

Sport Parachutist

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DECEMBER 1989



*RW World Meet
Women's Record Attempt*

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Editor's Note

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Front Cover: "TAG".
Photo Leo Dickinson.



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GOLF AND SOFTBALL GRANTED EXHIBITION STATUS

NO PARACHUTING AT NEXT OLYMPIC GAMES

▲ It should come as a surprise to nobody that parachuting will not be included in any competitive form at the 1992 Olympics in Barcelona. The organising committee have chosen softball and golf as the exhibition sports for the next games.

As with the inclusion of tennis in Seoul in 1988 and the full competitive status granted to baseball in 1992, there is just one reason for this decision, money. He who pays the piper calls the tune, the tune caller in this case is the American TV network NBC. The \$400 million they have paid for the TV rights to the games has given them a virtual right of veto on which sports are, and are not, included. Lots of Americans play and watch, tennis, baseball and golf, therefore lots of eyes will be in the right place to see the advertisements which provide the networks revenue.

As a minority sport, Parachuting has a long way to go before it will do anything but add a bit of colour to the opening ceremony.

▲ British judges performed admirably at this years world meet. Both Sue Dixon and Kate Charters passed their pre-meet evaluations with flying colours and were used as primary judges throughout the competition. Julie Allen and John Haddon both qualified as FAI trainee judges. Julie recieved a strong recommendation for immediate upgrading to full status whilst John passed his written test on the sporting code with 98%!

▲ Lot's of chickens came home to roost on A1's rural idyll at Rectory Farm in November. No longer allowed to use the DZ by the council and the Twin Otter by the CAA, the operation has closed down. Whether it will do a "Pheonix" (or Hydra, depending on your point of view) only time will tell.

▲ Paraski enthusiasts are being well catered for in February with the "Winterlude World Cup" being held in Ottawa, Canada. The entry fee of \$415 (US) covers a weeks accomodation, Ski pass, one practice and six competition jumps. Over \$15,000 worth of prizes will be awarded to the winners.

The registration deadline was December 1st, but a cringing phone call to the organiser may pay dividends if your interested. He is: Howard Summerfield. Tel (613) 763-2528 (Day), (613) 820-3218 (Evening).



Four 'T' Way over A1. From left to right: Anita Myatt, Graham Goodwin, Darryl Moran, Neil Stokes. Photo by Mike Hammond.

▲ Parachutes de France are increasing their range of Blue Track canopies to three with the new BT 40. Intended for lightweights of less than 75 kg (160 lbs) the BT 40 has a surface area of 125 sq ft with a pack volume of 350 cu in. The existing Blue Track canopies, the BT 50 and BT 60, are for suspended weights of 80 and 100Kg respectively.

▲ From February 1st 1990 a radio frequency (130.525) for the specific task of instructing parachutists from the ground comes into operation.

To qualify for a licence applicants will have to take a written and practical examination. The minimum standard required to take this exam will be category 10 and CCl's approval.

▲ The death of a female parachutist at Topcliffe occurred after the right hand riser became detached, causing the canopy to collapse at approximately 150 ft.

The BPA enquiry into the fatality concluded that; at some stage from kitting up to the time of the accident, the parachutists cutaway pad became dislodged causing the teflon cables to be partially extracted.

▲ Alexis Perry is putting together a schedule for a European attempt to break the world female gender exclusive RW formation record. As reported in Sport Parachutist in August, this currently stands at 79.

The attempt will take place at Bordeaux in August 1990, with base practice at Gap in May. Tag team member Jerome Bunker will be load organiser. As the attempt is based in France and is likely to be sponsored by French companies, it stands to reason that the largest European representation will be French.

Aspiring British participants with the correct chromosomes are advised to smile nicely to the right people in order to get a place on this load.

▲ Errata. It has been pointed out that the article entitled "Practical spotting for beginners" which was in the October issue, has a typographical error which may cause confusion. The text in column 2, page 19 which reads "if you can see the side of something you are over it..." should read "if you can see the side of something you are NOT over it..."

Whilst we are on errors, the photo of the Trandem on the News page was printed the wrong way round. Congratulations must go to Gravity Matters, my second favourite magazine and worth every penny of the 50p a copy charged, for repeating this mistake on the front cover of its latest issue.



▲ After spending the past three years docking onto various 8-Way formations with British Champions "MO", Tim Mace may soon be finding himself doing a similar thing onto an orbiting Soviet space station.

Tim, a major in the Army Air Corps, has been selected for cosmonaut training together with Mars bar technologist Helen Sharman. They were chosen, following an exhaustive selection procedure, from 13,000 initial applicants. Only one of them will actually be on the Juno mission which is scheduled for April 1991, the other will act as backup and mirror the experiments being done in space at the mission control centre.

This is the second time that a BPA member has made it through to the final stages of astro/cosmonaut training. Will Grut, founder Symbiosis member, got to the last stages of selection for the ultimately unfulfilled UK place on the US space shuttle.

Pity about the clothing though. The appalling space overalls, in which the delighted space persons waved at the worlds press, looked like rejects from early episodes of Star Trek! Do you know any team members who make tasteful one piece garments at all Tim?

▲ The BPA members favourite RW competition, the Regional Championships, has been won by the Red Devils with 23 points. Functional 4 Play, the only team to compete in all three meets came second with 13 points. Medals, cheques and prizes will be presented at that worldwide, multi-media extravaganza known to you and me as, the AGM.

▲ Team news. With the ink barely dry on the 1989 RW world meet results, new line-ups are being gathered together in readiness for 1991. After a couple of years of posing around the sky doing aerial Busby Berkley impressions, the ego brothers, Tom Piras and Guy Manos, are back on the competition trail and are recruiting members for an 8-Way team to knock the Golden Knights off of their lofty perch in the US. Pre-requisite for consideration on the team is an \$18,000 investment for training.

Another team on the launch pad is a 4-Way comprising of MO stalwarts Kevin Hardwick and Pete Allum, Chris Lynch from Air Time and skydivings number one jumpsuit magazine, Tony Urugallo.

▲ Due to the large amount of material supplied for this issue there is not enough space for the results of the Photo Competition '89. These will be featured in the February 1990 issue.

▲ In August 1990, twenty of Britain's most experienced skydivers will be assembling at Langar. Their plan? To perform a series of choreographed skydives from 15,000ft, all colour coded to a degree never before attempted in this country. Each skydive will be filmed by two cameramen and the edited results made into a TV film.

▲ Vote Vote Vote! All BPA members should by now have received their ballot papers for the new improved, streamlined, lean and hungry, 1990 twelve man council election. Had it been the previous 18 man format there would of course been no election at all as there are only seventeen applicants. Completed ballot papers must be in by 29th December, so if you are reading this and you haven't sent yours in you're probably too late.

▲ That 21st Annual Turkey Meet was completed successfully again at Zephyrhills during late November. Some 675 jumpers registered for the boogie making over 10,000 jumps in total. There were 184 DC3 and 156 CASA loads made, plus the odd balloon jump. The results were as follows:

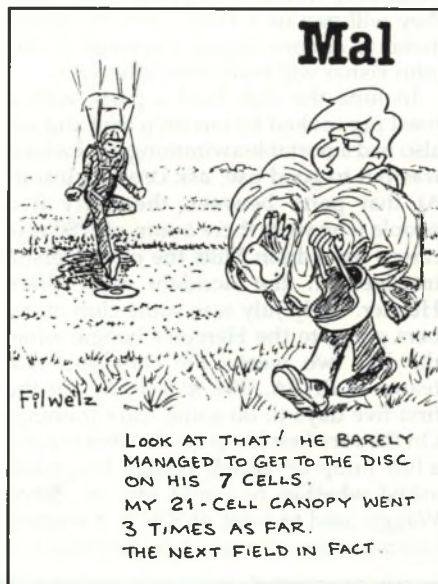
8 WAY (19 teams registered)		
1	VECTOR 8's	29 pts
2	CHAMBERSBURG EXPRESS	21
3	GRAND OPENING	18

16 WAY (8 teams registered)		
1	HOME BREW	17 pts
2	GRAND EXPRESS	15
3	PIPS CHOICE	12

20 WAY (8 teams registered)		
		Av
		Time
1	VECTORY 20	24.95
2	JAKE AND THE FAT MEN	30.24
3	MR YOU	30.86

10 WAY (15 teams registered)		
1	VECTORY 10 WAY	13.93
2	HAT TRICK	15.14
3	ESSENCE OF SPEED	16.52

Exiled British skydivers Tony Urugallo and Ben Rayner were both members of the "VECTORY" teams that won the 8, 10 and 20 Way events.



EDITORIAL

In this edition of the magazine there is a lavishly illustrated account of how the medals were won and lost at this years world meet. It confirms, if you didn't realise it already, that the teams with the most finance end up winning.

There's scene in the film "The Right Stuff" which sums this up admirably. "There's only one thing that makes this rocket fly" remarks one of the astronaut heroes. "Funding. No bucks, no Buck Rogers".

The Golden Knights, funded by the US military, made their 8-Way rocket fly to 138 points, the Soviet military to just five less. The members of the British team put in thousands of pounds of their own money, effectively put aside their jobs and careers for six months and scored 49 points less than the winners.

The skydivers in the medal winning teams in the 4 and 8-Way were no better than the losers. Funding just gave them the opportunity to realise their potential.

As this is the last magazine of 1989 I'd like to take this opportunity to thank those people who have made regular contributions to it. They are:

Phil Wells for his excellent cartoons and prompt response to requests for illustrations that I give him. Andy Pinder for Oswald SG, which is getting better all the time. Stalwart photographers, Simon Ward, Leo Dickinson, Norman Kent and their newer counterparts of Stuart Meacock, Kevin Hughes, Glyn Jones and Steve Crabtree for the free and gratis provision of their photo's. Amanda Kenny for touring the country to write the club pages. Dave Waterman for providing me with some layout ideas. Tony Lewis and the Staff of Angel Graphics for turning the input into a final product. The BPA bad poets society (yes they still send them) for making me wonder why they bother. The council for making me wonder why we bother. Everyone else who provided the material, whether published or not, and finally an acknowledgement of the efforts made by some APDO members to slip a knife between my shoulder blades at every opportunity. Keep trying guys, you might get lucky one day.

Without the contributions of the above the magazine could not have been the success/failure (cross out whatever you deem appropriate) it has been during the last year.

Should my shaky tenure survive to the February issue I will be the longest serving Editor since Lord Dave of Cheltenham. Is this some sort of record?

Seasons greetings to you all.

Steve

Steve Eversfield.

COPY DATE
FEBRUARY ISSUE
26TH JANUARY

Club Corner... RN & RM SPA

by ANDY GUEST

The RNRMSPA is located at Dunkeswell Airfield in Devon which is eight miles outside Honiton if you are coming down the A303. If you are on the M5 you come off at the Wellington junction and we're only twenty minutes away.

The club is run by four people, Steve Groves Admin Sgt as well as pilot, Andy Guest CCI/AFF instructor, Dave Payne instructor also AFF rated and Si Clark instructor and video cameraman.

A lot of work is also put in by five other instructors and the club members also help out with DZ control or driving the safety vehicle which also ferries the jumpers to the aircraft.

So what can the club offer you in terms of facilities?

The club has a Cessna 185 and a 182, both with in flight doors with the potential of a nine way. The club is aiming to

able to teach people CRW to a very high standard.

During the year we have had a number of problem students (involuntary turns) from other clubs who we have been able to sort out their problems.

It's a shame but there are politics involved in our sport so before a number of clubs complain, let me make one thing clear. If you are a civilian with no military connection, I cannot take you on a student course as you are the bread and butter for civilian clubs. However providing you have done at least one jump you are more than welcome to jump at this club as you have the right of freedom of choice.

In the past the club was the location for the 22 night stack in 1985, the 24 stack in 1986 and a 32 star in 1987. So what's been happening lately? There's been a lot of work put in to create a good social atmosphere as well as to improve the club facilities.

Back in February, as a club, we paid Eaglescott a visit having to drive through

The result, a bum spot, saw us landing off the airfield and being grounded for five days. It seemed a harsh decision, but rules are rules and there were no hard feelings towards Jim Coffee who ran an excellent meet which both our teams enjoyed.

In August we ran a CRW seminar on the bank holiday weekend with another pig roast. The idea of the seminar was to keep the numbers down so the instructors could do more with the individuals.

We lost the first day and a half due to bad weather, but the last day and a half proved to be rather successful. Most individuals remarked how surprised they were on how much they had learned in only a day and a half of jumping.

The club will be running another CRW seminar next year on the same lines keeping the numbers small so we can do more with the individual. September saw the clubs CRW team "Unlucky by IV" going to the CRW Nationals. They picked up a silver medal in the intermediate and two



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buy an Islander hopefully in time for the next season. If teams wish to hire the aircraft they can and if they wish to train down here we can supply a video man. On the accommodation side we have 44 beds of the type you don't mind sleeping on. There are two showers, three sinks and toilets and also a kitchen you can use if you wish to cook your own food. The old ground training room has been converted into a disco room to help with the party nights. We also have ample space for those who wish to bring caravans or who want to tent it.

On the equipment side we have thirty static line rigs, seven free fall rigs, two AFF rigs and fifteen advance tandem rigs with Contacts for those who don't have their own rigs.

The aim of the club is to give people an insight into the sport and for those who take it up to progress you to the highest standard we can get you to. All our club members go through the WARP system which without doubt is the best way to learn RW.

Having staff and a couple of club members with over 1500 CRW hookups we are

a snow blizzard and getting snowed in at their local pub "it was hell". March saw the start of the student season due to the summer we had. In May the club decided to pay Cornwall Parachute Club a visit in which we all had a lot of fun and were made very welcome, hopefully next year they will pay us a visit. I would recommend to anyone to pay Cornwall a visit John Fisher will really look after you.

In June the club held a party with a roast pig cooked by our own chef and we also had a portable swimming pool which was put to good use, ask Leo Dickinson. At that party between the thirty five people who were there a sum of £780 was raised for Adrian Mills the other person involved in the accident with Brian Hucker. Early July saw some club members going to the Hercules boogie while the last two weeks the club sent two teams to RAPA. The idea being for the first five days to do some team training. On the very first jump we decided to have a fun jump on which Waggy Waggstaff asked whether he could join us. Since Waggy used to work at RAPA it seemed common sense to make him jumpmaster.

of the guys joined No Limits to win a gold in the speed eights. At various times during the season we managed to organise Hot Air Balloon jumps all in all about 22 jumps were made. Also at various times there were the clubs parachute displays at various events.

A couple of the nice displays were made out of a Navy Sea King helicopter. Twelve jumpers onboard of which 5 were C license with free fall at one end and CRW at the other. What else, night jumps were made with a couple of four ways screaming it down to 3,000ft.

As luck would have it since I was on the load the weather restricted us to 5,000ft, though Pete Smith and I managed a two way followed by a CRW biplane into the pit which made it all worthwhile.

The only other thing we have arranged for this year is the end of season party. It's going to start on a river boat (no jokes please) and finish off with a meal at a pub. As for next year we aim to organise as much as we can to broaden a jumpers experience and to keep reminding people jumping is fun. Why not pay us a visit you will always be made welcome.

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SWARD SPORTS NEWS

We've redesigned the Log Book!

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We even stock filler packs and have designed a special six ring, laminated folder for skydivers.

Over the next twelve months you will be seeing a lot more of THE FAXLOG in Sport Parachutist as we aim to provide a whole new service to skydivers. Look out for next month's magazine.

TUBE STOES - Another major new dealership for SWARD SPORTS.

If you haven't come across them as yet... let us explain. Tube Stoers are designed to replace standard rubber bands for line stowage. They are made from tough surgical rubber and last many times longer than your average bungy. Lines 'roll' out of the Tube Stoers rather than pull out of rubber bands which is why they break so often.

