

Sport Parachutist

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FEBRUARY 1990



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Leather Chaser with Firelite Reserve and Maverick Main

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John Hitchen

Editor, Sport Parachutist

Steve Eversfield

Commercial Manager

Tony Lewis
Angel Graphics
213 The Commercial Centre
Picket Piece
Andover, Hants. SP11 6LU.
Tel: 0264 334462
Fax: 0264 334467

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Editor's Note

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Sunset at Rhossili, West Wales. Bob Smith under a Pegasus.
Photo: Alun M. Jones.



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NEWS



◆ Never mind the cost, look at the results. The experiment in getting the Electoral Reform Society to conduct the BPA council election has tripled the normal response to 39.6%! Out of 4738 ballot papers sent out, 1877 were returned, 7 of these being spoilt.

Lyn George, putting himself up for the election for the first time, topped the poll with 1188 votes, 48 more than chairman Jim Crocker in second place.

At the inaugural council meeting which occurred immediately after the AGM, Jim Crocker retained his position as Chairman, as did Dave Hickling, John Lines and Tony Knight as Vice Chairman, Treasurer and STC Chairman. Bob Card picked up the Competitions portfolio and Anthea Lee takes over from Amanda Kenny as the club representative.

Those election results in full:

Lyn George	1188	Elected
Jim Crocker	1140	
Amanda Kenny	1138	
John Lines	978	
Bob Card	934	
Tony Knight	922	
Dave Hickling	915	
Anthea Lee	853	
John Horne	804	
Kerry Noble	715	
Steve Treble	688	
Bryan Davies	664	

Karen Adkins	650	Not Elected
Steve Hastings	646	
Kevin Hughes	591	
Dave Johnston	589	
A Massey	445	

◆ The RW nationals will be held at Sibson again this year from August 4th - 12th. The entry fee will be £22.50 per person with the jump prices being £13.00 for the 8- Way and £11.00 for the 4- Way and 8- Way speed. It is very likely that air-to-air cameramen will be used for judging throughout the competition.

The Classic and CRW nationals will be hosted by the British Parachute School at Langer from 23rd June - 1st July. Whilst the location is different from last year, it is very much business as usual for British Skysports who have run the last four nationals and are now relocated at Langer.

◆ The SSPA have announced that the Scottish National Championships will take place from 26th - 28th May at a venue in Central Scotland yet to be confirmed (sounds like Strathallen again), as usual the competition will consist of 4- Way RW, Style and Accuracy.

At the SSPA AGM held in November last year, new officers were appointed, they are: Billy Sommerville as Chairman, Mike Strachan as Secretary and Dough Malcolm as Treasurer.



The "Not responsible toy company" exiting Headcorns threatened Islander during last years Speed 9 meet.
Photo: Ian Thomas.

◆ In an attempt to be on the box more often than Terry Wogan, Symbiosis Suits, in the guise of Zandra Brearly and Yves St Colpus, recently appeared on the BBC fashion programme "The Clothes Show". They were one of six small companies accepted for the "Clothes Show Young Enterprise Award for Export", a competition for British designers and manufacturers exporting unusual garments with a staff of less than 20.

◆ The Slovenian Coastal Flying Centre at Portoroz will be hosting the 7th Casino Portoroz Cup from 8th - 12th August. This is an accuracy competition of 9 rounds, 8 on dry land and 1 in the sea, for individuals and 5 man teams.

Due to the runaway nature of inflation in Yugoslavia all entry fees are in US Dollars; \$365 covers accommodation, food and all jumps. For non-competitors the fee is \$227 and just the jumps will cost \$131.

Preliminary registrations should be with the organisers by April 1st. The address to send for a registration form is:

OBLANI LETALSKI CENTER PORTOROZ
66333 SECOVLJE
SLOVENIA
YUGOSLAVIA

Alternatively you can phone Mrs Natasa Pegan on Yugoslavia 066-79710.

◆ The Wild Geese Skydiving Centre in Northern Ireland has announced some additional parachuting facilities for the 1990 season, namely a Pilatus Porter PC6 and an accuracy pit. The Diary of Events is eagerly awaiting news of competitions and boogies to which these enhancements will be put to use.

◆ The cost of sending the CRW teams to Thailand for the World Championships in March is currently estimated at £15,436. This is for sixteen team members and one official covering just the air fares and the entry fees. No allowance for training has, or is likely to be allowed for.

◆ The ground to air video assemblers, Larsen & Brusgaard, have copies of the 1989 RW World Meet tapes now available. The price for the 8-Way or 4-Way is \$60.00, alternatively you can buy the pair for \$100.00. The address to write to is:

Larsen & Brusgaard Aps
Mosevej 3
4070 Kirke Hyllinge
Denmark

State video format (PAL for the UK), post and packing is included in the purchase price.



Chairman Jim Crocker presenting Heath McDade of Doncaster with the Mike Forge Memorial Trophy (best progressive skydiver of the year).
Photo: Charlotte Kirwan.

◆ Aircraft collectors please note, the Border Parachute Centre has purchased a Cessna 205 to replace the 207 that was totalled last May. Believed to be one of only two in the country, G-ASOX was previously used for parachuting at Weston on the Green. The description given of this fairly unique jumpship is "a slightly underpowered 206 with a front door/step exit".

◆ The United Kingdom, or rather the British Parachute Association, will be hosting the Fourth Technical Congress of Parachuting at Bisham Abbey from the 8th - 12th October 1990. This conference enables officials of associations from all over the world to discuss areas of common interest, such as safety of equipment and training methods.

◆ Para-Flite have announced that they are extending their existing range of Evolution canopies to four with the introduction of the Evolution 140. The 160 and 200 have been available since November and the 240 since December.

From March 1, the Nimbus Beta, Cruislite and RW Pursuit will no longer be available, these have been replaced in the Para-Flite product line by the Astrobe, Robo and the Evolution. A new accuracy canopy has been designed and the prototype is being built at the moment. On the reserve front, smaller and larger Swift Plus derivatives are planned for the Spring of this year.

Para-Flite have also made the following statement on fluorescent fabric colours:

"The demand for new and brighter colours is growing. The fabric industry has reacted to this demand and is now offering new colour shades. We are already using these colours in paragliding canopies. Our experience with these colours indicated that further testing for permanence and UV fading is necessary before we are willing to use them in parachutes. We are cautious because the fabrics are dyed with a fluorescent substance. This substance can cause several problems. The first and most visible one is the fading of the colour within a very short period of UV exposure. Samples from earlier tests show clearly that hot pink turned into natural in a relatively short period. This has also happened to other fluorescent colours. Additionally the breaking strength weakens at almost the same rate. Upon completion of tests which we are now conducting we will select certain colours that the tests indicate are suitable, and will add them to our list of available colours."

◆ The Cornwall Parachute Centre has four competitions in its programme for 1990. These include 3, 4 and 8 way events, as well as a static line competition over the August bank holiday. Two new sponsors have been gained for these meets, one of which is "Jump Shack" who will be backing the 4-Way launch and accuracy competition in May.

◆ Skydiving has been cropping up lately in a couple of music videos on TV. A group called "Laid Back" has used unique footage of either the performers themselves, or skydiving substitutes, singing and playing whilst in freefall (I wonder where they got that idea from?) The name of the eminently forgettable tune is "Bakerman" and was prominent in the "Europop" charts for a few weeks. The jumpship used was a Dove (Devon) with RAF roundels on it, does anyone know where it was filmed and who the participants were?

The second video in which skydiving appears is a lilting ballad called "Kickstart my Heart" by those melodic crooners, Motley Crue. Amongst the frenetic images flashed on the screen is footage from Norman Kent's film "From Wings Came Flight", this helps illustrate some of the lyrics from the song which include the line "skydiving naked from an aeroplane". I think I'll wait until it warms up a bit thank you.

◆ To celebrate the construction of their 20,000 harness and container system, Relative Workshop will be running a free sweepstake with the lucky winner receiving a custom built Vector.

Forthcoming Relative Workshop advertisements will contain details of how to enter. In all probability these ads will only appear in the US magazines, if you want to enter I suggest you get your hands on one of these. The draw will take place at the Z-Hills Easter Boogie on April 14th.

◆ As well as hosting the nationals Peterborough Parachute Centre will be hosting six RW competitions during the course of 1990. The first meet to be held will be a 16-Way speed event over the Easter weekend, 13-16 April. Last years 40-Way event will be repeated in late September, see the diary of events for full details.

◆ The hour long Channel 4 documentary on British 8-Way champions "Mo" was on show at the AGM. Titled "Exit, Exit, Exit" it follows Mo's progress from the 1989 British Nationals to the World Meet in Spain. At the time of writing no broadcast date had been announced.



◆ Protec have ceased production of their popular parachuting helmet. There is however a way round the problem; buy a white water helmet, discard the liner and buy a still available skydiving liner instead. This of course makes the helmet far more expensive than it needs to be.

Sward Sports have distributed questionnaires to stockists in Europe and the UK to ascertain if there is a market for a hard helmet designed specifically for Skydiving.

◆ The future of Headcorn's turbine islander is still unsure. None of the insurance companies involved has shown any willingness to pay the £100,000 engine replacement costs following last years tragedy. The aircraft is currently up for sale and the South East's only major skydiving facility may soon be reduced to just one piston Islander.

