, defects and Ripstop Square drift. We then perform a Porosity and tensile tear test on each roll of Fabric. Samples of the actual Fabric in each individual roll are kept in our Library for 10 years. After this the fabric is checked again for defects and the drift is plotted. We have a very strict QC procedure in this regard and batch all of our incoming raw materials, including Tapes, Lines and Hardware in a similar fashion. If the Fabric is not up to Spec we send it back for a credit.

I am sure that George Harris would be equally put out to be accused of knowingly sending out inferior F-111 to any Parachute Manufacturer. I trust you will quash this rumour with as little tact and diplomacy as possible." Signed Ned Luker, PISA

Unquote

This again proves that you should not listen to Rumours in this Sport.

The Kit Store

MORE AGM

Yet another disappointing A.G.M. Are they really for the Members?

Between 25 and 30% present who jump round reserves are now faced with the possibility of no jumping until they either buy new reserves or our council decides how they are going to wash or treat the affected canopies, (a mild acid preservative present in the netting). If you are not an instructor you missed the discussion earlier in the day.

Why? Because of the red tape saying "no written application, no discussion". A section for special business should be opened, I can see the Chairman's reaction to this - organised chaos if everybody in the hall has what he/she thinks is a valid entry in the Agenda.

The solution could be a box at the door to put your points forward, it could remain open up to one hour before the meeting and points deemed important enough to cover can be covered in the allocated time. (Remembering no name and licence number, no entry), it is in the interest of every sport parachutist.

Who really wants to drive hundreds of miles, as some do, to discuss/vote with hands held high on whether we have the minutes of council meetings in our magazine. Wakey Wakey! A change is now in order, especially when so many people are affected by what seems to be a nonentity in the States.

Which brings me to my second point. Is the reserve problem a problem for real or are the BPA over-reacting. The riggers and the BPA seem to be working against each other on this one. Let's have some positive progress, if there is a wash for the affected canopies then let us know fast. If you are not convinced of long term results, then test them on every repack, acidity content and pull test (3 months for washed canopies).

Testing equipment is not expensive, but buying hundreds of canopies are.

I, and many others would be very interested in seeing the Manufacturers of these affected canopies commenting ab out the situation on our pages.

Bob Thompson

SMALL PLEA

Dear All

As an 8-stone gnome novice in the sport I would like to re-enforce the argument against 'spray-on' jump suits on heavy skydivers in RW.

I have the option of weight-belts packed to capacity with as much lead as possible which gives me terrible back pain after a days' jumping.

Freezing to death wearing as little as possible to reduce air resistance in my own 'spray-on' suit or spending the dive in a fast-fall position nigh-on impossible to work with! My last option open is sewn-in weights on the rig which I don't really fancy!

Heavy people please take note of this very real problem. (Intelligent suggestions most welcome as I'm at the end of my tether). HELP!

Pamela Mobbs
424909

AERO CLUB INFO

Dear Editor

There is an ever increasing number of intrepid British aviators who are planning adventurous trips to most improbable places, with destinations which include Moscow, Peking, Addis Ababa, Timbuktu or attempting to fly around the world. A considerable amount of time has been devoted to preparation and, even more importantly in these days, obtaining permission to enter airspace of many of foreign countries. Naturally, for a number of reasons, these pilots wish to keep their preparation secret. This means that much of the information obtained, often at great cost in time (and money) is not shared, and apart from unnecessary and wasteful duplication, many pilots are therefore forced to "reinvent the wheel". Each of our Associations has someone responsible for FAI records, but even these officials are not pooling or sharing their information, since they are not consulted (perhaps because of worries about leaks).

The Chairman of the Royal Aero Club and I have discussed this, and I would be happy to act as a "confidential" information point for any balloonist, pilot of hang gliders or microlights, parascenders, power pilot, aero-modellers, glider pilots, helicopter pilots, etc who would like to know whether information about aerial border crossing, etc. is available, also whether it is possible to establish new records.

Please note that as the U.K. delegate to and Vice-President of the F.A.I., I am part of a marvellous international 'mafia' of more than 40 fellow F.A.I. Vice-Presidents, which include Russians, Chinese, Americans, etc etc., who meet three times a year and can often be used to 'smooth the path through the international bureaucratic jungle'.

You, as the reader of this article, may wish to create new records, for which as yet no standards have been set i.e. like the U.S. Voyager crew who flew non-stop around the world.

I would be happy to assist you, my address is:

Fred Marsh
Vice-President
Federation Aeronautique Internationale
Suite 4
40 Buckingham Gate
London SW1E 6BS (or phone 01-834 6983)

GOODBYE JIM

Dear Editor

May I through your column take this opportunity to wish Maj. Jim Steele All the Very Best of Luck in his new job when he retires from his present post of Comdt of JSPC Netheravon.

May I also thank everyone at Netheravon, Staff past and present, Weekend Instructors, pilots and all the Skydivers (not forgetting Joce, Mary, Jeff, Mick, Roy, Joe, Dusty Freda and Dia) for their encouragement, patience and endless source of help.

I did a tandem for my 40th birthday in 1987, it was fantastic, and Nigel Watson-Clarke was kind enough not to tell me until we were on terra firma that I was his first tandem passenger!!!! I was totally hooked, and did a one jump weekend course in September 1987.

Progression has been slow due to being a Wife, Mum, Goatkeeper, full time Civil Servant and Weekend Apprentice Sky Goddess. It has taken 17 months to do 23 Static Line jumps 13 free falls (and 2 Tandems).

Please may I thank my very patient husband and 2 daughters (Ground Crew) without whose help I couldn't possibly spend at least one day a weekend at the Parachute Centre. They have become very adept at cooking, hoovering, polishing etc Bless Them. So we collect a few cobwebs, what the heck its much more fun to be skydiving than dusting cobwebs, and one day I will progress from 5 second delays, honestly Judy!!!

They say life begins at 40!!! Regards to fellow POPS.
Good Luck Maj. Steele/Jim.

God Bless from Pam Germany 416281
Goatkeeper/Apprentice Sky-Goddess



Pam Germany and Major Jim Steele tandem skydive 9000ft up.
Photo: Phil Gibb

BREATHLESS PLEA

What about the new guys?

Being a relatively new face to the sport of parachuting, I find it more and more frustrating to find that when I get the days that I am able to jump, because of weather and commitments of my own, the two centres near to me namely "Langar and Sibson" are either not open as in Sibson at Christmas, or doing competitions for the experienced guys, as in the case of Langar and Sibson this Easter 4 days.

Just for a change why don't these and other centres spare a thought for the new guys.

When I first intended to do a parachute descent, I found it difficult to find out who was able to teach me. Now that I receive this magazine it's no problem because all the centres and their capabilities are listed, but rarely do they tell you what sort of training facilities they have for the beginner!!

However if you don't receive a copy of Sport Parachutist, as is the case with the rest of the jumping world, how will you ever know unless you just happen to have a friend who knows someone who knows someone who's done a parachute drop for charity. Just as a suggestion from a businessman's angle, who don't you all get together and advertise jointly in larger national media, just as the Water Boards are doing to get attention, and perhaps more and more new guys will join the sport and make all the centres more viable propositions, or why won't someone spare a thought next Bank Holiday for the new guys and give them a special static line and new free fallers training day!! No offence intended.