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 - Side on Front on £29.50

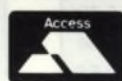
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BLED TIME STORY

BLED PARA CUP, YUGOSLAVIA, 11th 17th SEPTEMBER

Although unable to live up to the title of Team Coach, Head of Delegation, Translator, Travel Agent and Chief Cheerleader in one, as suggested in the August Mag. I do believe that Team Coach and Head of Delegation could be one person, with the correct qualifications, if necessary.

Well, the "OFF YEAR" much depleted British squad of seven plus myself found the BLED PARA CUP conditions a difficult and severe test. The team were probably partly psychologically destroyed by being drawn 15th and having to see the Czechs, Yugos, DDR, Italians, UAE etc knocking out dead centres in the absolutely NO wind at all conditions.

With still not enough wind to make the sock decide a direction to point or the paper streamer on another pole show any positive movement, the team jumped and scored a big 31 centimetres. This of course did absolutely nothing to improve their confidence, but with a lot of individual thought and soul searching and few words from me they scored a creditable .08 in round two.

So with their tails a little higher they went into round three and lo and behold the jackpot, 0.00! They were now much happier even talking openly and smiling whilst packing and apart from a disastrous round eight of 0.33, with a 16 cm throw away, they finished round ten with a .09. But probably their finest hour was 'WINDY' round six. Fred and Jeff landed both on 0.00 the other three were winded out. On their re-jump with Barry leading, and still windy, they all scored 0.00. Our first and only 5 out of 5 Dead Centres.

The team I nominated after some 56 practice jumps in Bled were in jump order: Fred Ryland, Jeff Chandler, Barry Henderson, Les Carroll and Jo Vaughan. Esther Reynolds

and Chris Clements made up a team with Cheryl Stearns, Paolo Agostinotto of Pisa and Yousuf Karam of UAE, they called themselves BAD GUESS. This team proved to be too good for us, also finishing in 12th place, with us in 16th out of 19 teams.

The highlight of this competition was watching the superb performances by the Czech men and women each winning the team and individual prizes. The disappointment was watching Cheryl Stearns getting beaten in the jump off against Dana Oravcova each on .04 after 10 rounds. Oravcova scored 0.00 with Stearns getting 0.2.

Looking towards the 20TH WPC in September 1990, let us hope for a better team performance. This can only be achieved with a practiced squad with discipline, dedication and training. We must take up the promised offer the Czechs made earlier this year to attend their training camp and free use of their facilities.

The major problems of our competitors, apart from lack of practice, is the ability to strike the pad correctly and cleanly. I therefore firmly believe that any form of static practice on to a dummy pad is an invaluable pre-jump training which all accuracy competitors should use. Also we will see by the individual scores there are some 17 at or over 10 centimetres, this is primarily due to a lack of practice in the conditions encountered. But in some cases it is canopy control; I believe that Chris is on the wrong canopy for her and the greatest favour Fred could do for himself is to get a new canopy.

With these points in mind let us hope that sufficient funds can be found to send a well practiced British squad to Bled next year.

Ken Mapplebeck
CCI JSATC & Royal Air Force



Les Carroll on the practice pad.



Hendo smiling?



Hi! My name's Jo, my neck's been stuck like this since I woke up this morning.

BRITISH INDIVIDUAL SCORES

Rounds	1	2	3	4	5	6	7	8	9	10	Total
Les Carroll	0.00	0.00	0.01	0.00	0.01	0.00	0.03	0.07	0.00	0.01	0.22
Esther Reynolds	0.02	0.00	0.01	0.00	0.01	0.02	0.02	0.08	0.12	0.01	0.29
Jo Vaughan	0.05	0.02	0.00	0.04	0.16	0.00	0.01	0.05	0.01	0.00	0.34
Barry Henderson	0.16	0.00	0.00	0.02	0.13	0.00	0.01	0.06	0.04	0.11	0.53
Jeff Chandler	0.16	0.06	0.00	0.16	0.08	0.00	0.00	0.16	0.02	0.04	0.68
Fred Ryland	0.10	0.16	0.00	0.02	0.02	0.00	0.08	0.16	0.16	0.04	0.74
Chris Clements	0.07	0.02	0.03	0.16	0.02	0.15	0.00	0.16	0.16	0.00	0.77

The 25th British Army Parachute Championship

THE ARMIES

The Second two weeks of August, once again saw the annual gathering of Army Teams from far and wide. We also had several guest Teams in attendance from foreign armies, they included the German Army, Spanish Army and a Team from the Sultan of Omans Parachute Regiment.

This year however, the Army Parachute Association Championships (the "Armies" to it's friends) was somewhat different than in recent years. First, this was the 25th Anniversary of the event and secondly, there was a distinct lack of bad weather, yes bad weather! The competition is usually accompanied by plagues of frogs, locusts and other natural disasters, but this year we only had good weather. The new (to Netheravon that is) Commandant Major Card, claims he ordered the weather!!! "Weather" or not this is true, we do not know, we are however, considering hiring out his services to other drop zones. That sorted the weather.

Our aircraft back up was impressive, with two Turbine Islanders a Piston Islander and Cessna 206, complete with a fine array of pilots which included several flying instructors and airline pilots, and I must say, that between them they did a very efficient job indeed.

The events contested this year remained unchanged, Style at Senior and Intermediate level, Accuracy at Senior, Intermediate and Novice level, 4-Way RW at Senior and Intermediate level and last but not least CRW Rotations.

The events were all completed bar Senior/Intermediate Accuracy (one round short) and Novice Accuracy (two rounds shorts). Whilst waiting for suitable Accuracy conditions, a Scramble Speed 10 was organised. Nine Teams entered and two rounds were completed. Congratulations go to the Team captained by Dennis Hayes (Red Devils), for a win there.

The Senior Accuracy was a closely contested event, with "Kiwi" Sharpe of Lippspringe leading, closely followed by team mate Neil Dixon and Les Carroll, along with Senor Terry, a Spanish guest who tied for the lead. "Kiwi" Sharpe and Senor Terry were both on straight discs until the sixth

round. "Kiwi" Sharpe then revised his tactics and invited Senor Terry for a few drinks. The seventh round dawned bright and early, to see "Kiwi" Sharpe on the disc once again and Senor Terry dropping a six centimetres. I will say no more on that one!!



BDR Les Carroll RA retains his position as Army Overall Champion again this year



WLCpl Caroline Apps WRAC receiving her cup as the Army Overall Style Champion 1989

Style brought a lesser known name into the limelight in the petite form of Caroline Apps another Lippspringe Jumper, who showed the guys that

ladies can produce the goods after all, taking Gold position. Les Carroll thinks it is a great to see (at least I think he said that – his teeth were gritted at the time).

The RW showed no surprises, with the Red Devils taking Gold under no real pressure. We believe the fine winning edge was achieved whilst training under the influence of the RAF Falcons in E1 Centro earlier this year. REME 'A' won the most mature team event and gave a splendid performance, coming second place. Pete Haugh doing especially well to turn all those points, with the cobwebs flying everywhere.

The CRW event again showed no surprises with the Golden Lions taking the first place even after their Team Captain withdrew injured. Thanks go to the Golden Lions and the Oman Team for lots of entertainment value, with the video tent packed tight on all of their rounds.

The Intermediate events, both RW and Accuracy were dominated by the Engineers team, who we congratulate on a great performance and advise you to watch this space for the future. The REME were also well supported by Cpl Robinson who took Gold in the Intermediate Style event and second place in Intermediate Accuracy to become the overall Intermediate Army Champion.

Les Carroll (RA) took the Army Champion title, closely chased by Neil Dixon (Para Regt) and Caroline Apps (WRAC) both from Lippspringe.

The Prizegiving took place on Thursday 31 August 1989 and dawned bright and sunny. This was preceded by a display of RW and a lone Spanish Army Team member who exited the Tiger Moth belonging to Charles Shea-Simmonds. General Sir Charles Huxtable presented the prizes to the lucky recipients, who in return gave us varied examples of how to salute a Four star General.

Finally of course, our sincere thanks must go to all the officials, pilots, judges, recorders, barmen, staff and of course a special thank you to the competitors, without whom there is no Championships. See you all next year.

Steve Taylor

CORRESPONDENCE



LETTER FROM POLAND

Dear Sir,

The Parachute section of Krakow Aeroclub has been active for thirty seven years. We have worked out reliable methods of parachute training. We have great experience in parachuting from various kinds of aircraft and in training parachutists.

Currently, thanks to the democratic changes in our country, we are allowed to establish contacts also with countries from outside of the socialist block. Therefore, we would like to put forward a proposal of cooperation between you and our Parachute Club. This cooperation could take various forms: those commonly met or other, agreed upon by both sides. e.g. participation in parachute meetings or competitions, exchange of parachutists organised on financial principles beneficial for both sides etc.

We are also willing to organise parachute courses for beginners, as well commissioned parachute jumps from the altitudes ranging from 800 to 3500 metres. As far as the prices are concerned we can assure you that they would be fairly low and, therefore, attractive.

We put forward this offer for your consideration and kindly ask you to inform about our offer those persons or institutions that, according to you, might be interested in it.

If interested, please contact manager of our parachute section instructor Roman Sendor or management of Krakow Aeroclub.

Should you require any further information do not hesitate to write to us.

Aeroclub Krakowski
Al. Planu 6-Letniego 17
Skrzynka Poczтовая 17
30-969 Krakow
Poland

Yours Sincerely
Roman Sendor

OK Clubs and individuals, here's a chance to do your bit for East/West relations.

Ed



EDITORIAL COMMENT

Dear Steve,

Congratulations, your editorial in the last edition of the Sport Parachutist was one of the most significant comments on our sport that I have read in a long time.

The NCSO's have an almost impossible and unenviable task but luckily for us all, they set about it with diligence. In any activity, there will always be a minority who wish to behave irresponsibly. These people either don't understand or don't care that they endanger the sport for everybody. It is part of the NCSO's job to protect the majority from the lunatic fringe.

As you so rightly say, plenty of parachute facilities have closed down over the last few years and it is interesting to note that the majority have been organisations which have deliberately and consistently tried to 'buck the system' or simply failed to put enough effort into maintaining a safe and sane parachuting environment. It is also interesting to note that there does not seem to be much noise coming from the 51st State right now, does there?

Yours Sincerely
Rob Noble-Nesbitt
D881

Dear Sir,

Is there a competition to guess what the October editorial is all about? It certainly baffled me.

Yours Faithfully
John Askew

Ask your CCI, I'm sure he will have an answer, and an opinion.

Ed.



RAPPING

Dear Steve,

Firstly many thanks for sorting out my magazine flow problem and for the amusing letter, nice to know that parachutists of all standards are, basically, mad as hatters. Secondly I'm writing to reply to Judi Normans letter about RAPS 'Vs' Rounds.

I find it difficult to believe that someone who has been through the conventional system is prepared to talk such hogwash and have it put into print. As someone who had the misfortune to have undergone the antiquated progression system employing round canopies, I find it difficult to comprehend that a fellow sufferer would actively support it knowing that systems such as RAPS and AFF exist as alternatives. I'm sure I am not the only person who reads this magazine that remembers the pain of getting up at the crack of Sparrows to drive for hours to get to the DZ, only to sit there all day watching people on squares cavorting through the air. All of this to the repetitive tannoy calls of "12 knot winds, the rounds are down!"

Even on the occasions when jumping was possible other hazards exist for the hapless 'Aeroconical artiste,' such as happened to me on my penultimate 'Tanfam' jump. The despatcher had to put out myself and two guys on square 'fams,' which he elected to do on one pass. On the run in he forgot my rig contained a round and I was put out a touch deep and ended up decorating one of the trees surrounding the DZ. Having done 42 round descents I knew the difference between running and holding, but alas didn't make it. For those of you who haven't suffered the ignominy of a tree landing, it does nothing for your ego (or wallet in the bar!) irrespective of the circumstances.

I realise that it would be far too expensive for the clubs that are already equipped with round

progression rigs to ditch it all and change to RAPS overnight but surely a steady phasing out of this equipment should be viewed as the way ahead. I too have no experience of the RAPS progression but it surely must be a faster way of getting on to RW and into WARP (No need for square fams for a start.) Whilst this may have the disadvantage of the student having less airtime, does it matter at that stage of the learning curve? Surely it's better to get on to the 60 second freefall lifts and acquire that experience then.

One other reason for a greater attempt at getting people onto square parachutes faster than the present system is that I believe that the retention rate would be improved. The enjoyment of flying a square canopy does not compare with the tedium of hanging like a sack of spuds under a round. In my opinion this would provide a more immediate "Buzz" and a consequent capture of interest.

As a footnote to the subject, I recently had the opportunity to jump at DeLand as a diversion to emptying my bank account in the Orlando area. On a wind hold (for those less than 200 squares) when I expressed understanding to one of the instructors, telling him about my experience on rounds, I was regarded with some degree of amusement as if I were a visitor from a bygone era. "ROUNDS, man that's some scary shit!"

If by some chance you haven't jumped yet and want to, then bust a gut and find some way of starting on squares - if your budget can possibly afford it.

Blue Skies
(And low winds for you suckers on rounds!)
Mick Cooper
C8776



EVANLY REPLY

Dear Editor,

I would be grateful if you could print the enclosed letter in the Sport Parachutist. I've not seen a copy of SP recently so am unaware whether Ms. Harvie has provided you with a copy of her fanciful account of this incident but I expect she has. I would just like to set the record straight and bring Melissa back to earth.

Yours Gratefully
D. Evans
D4365

Dear Editor,

In the October 1989 issue of the USPA Parachutist Magazine, a letter was printed from Melissa Harvie of Birmingham, England, titled Track, Wave and Pull.

Well I was on that dive and I would suggest that Ms. Harvie must have suffered severe concussion as she has grossly misstated the facts. Firstly the dive was far from being a successful 28 way (obviously her opinion of success is far lower than my own) as one person went low (another Brit in fact) very early on in the dive and then at 5000 ft the formation was funnelled at which point a number of participants went into a freestyle mode including Ms. Harvie (confirmed by other jumpers on the load) and myself.

However being a bit of a wimp where pain is concerned and not being particularly keen on hospital food I tend to be very conscientious about dumping high, either above or below other jumpers. As always I had a very good look around before waving (anybody who has ever jumped with me or seen a video of me prior to deployment will confirm that I certainly wave very hard and clear) and dumping, admittedly, intentionally a little on the low side. As my canopy deployed a body struck it, at this point my new Excalibur developed a high speed spin due to broken suspension lines and collapsed cells. I cut away and landed safely under my reserve. My immediate concern was to gather our group together and make a head count as I hadn't seen what had happened to the other jumper after the collision. Well obviously the other jumper was Melissa who was sitting on her packing mat with a crowd around including staff members of the centre. I admittedly was upset that she may have been hurt in the collision and certainly expressed sorrow (I was also very shook up) at which point she admitted that she had seen my wave very clearly. She also never contradicted me when I mentioned in front of the same staff members at which height I waved and subsequently dumped. I was of course fully expecting to be reprimanded for low pulling.

Ms. Harvie was then treated FREE by an orthopaedic doctor/jumper on the Dropzone and advised that all she had was a very minor sprain. However she insisted on attending hospital from where she returned in less than two hours. She continued jumping after a couple of days and friends told me she only limped when I was in the vicinity. A few days later she approached me and asked me for \$79 for a new pair of sneakers as she claimed she had lost a shoe in the incident. Well I know Melissa very well as I am also a Brit and we've been jumping at the same dropzones for the last three years, (fortunately not on the same loads), and believe me she has never ever owned a \$79 pair of sneakers in her life, you have to admire her cheek though.

It was at this point that I sarcastically suggested she may like to pay for my canopy repairs and repack. I also asked her if, as she had previously admitted, she had seen me wave, why she hadn't simply turned and avoided me. (I also asked her what she was doing down there with me anyway), at this point she stalked off in a huff and never spoke to me again.