◆ Make a note in your five year diary, 1992 has been decreed as the "Year of Sport" by the Sports Council. They have issued a leaflet which states the following:

THE AIM OF THE YEAR OF SPORT IS TO ENCOURAGE THE WHOLE COMMUNITY TO BECOME INVOLVED IN SPORT WHETHER AS REGULAR PARTICIPANTS, HIGH-LEVEL PERFORMERS, LEADERS, COACHES, ADMINISTRATORS OR SPECTATORS, TO EMPHASISE THE IMPORTANCE OF SPORT IN PERSONAL AND COMMUNITY DEVELOPMENT AND TO STRENGTHEN THE BASE OF PARTICIPATION ALREADY ACHIEVED IN THE UNITED KINGDOM.

Now you know.

◆ Another addition to the Blue Track range of canopies has been announced by manufacturers Parachutes de France. The BT80 is a small volume tandem canopy with the same aerofoil and elliptical wing platform as the smaller Blue Track's.

The 430 sq ft BT80 is made from PF 3000, the same fabric as all the other Blue Track canopies, the lines however are different using Dacron 660lbs instead of Teflar. The maximum suspended weight is given as 210kg/465lbs.

Pete Allum of Slipstream Adventures has jumped the BT80 and has no doubts that it is the best handling tandem canopy yet produced. It opens softly, has light toggle pressure and is very easy to fly.

The BT80 should be available in February, no price has yet been given.

◆ It has recently come to light that a committee has been formed called the Airfield Environment Trust. The name of this self appointed pressure group hides their real intention, which is to stop airfields being used for aviation sports. They are apparently quite powerful with contacts in the government. It would appear that an airfield's best use is as a place to walk the Labrador and take the nag for a hack, certainly not for those nasty, noisy, smelly aeroplanes to fly from.

◆ In addition to the £1500 given by the BPA to purchase a wheelchair for Brian Hücker, an additional £475 was donated by the North Eastern Wheelchairs for the Disabled Charity. This enabled Brian's wheelchair to be fully funded with the excess amount going into his general fund.

RIDING A TIGER, OR IS IT...



Nichola Eaton about to exit WEF.

...STAMPING ON A STAMPE?

The Civil Aviation Authority said "normal flying attitude at speeds between 55 and 70 knots", but it didn't say anything about whether grins or waves were permissible. Most people did both before back-looping or allowing the aeroplane to fly on without them.

I'd first jumped the aeroplane WEF (designed by a Belgian called Jean Stampe who, on seeing a Tiger Moth after the war, said I can do better) back in 85. Then, I'd been a lurker on a demo in the West Country. Our next meeting was a year later when I was acting as the very first jumper to a newly checked out jump pilot. He was briefed to look over the right hand side and watch the departing body until the chute opened. That was the jump in which the pilot chute remained in tow, giving at least two people an increased heart rate.

What attracts a jumper to a biplane? Is it the fact that you get to sit in the front, with the pilot behind you? Is it that you can stand on the wing to admire the view whilst the earth moves slowly by? Maybe it's both of these, as well as being fun.

Getting into the front cockpit is easy, just step up on the walkway and climb in. On run-in you stand on the seat, making use of the two large grab handles above you to pull yourself up into the slipstream. If a correction is necessary, a big turn-left-or-right hand signal can be made and, making sure you face right, you get out onto the walkway.

It's nearly all fabric so you must be careful where you put the feet. The owner had said, "you're not having parachutists with big boots in the plane?"; did I miss-hear him about what was big, because we didn't

have any problems?.

It was late summer in 89 that WEF and I were reunited but this time I was in the driving seat rather than jumping.

The weather held out well from dawn to dusk, as did the arm used in swinging the propeller to start the engine. Lots of people turned up on the day due to the grapevine working effectively. WEF flew and flew, spreading the word on the joys of open cockpits and all-round views.

However, time finally ran out, and as the setting sun lit up the sunburst on the top wings of the departing WEF, those who jumped were saying, "come back next year, it was FUN."

Maybe we shall; just invite us.

Roger Preston
D4435

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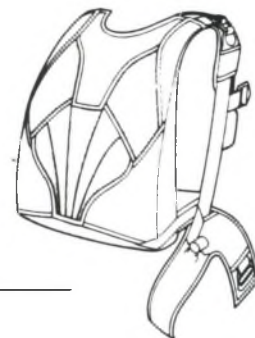
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Another epistle from Chris Devine, the Mediterranean Subversive.

CYPRUS PARACHUTE CHAMPIONSHIPS 1989 (Hot Damn)

It was one of those superb blue skied golden warm days we get so often out here in Cyprus, makes you feel good to be alive, I watched the passengers disembark from the newly arrived flight from England. They stumbled down the steps, pasty faced in their long overcoats and woollen scarves with thick hats pulled down low over recently chilled ears. Ahh yes the British competitors for the Cyprus Parachute Centre Autumn competition had arrived. A pathetic picture indeed and one that happens every year when all sensible jumpers desert the rain lashed freezing British Isles for a couple of weeks in the warm Cyprus sunshine, here at Dheekelia.

For those of you unaware of the CPC's existence, check out an earlier issue of the mag this year. Any way, back to the plot. In mid October those awfully nice folk down at Netheravon (a jolly nice place indeed), flew their legendary Turbo-Islander all the way out here for a few weeks of intensive staff training and for use during our annual competition. All in all a sensible arrangement as our 206 (still flown by the dynamic Yorkie) would have taken slightly longer than a couple of weeks to fly the 3,000 lifts achieved during the competition period.

The actual competition started on the 30 October, a Monday, and was finished by close of play on Wednesday, due to slick organisation, blue skies and an aircraft that chomps its way through the blue-stuff like it was going out of fashion. About 70 odd jumpers (mainly Army and Marines) had made the trip over, all had quickly graduated to shorts and embryonic tans. The main events were Accuracy, 4 way RW and a semi-official Style meet. For each discipline there was a plethora of categories, novice, senior etc..

From the offshoot the jumping progressed like clockwork, lift followed lift with nary a stoppage to slow things down, in fact people jumped their socks off. It was interesting to observe the standard of canopy handling, which switched regularly from the dynamic to the pathetic. But at the end of the day it has to be said that mature experience lays it all over the young newcomer. There was one particular PD 150 that was flown in the most stylish way, it was ducking and diving all over the sky and would finally stabilise at the last minute to give a tip-toe landing. I was staggered when the pilot hopped out of the risers into a walking frame and a glass of Santogen, here was no teenage hot-shot but a venerable old gentleman, by the name of Major Mike Smith. Surely a lesson for us all (don't ask me what it is I haven't a clue). Yep without a doubt the true hot-shots were the old-shots. However the PD 150 must take some of the credit, the way the thing stabilises out of turn is astonishing, this is certainly a canopy for the experienced jumper.

The Marines turned up as usual and, in between the competition, managed to get plenty of CRW practise. These guys certainly have style, which was apparent in the way they always managed to come in to land together (normally against the setting sun!), touching down one after the other, most impressive. It was also impressive the way Spot Watson paid a visit to the local Quarry on his reserve, nice one Spot.

There were 22 different categories in the competition, all strongly contested, with a high standard achieved. The open RW was won by the Groovy Gang (Good grief!), a team led by Pete Lampson. In second spot was the



REME as overall team champions, and so they should be when you consider they comprised 3 members of the Army team ie John Horne, Mike Smith and Rod Ames. Fourth member was Dave Hone. Mind you the guys done good, which is more than can be said for Dave Hone's disastrous spotting throughout the meet. I mean to say 1 mile out on a night jump, followed by a mile out downwind of the DZ during the day, that's what I call consistent! And there was more but some things are best left alone. When asked to comment on these amazing spots, Dave muttered something about also having spotted a round into the pit from 12,000 ft, 'nough said.

Towards the end of the meet Major Bob Card ran a very successful Style competition, heavily subscribed and great fun. The Intermediate spot went to Fusilier Lundy, with the Ladies taken by CPL Apps. The Senior went to Bmbdr Carrol. Notable was Les Carrol's right series in 6.9 seconds, not bad at all. Great use was made of the ground to air video system which unmasked a great many ego-busting truths. Scotty Milne was on hand to coach would be stylies as was Bob Card who assured me that modern style was all about achieving a near unstable tucked position and working on that. Yes, well I managed to achieve the instability, that was easy, it was the bit that followed that blew my dreams apart. All I need now is to get my hands on the Damning piece of video tape and erase it.

The meet was concluded with a speed 9 way from 9,500 ft, contested by 3 teams. Team one failed to complete the build. Team two with Pete Lampson built a smooth ring and flew it down to break off, impressive (I was in that team). Team three launched a nice base and quickly built to eight, at this point there are two stories. Story One, by last man in Jock Simpson,

"I flew to the formation but it was turning as I approached, I finally got into a slot but the buggers wouldn't let me in and when I did get in, the formation fell apart."

Story Two was what the video saw. Jock approaches the formation from the right, he then proceeds to circumnavigate the entire circle, returning back to his original point of approach. He then dived into his slot causing a

ripple effect either side of him which, when it connected on the opposite side of the circle, blew it apart. Nice one Jock.

