

# *Sport Parachutist*

AUGUST 1989

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RW Nationals  
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### Editor's Note

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

# Sport Parachutist

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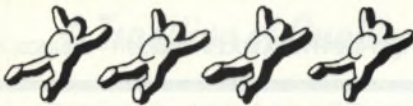
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# NEWS



## 8 Way Team Hire Top US Coach.

# MO GO FOR A MEDAL

Following their largely uncontested victory in the Nationals, 8-Way champions "MO" have hired top American skydiver Scott Meak to coach them in their run up to the World Meet. Scott was the captain of the former US 8-Way team, Visions/Coors.

In an effort to propel themselves into a medal winning position "MO" have secured Scott's \$700 per week services for their final five week training camp. This will take place at the World Meet site itself, Ampuriabrava in Spain.

First and second places in the 8-Way event will almost certainly go to the US Army Team Golden Knights, and the team from the USSR. Third place is more in the balance though, the French should be favourites but the Austrians, Danes, Australians, Norwegians and British should all be close.

It's likely that a 10 point average will be required to get a medal. "MO", disappointed with the 8.6 they achieved at the Nationals hope to produce more of the 11's and 12's they've scored in training, at the meet itself.

Going South, 4-Way victors after a thrilling battle with Air-Time and Sumo at the Nationals, will probably train at Ampuriabrava with "MO". Realistically they are in with no chance of a medal at this very competitive event.

The Golden Knights won the 4-Way as well as the 8 at the US Nationals, but declined the slot to enable themselves to concentrate on the 8-Way. The second place team "Deland Heat and Dust" is likely to give the current World Champions from France a close run for their money. The Italians, Austrians and Austrians should fight out third place.

The VIIIth World Championships of RW will take place from 21st September - October 1st, at Ampuriabrava on the Costa Brava of Spain. Non-Competitors can take part in the World Meet Boogie which takes place alongside the competition itself. Air to ground transmission equipment has been hired by the organisers from the Seagull Photo Company (aka Kevin Hughes) at A1, this will relay live pictures of the competition to giant TV's on the DZ.

Two newcomers have made it into the Classic squad going to Zadar in Yugoslavia for the European Championships. Shy and retiring Barry Henderson and Kathy Andrewes join British team regulars, Les Carroll, Geoff Chandler, Esther Reynolds, Cheryl Smyth and Chris Clements. Weston CCI Ken Mapplebeck has been appointed Team Coach, Head of Delegation, translator, travel agent and chief cheerleader.



MO with 8-Way Trophy and medals at Nationals  
Photo: Charlotte Kirwan.

British Skysports at Bridlington will close on 24th September and move its operation to Langar, linking up with the British Parachute School.

The CCI of the enlarged Langar operation will be Dave Hickling. British Skysports CCI Dave Johnston will be casting out for further opportunities in the business of aircraft leasing. It is highly likely that the combined aircraft fleet of three 206's and a piston Islander will be augmented with a turbine Porter early in 1990.

The almost unanimous disapproval of the current AGM structure has resulted in a change to the format as known in recent years. The venue is the same but the instructors' convention will commence at 10.30 on Friday 12th January and go on until 19.30. The AGM itself will start at 11.30 on Saturday 13th. the gastronomic highlight of the year, the Dinner/Dance, has been moved from the Friday to the Saturday. All members attending the AGM are urged to resist the temptation to discharge fire extinguishers prior to retiring for the evening.



Sue Allen, longest serving member of the BPA's office staff, left the Association's employment on 30th June after 14 year's service. As a gesture of thanks she was presented with some engraved glassware and the BPA Certificate of Merit by Vice-Chairman Dave Hickling.



● Having had planning permission for the permanent siting of a parachute centre refused by the council, Willard and the A1 Portacabins are upping sticks and leaving Abbotsley. Two green field sites within a five mile radius of the current centre are being looked at. Proprietors of A1 hope that planning permission for buildings will be looked on in a more favourable light.

Dave Harrison, A1's proprietor, is also looking into the possibilities of leasing a CASA 212 to do the "Euro-Boogies", this would enable Willard the Otter to stay at home more often.

● Following the accusations of vote rigging, gerrymandering and downright skulduggery at the last council elections, the "Electoral Reform Society" have been employed by the BPA to ensure fair play in 1990. Nomination forms for the next year's 12-man council are included in this issue.

● If you want a Sports Council grant for equipment or DZ facilities it would appear that up north is the direction to go. Sunderland Parachute centre (now trading as the Peterlee Parachute Centre) received £25,500 this year from the Sports Council (Northern Region) for the development of an airstrip, hangar, packing shed and lecture room at a new site at Shotton Colliery.

Border Parachute Centre has also received a grant for £8,000 towards the cost of a new aircraft and has previously been the recipient of grant aid for the purchase of equipment. NWPC got £4,500 in 1986 towards their runway extension.

The Yorkshire and Humberside region gave grants to both Doncaster in 1989 and Leeds/Bradford in 1984 for equipment to a maximum amount of £4000.

Low priority is given to parachuting in all other regions according to a report issued recently by the Sports Council. That is apart from the South West region who £750 to "a club" in 1984, the name of the club is not given.

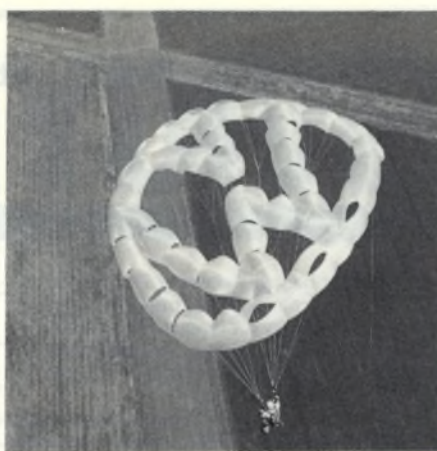
● It would appear that the action taken by National Parachute Industries, in recommending that their parachutes be tested for acid mesh contamination, vindicates the position taken by the BPA in this matter.

A bulletin issued by the company on June 1st recommends that all Phantom round reserves, magnum pilot chutes and pilot emergency parachutes be tested for tensile strength and acid contamination. Additionally these tests must be repeated every twelve months until further notice. National will do the work free of charge until 31/12/89.

● Amanda Kenny, in conjunction with Annie Burley and Anthea Lee is organising a new attempt on the Ladies Record. The current record stands at 20 and was completed at Pampisford in 1985. There has been no attempt since then and in the light of the Sports Council's "Ladies in Sport" day the event will take place in early October.

Dates are 13/14/15 October at Sibson, utilising two Skyvans, the one belonging to Sibson and a second one which is being ferried in from Denmark by John Meacock. The planned formation is a 40 way. Invitations will go out in due course and full details have been sent to all CCIs.

**LATE NEWS:** Former British Champions 'Flash Trash' won the 4-way at the Bali Boogie, winning themselves \$2500. Full details of this and the boogie itself will be in the next issue.



● Following on from the uncontrollable "WALLY" and the Olympic rings, Dick Grays can be seen at Langar under his latest Parashape, the VW symbol. Compared to the other two, this one is perfectly landable and has even a modicum of controllability. Dick was heard to comment after landing that he "wished everything in life was as reliable as a VW".

● Following on from the \$30,000 that was up for grabs at the Bali Boogie there is a car and DM 25,000 available at the "Day and Night Accuracy World Cup" in Warendorf, West Germany. The competition is over 10 days and 2 night jumps with the car going to the individual winner!

● "At last! A video that captures the exciting images of our sport and incorporates them into a human-element format that everyone can relate to".

So says the advertising hype for the latest Metro-Goldwyn and Kent blockbuster called "Flight of the Dream Team". This 25 minute film is aimed at non-skydivers and is more of a promo for the sport. No news as yet on its availability here.

● More AGM stuff. There are plans to have an open forum on how to become a BPA/FAI judge. Anyone with an interest is welcome. The session will be run by Amanda Kenny on the Saturday afternoon, times and details will be posted closer to the date.

Also planned is a cameraman's get together. The subject of training and funding potential cameramen will be discussed along with various other related topics.

Finally there will be films and slideshows which will show the achievements of British Skydivers this year. Keep your eyes peeled for times and details on noticeboards at the AGM itself.



## EDITORIAL

There are a couple of things which I think I should apologise about in the last magazine. Firstly it didn't come out as well as I hoped, suffice to say that measures have been taken to make sure that the same problems are not repeated. The second is the statement I made about the magazine not being vetted by the council, that I'm afraid was my misconception.

This issue has therefore been put together under strict instructions from council, and influential individuals, that there should be no actual or implied criticism of the BPA, its staff, the council, DZ's or their owners.

It would seem that a light hearted piece I wrote about the BPA headquarters in the last issue inferred that it was of little merit and that the BPA staff must be overpaid if the can afford to drive about in fast German motor cars. Those who did not interpret it that way please go to the back of the class.

Another coal I have been dragged over is in regard to a sentence in Chris Devine's article on Cyprus. It ended with the words "...where jumpers of all stages speak to each other and the CCI is genuinely interested in you as a jumper, and not as a mobile cheque book". This type of comment, I am told, should be "edited out". Do they really mean edited out or do they mean censored? If anyone really does feel offended by that statement then perhaps they should study the message, instead of shooting the messenger.

As a keen follower of sport and reader of sports journalism it is very clear to me that no sport is free of controversy. Indeed in some sports it's one of the prime areas of interest; Athletics, Football, Cycling, Motor Racing to name but a few, all have public disagreements between participants and governing bodies. Therefore, as long as it is fair comment or opinion and not gratuitous mud-slinging I can see no reason to censor members' letters or articles.

So, that said I need some feedback, what's it to be pravda, Private Eye or something in between? I'm trying (Lord knows I'm trying) to assemble a magazine that is colourful, entertaining, informative and assumes the reader is intelligent enough to work out for himself the merits of a particular point of view, not be told what it should be.

One last thing, best wishes to the "MO" and "GOING SOUTH" in the World Meet in Spain and to the Classics team in Yugoslavia.

*Steve*

Steve Eversfield

Copy date for next magazine is 6th October 1989.

All articles to:  
Steve Eversfield  
'Hodgetts'  
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# Club Corner...

by Amanda Kenny, Club Representative

*First of all let me start by apologising for the lack of photograph in the last feature on Cockerham... sorry to all you guys up there especially... we had a postal problem but have now remedied this, please see below...*



*Last month's deliberate mistake, the omission of the photo of Cockerham regulars. One issue late, here they are.*

I would also like to say thank you to the people who have taken the trouble to let me know their thoughts on this column, quite naturally a thank you to the people who are appreciating the articles, and also an answer to the people who have offered criticism.

It has been pointed out to me that I am maybe being too fair by describing the availability of showers/toilets etc. without commenting on the quality of said items. As earlier stated I do not intend the column to be an alternative 'Super Swooper' Guide, merely a factual report which enlarges on that information in short code at the beginning of the magazine and provides some information on the type of skydiving available, a bit of information about the Drop Zone, and facilities provided or not provided as the case may be. It is actually quite difficult for me to write an unopinioned article and we all know that at quite a lot of the DZ's in this country the sanitary facilities could do with much improvement. This feeling is quite obviously backed up by the comments I have so far received... that is the idea of this column, so DZ Operators please take note... in the meantime I will continue my articles in the above-mentioned vein, my name is Amanda Kenny, not Egon Ronay.

This month we are taking a look at A1 Skydiving Centre.

## A1 SKYDIVING

### General Information and directions:

A1 is a full time parachute centre situated on the site of the old 'Duck End' club at Abbotsley in Cambridgeshire.

The centre is owned jointly by Dave Harrison and Phil Sullivan and is open seven days a week. The CCI is Arthur Collingwood and the centre operate a Twin Otter and a Cessna 180. The current DZ is at Rectory Farm, High Street, Abbotsley but there are plans to move at the end of November to a site not far away.

The best way to reach the Drop Zone is to take the A45 towards Cambridge from the A1 or conversely the A45 towards Bedford from the M11 Motorway. Abbotsley is signposted from this road, roughly equidistant between the M11 and the A1.

A1 Skydiving has now been established for two years and the majority of the full-time staff live on site. There are four full-time instructors and at weekends an extra four or five instructors are always available, this being the case also on Bank Holidays.

The centre has an Accuracy Pit and the aircraft operate from a grass runway. The Twin Otter has a capacity for twenty jumpers and on good weather days during the week there are usually four or five Otter loads. The Cessna is only used when necessary.

Most of the skydivers frequent the 'Eight Bells' in Abbotsley village which is actually only a 300 yard walk from the DZ. Although they do not serve food in the evenings there is another pub just down the road which does, so eating is not a problem. If you arrive mid-evening head for the Eight Bells.

## JUMPING:

A1 offers all types of skydiving and instruction, Static Line Courses, RAPS, WARP, Tandem and AFF.

For Static Line jumping there are 30 rigs available and the Canopies are Skytrainers. There are also 6 front & back freefall rigs with the same Canopies although the intention is to phase these out in favour of the RAPS system. For RAPS jumping all the containers are Vectors with Manta Canopies. There are 6 RAPS Static Line rigs and 5 freefall. A1 are now running RAPS conversion courses every Tuesday and Thursday which are proving very popular. (Cost £80).

There are two Tandem rigs, four full-time Tandem instructors and one weekend Tandem Instructor. Tandem jumps cost £115 each and Centre offer a guaranteed altitude of 12,500'. All student jumps are videoed from the Air and there are also Telemeters.

With regard to WARP, Pete Reynolds is now running the WARP jumping on a weekend basis at A1. He recently ran a WARP Instructor evaluation course there (see article in last magazine for more details) and the WARP Programme now operates to a closely controlled system under his guidance. The emphasis is on a good deal for the student with lengthy briefs and de-briefs and instructors being allocated to the student by the delegated 'Head WARP Instructor' of the weekend and not by the manifest. The only way to qualify Category 9 or 10 now at A1 is to follow the WARP system. Load organisers are also provided for regular RW jumps from the Otter.

At present the AFF programme only runs at weekends although there are plans to make this into a full-time operation in the near future.

Jump prices are as follows: Students S/L £15 non member, £14 member. Student F/F £14 non member, £12 member. For experienced jumpers prices are based on a minimum of 12,500' at £14 for non members and £12 for members. Club membership costs £20 per year. Most lifts in the Otter go to altitude, if altitude is not available then the cost is £1 per £1000'. A1 Skydiving operate a jump ticket system and the difference is refunded if the aircraft does not reach maximum altitude. WARP jumps are £25 each.

With regard to Competitions and Boogies etc. A1 have already held an 8 way competition in June this year and also a Collegiate Competition in July with a progression week running alongside. The 16 way sequential meet is now a regular annual event and takes place this year from 4th through 7th August. They also plan a Boogie from 18th-20th August and there will be a Progression week from 28th to the 1st September.

## FACILITIES:

Facilities at A1 are largely by means of Portacabins. There is a Full-time shop and two full time riggers. Camping and caravans are free and no booking is necessary. There is very limited Bunk-house accommodation at £2.00 per night on a first come, first served basis. Sleeping bags are necessary. Catering is provided during jumping hours and there are two toilets and one shower. There is a covered Ground training area and two classrooms, with separate classrooms designated for WARP and also for AFF. Packing shed tables are also provided.

A1 is affiliated to the USPA and the centre accepts credit cards, Visa, Access etc and also Eurocheques. The photograph shows some of the regular jumpers in front of the Centre's Twin Otter.

Seagull Video Operates out of A1, a Company run by Kevin Hughes which provides the video for all the students and also video/photos for AFF/Tandem and Static Line jumpers.



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## News

We warned you earlier in the year of the impending hot summer and we're pleased to report good sales on **Strops**, **Sky Shorts** and **Sunglasses**.

We now carry large stocks of the **STROPS** (Sandals with ankle straps) in either bright or dark colours. **SKY SHORTS** are very colourful shorts which are ideal for the DZ or bad taste party! They are bright, have lots of pockets and come in standard or large sizes. Norman Kent's **SUNGLASSES** featuring various designs are also popular on the DZ and again we carry a large stock.

On the subject of Norman Kent, we are now handling a second cut from his 'Wings' filming. **FLIGHT OF THE DREAM TEAM** is a narrated video which is ideal to show your non skydiving friends, use as student introduction or to keep in your own library. It contains new footage almost throughout and costs just £29.95.

We have two new books available. Leo Dickinson's hardback 'Anything is Possible' which includes some skydiving and 'Skydiving in Eight Days' written by a journalist, Miles Clark who went through the AFF programme in order to write this book. It makes essential reading for AFF students and instructor alike.

One further new product of note is the small **CARRYBAG** designed as a rig. At £9.99 in a variety of bright colours it makes an ideal knapsack for the skydiver.