Since the time of this incident which happened in April 1989 I have remained in the United States. However every time I hear from England I hear that Melissa is falsely bad mouthing me in a pitiful attempt to gain sympathy for her own inadequacies. I thought I'd just set the record straight with this reply through the magazine.

I certainly agree with Melissa that the current trend for freestyle manoeuvres after RW break up, whether intended or forced is not advisable - especially if there is a Geek on the load!

Yours
Martin D. Evans
USPA 60328 D4365 (UK)

P.S.

This is the same Melissa Harvie who would not buy beer for her first jump in the States, her first jump from a DC3 or her first jump in a semi stable formation etc. Am I annoyed, sure, its real hard to get free beer in this sport nowadays.

P.P.S.

I bought the beer after this incident for my first cutaway.

An Honourable man, huh!

Each party has had their say over this incident. As far as SP is concerned the matter is closed.

Ed.



KERRY IGNOBLED

Dear Steve,

I enclose a copy of a letter to the Chairman which is self explanatory. I feel that publication in the Mag's Christmas issue may further offset the need to question the validity of the election.

It is a great shame that a simple error can jeopardise the very real efforts of Council to ensure a fair Ballot acceptable to the entire Membership.

May I take this opportunity of wishing all Members the Season's Greetings and best wishes for a successful New Year in their chosen Sport.

Yours Sincerely
Kerry Noble
BPA 4298

Dear Jim,

ELECTION TO COUNCIL - CANDIDATE'S DETAILS

I have, this morning, received the above booklet together with a ballot paper from the Electoral Reform Society.

I am extremely disappointed and upset to find a serious error in the information provided to the Membership. The attendance record shows my attendance as 4 meetings - only 50%! I missed the AGM as this is the only period of the year I can take a holiday and was abroad. The only other meeting I have missed this year was that on 6th June, the reason being the date was changed at short notice from 30th May and I had previous business arrangements that I was unable to change. In addition to normal Council Meetings I attended the full day's hearing at Langar re the "Swooper" business. A total of six meetings at Leicester and one other at Langar. Each meeting, due to the distance involved, necessitates two days away from my business and a night in a hotel, a considerable effort which I consider is belittled by this error.

I am certain that those of our members who do not know the personalities involved will cast their votes for the members of Council who have put in the most effort on their behalf. You must agree, therefore, that the publication issued does not give a fair and unbiased representation of the facts and MUST prejudice my chance of re-election.

I must ask you to advise the entire membership of this error and that Ballot papers completed prior to that notification be invalidated and reissued. I feel this would be the only way to avoid a total reappraisal as to the validity of the Ballot.

I would also ask you to identify the person responsible for the formulation of those figures for the Reform Society in order that I can assure myself that this was merely an office blunder. The other alternative would be a deliberate and political attempt to sabotage my chance of re-election. I sincerely trust this does not prove to be the case as the cost to the Association would be considerable in both finance and reputation. I look forward to your very early response.

Yours Sincerely
Kerry Noble



AIRMAIL PLEASE

Dear Steve,

First off, this is not another complaint about the mag, its contents, its editorial perspective, or anything of that ilk. The mag continues to be one of, if not the, best of its kind in the world, keeping people informed, up to date with developments, allowing healthy, if sometimes vociferous, debate, etc. My complaint is (here it comes!) I have only today received June's Mag, 2 months ago I received April's. The BPA kindly allows Brits living abroad to retain their membership, and therefore their insurance, etc, which keeps us in touch with goings on back home, but why, oh why, if you need a higher sub from us to afford airmail for the mag, why don't you say so? My mag arrives with the same second class post on it that all the UK members get, which means it comes by sea, via who knows where! Maybe it gets dropped in, I don't, but 4 months to wait is ludicrous. You are advertising worldwide boogies etc, that are 2 months out of date by the time they get here. Normal airmail from the UK takes max 2 weeks to get here - please use it. If you need another fiver or so, please create an overseas subscription - I'd gladly pay it for the mag on time. If its any indication of what other clubs do I have already received the October '89 edition of the BSAC Mag.

I hope you can do something about this. It really would be a blessing to get the mag on time.

Meanwhile keep up the good work. The new format is a welcome break and some of the debate is good 'n' lively, if not always constructive, but I guess that's to be expected.

Blue Skies (and believe me there's plenty out here in "darkest" Borneo)
BPA 79126 D3865

Thank you for your very understandable comments. Together with Tony Lewis, the commercial manager of SP, I will look into improving the service to our overseas subscribers.

Ed.



TRIBAL TOSH

Dear SP,

This letter is just to say good luck and thank you to all the A1 Skydivers. Now that the government has taken away our reservation the various members of the tribe must set up their tee-pees elsewhere but it will not be many moons before the word will go forth and the braves will echo the war cries of "Deal with it" and "Appening"!

Special thanks to Benchy, Sinc'y, Andy, Godude, Sparkly, Derro, Funky and all the others too numerous to list.

While the ashes of the campfire now grow cold the new life of spring will re-ignite the flame!

Remember - the s**t stops here!

See you in the Spring
Arry D7467
AML#2

P.S.

Show us the pictures of the windsock Baldrick!

I believe this is codeified 'cool and groovy' speak, understandable only to those who appreciate the waft of the slipstream through their hair and painted toenails.

Ed.



COLLEGIATE INFO

Dear Editor

I am writing on behalf of Lancashire Polytechnic Skydiving club to inform you of our existence within the B.C.P.A. as we have not been mentioned recently in your magazine. Our address for any enquiries is:

Lancashire Polytechnic Skydiving Club
Lancashire Polytechnic Students Union
Fylde Road
Preston
Lancashire
PR1 2TQ

I would also like to inform you of the change in chairman of the B.C.P.A. GAVIN McCLEOD has replaced DAVE GILLET for the post. He is also our chairman and so therefore can be contacted via the above address. Any enquiries about the B.C.P.A. and its future events, Gavin will be pleased to answer.

Yours Sincerely,
Simon Nath
Publicity Officer

All collegiate organisations should take note of this information.

Ed.

Dear Sir/Madam

Re: South Bank Polytechnic Parachute Club
The above club has recently been started by myself and now has approximately 100 active members in all stages of the sport.

I have been trying unsuccessfully over the last couple of months to contact Dave Gillett of the British Collegiate Parachute Association with regard to membership. As you may be aware he is 'unavailable' at the moment! I was unaware of this fact at the time, but now I write to you to ask who I should approach in regard to the BCPA? I should like the club to affiliate to the BPA and perhaps have a bit of publicity for the club in 'Sport Parachutist' - if only to appear on the Affiliated Clubs and Centres page.

My contact address is as follows:

Dave Brooke
South Bank Poly Parachute Club
c/o Sports Office
South Bank Polytechnic
London Road
SE1 0AA

Hope you can help.

With many thanks, yours sincerely
David Brooke

See above.

Ed.

EXCALIBER CANOPY TEST

Some of you might remember some crazy canopy handling in the Wally Gubbins movie 'The Right Wally'. Well that was filmed in Spain during the winter boogie of 1985, and even before then I have been looking for the parachute of the future. A parachute so much like a wing that, one day, we can loop-the-loop!

During my last visit to Z-Hills, I was given the opportunity to test jump the Excaliber. A canopy purported to be the type of parachute that I have been looking for, for a long time.

Its specifications included: a cruising speed of around 55mph, that had to be 'tuned' down for the general market?; a rigid wing section that out performed anything yet designed; and the ability to allow heavier jumpers to pilot smaller parachutes.

I was surprised when I put on the rig containing the 150 Excaliber, I am used to the 175 Wildfire and was expecting a smaller rig. The additional cell walls built into the Excaliber made the smaller parachute bulkier. Nevertheless the rig was neat and comfortable and I looked forward to flying the new canopy.

The opening was hard but acceptable, especially when you are used to the firmer openings you can get on the smaller canopies, and then the fun began! The Excaliber is very fast and predictable. You can feel the rigidity in the wing and it reacts well across the board, especially when using front risers to turn and dive. By using a combination of front risers and flair, keeping your hands in the steering toggles and reaching forward to the front risers, you can obtain an amazing ground speed for landing.

HOOK TURNS

We have all seen and some have tried, to their own downfall, the infamous 'Hook Turn'. This method of gaining speed for a spectacular landing, has a very narrow margin for error and demands a very high level of skill, but the front riser method of a long, slow turn into wind, picks up just as much speed but gives the jumper a more precise control on altitude with the ability to abort safely at any time.

The Excaliber will come into land at very high speed, especially on a nil wind day, then cruise across the ground with the pilot's feet skimming the grass and if judged correctly, will lift the pilot up and drop them lightly to the ground. Or beware! Those of you that like to soar back up into the air, the Excaliber can, with the right conditions, lift the pilot unnervingly high.

I was impressed, but?... To buy the Excaliber you must be prepared to pay three times that of a similar nine cell and don't be fooled into thinking that you can buy a much smaller parachute. You will not gain on the bulk, because of extra cell walls and I strongly believe there is an optimum size to weight ratio that could be dangerous to cross.

I have already had reports that some damage is occurring on relatively new canopies which in one case was impossible to get to and repair.

Although a very fast canopy I think a lot of this can be contributed to the loss of drag when using micra lines. I have been able, and have seen others get similar performances out of the PD170 and the Wildfire with micra lines, and recently I test jumped the new offering from France, the Blue Trac.

SUM UP

The Excaliber is definitely a fun flying machine and if you can afford one - why not? But I believe the Excaliber is over priced for what it offers and other manufacturers are not only matching the design but improving on it with new materials.

The Excaliber is a credit to its designer John Le Boc, but it is the first of a new wave of flying parachutes that will be gliding us into the 1990s.

Dave Morris

DZ FOOD




Oswald SIG

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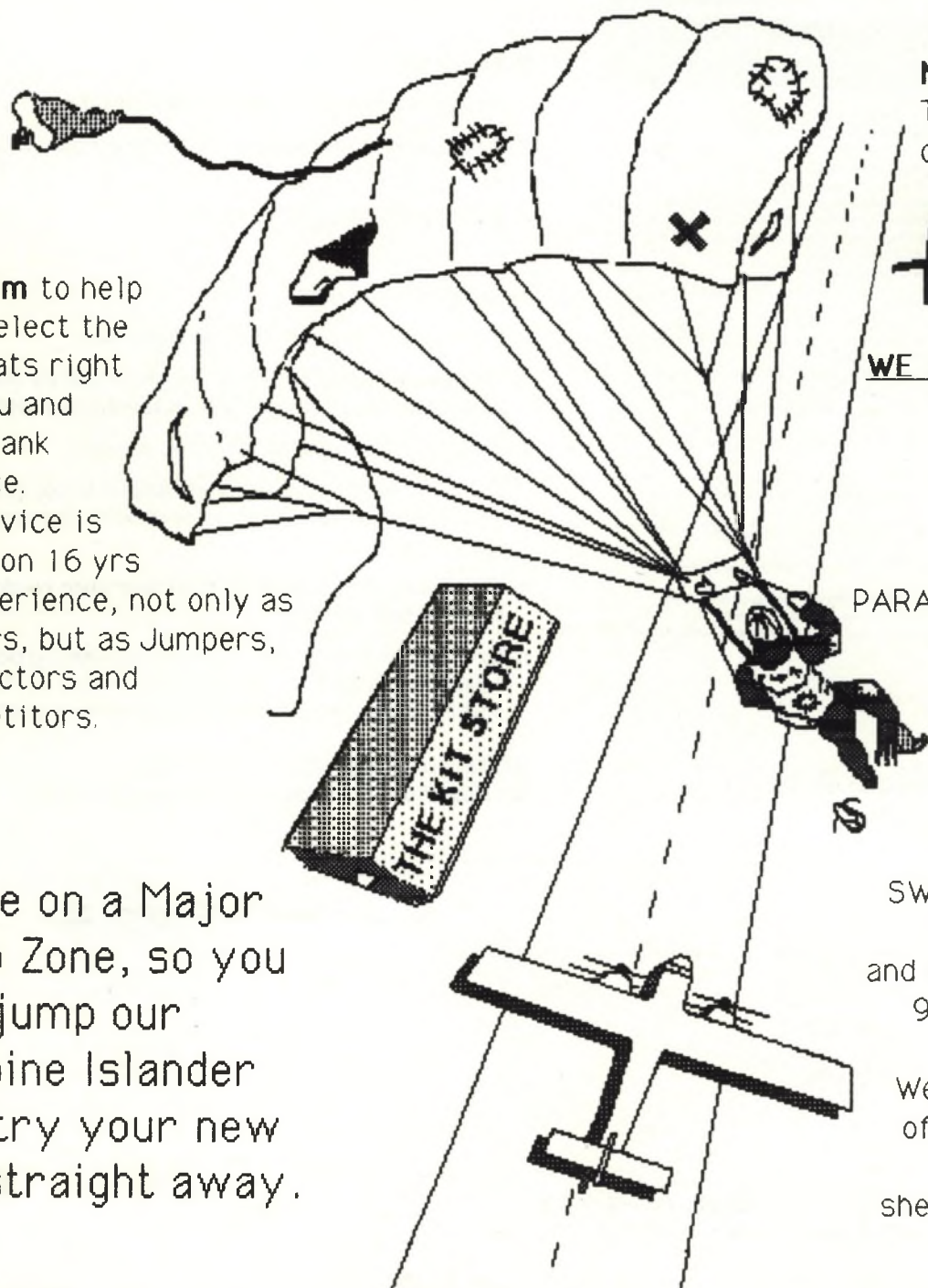
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The WARP instruction programme for RW has been in service for many years now. It has imposed a structure on what was before its introduction, a rather haphazard approach to teaching RW.

CRW has remained its poorer cousin throughout this period, mistrusted by many DZ operators as cranky and dangerous. In order to do for CRW what WARP has for RW, Simon "Waggie" Wagstaff has put together a CRW instruction programme called CP - Canopy relative work progression Programme.

A very detailed manual has been produced covering the 10 levels of the programme. Shown on this page is a letter from Waggie detailing the level of distribution, the response (or lack) so far and how a canopy can be obtained. Also reproduced is an example of how a level, in this case level 3, is illustrated and described.

Canopy Relative Work Progression Programme

Dear Steve,

Please find enclosed a copy of my CRW progression programme, plus a copy of the accompanying letter I sent out to the following D.Z.s:

A1, Border, Langar, Bridlington, Swansea, Halfpenny Green, RAPA, Cranfield, Midland, Sibson, RN & RM SPA, Strathallan, Eaglescott, Weston, Ipswich, Black Knights, Cornwall, Fife, Cark, Doncaster, Netheravon, Headcorn, Cyprus.

A total of 23 D.Z.s, apart from several copies sent or given to individuals and teams. I can interpret the almost total lack of response in one of four ways:

1. Current CCI's and CRW instructors have perused the programme, and are entirely happy that it be published in its present form.
2. CCI's haven't passed on copies to their instructors.
3. There is a total lack of interest in this country regarding the furtherment of CRW which is sad; or
4. Everybody thinks the programme is crap and can't be bothered to reply!

I know which reason I would chose to believe, but being a realist, I'm sure that one or more of these reasons will apply to most people.

Anyway, the point is that I would like to make it known to the membership in general that this programme is available in its current form, and that I would welcome feedback from anybody who has the time and/or motivation to reply.

The final aim being to produce a programme that gives the CRW student a direction in which to proceed, and the CRW instructor with a common means to establish competence levels of their students.

We all know that the WARP system has done for RW in the country, lets come up with something that will give those who wish to learn CRW a similar opportunity to learn correctly.

May I take this opportunity to thank the following for their help in this project so far:

Bob Card, Peter Lambson, Nigel Watson-Clark, Chris Schofield, Greg Cox, Ray Ellis, Geordie Best, Steve Clark

And especially to John Plazier of PRO-ART in Germany who gave so much valuable time and advice in the production of the manual. Cheers John!