Whilst the gallant lads and lasses were battling it out aloft, Kath Thompson and Sandy were busy supplying bacon sarnies and brews to the starving hordes from their DZ kitchen, surely the most important people at the meet. The meeting was able handled by the lovely Linda Frew, helped by husband John, whilst working behind the scenes was the devastating Kate Charters, great stuff guys!

One of the big events of the meet was the accuracy, and there was some very hot spots indeed. A bunch of young soldiers had made the long journey from Chepstow and, on round canopies in nil winds, put the 252 crowd to shame. As the rounds crowded into and around the pit, the squares caused mayhem as they crashed and blundered everywhere but on the disc. It wasn't until the wind got up that the squares became accurate again. Not so strange but true. The winner of the Novice Accuracy was Cpl O'Mahoney, well done mate you deserved it. Ladies Accuracy winner was the delightful Debbie Card, truly a sight to brighten any DZ, which is more than can be said for the Senior Accuracy champ Bdr Carrol.

All in all the meet director (Wow) Bob Card and his lightning T-Islander, were a great combination, for an enjoyable few days of superb jumping that only Cyprus can offer. Musn't forget, 'Man of a thousand T-shirts', Bob Charters about whom I can only speak good (especially as he threatened to waste me if I stepped out of line - gulp!), what a great CCI (grovel).

The meet really closed on the Saturday evening, with a mega Disco at which all got well and truly wrecked, a great end to a rather tasteful occasion. Back in the UK it was wet, cold and windy. Meanwhile I'm wondering, what colour shorts to wear on our sun kissed DZ this weekend, stay cool.

Chris Devine
D2248



I'll give you five for that.



Kathy Andrewes seen here ignoring maternal advice to keep her legs closed.



Who is this pixie?



Old man Tim Andrewes gets a couple

CORRESPONDENCE



ELECTION 1990

Dear Steve,

I write to you care of the Correspondence Section of the Magazine, enclosing my BPA Ballot Paper no 2298, with the following observations:

1. I know of no ballot paper in a local or General Election either direct into the ballot box or postal ballot which has a number stamped on it. Surely if a ballot paper has to be authenticated then some form of watermark could be attached? Thereby keeping the choice of BPA Members views secret if it is designed to be so.
2. If it is not a totally secret postal ballot, where Members send their votes into the BPA Office, are we saying that we no longer have honest and reliable BPA Staff now, where we did before?
3. Expenditure and date. It must have cost the BPA an amount of money to use the service of the Electoral Reform Society. Do we really need this additional cost? In respect of the closing date, being two weeks prior to the AGM, the attempt to use this postal system during the festive season, when, as we are led to believe, there are - to date - already 100,000 letters which have still not been delivered, needs looking at.
4. My final point being that I know of two BPA Members who, A: wanted their names go forward on the ballot paper, and B: who I would have liked to vote for. If they have already done so, perhaps they would make their views known to you and it could possibly be resolved for all potential Council Members for the future. (Lofty Thomas and Richard Atherton).

In closing, I would ask the new Council to reconsider the ruling to put the full Minutes of the meetings in the Magazine so that Members who are not able to go to the meetings are able to appreciate exactly what the Council is doing on behalf of the membership, even if it is a couple of months after the meeting.

Thank you for your time in this matter, with regards to all past and present Members of the BPA.

Yours Sincerely,
Mike Wardle
BPA 002484

The BPA Treasurer, John Lines, was the council member who took responsibility for this year's election. Here are his comments on the points raised in Mike Wardle's letter.

1. Along with a secret mark on the paper used for the ballot forms, we agreed to use a numbering system in order to ensure that no member could vote more than once. The number on the paper was compared with a list of members, by the ERS. Total confidentiality was maintained, and the best of my knowledge, the BPA had no direct involvement with

the ballot, or the counting of votes.

2. The decision to use the ERS was taken by Council early in 1989. Council did not make this decision as a result of any concern about the honesty of BPA staff.

3. The cost of this exercise was £3300. Although this is probably more than it would cost to run the ballot ourselves, an overwhelming majority of members present at the recent AGM agreed that the cost was worthwhile.

4. Obviously, the timing of our ballot has to coincide with the year end, in order to elect Council Members for the new year. The writer received his ballot paper on 21 November, which gave almost six weeks to return it.

5. The point about members who wished to stand for election, but did not, is unclear, although Mr Thomas has made representations on this point at a past Council meeting.

6. Mr Wardle will be pleased to know that minutes of Council and other meetings will be included in the magazine, in insert form, from February 1990.

JOHN K LINES
Treasurer



A1 AGGRO

Due to the threat of legal action by the Joint National Coach and Safety Officers, Mr J. Hitchen and Mr A. Butler, the letter and response which should have occupied this space has been withdrawn. As this was done at a very late stage in the production of this magazine there was no opportunity to replace it. *Ed.*

commitment they are no doubt interested and entitled to know what our elected Council are up to on our behalf.

Should it be that lack of space in the mag is the reason they let us have the minutes on a separate sheet, as with the advertising literature that is invariably enclosed in the mag.

Most members I have spoken to about this are concerned this type of censorship should be remedied as soon as possible by the reinstatement of the minutes immediately.

Mel Harrison

I find it difficult to understand the premise that the omission of minutes is censorship and therefore some sort of conspiracy must be afoot. Remember, this is the B.P.A. we are talking about not the CIA. If anything juicy was bounding around the corridors of power do you honestly think you would read about it in the minutes?

Minutes of the meetings, all meetings, can be gained in a number of ways: contact the B.P.A. office and ask them to send you them, for which you will be asked to pay a nominal fee, or ask the CCI of your club for access to them as all clubs have copies sent.

At the 1989 AGM a motion was passed removing council minutes from the magazine and replacing them with a summary. This was done by the National Development Officer, Sue Dixon, up until the termination of her employment with the B.P.A. Since then no summaries have been written. The council have recently stated that the minutes in full will be included in future copies of SP.

Let us look at what the inclusion of minutes entails. The minutes of the council meeting on December 5th were 16 pages long. There are 10 council meetings a year, that means that four of the six yearly issues of SP will have the minutes of two council meetings available for inclusion. If 16 pages was the norm, we are now up to 32 pages; add to this the STC minutes, which average 8 pages a time, and you are up to 40 pages of minutes. Boy, this editors job is looking easier all the time, stick a few ads in, pick a front cover, send it to the printers, wait two months and do the same again.

I exaggerate of course. The text would be compressed to take up far less than 40 pages, but it would still take up a sizeable chunk of the magazine, a browse through past issues will support this.

Sport Parachutist has a limited budget to work to, this is made up from subscriptions and revenue generated from the sale of advertisement space. The cost of the magazine depends mainly on how many pages it is and how much colour is used. Over the past year we have opted for 48 pages plus cover, this has allowed us to balance the content and the budget quite successfully. If we started to put minutes back in the magazine we would be left with a choice; put more pages in, thus increasing the costs, or leave out other material which would reduce the magazines interest and appeal. Along with any editor who cares for his product, I would prefer to see pictures and reports rather than pages of small black lettering. I would also ask you to note that no other parachuting magazine prints minutes as a matter of course.

In line with your suggestion, council minutes will be included in future magazines as an insert, I only hope that there is the interest in them as you say. A CCI of a prominent centre recently told me that on a cold, wet and windy weekend last year he got out his council minute file and put it on the bar so anyone could pick it up and read it. He didn't see one person look at it the whole weekend.

Ed



RESERVE-ATIONS

Dear Steve,

I suppose I was lucky really. I had a reserve that failed the bromocresol test. GQ said send it to us, I did and they replaced it with a new one, free of charge. End of story as far as I am concerned, but not the end of the story as for people unlucky enough to have round reserves made in America. This situation has now been ongoing for well over a year and shows no sign of ending, it may run as long as Crossroads.

Most of this is now old history but not all. It was a long time before an answer was found for owners of, for instance, Phantom reserves. The answer being, wash your canopy and it'll be alright. This is clearly not the case as Phantom owners are now told that their washed canopies have to have a strength test every repack, i.e. three times a year. What happens if you don't have a rigger on the DZ to do this test for you? You have to send it away to be tested at your expense. One company are offering to do this test but at a cost to you of approximately £30 including shipping, this is the same company that supplied the reserves in the first place.

One canopy I know of, has recently failed a strength test. The owner was told that this was because the test was carried out in the same place, on the canopy, as the previous test and it was therefore weakened in this area. The company said that, in the interest of good customer relations they would patch it free of charge! I find it incredible that this situation has been allowed to happen. I would most certainly NOT be happy jumping a canopy that has suffered acid contamination, has been washed, has been weakened by a strength test and could possibly deteriorate beyond redemption, in as little as 120 days.

Skydiving equipment, like anything else, is governed by the Sale of Goods Act and if it is not fit for the purpose intended, i.e. to save your life, then it should be replaced. It is up to the supplier to replace it, not the manufacturer. It is unbelievable that you can pay £300 or more for a canopy that is not fit for the purpose intended, and then have to pay nearly £100 a year to the company that supplied it to make sure that it isn't about to fall to bits.

I appreciate that it was sold in good faith in the first place, before the acid problem was known, but it is now up to the supplier to replace these canopies, without question, and sort out their resulting problems with the manufacturer.