## GOGGLES

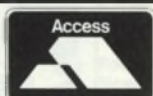
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Over Eyeglasses →	<input type="checkbox"/> CLEAR	<input type="checkbox"/> RED <input type="checkbox"/> BLUE <input type="checkbox"/> BLACK <input type="checkbox"/> PINK	£8.50		
Side Vented →	<input type="checkbox"/> CLEAR <input type="checkbox"/> SMOKE		£4.75		

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<input type="checkbox"/>	Altmaster II	£107.95
<input type="checkbox"/>	Altmaster III	£107.95
<input type="checkbox"/>	Parachutes De France, inc. Wrist Mount	£68.00
<input type="checkbox"/>	Foam Chest Mount Pad	£4.50
<input type="checkbox"/>	Foam Chest Mount Pad with built in Zak Knife Colour	£7.99
<input type="checkbox"/>	'U' Brackets to fit pad to Alti II	(pair) £2.95
<input type="checkbox"/>	Wrist Mount for <input type="checkbox"/> II <input type="checkbox"/> III	£5.95
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<input type="checkbox"/>	Microhawk	£79.00
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<input type="checkbox"/>	Filming The Impossible by Leo Dickinson, inc. Skydiving	£7.95
<input type="checkbox"/>	Guide To Sport Parachuting, text book	£12.50
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<input type="checkbox"/>	Skies Call Books I, II and III	£29.95
<input type="checkbox"/>	Skydiving in Eight Days, book about AFF	£7.95
<input type="checkbox"/>	Danish Newton Sight	£69.95
<input type="checkbox"/>	Stem and Universal Joint, fixes sight to any helmet	£24.50
<input type="checkbox"/>	Universal Joint, for ringsights	£17.00
<input type="checkbox"/>	Gloves, Unlined leather for Summer use	£15.95
<input type="checkbox"/>	Gloves, Thermal lined leather with cuffing for Winter use	£16.95
	Sizes: <input type="checkbox"/> XS/7 <input type="checkbox"/> S/7½ <input type="checkbox"/> M/8 <input type="checkbox"/> L/9 <input type="checkbox"/> XL/9½	
	Colours: <input type="checkbox"/> All Black <input type="checkbox"/> Black/Red <input type="checkbox"/> Black/Navy <input type="checkbox"/> Off White	tick options
	GOGGLES Kroops and Air Lens, see special order box	
	HELMETS	
<input type="checkbox"/>	Leather Frapp Hat, handcrafted to order	£95.00
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	<input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> Black <input type="checkbox"/> Navy, tick size and colour choices	
<input type="checkbox"/>	Protec <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	£24.95
	<input type="checkbox"/> Red <input type="checkbox"/> White <input type="checkbox"/> Blue <input type="checkbox"/> Black <input type="checkbox"/> Pink <input type="checkbox"/> Lightblue	tick options
<input type="checkbox"/>	Protec Spare Liners <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL	£9.50
	JEWELLERY	
<input type="checkbox"/>	Pin Badges, very colourful <input type="checkbox"/> Square/side on <input type="checkbox"/> Square/front on	
	<input type="checkbox"/> Freefaller <input type="checkbox"/> Tandem <input type="checkbox"/> Aeroconical <input type="checkbox"/> DC3 Brooch	£3.50
<input type="checkbox"/>	Silver Earrings showing Skydiver under Canopy <input type="checkbox"/> Side on <input type="checkbox"/> Front on	£7.95
<input type="checkbox"/>	Silver Pendants showing Skydiver under Canopy <input type="checkbox"/> Side on <input type="checkbox"/> Front on	£4.95
<input type="checkbox"/>	Gold Earrings, 9 ct. hallmarked showing Skydiver under Canopy	
	<input type="checkbox"/> Side on <input type="checkbox"/> Front on	£57.50
<input type="checkbox"/>	Gold Pendants, 9 ct. hallmarked showing Skydiver under Canopy	
	<input type="checkbox"/> Side on <input type="checkbox"/> Front on	£29.50
	KNIVES	
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<input type="checkbox"/>	Jackknife with spare blades	£9.00
<input type="checkbox"/>	Jackknife Pouch	£2.50
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	Colour	
<input type="checkbox"/>	Log Book Holder padded with pockets, pen and stamp holders	£7.99
<input type="checkbox"/>	Log Book Holder De Lux, more pockets, fully padded	£11.99
<input type="checkbox"/>	Log Book, includes dive sheets, international contacts and much more	£4.75
	<input type="checkbox"/> 2 jumps/page <input type="checkbox"/> Up to 6 jumps/page	
<input type="checkbox"/>	Packing Mat with padded kneeling pad and pocket Colour	£8.95
<input type="checkbox"/>	Post Cards, set of 9 high quality 'Wally Gubbins' images	£3.99
<input type="checkbox"/>	Posters, 3' x 2' <input type="checkbox"/> 5 man Star with smoke <input type="checkbox"/> 24 Stack	
	<input type="checkbox"/> build up to 126 Way	£2.99
<input type="checkbox"/>	Rig Bag with shoulder straps, internal and external pockets	£34.99
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<input type="checkbox"/>	Rig knapsack bright colours, large and small pockets	£9.99
<input type="checkbox"/>	Sky Shorts very bright, pockets <input type="checkbox"/> standard <input type="checkbox"/> large	£6.50
<input type="checkbox"/>	Strops - (thongs with ankle straps) <input type="checkbox"/> standard <input type="checkbox"/> large	£13.50
	<input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11 <input type="checkbox"/> Bright <input type="checkbox"/> Dark	
<input type="checkbox"/>	Self Inking Stamps <input type="checkbox"/> RW <input type="checkbox"/> CRW	£4.99
<input type="checkbox"/>	Sunglasses with skydiving designs on the mirrors	£9.99
	<input type="checkbox"/> Exit <input type="checkbox"/> Freestyle <input type="checkbox"/> Downplane <input type="checkbox"/> Blue Skies, Black Death!	
	VIDEOS	
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<input type="checkbox"/>	From Wings Came Flight by Norman Kent, 45 mins of superb footage	£39.95
<input type="checkbox"/>	Norman Kent Compilation of Air Bears/Freak Brother Convention/Ride a Cloud, 60 mins	£24.95
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<input type="checkbox"/>	The Wally Stuff (Wally III)	£29.20
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	limited colours, state preferences	
<input type="checkbox"/>	Watch quartz, waterproof (with date)	£17.45
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# MITSUBISHI "JETFLY"

By: "Skydancer"



Norman Kent



Deanna Kent



Ramsey Kent



Ramsey flies for the camera



The popularity gained in Japan of "From Wings Came Flight" and "Freefall", created interest within companies participating in the progress of HUMAN FLIGHT and related activities such as Skydiving.

After a period of about a year of public relations, Norman Kent Productions was approached by Sankei Service (a marketing company for Mitsubishi Heavy Industries) to put together a Demo Team for the inauguration of Mitsubishi's wind tunnel "Jet Fly".

The Kent family along with a small group of expert flyers were to perform a live show during "The World Sports Fair" in Tokyo.

Because of Government restrictions, the live exhibition was postponed until the end of 1989.

Mitsubishi, however, invited the Kent Family to be part of a promotional tape of expert flyers which will be shown in different parts of the country.

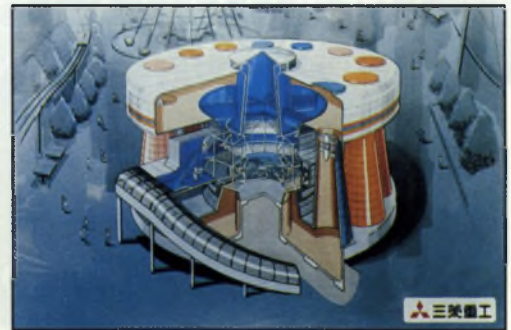
Most of the energy put into "Jet Fly" is to introduce it as a new sport and to increase popularity for Skydiving in the country of Japan, which has been subject to many restrictions for a long time.

Last May, Norman Kent, his wife Deanna and their 7 year old son Ramsey, spent a week flying and filming at the Mitsubishi plant located in Kobe.

Japanese people like the family approach - and the Kent family showed how this brand new idea of flight can be representative of the future for our children.

One of the exciting features of the "Jet Fly" is that you can watch from the outside because of the see-through walls, as the flyers wave hellos and send kisses to friends and family.

This is just the beginning of a series of futuristic designs such as the SKY ARENA where live performance shows and competitions will take place. The rest of the story is told by pictures shown here.



The Kent Family



Mitsubishi "Jetfly"



Photo Credits: Norman Kent Productions

Drawing Credits: Courtesy of Mitsubishi



# AVIATION MEDICINE

During a break at work, from his job as a operating theatre nurse, Paul Robinson picked up a lightweight number called "PRINCIPLES AND PRACTICES OF AVIATION MEDICINE by Harry G. Armstrong", published in the year 1939. It includes some observations made during experiments on the effect of freefall on the human body during free-fall. The specific section referred to is entitled "Subjective mental and physical reactions to a free-fall in space".

The following quotation is taken from this section and is fascinating reading some 50 years on:

Up until a relatively few years ago it was supposed that a free-fall of a hundred feet or more would produce unconsciousness and probably death. It was through the use of the parachute that the idea was disproved although just exactly what the effects of such a fall were, was not generally known until described by the present author (Harry G. Armstrong M.D) in 1935. This description was based on a freefall of approximately 1200 feet which was made in an attempt to analyze the subjective mental and physical reactions to a free-fall through space and especially to determine why most individuals who made parachute jumps either refused, or were unable, to follow simple specific instructions.

With reference to the latter it was found that most individuals failed to follow instructions principally because of mental excitement or fear and not due to any clouding of consciousness or loss of motor functions.

The subjective mental and physical reactions which are experienced during a free-fall are as follows:

## MENTAL REACTIONS

Throughout a freefall, all conscious mental processes seem normal. As soon as the airplane is cleared, fear and excitement tend to disappear. Consciousness is unclouded and ideation rapid, precise, penetrating and clear.

Visual perception is normal. The earth, objects and individuals below and the sky above are normally visible. There are no consciously

perceptible heartbeats or other bodily processes.

Probably one of the most interesting features of free-fall is in regard to the perception of position and motion in space.

At the moment of jumping the earth is in full view. For the first second of fall there is a velocity attained of about 15 feet per second. At the same time there may be a tumbling motion of the body. Of these motions the only one recognised is the rotation of the body.

During the second second of fall the vertical velocity is increased to about 24 feet per second and still there is no conscious realisation of any body movement except the body rotation.

If the eyes are voluntarily closed all sense of motion is lost. Not only are linear velocities and accelerations and de-accelerations, both horizontal and vertical, imperceptible but also the previously recognised body rotation. In short, the sensation is that of being suspended in mid-air.

At an altitude of 1900 feet, if the ground is watched there is for the first time a beginning definite sensation of falling. This sense of fall increases rapidly and at an altitude of 1000 feet there is fully perceptible vertical velocity.

The increased sense of motion (falling) as the ground is approached is readily explained by a normal lack of sufficient depth perception acuity at high altitude to recognize the shortening of the distance to the earth. As the fall continues, of course, the shortening of the distance becomes more readily recognizable and the sense of falling increases.

## PHYSICAL SENSATIONS

The period of free-fall is remarkably free from abnormal physical sensations. There is no nausea or vertigo, and the lack of a distinct sense of motion may be the controlling factor.

There are no abnormalities noted in the cardiovascular system, there is none of the empty or "gone" feeling in the abdomen so common in elevators and in airplanes, and the eyes, although unprotected from the high wind blast, are not irritated and the vision is normal. Breathing is even, regular and undisturbed. The undisturbed breathing and the unirritated eyes lead to an interesting speculation as to the explanation for this unusual phenomena which is so contrary to expectations and previous experience.

The opinions of airplane designers and wind tunnel experts differ. Some suggest a turbulent airflow around the body, producing small eddies and air currents instead of a strong blast.

Others suggest that the body acts as a fairly good aerofoil, the downward portion of the body acting like a leading edge and the upward part like the trailing edge of a wing with a smooth even flow of air around the body and that the pressure in the static area is a partial vacuum.

The last phenomenon to be described is the only positive finding and is difficult of accurate description. It has to do with skin sensibility and is the result of increased air pressure on the lower surface of the body. It consists of the force which restricts terminal velocity to about 119 miles per hour instead of infinity and appears in consciousness as a very gentle, evenly distributed generalized, superficial pressure on the surface of the body towards the earth.

As Paul says in his letter, you have to admire the author's detachment in recording his feelings in free-fall, but what height did he dump!! All I will add is that just be glad you don't have to say "fully perceptible verticle velocity" every time you mean groundrush.



# CORRESPONDENCE



## ELECTION

Dear Editor

This letter is being written in reply to those who have contributed to the debate which I, to a certain extent unwittingly, started at the last AGM. Clearly the changes which I suggested, have raised a great deal of comment, and controversy. Clearly this is healthy, although with respect to some contributors, in some cases misguided.

I think "D7308" (February/March issue) is somewhat wide of the mark. If he or she could see the workload of an average Council Member, particularly those who hold an office, he or she might well change their minds about a subversive takeover. The thought of seriously wanting to takeover the BPA has certainly never entered my head.

What I seriously do want to do, is to change things, at the top, for the better. The basic system has, in my view, become stale and outmoded. Whether we as voters like it or not, we usually end up with a working Council of the of the numbers I have suggested we elect in future, and sometimes even less. Don't believe me? Then please study the figures for attendance at Council and Committee meetings of your nominee, or the recipients of your votes. You may well be very surprised at the result.

One point which has emerged is that of Council Members with "vested interests". This of course is open to wide interpretation. I think I have a "vested interest" because I want to see our sport grow and prosper. I do not however, have any commercial interest in the sport. Perhaps we are moving to the point where Council should consist only of those with no direct commercial involvement in the sport?

It certainly was never my intention to stifle debate, rig votes, or restrict the spread on information about Council and its activities, when I made my proposals. It was, and is, my intention, to instigate real change. To encourage new people to stand for election, people who will attend meetings, speak up and contribute. Our sport is changing rapidly, and the administration of it must do likewise.

The mind-boggling amount of time that this year's Council has spent discussing irrelevant trivia is frightening. So is the amount of time squandered on "politics".

But we get the Council we deserve.

This year let's go for a really lively election, nominating people for Council who have either a good track record to date, or who have shown by their actions and words to date that they have sufficient energy and ability to make the commitment, and a contribution.

I have been heartened to find that it wasn't apathy after all, and have taken note of the criticism from some quarters that Council members appear remote from the membership in general, and that the inactivity of Council, and/or the irrelevance of its machinations, leads to indifference on the part of some of the members.

So please, this year, let's all nominate wisely, and vote effectively. And thanks for all the comments, rude or not!

Yours Sincerely  
John Lines



## UTOPIA?

Dear Editor

I arrived at Weston in brilliant sunshine and wall to wall blue skies, not surprising really, as it had been so for the past six months. The wind was blowing a steady eight knots and was guaranteed to remain so, as always. Weston was fairly quiet, compared to the weekend before when we had our monthly C130 Boogie, courtesy of the Air Force, of course. Jumpers had started to get bored with it and had returned to their own D.Z.s, which now, by the way, all operated turbine aircraft anyway. They had to, as student retention had increased tenfold over the last five years, due to DZ Operators taking a longer term look at their students rather than signing them for one jump and waving them goodbye and hello to their money.

I entered into some friendly insulting banter with my own CCI, as he arrived, and received the same back (a few years ago that would have cost me a libel suit at some centres).

I picked up the latest copy of Skydiver (Journal of the BPA) and found it packed with articles and no spelling mistakes (sorry, Steve). It took me a while as I always make a point of reading the incidents page very carefully to see if there is anything I can learn and/or pass onto my students to make life easier and safer.

I then opened my correspondence from the BPA, minutes, safety notices etc., sent free of charge to all instructors, and found that the BPA were being their normal efficient selves doing their utmost to further the sport. A TV Documentary had been commissioned, to be made along BPA guidelines, by jumpers for existing and potential jumpers. They had got together the sponsorship for the British Team (Sons and Daughters of Mo, I think it's called) and I hear they're looking for Gold in the upcoming Olympics.

I pondered the Council minutes for a while but found them, as usual, to be harmoniously boring, the only thing that caught my eye was that the BPA was to publish a light hearted and amusing DZ Directory (No blame intended or inferred) to be included as a freebie in the Xmas Mag, and all Council members were in agreement to this, not like the good old days, eh!

This is what the sport's all about, having fun.

Fantasy? Utopia? The Future? ....Possibly.

But after reading the Minutes of the Council Meeting, dated 28th Feb 1989, I hardly think it can happen when our elected representatives are acting like children. For legal reasons i.e. a law suit falling into my lap, I will not vent my exact feelings to what I have read or mention names, but suffice it to say that I do wish certain people would grow up and stop wasting the association's already stretched time and resources, not to mention the civil police's, with petty squabbling. If 'they' want to fly Magnum PI in from Hawaii then I think that the membership has a right to a referendum on the matter of who pays for it, and see how far 'they' get then!

I've now wasted enough of my time and your paper on this subject and I hope I don't have to read any more similar garbage in Council Minutes.

Hi to all at Weston.

Andy House  
122196 D4916



## BE CONTROVERSIAL

Dear Steve

First of all congratulations on your appointment as Editor of 'Sport Parachutist' and secondly, I cannot say that I really like the new cover design but then, as you say, you cannot please all of the people all of the time!

I am glad to see controversy still raging both in the annals of the Council and in the correspondence columns of 'Sport Parachutist' - indeed I seem to remember some very similar comments flying around when Dave Waterman was appointed Editor. My advice to you would be to be as controversial as possible but avoid commenting on the incomes of drop zone proprietors - they don't like it!

Seriously though, the time for the BPA to get worried, is when there are no violent arguments around as this would indicate a sport on the decline which, thankfully, in spite of economic circumstances, skydiving does not appear to be.

Blue skies and soft landings  
as Charlie used to say  
Peter W. Ritchie D2552  
Honorary Member No. 27758

I agree with your remark on the front cover, I'm working on it. Ed.



## MISSED OPPORTUNITY

Dear Editor

As a first-time competitor at this year's National RW Championships, I was very interested in how the BPA conducted the event.

Throughout the week I was impressed with the overall management of the meet and the professionalism of the judging team. I was also pleased to see that the competition attracted some real interest from the press and television media.

So at a time when a great deal of effort is being put into promoting parachuting as a serious sport I was surprised that there was nothing on or around the airfield to suggest that a national competition was taking place.



Surely at the country's premier RW event, a few hundred pounds spent on banners, flags, and posters would help create a sense of occasion for competitors and spectators alike which would readily be conveyed by the Media.

Jerry Laurence  
D7181



## A1 ORGANISATION

Dear Editor

Having read Andy Crawford's "Guide to Load Organising", whilst Andy's heart is in the right place, he tends to write in somewhat "Far out, man" terms. Perhaps this will put a little more light on the subject. (No offence Andy)

Here at A1 Skydiving we run a load Organiser system with three load Organisers (Graham 'Benchy' Goodwin, Andy Crawford and Rob Sinclair) Like most people we have a been to boogies etc and been on zoo after zoo, eventually you get fed up with this and wander off to do a 4-way or whatever with your mates. In order for this not to happen the three organiser system runs with Baby, Middle and Skygod groups. Anyone who arrives at the DZ as an "Unknown Quantity" is assessed by experience (Log book) and put into either baby or middle group. Each skydive has an air to air video for de-briefing whenever possible. (It's incredible how people own up to their mistakes if the all seeing eye is on the load). Those who perform well are moved up a group whilst if you make a complete hash of the skydive you get one more chance before being moved down a group (we all make mistakes, so no one gets binned for one poor show).

This system works well, a few egos get bruised from time to time but in consequence everyone makes better skydives, gets a good briefing and a constructively critical de-brief. To prove this works I still have a very nice video of "baby group" doing a two-point nine way, the people on this dive had between 90-200 jumps, not bad eh?

The system also allows people to integrate into the DZ even if they arrive knowing no one. One problem we encountered with this system was that "early Cat 10 jumpers" (i.e. straight out of WARP school) were not ready to go into the organiser system, so to this end we now run a three and four way school for early Cat 10s. This is run by George Pilkington and Sparky Harden and teaches the basics learnt in WARP until such time as the jumpers are ready for organised skydivers.

We now have continuity from WARP (see Pete Reynolds article in SP July) through 3/4 way and into the organised load system. In each system the emphasis is put on the following:

1. Listen to your Instructor/Organiser. A good briefing leads to a good skydive. Take your time over the briefing, make sure everyone understands what is required of them.
2. Brief in Jumpsuits, you don't dock on a pink hairy leg, you need to memorise the jumpsuit that you should be docking on. Also wear the right jumpsuit for your size/weight/build plus weight if required.
3. SLOW DOWN. If you can't fly next to it without touching it then you shouldn't be docking on it.
4. SLOW DOWN. Super swoopers are OUT. If you are at the back of a formation and last out of the aircraft you don't need to super swoop, if it's a 16 way you may look cool and groovy to swoop past all the others but the result is generally that you cause traffic

problems or go low. If not the chances are there is only half the base built so all your super swooping achieves nothing.

5. DISCIPLINE. Don't dock until whatever you're on is built and falling nicely. Other people will be docking at the same time so don't rock the boat NO MOMENTUM DOCKINGS ARE WHERE IT'S AT!

We don't say you'll not be on a few zoos from time to time, but you have a much better chance of being on some quality skydives whilst improving your own performance. I hope this puts some perspective on the organiser system and what we're trying to achieve.

Dave Harrison



## DIRT DIVING

It struck me, a while ago, why you can often "catch the vibes" when you know that the Skydive is going to be good. Not necessarily by who's on the load but by how the whole briefing session went.

You see when I watch the "good guys" dirt dive they're serious, they concentrate, THEY ACT OUT EXACTLY WHAT THEY ARE GOING TO DO, they're there - in their minds.

And then I look around and I see the "zoo keepers". They mess around, they joke, they act the comedian in a serious show and the opening performance is half an hour away.

And so they get down, YAHOO! WOW! they love it, excellent skydive, they're in love with the sport, they want to get up again.

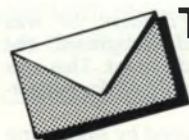
Then the "not so goods" "whinge" who ruined the show? Who's off the next load? When they don't realize that they were destined for doom, the show was over before it even began.