Anybody wishing to contact me or have a copy sent to them should write to:

60 Lodge Hill Lane
Chattenden

Kent, ME3 8NR

I will reply by post.

Go Steady
S.P. Wagstaff
BPA ADV INST
D5306

by S.P. Wagstaff D5306

C.P. LEVEL 3

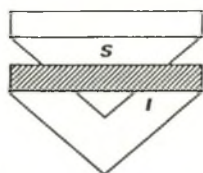
1. OBJECTIVES

- a. Turns, spirals.
- b. Flying bi-plane at various brake settings.
- c. Flying a figure 8 pattern monitoring position throughout.
- d. CRW spotting as for level 1.

2. JUMP SEQUENCE

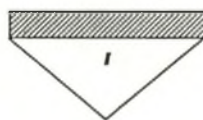
- a. Recommended exit altitude 7000 feet.
- b. Student initiates count when given OK by instructor and performs clear and pull followed by instructor.
- c. Build bi-plane with student top canopy.
- d. Carry out turns, spirals, fly at various brake settings to adjust descent rate. Instructor monitoring and coaching throughout.
- e. Break to side by side at 3500 feet then re-dock with student top canopy.
- f. Fly bi-plane in a figure 8 pattern monitoring positional relationship to D.Z. throughout. Break at 1500 feet and fly close non-contact to land close together.

NOTE - C.H.A.P. after each manoeuvre. Standard pre and post jump sequence.



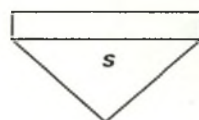
Turns, spirals, descent rate adjustment.

1

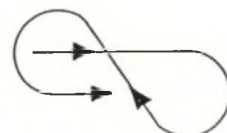


3500 feet

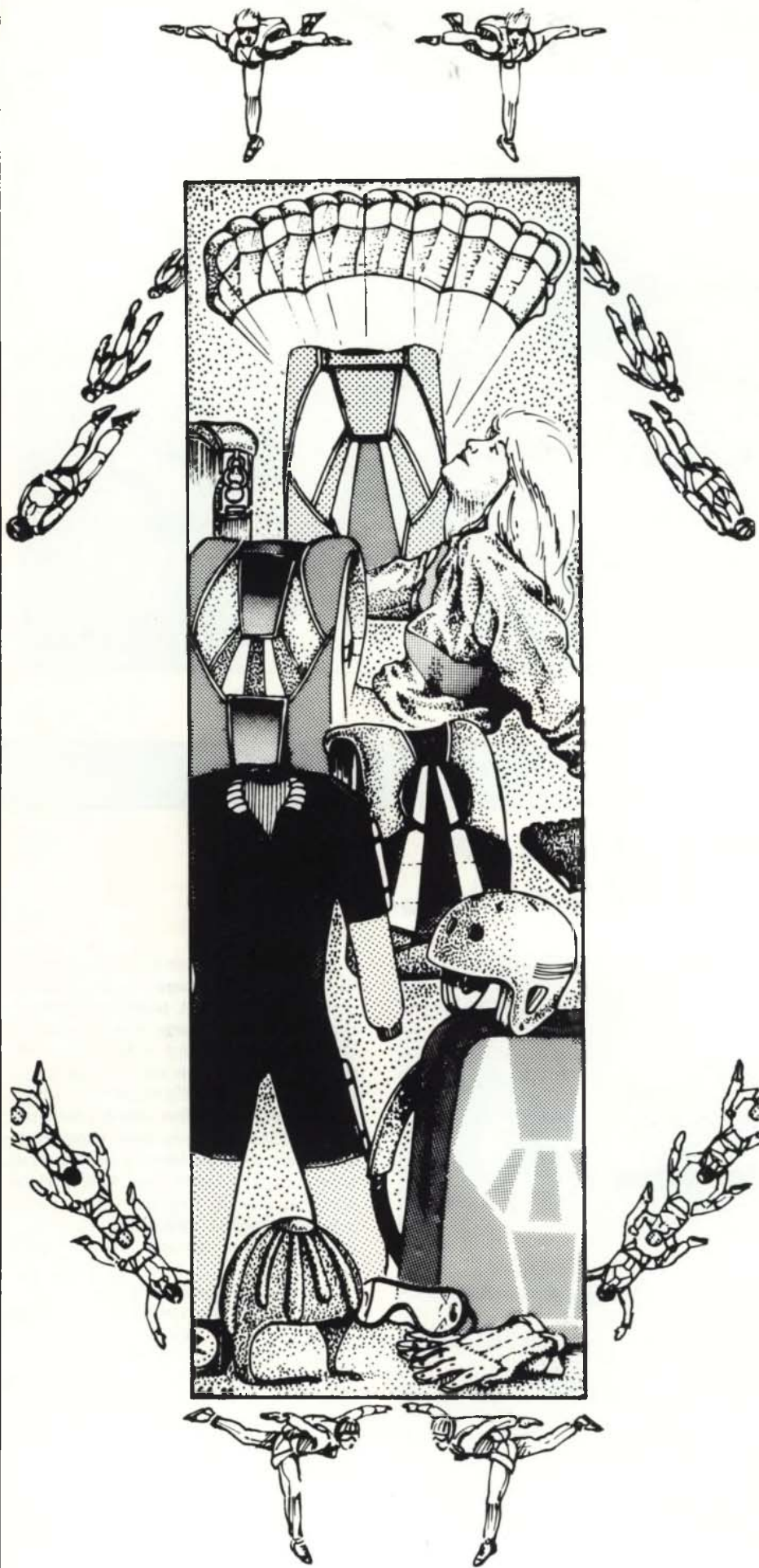
2



3



NB: C.H.A.P. Canopy, Heading, Altitude, Position. To be carried out by student after each manoeuvre.



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E

HELMETS.....



Blue Helmets over Belize.

TRACK.....



*Photo Rob Colpus.
Kevin McCarthy lands a Kit Store demo canopy.*

A lot of work seems to have gone into the design of the Blue Track, with the chord (front to back measurement) of the canopy decreasing from the centre cells out to the end cells. This, Pdf claim, decreases the induced drag and gives faster turns. It is made from a type of zero porosity nylon which I have not seen before and feels very slippery to the touch, so one might expect less drag from friction with the air. One curious aspect is that the two end cells on each side are divided into three equal size compartments, instead of the usual two.

Another unexpected design feature is that there are no cross port vents between the cells. The canopy has cascaded kevlar lines and comes with 'collapsible' slider, this being effected by means of a drawstring in the centre running front to back which when tightened stops the slider cupping air and flapping noisily.

So much for the theory, how does it fly? The Blue Track is undoubtedly a fast canopy and reacts delightfully quickly to the smallest steering toggle movement. Its rate of turn is dramatic, and yet it is rarely necessary to bring a toggle

CARIBBEAN SKYDIVE

My phone rang. "Sorry" Phil Raven said, "but we've got to give some displays next month in Belize, Central America, are you available?" Life in the Armed Forces can be so hard at times.

Belize is a small country on the Eastern Coast of Central America which annually celebrates its independence from the Crown in true Caribbean style. To enhance this year's September celebrations the Belizean Government invited the Bue Helmets, the Army's Royal Signals Free Fall Display Team, to give between 4 and 6 displays. It had also been agreed that the time between displays should be spent on training jumps courtesy of the Belizean Defence Force Air Wing who provided at Defender aircraft. The Defender is in fact a BN Islander which has been modified to carry weapon pods.

Already serving in Belize, and eagerly awaiting the teams arrival, were Mick Cooper and Joe Osmond (a member of the winning Royal Engineers 8 way speed team at this year's nationals). Also awaiting arrival were the team members themselves who had gathered together in the UK some 24 hours before, namely: Glenn Harwood, Phil Raven, Dave Burgess, our tame instructor Nick Norwood and the zany Ribs Ribbons. Those of you who know Ribs Ribbins may care to enquire how much he enjoyed his 3 hours on a jungle airstrip with only the bananas, parrots and a village idiot to keep

him happy – apparently they all got on very well together.....

With little wind, temperatures around 95 degrees and cloudless skies we were soon in the air on our first training jump. It was now we learnt exactly what Mick Cooper meant by the "sauna to freezer" feeling. It does get rather chilly at 10 grand with no inflight door and, added to that, constantly having to "go round again" due to the Harrier fighter aircraft activity immediately below. Joe Omonds nipples will never be the same.

You can imagine the teams disappointment when after only two or three days in Belize we were told our return flights to the UK had been delayed by a week, oh well, just another 7 sh---y days in paradise.

However our team training produced some really good dives, (it also produced some not so good and some, well - different.) which boded well for displays. These all went very well and comprised a night jump into the National Stadium, one into Belize City Technical College, and one each into the towns of San Ignacio and Dan Griga. Surprisingly many of the spectators had never even seen a parachute before and subsequently mobbed each jumper once he was on the ground.

At this point I must thank Storm Smith, a guest jumper, for maintaining the very highest traditions of a British Army Officer who, whilst part of a DZ party, told our pilot that

the run in was due North, well....., I suppose it wasn't too bad, he was only 180 degrees wrong. Cheers Storm.

The whole 3 weeks were superb with much skydiving, lobster eating and rum punch swilling. But the highlight of the trip was the day spent at Caye Chapel, a small picturesque island of white sand and coconut palms, rising out of a crystal clear sea over a coral reef. (The reef itself is spectacular and is rated as the second best in the world). We had been allocated the aircraft for the day and flew to this tiny paradise where the view from 11 grand was breathtaking and just called out for a dive in genuine Caribbean costume. The next few hours were spent either jumping, packing, swimming to cool off or climbing to altitude.

At the end of this almost perfect day our pilot, Bob Frazer, took off to return the aircraft leaving us on the Island to soak up more sun, sea and beer. His impromptu, and very low, flypast was greeted by a hastily organized team moonie. Honest Bob, it's only our way of saying "thanks".

Sadly Belize does not have a regular DZ, nor is it easy to get into the air without government or Forces assistance but, if you have the urge to dive into Robinson Crusoe Islands, and of course you have the money, then Belize is where its at.

FRENCH MULTICELL

below your shoulder to achieve exhilarating manoeuvres. In spite of the lack of cross port venting, it remains inflated and solid throughout and generally feels very 'user-friendly'. Rather surprisingly the canopy has a gentle stall from deep brakes for such an active parachute and will recover and reinflate very quickly. Toggle pressure is light and in level flight the canopy has a low rate of descent giving a very flat glide angle, you can overshoot the landing for the first few jumps quite easily because of this. The flare for landing is very impressive indeed.

Some people have experienced hard openings, which might be expected from a zero porosity. I have found that when pro-packing, if you roll the nose until you have about half the canopy in the roll itself, you will get consistent, smooth openings. It remains to be seen how well the material will stand up to continuous use, but Pdf say the French Army team have done several hundred jumps without any appreciable increase in porosity.

Packing a nil-porosity canopy is a new experience as it is very difficult to expel all the air; when you push down in one

place, it inflates somewhere else! I have found it helpful, when starting to pack, to gather up the tail of the canopy in both hands and give it a thorough shaking in order to drive as much air out through the nose as possible. This porosity factor, together with the natural slipperyness of the material, makes the first few pack-jobs an infuriating procedure. You get the hang of it in the end, and when you do it packs down very small indeed.

Parachutes de France also offer a deflatable pilot chute as an extra which operates on a very simple but effective method of collapsing, this in turn reduces drag under canopy. However I have heard that because these are made from the same nil-porosity canopy material, they create a lot of drag that can give the jumper an unpleasant jerk at line-stretch. I cannot comment on this as I have not tried this type of pilot chute.

The canopies currently are produced only in bright fluorescent colours, which may not be everybody's cup of tea, and come in two sizes called the BT 50 and the BT 60. Pdf make a point of not supplying the square footage of

these models as they say that they cannot be compared with other canopies of similar size for a given suspended weight, but it is generally reckoned that the 50 and 60 are roughly 150 and 170 square feet respectively. Pdf recommend maximum suspended weights of 187 lbs and 220 lbs.

In conclusion I will say that the Blue Track is certainly one of the most exciting canopies I have jumped, with a really spectacular performance. It is definitely not for the early square jumper, owing to its flight characteristics, but any experienced square jumper who is looking for the next step up in a really active canopy would do well to consider it. I test jumped it out of mild curiosity, with no intention of buying anything, I ended the day owning one. It has definitely put the fun back into the canopy ride.

Charlie Hoare

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Trabajo Relativo
1989





THE TEAMS

A record number of 29 teams with widely varying levels of experience and training were entered in the 4-way competition. At one end were the French TAG Team – defending World Champions and strong favourites to retain their title this year. At the other end of the experience scale were teams from countries such as Chile, Iceland and Israel – countries not normally associated with competitive skydiving, but represented by teams eager to both contribute to the success of this World Championships and also to learn for the future.

With the French being such hot favourites for the gold, the most interesting prospect in store was going to be the fight for the silver and bronze medals. Good, experienced, well-trained teams were present from the U.S.A, China, Australia, U.S.S.R, Italy, Switzerland, Austria and Germany. All had medal aspirations and were producing similar scores in training and at their respective Nationals. Even the French knew that they had to produce their best or risk being swallowed up by this pack of chasing teams. It had the makings of a really tight competition!

PRACTICE ROUNDS AND THE DRAW

Before the draw, each team made three practice dives which were judged and scored. This provided some last-minute practice for both teams and judges, and also gave the first real indication of which were going to be the hot teams. The French TAG team made their intentions quite clear by scoring an incredible 20 points in time on one of their dives. Several other teams produced scores of 15 or more, confirming that a close competition was in prospect.

For some time before the draw, it was rumoured that Block 5 - Black Hole to Compressed Accordion - might be removed from the pool of blocks and randoms because of a judging problem. This was confirmed by a meeting of the RW sub-committee of the C.I.P prior to the draw and this block was not included in the dive pool - bad news for the teams which had spent many jumps practising it!

The draw for the first eight rounds produced mainly 5-point dives made

up of two blocks plus a single random formation. The low random content and the large degrees of rotation required to complete several of the drawn blocks meant that high scores would be difficult on many of the dives.

Before drawing the Semi-Final and Final dives, both leglock block and random were added to the pool - and promptly both drawn out again for Round 9, much to the approval of the large crowd present at the draw! It looked like being a real separator in the last scramble for the medals, and all teams hoping to take home some hardware must have felt the butterflies starting. An uneventful-looking six point dive for Round 10 completed the draw.

THE COMPETITION

The first day of competition, Sunday, saw the start of the 4-way event with perfect weather conditions and three CASA 212's in action. France immediately established the lead with the score of 17, closely followed by USSR 16, China 15, Australia 15, USA 14, Austria 14, Swiss 13, Italy 13. Going South scored 11 to lie in 12th place after the first round.

Round 2 started with a Caterpillar from the tailgate followed by the often awkward Compressed Accordion to Box. The French piled on the pressure scoring 16 points while Australia moved into second place with 13, a score matched only by USA and Germany.

USSR lost some ground with a bust to 11 points. Round three was a fast dive with France scoring 18 while USA, Italy, Australia and Austria all scored 16 points. At this stage the French had already opened up a lead of 11 points, with Australia second and USA close behind in third. USSR were struggling in 7th place despite being strong favourites for a medal. Going South scored 12 to lie in 12th place after three rounds.

Tuesday dawned clear but with a strong northerly wind, common at this time of year on the Costa Brava. No jumping took place and, with the same conditions the next morning, the decision was made to move the entire operation to Gerona airport some 40 miles away. This huge feat of organisation went flawlessly and the first teams were dropping over Gerona only three hours later.