One day, and probably soon, one of these canopies is not going to survive a terminal opening. Don't buy second hand kit with a failed reserve. If you have one, get it replaced. If there is an argument about it put it in the hands of your solicitor. Skydivers like any other member of the public have rights under the law of our green and cloudy land. Exercise them.

Dave Porter
D5362



CRW CHAT

Dear Steve,

I am writing with regard to Alan Pengelly's letter 'CRW CONCERN' in the October '89 issue of Sport Parachutist. This letter may appear pretty slow off the mark but I think my magazine comes overland to Brunei by donkey!



MINUTES

Dear Steve,

In a sport where the written word imparts information to most of us I find the omission of STC and council meetings extremely disturbing. Whilst the majority of BPA members cannot or do not attend these meetings for any number of reasons; distance, finance or work

I think that CRW medals are relatively easy to come by at National level but that certainly is not the case at International level. The Royal Marines have won medals at 3 World Championships and it was not easy. Most of the 1988 team had previous competition experience and spent 5 months (and a lot of money) training prior to the World Meet. The 8 Way event was fiercely contested and consistent, reasonable scores won us a bronze medal.

At International level CRW is slowly going the way that RW has already gone. In other words, the more money you have and the more training jumps you do, the better your chances of winning a medal. I agree that minimum standards at National level are a good idea. If the results of Australian Nationals are anything to go by then the standards at the World Meet will be high. The winning 8 Way team, Early Openers, consistently produced completed 8 Way formations in well under 2 minutes. The silver medalists, 4X, completed 6 rounds in time but failed to complete the other 2 rounds in under 2 minutes - not bad for a scratch team who only got together 2 weeks before the meet.

Without being negative, I don't think CRW competition will ever really be popular in the U.K. Quite simply most people prefer RW. I actually think that last year's Nationals shows a marked improvement in the number of teams entering, even if the standard wasn't very high. Only time will tell! Good luck to the British Teams at the 1990 CRW World Meet in Thailand.

Yours Sincerely
Mike Wills
BPA 94099
Seria, Brunei



Dear Steve,

May I through "Sport Parachutist", thank all those people, too numerous to mention, who took time to reply to my article in the December issue. It was heartening to get so many replies, I hope all have now received my letters along with a copy of the programme.

To all those who still haven't replied to the personal letters that I sent, may I also thank you for identifying yourselves as people not to bother with in future.

Special thanks to Nigel Watson-Clark for his comments and continuing assistance in this project.

Best of luck to the Royal Marines, "Cell Mates", and "No Speed Limits" in Thailand, I look forward to hearing of your success.

Kind Regards
S.P. Wagstaff
D5306
BPA Adv Inst



UN-TUTORED SELF-LAUNCHING

To whom it may concern;
Dear Sir,

I am very concerned about the attitude yesterday of an experienced (600 jumps quoted) member of your Association. With no paragliding experience, and in total disregard to my request, he launched himself from our training slope in conditions where the turbulent wind strength at the top of the ridge was approaching 30 mph. Lacking sufficient penetration, any canopy being 'blown back' into severe

rotor turbulence is liable to deflation and subsequent injury to the pilot.

Since he lacked the experience to assess the difficulty presented by the conditions above him, your member's approach to paragliding as being "a bit of a lark" was misguided and potentially dangerous. In addition, by thoughtless and unauthorised parking, the noisy group with him have antagonised the owner of the land adjacent to that which the school I work for for, Peak Paragliding, has rented for the last three years. The group's poor behaviour has seriously jeopardised the good relations we have built up with them in that time.

Peak Paragliding is a full time, B.A.P.C. approved, professional paragliding school with wide experience of instructing clients from all backgrounds, including that of parachuting. We make full allowance for such kindred backgrounds and bring all our clients to the requisite standards as quickly as their ability allows, so that they can participate SAFELY in this exhilarating and relatively new sport.

Could you please convey to this individual, who gave his name as David Smith of 42 Crescent Rd., Cambridge CA1 4QC. and to all your membership, that attempts to 'teach yourself' are fraught with unjustified danger. Also, because whoever is aware of these dangers, permission is unlikely to be granted and subsequent unauthorised activity will naturally lead to justifiable resentment which must surely damage the reputation of the parent body, i.e. the B.P.A.

Finally, could I stress that paragliding unreservedly welcomes any parachutist who wants to experience the exhilaration of 'self launching' and who wishes to avail himself of the fully professional instruction which is readily available.

Yours Sincerely
Gerald Williams
BPAC WF756/C127

The name quoted in this letter does not appear on BPA records as a member (surprise, surprise).

Ed



JARGON

Dear Steve,

As a relative newcomer to this sport, I am slowly getting to grips with the jargon and numerous abbreviations used by those more experienced than myself, and which are printed so often in the pages of your magazine.

Being a B.T. (there we go again!) employee, I am well used to the massive array of these abbreviations that can be used. In order to help not only myself but undoubtedly many others through the jungle of AFF, RW, CRW, WARP, RAPS etc, would it be possible to print the full expanded explanation on the odd occasion, along with a short editorial note? I realise that the more obvious answer may be just to ask on the D.Z., but what about those who perhaps receive a copy of this magazine interested to take up this sport, and have no previous knowledge and no access to Club personnel?

This is in no way a complaint on my part, purely a suggestion that may help future newcomers already bamboozled with facts and figures about the world of sports parachuting.

Please keep up the excellent magazine, and I wish you every success in the future.

Neil McLaren
BPA 464560

I'm sure there was a jargon directory in the mag some years ago, although I can't find it. Maybe one of the 4700+ members of the BPA would like to put one together, any takers?

Ed.



BELGIAN PARADISE

Dear Editor,

Since arriving in Belgium some two months ago with a fresh Cat 8 and a second hand rig, I have been very lucky to get involved with a Drop Zone whose friendliness, professionalism and devotion to sport parachuting must be experienced to be fully appreciated.

For many, Moorsele Parachuting Club means the Hercules Boogie. I have still to wait for my first and if the club as I know it is anything to go by, it should be worth it. The facilities here are superb - modern, clean and spacious - with two aircraft, a Turbo 206 and an Islander, occasionally supplemented by a CASA Aviocar or a skyvan for mini boogies and nightjumps.

The best part, however, is the attitude of instructors and regular members. Nothing is too much trouble and such phrases as "Sorry, I only jump with you if you have three hundred jumps or over" are part of another world. The philosophy is that by jumping with the less experienced, you pay back some of the attention that you received when you were at their stage and, at the same time, you guarantee the future of the sport you love for yourself and for others. Unselfish pragmatism will ensure the healthy expansion of parachuting in this country while the number is already up for some drop zones back home. On a clear day, we can see the White Cliffs from ten thousand feet over the drop zone, some fifty miles away. It could just as easily be five thousand miles for all the similarity there is between Moorsele and some other DZs. Parachuting is not an elite sport for a privileged few supermen. Anybody can and will do it, provided they are not discouraged by vain attempts to break into the cherished inner sanctum of stubborn snobbery that can so easily come to characterise the attitude of a DZ.

I would like to say hello and thank you for my warm welcome to all my new friends at Moorsele and I look forward to seeing you all, from both sides of the Channel, at the next Herc Boogie.

Titus Rawlins
C8919



MORE RAPPING

Dear Steve,

I read with interest Chris Neal's, Julie Norman's and Mick Cooper's comments on the merits, or otherwise of the RAPS progression system.

I started parachuting three years ago and am currently CAT 7. Not very good progress some may say, but this has nothing to do with the progression system I chose. Unfortunately other commitments prevent me taking to the skies as often as I would like. However I've reached this level after 42 jumps, 19 of which were Static Line. All this progression was made under the conventional 'Round is Sound' system.

Of course there have been days when rounds have been grounded because of wind, and squares have been flavour of the day, but I can think of quite a few times when RAPS students have been grounded when there has been lack of altitude. Remember Static Line Squares require 3500 feet. So, in the earlier stages of progression in particular it's a case of 'you pay your money and take your choice'.

There have been times when I've thought of converting to the RAPS system but the cost of conversion has put me off. I admit that I don't know the technicalities of conversion but I find £95 is a high price to pay initially, as well as £20+ per jump afterwards. This, I feel prevents quite a few people converting to RAPS in the early stages of their parachuting.

Finally, a comment on Mick Cooper's letter. Regardless of which progression system one chooses to adopt, surely good canopy control along with being able to choose a safe place to land is an essential part of any student's training. I am sure that if Mick had taken notice of all that his instructors had taught him about canopy control and landing he wouldn't have had to "suffer the ignominy" of a tree landing, unless of course he exited over the New Forest.

I have jumped my round along with squares at Shobdon (a well known "tight" DZ) but thanks to their canopy control briefs (a plug for Mac Macarthy there) I've never got into serious trouble (yet).

Here's hoping for Cat 8 this year and thanks to all instructors and staff at Shobdon and Swansea for all their help up to now.

Phil Jones (a sucker on rounds)
BPA 338269



POLISH BOOGIE

Dear Steve,

I've just returned from Z-Hills and been enthused about the Polish Boogie last year. I wondered whether you had any info on next year's (this year's) event. I know it's going to be limited so I'm trying to plan early.

I would be grateful for your help.