Eventually, a few serious minded skydivers get noticed and they're asked on a better load. It's their big chance, "better not mess up this one" they think. So they shut up, they act the part, and do exactly what they are told - no point in being a comedian now, and they have a good skydive.

So I ask myself, which came first? Chicken or egg situation, DID THEY LEARN TO SKYDIVE BEFORE THEY LEARNED TO DIRT DIVE, or, DID THEY LEARN TO DIRT DIVE BEFORE THEY LEARNED TO SKYDIVE.

So what do you do? what do the guys you jump with do? I can guarantee that what you practice! (on the ground) is what you become good at! (in the air). Whether comedian or Skygod - the choice is yours, and I respectfully suggest that if you want to get better, learn how by practice before you're doing it for real.

Andy Crawford D5915



## TIGERS TALE

Dear Steve

Having started in the sport in October 1988, I realise that I am still a newcomer. Even so, I am certain that the future of the sport lies in more clubs providing RAPS course. I am lucky to be within reach of 'The Flying Tigers' at Goodwood, and through the high standards of their instructors and training methods, have progressed from a first time round course to a CAT VIII, C licence holder in 7 months, via the RAPS system.

However, if I had been within the conventional system with round canopies, my progression would have been a lot slower, especially as the majority of my skydiving was during the winter months. Apart from this, flying RAM air canopies also creates more interest and is more fun, thus giving students more incentive to endure the not unknown waiting to jump due to adverse weather and continue in the sport.

Chris Neal C8817



## TEE SHIRTY

Dear T Shirt designing people of the BPA,

I am sat here in my nice new 'one size' mint T-shirt.

Well the kids have just about finished falling over in hysterics and the dog's looking at me a bit strange. 'Course he's never seen a beel tent before. I mean it is a bit MEGA. We are sat wondering what to do with it, my wife wants it for a night dress, she says it'll keep her toes warm. My youngest daughter wants it for a bedspread.

I was thinking of taking it to Cockerham, Bob might want to use it as a cover for the Cessna.

I was going to send it back, but I thought with postage and by the time it gets back and the cheque clears etc! the £6 will have devalued to £2.49.

So I have decided, I'll shove a pole through the 'arm holes'? it will make a nice curtain for our large picture window.

Next time you design a T-shirt, spare a thought for those of us that aren't built like a brick shed.

Bill Marsland

P.S.

The latest mag was very good.



## FLORIDA FUN?

Dear Steve,

I thought I'd write this letter to tell you of a recent holiday to Florida. The holiday was not a jumping holiday, but I thought that while I was there it would be good to have a well known American drop zone in my log book. So, at 11.30 a.m. on Saturday 24th June, along with my wife, Cathryn, I arrived at Deland parachute centre. I don't intend to mention any names in this letter (to protect the innocent).

On arrival I received a relatively friendly welcome, but was disappointed to discover that the large aircraft had gone north for the season (never mind, I'll still have 'Deland' in my log book).

After a documentation check, I was introduced to an instructor who handed me a Vector containing a Cruiselite main and a Phantom reserve. I then saw the manifest who said he would try to get me on a lift as soon as possible.

Approximately 12.30 p.m. I was told to 'kit up' as I was on the next 206 lift. Unfortunately, just prior to emplaning, the then familiar sound of a Florida thunder storm shook the ground, and parachuting was rightly suspended.

Cathryn and myself jumped into our hired Chevy van for some lunch. Just after 2 p.m. we arrived back at the D.Z. (still raining). It was at this stage that we met four very friendly Floridians, who several days before, had



arranged for three of them to perform a tandem descent. It was clear at this stage that none of the Deland staff were interested in speaking to these four, let alone arranging the necessary documentation. However, they were not left alone, as myself and Cathryn got to know them quite well, exchanging names and addresses etc.

Around 4 p.m. the weather cleared, and there was increased activity around the D.Z. It was at this stage that the documentation of the three tandem students was carried out, rather reluctantly on behalf of the staff, I felt. I then overheard the tandem instructor say to the manifester:

"I don't feel like doing all three. Tell them I'll only be doing one of them."

I also heard him say, "See if he'll take 7,000 instead of 10½." Expecting to be on this first lift, I put my kit on to be told by a member of staff,

"YOU'LL HAVE TO WAIT. I WANT TO CHECK THE WEATHER. 3,000 JUMPS PLUS, ONLY ON THIS LIFT." He then explained, along with other members of staff/regulators.

Now I know I haven't got three thousand jumps under my belt, but I am a B.P.A. instructor, and I feel quite qualified to say that if there are no clouds in the sky with nil winds, then surely even a first timer on a round canopy can jump. Anyway, I kept my gob shut, and ¾ of an hour later I was climbing to ten grand with a Swiss 4-Way team, 'PRISMA'. I followed the team out and enjoyed my helmet less skydive.

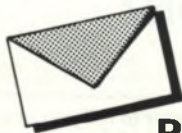
I repacked the Cuislite and went to pay for the jump and the T-shirts and sticker I had bought. I was stunned to find a further 25 dollars added to the bill (EQUIPMENT HIRE FOR ONE JUMP).

As myself and Cathryn left the airfield, we said our farewells to our four new found friends (still waiting to jump), and left the airfield, not impressed.

It was at this stage that I thought that if students were treated like that at my regular D.Z. (Cark), then it would be time to give up. I then looked at the bumper sticker I had bought. It read,

"SKYDIVE DELAND. TRAINING CAPITAL OF THE WORLD" ??????

Blue Skies  
Andy Hesketh  
D4209



## PULL OUT VS THROWAWAY

Dear Steve,

Could I take this opportunity to thank Ted Payne for his informative reply to my letter about radio spotting. However I'm not sure that I agree with what he said about the pull out system.

As the law stands at the moment only those with over 200 jumps can use a pull out, effectively limiting novice jumpers to the throwaway system. This was not the case when I was converting off club kit, so when buying my container I had to make a choice - which system was I going to use? I thought Ted's implication that this decision was made for reasons of status a little unfair. I chose to use pull out after listening to the advice and comments of a number of experienced jumpers and instructors because I considered it to be a better system, and certainly the one I felt more comfortable with. I feel rather vindicated when I read that Ted's wife converted to pull out after 300 + plus jumps. The point is that I made a positive decision to use a particular system and made sure that I was fairly well informed about it.

Now I don't think I'm wrong to say that one of the arguments against having novices using a pull out is that it has been a factor in a number of fatalities. Well, so has throwaway, which is not a fool proof system. I would imagine that the safest system is the one that the skydiver knows how to use best, and the safest skydiver is the one who knows the appropriate safety drills and can carry them out when it matters. In this case banning the use of pull out for certain jumpers is, surely, missing the point. What we should be encouraging is that jumpers are well practised in emergency procedures, whether for a floating handle, bag lock or whatever. In other words - and I feel this is an important point - jumpers should be encouraged to think *beyond* the briefing they receive and take more responsibility for their own safety. Telling people they must use a particular system does nothing to promote this and may, perversely it seems, result in a reduction of safety.

Both pull out and throwaway are good systems, although in the opinion of many people (those who jump it) pull out is slightly better. I still feel that stopping a number of people from using it is a bizzare decision, for the reasons I've stated. That's not knocking anybody, I'm just stating my opinion. I admit I don't have tons of experience, but that doesn't necessarily mean I'm wrong, does it? I'm not trying to say that the rule is definitely wrong, but it does trouble me. I don't expect everybody to be happy with a pull out, as I am; nor am I convinced that a throwaway is the best system for everybody below 'D' licence.

Fen Baker  
D8357



## EVANS ABOVE

Dear Sir,

It would appear that the Spring was certainly the time for near fatal accidents in Southern Florida. Whilst one incident at Deland has been widely reported and the obvious lesson learnt, hopefully by all, another took place at Z-Hills a few weeks earlier which had all the potential of a fatality report.

I was taking part in a twenty eight person skydive which went well until break off altitude. At this point another English jumper in the next quadrant of the formation decided to do a stand up. It was not a particularly good one and he wandered under several jumpers before doing a hurried wave and pull underneath me!!!

Luckily I had seen him momentarily before his deployment and I took what avoiding action I could in the circumstances. The inevitable collision only involved my left leg and the end cells of his deploying canopy resulting in a cutaway for him and several days on crutches for myself.

Immediately after the incident he was extremely apologetic and recognised the deficiencies in his own judgement. This was later modified to "it was your fault for not getting out of the way?"

The selfishness he displayed by suggesting that I should pay for the repairs to his canopy was too much to comprehend. Surely my hospital bills at least should have received a substantial contribution from him??

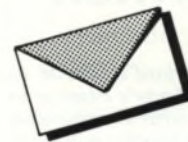
The major lesson for us all to learn from this is to ensure that everyone recognises their responsibilities to the other jumpers on the load. The dive is not finished until all the jumpers are safely on the ground; this requires everyone to turn and track away at the correct altitude followed by a reasonable slow wave off before deployment i.e. NO STAND UPS, ATTEMPTED FREE STYLE etc. Such selfish

behaviour merely puts an unnecessary strain on the awareness and ability of the individual. I am grateful that, if this had to happen to me at all, it occurred when I had sufficient experience to avoid major injuries to both myself and the other jumper!

Finally, the most ironic part of the whole episode is that the other jumper involved has only recently successfully sued the British Parachute Association (BPA) and yet now adopts such a cavalier attitude to the safety and well being of his fellow skydivers.

Life is certainly not a "Beach", I wish it was, but we can all work together to eliminate the potential risks which may deny us of life altogether.

Melissa Harvie



## HACKY, GQ STYLE

Dear Steve,

A word of warning to anyone who has recently had their G.Q. parachute tested and washed by the manufacturer following the recent Acid Contamination problem. Although the certificate I received from G.Q., with no fewer than 13 inspection stages stamped as being cleared, looked impressive, what did not impress me was the line I found which looked like it had been half cut through by a hot knife. Having bought the canopy from new and never having had a hot knife anywhere near the reserve, I can only believe that this damage occurred at G.Q. That it was damaged was bad enough, but how on earth can 13 inspection stages miss this damage? One can only guess at the consequences of this line snapping during a terminal opening.

As a secondary point, I got G.Q. to agree to refund me the charges of having the line replaced by a local qualified rigger (only £10). Several months, one letter, one fax and one telephone call later, I'm still £10 out of pocket.

As you come to repack your reserves can I suggest you check them thoroughly, regardless of how many times G.Q. claim they have done this for you.

Regards  
Tony Cummings  
D2903



## INSURANCE?

Dear Steve,

Since I have had a recent parachuting accident, incident or a deliberate "\*\*\*\* up", as some parachuting circles express themselves, I feel I should write to you, and hopefully inform the B.P.A. members, through your mag just what the situation is - regarding third party insurance cover, or lack of it in my case!

I recently hit the rear of a parked car, doing a considerable amount of damage to the windscreen and rear hatch, I was informed by instructors and fellow parachutists (a lot being very experienced jumpers) that I was not to worry about the car, as the B.P.A. insurance will cover third parties involved, all to my relief.

The following week I was informed that the B.P.A. will not pay for the damage in my case because it was my own fault. The feed back I got was, I should have been experienced enough to avoid the car, 'How stupid can you get?' if it could - it would have been avoided.



Who needs insurance cover, if nobody has accidents, incidents, or \*\*\*\* ups! So the few invincibles on the council who can avoid accidents through their experience, how about putting them down in the B.P.A. manual, so as we can all learn by them?

The point I am getting at, is - if experienced jumpers think they are fully covered at their regular DZ, then the inexperienced are bound to follow suit. Well through this experience recently, my advice to all fellow jumpers, to ask their CCI what part of the DZ is not covered by the B.P.A. insurance and, 'Avoid at all costs!'

One last question to ponder over - what happens if you get a "real bad spot" ('LINTEN AUSTEN' can help us here) and you land 3 fields outside the DZ on top of a rich farmer's Rolls? (No comments Bill Rule).

Concerned  
Tom Swales  
C8852



## ONE LINERS

Dear Steve

I voted for Dave Howerski as a council member, and his actions confirm that I made a good decision.

Yours  
Andy Philip  
D3125

Dear Alleged Editor

Give the mag back to Waterman, it was done properly in his day.

Blue skies  
Dave Porter  
D5362



## APOLOGY

I would like to apologise for a f\*\*\*-up, totally my fault, in my write-up of the 4 & 8-way meet at Weston in May. I misquoted Jane Spence as having been involved in a canopy wrap and subsequent cut-away. I was wrong. It was nothing to do with Jane Spence. Somebody else entirely. So, sincere apologies to Jane - her canopy is still in fine working order.

Annie Burley



Seagull Picture Co. has an experienced team of air to air cameramen/women. If you are holding a competition or boogie and would like air to air video/stills coverage please contact KEVIN HUGHES on:

7677 7075/7065. I am also looking for more cameramen to form the basis of an Association for next year. Why not give me a ring?

The World Championships are hiring their air to ground transmission units from Seagull Products. If you would like to buy or hire a unit please contact me on the same number.

Blue Skies  
Kevin Hughes

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## A GUIDE TO R.W BY Oswald S.G

### 1. THE FUNNEL



POURING DEVICE FOR FILLING YOUR CAR UP WITH OIL & PETROL. HOSPITALS ARE KNOWN TO USE THIS DEVICE WITH RUBBER TUBES BY POURING SOAPY WATER INTO THE PATIENT'S BOTTOM, AND THIS IS KNOWN AS AN ENIMA! SKYDIVERS REFER TO THIS CONTRAPTION WHEN THEIR SO CALLED 'SKYDIVE' GOES TO POT UPON EXITING THE AIRCRAFT OR AT ANOTHER POINT IN THE AIR!

### 2. THE DOUGHNUT



CIRCULAR EDIBLE OBJECT SOMETIMES FOUND WITH A HOLE IN THE MIDDLE OR EVEN FILLED WITH JAM, CAN ALSO BE FOUND COVERED IN GREEN MOSS AND GROWS IN D-Z CANTEENS! SKYDIVERS REFER TO THIS BY VIRTUE OF ITS SHAPE IN RELATION TO THEIR BODY SHAPE & GRIPS. SUMMARY: THEY LOOK LIKE A RINGED DOUGHNUT & NOT ONE THAT'S FILLED WITH JAM

### 3. HORNY GORILLA



APART FROM THE CHEAP & OBVIOUS SOLUTION THIS IS A LARGE LAND & TREE BOUND MAMMAL SPORTING A LARGE VIKING HELMET! SKYDIVERS REFER TO THIS WHEN THEY INTERLOCK THEIR LEGS, LAY BACK & DROP GRIPS. SUMMARY: THEY DON'T LOOK ANYTHING LIKE A HORNY GORILLA!!

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### 4. THE MOLAR



A LARGE TOOTH USED FOR GRINDING & CRUSHING & IS ALSO KNOWN TO BE FASHIONED INTO NECKLACES BY THE FIGMY TRIBES OF THE TROPICAL RAINFORESTS. SKYDIVERS REFER TO THIS AGAIN BY THE SHAPE THEIR BODIES FORM. SUMMARY: THIS FORMATION ALWAYS LOOKS AS IF IT NEEDS SERIOUS DENTAL TREATMENT!!



# CLASSIC NATIONALS 89



## BRIDLINGTON 17-19 JUNE

Anyone who had previously muttered 'I don't like going to the Nationals at Bridlington, the weather is always crap' had better change their story in future. All the 14 jumps that constitute a full competition were completed by Monday evening with the prize giving wrapped up by the time it got dark.

It proved pretty conclusively that the biggest contributor to a happy, hassle free, contented meet is having competitors in the air doing their stuff. Stick them under a horizontal windsock or eight eighths cloud at 1000ft and they'll moan (at most DZ's anyway).

World meet off years in all events normally see a reduction in contestants, but despite the glorious weather the turn out for this meet was abysmal. Twenty five seniors, four intermediates and two novices. Of the seniors more than two thirds were aged over thirty, fairly damning evidence that Style and Accuracy is being choked at source by the RW bias of the category system.

However let me get the idealists hat off and put the reporters one on, those of you who have yet to turn the page will probably want to know what transpired.

### STYLE-Hendo returns to form.

As I have stated, this is a world meet off year. Places were available though for one of the Classic meets in Europe, money had been allocated by the Competitions Committee and

ability in Style was the only criteria that had to be met to qualify for a place. The standard fixed was sub 10 second average for men and sub 12 for women. Anyone not reaching this standard had been a 'passenger' by the Chairmen of the competitions committee.

Despite some fairly savage drift, Round 1 saw Les Carroll take the lead with what was to be the fastest set of the meet, 8.21 seconds. Barry Henderson was .14 behind with fellow RAF competitor Gerry Margiotta in third and the only other man to break 10 seconds in the round.

The 'Grand Dame' of female parachuting, Esther Reynolds, led the women with a 9.70. Welcome newcomer to the senior ranks, Kathy Andrewes, utilised her gymnastic ability and a trip to Raeford to good effect taking second place with 9.90.

Les picked up 1.60 seconds of penalties in round 2 thus bumping his time up to 10.21, this allowed 'Hendo' to take the lead with a 9.25. Les kept the penalties down in rounds 3 and 4 but was unable to catch Barry who finished with an 8.85 and 8.67. Gerry Margiotta dropped out of third place after picking up 3.60 seconds of penalties in round 2. Capitalising on this error Geoff Chandler overhauled him to take third place with an average marginally under 10 seconds.

Esther led the women throughout their event with Jo Vaughan taking over second after Kathy Andrewes

flattered in rounds 2 and 4. Fourth and fifth place went to Cheryl Smyth and Chris Clements who both slipped inside the 12 second barrier.

### ACCURACY - Fred fights back.

The inconsequential accuracy competition got under way early on Saturday morning in conditions that are the 'Bette noir' of British Competitors, nil winds. In fact nil winds aren't too much of a problem, it's just that you know that they will pick up at some time and sods law says that when they do, you will find yourself pointing downwind on final approach.

The first session of three rounds saw just one person survive unscathed, last years winner Esther Reynolds. Two centimetres behind was Cheryl Smyth with Steve Hastings a further 3 centimetres adrift on 00.5 leading the men.

Sundays five rounds began as the day before with the windsock pointing straight at the ground. However as time went by and the day heated up, so came the wind from off the sea. The hot turbulent trouble for the competitors. After a .03 in rounds five and six as conditions took a grip. Individuals like Fred Ryland who had totalled 11 centimetres for the first three rounds suddenly found themselves back in the hunt as fancied competitors got bumped to the outer reaches of the scoring area.

The sort of score required to win the Nationals is usually considered to be 10 centimetres or under, when time was called at the end of the day two, 20 looked like it would be a winner. The competition was becoming an endurance test, whoever screwed up the least would win.

With eight rounds completed the team competition was finished. Keep off the Grass had stuttered to another broadly uncontested victory with No Sleep in second and The Five Mustgetbeers in third. The Army's predicted challenge had been sunk when individuals were refused leave to compete by their units.