Chris Smith
406542 Leicester



Disgusting collection of deviants seen recently at Langar


Phew! That must be a new record for SP, a 77 word first sentence! I tried to help with a few commas, but you still need a deep breath. Any DZ owners who've recovered from oxygen debt wish to reply? Ed.

Something to say? Have you any views on the sport that you'd like to put to other readers? Got a gripe about something?
Send your letters to: The Editor,
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1988 CIP SAFETY SURVEY

(1985 – 1987)

The 1988 CIP Safety Survey was distributed to the 56 FAC/CIP member nations. Twenty eight responses were received. That means that we are lacking information from twenty-eight countries.

In order to get more reliable figures the committee will make only minor changes on the survey form. This will give each National Aero Club the possibility to adjust their own safety information system. The CIP Safety Survey will thus be improved year by year.

The results are so far somewhat questionable regarding fatalities by experience level (table 2). However fatalities and their causes (table 1) are more reliable. 82.6% of the student jumps were done by the use of AAD.

The next aim is to reveal the distribution between the different use of AAD, like on main or on reserve, etc. **However the Survey was not able to discover any fatalities caused by the use of AAD.** This was on a direct question in the questionnaire.

A total of 249 fatalities on the three year period were reported and analysed. Of these fatalities 63.4% were without using the reserve or using it too late. This highlights the need of addressing the **human error dimension in education and training.**

The committee advises that CIP accepts that the figures are not perfect. This represents however the start of a process that will provide the world's parachuting safety personnel with increasingly better information.

TABLE 1

The number of fatalities and their causes are broken down as follows:

| Cause | Number | % |
|---|--------|-------|
| Cutaway, no reserve pull | 45 | 18.1% |
| Cutaway too low for reserve | 51 | 20% |
| No, or too low for, reserve | 39 | 15.7% |
| Freefall collision | 13 | 6.2% |
| Water landing, drowning | 14 | 5.6% |
| Other landing errors | 7 | 2.8% |
| Main malfunction, no/too low reserve pull | 24 | 9.6% |
| Reserve entanglement | 25 | 10% |
| Rigging or equipment failure/error | 12 | 4.8% |
| CRW | 2 | .8% |
| Canopy collision | 1 | .4% |
| Unconscious/injury/disease | 3 | 1.2% |
| Other/not reported | 13 | 6.2% |

TABLE 2

Fatalities by experience level:

| Experience level | Number | % |
|------------------|--------|-------|
| 1985 | | |
| Students | 20 | 24.6% |
| Intermediate | 37 | 45.6% |
| Expert | 18 | 22.2% |
| Unknown | 6 | 7.4% |
| 1986 | | |
| Students | 29 | 34.5% |
| Intermediate | 26 | 30.9% |
| Expert | 23 | 27.3% |
| Unknown | 6 | 7.1% |
| 1987 | | |
| Students | 28 | 33.3% |
| Intermediate | 27 | 32.1% |
| Expert | 27 | 32.1% |
| Unknown | 2 | 2.3% |

TABLE 3

Student jump categories

| Type of Jump | Number | % |
|---------------------|---------|-------|
| Static Line Jumps | 343,545 | 64.7% |
| AFF | 31,786 | 6% |
| Other Student Jumps | 155,274 | 29.3% |
| Total | 530,605 | 100% |

Total 1985–1987

| | | |
|--------------|----|-------|
| Students | 77 | 30.9% |
| Intermediate | 90 | 36.1% |
| Expert | 68 | 27.3% |
| Unknown | 14 | 5.6% |

TABLE 4
CAUSES OF FATALITIES
1985 - 1987 (3 years)

| | |
|---------------------------------------|-----------------------|
| Responses: 26 | |
| Cutaway no reserve pull | 45 |
| Cutaway too low for reserve | 51 |
| No or too low main pull | 39 |
| Freefall collisions | 13 |
| Water landing drowning | 14 |
| Other landing errors | 7 |
| Main malfunction no/too low rsv. pull | 24 |
| Reserve entanglement | 25 |
| Rigging or equipment failure/error | 12 |
| CRW | 2 |
| Canopy collision | 1 |
| Unconscious/injury/disease | 3 |
| Other: 9 | |
| | Cause not reported: 4 |

TABLE 5
1987 TOTALS FOR:

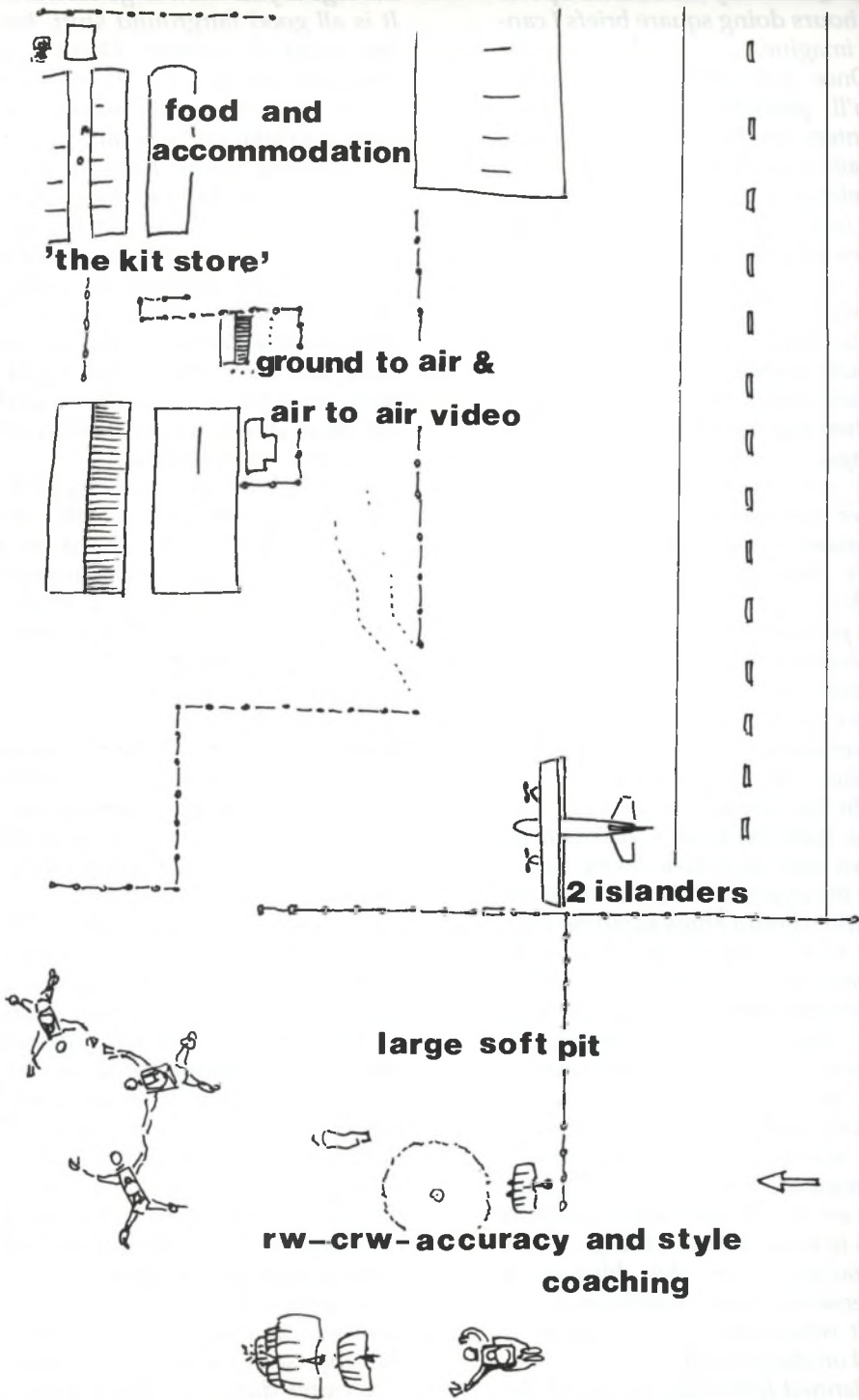
| | Responses | Total |
|------------------------------------|-----------|---------|
| Student static line jumps | 15 | 72,524 |
| Student AFF jumps | 15 | 34,722 |
| Student jumps with AAD's | 8 | 450,660 |
| Student jumps without AAD's | 8 | 95,091 |
| Fatalities with an operational AAD | 26 | 14 |
| Times an AAD caused a fatality | 26 | 0 |