Yours Sincerely,
Andrew J.N. Baird
BPA 253112

I have received no information on if, and when, there will be a Polish Boogie in 1990. When I do you can be assured that it will be prominently featured in SP.

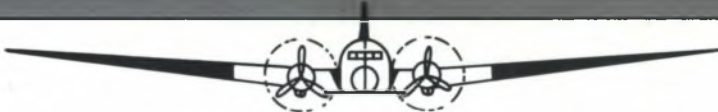
Ed.




■ Halfpenny Green Parachute Centre have sold their F28A Enstrom and replaced it with a 280C Shark for 1990, this aircraft will be available for jumping from April 1st(?)

April 7th/8th will see the centres first Helicopter Accuracy Money Meet for teams of four and individuals. A 10-Way Speed Star meet, also with money prizes, will be held on the weekend of 21/22nd April.

■ Associate members will be getting a late Christmas present this year. Rates have been reviewed and reduced from £22.82 down to £13.30, that should make at least 34 people happy.



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Anything is Possible

By Leo Dickinson



I don't know if Leo Dickinson has his cameras insured or not, but all risks taken on a whole new meaning in his latest book "Anything is Possible". Following on from his first book, "Filming the Impossible", this one has Leo, his wife Mandy, and a collection of cameras, embarking on various trips around the world filming what are nowadays called "adventure sports": ballooning, mountaineering, cave diving and what's that other one? Ah yes, parachuting.

For parachutists the chapter on parachuting itself is the low point of the book as all it does is briefly outline its history with a selection of familiar drawings and photographs. More interestingly it crops up as an adjunct to the other projects. If you want to make a mountaineer plummeting to his death look genuine on film, how do you do it? Easy, use a skydiver falling back to earth alongside a mountain face, then really scare him! Now I know why Paul Applegate's hair is so grey.

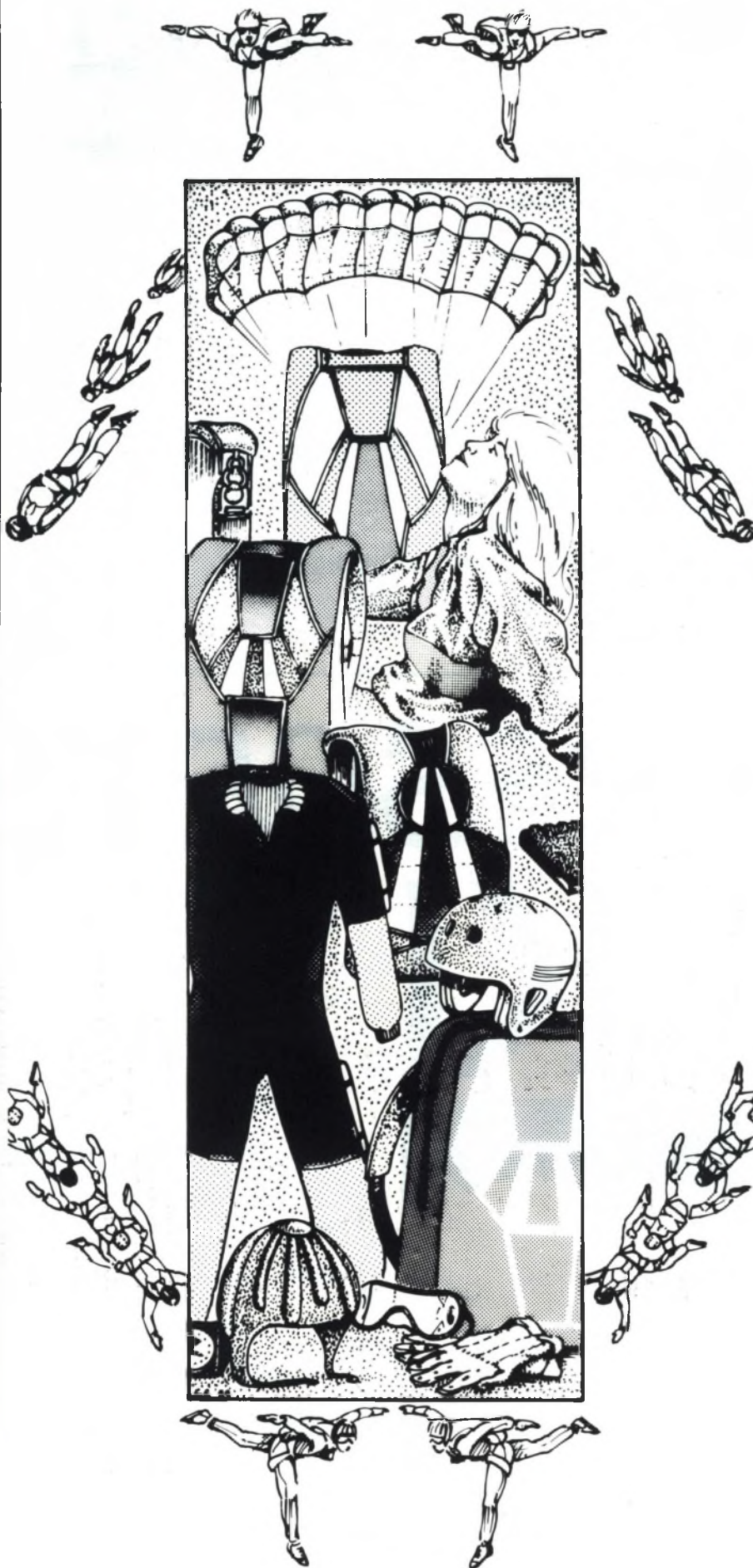
The best part of the book for me is the section on climbing the north face of the Eiger. The story of one particular expedition in 1936, when all four members died, is well worth reading, I only wished it was 200 pages longer. The book recounts the tragic circumstances and how they were recreated for a documentary film. After four days on the

mountain only one, Tony Kurz, was still alive, suspended by a rope sling which was still attached to the dead bodies of his colleagues. With rescuers closer by, Kurz endured another appalling night of cold before the end finally came:

"No more, no more," Kurz moaned, and, finally letting go with his good arm, he tipped over. He did not speak again. Within five minutes he was dead, swinging like an old bundle on his rope, with icicles on his crampons eight inches long. Glatthard said afterwards that it was the saddest day of his life.

From miles above the ground, Leo and his cameras go a mile below to Wookey Hole; slithering through nature's own subterranean U-Bends in an effort to find a link to Swildons hole. Then its on to the warmer waters of Wakulla in Florida where the authors conversion to cave diving continues in more comfortable circumstances.

The book is competently written and lavishly illustrated with excellent colour photographs throughout its 220 pages. If someone gave me such a book as a Christmas or birthday present I think I'd be quite pleased, I found it a couple of hours good entertainment.



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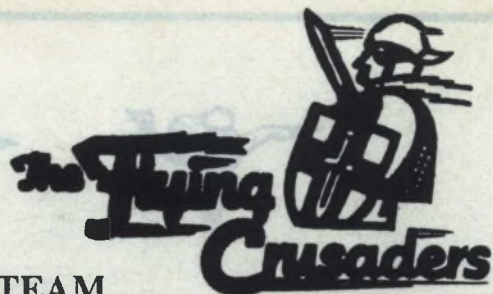
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An interview with...

CHERYL STEARNS

Cheryl Stearns has probably been the world's best female style and accuracy jumper over the past decade. She has been World Overall Champion, World Style Champion and United States Champion for most of the last 12 years. A former member of the United States Army Parachute Team, the Golden Knights, she has made over 7500 jumps including 255 in one day to break the World Record. Now working as a first officer for US Air, Flying Boeing 737s, she is taking the opportunity to spend more time on the European competition circuit. This interview was conducted at one of those meets.



SP: After nearly 7500 descents do you still enjoy jumping?

CS: Yes, very much so, it gets better and better the more I do it. I used to be so very tunnel visioned, striving hard to be the winner, that I was unaware of what was going on around me. Now that I am way up there, with the experience I have, I find I can switch on to turning style or shooting accuracy when required but enjoy meeting people at the competitions I go to.

SP: If you didn't do competitions do you think you would still get a kick out of jumping?

CS: I don't think so because I'm such a competitor, I have to have some pressure there to enjoy it. I enjoy jumping but just getting out of an airplane doesn't thrill me that much. I don't mind making a fun jump with friends I enjoy jumping with, but to do that consistently doesn't excite me. I like the competition, I like the pressure and I need a goal to strive for. If I foul up, well, I've got to try again next year.

SP: You've been on top of the pile in the US for over ten years now, how much longer do you think you will be able to stay there?

CS: For a long time I guess, as long as I have the opportunity to train. When it comes to a point when I can't train anymore and my interest gets sidetracked into something else, then I might quit jumping, but I doubt it. I have been working at this for 17 years and, as I said, it's only now that I'm beginning to really enjoy it. It's fun now, it's a lot of work but there's more fun in it for me nowadays than there used to be.

SP: Are there any up and coming competitors in the United States that are likely to be chasing your tail?

CS: No, not really. We have a few good accuracy jumpers, but in style for women, no. There are some that turn in the sevens and who knows, there may be some coming through in the next few years. I might not be able to get any faster, but I'm very consistent and it's going to take someone else many years to get fast let alone get consistent.