The French increased their lead on Round 4 by scoring 17 while five other teams managed 14 points. Round 5 proved to be surprisingly hard with a top score of 14 by France. Australia twice failed to complete the grips on a Caterpillar and had a double-bust to only 8 points, allowing USA to move up to second place with Italy and Switzerland now only one point behind in joint third.

By the end of Rounds 6 and 7, France had increased their lead further to 17 points. The USA team looked strong in second place, two points clear of Australia in third and three points ahead of USSR, China,

Italy and Switzerland. It was shaping up to be a grandstand finish for the silver and bronze medals!

Round 8 saw all the top teams scoring well with the French being outscored for the first time of the meet by an excellent 17 from the Chinese. Going South were bust from 11 to 8 points but managed to lodge a successful protest on a judging technicality (well, rules are rules!) and got their score reinstated. Being in 12th place at the cut-off meant that Britain had qualified for the semi-final, two points ahead of three other teams.

With two competition days left and increasing air charter traffic at



Gerona, the whole operation was moved back to Ampuriabrava for the last two rounds.

THE SEMI-FINAL

For 14 teams this was the end of the meet, as only the top 15 teams progressed to the Semi-Final Round 9 and the dreaded leglocks. By this stage a large crowd had gathered in the bar to watch each jump live on the numerous video monitors. France, USA, Italy and Germany all survived the dive with a score of 10 or 11, making their leglocks cleanly without using an assist hand grip. China and USSR used assist grips, but in the case of the Russians it was particularly effective as they top-scored with 12 points. Sadly, the Doublelock formation effectively killed off the medal hopes for 2 teams. The popular Australians struggled with a rotating formation which cost them a lot of time and left them with a score of 7. The Swiss team were even more unfortunate as one member twice failed to complete his leglock causing them to be double-busted to only 4 points. So, with one dive left, France lead with 138 points, USA held second place with 120 and USSR moved up to joint third with China on 118 points.

This was also the end of the meet for another seven teams including Going South, who scored a steady but clean 7 to hold off Spain, Norway and Denmark to finish in 12th place with a total of 90 points over the 9 rounds.

THE FINAL

On the last day of the competition, the top eight teams boarded the three CASA aircraft for Round 10, the Final. Australia and Italy both finished with good scores but not good enough to contest the medals. Next to jump were China who scored 13 and USSR who moved one ahead with 14. The Americans did 14 formations in time - good enough for the silver but was there a problem with a donut grip? The atmosphere was tense as the score was awaited. Meanwhile, all eyes were on the French TAG Team. They finished the meet in style by scoring 14 points and then building a 5-man star with their video cameraman, much to the appreciation of the several hundred competitors who were watching the dive live.

VIIIITH WORLD CHAMPIONSHIP RELATIVE WORK RESULTS - 4-WAY

Pos	COUNTRY	1	2	3	4	5	6	7	8	9	10	TOTAL	JUMP-OFF
1	France	17	16	18	17	14	14	15	16	11	14	152	
2	USSR	16	11	13	14	12	12	13	15	12	14	132	+
3	USA	14	13	16	13	12	13	13	15	11	11	131	+11
4	China	15	12	14	13	12	13	12	17	10	13	131	+7
5	Italy	13	12	16	14	12	11	13	14	10	13	128	+
6	Australia	15	13	16	24	8	13	13	16	7	12	127	
7	Federal Rep. Germany	12	13	13	14	12	11	12	15	10	11	123	
8	Switzerland	13	12	16	14	12	11	13	14	4	12	121	
9	Belgium	13	12	14	13	10	10	12	14	9		107	
10	Austria	14	10	16	13	10	11	11	12	7		104	
11	Japan	12	8	13	12	11	11	12	12	9		100	
12	United Kingdom	11	9	12	10	10	10	10	11	7		90	
13	Spain	11	7	11	13	9	9	10	11	8		89	
14	Denmark	11	7	11	13	8	10	10	11	7		88	
14*	Norway	11	8	12	12	9	8	9	12	7		88	
16	Netherlands	11	9	11	9	9	9	9	10			77	
16*	Sweden	9	9	11	11	7	9	10	11			77	
18	Finland	10	5	8	11	8	9	9	11			71	
19	Canada	11	8	10	11	8	7	5	8			68	
20	Czechoslovakia	10	9	10	10	5	8	7	7			66	
21	Brazil	8	5	10	9	8	5	5	7			57	
22	Ireland	6	3	5	6	4	6	5	5			40	
23	Zimbabwe	5	3	1	6	5	6	4	6			36	
23*	Iceland	4	3	2	6	3	5	6	7			36	
25	Portugal	3	4	3	5	5	5	4	5			34	
26	Chile	3	4	3	6	3	5	1	6			31	
27	Poland	3	2	3	3	4	4	1	4			24	
28	Turkey	1	1	3	4	3	2	3	4			21	
28*	Israel	2	2	3	4	2	4	1	3			21	

* Tied

4-WAY TEAM SURVEY FROM THE 1989 WORLD CHAMPIONSHIPS

	Av. Jump	Team Total	This Year	Sponsorship
France	6,000	700	3,400	Assoc. 300, Club 150, Tag 200 Donations 50 + Food etc.
Russia	5,500	500	2,500	Total Govt. Sponsorship
Austral	3,500	800	900	700 jumps + wages/food etc.
Austr.	3,500	125	125	50 jumps from association
U.S.A.	3,000	500	500	400 sponsorship, 100 army
China	3,000	400	400	Total Govt. Sponsorship
Den.	3,000	30	30	30 jumps from association
Ger.	2,700	450	450	450 jumps from sponsor
Switz.	2,500	650	650	120 jumps from the army
Italy	2,500	350	650	120 jumps from association
Bel.	2,500	220	450	30 jumps from sponsor
Japan	2,000	500	700	No sponsorship
Turk.	2,000	120	120	Association + clubs
Fin.	1,800	250	250	No sponsorship
U.K.	1,750	180	500	100 jumps from association
Swed.	1,700	200	600	No sponsorship
Holl.	1,600	180	180	No sponsorship
Nor.	1,500	42	42	42 jumps paid by assoc. (had to use alternate)
Port.	1,300	100	200	Army team
Spain	1,200	220	260	16 jumps from association
Can.	1,000	30	30	Local DZ
Brazil	1,000	150	500	No sponsorship
Czech	900	400	700	Govt. & association
Irish	850	125	250	60 jumps from association
Zimb.	700	50	50	No sponsorship
Ice.	660	24	24	No sponsorship
Chile	600	80	150	No sponsorship
Israel	600	80	150	No sponsorship
Pol.	500	30	30	Not available

ANALYSIS OF RESULTS

So, what's the secret behind the results produced by the teams who either won or just missed the medals? How good was the British Team performance? Should we have done better?

Mandy Dickinson carried out an unofficial survey during the competition and asked each team four questions:

- ★ What is the average number of jumps per team member?
- ★ How many team training dives altogether?
- ★ How many team training jumps this year?
- ★ What sponsorship did the team have this year?

The results (see table) show that there is a very strong correlation between the average number of jumps per team member and the final competition positions. Indeed, with the exception of Denmark (new team with only 30 jumps together), the 12 teams with the highest average jump number

finish in the first 12 positions. Not totally surprising maybe, but it shows that there were no cases of a team performing significantly better than would be suggested by their experience and level of training.

In this context, 12th place for the British team is respectable and pretty well where we should expect to finish given our relative inexperience compared with the top teams.

The importance of sponsorship is also evident from the survey. With the exception of Italy, the seven highest-placed teams perform at least 400 sponsored training jumps (cost £20,000) and several also received additional sponsorship for food and wages etc. In this context the Italian team did particularly well to finish fifth, only a few points behind some heavily sponsored teams. Also worthy of mention is the personal financial commitment of the very competent Swiss team who paid for over 500 of their 650 team

jumps this year. They won't forget Round 9 easily!

So, does this mean that it is impossible to win a medal in the 4-way event unless the team has done hundreds of training dives and is made up of skydivers with at least 3,000 jumps each? Well, anything is possible, but it does seem that the key factor is "time in the air". Doing thousands of 4-way jumps is the only way at present to accumulate the experience and skills which are essential at this level of competition.

Perhaps this situation will change with the advent of a vertical wind-tunnel large enough to allow a 4-way team to practice for hours at a time - an inevitable development surely? In the meantime, there appears to be no substitute for skill, experience and, most of all, sheer dedication to competitive 4-way skydiving.

GOING SOUTH



STUART MEACOCK



STUART MEACOCK



MO

Peter Habich



8-WAY

MO exiting skyvan on a training jump with cameraman Stuart Meacock in foreground.

At last the score for the USA was posted - bust from 14 to 11 points! This left USSR to take the Silver by one point and meant that USA now had to jump off with China for the Bronze. What a finish! The jump-off proved to be a hard dive with USA scoring a clean 11 while China were busted to score only 7.

So, Gold to France, Silver to the USSR and Bronze to the USA. The margin of the French victory was a staggering 20 points emphasising the dominance of the twice World Champions. How much more can they improve is anyones guess, but if they stay together then who would bet against them for the next World Meet in 1991?

8-WAY COMPETITION

"Europe's sunniest DZ" Ampuriabrava hosts the World Meet.

Centro Paracaidismo Costa Brava Ampuriabrava, situated about 60km south of the French border, on the Mediterranean coast, this autumn played host to the World's top Competitive RW skydivers.

Roland Hilfiker and the Aero Club Espania, started their Meet preparations in 1987, and the result of their efforts proved excellent.

500 participants from 30 Nations were fed, accommodated and lifted to altitude with barely a hitch,

"It is not the critic who counts, not the one who points out how the strong man stumbles, or how the doer of deeds might have done them better. The credit belongs to the man who is active in the arena, whose face is marred with sweat and dust and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause. Who, if he wins, knows the triumph of high achievement, and who, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat."

Teddy Roosevelt

remarkable in the land of 'mañana'.

TRAINING CAMP

Things started to take off in mid-August when the National Teams of Great Britain, Australia, Switzerland, Norway, Germany and Italy turned up to complete their training schedules and get some final tail-gate practice. The DZ's Pilatus Porter struggled to cope, as more and more teams arrived (unfortunately the advertised Skyvan did not arrive until the 1st of September). A cheer of relief went through the camp, when shortly before the meet, a civilian CASA 212 arrived to provide exit training on type.

For the first time MO used the services of an experienced Coach at this, our final camp of the season. Scott Meek of the Ex-World Champion Team Vision/Coors flew in from California to spend four weeks with the Team. Scott's methodical attention to detail and his experience with the mechanics and psychology of serious Competitive Skydiving was a great asset, and the whole team regretted that we had not started off the year with him at the helm.

THE MEET

The Spanish Military provided the 3 CASA 212s that were used during

Rob Colpus



Scott Meek, UK 8-Way team coach.

the Competition, each carrying two 8 way or three 4 way teams plus cameramen (and woman). After a couple of days pre-Meet practice, the pilots were able to synchronize the run-ins to ensure that no teams stayed at altitude for too long during the Competition.

The job of organizing Competitors on the ground fell to Milano, an ex-pat. Yugoslav, who after a faultless performance at the '85 world meet was invited back as Meet Manifestor. Yet again he impressed us with his ability to estimate boarding times to within 5 minutes, thereby saving us from overheating out at the boarding points.

The Drop-zone and airfield had been spruced up for the occasion, and the landing area was moved on to the adjacent football pitch, which had been watered furiously (great for "Turf Surfing"!) for weeks beforehand. This was surrounded on three sides by Delegation tents and on the fourth by a Grandstand.

To extract the biggest cheer from the crowd you had to land on a large foam mat in the centre of the arena. Even the most immaculately executed surfing was treated with disdain; unless of course you got it wrong!

Kevin Hughes and Pete Coleman from Seagull Products had their "Air to Ground" Video system on show, allowing the spectators and competitors alike to watch the contending teams perform live. The atmosphere in the viewing tent was electric as the number of points turned was called out by the assembled spectators. This system will be of great value in gaining greater public interest in our Sport.

The FAI have in recent years been attempting to gain Olympic recognition for Sport Parachuting events. With the 1992 Barcelona Games already in high profile in Spain, it was essential for the World Meet to be a success to help achieve this goal. To this end the organisers planned an alternative venue, 50km away at Gerona Airport.

This proved to be a wise decision as Ampuriabrava has its own micro-climate. For 3 days during the Competition the Tramontan blew hard, flattening tents, breaking trees and even grounding the fun jumpers. Preparations were such that aircraft, jumpers, judges and caterers were moved to a car park at Gerona Airport and with virtually no loss of



Leo Dickinson



time, the Meet was once again under way. Fortunately the Gods smiled on us and the winds subsided enough for the semi and final rounds to be completed at the primary site. This format was new at a World Meet, introduced to make the competition more exciting to an audience and therefore, it was important to return to Ampuriabrava to gauge public response.

THE JUDGING

Also to make the Sport more attractive to the Public, the Media and the Participants the dives were judged live from two Larsen and Brussgard Ground to Air Video Systems. The Chief judge, Sherry Schrimsher, organised two panels of Judges; one for odd and one for even drawn

Teams. With 4 minutes between passes this gave the judges 8 minutes per team and meant that the score was usually available before the team had finished packing. This was a great improvement, the Meet seemed less fragmented, as you watched for instance, the Americans live (air to ground), you knew what they needed to score to stay ahead of the Russians. Nail biting stuff!

High Technology was utilised effectively to print a constant update of the scores off of the computers and have them posted within minutes. The bank of Video monitors in the new parachute club building were constantly tuned to what the Judges were actually watching live, and displayed the Team's number, which Round they were performing, the Camera angle and a stop watch.

VIIIITH WORLD CHAMPIONSHIP RELATIVE WORK RESULTS – 8-WAY

Pos	COUNTRY	1	2	3	4	5	6	7	8	9	10	TOTAL
1	USA	14	15	17	13	14	12	13	11	14	15	138
2	USSR	13	14	17	13	12	12	12	12	13	15	133
3	France	14	10	15	12	11	11	13	12	13	14	125
4	United Kingdom	8	8	12	9	9	6	9	9	10	9	89
5	Switzerland	8	7	8	8	7	6	8	7	8	9	76
6	Australia	7	7	9	5	9	6	9	7	8	6	73
7	Norway	6	6	7	9	8	6	8	6	7		63
8	Denmark	5	5	7	8	6	7	7	6			51
9	Finland	6	7	7	7	6	1	7	5			46
10	Sweden	6	5	6	7	5	4	7	5			45
11	Belgium	6	7	7	7	6	4	5	0			42
12	New Zealand	4	6	6	5	5	4	5	5			40
13	Spain	5	5	6	4	4	4	5	5			38
14	Brazil	4	4	6	5	4	4	5	1			33

Also introduced at this Meet was a rule allowing the use of air to air footage to support a protest. This enabled a team to present new video evidence of a disputed point, to try and overturn an unfair score. On 14 occasions teams made use of this facility, successfully regaining lost points 8 times. Effectively this has turned the 4 and 8 way, into 5 and 9 man events, necessitating the use of skilled videomen.

THE 8 WAY EVENT

In the 8 way event the medal winners were apparent from the first round, with the Equipe de France and America's Golden Knights scoring 14, followed closely by the Russians with 13. The Knights fielded 6 of the same 8 that won the Gold in Brazil in 1987 and the Russians were exactly

the same team as two years ago, (although with new nylon and Spandex jumpsuits, the only new piece of equipment we have ever seen them obtain.) The Russian Captain in fact borrowed a state of the Art 'Blue Track' canopy to try and wouldn't give it back after until the last round.

After a blistering first round the French dropped back to third place, unable to match the pace of the leading duo. Still a magnificent achievement considering some of the French squad only had 300 jumps at the start of the season, but 1000 by the time of the World Meet, they really have their sights set on 1991, and surprised themselves with their excellent performance this year. These 3 teams stayed well ahead of the pack with further impressive scores, the Americans finally clinching gold by five points. The US, Russian and

French Teams had made approx. 600 to 700 Training dives per Year, which has now become the accepted norm if any sniff of the Medals is to be expected at a World Level.