TABLE 6
NATIONS RESPONDING: 28
ACTIVITY LEVEL

| YEAR | LEVEL | PARTICIPANTS | JUMPS | FATALITIES | JUMPS per PARTICIPANT | PARTICIPANTS per FATALITY | JUMPS per FATALITY |
|------|---------|------------------------|---------------------------|---------------------|-----------------------|---------------------------|--------------------|
| | | Total / Res Average | Total / Res Average | Total / Res Average | Average | Average | Average |
| 19 | Student | 173,943/21 8285 | 773,908/20 38,695/4 | 20/26 0.769 | 4.7 | 10,771 | 50,319 |
| | Inter | 25,787/19 1357.2 | 578,313/7 34,018.4 | 37/26 1.423 | | | |
| | Expert | 22,680/19 1193.7 | 457,524/17 26,913.2 | 18/26 0.692 | | | |
| 85 | Total | 254,395/26 9784.4 | 3,616,538/25 144,661.5 | 81/27 3.000 | 22.5 | 1,725 | 38,892 |
| 19 | Student | 190,780/21 9,132.4 | 784,122/20 39,206.1 | 29/25 1.040 | 26.6 | 1,371 | 36,442 |
| | Inter | 27,099/19 1,426.3 | 644,290/17 37,899.4 | 26/25 1.040 | | | |
| | Expert | 24,158/19 1,271.5 | 544,954/17 32,056.1 | 23/25 0.920 | | | |
| 86 | Total | 275,821/26 10,608.5 | 4,883,275/25 195,331 | 84/27 3.111 | 25.2 | 1,382 | 34,844 |
| 19 | Student | 186,656/21 8888.4 | 931,655/21 44,364.5 | 28/25 1.120 | 5.0 | 7936.1 | 39,611.2 |
| | Inter | 29,901/19 1573.7 | 863,990/18 47,999.4 | 27/25 1.080 | | | |
| | Expert | 28,348/25 1491.7 | 750,943/18 41,719.1 | 27/25 1.080 | | | |
| 87 | Total | 279,209/25 11,168.4 | 5,039,897/24 209,995.7 | 84/26 3,231 | 28.0 | 1381.2 | 38,628.8 |
| T | Total | | | | 18.8 | 3456.6 | 64,994.0 |
| O | Student | | | 77 | | | |
| T | Inter | | | 90 | | | |
| A | Expert | | 68 | | | | |
| L | Total | | | 249 | | | |

These three columns are based on estimations

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1989 BLOCKS & RANDOMS

8-WAY EVENT

| | | | |
|-----------------|-------------------------------|-------------------------|----------------|
| 1 STAR | 2 COMPRESSED ACCORDIAN | 3 DOUBLE DONUTS | 4 DONUT |
| INTER | INTER | INTER | INTER |
| DONUT FLAKE | COMPRESSED ACCORDIAN | DOUBLE CHINESE TEES | IN-OUT |

| | | | |
|---------------------|-----------------------|-------------------|-------------------|
| 5 ZIPPER | 6 OPEN DIAMOND | 7 IN-OUT | 8 FRISBEE |
| INTER | INTER | INTER | INTER |
| DOUBLE DIAMONDS | OLD BONE | BIPOLE DONUTS | TRIPLE DONUTS |

| | | | |
|------------------------|---------------------|--------------------------------|-------------------------|
| 9 DOUBLE BIPOLE | 10 BEAR TRAP | 11 STARSTEP CAT DIAMOND | 12 STEREO BIPOLE |
| INTER | INTER | INTER | INTER |
| DOUBLE DONUTS | TRAPPED BEAR | BIPOLE FLAKE | OYRO |

| | | | |
|---------------------------|---------------------------|-------------------------|-------------------------|
| 13 BOXES | 14 DOUBLE DIAMONDS | 15 OPAL & ZIPPER | 16 CANADIAN TEES |
| INTER | INTER | INTER | INTER |
| CAT ACCORDIAN DIAMOND | PHALANX | ZIPPER & OPAL | MONOPODS |

| | | | |
|--------------------|--------------------------|--------------------|-----------------------|
| 17 OLD BONE | 18 SIDEBODY DONUT | 19 JABERVOK | 20 CAT DIAMOND |
| INTER | INTER | INTER | INTER |
| AMEOBA | SIDEBODY DONUT | JABERVOK | CAT - ACCORDIAN |

| | | | |
|----------------|------------------------|-------------------------------|--------------------|
| 21 LEGO | 22 DOUBLE OPALS | 23 COMPRESSED DIAMONDS | 24 BLIZZARD |
| INTER | INTER | INTER | INTER |
| EYE | DOUBLE OPALS | COMPRESSED DIAMONDS | OLD BONE |

4-WAY EVENT

| | | | |
|-----------------------------|---------------|----------------|-----------------------|
| 1 SNOWFLAKE | 2 DONUT | 3 ARROWHEAD | 4 UNIPOD |
| INDIVIDUAL FLYING NECESSARY | 360° INTER | 360° INTER | 360° 360° INTER |
| SNOWFLAKE | DONUT | DIAMOND | UNIPOD |

| | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|
| 5 BLACK HOLE | 6 ACCORDIAN | 7 CATERPILLAR | 8 CANADIAN TEE |
| 180° 180° INTER | 360° 360° INTER | 360° 360° INTER | 360° 360° INTER |
| COMPRESSED ACCORDIAN | STARSTEP DIAMOND | CATERPILLAR | CANADIAN TEE |