SP: In the UK we are finding that style and accuracy are dying disciplines, is this also the case in the US?

CS: There's only maybe fifty people at our Nationals that compete, it used to be hundreds and you had to qualify to go to them. So yes it is dying because only a very few individuals, real individuals, jump style and accuracy. I think that it's due to the initial training students get, they start off with a tandem jump, get on an acceleration programme towards relative work and that's all they know about. They get into doing big formations, and big dives, and sure it's fun, but the ones that are real individual jumpers, they're the ones that take up style, when they get to find out about it that is.

SP: Do you think it's possible for anyone without a military background to excel at style?

CS: Without sponsorship or a sugar daddy I don't think so. To be a good style jumper takes many many jumps, time and energy. You can't practice styles apart from in the air, in accuracy you can at least practice foot placement, but in style it's strictly the individual in the sky doing their stuff. For an individual without sponsorship it's going to be real tough, he can devote his time but then not have the money. To get good at style you have to eat, sleep and dream it.

SP: Do you think the state-sponsored eastern bloc and Chinese jumpers will continue to dominate the World Championships in style and accuracy?



CS: Very much, I think the western countries will fade right out. The Eastern bloc gives its jumpers the finance, the training, the support and the facilities. We have to really battle and fight for such things, we have good jumpers but we can't produce them in the way we need to. In the US we even have to fund our own way to the world meets because the money just isn't there, we used to have it but it's just dwindled away to nothing.

SP: Are there any changes that you would like to see in the rules for style and accuracy?

CS: I would like to see the rule about only the top people jumping in the final thrown out. The pressure in the last two rounds can turn scores upside down, so anything can happen. I'd also like to have six rounds of style, four minimum, but preferably six with ten rounds for everyone in the accuracy.

SP: What do you consider as an ideal day's jumping?

CS: When I'm training the ideal number is eight jumps a day. I like to do six style and two accuracy, but I do accuracy at the bottom of my style anyway.

SP: Turning to equipment, you're one of the few jumpers nowadays still using a front and back as opposed to a piggyback system. Could you explain why you use this type of equipment?

CS: I use the chest mount strictly for style, it gives me the centre of gravity I need aerodynamically for the way I fall. I've also got 7000 jumps with it so I'm not willing to give that experience up and learn to turn style in a piggyback. I have tried before, I spent a year on one of the big old piggybacks, maybe now it would be different with the lightweight gear but I'm not willing to try. If I was in the Army again and could train full time, spend a year before a meet, I would probably try a lightweight piggyback. But I don't have time to do that so I have to stay with what I've got. I still feel it's the best. Our guys are turning fast with the lightweight equipment, some in the low sixes, but they're also not that consistent either. I can go up and turn a nice clean style set, 6.6 or 6.8 seconds, and not have any problems doing it, I'm not fighting through it like I see some of the guys do. I've developed my own way of turning style and I'm not about to change, as they say, it's hard to teach an old dog new tricks.

SP: Nowadays you're jumping a 252 foil, you've also competed using a 282. Why have you gone back to the smaller canopy?

CS: I've been jumping a 252 since two weeks before the 1978 World Meet which I won. I've only made 300 jumps on a 282. The 282 is too big for someone of my weight, it's great for demo's, but not for competition. Basically most of my jumps have been on a 252, I like it, it does well for me, it works in all conditions: low winds, high winds, turbulent winds, I can handle it in all these conditions. I know the canopy like the back of my hand.

SP: Are there any modifications that you make to the standard 252?

CS: The only thing I do is to pull the nose down one inch because of my weight, it gives me a little more forward speed. I don't change anything else.

SP: We are seeing you jumping more in European competitions nowadays, do you aim to continue this?

CS: Yes, there are no competitions in the United States, all the big ones and the good competitors are in Europe. There isn't anybody in the United States that's worth competing against, other than a few men, but women there just isn't any. I have to come to Europe where you have real good competitions, well run competitions and you have your best folks. That's what I like, I like to compete against the big dogs.

SP: Do you think other American jumpers will start to come over?

CS: I think they will gradually start coming. We don't have worthwhile meets in the United States any more, so if they want to continue they will have to come over to Europe to compete and get the practice.

SP: Is it recognised by other US competitors that Europe is the central point now for style and accuracy competitions?

CS: Yes it is.

SP: Changing the subject, a couple of years ago you broke the World Record for the most jumps ever made in a day, 255, how did you find that as an experience?

CS: It was one of the neatest things I've ever done. When I started I thought there was going to be a problem making 300 jumps but I had somebody jumping with me and that slowed me up at the end.

The record for women was 79, I broke that at about one in the morning after starting at 4.30 in the afternoon. At one in the morning I was ready for bed, I was praying for the fog, I didn't want to jump any more and I was asking myself what in the world am I doing here jumping out of this aeroplane at zero dark thirty

in the morning. It was 28 degrees (fahrenheit) on the ground, I was cold, miserable, I didn't want to be up there, also I was tired and not used to being up at that time in the morning.

But after I got through the night and at six o'clock in the morning when the sun came up I got my second wind, I couldn't quit then so it was non-stop. Another thing that happened at six was one of the judges coming up to me and saying that I ought to quit because I was an hour and a half behind schedule, and there was no way I was going to break the record. Right there and then I thought "you can't tell me I've got to quit". So I said "baloney, I'm going for this thing, I didn't jump for 14 hours through the night not to make the record!" So that really gave me the inspiration to push on and make the 16 jumps an hour required. We ended up breaking the record with 15 minutes to spare, adding another five before the 24 hours was over.

Immediately after it finished I felt really good but the next morning, after I had some sleep, I couldn't open my hands for four hours. This was because under the canopy all I was doing was spiralling, pulling a riser down until a few hundred feet when I got hold of the toggles for landing. When I had got tired during the night I was just crawling out of the aircraft, I had to ask the pilot to slow down to 70 mph because just putting a hand in the slipstream hurt. I didn't realise it at first but just kneeling in the aircraft became a major effort, I couldn't run for two weeks after, it felt like I had run two marathons.

SP: Did you use square canopies throughout?

CS: I used four different canopies, it took me about fifty jumps on each to figure out how to land them properly, doing a running flare as opposed to taking the impact on my legs. I landed in the pit on all except for two jumps when I landed on the edge. The canopies were firefly's and a couple of big boats, I can't remember what they were, I do remember though that the firefly came down like a ton of rocks. I had six rigs and several packers, during the night I was down to one packer, that's when things slowed down a little.

SP: What aircraft did you use?

CS: We had 3 Cessna 182's, one in the air, one on the ground and the other refuelling.

SP: Do you think 300 is possible?

CS: Oh yes, and legally as well. A guy already has done over 400 jumps, but the USPA don't recognise it as a record because he did them from such a low altitude. If I did it again I would tie things to the risers to make it easier to spiral and do all the jumps from 2000 feet, we started off at 2500 and came down to 2000 on my last attempt. Also I would make sure that the ground set up was better, running from the pit to the plane was not a good way to do it.

SP: So you would do it again?

CS: Sure, but I would need to get myself mentally prepared for it. The Guinness book of records has recognised the 401 that other guy did so I suppose I will have to go and do 402.

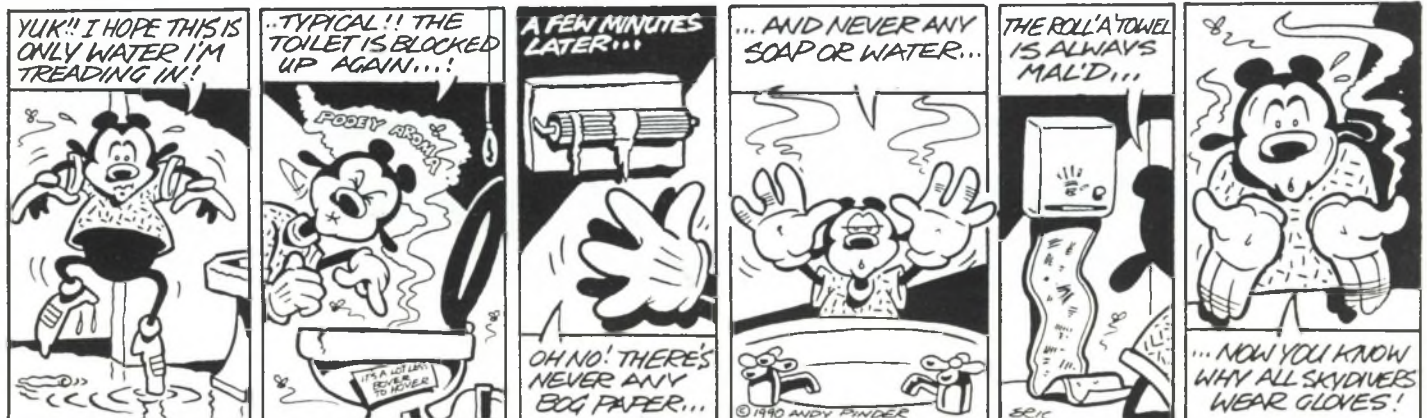
SP: I hope you do it, thank you very much for your time.

CS: You're welcome.