Mo settled into a comfortable fourth, behind the professionals, and well ahead of the rest of the field, giving us the unofficial status of, "Best of the Rest" ("relatively impoverished amateurs" perhaps)! The Team had finally totalled 320 training dives this year up to the start of the Meet.

Following a 13 pointer during official practice, Mo's high point during the competition was a nice 12 on round 3. Stuart Meacock our videoman, earned the team 3 points when we used his footage to protest our score on round 6. It felt good to be able to claw something back from the judges for a change. The biggest threat posed to Mo's position was provided by the Swiss, the Australians and the Norwegians, although it was clear to us after a couple of Rounds that unless we really blew it we were pretty safe in fourth position with a miracle needed for us to catch the leaders.

Throughout parts of our training and parts of the World Meet a Channel 4 crew rushed around pushing lenses under our noses and asking embarrassing questions. They told us that they were happy with their footage and that the hours programme will be screened sometime before Christmas.

The 1989 World Meet must be regarded as a great success. It was probably better organised than any before, and was the largest RW World Meet to date, with 30 Nations taking part. The Standard of performance again took a leap forward since '87.

In an attempt to turn skydiving into a spectator sport the CIP have introduced several new ideas. These changes should make our sport easier to understand, more exciting to watch, and generally more accessible.

Such qualities are required along with a concerted PR effort, if we are to attract more media coverage and the kind of sponsorship needed to take on the might of the Americans, the Russians, and the French... to win medals in the future.



The complete UK delegation at the 1989 World Championships.

'MO' Skydiving Team

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

'MO' Thank You List

Stuart Meacock, for being a good team member even before he was a team member.

Scott Meek for being patient.

Air time and HHHhfffuurr Teams for the loan of their small wheels.

Glide Path and Thomas Sports for their gear.

Symbiosis Suits for the suits.

Robin Mills and Brittany Ferries for free ferry tickets.

Dawn Rivers for lots of phone calls and letters.

Tim Bittleston as our Press Agent.
 Ben for Bags.

John Meacock for aircraft hunting and waiting for his money.

Peterborough Para Centre Staff for an excellent training facility.

BPA supporters for cheering at the Meet.

BPA members and the Sports Council for the Dosh.

Andy Ring for financial donation.
 Revolution for T shirts.

Tony Uragallo for Coach hunting.



New DZ building at Ampuriabrava.



Video judging balcony and Tina.



Casa 212, World Meet aircraft.

*V Campeonato
 Mundial
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 1989*



4-Way medalists.



8-Way medalists.

WORLD MEET SCRAPBOOK

Photos: Leo Dickinson, Simon Ward.

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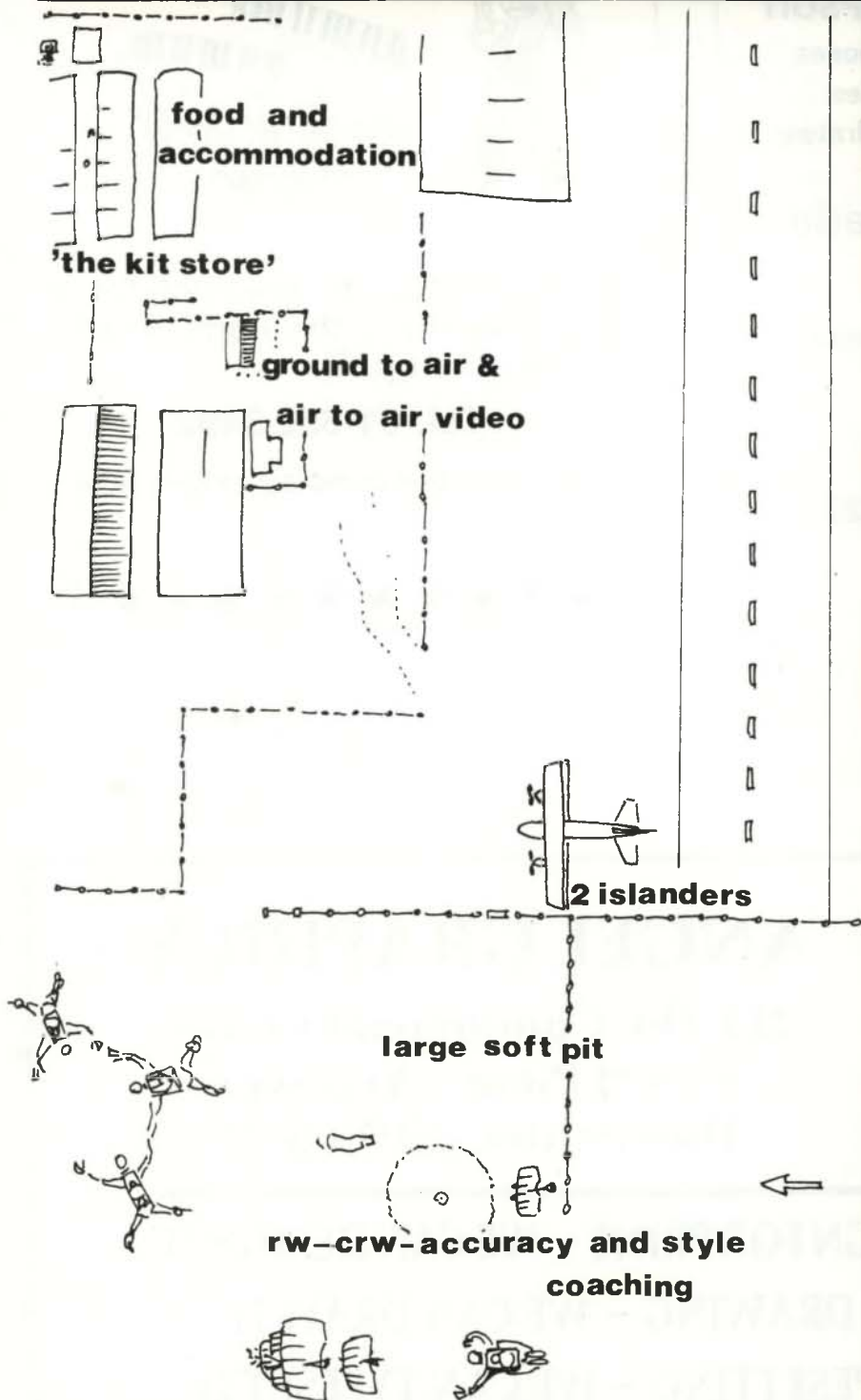
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POPS REVIEW 1989

U.K. Top Pop and Minder, Lofty and Grace Thomas, started the 1989 season by attending the U.S. Pops Winter Meet in Florida.

The Meet took place in March at Jim Godwins D.Z. at Umatilla, and followed the pattern set over the past sixteen years with both Accuracy and Hit and Rock Competitions. Lofty was the seventy-sixth jumper to register for the Meet, and came up against stiff competition.

U.S. Top Pop Bill Wood, who took Lofty and Grace under his wing, reports an excellent Meet, with Lofty doing well in the Hit and Rock and also earning his Pops Eight Man Star Badge. Lofty went on to Zephyrhills and also jumped at Tampa.

The first Meet of the season here in England took place at Langar on May 6-7. The weather was superb, with early arrivals getting airborne on the Friday evening before the start of the Meet on Saturday.

Peter Best and Bob Hoskins were judges throughout the weekend, with assistance from Margaret Gays.

We had several new members attending their first Pops Meet, and the old guard of John Crabtree and Donald Taylor were hard pressed by the opposition. In the accuracy, Barry Carey, at his first Meet, and at the first attempt, took the Gold Medal. Well known jumper Dick Gays won the Silver and evergreen John Crabtree the Bronze. The team prize went to "The A Team" led by Dick Gays with John Peck and Graham St. Clair making up the team.

The Hit and Rock Trophy presented by Peter Best was won this year by Graham St. Clair. John Matthews and Stuart Tilley, both at their first Meet, were awarded prizes by Dave and Angela Hickling on behalf of British Parachute Schools. John, having travelled the furthest to attend the Meet, received a road atlas! Stuart was judged to be the most trendy Pop at the Meet, even the coloured soles of his jump shoes matched his rig! Angela also presented a gift to the senior, a tactful way of saying oldest jumper at the Meet. My lips are sealed on this one.

Hal and Vera Kerr were at the Meet, and it was nice to welcome Larry Burton and Dylis Price to Pops.

Langar jumpers Dave and Karen laid on a fine Saturday night barbeque, and the disco went on and on. Lofty presented Dave and Angela with a Pops Plaque, with Dave remarking that if we could bring similar weather we would be welcome every weekend. Thank you British Parachute Schools Langar.

A few weeks later we returned once again to Doncaster. The turn out this Meet was excellent, as was the weather. With two planes available, the competition soon got under way and although the winds were a little high some good scores were recorded.

Dick Gays improved on his Silver at Langar by taking the Gold in the team accuracy with Stuart Tilley and Dave Fisher the Silver and Bronze. John Crabtree and Hal Kerr made up the team.

Dave Fisher walked away with the winners medal in the Hit and Rock, and once again John Hitchen took the Gold in the individual accuracy. Len Mobbs was second and a new Pops member, but well known to jumpers, Bren Jones took the Bronze.

Mick Thompson, David Frost, Donald Taylor, Derek Newbolt and John Dumble competed as did Ron Millard and Lofty Thomas, and it was nice to see John McMinn, John Bartholomew, Andy Gibson and Den Phillips at the Meet and jumping well.



Pops at Peterborough. Hit and Rock winner John Peck with his gold medal on front row left.

The Saturday evening dinner in the Aero Club was an excellent example of the Pops spirit and enjoyed by all.

A planned Pops Eight Way for the Sunday was thwarted by the strong winds on an otherwise lovely day. Lofty awarded the prizes, with Peter and Hattie Best and Vera Kerr receiving gifts for their efforts in judging.

The weekend was helped along in every way by the crew and members of the Doncaster Club to whom we owe a sincere thanks.

Our third Meet of the year was held at Peterborough on August 12-13. Once again we had a good turn out with one or two new faces entering the competition.

One round of Hit and Rock was completed, but above limit winds prevented the accuracy competition from getting under way. We did manage a couple of high lifts for an attempt on a Pops Eight, but without success.

Our visit coincided with the Peterborough Club putting on a splendid effort for the Brian Hucker Appeal, raising in excess of three thousand pounds. For our part, we in Pops held our usual enjoyable dinner at the local hotel, where a whip round amongst those present produced a creditable sum for the appeal.

For the last time this year Lofty presented the prizes, limited to the Hit and Rock, won by John Peck. Sigrid Pradel, who travelled from Germany to attend the Meet, was awarded a Pops Plaque.

Thirty eight jumpers and wives attended the Meet, and visitors included Mike and Inger Allum, Len and Mavis Mobbs and Brian and Betty Watkins. It was nice to welcome Rick and Regina Boardman whom we last met on our visit to Hong Kong. Our thanks to Peterborough.

August Bank Holiday Weekend meant the Shobdon Round Canopy Meet. Pops put up two teams. Pops One: John Dumble, John Knight and Roger Flavell. Pops Two: Dick Gays, John Crabtree and Graham St. Clair.

After the lovely summer it was a pity to have to sit and wait until the Monday for the weather to clear. With fewer competitors than in recent years, ten teams entered, the three rounds were completed by the evening.

Pops Two came home in fourth place, with Pops One close behind in fifth place. Shaun McGuire was unable to jump due to injury, and we all owe a debt of thanks to Vickey Bell who kept the manifest running smoothly.

For next year we have a full programme. The main event must of course be our visit to Australia, though that in itself is but part of our "Around the World with Pops U.K." trip which will include visits to Singapore, Hawaii and Vancouver in Canada.

Our party of thirty two will leave England on April 21st and return on May 12th.

For those who remain here, Dick Gays has arranged a Meet for the May Day weekend, May 5-6-7 to be held at Langar. Please support this one.

Our annual visit to Doncaster will be on June 30th-July 1st. This is your chance to go for the Doncaster Trophy currently held by John Hitchen.

For our final Meet of 1990 we have received an invitation to visit the Brunton D.Z. of the Border Parachute Club in Northumberland.

Border have their club house in the village of Embleton. A glance at the map will show that this is in the far North of England.

Take heart. Once on the A1, it is mainly trouble free, double carriage way travel all the way to Embleton. We have chosen the August Bank Holiday Weekend to allow extra time for the Meet, but the lovely Northumberland countryside, the castles of Alnwick, Bamburgh and Dunstburgh together with Lindisfarne on Holy Island may tempt you to spend a few days of your holidays in addition to attending the Meet.

There is accommodation in the club house, dormitory style, with a couple of double rooms if you book early enough. Also a nice restaurant and bar. The D.Z. is a couple of miles from the village, we cannot camp on the airfield, but the area abounds with camping and caravan sites. We sincerely hope that Pops members in Scotland will join us at this Meet.

Once again many thanks to the Clubs who have hosted us this year, and to all those who have attended the Meets.

A Merry Christmas and safe Jumping in the New Year.

Graham St. Clair
Pops U.K. 16

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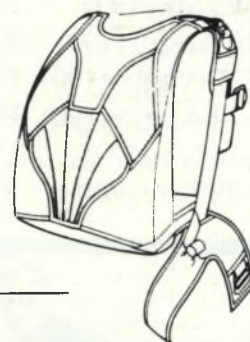
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DIARY OF EVENTS

DATE	EVENTS	LOCATION
13 January	Annual General Meeting	Penguin Hotel Leicester
5-6-7 May	POPS Meet	Langar, Notts.
30 June-1 July	POPS Meet	Doncaster
25-26-27 August	POPS Meet	Border, Northumberland
INTERNATIONAL		
9 Dec-7 Jan (90)	Christmas Boogie	Phoenix Z- Hills
16 Dec-7 Jan (90)	Christmas Boogie-Paranavidad '90	Ampuriabrava
3-9 February (90)	Paraski-Canada Winterlude World Cup	Canada
10-13 Feb (90)	C.I.P. Meeting	Rome
23-25 March (90)	4th European Mountain Parachuting Trophy	Isola, France
25-31 March (90)	Spring RW Training Camp	Phoenix Z-Hills
1-11 April (90)	3rd World Cup CRW	Chiangmai, Thailand
2-22 April (90)	25th Annual Easter Boogie	Phoenix z-Hills
2-22 April (90)	"5th Annual Speed 40-Way"	Phoenix z-Hills
23-30 April (90)	1st World POPS Meet	Albury, NSW, Australia
21-28 July (90)	RAPA Championships	Bad Lippspringe, Germany
20-30 August (90)	Army Championships	Netheravon
9-11 October (90)	C.I.P. 4th Technical Congress of Parachuting	Bisham Abbey
COURSES		
12 January (90)	Instructors' Convention	Penguin Hotel, Leicester
5-9 February (90)	P.I./ Adv Instructor Course 1-90	Netheravon
12-16 Feb (90)	Exam/Pre-Adv Instructor Course 1-90	Netheravon
14-18 May (90)	P.I./Adv Instructor Course 2-90	Sibson
21-25 May (90)	Exam/Pre-Adv Instructor Course 2-90	Sibson
6-10 August (90)	AFF/Tandem Instructor Course	Langar
13-17 August (90)	P.I./Adv Instructor Course 3.90	Langar
20-24 August (90)	Exam/Pre-Adv Instructor Course 3-90	Langar
12-16 Nov (90)	P.I./Adv Instructor Course 4-90	RN & RM SPA Dunkeswell
19-23 Nov (90)	Exam/Pre-Adv Instructor Course 4-90	RN & RM SPA Dunkeswell