8-WAY EVENT RANDOM FORMATIONS

| | | | |
|-------------------|--------------------|--------------------------|---------------------|
| A CATERPILLAR | B STARSTEP | C HOUR GLASS | D HOPE DIAMOND |
| E RUBICK | F DIAMOND FLAKE | G ARROWHEAD | H OPTIC |
| J SPRINGBOK | K LONG DIAMOND | L OPEN FACING DIAMOND | M DOUBLE SPIDERS |
| N ZIPPER FLAKE | O DONUT CROSS | P DOG BONE | Q CRANK |

| | | | |
|----------------------|---------------|-----------------------|---------------|
| 9 CAT + ACCORDIAN | 10 DIAMOND | 11 OPAL | 12 UNIPOD |
| INTER | 360° INTER | 180° 180° INTER | 360° INTER |
| CAT + ACCORDIAN | BUNYIP | OPAL | ZIPPER |

| | | | |
|---------------|-----------------------|-------------------------------|------------------------|
| 13 STAR | 14 BIPOLE | 15 CATERPILLAR | 16 SIDE FLAKE DONUT |
| 360° INTER | 180° 180° INTER | 360° 360° 360° INTER | 360° 360° INTER |
| STAR | DONUT | CATERPILLAR | SIDE FLAKE OPAL |

4-WAY EVENT RANDOM FORMATIONS

| | | | |
|-------------|-----------------|-------------------|--------------------|
| A OFFSET | B MONOPOD | C DOUBLE LOCK | * D YUAN |
| E HEDDER | F SPINNER | G CATACCORD | H SURF |
| J HELIX | K ZOO | L MURPHY FLAKE | M LONG STARSTEP |
| N MOLAR | O CHIESE TEE | P SIBEBODY | Q PHALANX |

| | | | |
|------------------|-------------------------|-----------------------|-----------------------|
| 17 DANISH TEE | 18 INTERLOCK * | 19 ICEPICK | 20 OPEN STARSTEP |
| INTER | INTER * | 360° 360° INTER | 360° 360° INTER |
| BIPOLE | VENEZUELAN CONNECTION * | HORSESHOE | COMPRESSED STARSTEP |

* CONTINUOUS CONTACT WITH ALL LEGS REQUIRED.

| | | | |
|-----------------------|-----------------------|-----------------------|----------------------------|
| 21 ZIG ZAG | 22 SATELLITE | 23 SNOWFLAKE | 24 COMPRESSED ACCORDIAN |
| 360° 360° INTER | 360° 360° INTER | 270° 270° INTER | 270° 270° INTER |
| HARDUS | SATELLITE | BOX | BOX |

* CONTINUOUS CONTACT WITH ALL LEGS REQUIRED.

COUNCIL MEETING REPORT

28th February 1989

Susan Dixon, National Development Officer.

The first hour and a half of the evening was taken up by a strongly voiced discussion and argument over the action the Association should take with regard to the two anonymous directories circulating through the sport.

This was a well attended Council meeting, by both Council members and observers who entered the discussion with comments from the floor. Although Council was united in its condemnation of the contents of the Directories, there were those who felt that no purpose would be served in authorising the expenditure of the Association's funds in seeking to discover the author/s by use of a private detective, and those who felt this course of action should be taken.

Those who felt the money should be spent made the point that 60% of those who were insulted by the document (mainly Drop Zone owners) contributed 30% of the Association's income.

The Chairman reported that the police had refused to commence an investigation stating that this was a civil matter, and the point was made during discussion that those who felt offended could initiate an investigation themselves. Many Council members did not feel it was a B.P.A. matter, and could not agree to what may turn into an open chequebook policy of a private investigation.

It was insinuated by some Council members that the authors were either members of staff and/or Council. These statements could not be substantiated. Dave Turner, from the floor, stated he had irrefutable proof to that effect. However, when challenged to produce this proof could not, would not and did not. He was subsequently offered the opportunity of presenting this 'proof' to a select committee of Council, in the clear knowledge that all Council, and subcommittee meetings are open to all, whether Council or Association members, to attend.

During the heat of the argument, Dave Howerski resigned stating he had no confidence in the members of Council or the staff of the Association. As this resignation was made during a highly charged moment, it is hoped by all Council members that Dave will withdraw his resignation. After Dave had left the meeting the Chairman made the point that there are many B.P.A. members who voted for Dave Howerski in the knowledge that he would represent them on Council, and Dave had a responsibility to that trust to stay as a Council member, and that he, The Chairman, would write to Dave to that effect.

At the end of this protracted discussion several of the observers left the meeting; Dave Turner, Pat Walters, Dave Harrison, Arthur Collingwood and Phil Sullivan.

Competition Committee Minutes

The main item to emerge from the first meeting of this new competitions committee was the addition of **Style** to the **Regional Accuracy Series**. It is proposed that at the three Regional Accuracy meets a two round Style competition will also take place. Should there be a height problem, for whatever reason, then a half-series contest will be held.

There were also changes to the criteria for **National Team Selection** which will be included in the Rules of Competition for the National Championships.

Development Committee Minutes

There had been some discussion of the Development Officer's **trial mailing to Provisional Members** and the suggested alternative distribution through Clubs. It had been proposed by the committee that a further three month trial mailing be undertaken, and the results monitored carefully in terms of both Conversion to Full Membership (Retention) and Shop Sales (Income).

The upgrading of the office **Computer system** was discussed at length. Tony Danbury, a BPA member had attended the meeting at the request of David Hickling, as a computer 'expert'. Tony undertook to do the necessary planning and preparation in order to be able to recommend to Council the best system for the Association's needs now and into the future.

John Lines reported on the meeting held at the BPA offices on 14th February, to pull together ideas on the future direction of the **Sport Parachutist Magazine**. The meeting had been well attended by those interested in playing a role in any future of the Magazine, but not by Council members. However, the conclusions drawn from the meeting had been good. These would be put together by John Lines into a pro-forma proposal against which applications for the post of Editor should be made.

The time scale outlined by John was that another 'poster' would be immediately circulated to all clubs for their notice boards, saying that the position was still open. Any response from a member would be followed up by a Magazine package, which would contain all the collated ideas and information, i.e. Carol Saunders paper, the Financial breakdown etc. plus his briefing sheet.

Applicants would be required to submit written applications by 20th March. At that meeting a shortlist for interview would be drawn up and an interview team appointed. It was proposed that this consist of no more than four members of Council and one staff member. The interviews to take place during early April and a proposal presented to Council on 18th April for ratification. This would mean that the next Editor should be able to take over the production of the Magazine from the 1st May.

The **Annual General Meeting 1989** had come in for a lot of criticism (for a variety of reasons). Several proposals for 1990 had been suggested to the committee by Susan Dixon. It was decided to change the format but not the venue. So the A.G.M. 1990 will be held at the Penguin Hotel, Leicester on Saturday 13th January. The Annual General Meeting will commence at 11.30 a.m. and late comers will not be admitted. There will be some form of convention in the afternoon (to be decided) and a Dinner Dance/Disco on the Saturday evening. The final details will be announced later in the year.