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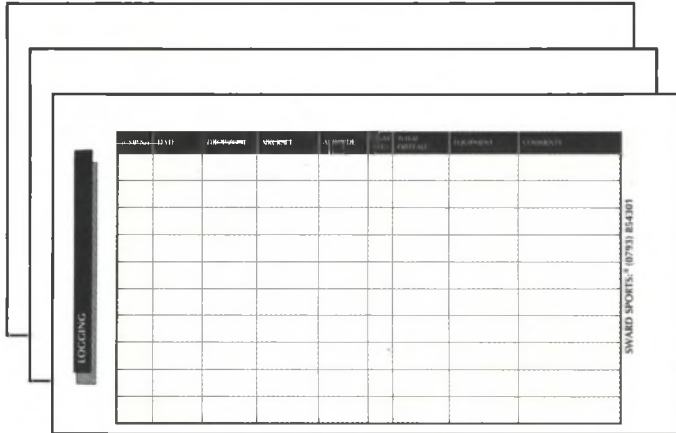
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Let's be honest, log books are not a particularly sexy item to buy. In the range of desirable products to purchase they're down there with washing-up liquid and socks, you buy a new one when the one you've got is full, empty, or worn out.

Up until now logbooks have been available in two formats; a small hardbound book with the one line for each jump, or a large softbound book with a generous amount of space for RW/CRW dive descriptions and diagrams. Whilst each of these logbooks were designed to meet different requirements, they both share a shortcoming, they are limited in the amount of jumps they can log.

Now, a couple of years ago the word "Filo-Fax" or "Personal Organiser" started to come into popular usage. No self respecting Yup would be seen dead without a bulging black binder clutched in his grasping claw. Soon all sorts of written material, with holes ready cut, became available for slipping easily into the lizard skin binders. Estate agents produced house details, restaurant owners printed filo-menu's, BR did train timetables, the list is endless.

Step onto the stage Mr S. Ward, few people will fail to recognise that without the full stop he is the Sward in Sward Sports, supplier of skydiving nick-nacks to the world. Stored on his computer at home for the last two years has been the design and concept of "FAXLOG", yes, you're there before me. Available now, at £4.75 a pack, are ready punched, loose leaf parachuting log book sheets good enough for 500 jumps.

Together with the log book pages there are additional info sheets with useful address information on other international parachute associations, CRW formations, freefall delay times and an equipment log. In future copies of Sport Parachutist, using Sward advertisement pages, further info sheets are planned so that they can be cut out and entered into your binder.

Seeing as a 500 jump pack of log sheets is only a fifth of an inch thick, the days of multiple log books may well be over. Just think, that's 2500 jumps to the inch! If you like plastering pages with self inking little man stamps, this sort of log book is not for you, there isn't the space. If a discreet, concise record of your jumps is all you require, this is a winner.

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Some years ago, after seeing some Dutchmen doing some impressive accuracy, Brian Shaw bought himself a foil, not any old foil but a 9-Cell, 300ft, lead toggled dog of a foil. It was so bad that it barked when it opened and putting the brakes on was like trying to haul on two Rotweilers at chow time. To no one's great surprise it was eventually put into the kennels and replaced with a more docile 7-Cell 282.

After languishing unused for a couple of years it's back, or at least 66% of it is. Richard Atherton has performed some surgery on the beast and, in its new 6-Cell configuration, is being jumped by Helen Prouse. It still retains some of its previous characteristics like heavy toggle pressure, but not so bad as it was, more like a couple of skittish Dobermans. However, its reappearance onto Cark DZ has proved the saying that, just like Brian himself, there was life in the old dog yet.

After



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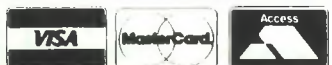
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Answers in the next issue of Sport Parachutist

Sport Parachutist



Second prize of a "Cool Jacket" goes to Allister Steel.

PHOTO COMPETITION 89



If there has been a Third prize, this would have won it, A Sunset shot by Steve Fitchett.





Winner: Nigel Peart of South Africa took this picture at the Annual Herc Boogie in Boputhatswana. This was his first ever camera jump and admits to a pleasant surprise on getting this result after going low.

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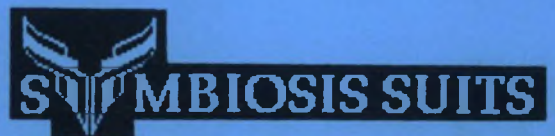
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Top left: One of Ken Mapplebeck's passengers showing complete faith in his Tandem Master's ability. Photo by Nigel Young.

Top right: A student contemplating the first step on the path to being World Champion. Photo by R. B. Flavell.

Left: Demo. L/Cpl Ian Barraclough of the Red Devils gives a "Top of the stack" view of the landing in an arena.

Thank you to everyone who entered. ED.



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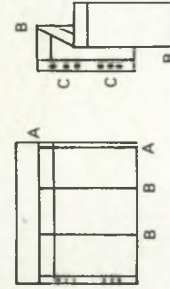
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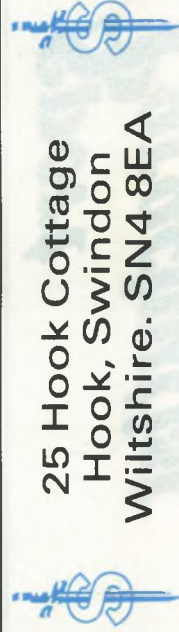
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DIARY OF EVENTS FOR