The last two rounds of the Accuracy bought a welcome return of the individual pass. In line with World Meet rules the leading individuals would jump in reverse order, last out first, first out last. This improves the



# CLASSIC NATIONALS 1989

## BRIDLINGTON

### (17-19th June)

## RESULTS

#### SENIOR ACCURACY (MEN)

Pos	No.		ROUND No.										TOTALS	
			1	2	3	4	5	6	7	8	9	10	Mtrs	
1	12	F. Ryland	0.02	0.04	0.05	0.01	0.03	0.00	0.00	0.02	0.03	0.01	0.21	
2	18	N. Johnston	0.00	0.06	0.02	0.07	0.01	0.06	0.00	0.01	0.01	0.00	0.24	
3	10	L. Carroll	0.00	0.09	0.06	0.03	0.02	0.01	0.01	0.02	0.00	0.03	0.27	
4	11	S. Eversfield	0.01	0.04	0.03	0.04	0.00	0.03	0.03	0.04	0.06	0.02	0.30	
5	4	D. Ward	0.00	0.01	0.05	0.01	0.05	0.03	0.10	0.00	0.05	0.01	0.31	
6	17	S. Hastings	0.00	0.01	0.04	0.14	0.04	0.14	0.00	0.01	0.06	0.00	0.44	
7	21	B. Shaw	0.16	0.02	0.00	0.00	0.14	0.00	0.07	0.03	0.02	0.01	0.45	
8	9	T. Andrewes	0.03	0.06	0.03	0.08	0.02	0.14	0.01	0.03	0.02	0.04	0.46	
9	6	J. Chandler	0.00	0.00	0.16	0.15	0.01	0.02	0.11	0.01	0.00	0.02	0.48	
9	13	B. Henderson	0.03	0.00	0.06	0.09	0.06	0.11	0.03	0.08	0.01	0.01	0.48	
11	16	G. Margiotta	0.16	0.06	0.02	0.05	0.07	0.00	0.00	0.01	0.16	-	0.53	
12	8	R. Hancock	0.08	0.02	0.03	0.04	0.16	0.06	0.04	0.11	0.03	-	0.57	
13	1	K. Veitch	0.01	0.00	0.09	0.02	0.05	0.10	0.14	0.03	0.16	-	0.60	
14	2	L. Coleman	0.10	0.03	0.08	0.05	0.13	0.06	0.01	0.09	0.06	-	0.61	
15	3	D. Ballard	0.09	0.16	0.05	0.16	0.16	0.00	0.05	0.03	0.00	-	0.70	
16	22	M. Carruthers	0.16	0.08	0.08	0.03	0.05	0.04	0.00	0.16	0.16	-	0.76	
17	20	J. Smyth	0.03	0.16	0.00	0.16	0.15	0.16	0.04	0.00	0.10	-	0.80	
18	7	M. Spurr	0.16	0.16	0.14	0.16	0.05	0.16	0.04	0.08	0.08	-	1.03	
19	23	R. Morosini	0.09	0.16	0.16	0.16	0.16	0.11	0.16	0.05	0.03	-	1.08	

#### SENIOR ACCURACY (WOMEN)

Pos	No.		ROUND No.										TOTALS	
			1	2	3	4	5	6	7	8	9	10	Mtrs	
1	24	C. Smyth	0.02	0.00	0.00	0.04	0.07	0.05	0.05	0.00	0.05	0.05	0.33	
2	15	J. Vaughan	0.00	0.01	0.08	0.14	0.10	0.01	0.00	0.00	0.02	0.00	0.36	
3	14	E. Reynolds	0.00	0.00	0.00	0.03	0.16	0.16	0.00	0.03	0.01	0.00	0.39	
4	5	C. Clements	0.01	0.01	0.16	0.05	0.03	0.03	0.03	0.10	0.01	0.03	0.87	
5	25	K. Andrewes	0.02	0.16	0.16	0.14	0.00	0.04	0.13	0.08	0.14	0.00	0.87	
6	19	L. Rogerson Heath	0.16	0.06	0.16	0.08	0.16	0.01	0.00	0.12	0.14	0.16	1.05	

#### INTERMEDIATE ACCURACY

Pos	No.		ROUND No.										TOTALS	
			1	2	3	4	5	6	7	8	9	10	Mtrs	
1	28	A. Abbess	0.07	0.02	3.37	0.12	2.80	0.62	0.25	0.14	-	-	7.39	
2	27	P. Chandler	0.11	2.55	4.60	1.35	4.20	0.14	5.00	0.25	-	-	18.20	
3	29	C. Williams	0.87	5.00	0.57	4.10	0.04	4.20	4.95	0.85	-	-	20.58	
4	26	H. Prowse	5.00	1.43	2.79	5.00	5.00	0.37	2.99	1.75	-	-	24.33	

#### SENIOR STYLE (MEN)

Pos	No.	Name	Round No. 1			Round No. 2			Round No. 3			Round No. 4			TOTAL
			Base	Pen	Tot.	Base	Pen	Tot.	Base	Pen	Tot.	Base	Pen	Tot.	
1	13	B. Henderson	8.25	0.01	8.35	8.95	0.30	9.25	8.85	0.00	8.85	8.57	0.10	8.67	35.12
2	10	L. Carroll	7.81	0.40	8.21	8.61	1.60	10.21	8.46	0.40	8.86	8.79	0.70	9.49	36.77
3	6	J. Chandler	9.24	0.90	10.14	9.18	0.00	9.18	9.56	0.70	10.26	9.45	0.50	9.95	39.53
4	16	G. Margiotta	9.02	0.80	9.82	8.49	3.60	12.09	8.70	1.00	9.70	9.24	0.30	9.54	41.15
5	9	T. Andrewes	9.60	0.80	10.40	10.31	0.10	10.41	11.15	0.20	11.35	10.05	0.50	10.55	42.71
6	18	N. Johnston	10.07	0.40	10.47	11.14	0.40	11.54	10.70	0.20	10.90	0.00	10.90	43.81	
7	8	R. Hancock	10.22	1.90	12.12	10.19	1.50	11.69	10.67	1.40	12.07	10.51	2.60	13.11	48.99
8	3	D. Ballard	12.90	0.70	13.60	11.37	0.50	11.87	11.47	0.70	12.17	12.09	0.00	12.09	49.73
9	21	B. Shaw	11.40	0.40	11.80	10.64	5.10	15.74	11.60	0.70	12.30	10.94	0.40	11.34	51.18
10	1	K. Veitch	12.33	0.40	12.73	12.03	1.00	13.03	10.51	1.60	12.11	12.03	1.50	13.53	51.40
11	17	S. Hastings	12.00	0.80	12.80	12.24	2.00	14.24	11.05	0.80	11.85	12.77	0.80	13.57	52.46
12	7	M. Spurr	12.64	1.00	13.64	12.59	1.40	13.99	13.15	16.00	12.94	16.00	16.00	59.63	
13	12	F. Ryland	14.41	0.60	15.01	15.70	0.10	15.80	15.21	1.60	16.00	14.59	0.40	14.99	61.80
14	4	D. Ward	16.00	16.00	16.00	16.00	16.00	16.00	11.59	3.90	15.49	14.40	16.00	16.00	63.49

#### SENIOR OVERALL (MEN)

Pos	No.	Name	Acc Pos	Sty Pos	TOTAL
1	10	L. Carroll	3	2	6
2	18	N. Johnston	2	6	8
3	13	B. Henderson	8	1	9
4	6	J. Chandler	8	3	11
5	9	T. Andrewes	7	5	12
6	12	F. Ryland	1	13	14
7	16	G. Margiotta	10	4	14
8	21	B. Shaw	6	9	15
9	17	S. Hastings	5	11	16
10	4	D. Ward	4	14	18
11	8	R. Hancock	11	7	18
12	3	D. Ballard	13	8	21
13	1	K. Veitch	12	10	22
14	7	M. Spurr	14	12	26

#### SENIOR STYLE (WOMEN)

Pos	No.	Name	Round No. 1			Round No. 2			Round No. 3			Round No. 4			TOTAL
			Base	Pen	Tot.	Base	Pen	Tot.	Base	Pen	Tot.	Base	Pen	Tot.	
1	14	E. Reynolds	8.80	0.90	9.70	9.53	1.10	10.63	9.17	0.40	9.57	9.50	0.50	10.00	39.90
2	15	J. Vaughan	9.74	0.60	10.34	9.64	1.30	10.94	9.10	0.90	10.00	9.44	0.70	10.14	41.42
3	25	K. Andrewes	9.80	0.10	9.90	9.61	2.20	11.81	10.24	0.20	10.44	11.16	0.80	11.96	44.11
4	24	C. Smyth	10.39	0.70	11.09	9.75	0.00	9.75	16.00	16.00	16.00	10.00	0.10	10.00	46.94
5	5	C. Clements	11.43	0.00	11.43	11.07	1.60	12.67	11.51	0.50	12.01	11.48	0.00	11.48	47.59
6	19	L. Rogerson Heath	14.69	0.10	14.79	15.92	3.10	16.00	13.84	1.50	15.34	13.44	0.10	13.54	59.67

#### SENIOR OVERALL (WOMEN)

Pos	No.	Name	Acc Pos	Sty Pos	TOTAL
1	14	E. Reynolds	3	1	4
2	15	J. Vaughan	2	2	4
3	24	C. Smyth	1	4	5
4	25	K. Andrewes	5	3	8
5	5	C. Clements	4	5	9
6	19	L. Rogerson Heath	6	6	12

#### INTERMEDIATE STYLE

Pos	No.	Name	Round No. 1			Round No. 2			Round No. 3			Round No. 4			TOTAL
			Base	Pen	Tot.	Base	Pen	Tot.	Base	Pen	Tot.	Base	Pen	Tot.	
1	29	C. Williams	6.22	0.30	6.52	5.77	1.70	7.47	6.02	0.10	6.12	8.72	0.60	9.32	29.43
2	28	A. Abbess	6.20	1.70	7.90	6.51	0.60	7.11	6.89	0.20	7.09	7.12	0.80	7.92	30.02
3	27	P. Chandler	10.00	10.00	10.00	5.92	1.00	6.92	8.37	0.00	8.37	6.86	0.20	7.06	32.35
4	26	H. Prowse	9.69	0.00	9.69	7.57	10.00	10.00	7.36	2.50	9.86	9.27	1.10	10.00	39.55

#### TEAM ACCURACY

Pos	Team Name	Score (Metres)	Rounds Jumped
1	Keep Off The Grass	0.85	8
2	No Sleep	1.28	8
3	Five Must Get Beers	1.31	8
4	Army	1.41	8
5	Kitchen Foils	1.80	8

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#### NOVICE ACCURACY

Pos	No.		ROUND No.										TOTALS	
			1	2	3	4	5	6	7	8	9	10	Mtrs	
1	33	R. Johnston	25.00	7.48	1.22	4.50	3.45	0.82	8.50	0.14	-	-	51.11	
2	32	R. Stringer	25.00	9.20	22.00	3.38	25.00	25.00	25.00	25.00	-	-	159.58	



spectacle of the competition and intensifies the pressure and tension on the competitors.

Last out of the aircraft and in 'pole position' was Fred Ryland, he went into the ninth round with a five centimetre buffer over his nearest rival. Among the chasing group were previous winners Les Carroll, who had fought his way back from three disastrous early rounds when he picked up 18 centimetres, and the man on his home DZ, Nick Johnston.

Fred scored .03 in the ninth nearly halving his lead but a .01 in the tenth and final round clinched it. It's a long time since a 21 centimetre total has won the Nationals but it should not belittle the achievement. Les Carroll, who finished third with 27 centimetres behind Nick Johnston on .24, described it as the toughest 10 rounds of Accuracy he has ever done. So tough that Les apart from the top eight were all 'passengers'!

Cheryl Smyth hung on to win the women's event with a 33 centimetre total, followed by Jo Vaughan on 0.36 and Esther Reynolds on 0.39. After getting 32 centimetres on the two rounds that she missed the pad Esther totalled 0.07 for the other eight rounds, that's accuracy.

## SUMMARY

After the prize giving Dave Johnston said that he would not be holding any more Nationals at Bridlington. If he sticks to his word this would be sad, those who saw fit to attend enjoyed themselves and had a good if limited competition. Thankyou Dave and thankyou British Skysports for your contribution to the National Championships over the past four years.

Disquiet was in evidence though over the somewhat dismissive attitude taken by the Chairman of the Competitions Committee, Doug Peacock. Despite changing rules in the Nationals and in the Regionals he has not attended any of these competitions to see for himself what's going on and to get the feedback from the competitors. It behoves the incumbent of this post to take more than a passing interest in the role he has taken on. The FA wouldn't be too happy if the England football manager said he didn't need to watch any football to pick a team, perhaps the BPA council should take the same attitude?

Finally there is the notion that 'style' is the only event worthy of a value

judgement. The statement that 'all competitors can shoot immaculate accuracy' and 'any competitor who cannot turn Style is a passenger' is patently flawed. The BPA's medal cabinet is uncontaminated with Style medals of any sort, the same cannot be said about Accuracy.

With an ear closer to the ground and prod in the right direction we may get this event moving again. It is however going to take more than hope and six 'closed' meetings a year to do so.

Steve Eversfield

On behalf of the panel of judges at the 1989 National Classic Championships, I would like to pass on our congratulations to the medal winners. A special thanks to the competitors who helped make the competition hassle free and exhibited all the qualities of good sportsmanship which made judging a pleasure.

My heartfelt thanks to everyone who helped at the championships and every success for the future to all our competitors.

John H. Hitchen  
Joint National Coach  
& Safety Officer

### THE BRITISH PARACHUTE ASSOCIATION LTD ANNUAL GENERAL MEETING

Notice is hereby given that the  
**TWENTY-THIRD  
ANNUAL GENERAL MEETING**  
of the Association will be held at  
The Penguin Hotel  
Humberstone Gate  
Leicester

On Saturday 13th January 1990 11.30 a.m.

#### AGENDA

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

Dated the 17th Day of July,  
One Thousand Nine Hundred and Eighty Nine.

For and on behalf of the Council of the B.P.A.

S. J. DIXON  
National Development Officer

**NOTE:** Members are reminded that under 30 of the Articles of Association only such business as is notified to the Secretary General in writing at least 30 days prior to the date of the Meeting can be included under item 3 - Special Business. Accommodation at the Penguin Hotel for Friday and/or Saturday should be booked directly with the hotel:

Telephone Leicester (0533) 20471 Telex 341460  
Election to Council - Your nomination paper (an insert with this issue of the Journal) must reach the BPA office by not later than Monday 2nd October 1989, but do please submit as soon as possible, typewritten if possible please.

**BALLOT PAPERS:** These will be sent out to all full members of the Association by the Electoral Reform Society during October, 1989.

**DINNER DANCE:** 13th January 1990. Details in October issue of the Journal.

### THE BRITISH PARACHUTE ASSOCIATION LTD NOTICE OF EXTRAORDINARY COUNCIL MEETING

Notice is hereby given that an  
**EXTRAORDINARY GENERAL MEETING**

of the British Parachute Association  
will be held at  
The British Parachute Association Limited Offices at:  
5 Wharf Way  
Glen Parva  
Leicester LE2 9TF

On Tuesday 24th October 1989 6.30 p.m.

#### AGENDA

1. To receive and adopt if approved the Annual Accounts and Report of the Auditors for the financial year ended 31st March 1989.
2. To confirm the reappointment of Auditors and authorise the Council to fix the remuneration for the ensuing financial year.
3. To set the Provisional Membership Subscription for the ensuing year.

Dated the 17th Day of July,  
One Thousand Nine Hundred and Eighty Nine.

For and on behalf of the council of the B.P.A.

S. J. DIXON  
National Development Officer





Lovely picture  
of Andy Page  
over Ipswich with  
his passenger  
Lorraine Dilley.

Photo taken  
by Pete Harlow

# SUMMER SMILES



AFF student  
Haydn Allen  
dumping out from  
Dave Howerski and  
Andy Guest.

Photo by Glyn Jones



Mike Smith has  
found himself some  
happy company over  
Sibson.

Photo by  
Stuart Meacock



# RW NATS 89

On Friday the 7th of July, 99% of the population who have any interest in sport were paying anxious attention to the weather forecasts. The heatwave seemed to be coming to an end and thunderclouds were gathering. Would the Wimbledon Final be rained off? Would the test match at Edgbaston be abandoned? Meanwhile a small collection of skydivers at Sibson dropzone near the Cambridgeshire village of Elton were worrying about a more important event; The 1989 RW National Championships.

As it turned out, Wimbledon was able to proceed to its conclusion on Sunday and skydiving competitors who felt inclined to follow the tournament were able to do so undisturbed; it was too overcast to take to the air over the weekend.

I arrived at Sibson on the Saturday, stepped out of the car into a deep puddle, climbed out, and wandered over to the aircraft hangar where I could see 'Mo', favourites for the eight-way Gold, doing some trolley diving. They were being filmed by a crew from Channel 4 as part of the documentary which is to follow on from the 'Challenge to Sport' series.

For some reason the camera crew had no interest in my arrival and failed to point their camera in my direction so I wandered off. There did seem to be a lot of media interest in this year's competition. A few other teams were interviewed by the local T.V. channels, Anglia and Central. Later on in the week the Independent sent along a photographer. Naturally, most of the media were there when no jumping took place, they must have gone away convinced that ours is an incredibly tedious sport.

The 1989 competition was the 5th time John Meacock had hosted the RW nationals at Sibson. For those of you who have not been to this DZ I'll describe it.

It lies just off the A1, two grass runways surrounded by farmland. The airfield also accommodates a small Aero club who's members love to taxi their planes at groups of dirt-diving jumpers, or stroll into the hangar to give their planes a loving polish and tell skydivers to take their Frapp-hats



*"Going South" notching up another point during the competition*



*"Mo" in training earlier this year*

off the ailerons and not touch the planes under any circumstances. Like most pilots, they regard jumpers as inferior beings only to be tolerated under duress and make it clear they would rather we did not exist.

I digress though, the airfield has, just to the East, a large portion of the National Grid running past and to the west a large chicken farm which is no problem if the wind is blowing in the right direction. The DZ has a spacious air about it. Facilities are very

good even if the infrastructure is ancient. Bunkhouses, large camping area, hot showers and loos that can cope with the early morning deluge of dumping which usually follows the first call on the tannoy.

So who was here to do battle for the medals and the silverware? There were fifteen senior 4-way teams, and six intermediate.

Five teams had registered for the 8-way sequential and seven for the speed-8. The speed competition was



## RESULTS

## 8-WAY SEQUENTIAL

		1	2	3	4	5	6	7	8	9	10	Total
1.	MO	10	8	8	11	10	7	7	8	8	9	86
2.	GONE AND DONE	5	5	5	7	5	4	5	5	5	2	48
3.	ROYAL ENGINEERS	2	3	3	5	2	4	3	2	4	5	33
4.	FREDS AND FRIENDS	0	5	1	4	2	3	4	3	3	4	29
5.	SLUG BROTHERS	3	1	3	4	2	3	3	2	-	-	21

## 4-WAY SEQUENTIAL (SENIOR)

		1	2	3	4	5	6	7	8	9	10	Total
1.	GOING SOUTH	10	7	10	9	9	7	8	8	11	12	91
2.	AIR TIME	11	4	11	12	9	9	9	7	9	8	89
3.	SUMO	9	7	8	10	10	9	7	7	11	10	88
4.	RED DEVILS	7	7	9	10	9	7	7	6	7	6	75
5.	KANDU	8	7	8	9	8	6	7	6	9	-	68
6.	4 AM	6	4	6	6	7	6	6	5	7	-	53
7.	QUA SUMUS	7	7	3	6	6	6	4	5	6	-	50
8.	BAD KARMA	5	5	5	6	6	5	5	5	4	-	46
8.	REM	6	4	6	4	6	6	5	5	4	-	46
10.	HHFFURR	6	5	5	5	5	4	5	3	-	-	38
10.	RELAY	6	4	6	4	6	6	5	1	-	-	38
12.	SLUG BROTHERS	6	3	5	5	5	5	3	4	-	-	36
13.	ROYAL ENGINEERS	5	4	5	5	3	5	2	5	-	-	34
14.	JUST ADD WATER	5	2	4	4	6	3	3	4	-	-	31
15.	TILL 'E COMES	2	2	1	3	0	1	1	3	-	-	13

## 4-WAY SEQUENTIAL (INTERMEDIATE)

		1	2	3	4	5	6	7	8	9	10	Total
1.	AREA NAV.	6	6	5	4	5	6	5	6	-	-	43
2.	RCI	3	4	5	4	5	6	4	5	-	-	36
3.	RATTLE HUM	3	5	3	4	1	4	4	5	-	-	43
4.	ROYAL ENGINEERS	3	4	1	2	2	3	4	5	-	-	24
5.	EASTLEY	2	2	4	3	4	3	2	3	-	-	23
6.	OZONE NASTY	2	1	2	4	2	3	3	4	-	-	21

## 8-WAY SPEED

		Total (Seconds)
1.	ROYAL ENGINEERS	49.28
2.	HIGH SPEED SLIME	54.65
3.	SMILE FOR THE CAMERA	60.18
4.	FAST EX	60.91
5.	FAT SLAGS	68.42
6.	SPEED FREAKS	86.71
7.	OFF GRANNY	111.43

ramme of 200 jumps as preparation for the competition.