The N.D.O. proposed that the Association exhibit at the 'Youth Action 89!!' Exhibition planned for Wembley Complex July 27, 28, 29 and 30. The actual cost of exhibiting is quite small, now that the Association owns the exhibition boards. This was approved.

In order to measure the effectiveness of this type of exhibition it was proposed that the BPA issue a £5 voucher to all who visit the exhibition and express an interest in parachuting. This could be exchanged at any Club in the U.K. as a form of discount off a course. The Clubs would benefit from the exposure and the Association would be able to measure the response to this kind of advertising.

Youth Training Scheme Junior. Mandy O'Gorman was nearing the end of her two year training scheme and it was proposed by Susan Dixon that the Association take her on as a full member of staff. There were reservations expressed by John Curtis and John Lines about employing another person, but the decision of the committee finally was to support the recommendation of those employed to do just that.

Susan Dixon then gave a report to Council on behalf of Amanda Kenny, the **Club Representative** outlining her plans to 'write up' clubs in the Magazine, and also how through the Magazine she had let the membership know that she is the Club Representative.

Jim Crocker reported on the work done by the **Royal Aero Club** Parliamentary Committee in obtaining concessions for parachuting from the CAA in the Air Navigation Order (4th Amendment) and that there would be no effective change to the classification of aircraft used for parachuting. This was a major achievement.

Dave Howerski had presented a paper to Council outlining his concern for the manner in which the **Annual Election** could be open to abuse in its current form. He did not feel that there had been abuse, but that there could be. Lofty Thomas supported this paper, and after some discussion Susan Dixon agreed to investigate the possible cost to the Association of using an outside agency to conduct our election.

This difficult and at times upsetting meeting closed at 9.15 p.m. The next full Council Meeting is 18th April, commencing 6.30 p.m. at the BPA offices.

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| 1985 | February/June/October/ December |
| 1986 | February/June/August/ October/December |
| 1987 | February/August/October/ December |
| 1988 | February/April/June/August/ October/December |

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SAFETY AND TRAINING COMMITTEE

Thursday 9th March 1989

Present:

A G Knight - Chairman STC
J K Lines - M.P.C.
G Cox - L.S.C.
D. Cox - Badminton
D. Ruffell - Doncaster
D. Tylcoat - Eaglescott
J. Barnes - Peterlee
A. Collingwood - A1
J. Gleave - Ipswich
M. McLaughlin - Flying Tigers
J. Buckle - Headcorn
P. Cavanagh - B.K.P.C.
K. Noble - Border
M. Thurman - Riggers
R. O'Brien - P.P.C.
L. Thomas - Riggers
K. Mapplebeck - R.A.F.S.P.A.
D. Hickling - B.P.S.
D. Johnston - British Skydiving
A. Guest - R.N & R.M.S.P.A.

APOLOGIES:

N. Rogoff, P. Lambson, P. Walters, M. Skeet, R. Noble-Nesbitt, D. Howerski, L. George, D. Prince

IN ATTENDANCE:

J. Curtis - Council
A. Hickling - Pilots
J. Hitchen - J.N.C.S.O.
T. Butler - J.N.C.S.O.
S. Dixon - N.D.O.

OBSERVERS:

J. Farr, K. Adkins, L. Kirk, R. Ford, P. Knight, T. Danbury, L. Thompson, J. Peck, D. Gays, J. Davis, V. Davis, E. Norris, P. Applegate, D. Harrison, D. Howse, R. Cooper, K. McIlwee, I. Haycock, B. Grant, S. Groves, C. Bennett, P. Hunter, C. Waymouth, B. Barry

ACTION

MINUTES

It was proposed by D Tylcoat and seconded by R O'Brien that the minutes of the STC meeting of the 9th January 1989 be accepted as a true record.

All CCIs
Carried Unanimously

MATTERS ARISING FROM STC MEETING OF 9th JANUARY 1989

1. The Chairman stated that Guardian Parachutes had been sent information regarding the problem with the 4 line release and had replied indicating that they felt the likely cause of the problem was the age of the canopy and the condition.

The Chairman felt that the information that had been sent to Guardian was not adequate and he requested that a further, more comprehensive report be supplied by D Johnston to enable the matter to be pursued further with the Guardian. D Johnston

2. The Chairman informed those present that a meeting to discuss all aspects of the RAPS programme had been scheduled for the 22nd March at the BPA offices and anyone interested should attend.

3. The Chairman gave the meeting an update on the radio frequency position. Mr Knight stated that a meeting had taken place with T Butler, himself and Mr Ian Frankeiss-Moor of the CAA with regard to the standards of examining potential holders of R/T licences for giving instructions to parachutists.

The CAA were happy with the previous proposed qualifications for BPA R/T Licence Examiners to be Chief Pilots and Advanced Instructors who hold the R/T Licence. As soon as a package containing details of: Examiners, Procedure, and examining syllabus etc. is completed, this will be sent to all CCIs.

APPROVAL OF RIGGERS MINUTES OF MEETING 9th JANUARY 1989

The Chairman presented the brief minutes of the meeting of the 9th January 1989 as the Riggers Chairman, M Thurman, had not been able to be present at that meeting.

Mr Knight stated that as only three Riggers had attended the meeting the only subject that had been discussed had been the problem with the Guardian 4 line release, which had just previously been discussed in 'Matters arising from last STC'.

The Chairman also informed the meeting that with regret he had to announce the resignation of M Thurman as Chairman of the Riggers Committee.

K Noble proposed a vote of thanks for all the work done on the Committee by M Thurman in the past. This was unanimously carried by all those present.

Mr Knight stated that at the next Riggers Meeting a new Chairman would need to be elected and if there was anyone suitably qualified and willing to stand, they should attend the next meeting.

It was proposed by L Thomas and seconded by P Cavanagh that the minutes of the previous Riggers meeting be accepted. All CCIs, Adv Riggers
Carried Unanimously

INCIDENT REPORTS - RESUME

The Chairman stated that there had been a number of reports concerning pilot chute hesitations, one at Netheravon where the main and reserve had gone up together causing extensive damage to the reserve.

J Hitchen informed the meeting that on a number of these reports the student had not 'broken' at the waist when checking the canopy. Mr Hitchen felt that it should be emphasised that the reason the 'break' at the waist had been originally taught was to enable the pilot chute to catch air, as in the past there had been a number of instances where mains and reserves had gone up together because parachutists had deployed their reserves when they got a hesitation and the fact of 'breaking' at the waist may enable main pilot chute to catch more air. He also pointed out that, of course, if the main canopy did not deploy after the physical check the reserve procedure must immediately take place.

The Chairman informed the meeting of an incident at Swansea where a student had rolled into the lines of the canopy after a weak exit, causing a streamer type malfunction. The reserve had deployed at approximately 1,200 ft by either the student or the AAD.

The Chairman informed those present of a Fatality in Hong Kong of a BPA member, Mrs J Weldon. There was not a great deal of information at present, but it is believed that Mrs Weldon had a 'baglock' then cutaway and did not deploy her reserve. It was hoped that more information would be available for the next meeting as B Card and P Lambson had gone to Hong Kong to convene an APA Board of Inquiry.