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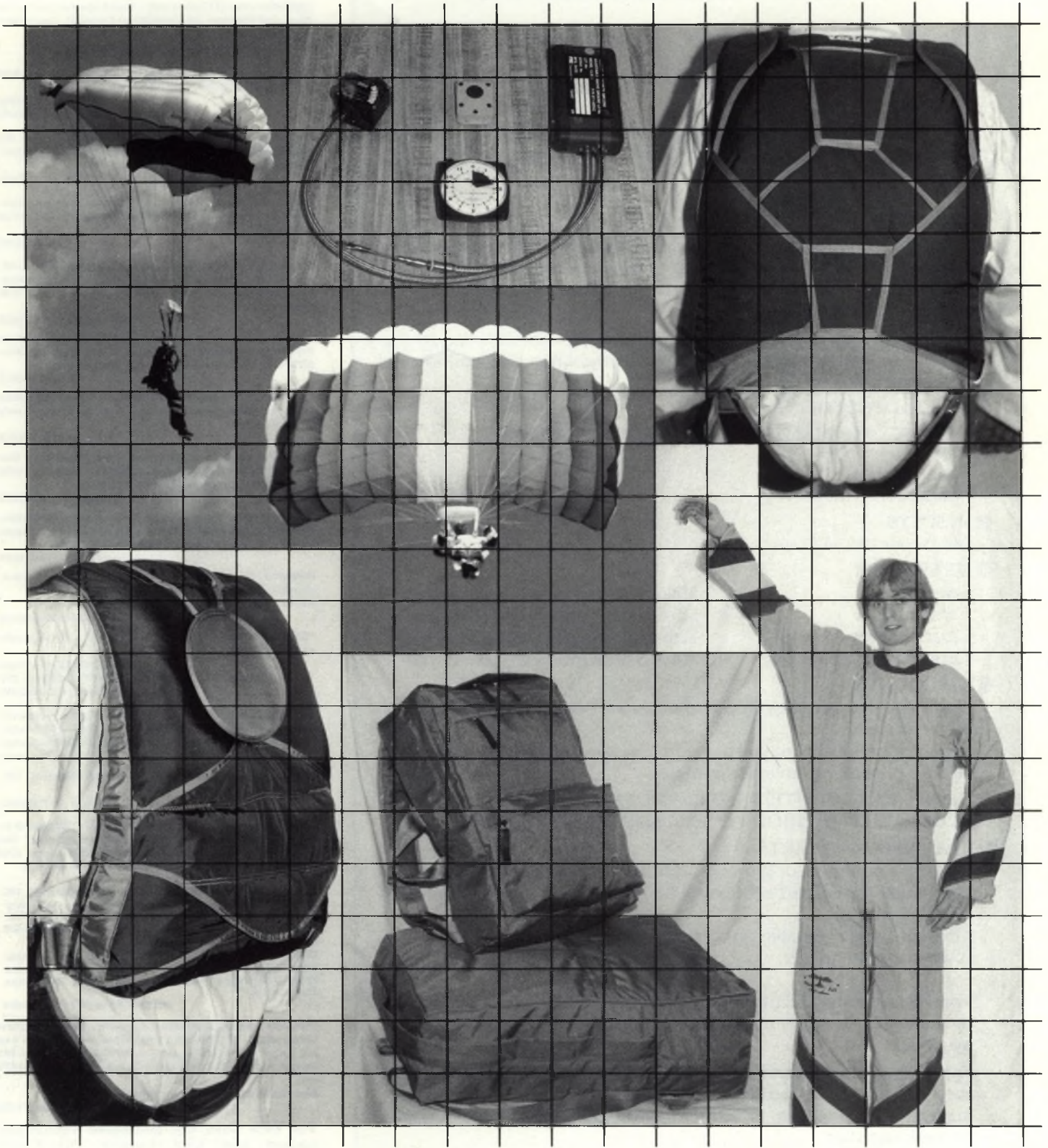
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Add £200.00 to Black and White rates. An origination charge will be added if colour separated artwork is not supplied. Spot colour add 20% to black and white rate for each spot colour required.

● COPY

Advert rates quoted are for Camera-ready Artwork supplied by the advertiser. Where adverts have to be set an additional artwork charge will be included on the invoice.

● SPECIAL POSITION

Advance booking is required. First come, first served.

Inside back cover	+5%
Page 1	+10%
Back cover (colour only)	+30%

● INSERTS

£40.00 per 1000 A4 size.

● DEADLINES

Space	5th of month preceding cover date.
Cancellations	5th of month preceding cover date.
Camera-ready Artwork	12th of month preceding cover date.
Copy requiring Artwork	7th of month preceding cover date.

● DISCOUNTS

15% early payment discount if invoices are settled within 15 days of invoice date.

Repeat advert discount will only apply subject to full payment within 30 days of booking advertising space.

● SPORT PARACHUTIST RESERVES THE RIGHT TO REQUEST FULL PAYMENT PRIOR TO ANY ADVERT APPEARING.

● CLASSIFIED ADVERTS

£5.00 for a minimum of 40 words. Additional words at 10p per word.

Please note that classified adverts cannot be taken by telephone and must be pre-paid.

Cheques made payable to "Sport Parachutist (BPA Ltd.);" must accompany the advert.

Sport Parachutist accept no responsibility for any supposed defects in the goods, services or practices represented or advertised in the magazine.

Sport Parachutist reserves the right to refuse any advertisement which they consider misleading or unsuitable for publication in the magazine, due either to content or to quality of camera-ready artwork supplied.

Published above are the new advertising rates for the Sport Parachutist magazine. They take effect from this issue of the magazine and will remain in effect until the August issue in 1990. A rate card will be sent to you on request and regular advertisers are also requested to advise the Commercial Manager, Tony Lewis, of their requirements for the coming year.

Classified advertisers are asked to make their cheques payable to "Sport Parachutist BPA Ltd" and to ensure that payment accompanies their advertisement. Classified adverts will not be published if payment does not accompany the order. Please ensure that the adverts are sent to the Commercial Manager, address on the contents page, and not to

CLASSIFIED ADVERTISEMENTS

Light blue racer (11 jumps only). Brand new fury (red white blue) and Phantom 24 (modded and tested). Assembled. £1075.00.

Tel: RE PARA Cadre 0303 49541 Ext. 8341 (work hrs)

National Phantom 26 round reserve. 18 months old. Acid rectified. Unused £99.

0621 855021 (home)
0245 491506 (work)

Complete system ready to jump. Cruisair (Rainbow). GQ Security 26' (passed acid test) in blue racer. (250 jumps). £350 ono.

Contact Rich on 0873831862 (after 7pm)

Racer in silver grey and burgundy. Clipper main and phantom 24' reserve. Complete rig ready to jump. 350 jumps total. £850 ono.

Phone (0494) 786083

FOR SALE: Pegasus in jetstream leg strap throwaway container, talisman reserve. Excellent condition, ready to jump. Predictable handling with reliable openings. Ideal first square. £350.

Tel: Hugh Bell 0241 74456

Vector 2. Black and grey, mini rings. Will take small square main/reserve combination. Rig has done 10 jumps. Complete with pilot 'chute and free bag. Bargain at £325.

Tel 0494 786083

VECTOR in black and grey. PD 170 with microlines. Micro raven reserve. Rig is ready to jump. As brand new with only 10 jumps. £1490.

Tel 0494 786083

Racer elite. Medium size harness in blue/silver trim. Suit 190/170, Raven I size canopies. £300.00. Jetstream with unit and 26' lopo reserve £250.00. Complete.

Ring Roger on 0708 27865

Complete system silver/green Raven I main 260 jumps. Firelight square reserve yellow unused. Navy blue chaser b'pack. Throwaway system. Good condition £875.

Tel Jonathan Turley 0253 402691

Complete kit ready to jump. Black/Blue Zerex (new, unused) cloud, rainbow main, lopo reserve.

Also 2 x jumpsuits, Protec, Alt. £900 ono.

Contact Dave on (0895) 445341 evenings

FOR SALE: PD 170 with micro lines. 90 jumps. Black, purple and Silver. £450.

Tel: 0962 62844 (evenings)
or contact Jane Trickett (work) 0703 620000 ext. 256
Paul Smith (work) 0256 843468

COMPLETE KIT: Burgundy & white Turbo, burgundy Chaser. Preserve 4 acid free and unused. 190 jumps. Medium harness £700 ono. Telephone 0689 29354 (home) 01 653 0671 (work)

Complete system £450 rapid transit. K20 tested and OK. Pegasus.

Phone: 01 336 2092

Complete rig ready to jump. Contact (1986, CRW rigged) in a black Chaser with a Minimax Square reserve. New throwaway deployment system. Approx 500 jumps. £750. Contact Nigel Jackson on 0980 64206 or at Netheravon.

Complete rig. Tracer in royal blue, white. Cruisite main, 180 approx jumps. Phantom 24 reserve, acid test neg. Protec/wrist mounted act, ideal first time or club kit. £750

Tel: 0752 701459

Complete System. Invader: Black with yellow trim. 5 jumps - as new. Swift reserve - white - new, never used. Spirit (220 squared feet), black and yellow, 200 jumps. £900 o.n.c.o.

Contact: Allan (0707) -269-824

Complete system in excellent condition. 1988 TSE Chaser (throwaway). 1988 Crusader main (Spanwise Cruisite) 7 cell 220 ft square, with 100 jumps - light/dark blue & white. 1988 Invader reserve 24', one jump! All mods done, acid free £750 ono.

Also jump suit Alt II and blue protec.

Phone Darryl 0252 712284

The BPA does not guarantee equipment bought and sold through the Sport Parachutist Journal. Purchasers are advised to use the services of approved riggers.

the BPA offices in Leicester.

If you have any queries as regards the supply of copy for adverts please ring Tony Lewis on 0264 334462 and he will be pleased to discuss your requirements with you.

Tony Lewis
Commercial Manager

Advertisement

**BRITISH PARACHUTE ASSOCIATION
ANNUAL GENERAL MEETING
12th/13th JANUARY 1990
THE PENGUIN HOTEL
HUMBERSTONE GATE, LEICESTER**

Programme of Events

Friday 12th January 1990

- 10 am Instructors Convention
Charnwood and Rutland Rooms
- 1 pm Lunch
- 2 pm Instructors Convention
Charnwood and Rutland Rooms

Notified Istructors Only

Saturday 13th January 1990

- 11.30 am Annual General Meeting
Charnwood Room
- 1.15 pm Presentation by Transnational
Finance. Affinity Cards for BPA
Members
Charnwood Room
- 1.15 pm Inaugural Meeting of 1990 Council
Rutland Room
- 2.30 pm Video Presentation
Charnwood Room
- 3.30 pm Judges Meeting
Amanda Kenny
Rutland Room
- 4.30 pm Video/Cameraman Meeting
Rutland Room

All interested parties are welcome to attend.

Display area of stands and equipment will be open all day in Albemarle ante-room.

- 7.30 pm Dinner Dance Reception
Albemarle ante-room
- 8.00 pm Dinner Dance
Albemarle Room
- 11.00 pm Disco open to all Members.

SKYDIVE AVIGNON, SOUTHERN FRANCE!!!

The parachute centre at Pujat is situated in beautiful countryside surroundings just outside the old fortress town of Avignon in Southern France. It is approximately 8 hours drive from Calais and can be reached directly via the main southern motorway routes. This friendly drop zone provides first-class facilities which must rate amongst the finest in Europe. Good, plentiful accommodation, showers and toilets are available on the airfield along with an excellent restaurant which serves inexpensive meals throughout the day and evening. Camping is available should you prefer. The centre also has a swimming pool and weight training room.

Parachuting facilities include air to air video, ground to air video, accuracy pit, on-site rigger and shop, separate 'round' and 'square' packing halls and tandem. Jump aircraft are a Twin Otter, Pilatus Porter and Cessna 206 and all are permanently based at the centre. Jump prices are 110Ff for 3,500m (approx. 12,000'). A French Parachute Federation membership card is also necessary (300Ff) however, it is possible to pay a supplement per jump, if you prefer, in order that you can chose the most economical approach depending on the number of jumps you intend to make.

The centre is open all week throughout most of the year and offers the finest facilities for team training, progression or simply a parachuting holiday with friends or a club. RW and CRW standards are high and Pujat is used by many British and European teams for training and preparation for National and International events. For those who would like a short break from parachuting during your stay, Avignon is only some 10 minutes away by car and has plenty of shops, bars, restaurants, historical sites and leisure amenities.

If you would like more information about parachuting in the sun and blue skies above Pujat just telephone the number below or write direct. We look forward to welcoming you.

Centre de Parachutisme,
30131 Pujat,
FRANCE

Telephone: Centre 90 26 41 83

Telephone: Clubhouse 90 26 46 96

Dial (010 33) first when calling from the UK.

Advertisement



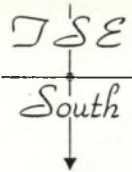
**YOU'VE JUMPED THE REST
NOW FLY THE BEST**

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;

**AIR CARE
UNIT B18
BRUNSWICK ENTERPRISE CENTRE
BRUNSWICK BUSINESS PARK
LIVERPOOL
L3 4BD**

Or you may call: **051 709 4807**
(24 hr. answering service)
Fax. 051 709 2684



PRICE LIST

American TEVA sandals	£17.00
(black, red, navy & royal blue)	
All leather gloves - with cuff	£15.40
(royal blue, black and grey)	
Clear kroop goggles	£4.15
(red, pink, blue, white, black, brown yellow and green rims)	
Pro-tec helmets	£22.00
(pink, powder & royal blue, black white, yellow, lilac and red)	
TSE South 'T' shirt	£6.49
Rubber stamps with wooden handles :-	
RW Men - chaser style rig	£2.50
RW Men - Zerox style rig	£2.50
Aeroplanes - Skyvan	£3.50
Aeroplanes - Cessna 206	£3.50
Hop'n'pop	£3.50
Ink pad	£1.00

Special Offer

Padded wallet including 1 RW stampman, 1 aeroplane stamp and ink pad only	£8.50
Delux padded logbook holder	£10.50
Hard backed RW log book	£5.68
Padded packing mat	£8.50
Cheque book organiser	£8.43
Cheque book holder	£3.25
Organiser	£7.72
Wallet	£5.50

The above are all padded with credit card holders

All available mail order by sending cheques or postal orders made payable TSE South to 21 Arran Court Gilligan Close, Horsham, W. Sussex. Tel: 0403 51120

Please include the following for postage:
Orders up to £25 allow £1.50 postage
Orders £25 to £50 allow £2.00 postage
Orders over £50 allow £2.50

1989 Perris Valley Skydiving Events Schedule

December 16th - January 1st

**CHRISTMAS/NEW YEAR'S HOLIDAY
CELEBRATION (Free Registration -
FREE Christmas Dinner)**

1990

April 14th - 22nd
May 18th - 23rd
May 24th - 28th

**EASTER BOOGIE
Spring Relative Work Training Camp
MEMORIAL DAY JUMPFEST
(Free Registration)**

Our facilities include Square One Parachute Sales and Service; the Bombshelter Bar and Snackbar; two bunkhouses that can accommodate 26 people; a swimming pool; hot showers and a free camping area.

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



THE FLYING CRUSADERS AERIAL DISPLAY TEAM

For the third year running 'Express Newspapers' will be displaying around the country with the 'Flying Crusaders'. We need four female skydivers to make up the parachute demo part of the team.

Basic requirements are:

TEAM LEADER; 'D' Licence, 200 jumps, 30 demos, Instructor rating or written exam from BPA

TEAM MEMBER; 'D' Licence, 200 jumps

Based at Biggin Hill in Kent, these are full time positions to run from April to the end of August 1990

Anyone interested in joining this exciting demo team should forward their c.v. and a photograph to

Ian Field, The Flying Crusaders CB Group Ltd The Blue Hangar Biggin Hill Airport Kent TN16 3BN

SKI 13 RESORTS

A different resort every day — it's possible with Ski Dash. We operate from St Gervais which lies in the beautiful Mont Blanc region of the French Alps. Our Chalets are situated here, making an ideal base from which to ski the whole of the Chamonix valley. This is a superb opportunity to ski a different resort every day with transport provided by Ski Dash as part of our service. The skiing at St Gervais itself is superb and can keep even the most accomplished skier occupied throughout their holiday.