Another fancied team was 'Sumo', comprising four members of 'Mo', (Rob Colpus, Tim Mace, Geoff Sanders and Pete Allum). Technically speaking they were a scratch team as they had done no 4-way training.

The Military was well represented with the Red Devils (who have been cleaning up in the Regional competitions) expected to mount a strong challenge for a medal, two Royal Engineers teams and an Army Team.

Qua Sumus, intermediate champions from last year were present with only one member changed. They won the Central Regional competition this year and part of their preparation for the Nationals was a training camp in Marana Arizona, a drop-zone favoured by Mo. Dave Howerski was down from Swansea, his team was Rem, HHFFURR, veterans of last year's Nationals were present, their preparations involved no training camps and as little skydiving as possible since last years competition.

Completing the Senior 4-way line up were the Slug Brothers (a bunch from MPC), Till 'e Comes Again (Tilstock), Kandu, Bad Karma, Relay (Ipswich) and Just Add Water (Headcorn). The intermediate teams were Rattlehum, Royal Engineers, Area Nav (refugees from Tilstock who are now based at Topcliffe), Eastley and the Dickheads (who brought up the rear in the Midland Regionals), Ozone Nasty and RCI.

The line-up for the 8-way was: Freds and friends (the Red Devils plus three lurkers, sorry, plus Sandy and Kate Spence and Mike Smith). The Slugs again (there are a lot of them about - must be the weather), Gone and Done, (Going South plus Kandu - Geddit?), the Royal Engineers and... there was one more team...erm....ah yes 'Mo'.

The Competition was able to get under way on Monday. Although the weather was not as benign as it had recently been, the breaks paced the competition nicely giving the Pilot, jumpers and judges quite a few rest periods. The 4-and 8-way sequential rounds were completed by Friday and the 8-speed was able to run on into the weekend.

All rounds were done out of the Skyvan, not GO-VAN the regular Sibson workhorse but a Danish 'Van', a cargo plane which occasionally drops a few Danish jumpers.

to be a fund event, it is not part of the World Championships so teams are not competing to represent the U.K.

Amongst the senior teams the local favourites were 'Going South'. They had competed in the nationals every year for the last five years. The only change in the team occurred in 1987 when Jackie Smith became pregnant and was replaced by Mandy Dickinson. Five years ago they came fifth in the nationals. The next year fourth, then third, and finally second in 1988.

One team intending to stop Going Souths inexorable progression

towards the gold was 'Air-time, a team new to the U.K. The members are all from Britain but are based in the states, two of them were in the World Record 144 way (Lukas Knutsson and Ben Rayner). They have a total of about five and a half thousand RW jumps between them. Airtime was formed about four months ago, when the members decided to launch a serious attempt on the UK Nationals. They hired a video man and a coach, Jack Jeffries, one of the US 4-Way RW open champions in 1988. The team completed a three month training prog-



Nearly all the flying was done by Scott Brant-Nielson who came with the plane. Peter Callum (RAF) helped out over the weekends.

The use of the Skyvan meant less funnelled exits which evened up the competition as the less experienced teams tend to suffer more funnels out of a side door than a tailgate exit.

### ★ ★ ★ 4-WAY ★ ★ ★

The Senior 4-way event was a nail biting struggle. The medal positions were not decided until the 10th round. The first round was a high



"Going South" collecting flowers, glasses and a gold medal each.

scoring one; Going South scored 10, Airtime served notice of their intentions with an 11 and Sumo scored 9. In round 2 Airtime scored only 4, where Going South and Sumo scored seven. It transpired that they had been busted and lost three points because they failed to show separation. The ground-to-air system was in use at the time but Airtime had their own cameraman on the dive and there is no doubt that there was separation. Rules are rules and the judges were correct. It is quite obvious however that air to air video provides better material for the judges to use. On some of the cloudier days Air to air video was used for the 4-way and showed is further advantage: the competition would probably not have made ten rounds had only the ground based system been in use.

In round three, Sumo scored 10, Going South 9 and Airtime started their comeback with an 11 which put them into second place. A superb 12 in the fourth round took them back into the lead. In the fifth round Sumo started to close on Going South for

second place, this was the round when Till 'e Comes again achieved the distinction of scoring the only '0' of the competition. By round six Sumo had taken second spot leading Going South by one point but two 7's to Going South's 8's dropped them back to third. Airtime, by round 8 had extended their lead to four points.

Nine teams proceeded into the Semi-Finals, round nine. The Red Devils theoretically still had a very slim chance of getting into the Bronze position but being 5 points behind Sumo they would need a small miracle on their dives and a large bust for Sumo. All eyes were on the top three

teams - anyone could still do it but everyone's money was on Airtime who had scored the highest in rounds 1,3,4,6 and 7. Team tactics for Airtime were to defend their lead by taking the dives smoothly and avoid doing anything rash. Going South were going for it - bust or glory, and so were Sumo as they both outscored Airtime's 7 with 11, but the leaders still had a two point cushion. To everyone's surprise it was not enough, in the final round Going South produced their highest ever score - 12 points, Sumo weighed in with a 10 and Airtime narrowly avoided dropping to third place with an 8. What a finish!

The intermediate competition was won by Area Nav who impressed everyone with the standard of their jumping. They had prepared for the competition with a week in Avignon team training and it paid off. Second placed RCI didn't seem to wake up until the third round. They then matched the leaders scores for the next four rounds until the last two when Area Nav increased their mar-

gin by two more points. Ozone Nasty saved Eastley and his Dickheads from another competition last by scoring 21 points overall.

### ★ ★ ★ 8-WAY ★ ★ ★

The Eight-way competition was an altogether more sedate affair. For anyone who likes to watch skydiving on video the jumps were just as compelling viewing. the attraction here in contrast to the frenetic pace of the 4-way is the aesthetics of the dives; watching Mo and the neat precision with which a formation dissolves



All smiles and Desert Boots. 8-Way speed winners The Royal Engineers collect their shield.

momentarily into a random collection of arms and legs which then recrystallise into a new pattern. They may have seemed unhurried compared to the other teams but their final score of 86, 38 ahead of second placed Gone and Done, just goes to prove the aptness of the skydiving cliché: 'Slow is fast'.

### ★ WORLD MEDAL? ★

Whilst we may take Mo's win for granted, we should not miss the significance of their scores. With two 10s and an 11, their highest ever in the Nationals, their average came to 8.6. Last year's average was 7.7 with their three highest scores being 9, 9 and 10. An improvement of one point in the overall average at that level is impressive and it also puts them that bit closer to the possibility of winning a medal at the World Championships in September.



## ★ ★ ★ SPEED 8 ★ ★ ★

The Speed-8 competition gave the Royal Engineers something to smile about at last. They won over 4 rounds with a fastest Star of 9.9 seconds. The Slugs were anything but sluggish, having re-named their team 'High Speed Slime' they matched the name with a total of 54,65, a fastest star of 12.9. The cameramen entered a team, enjoying some fun jumping at last named 'Smile for the Camera', they swooped past Fast Ex to take third place.

## ★ ★ PLAUDITS ★ ★

Chief Judge was Geordie Laing an Ex-Netheravon CCI. The following ladies and gents comprised his squadron of Judges: Jule Allen, (she also does Shiatsu and doubled up as a masseur for aching competitors when things got slack). Karla Cole (a trainee judge, married to 'Knocker' Cole of the Royal Engineers though she says this did not influence any of her decisions!). Sue Dixon (our National Development Officer who was whizzing back and forth between Peterborough and Leicester). Pete Halfacre (Ex army parachute instructor). Annie Killeen came over again from New Zealand (as she did last year) where she works as a midwife and finally Patrick Turner, an ex British Champion at Classics and retired army officer. Liz Harris was 'General P.A. to the Judges', (roughly translated that means the 'Gofer' - a DZ species much maligned but totally indispensable).

John Haddon was in charge of the G to A video. Not many people realised that he was ferrying all the equipment around in a caravan whenever the run-in or opening point changed to afford the best view for the judges. This sometimes involved going off the DZ. The video was unerringly aimed by Fran Hunter, assisted by Ken Wastel who provided the 'BBC' quality voice-over effects.

When the thanks are being dished out all round at competitions it is not often that the providers of food get a special mention. From my experience, decent filling food is the only purchase, besides jump tickets and beer, that committed skydivers don't

consider to be a waste of their hard earned cash; which is why Sue Meacock's superb efforts at feeding the competitors were so much appreciated. Edible food is not a common sight at a DZ let alone for a reasonable price. A different menu of evening meals was available each day and breakfast was also provided to pep up the competitors. Sue was assisted by her sister Louise, and Sheila Cooper. I might add that although the way to my heart is indeed through my stomach, I was not bribed to give the food a good write-up. SP reporters had to pay for their meals like everyone else.

Who else must we not forget? There was Chris Donaldson, who was in charge of the spotting. He made a very good job of it too. When he did make a mistake it usually meant the jumpers had an excuse to land in the car park. These occasions were the only time I saw John Meacock's temperature gauge move into the red during the whole competition. The other staff members were Ron O'Brien, CCI who did some air to air videoing as did PI Innes Leage. Cornelia Weymouth's magical mastery of manifest management was also most impressive.

The 'Magnificent Men with their Flying Video Machines' were, (in alphabetical disorder), 'Moley', Innes Leage, John Chapman, John Farr, Glyn Jones, Simon Ward, Ronnie O' Brian, Steve Freedman and Dennis, (sorry, can't decipher your surname Dennis). The flock was led by Stuart Meacock.

Saturday night was barbeque night and one or two beers were consumed

afterwards as usual. The competition was officially over on Sunday. Tim Moran assisted Tom Oxley of the CCA who was presenting the prizes. Silverware, Goblets, Flowers and Medals were doled out to the deserving. Bill Scarratt of the Freds was presented with his 1000th jump award. The largest cheer went to the 'Local Heroes' Going South who, after five years of trying, finally made it by holding off the challenge from the expatriot Brits.

## ★ ★ ★ FINALLY ★ ★ ★

Airtime have shown us what the can do. They are determined to be back next year and, with Going South retiring from serious competition after the world meet, I wouldn't bet against them winning. Mo and Going South are now trying to fit in as much training as jobs and finances will allow. They will face stiff competition at the world meet with the 'semi-professional' teams setting standards that are out of reach of the true amateurs. Mo will realistically be fighting with others for the Bronze Medal, the Gold and Silver are expected to go to the Golden Knights (USA) and the Russians. In the 4-way, competition it would be expecting a miracle for Going South to be in the Medals. They will be putting in a concentrated speel of training, and judging by the way they responded when the pressure was greatest this week, I'm sure they will perform well. Best of Luck to both teams.

Ola Soyinka

4-Way runners up 'Air Time'





# JUMPSUITS



**'60's Twin Zip'**



**'70's Baggy'**



**'80's Chic'**

The "small plea" by Pamela Mobbs in the April-May issue made me smile, as it is about an issue that has been making me smile for more years than I care to remember. The question of jumpsuits and fall-rates is very nearly as old as RW itself, and would certainly date back to before most present day skydivers set out for school or even before Pamela was born.

Being a hard-core Relative Worker, of 22 years standing, who unashamedly belongs to the school of thought that the greater the altitude and the more jumpers on the dive the better, I have to claim to have been through it all. The ex-military flying suit, the painters overalls, the French suits with double zips and a chalk pocket, the custom made 'sport' jumpsuits, the heavy duty canvas (stood up by itself) suit, the balloon suit and the skinny suit. You name it and there's been one.

So what has all this to do with Pamela's problem? Well, as with most things, there is a logical answer, but fashion being what it is, Pamela would probably be better off going on a see-food diet. Way back in time, as RW took hold amongst the brotherhood, there developed a species called the professional base. Large in size, though often not too tall, very solid, never seemed to have a lot of skill but could fall like a cannon-ball. Everyone liked this base because it was good fun to dive down and catch them and you never went low! Before long, some of these heavyweights came to the conclusion that they should have some of the fun too and started wearing larger, heavier suits, that helped them stay with the lighter average skydiver. And so, the wing war was born. The lighter average skydivers then got larger suits and thus ensured that the 'bases' stayed down there in their rightful place!

To cut a very long story short, one of the first attempts to solve what has to be the most important problem most skydivers face was made some years ago by an American, Gary Carter. He came up with the idea of a standard fall rate (SFR) suit and started making them under the label

"Flite-Suit". Now Gary was not your average skydiver. I first met him at Elsinore in 1971 when he was at U.C.L.A. and about to undergo pilot training with the U.S.A.F. Some years later (having given away flying F4 Phantoms) he decided to computerise the jumpsuit problem. By putting your weight, height and some surface dimensions into the good box, his suit could make you, or anyone, fall at the same rate! Sound too good to be true? Just imagine the 50 skydivers (500?) at your D.Z., all of different size and weight, all falling at the same rate - fantastic.

So what went wrong? Well, the two bastions of the free world came along in the shape of fashion and free-enterprise. Fashion of course dictates it is cool to have the latest, until too many have it, and free-enterprise dictates one guy must not make all the money out of the jumpsuit business.

But... having said this is such an important problem, I am really treating it too 'lightly'. The facts are that if you take an orange and a tennis ball of approximately equal dimensions, one will fall faster than the other. Try an 8 kg shot putt and a large grapefruit. The facts are that people who are short and heavy will fall much faster than those who are light and tall. By now, you might well be thinking **who is this turkey?** Which of course leads me nicely into the world of feathers. A good jumpsuit will help a skydiver fly even better. A good jumpsuit will help a poor skydiver fly better, whilst no feathers make it very hard for any bird to fly. Profound? There's better to come.

We, the skydiving fraternity, have it all over the birds. We can change our feathers. Take time out to watch a nature film on hawks, eagles or even diving gulls who catch fish to survive, and you will come to appreciate just how important feathers are (and we can change ours). In more recent times some of the hottest skydivers in the world came to the conclusion that tight suits had a lot going for them. These skydivers, doing hot sequential RW found that a tight suit made them



all fall faster **and** that they had more control in the air. In other words, the good old jumpsuit was doing its own thing with them having to fight it. Forget the fact that these 'team' jumpers were much of a muchness as to height-weight-experience. Forget the fact that they had hundreds (thousands) of jumps together. The good oil was **tight and fast**.

Now I am not against falling fast. I am not against tight jumpsuits. But I do believe most strongly that there is a place and a time for them. Everyone on your DZ should not be jumping in a tight jumpsuit. Think about those skydivers who showed the world our sport with the Olympic Rings above Seoul. I would bet that they could do it again without jumpsuits in any order drawn out of a hat. However, if we were to give each of them a weight belt, that increased their own weight from something between 1 kg to 30 kg, how do you think they would go? Not so good - unless they put the heavies out first, or wore jumpsuits that standardised their fall-rates.

To put this all in perspective and to answer "Pamela's Plea" let me relate a couple of incidents. A few weeks ago I was at a DZ east of Perth and last out on an Islander load. Having gone down the mine, the debrief on the ground included a couple of comments about how the guy it all went down on was always falling too fast anyway. He would have been the heaviest on the load and yet was in a 'fashionably' tight suit. Sound familiar?

He stormed off accusing everyone else of falling too slow! Packing next to him when the dust settled, I asked him if he would feel comfortable taking any slot out of the Islander? "No way," he said. He needed to be up front as he could not stay with the rest of the load! I then asked him how on earth he expected a female jumper half his size, half his weight, to fall at his speed on a RW load.

The other incident was at a DZ south of Perth when I was manifested on a load with the wife of a friend who I hadn't seen for a long time. Part of her gear consisted of a 'waistcoat' type weight belt, weighing out at about 10 kg. She found it a **necessary accenary** to get down or stay with the average jumper on most drop zones. She

TO BE BRUTALLY FRANK WITH YOU,  
IF THAT SUIT WERE ANY MORE  
RADICAL, IT WOULD BE BORDERING  
ON THE DOWNRIGHT OBSCENE!



weighed about 50 kg with her gear on, and jumped in a shiny skinny suit!

There are a couple of basic facts that ought to be considered by all 'fun' relative jumpers. Firstly, if your DZ operator put up jump prices by 10-20% for no reason how would you feel? Getting 10-20% less time in free-fall from 9,000 ft because everyone is 'tight and fast' is less value for money. Before the hot shots start screaming that better dives are faster dives and that you have more control in a tight suit, let us consider another point. Everyone should have **two good suits at least**, thereby allowing a variable basic fall rate that you can select for a particular dive. What we come back to of course is skill levels and the ability of **you** in the air on **any** RW jump. The less ability you have, the more important the jumpsuit problem becomes.

Becoming a good Relative Worker is a very easy thing. To confidently bet your next months pay that you could go out in any slot, on any load, at any DZ and skydive like you dirt dived takes a high degree of skill. Getting to that level of ability is easy, though time consuming. Would **you** bet that much money on your ability? If not, then you have a way to go on the learning curve.

During 67/68 as a new instructor in the BPA I spent a hundred jumps or more with first time Relative jumpers, introducing them to the joys of skydiving **with** someone else. Anyone who has been down this road will appreciate how rewarding it is. You see eyes popping out of heads, grins that display every tooth they have and, on a more serious note, people have so much fun that they would quite happily bounce without even knowing it was about to happen. As an exercise to improve **your** skill level, it is invaluable. Each one will vary in height, size and weight. Each one will fall at a different speed. Each will

interpret the same pre-jump briefing in a different way and above all, each will adopt a different position once away from the aircraft. Some look up and backslide furiously, some look down too soon with arms back too far and whistle forwards, others are to tight or perhaps too wide.

The secret to good RW is anticipation. This involves the art of seeing what is going on, understanding what the result is likely to be, and doing something positive about it that will ensure success. Most jumpers at the early stages of RW want only to get onto larger loads or perhaps thrash out six more formations of four way. They don't work on, **and master**, the basics of good control. If you want to genuinely become a first class skydiver then search out those with much less ability to skydive with! They will make **you** work that much harder and **you** will gain a lot.

Finally, try not to pay too much attention to what the highly experienced jumpers/competition teams do on your DZ. Floating off a four or five way formation has considerable value for serious competition jumping but has no value if you desperately need to improve your basic flying - diving skills. Free-building a four way round followed by a backloop, a diamond, a backloop, and another four way round is a tougher dive than putting six or eight formations together when everyone stays on the same level. When people throw in backloops they go all over the place.

The skills required to put it all back together are the very **basic** skills required to become highly competent. Those of **good control**. The right jumpsuit for the situation is part of good control.