UPDATE ON THE ACID/MESH PROBLEM

The Chairman informed the meeting that within the last two weeks a proposed rectification programme had been received from 'National' along similar, but shorter lines to the accepted G.Q. programme. This programme had been faxed to the B.T.T.G. for their comments. Mr Knight stated that during the last couple of days he had spoken to National's new President, Larry Kruger, and that some aspects of their programme had been changed, these changes had been relayed to B.T.T.G. The programme was a washing and monitoring programme and the Chairman stated that B.T.T.G.s initial comments were encouraging.

Mr Knight's reservations were that testing the canopy by and Advanced Rigger at every repack could cause problems for parachutists who usually repack their own reserves, but he would keep STC advised of 'Nationals' final proposals.

P Cavanagh asked for clarification as to which stage parachutists could jump square reserves. The Chairman stated that at the moment it was up to CCIs to make the judgement as to a person's ability. JNCSSOs

This caused some discussion and it was decided that the subject would be put on the next STC agenda as a main item for discussion. STC

A good deal of discussion took place concerning the fact that canopies that had originally failed a Bromocresol test were turning up some time later having passed a subsequent test. The Chairman stated that a number of instances were being investigated and reminded those present of the Safety Information sheet which had previously been sent to Clubs stating that canopies must not be washed.

M Thurman stated that he has approximately 650 canopies that had been tested on his data base and any CCI wishing to have a copy to enable them to check previous results should contact him.

OUT TRAINING

A paper by D Johnston which he had presented to Council had been distributed to STC at Council's request for discussion at this meeting.

Mr Johnston presented his reasons for wishing 'out training' to be restricted to the meeting. A great deal of discussion took place concerning this. The vast majority of those present stated that CCIs must take responsibility for those who jump at their centres and are responsible for their correct training, whether done at the centre or elsewhere.

It was suggested that if Mr Johnston had details of specific instances where he felt training was not adequately taking place, he should present any documentary evidence to the JNCSSOs or STC. D Johnston

The Chairman stated that if any more information was forthcoming it would be discussed at the next meeting.

INSTRUCTOR COURSE 1 - 89

J. Hitchen gave the meeting details of the Instructors Course at Netheravon and thanked the Army Parachute Association for their hospitality in hosting the course.

The JNSCO read out the conclusions of the Examiners which were:

'The standards of lessons and lectures on all the courses over the two weeks were high and it was obvious to the Examiners that a good deal of preparatory work had been done by the candidates and their CCIs prior to them attending. This made the work for the Examiners easier and more satisfying and reflected in the results.'

Mr Hitchen also stated that the recommendation of the Examiners were that; 'Jane Buckle be accepted onto the panel of BPA Examiners'.

It was proposed by K Noble and seconded by M McLaughlin that the above be approved. J. Buckle, JNSCOs
Carried Unanimously

Ms Buckle was congratulated on being the BPA's first lady Examiner.

PERMISSIONS

1. A request had been received from G Cox for permission for London Skydiving to re-instate their AFF and RAPS programmes.

Mr Cox stated that because of altitude problems the AFF programme would be limited.

Some discussion took place and it was decided to vote on the proposals separately.

It was proposed by J Buckle and seconded by P Cavanagh that London Skydiving be permitted to re-start their AFF programme.

For 10
Against 1
Abstentions 2

Carried
G. Cox

It was then proposed by P Cavanagh and seconded by K Noble that London Skydiving be permitted to re-start their RAPS programme. G. Cox
Carried Unanimously

2. D Peacock requested that a Richard Herzog be permitted to take part in a RAPS course being 43 years of age. Mr Peacock stated that this was a 'one off' request as the whole subject was to be discussed at the forthcoming RAPS meeting. This request was supported by P Lambson as the jumps were to take place at Netheravon.

It was proposed by R O'Brien and seconded by K Mapplebeck that this be permitted. D Peacock
Carried Unanimously

3. A request had been received from A Guest for permission to act as CCI for the RN & RMSPA, until he attends the Advanced Instructors Course in August. Mr Guest gave details of the reasons for this request. A Guest

It was proposed by J Buckle and seconded by A Collingwood that the above be permitted.
Carried Unanimously

4. M McLaughlin requested that Paul Hunter be permitted to attend the next Potential Instructors Course, being 3 months short of the required time in the sport. Mr McLaughlin stated that Mr Hunter had made just under 800 jumps since starting in the sport.

It was proposed by M McLaughlin and seconded by A Collingwood that the above be permitted. M McLaughlin
Carried Unanimously

5. The Chairman informed the meeting that he had received three requests for Display Teams to jump at 1,500 ft in London TMA if necessary of the day of the display. Mr Knight stated that he would like the proposals to be voted on together.

a. Flying Crusaders Parachute Team:

Jane Buckle - 3,000 plus jumps
Christine Betts - 590 jumps
Lottie Dean - 800 jumps
Claire Coutts-Smith - 550 jumps

b. Brittany Ferries Air Display Team

R Hiatt - 1,000 plus jumps
F Ryland - 1,000 plus jumps
C Dale - 760 jumps
D Allum - 752 jumps
M Miller - 1,000 plus jumps
K McCarthy - 1,000 plus jumps
E Reynolds - 1,000 plus jumps
Gannon - 780 jumps

c. Flying Tigers Skydiving Team

K McIlwee - 2,550 jumps
G McLaughlin - 800 jumps
P Hunter - 800 jumps
E McBride - 750 jumps

It was proposed by J Buckle and seconded by D Ruffell that the above be accepted.
Carried Unanimously

6. A phone call had been received from G Tothill requesting a further 3 month extension to the previous 6 month extension to his PI rating that STC had previously given him, to enable him to attend the next Examination

Course.

A Collingwood stated that as Mr Tothill is a doctor, he had difficulties attending a course.

It was proposed by A Collingwood and seconded by P Cavanagh that this be permitted.

For 11
Against 3
Abstention 1

Carried

The Chairman asked Mr Collingwood to inform Mr Tothill that if he was unable to attend the next exam course, he would need to re-attend a PI course.

7. A written request had been received from D Prince asking for an exemption from the 60 jumps in two years for renewing an Instructor rating rule. Mr Prince had only managed to complete 27 jumps due to illness.

It was proposed by P Cavanagh and seconded by K Noble that this be accepted.

Carried Unanimously

8. The Chairman stated that he had received a request from a 4 way team (Sudden Impact) to be permitted to team train at Glenrothes.

The Chairman had stated to them that as a display team they would not need STC approval, but none of the team had enough display jumps to fulfill the requirements needed to be a team leader and therefore would need a permission from this rule.

After much lengthy and heated discussion it was proposed by A Collingwood and seconded by J Lines, that the named four members of the team and the two named video men should be permitted to jump at Glenrothes. Chairman STC

For 4
Against 3
Abstentions 10.

Carried

D Hickling stated that he felt he had not had sufficient information to vote.

A number of Council members stated that they wished the decision at the next Council meeting. Therefore the Chairman stated that this team could not jump at Glenrothes until the decision had been ratified (or not) by Council. Council

A.O.B

A letter had been received from L George noting that when the new Operations Manual had been printed, the section on headgear for experienced parachutists had been left out.