ST GERVAIS

An old picturesque spa town nestling in the Chamonix valley at the foot of Mont Blanc, the highest mountain in Europe. In the summer it is an active outdoor pursuits centre. It has a number of shops, restaurants, bars and hotels and a couple



of nightclubs. There is a cinema, an ice rink and a swimming pool for those who don't want to ski every day and a market is held in the town centre every Thursday with a very good and inexpensive selection of local wines, cheeses and souvenirs.

The close proximity of St Gervais to other large skiing resorts such as Chamonix, Argentiere and Les Contamines enables one to have the ultimate skiing experience.

Please send me a SKI DASH 1989-90 Brochure & Price List.

Name _____

Address _____

_____ Postcode _____

Telephone No _____

11 Sandbach Road, Congleton, Cheshire, CW12 4LB.

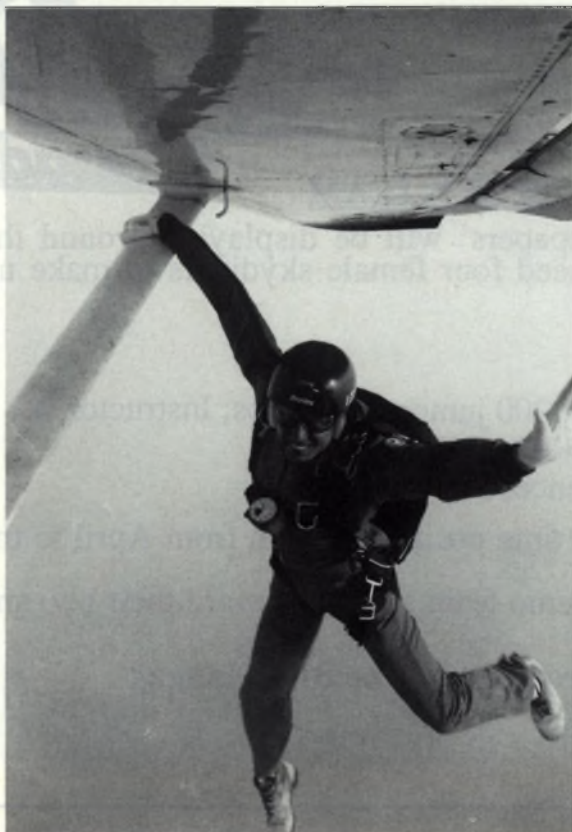
FOR RESERVATIONS
TELEPHONE: (0260) 299050



DASH

The Ultimate Ski Experience

NOTICE



Paul Templeman "HANGING IN THERE" over Long Marston, when the centre's Islander was in for its M.O.T. Question is, where will he be "HANGING OUT" next year!! Photo courtesy OZONE FRIENDLY.



Seen recently at Brunton (Border Parachute Centre) was this space age, high tech method of starting the aircraft. Pass me the jump leads will you? Photo: Lawrence Tierney.

THANK YOU

I would just like to take this opportunity to thank everyone at the Black Knights Parachute Centre for all the help, and all the time people took in helping me get my CAT 8. All in 30 jumps. Thanks everyone for the lore of Alt's.

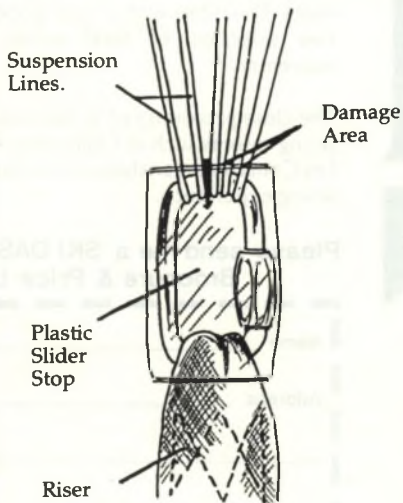
Yours Robert Hudson

P.S.

Thanks John C. for all the extra coaching.

SAFETY INFORMATION

DAMAGE TO SUSPENSION LINES



It has come to our attention that some canopies are suffering damage due to suspension lines, particularly canopies with micro-line. The damage is occurring near the attachment point to the connector link or level with the slider stops.

Possible Causes:

1. Friction on slider stops when lines are spread.
2. Slider vibrating causing friction between slider grommet and lines. This should be checked at each repack. Feed-back to the office would be appreciated.

John Hitchen

SLIPSTREAM, AN UPDATE.

After one of England's finest summers when all drop zones basked in weekend after jumpable weekend, here's a short update from the UK's 1st fulltime AFF school.

Up to the 22nd of October we had graduated 33 AFF students out of which 25 had at least one static line jump, 3 of them had made tandem jumps and the other 5 had no previous parachuting experience.

Headcorn, as some of you may be aware, suffers from an airway passing directly overhead at 3500ft. This means many frustrated holiday makers flying south, get to be diverted around the S.E. of England's largest skydiving facility! Unfortunately not. We receive altitude restrictions and every so often an AFF student will be held and unable to jump.

Earlier this year Slipstream shifted to France and Spain in order to take advantage of their mild winter weather and there graduated 3 students. We shall be returning this year in order to avoid the downtime at Headcorn (this is also a moral booster for 'cabin fevered' instructors).

We are in a fortunate position in that we have a minimum of 2 AFF instructors available midweek, which is when we prefer to do the majority of our work, at weekends we have 4-5 AFF instructors on site.

Equipment: for the past two years we have been using, very successfully, TSE zerox containers and Drakkar main canopies. This year we made the long overdue move to square reserves. After testing them recently, we are probably changing over to AEON main canopies, a South African copy of a manta.

Finally thanks to all ex and current AFF students for making teaching fun. Most important of all it means that there are more people to skydive with.

Pete Allum

BPA LOTTERY TICKETS 1989/90

It has been brought to the attention of the BPA that the date for the Draw of the Lottery is not printed on each individual ticket.

As is customary it will be drawn at the AGM which takes place on Saturday, 13th January 1990.

BOARD



A 'Ghost Plane' over Ipswich. John Gleave photographed by Greg Page.



Glenn Harwood and Joe Omond getting the 'knees in the breeze' over Belize.

MISSING

3 AADs have gone missing from Doncaster Parachute Club. The serial numbers are: 1024, 1026, 9164. A reward is offered for information leading to their return. Doncaster Parachute Club: 0302 532922.

To be invited into the very bosom of 40 of Britain's finest lady skydivers was an offer that Stuart Meacock and I just couldn't resist.

Having snapped a few all girl record attempts and groups I can only commend the pre organisation and good vibe generators.

I'm not convinced it was totally necessary for Stuart and I to wear bright purple lipstick but then again it was difficult to take Amanda Kenny seriously with one ribbed and one coloured condom dangling from each ear lobe. I'm not sure that's what Mates had in mind when they offered sponsorship to the team!

38 was a major achievement (90%) on the previous largest UK formation of twenty. Forty plus without a doubt next year and Stuart and I will happily flash away until you succeed.

Thanks for having us.... Simon(e) Ward - Ms.



Another Meacock up in the Sky

I thought it was about time that Sport Parachutist followed up a story it printed back in Dec '73.

... "Congratulations to Sue and John Meacock on the production of a third son. One more and they will have a four man sequential team!!"...

Well, sixteen years later the third son, Alex, made his first skydive at Sibson from the Skyvan. The Tandem was completed by his two elder brothers, Stuart and Chris, docking on each arm.

Thanks to Max Guthrie (Tandem Master) and to Phil Stapleton for the snaps.

Want to be on a four way team Alex?

Big Brov #1



Running an EVALUATION PROGRAMME at M.P.C. for W.A.R.P. Coaching

Evaluation requirements: 500 min + CCI recommendation, full head of hair not a necessity!

Evaluation consisted of: 1 day's coaching, 2 evaluation skydives (1 with an abinitio RW jumper). Repeat jumps if necessary, final assessment, pass or fail. I must add, all those chosen for a "check out" had shown that they were of the right personality before hand, standardisation and confirmation were the programme's ultimate aims. With the Centre's AFF operation next year, quality coaching in RW will be very important, with seminars to support.

Please note the Ratio of Coaches to Evaluators and that all Evaluators are current AFF Instructors.

Thank you to Greg Cox, John Turner and Eddie Carrol for taking time out.

Well done and thank you for your professional approach to the task. Certified MPC WARP Coaches, left to right: John Carter, Tony Collins, Chris Ballance and Malcolm Knox. John Lines was also successful and Chris Wales contributed with his valuable RW experience.

Nigel Rogoff D4215
CCI MPC

HAVE YOU BEEN INVITED YET?

FRIDAY 13th
PART 1



Simon Ward

BRITISH WOMENS RECORD ATTEMPT

XXXVIII

There were rumours that the British Women's Record Attempt would involve more rabbit than Australia, more committees than Parliament and more saucers of milk than the Cat Protection League. To the disappointment of some this was not entirely so. There were, however a few frustrations and several slightly unusual occurrences over the three days. Sadly, the second Skyvan was weathered-in at its base in Denmark and did not make an appearance until last light on Friday. This reduced the days jumping to two 20-ways and was particularly unfortunate for those on unpaid leave (something to do with Friday 13th or was it just Sod's Law?)

Saturday saw an early start and a seemingly endless queue to get into the Ladies Loos. It was all Simon Ward's fault! He had issued strict instructions that if we were to get any sort of publicity coverage it was the face coverage that counted. There were cries of 'Hey, can I borrow your blusher/eyeshadow/pollyfilla' amidst the Lucy Clayton crash course in The Art of Self-disguise. Actually I think it was really quite nice to have an official, if short-term licence to be overtly feminine.

Simon Ward

The first attempt on Saturday built to 31, after the base had funnelled and there had been a complete lack of communication between the pilots. After this the wind went over limits and then it rained. For those who remember the previous women's record, there followed the compulsory dirt-diving-whilst-dripping-wet event which did nothing for the non-waterproof mascara but did eliminate the need for the Jane Fonda event as the base saw fit to combine backwards, forwards and sideways jogging with the three-minute mile attempt.

Saturday evening started with the fashion show sponsored by MATES... and here we have Amanda in a fetching mega T-shirt and an unusual pair of studded and ribbed earrings!

Meanwhile the manifesting for the 40-way competition was being organised, which with 5 teams was quite a task especially when there were women on the record attempt and in a team. It was hassel for the jumpers too, I know - I was one of them. Thank heavens for weather breaks and two rigs, but if the weather had been ideal, I really don't think it would have worked unless

the record had been completed prior to the start of the competition. I would nevertheless like to thank all those not on the attempts for being so tolerant with 'the girls'.

Our best attempt built to a very credible 38 with much obvious discipline and awareness, but time, weather and money were not on our side (don't believe the ugly rumour that the girls exit count was changed to Seventeen-pounds-FIFTY!!!)

The base had its problems but nothing a little extra contact(s)! couldn't sort out and I have no doubt that next year will see a successful completion.

Thanks go to John and Sue Meacock for hosting the event (also the first annual (hopefully) 40-way competition in the country), the pilots, manifesters and organisers, George and Sparkey for boosting flagging morale, Angie for the team lipstick, Simon and Stuart for their patience and camera work (sorry the lipstick wasn't your colour, guys), Wendy on camera (and weights), Amanda, Hana, Debbie and Sarah for organising and finally the phantom radio reporter (Nigel Slee) who ensured an unusually low level of bad language.

Lottie



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

BLACK KNIGHTS PARACHUTE CENTRE

Weekend centre, first jump SL courses, radios and aeroconicals. Tandem courses. SL and FF progression to category 10. RW and CRW instruction. Cessna 105 (inflight door). SL and FF kit hire. Accuracy pit, canteen, washing and toilet facilities. Camping and caravans on DZ. B & B local.

Contact: Bob Parry
Patty's Farm, Hilliam Lane,
Cockerham, Nr. Lancaster
Tel: weekend 0524 791820
(Midweek) 051 924 5560

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. 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 Aereodrome, 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.Q. 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
Ashreighney, Chulmleigh
Devon EX18 7PH
07693 552/0392 75222

FIFE PARACHUTE CENTRE

Full time 9 to dusk, from Wednesday till 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 533444

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, Bobbington
Nr Stourbridge, West Midlands
Tel: 038 488 293

HEADCORN PARACHUTE CENTRE

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

Headcorn Parachute Club
The Airfield, Headcorn, Kent
Tel: 0622 890862

HEREFORD PARACHUTE CLUB

Beginners' courses with full progression. SL/FF Aeroconicals, AADs, Radios, RW/CRW coaching, tandem, full kit hire, cutaway rig. Visitors (C licence plus) welcome. Canteen, bar, toilets, showers, accommodation, accuracy pit, 2 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 0AP
Tel: 0234 751866

MIDLAND PARACHUTE CENTRE

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

Midland Parachute centre
Long Marston Airfield
Stratford-Upon-Avon, Warks
Tel: 0789 297959

NORTHERN PARACHUTE CENTRE

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

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

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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
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Peterborough Parachute centre
Sibson Airfield, Wansford
Peterborough
Tel: Elton 0832 280490

RN & RM SPA

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RN & RM SPA
Dunkeswell Airfield, Dunkeswell
Honiton, Devon
Tel: Luppitt 040 489 697

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Scottish Parachute Club
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Kent. TN27 9HX
Tel: 0622 890641/890862

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Swansea Parachute Club
Swansea Airport,
Fairwood Common, Swansea,
West Glamorgan.
Tel: 0792 296464

THE SPORT PARACHUTE CENTRE

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Tilstock Airfield
Whitchurch, Shropshire
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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 8245
Chief Instructor 8229
Staff 8277

RAFSPA

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

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Tel: 0252 24431 ext. 4600/4699
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Browning Barracks,
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RCT PARACHUTE CLUB
Azimghur Barracks, Colerne
Chippenham, Wilts. SN14 8QY
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PARACHUTE CLUB (CCSPC)

CJSATC Pergamos Camp, BFPO 58
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010 357 47 44245 (D.Z.)

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

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
37 Fetti Place, Witney
Oxfordshire
Tel: 0993 704095

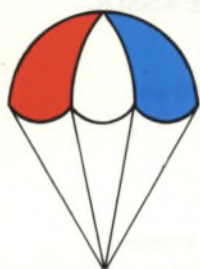
BRITISH COLLEGIATE PARACHUTE ASSOCIATION

Gavin McCleod
Lancashire Polytechnic Skydiving Club
Lancashire Polytechnic Students Union
Fylde Road Preston Lancashire PR1 2TQ

Portsmouth Polytechnic
Newcastle University
University of Kent
Sheffield Polytechnic
University of Bath
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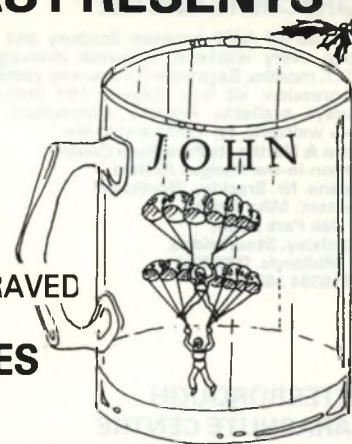
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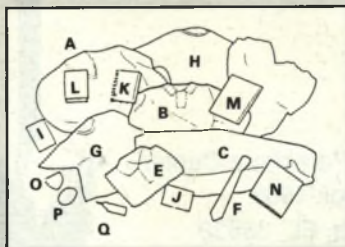
FFI: Phoenix Parachute Center
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