*Have a nice skydive*

*Tony Dale  
BPA 845 SCR 883  
Perth: West Aust.*



jump no.	date	pla
<b>4th Attempt</b>	<b>8th June 1989</b>	<b>Sib</b>
equipment	altitude	delay
	<b>15,000</b>	<b>75</b>
manoeuver	<b>British Record '60 Way'</b>	





ce	aircraft
son	<i>Skyvan, Twin Otter</i> <i>Turbine Islander (2)</i>
/total time	
seconds	



## Participants

Lyn George  
 Jakey Jakeman  
 Tim Moran  
 John Farr  
 Dennis O'Brian  
 Derek Thomas  
 Jeff Page  
 Stefan Cairns  
 Ray Kalnins  
 Nick Power  
 Dave Hickling  
 Andy Phillipson  
 Mike Smith  
 Mike Roach  
 Ronald O'Brian  
 Sparky Harden  
 Harry Morgan  
 Fred Ryland  
 Dave Morris  
 Stuart Edge  
 Steve Thomas  
 Nigel Rogoff  
 Pete Bath  
 Steve Friedman  
 Derk Boersma  
 Richard Neal  
 Lesley Morris  
 Fred Keery  
 George Pilkington  
 Andy Ring  
 Stuart Meacock (Camera)  
 Dave Ruffell  
 Neil Stokes  
 Mike Dale  
 Mark Millar  
 Sandy Ridgeway  
 Ged O'Reilly  
 Phil Curtis  
 Brian Davies  
 Jack Gregory  
 Max Guthrie  
 Eddie Norris  
 Heather Leach  
 Paul Wellen  
 Paul Austin  
 Billy Connelly  
 Ian Chick  
 Richard Ward  
 Dave Howerski  
 Paul Applegate  
 John Shankland  
 Graham Goodwin  
 Arthur Collingwood  
 Steve Houlker  
 John Howarth  
 Lottie Dale  
 Tony Modebe  
 Chris Donaldson  
 Fizz Davies  
 Jim Keery  
 Simon Ward (Camera)  
 Kevin Hughes (Camera)

Photo: Simon Ward



# **ANNUAL ACCOUNTS**

## **BRITISH PARACHUTE ASSOCIATION LIMITED**

### **(A Company Limited by Guarantee)**

### **REPORT AND ACCOUNTS**

### **FOR THE YEAR ENDED 31ST MARCH 1989**

#### **COUNCIL**

##### **Chairman**

- J.T. Crocker\*

##### **Vice-Chairman**

- D.T. Hickling\*

##### **Treasurer**

- J. Lines\*

##### **Other Members**

- J. Curtis\*

K. Noble\*

D. Johnston

G. O'Hara\*

N. Johnston

J. Steele\*

L. Rawson

J. Thomas\*

C. Thomas

S. Treble\*

A. Kenny

D. Peacock

D. Howerski\*

D. Ruffle

T. Knight\*

The names of the present council members are stated above. Messrs. Andrews, N. Dixon, S. Dixon, Douglas, Eversfield, Lambson and Meacock served as council members during the period but were not re-elected at the Annual General Meeting in January 1989.

\* These council members served from 1st April 1988 and were re-elected at the Annual General Meeting in January 1989. All other present members of council were elected at the Annual General Meeting.

#### **REVIEW OF THE YEAR**

Annexed to these accounts is a report prepared by the Treasurer on behalf of the council commenting upon the results for the year and the financial position of the Association at 31st March 1989.

#### **AUDITORS**

On 1st June 1989, the Northampton office of Moores Rowland merged with Hawsons, and with effect from that date practised as Hawsons.

A resolution will be proposed at the annual general meeting that Hawsons be reappointed as auditors to the Association for the ensuing year.

#### **On behalf of Council:**

S. Dixon  
National Development Officer  
Wharf Way,  
Glen Parva  
Leicester, LE2 9TF.  
18th July 1989

## **AUDITORS' REPORT TO THE MEMBERS OF BRITISH PARACHUTE ASSOCIATION LIMITED**

We have audited the accounts set out on the following pages in accordance with approved Auditing Standards.

In our opinion, the accounts, which have been prepared under the historical cost convention, give a true and fair view of the state of the Association's affairs at 31st March 1989, and of its result and source and application of funds for the year then ended and comply with the Companies Act 1985.

#### **HAWSONS**

**Chartered Accountants**

**NORTHAMPTON**

**18th July 1989**



# BRITISH PARACHUTE ASSOCIATION LIMITED

## (A Company Limited by Guarantee)

### NOTES TO THE ACCOUNTS

#### 1. ACCOUNTING POLICIES

- (a) No depreciation is provided on Freehold Land and Buildings. The Association maintains its property to a high standard and any depreciation would, in the opinion of council, be immaterial.

Depreciation is charged on the cost of other tangible fixed assets net of grants received, so as to write them off, over their estimated useful lives in equal installments at the following annual rates:-

Office fixtures	-	20% Office equipment	-	25%
Exhibition equipment	-		-	25%
Training equipment	-	Various rates between 20% and 50%		

- (b) Stock is valued at the lower of cost and net realisable value.
- (c) Annual membership subscriptions are brought into account only when received, whilst temporary memberships are brought into account on a receivable basis.
- (d) Corporation tax is provided for at current rates of tax on taxable investment income.
- (e) Grants received from The Sports Council are dealt with as follows:
- (i) Grants relating to specific capital expenditure of a material nature are set against the cost of the assets purchased.
- (ii) Grants relating to specific revenue expenditure are matched with expenditure when it is incurred.

2. INTEREST RECEIVABLE	1989	1988
	£	£
Gross interest received	8,055	9,076
Provision for Corporation Tax	(2,014)	(2,466)
Over/(Under) provision for		
Corporation Tax in prior year	15	(53)
	<u>£6,056</u>	<u>£6,557</u>

#### 3. SPORTS COUNCIL GRANT

Grant received in respect of:-		
Development	38,000	38,480
Coaching	25,163	25,480
Competitions	33,892	34,320
Publicity and advertising	5,649	5,720
Legal and professional	-	1,000
C.I.P.	563	740
	<u>103,267</u>	<u>105,740</u>
Transfer from deferred income	-	10,000
Income and Expenditure		
Account	<u>£103,267</u>	<u>£115,740</u>

#### 4. OPERATING COSTS

	£	£
Rent, rates, heat and light	4,235	7,927
Depreciation of fixed assets	9,137	4,579
Staff and council travel	4,687	9,027
Postage	6,343	5,970
Telephone	5,579	3,431
Printing and stationery	16,214	12,510
General expenses	1,518	3,936
Hire of office equipment	784	970
Audit and accountancy	3,300	3,100
Insurance	1,088	1,466
Legal and professional	2,603	5,786
Subscriptions	2,416	1,869
Bank charges	2,145	1,910
Bad and doubtful	-	(297)
General meetings	3,556	3,482
Repairs and renewals	3,232	1,493
	<u>£66,837</u>	<u>£67,159</u>

These costs have been allocated to expenditure headings in the Income and Expenditure Account as follows:

	%	£	£
Development	32	21,388	21,491
Coaching	37	24,730	24,849
Competitions	17	11,362	11,417
Publicity and Public Relations	8	5,347	5,373
Membership services	6	4,010	4,029
	<u>100</u>	<u>£66,837</u>	<u>£67,159</u>

#### 5. STAFF COSTS

	1989	1988
	£	£
Wages and salaries	82,827	72,643
Social security costs	6,999	7,112
Pension and health insurance	2,271	2,096
	<u>£92,097</u>	<u>£81,851</u>

These costs have been allocated to expenditure headings in the Income and Expenditure Account as follows:

	%	£	£
Development	32	29,471	26,192
Coaching	37	34,076	30,285
Competitions	17	15,656	13,915
Publicity and Public Relations	8	7,368	6,548
Membership services	6	5,526	4,911
	<u>100</u>	<u>£92,097</u>	<u>£81,851</u>

The average number of persons employed by the Association during the year was:

8	8
---	---

#### 6. TANGIBLE FIXED ASSETS

	Freehold Land & Buildings	Office Fixtures & Equipment	Training & Exhibition Equipment	Total
	£	£	£	£
<b>COST</b>				
At 1st April 1988	85,196	14,983	13,881	114,060
Additions	1,578	17,558	6,767	25,903
Disposals	-	(4,614)	(3,686)	(8,300)
At 31st March 1989	<u>£86,774</u>	<u>£27,927</u>	<u>£16,962</u>	<u>£131,663</u>

#### DEPRECIATION:

At 1st April 1988	-	11,177	12,040	23,217
On disposals	-	(4,614)	(3,686)	(8,300)
Charge for year	-	5,894	3,244	9,138
At 31st March 1989	<u>£ -</u>	<u>£12,457</u>	<u>11,598</u>	<u>£24,055</u>

#### NET BOOK VALUE:

At 31st March 1989	<u>£86,774</u>	<u>£15,470</u>	<u>£5,364</u>	<u>£107,608</u>
At 31st March 1988	<u>£85,196</u>	<u>£3,806</u>	<u>£1,841</u>	<u>£90,843</u>

#### 7. LOAN ACCOUNTS

	Rates of Interest	Due for repayment by:	1989	1988
			£	£
Peterborough Parachute Club	5%	July 1988	-	957
Swansea Parachute Club	5%	Dec 1991	2,273	3,113
Flying Tigers	5%	Sept 1989	443	1,194
Border Venture Parachute Club	5%	Apr 1990	1,300	2,333
Cornwall	5%	Feb 1990	1,283	2,200
Ipswich Parachute Club	5%	Apr 1991	3,611	-
Sport Parachute Centre	5%	March 1990	2,000	-
British Parachute Schools	5%	July 1989	5,000	-
			<u>£15,910</u>	<u>£9,797</u>

Due for repayment within one year

Due for repayment after one year

12,611	5,131
3,299	4,666
<u>£15,910</u>	<u>£9,797</u>

#### 8. FUTURE CAPITAL EXPENDITURE

There was no capital expenditure on fixed assets authorised or contracted for by Council at the year end.

### TREASURERS REPORT

Year to 31.3.89

Once again, it is my pleasure to report a continuing healthy state in the financial affairs of the Association. We have made a surplus of £40,000, slightly down on the previous year, but nonetheless a very good position for the third successive year. Our overall income is up by almost 13% and expenditure increases have been held to 7.8%. Thanks to our staff for their hard work in keeping costs down in those areas of expenditure for the magazine, the intention being to increase both circulation and income. It is hoped that shop sales will continue to increase, with many new products being offered, and a more aggressive sales campaign, aimed in particular at new jumpers, being undertaken. We have continued to give strong support to clubs and centres in the form of low interest loans, as can be seen from the increased amount outstanding. On the expenditure side, in this current year we have made a major commitment to install a new computer system, and have also purchased a new photocopier. We have also carried out alterations and improvements to the office building. I should also mention that our major asset, the office building, has substantially increased in value since its purchase, although it has continued to be shown in the accounts at its original value. In conclusion, the net worth of the Association has continued to increase and now stands at almost £190,000. Providing that we can continue our Policy of prudent fiscal management, and of course, that the Sports Council continues to provide us with substantial funds, the Association should remain in a strong position, and be able to weather any economic difficulties that may occur.

John Lines  
Honorary Treasurer  
30.7.89



# BRITISH PARACHUTE ASSOCIATION LIMITED

## (A Company Limited by Guarantee)

### INCOME AND EXPENDITURE ACCOUNT

For the year ended 31st March 1989

	NOTE	1989		1988	
		£	£	£	£
<b>INCOME</b>					
Members subscriptions	1	139,422		130,503	
Members insurance		43,967		29,558	
Shop sales		11,528		9,708	
Magazine subscriptions		35,936		37,238	
Magazine advertising		18,055		12,643	
		53,991		49,881	
Coaching income		4,464		-	
Development income		4,055		-	
Other income		1,858		9,598	
Interest receivable	2	6,056		6,557	
Sponsorship income		1,669		638	
		267,010		236,443	
Sports council grants	3	103,267		115,740	
<b>TOTAL INCOME</b>		<b>£370,227</b>		<b>£352,183</b>	
<b>EXPENDITURE</b>					
Development:					
Development management		17,017		14,199	
Vehicle running		910		1,000	
Operating costs	4	21,388		21,491	
Staff costs	5	29,471		26,192	
		68,786		62,882	
Coaching:					
P.I. courses		7,104		6,364	
Advanced courses		7,104		6,364	
Coaching administration		4,455		-	
Boards of Enquiry		691		2,698	
Operating costs	4	24,730		24,849	
Staff costs	5	34,076		30,285	
		78,160		70,560	
Competition costs:					
World Championships					
Classics		14,424		-	
Relative Work		-		25,990	
Canopy Relative Work		10,357		-	
Olympics		1,043		-	
World Cup		3,154		2,927	
National Championships		(5,472)		1,473	
R.A.P.A. Championships		-		477	
Sundry competition costs		254		-	
C.I.P. Conference		910		1,193	
Operating costs	4	11,362		11,417	
Staff costs	5	15,656		13,915	
		51,688		57,392	
Publicity and Public Relations:					
Cost of shop sales		9,942		5,416	
Public relations		255		9,998	
Operating costs	4	5,347		5,373	
Staff costs	5	7,368		6,548	
		22,912		27,335	
Membership services:					
Magazine		58,079		45,409	
Insurance		40,925		29,671	
Operating costs	4	4,010		4,029	
Staff costs	5	5,526		4,911	
Relocation expenses		-		4,886	
		108,540		88,906	
<b>TOTAL EXPENDITURE</b>		<b>£330,086</b>		<b>£307,075</b>	
<b>SURPLUS FOR THE YEAR</b>		<b>£40,191</b>		<b>£45,108</b>	

### BALANCE SHEET - 31st March 1989

		1989		1988	
		£	£	£	£
<b>FIXED ASSETS</b>					
Tangible assets	6		107,608		90,843
<b>CURRENT ASSETS</b>					
Stock	1	9,069		11,550	
Other debtors		17,471		9,357	
Prepayments		-		802	
Loans to clubs	7	15,910		9,797	
Cash at bank and in hand		91,774		72,391	
		124,224		103,897	
<b>CREDITORS - amounts falling due within one year -</b>					
Trade creditors		7,809		8,565	
Taxation and Social Security		5,536		5,628	
Other creditors		21,331		18,295	
Accruals		890		604	
Subscriptions in advance		16,416		11,989	
		51,982		45,081	
<b>NET CURRENT ASSETS</b>			82,242		58,816
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>			£189,850		£149,659
<b>ACCUMULATED FUND</b>					
Balance at 1st April 1988			149,659		104,551
Surplus for the year			40,191		45,108
			£189,850		£149,659

Approved by Council on 18th July 1989 and signed on its behalf by:-

J.T. Crocker - Chairman  
J. Lines - Treasurer

### SOURCE AND APPLICATION OF FUNDS

For the year ended 31st March 1989

		1989		1988	
		£	£	£	£
<b>SOURCE OF FUNDS</b>					
Surplus for the year			40,191		45,108
Adjustment for items not involving the movement of funds:					
Depreciation		9,138		4,579	
Taxation provided		1,999		2,519	
Profit on disposal of tangible fixed assets				(2,044)	
			11,137		5,054
			51,328		50,162
Proceeds from disposal of tangible fixed assets					
				2,193	
			51,328		52,355
<b>APPLICATION OF FUNDS</b>					
Purchase of tangible fixed assets					
net of grant received		25,903		89,634	
Tax paid		2,451		3,171	
			(28,354)		(92,805)
			22,974		(40,450)
<b>(INCREASE)/DECREASE IN WORKING CAPITAL</b>					
Stock		2,481		598	
Debtors		(7,312)		133	
Loan accounts		(6,113)		(464)	
Creditors		2,926		(5,548)	
Subscriptions in advance		4,427		(9,190)	
			(3,591)		(14,471)
<b>INCREASE/(DECREASE) IN CASH AND DEPOSITS</b>					
			£19,383		£(54,921)





Ray Garner sent in this photo of 'The Flying Dragons' doing an 8- stack over Perris with a U.S. Demo Team called 'Aerial Performance'. Your eyes do not deceive you, the guy closing eighth is going backwards.





# BOOK REVIEW

## SKY DIVING



## IN 8 DAYS

Miles Clark

### *Skydiving in Eight Days by Miles Clark*

Let it first be said that this is not a "How to..." book. Heaven forbid that that even be suggested lest the forces of instructorhood bear down on the poor misguided wretch of an author and smite him speechless. No, this is a "How I..." book. Miles Clark recounts how it took him eight days to complete an AFF course at Headcorn with Slipstream Adventures.

The narrative is easy to read and liberally peppered with photo's by Simon Ward of the gorgeous pouting Jane Buckle, Miles' instructor throughout his course. However, by far the best thing in this book are the diagrams, exit positions and all eight levels of the AFF course are depicted clearly and concisely.

The only experienced jumpers this book would appeal to are those with aspirations to be AFF instructors. As a taster for potential AFF students it does the job well; if you're going to break the bank learning to skydive at £220 a time you may as well spend £7.95 on this book to see what you are letting yourself in for.

Published by Osprey Publishing Ltd.  
Available through SWARD SPORTS at £7.95.



# Peterborough Parachute Centre

## 40 WAY

*Make up teams on the day*

13th-14th-15th October

## 2 SKYVANS

and

## BRITISH WOMENS RECORD

Details from Amanda Kenny

Tel. 0622 891292

---

Peterborough Parachute Centre  
Sibson Airfield Wansford Peterborough PE8 6NE  
Tel. Elton (08324) 490





# SUNSET 60 WAY

Pictures produced by Jack Gregory.





# KRM PROMOTIONS

## SPECIAL ANNOUNCEMENT

KRM Promotions are pleased to announce that we have donated one of our promotional holidays, as advertised in the last issue of SP and again below, to the Brian Hucker appeal.

The holiday is being given away as first prize in a raffle to be held shortly. We would ask all skydivers to please buy raffle tickets, it's for an extremely good cause. If you can't get any at your DZ, try at the BPA.

ALL monies raised will go to the fund, KRM Promotions are not taking anything out in the way of expenses or for any other reason. Your money will go to Brian.

Due to the massive response we have had from skydivers wishing to take up the offer as shown below, and so as not to disappoint anybody wishing to go, we have been successful in negotiating further availability for the holidays. So, the good news is there are now extra tickets available. However, availability at Christmas is becoming very limited, so book early. There is still plenty of availability at Easter, but for how long we don't know.

A rare opportunity to acquire very normal and extremely ordinary skydiving log books for only:

**£359.00** inc. VAT

PLUS **FREE** U.S.A. HOLIDAY

*Includes*

**2 FREE** return flights to New York, Miami or **Orlando**

*2-Hills For Xmas*

**FREE 7** night hotel accommodation for 2.

Payment of airport taxes

TRAVEL BETWEEN **SEPT 30th & MAY 1st**

*Includes 2-Hills Easter Boogie as well*

This is a strictly limited, exclusive, promotional holiday launch on a first come, first served basis. Don't miss this one

Send cheque or P. O. (No cash please) for £359.00 to

# KRM PROMOTIONS

12 Orange Street, London, WC2H 7ED

A Division of KRM Associates, Proprietor: Kevin Marsh D7786

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# NOTICE



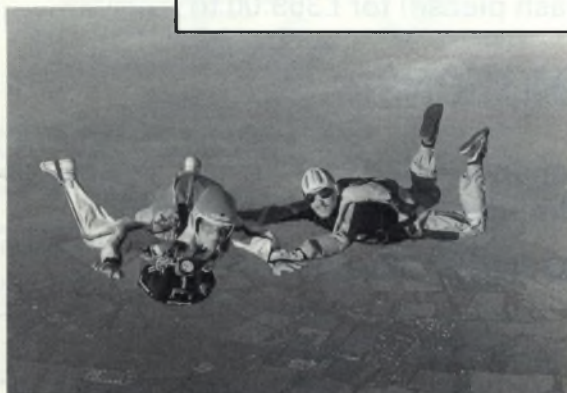
Sam McBrearty sent in this photo of a kilt dive taken at the "Hawaii Boogie" or "Party in Paradise". Some 270 people registered and 1114 jumps were made (why, that's just over four each!) Sam seems correct in saying that the emphasis at this boogie is on the party, they even run a little boat trip called the "Booze Cruise"!