Therefore it was proposed by K Mapplebeck and seconded by J Gleave that the following section be put back into the Operations Manual:-

Section 6 (Equipment) Para 10 (Personal Clothing and Equipment)

Sub para (b) add after (1) The Raleigh Burner:-

'FAI D' Certificate holders may also use the following types instead:-

1. The 'French Type' ribbed leather helmet
2. The Cooper SK300 and SK600 helmets
3. The Cebe ski helmet
4. The Norcon helmet

N.B. Tandem students are to wear a 'French Type' ribbed leather helmet.

Carried Unanimously

G.Q. Unit with Talisman reserve (acid test clear) in Jetstream, throwaway deployment. Recent work by qualified Rigger includes: New main pilot chute in new Sandex legstrap pocket; New reserve Hot-dog and pilot chute; Re-routed and shortened bridle line with new velcro; Container fully serviced and plates/velcro renewed as necessary. A nice first square for only £390 ono.

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0224 642215 (Hm)

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Alan James 0606 84 6188 (H)
0625 828274 (W)

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or weekends at Sibson

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Lloyd Morris (0443) 673 079 evenings,
or Swansea Parachute Club, most weekends.

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Eagle system, Unit main Talisman res. £200 ono. Plus - jumpsuit - Frap hat with ParaIert - Parabag etc.
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See you on the 89 circuit.

Sandy Spence

Competitions Committee 1989

Following the new Council elections in January, the Competitions Committee has been reconstituted with the following members:

Amanda Kenny, Steve Treble, Lofty Thomas and Dave Johnston with myself as chairman. It is intended that senior competitors from all three competitive disciplines will be co-opted as and when required to provide the jumpers viewpoint. The priorities of the committee this year are as follows:

1. To ensure maximum technical, administrative and financial support for our RW teams at the 1989 WPC.
2. Ditto for the Style/Accuracy squad with a view to continuity for 1990.
3. To organise and oversee the 1989 National Championships in pursuance of (1) and (2) above.
4. To organise and oversee the Regional Championships in pursuance of (1), (2) and (3) above.
5. To actively pursue the interests of our CRW team(s).

In order to implement these objectives, the following decisions have already been endorsed:

Selection criteria for the National RW teams

The team that wins the 8 way event at the National Championships shall represent Great Britain in the forthcoming WPC in Gerona this September.

The highest placed team in the 4 way event shall represent the country at the WPC, with the proviso that no member of the winning 8 way team shall be in the national 4 way team.

This is designed to ensure that the 8 way team can concentrate fully on their own event and that all 4 way teams are given maximum incentive to train and compete at Sibson in July.

Style and Accuracy

This year it is hoped to support entry for two major European competitions later in the summer. These are the Sud Ost Para Cup in Austria and the Second European Parachute Championships in Yugoslavia. Detailed

budgets are yet to be worked out, but watch this space..... Selection criteria for the 1990 WPC are for the top six men (overall) and the top six women (overall) to travel. The philosophy behind this is that a nation's overall standing is determined by the best combined results in Style, Accuracy and Team Accuracy. The practice of including the National Accuracy champion irrespective of his/her overall position has been discontinued. At World level, all competitors can shoot immaculate accuracy and any one of twenty jumpers could win the individual event. It is thus considered self evident that any competitor who cannot turn style is a passenger. Our aim is a respectable overall placing with a good shot at a Team Accuracy medal, an event in which we have performed consistently well in the past.

Planning for the Nationals at the three host centres is already well advanced, the judges have been allocated and we intend to distribute copies of the rules to all Clubs and centres in the near future. We look forward to seeing you all.

Regional Championships

It has further been decided to include a Style event (two rounds) at the Regional Championships in order to provide a focus for competitors, pilots, judges and video operators to work in a competitive environment. Should weather conditions preclude a full event, it is intended to run a round of ½ series at a reduced altitude. The style event will be subsidised from this year's competition budget. Medals will be available for both events, with one set for Regional winners and another set for Open competitors.

Canopy Relative Work

Finally, don't forget the CRW championships at Bridlington in September. It would be appreciated if intending teams could contact either Dave Johnston at Bridlington, or the office ASAP so that we may have some idea of numbers.

A happy and successful season to you all.

*Doug Peacock
Chairman, Competitions Committee*



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SAFETY INFORMATION

Ref: G.Q. RESERVE PARACHUTES

G.Q. Parachutes Ltd. have issued a service bulletin (no. 25-01) which outlines a rectification programme for their parachute canopies which have 'failed' the Bromocresol test.

In order to accord with BPA policy, G.Q. Parachutes Ltd have submitted the service bulletin to the BTTG laboratories for evaluation.

In a test report (Ref: 11/1069 DG/MNM) the BTTG have stated that they consider the procedures laid down in the service bulletin as satisfactory for the testing and treatment of canopies found to contain acid.

Accordingly the current grounding of canopies initiated in BPA Safety Notice SN 11/88 is now lifted for all British G.Q. canopies which have been serviced accordingly to their bulletin and which have been issued with appropriate release documentation.

Tony Knight
Chairman Safety and Training Committee
14th February 1989

Confidential Test Report

VERIFICATION OF DOCUMENTS

The subject of this report is contained in a letter from G.Q. Parachutes Ltd. dated January 24th 1989. The letter concerned a Grounding Notice issued by G.Q. Parachutes Ltd. on November 9th 1988 and various documents were enclosed relating to that notice, including the results of investigations carried out before the issue of the notice and subsequently.

The purposes of the investigations were to establish a method of "In the field" testing, to try to ascertain the basic cause of the problem, and to establish a practical method of correcting suspect parachute canopies.

Since the initial testing was carried out to establish that the presence of acid was the cause of failure of some canopies, we have been involved in advising G.Q. Parachutes Ltd. with regard to testing "in the field". We have also been involved during the development of a standard procedure for treating canopies to neutralise the acidity.

We have now studied the G.Q. Parachutes Ltd. Service Bulletin 25-01 (issued January 1989) which covers the procedure for testing for acidity and the treatment of canopies found to contain acidity.

We are satisfied that the procedures laid down in this document are satisfactory.

Our main concerns are:

a) to ensure that the treatments do not affect the physical properties of the canopy fabrics in such a way that safety margins are exceeded. The evidence provided in the way of strength tests, porosity tests and shrinkage measurements indicate that treated canopies fall well within safety limits.

b) to ensure, as far as possible, that no further deterioration takes place in the longer term.

We are satisfied that the steps taken for long term monitoring are adequate. It seems reasonable to suppose that no recurrence of acidity will take place in treated canopies, but retesting over the life of the parachutes is very desirable.

It is also clearly essential to ensure that netting currently in stock, and future supplies, are free from acid, or products which may form acid during use and/or storage.