If this is your type of skydiving, write to sam at the following address:

Sam McBrearty  
49 Ulundi Road  
Johnstone  
Renfrewshire  
Scotland PA5 8QT



**WARNING!** Keep this man away from cameras. The All-England Geeking Champion displaying something pink and horrible over A1. Photo Kevin Hughes.



**OLDEST REGULAR JUMPER** in Britain, Tom Richardson, aged 73 seen here with Andy Parton. Tom is the one on the left. Photo by Dick Fothergill.



## TANDEM - FOR FREE!

Budding skygod Chris Felstead made his fourth parachute jump recently. A tandem. For free.

16 year old Chris, from Manchester, found himself ten thousand feet up over the Sport Parachute Centre, Tilstock with tandem master Lyn George thanks to his father, keen veteran skydiver Jack Felstead.

Jack put his son's name forward for a competition 'Youth in the Air' sponsored by Rolex in association with the Royal Aero Club.

Chris had already made three static line jumps at Tilstock - his first just days after his 16th birthday. Dummy pulls next!

Photograph: Steve Freedman.



# BOARD

If the weather is good the Regiment's freefall parachute team, the Flying Dragons, will land five of its members on the lawn. This will be followed by beating the recruit.

*Tonbridge News*



Happy landings... members of the SSPA National Squad collect their cheque for £7,500 from Mr. Miquel, Chairman of the Scottish Sports Council after their 3,500 ft jump over Edinburgh.



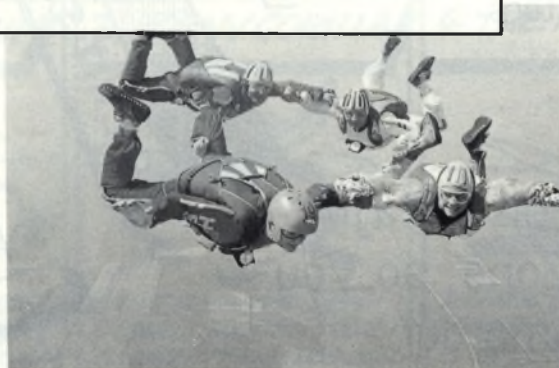
**YOUNGEST D-LICENCE HOLDER?** Alison Wiles achieved this level whilst still a 16 year old! Please, no schoolgirl jokes. The photo shows APA CCI Pete Lambson presenting it to her over Netheravon. Alison will be back down to earth next year when she takes her A-levels at Stonar School. Photo by Pete Osgood.



Joint Service hook-up over Weston. Kelvin Cunningham (ARMY), Paul Seaman (MARINES) and John McClure (RAF) line up in threes for Dave Wood's camera.



Former "Red Fred" and Current Cranfield CCI Greg Cox presenting team members Dennis Hayes and Bill Scarrett with their respective 1000 jump and 36 hour Free-Fall certificates.



## THE JUMPING JOHNSTONS


First there was Nicky (age 20, 2000 jumps), then came Phillip (age 17, 300 jumps) now introducing Richard, at 16 the youngest of the "Jumping Johnstons". You need to own a DZ to keep this lot happy, good job their father Dave does, namely British Sky Sports at Bridlington.



# THE KIT STORE Ltd

PURVEYORS OF THE FINEST PARACHUTING EQUIPMENT

The Airfield, Headcorn, Kent TN27 9HX

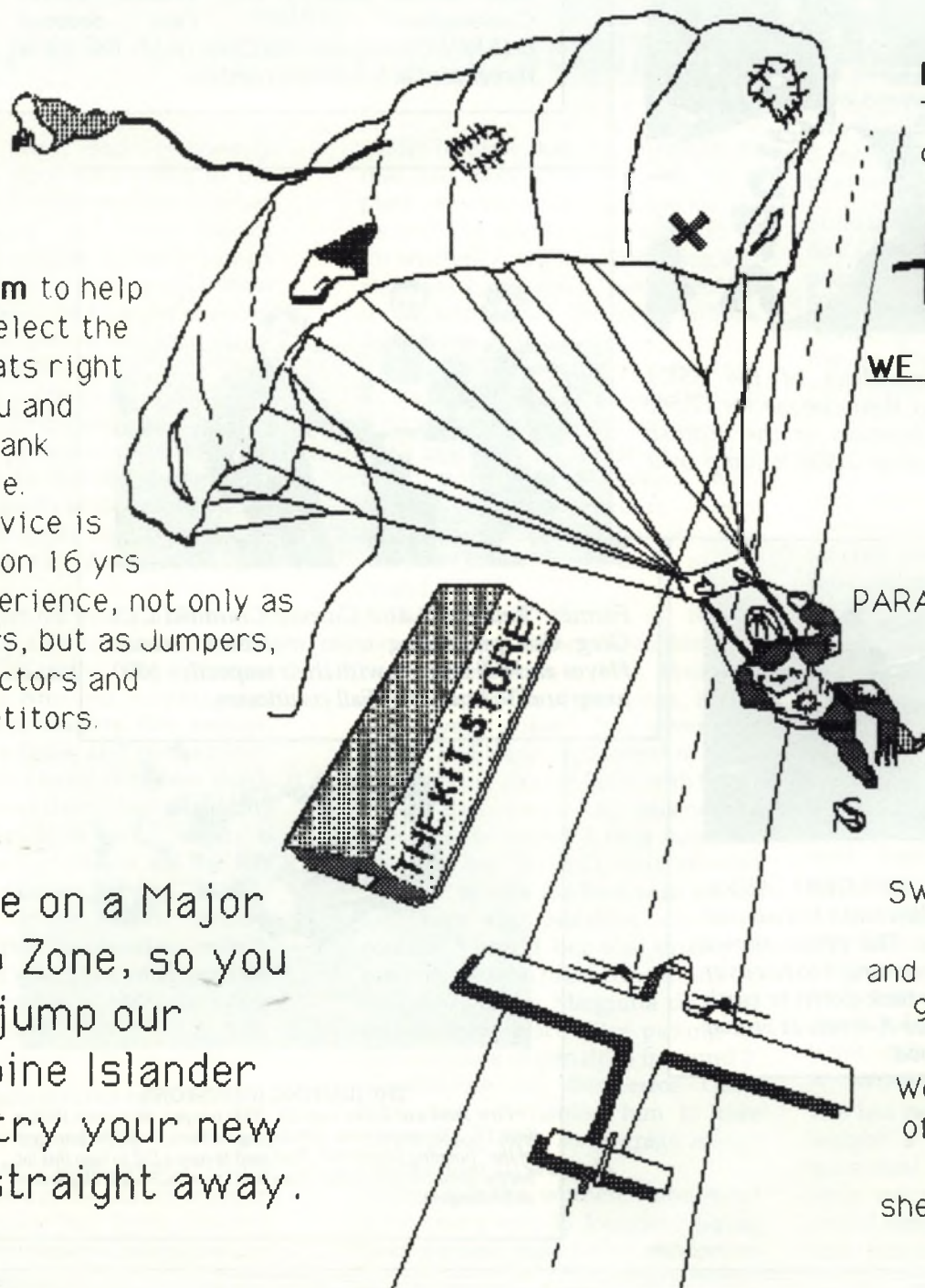
 Tel: 0622 890 967 Fax: 0622 891 236

## NEED NEW GEAR ? OR LOOKING FOR ADVICE ON YOUR FIRST SET OF KIT ?

Then swoop down to Headcorn and find Rob Colpus or Sarah Brearley at the KIT STORE

**We aim** to help you select the kit that's right for you and your Bank balance. Our advice is based on 16 yrs of experience, not only as Dealers, but as Jumpers, Instructors and Competitors.

We're on a Major Drop Zone, so you can jump our Turbine Islander and try your new Kit straight away.



**NEW** and in STOCK  
The **HOT** new concept in Ram-Airs

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FINE PARACHUTE MAKERS

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### DID YOU KNOW ?

You could have a  
SWIFT Square Reserve  
for only £375  
and a custom 170 sq ft  
9 cell for just £520.

We have a large stock  
of Canopies, Rigs and  
accessories on our  
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**Call or write for our Brochure and Stock List**



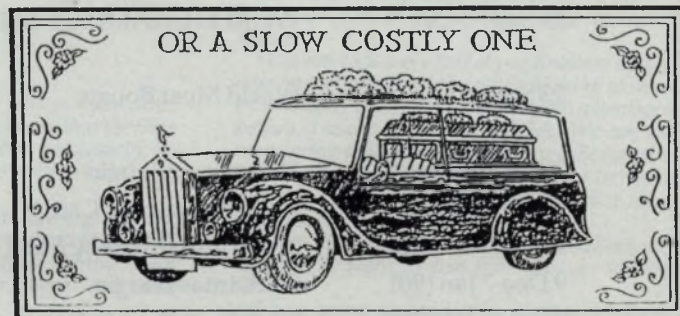


# SAFETY INFORMATION

A LOW HOOK TURN  
COULD GET YOU



OR A SLOW COSTLY ONE



## STEVENS LANYARD RELEASE SHACKLE

This note addresses a potential problem with Tandem/AFF and RAPS student parachute assemblies which incorporates a small brass shackle as the means of attachment of the Stevens Lanyard Reserve Activation System to the main canopy riser.

It has been brought to the attention of the B.P.A. STC that there have been at least three incidents whereby the fabric tag which is affixed to the locking pin of the Lanyard's riser attachment shackle has been trapped underneath the harness when worn. As a result, during deployment of the main canopy and as the main riser has lifted from its packed position, the trapped tag has released from the shackle pin. This has allowed the premature release of the Stevens Cutaway Lanyard from the main riser.

In the case of a main canopy malfunction, this means there would be **NO** automatic initiation of the reserve rip cord after cutting away from the main parachute.

Whilst this would probably not constitute a major problem for experienced Tandem Instructors, in the case of an AFF or RAPS student this could result in the non-activation of a reserve after a main canopy cutaway.

It is recommended that:

- In the case of a student AFF and Raps equipment the fabric tag is removed from the shackle release pin, and
- Instructors identify this point as a pre-flight check.

Manufacturers are being contacted with respect to these occurrences, however, it would be appreciated that any similar incidents are reported to the B.P.A. Office as soon as possible.

## ATTENTION ALL C.R.W. JUMPERS

We are holding a Big Stack 3-Day Event at the A1 Skydiving Club at Abbotsley. The purpose of this is to get all the CRW jumpers in bigger stacks than they have done before. If all the teams, such as Cell Mates and No Limits, plus any other teams or individuals would like to attend and we have sufficient jumpers, we will try for an all civilian stack record.

We would especially like all the ladies who do crew to attend so we can make a British Record. We would be pleased to see any military jumpers attend with their wealth of experience.

The Red Devils will be on hand to organise an attempt at a sequential record. We have a lift capacity of twenty plus. There will be no registration or club fees. Jump altitude will be 15,000 for £15 or 12,000 for £12 and hopefully a cameraman on all big stacks. Minimum qualifications are CAT 10 and must have closed third on a stack.

Please phone 063876 8168 by September 10, so as we can have some idea as to numbers wishing to attend. This event will take place on 21/22/23 October.

There will also be normal club jumping as usual.



# DIARY OF EVENTS

DATE	EVENTS	LOCATION
9-10 September	North Regional Accuracy Meet	Cark
9-17 September	NATIONAL CHAMPIONSHIPS (C.R.W.)	Bridlington
23-24	L.A.C. +1 Meet	Netheravon

## INTERNATIONAL

6-10 September	World Cup/Day & Night Acc.	Warendorf, W.G.
11-17 September	Bled Para-Cup	Bled, Yugoslavia
21 Sept-1 Oct	WORLD CHAMPIONSHIPS (R.W.)	Ampuriabrava/Gerona Spain
23 Sept-8 Oct	World Meet Boogie	Ampuriabrava/Gerona Spain
28-29 October	Halloween Boogie	Phoenix Z-Hills
5-11 November	Fall RW Training Camp	Phoenix Z-Hills
16-27 November	21st Annual Turkey Meet	Phoenix Z-Hills
9 Dec-7 Jan (90)	Christmas Boogie	Phoenix Z-Hills
16 Dec-7 Jan (90)	Christmas Boogie-Paranavidad '90	Ampuriabrava
23-25 March (90)	4th European Mountain Parachuting Trophy	Isola, France
25-31 March (90)	Spring RW Training Camp	Phoenix Z-Hills
2-22 April (90)	25th Annual Easter Boogie	Phoenix Z-Hills
2-22 April (90)	"5th Annual Speed 40-Way"	Phoenix Z-Hills

## COURSES

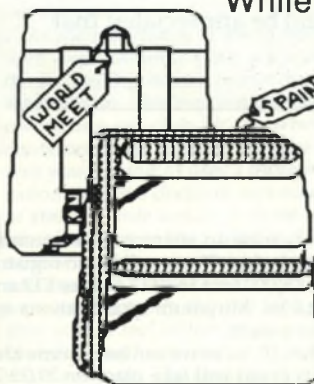
13-17 November	P.I./Adv. Instructor Course 4-89	Swansea
20-24 November	Exam/Pre-Adv Instructor Course 4-89	Swansea

Tel: 0622 890967

Fax: 0622 891236



## SYMBIOSIS SUITS



While Rob & I are away training for the World Championships, Symbi Suits will carry on as usual, under the management of Debbie (Allum). Any queries or problems please give her a ring.

Thanks for all your encouragement and understanding so far, we hope to do you proud in September.





# LIFE ASSURANCE FOR SKYDIVERS

Why pay excessive premiums because you indulge in our safe and very wonderful sport?

Very reasonable rates available from leading UK insurance companies for all types of life assurance **including mortgage related policies.**

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**Life & Financial Consultancy Services Ltd  
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**Tel: 061 228 7031**

**CONTACT: JOHN HOWARTH D5702**



# Air Care

**YOU'VE JUMPED THE REST  
NOW FLY THE BEST**

When you choose your next SKYDIVING SUIT why not consider what makes that suit just right for you. If it's **Price, Style, Performance, Fit, Quality, Workmanship, Guarantee and Service.** Then **AIR CARE** has the suit that's right for you.

For further information on our suits and other quality products contact **SANDY SPENCE** by writing to;

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**BRUNSWICK ENTERPRISE CENTRE**

**BRUNSWICK BUSINESS PARK**

**LIVERPOOL**

**L3 4BD**

Or you may call: **051 709 4807**

**(24 hr. answering service)**

**Fax. 051 709 2684**

## CLASSIFIED ADVERTISEMENTS

**RACER, Navy/Light blue, complete with Wilfire, light blue Phantom 24 (tested and modded). Quality gear, under 90 jumps. £950**

Contact:

Alan (0784) 450701 (home)  
or 01 934 4567 (office)

**MINI-RACER, Navy (l. blue/pink custom stripes) small size harness, complete with Wilfire, r. blue/l. blue/pink/white and Phantom 22 (acid tested). Immaculate, only 25 jumps. £950.**

Contact:

Julie (0784) 450701

For Sale: Two racers in reasonable condition £100 each.  
Ring John Horne 0734 760785 evenings.

### STUDENT KIT FOR SALE

10 Static line packs, harness & c/b Bags  
4 F/F packs, harnesses, sleeves & pilot chutes  
8 Dummy reserves, yellow soft handles  
4 Reserve trays, risers, yellow soft handles.  
Make me an offer.  
Andy Philip.

0726 842010 (home)  
0726 69577 (work)

Under 160 lbs? Mirage Astra, blue/red, throwaway, small rings, with 145 jump National 180 Spitfire and cleared. Phantom 24. Very neat, slim and clean. Offers.  
Colin (0509) 412161

Complete rig ready to jump. Invader container, laser main Firefly reserve (never used) £900. Includes para bags and packing mat.

Ring David or Sarah after 7 p.m. or weekends on:

0264 56817

Turbo, burgundy/white 180 jumps. Chaser, burgundy. Preserve 4 acid free and unused. £750 ono.

Contact Peter 01 653 0671 day  
0689 29354 evening

Xerox container, black with white trim, centre flap red/white/blue, as new to fit swift reserve/252 or similar canopies. £300

Contact Dave Ballard Red Devils.

0252 24431 Ext 4600

Complete system ready to jump:

Harness: Racer

Main: Pegasus

Res: Featherlite (Acid test cleared)

All matching kit blue/silver/burgundy. All excellent condition. £850

Contact Geoff Cummings  
061 928 5442

Parafite Cruiselite Chaser Phantom 26' 74 jumps only £650.

Turbo, Chaser, Preserve 4, 220 jumps £500.

Strato Cloud, Tracer, 26' lopo 340 jumps £250.

COE-D 190 Rainbow 11 jumps £360.

Phone Ali 01 755 1276 (home)  
01 236 4784 (work)

## Mal



I'M SURE STEVE WOULD  
APPRECIATE SOME  
GOOD POETRY.  
I'LL TRY HIM WITH  
THIS - - - -



"I DRIFTED LONELY  
AS A CLOUD,  
MY HEART WAS FAINTLY  
TINGED WITH PAIN,  
THOSE FIELDS ARE STRANGE  
I THOUGHT ALOUD,



YES, I'D  
COCKED UP  
THE SPOT  
AGAIN "

Filwelz



# BRITISH PARACHUTE ASSOCIATION

## AFFILIATED CLUBS AND CENTRES

### A1 SKYDIVING CENTRE

Operators of 'Willard' Otter, 20 place turbine with unrestricted altitude to 12,000 feet. Static Line AFF/Tandem & RAPs (Static Line square) courses for beginners. WARP/Load Organisers and good vibes for experienced skydivers. The U.K.'s most progressive DZ invites YOU to come and 'SKYDIVE WILLARD'!

**A1 Skydiving Centre**  
Rectory Farm, High Street,  
Abbotsley, Huntingdon,  
Cambs. PE19 4EU  
Tel (076 77) 7065

### BORDER PARACHUTE CENTRE

In beautiful Northumbrian countryside. C207, full equipment, free hire, RW/CRW instruction. Visitors welcome, no membership fees. Centre has superb accommodation (booking essential), Bar Restaurant Entertainments. All weekends and Wednesday and Friday afternoons/evening (BST).

**Border Parachute Centre**  
Dunstanburgh House, Embleton  
Alnwick, Northumberland  
NE66 3XF  
Tel: Embleton (0665 76) 588

### BRITISH PARACHUTE SCHOOL

Open daily. First jump courses and accelerated freefall courses + progression courses. Training for progression jumps and relative work always available. Cessna 206 and Islander Accuracy pit. Bunkhouse with showers and Canteen and Bar on DZ. Visitors welcome.

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

### BRITISH SKYSPORTS PARACENTRE

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

**British Skyports Paracentre**  
Bridlington Aerodrome, Bridlington  
East Yorkshire  
Tel: 0262 677367

### CORNWALL PARACHUTE CENTRE

Is about people enjoying themselves, safely, the finest equipment, good food and friendly staff. C182, Video, Tandem, Static Line Square, WARP. Unrestricted altitude. All types of accommodation available. Open Wednesday through Sundays. Please contact Secretary Linda Ruth Grant.

**Cornwall Parachute Centre**  
Frans Ranch, Old Naval Airfield  
St Merryn, Cornwall  
Tel: 0841 540691

### DUNKESWELL INTERNATIONAL SKYDIVING CENTRE

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

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

### DONCASTER PARACHUTE CLUB

The new skydiving centre of the north. Open Fri, Sat, Sun & Bank Holidays - other weekdays by arrangement. 1st jump static line courses, tandem jumps, excellent student progression- WARP, RW, CRW and AFF instruction by competent instructors. Radio helmets, AAD'S, Accuracy Pit, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. Bar on airfield. C206 Cherokee 6 and Piper Lance. Competitive jump prices, everyone welcome.

**Doncaster Parachute Club**  
Doncaster Airfield  
Doncaster, South Yorks  
Tel: Weekends 0302 532922  
Tel: Midweek 0532 505600



### EAGLESCOTT PARACHUTE CENTRE

Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with A.A.D.s, Helmet radios and G.O. Aeroconicals. RW, CRW, Style and Accuracy coaching. Superb accuracy pit. Tents and Caravans on the D.Z. Local B & B. If it is windy - you can always go surfing!

**Dave Tylcoat**  
Eaglescott Parachute Centre  
Eaglescott Airfield  
Ashreigney, Chulmleigh  
Devon EX18 7PH  
07693 552/0392 75222

### FIFE PARACHUTE CENTRE

Full time 9 to dusk, from Wednesday til Sunday. Caters for first jumps, progression RW, CRW, tandem. Facilities include bar, canteen, one aircraft, camping facilities, B & B locally, numerous bad weather facilities nearby.

**Fife Parachute centre**  
Muirhouses, Grange  
Errol, Perthshire  
Tel: 0821 2673

### FLYING TIGERS SKYDIVING CENTRE

Beginners' courses, Ram air progression, Tandem, RW, CRW instruction. Restaurant, bar camping available, accommodation nearby. Cessna 206 always available. Open Friday through to Sunday all year and other times by arrangement.

**Flying Tigers Skydiving Centre**  
Goodwood Airfield, Nr Chichester  
West Sussex  
Tel: Kevin McIlwee 0243 780333

### HALFPENNY GREEN SKYDIVING CENTRE

Friendly centre catering for progression. RW, CRW instruction. First jump courses, S/L square, Tandem and AAF. Two Islander aircraft. Cessna 180 (in flight door). Unrestricted altitude, accuracy pit, free bunk house with showers. Food and bar on airfield. Camping available. Open weekends and by arrangement.

**Halfpenny Green Skydiving Centre**  
The Airfield, Bobington  
Nr Stourbridge, West Midlands  
Tel: 038 488 293

### HEADCORN PARACHUTE CENTRE

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

**Headcorn Parachute Club**  
The Airfield, Headcorn, Kent  
Tel: 0633 890862

### HEREFORD PARACHUTE CLUB

Beginners' courses with full progression. SL/FF Aeroconicals, AADs, Radios, RW/CRW coaching, tandem, full kit hire, cutaway rig. Visitors (C licence plus) welcome. Canteen, bar, toilets, showers, accommodation, accuracy pit, 2 C206's. Closed Mondays.

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

### IPSWICH PARACHUTE CENTRE

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

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

### LONDON PARACHUTE SCHOOL

Weekend club: beginners' courses and progression training. Farmland DZ. B & B available locally. Aeroconicals. Radios, boots and helmets loaned free. All welcome at small but friendly club. Please telephone beforehand for weekdays activity.

**London Parachute School**  
P.O. Box 18, Goring on Thames,  
Reading, RG8 9EW  
Tel: 0249 651909

### LONDON SKYDIVING CENTRE

1st jump courses. S/L, AFF, tandem. Full time centre. Skyvan and Cessnas. New clubhouse with showers, accommodation, canteen, bar, kit hire, camping. Easily accessible from London and the Midlands, close M1 (J13 14)

**The London Skydiving Centre**  
Cranfield Airport, Cranfield  
Bedford, MK43 OAP  
Tel: 0234 751866

### MIDLAND PARACHUTE CENTRE

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression R/W jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Cheapest jump prices in the Country.

**Midland Parachute centre**  
Long Marston Airfield  
Stratford-Upon-Avon, Warks  
Tel: 0234 297959

### NORTHERN PARACHUTE CENTRE

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

**Northern Parachute Centre**  
Topcliffe Airfield, Nr. Thirsk  
Tel: 0748 832521 ext 5367  
Contact: S Thompson, 4 Manfield  
Terrace, Carlton Miniott, Thirsk.  
YO7 4NE. Tel: 0845 24713

### NORTHERN IRELAND SERVICES FREE FALL CLUB

**S. Sgt. T. Andrewes,**  
N.I.S.F.F.C.,  
Shackleton Barracks,  
B.F.P.O. 802  
Tel: 0504 763221 Ext. 36472

### NORTH WEST PARACHUTE CENTRE

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

**North West Parachute Centre**  
Cark Airfield, Flookburgh  
Nr. Grange-Over-Sands, Cumbria  
Tel: Airfield 05395-58672/58555  
Tel: Weekdays 0772 720848



## **OXON & NORTHANTS PARACHUTE CENTRE**

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during B.S.T. months. Beginners S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available. Friendly atmosphere, visitors very welcome, no membership fee.  
**Oxon & Northants Parachute Centre**  
Hinton-in-the-Hedges Airfield,  
Steane. Nr. Brackley, Northants  
Contact: Mike Bolton,  
85 Oak Park Road,  
Wordsley, Stourbridge,  
W. Midlands. DY8 5YJ  
Tel: 0384 393373

## **PETERBOROUGH PARACHUTE CENTRE**

Full time centre. Shorts Skyvan, RW instruction. Ground to Air and Air Video, unrestricted altitude, accommodation, free camping, bar, food, AFF, tandem. Eighteen years unrivalled experience.  
**Peterborough Parachute centre**  
Sibson Airfield, Wansford  
Peterborough  
Tel: Elton 08324 490

## **RN & RM SPA**

S/L progression, freefall progression, accuracy pit CRW. Training by Europe's most experienced and successful jumpers, air to air video, kit hire (round and square), Cessna 182 (inflight door) Cessna 185 (inflight dooor). Bar, Canteen, free showers, camping.  
**RN & RM SPA**  
Dunkeswell Airfield, Dunkeswell  
Honiton, Devon  
Tel: Luppitt 040 489 697

## **SCOTTISH SPORT PARACHUTE ASSOCIATION**

Organisers of The Scottish Nationals. All visitors assured of a warm Scottish welcome.  
Richard Bunchan  
Lynemore, Madderty  
Crieff, Perthshire. PH7 3NY  
Tel: 0764 83 255

## **SCOTTISH PARACHUTE CLUB**

Open weekends and most public holidays. C206, all types of training, best of facilities including: Fan Trainer, Gravel Pit, 2 Training/Lecture rooms. Air to Air video, Electronic Pad, Canteen, lounge area, Packing Table.  
**Scottish Parachute Club**  
Strathallan Airfield  
Auchterada, Perthshire. PH3 1LA  
Tel: 0764 62572 weekends

## **SLIPSTREAM ADVENTURES**

With 4 fulltime AFF instructors and 6 AFF rigs at our disposal. Slipstream offers you outstanding instruction. We operate full time with the use of all Headcorn's facilities. We also offer RW/AFF Courses at Avignon in the South of France.  
**Slipstream Adventures**  
The Airfield, Headcorn  
Kent. TN27 9HX  
Tel: 0622 890641/890862

## **SWANSEA PARACHUTE CLUB**

Everyone welcome. Open Wednesdays and weekends 08.30 to last light. S/L Square courses. AADs, radios/AAF/WARP/air to air video/Tandem licensed cafeteria/toilets/camping and caravans. C207, unrestricted altitude. Holiday area.  
**Swansea Parachute Club**  
Swansea Airport,  
Fairwood Common, Swansea,  
West Glamorgan.  
Tel: 0792 297464

## **THE SPORT PARACHUTE CENTRE**

Young progressive centre, operated by skydivers for skydivers. Student and RW. progression/AFF/Tandem/RAPS/courses. Weekend and midweek evenings at present. Full-time soon. Cherokee 6 A/C, new club building unrestricted altitude. Canteen and accommodation available.  
**The Sport Parachute Centre**  
Tilstock Airfield  
Whitchurch, Shropshire  
Tel: 0948 841111

## **WILD GEESSE SKYDIVING CENTRE**

Open 7 days a week. Northern Ireland Tourist Board Approved Accommodation, 42 beds-hot showers-full meals. Camping welcome. Daily student courses - full indoor training. Training to Cat 10 RW and CRW instruction. Kit Hire. Cessna 206 Night jumps. Tandem jumping and Display Team.  
**Wild Geese Northern Ireland**  
Contact Dave Penny  
27 Drumeil Road, Aghadowey  
Coleraine, Co Londonderry, N.I.  
Tel: Head Office 0265 868669  
Tel: DZ 02665 58609

## **ARMY PARACHUTE ASSOC**

The Commandant, JSPC  
Airfield Camp, Netheravon  
Salisbury, Wilts. SP4 9SF  
Tel: Bulford Camp 0980 33371 ext:  
Commandant 82545  
Chief Instructor 8229  
Staff 8277

## **RAFSPA**

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

## **THE RED DEVILS**

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

## **SILVER STARS PARA TEAM**

### **RCT PARACHUTE CLUB**

Azimghur Barracks, Colern  
Nr. Chippenham, Wilts. SN14 8QY  
Tel: 0225 743585/432240

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# **OVERSEAS CLUBS & CENTRES**

## **CYPRUS COMBINED SERVICES**

### **PARACHUTE CLUB (CCSPC)**

CJSATC Pergamos Camp, BFPO 58  
Tel: from UK 010 357 4153000  
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 5253 82 2378  
JSPC(L), STC, Sennelager, BFPO 16

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# **OTHER ORGANISATIONS ASSOCIATED TO THE BPA**

## **EAST COAST PARACHUTE CENTRE**

8 Burns Crescent, Chelmsford  
Essex, CM2 0TS  
Currently sharing facilities with the London  
Parachute School at Lewknor Drop Zone.

## **POPS UK**

Hon Treas/Sec Graham St Clair  
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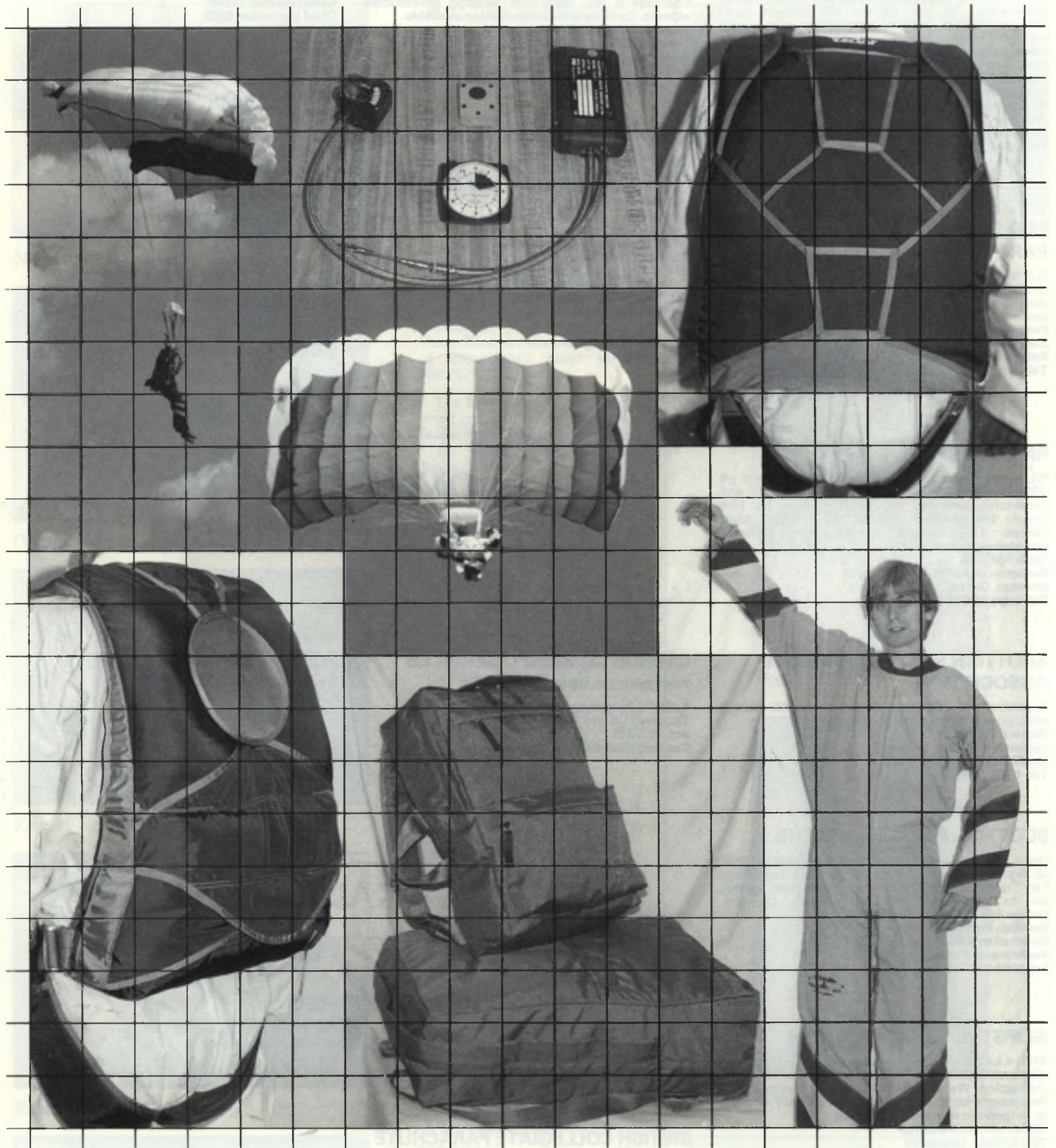
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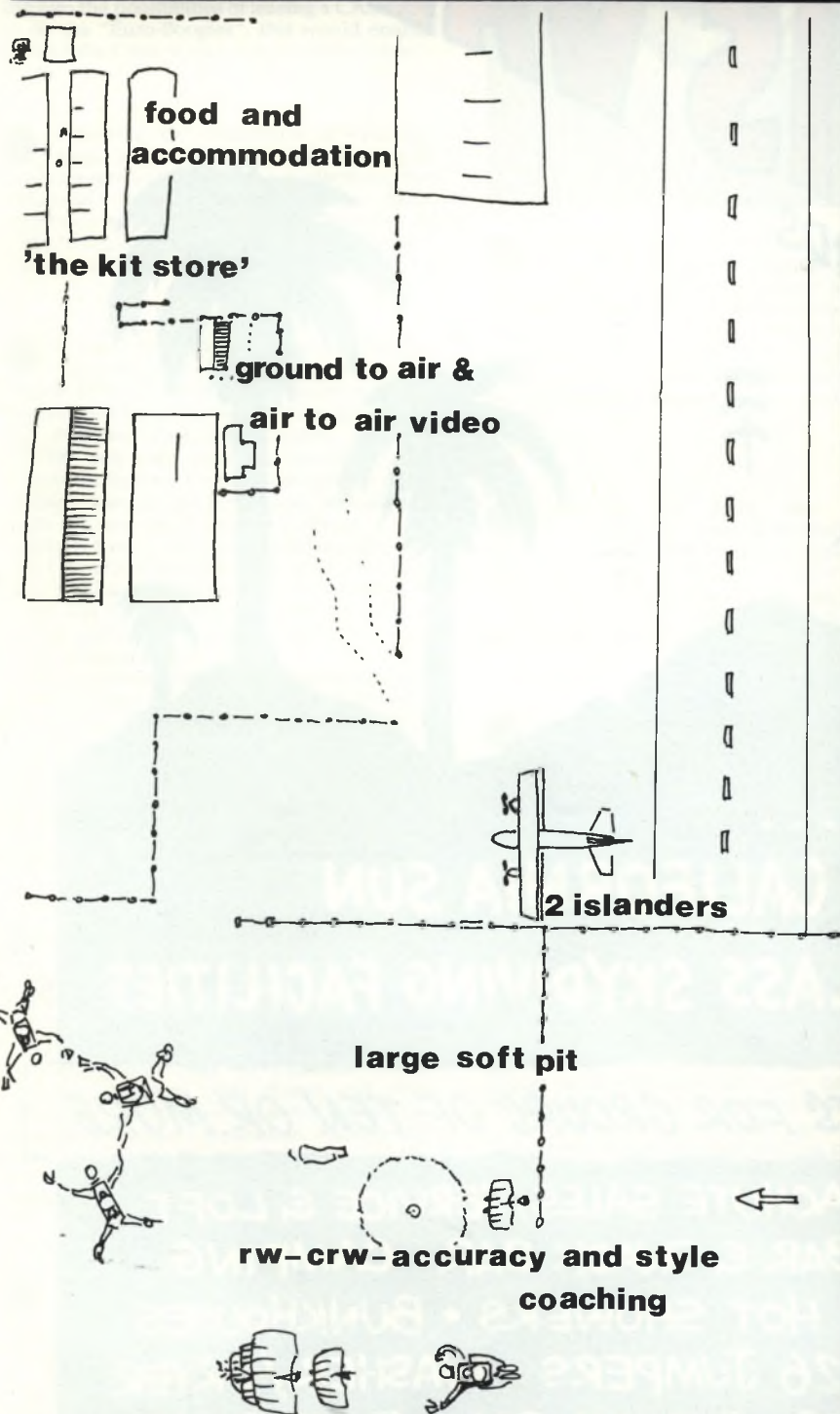
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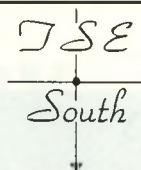


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Second Annual "Square One"  
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October 28th

Halloween Party. \$14 skydives all  
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November 10th

All veterans & Active Duty skydive  
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VETERANS' DAY

November 18th - 26th  
November 18th - 21st  
November 25th & 26th

THANKSGIVING SUPER BOOGIE  
Fall Relative Work Training Camp  
Fourth Annual 20-Way Speed Star  
Competition

December 16th - January 1st

CHRISTMAS/NEW YEAR'S  
HOLIDAY CELEBRATION  
(Free Registration - FREE  
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1990

April 14th - 22nd  
May 18th - 23rd

EASTER BOOGIE  
Spring Relative Work Training  
Camp

May 24th - 28th

MEMORIAL DAY JUMPFEST  
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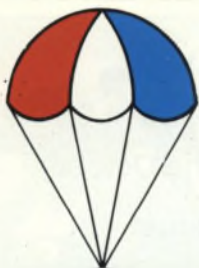
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### DIARY OF EVENTS

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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October 28-29, 1989

## **FALL RW TRAINING CAMP**

November 5 - 11, 1989

## **21ST ANNUAL TURKEY MEET**

November 16-27, 1989

16 & 17	Practice
18 & 19	8-Way
20	16-Way
21 & 22	20-Way
23, 24 & 25	10-Way
26 & 27	Fun, Fun & Fun!!!

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Awards & Band Saturday, 25th after jumping

## **CHRISTMAS BOOGIE**

December 9, 1989 - January 7, 1990

"10-Way Scrambles"

December 30 & 31

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Awards to every team!

## **SPRING RW TRAINING CAMP**

March 25 - 31, 1990

## **25TH ANNUAL EASTER BOOGIE**

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