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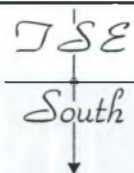


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1989 Perris Valley Skydiving Events Schedule

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

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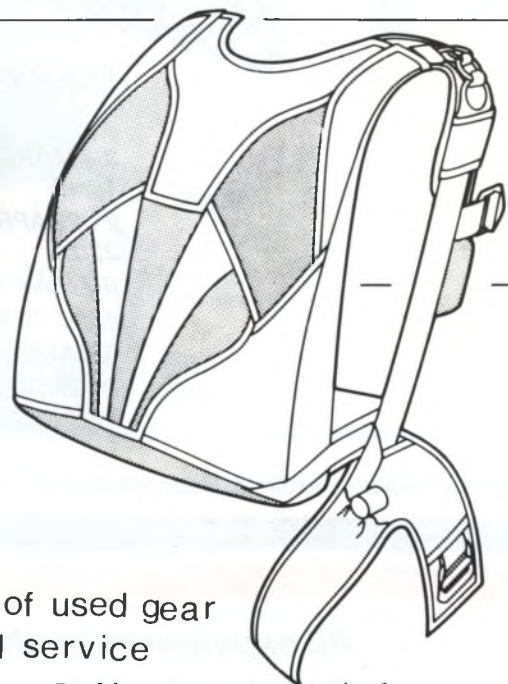
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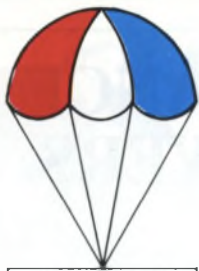
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DIARY OF EVENTS

| | |
|---------------|-----------------------------------|
| 3/4 MARCH | - NIGHT JUMPS |
| 18/19 | - ACCURACY SEMINAR |
| 21/22 APRIL | - NIGHT JUMPS |
| 22/23 | - REGIONAL ACCURACY COMPETITION |
| 6/7 MAY | - C.R.W. SEMINAR WEEKEND |
| 10/11 JUNE | - LAUNCH AND ACCURACY COMPETITION |
| 5/6 AUGUST | - 10 WAY SPEED COMPETITION |
| 27/28 OCTOBER | - NIGHT JUMPS |
| 1/2 DECEMBER | - NIGHT JUMPS |

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DIARY OF EVENTS

| DATE | EVENTS | LOCATION |
|-----------------|------------------------------------|-------------|
| 6-7 May | Met. Police Accuracy Meet | Headcorn |
| 20-21 May | 2nd Annual Skyathlon | Netheravon |
| 20-21 May | South Regional Accuracy Meet | Headcorn |
| 27-29 May | Skyvan Boogie | Sibson |
| 27-29 May | SCOTTISH NATIONALS | Strathallan |
| 3-4 June | Midlands Regional 4-Way R. W. Meet | Langar |
| 5-9 June | National Record Attempt/Boogie | Sibson |
| 10-11 June | L. A. C. Meet | Cranfield |
| 15-19 June | Large Aircraft Boogie | Langar |
| 17-25 June | NATIONAL CHAMPIONSHIPS (CLASSICS) | T. B. A |
| 1-2 July | Sequential 8-Way Competition | Sibson |
| 8-9 July | 8-Way Scrambles | Netheravon |
| 8-10 July | NATIONAL CHAMPIONSHIPS (R. W) | Sibson |
| 5-6 August | 10-Way Speed Meet | Cranfield |
| 12-13 August | South Regional 4-Way R. W Meet | Cornwall |
| 12-13 August | Skyfest – Big Aircraft Boogie | Netheravon |
| 21-31 August | Army Championships | Netheravon |
| 9-10 September | North Regional Accuracy Meet | Cark |
| 9-17 September | NATIONAL CHAMPIONSHIPS (C. R. W) | Brid. |
| 23-24 September | L. A. C. + 1 Meet | Netheravon |

INTERNATIONAL

| | | |
|-------------------|--|-------------------------------|
| 17-18 June | CRW 4-Way Rotation Competition Open Belgium Championships (Registration by 29.5.89) | Airfield Malle |
| 18-25 June | Beer Boogie (Twin Otter Boogie) | Fludir, Iceland |
| 30 June-16 July | U.S. National Championships | Muskogee, OK, USA |
| 7-11 July | Hercules Boogie | Moorsele, Belgium |
| 22-29 July | R. A. P. A. Championships | Bad Lippspringe Germany |
| 22 July-5 Aug. | Indonesia Skydiving Championships/Bali Boogie | Bali |
| 22 July-6 Aug. | World Masters Games (R. W. Classics) | Denmark |
| 8-15 August | August Hercules Boogie | Vichy, France |
| 12-20 August | Sud-Ost Para-Cup | Gratz, Austria |
| 24-27 August | Teuge- Texel 16-Way Competition | Texel, Holland |
| 21 Sept. -1 Oct. | WORLD CHAMPIONSHIPS (R. W.) | Ampuriabrava/Gerona, Spain |
| 23 Sept. -8 Oct. | World Meet Boogie | Ampuriabrava |
| 13-15 October | Day & Night Accuracy Meet | Locarno, Switz. |
| 16 Dec-7 Jan (90) | Christmas Boogie- Paranaividad '90 | Ampuriabrava |

COURSES AND SEMINARS

| | | |
|----------------|--|-------------|
| 8-12 May | A. F. F. Instructor Course | Langar |
| 15-19 May | P. I./Adv. Instructor Course 2-89 | Langar |
| 22-26 May | Exam/Pre-Advanced Instructor Course 2-89 | Langar |
| 14-18 August | P. I./Adv. Instructor Course 3-89 | Bridlington |
| 21-25 August | Exam/Pre-Adv. Instructor Course 3-89 | Bridlington |
| 13-17 November | P. I./Adv. Instructor Course 4-89 | Swansea |
| 20-24 November | Exam/Pre-Adv. Instructor Course 4-89 | Swansea |



BRITISH PARACHUTE ASSOCIATION



1989

REGIONAL CHAMPIONSHIPS

NORTH

Relative Work

Venue: Doncaster Parachute Club
Doncaster Airfield
Doncaster
South Yorks
April 29-May 1

Accuracy

Venue: North West Parachute Centre
Cark Airfield
Flookburgh
Nr. Grange over Sands
Cumbria
September 9-10

CENTRAL

Relative Work

Venue: British Parachute Schools
Langar Airfield
Langar
Nottingham
June 3-4

Accuracy

Venue: The London Skydiving Centre
Cranfield Airport
Cranfield
Bedford
April 22-23

SOUTH

Relative Work

Venue: Cornwall Parachute Centre
Frans Ranch
Old Naval Airfield
St. Merryn
Cornwall
August 12-13

Accuracy

Venue: Headcorn Parachute Club
Headcorn Airfield
Headcorn
Kent
May 20-21

ENTRY FOR THE SERIES IN EACH DISCIPLINE TO THE BPA
OFFICE BY 31st MARCH 1989
£25 PER PERSON PER DISCIPLINE
ENTRY IS POSSIBLE 'ON THE DAY' AT EACH DROP ZONE

MEDAL WINNING CATEGORIES

SERIES CHAMPION

REGIONAL CHAMPION

COMPETITION: EACH VENUE 1st, 2nd, 3rd
SENIOR & INTERMEDIATE