1990

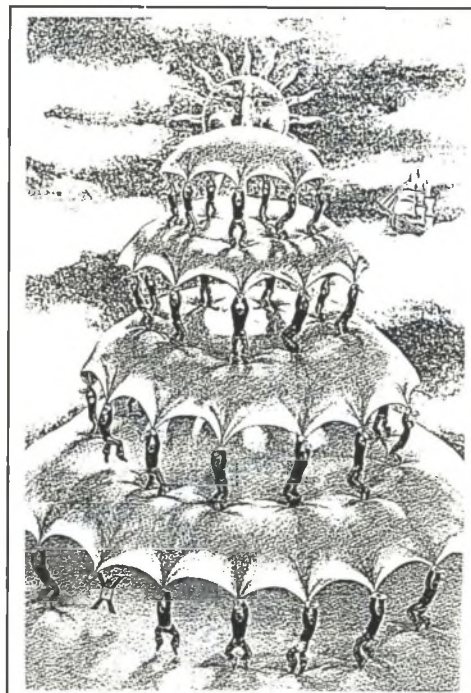
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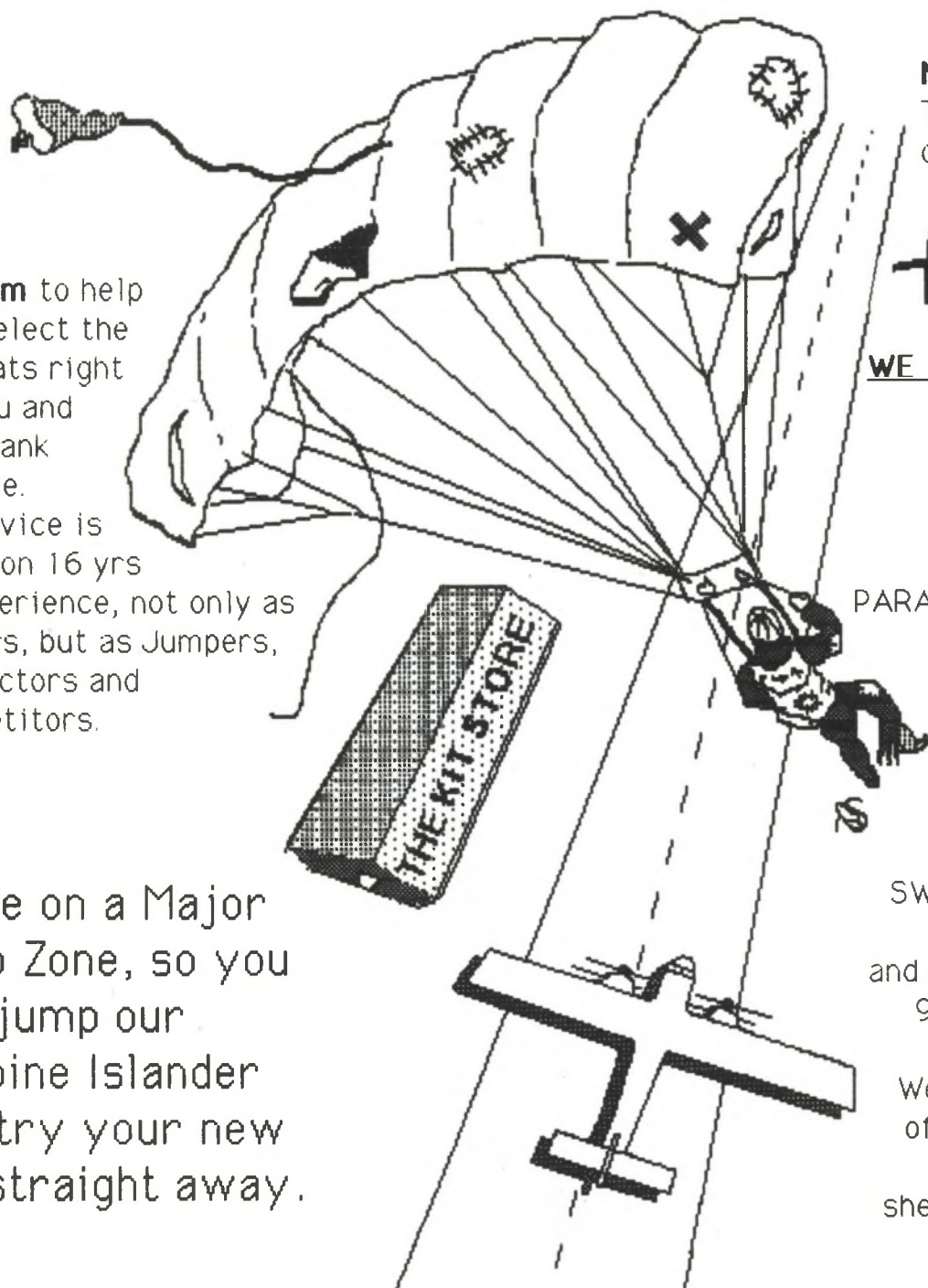
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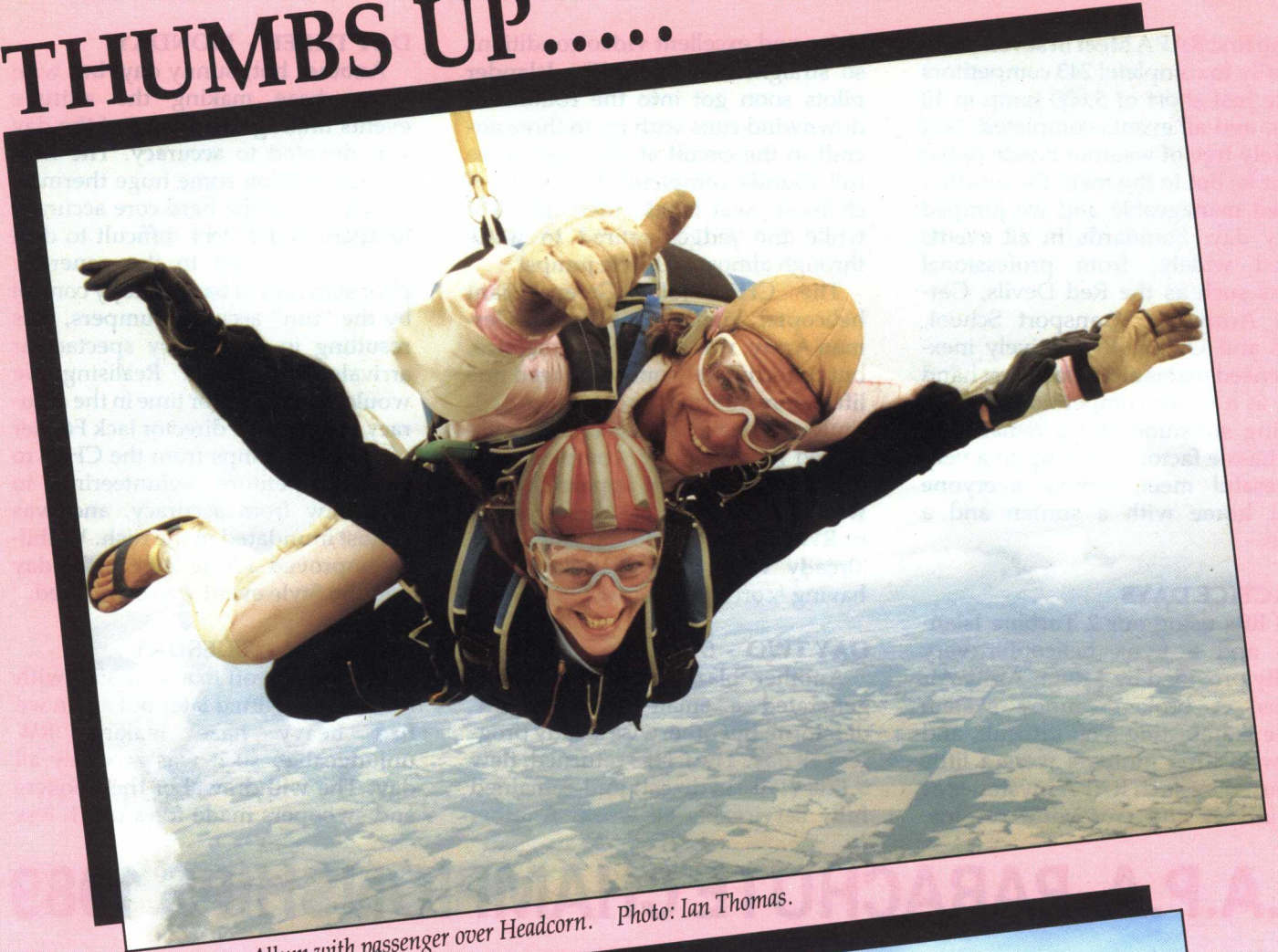
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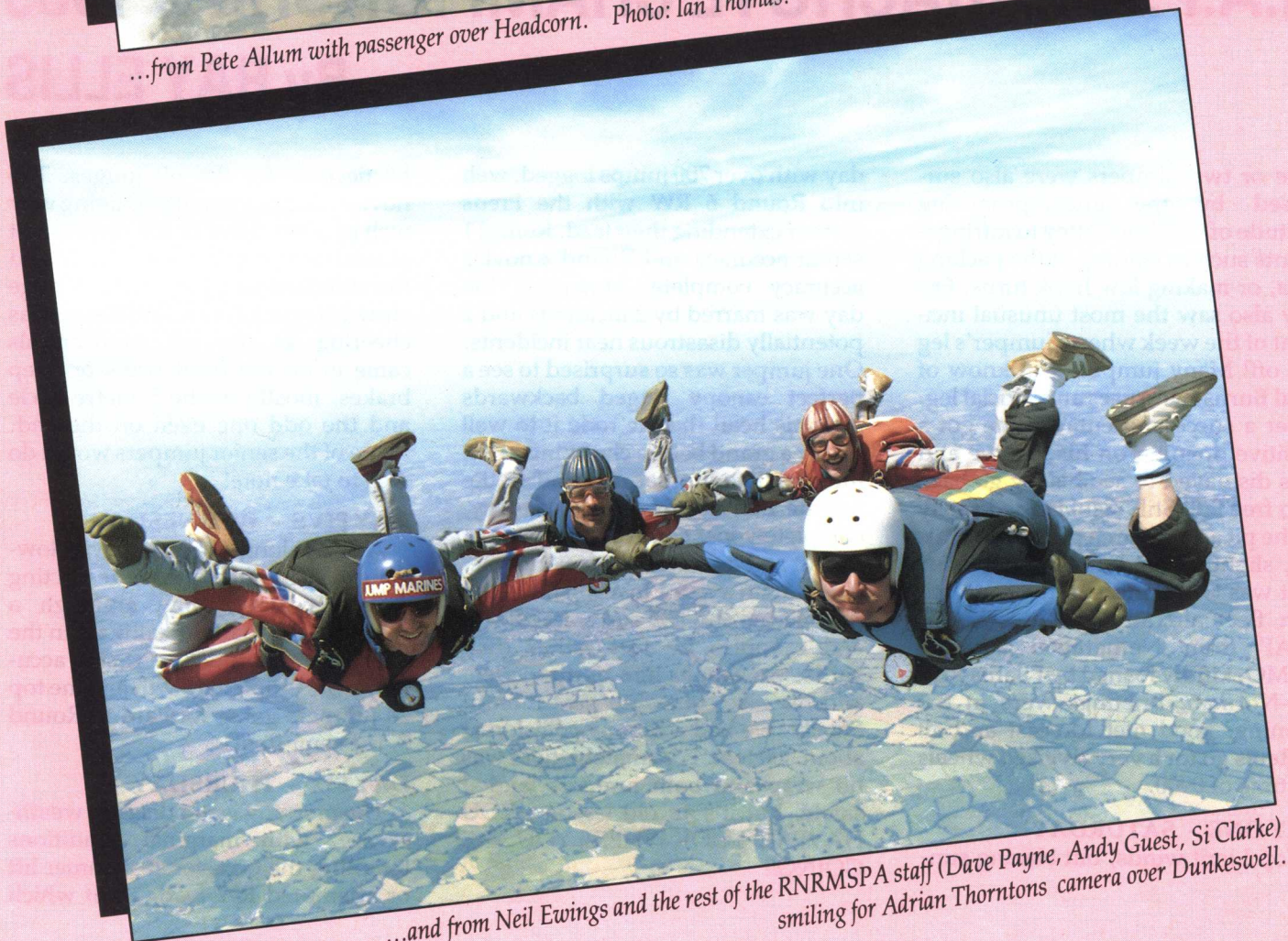
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THUMBS UP.....



...from Pete Allum with passenger over Headcorn. Photo: Ian Thomas.



...and from Neil Ewings and the rest of the RNRMSPA staff (Dave Payne, Andy Guest, Si Clarke) smiling for Adrian Thorntons camera over Dunkeswell.

The first RAPA Meet in seven years actually to complete! 243 competitors made just short of 5,000 jump in 10 days, and all events completed. Not entirely free of weather hassle (what event is) but in the main the weather stayed manageable and we jumped every day. Standards in all events varied widely, from professional teams such as the Red Devils, German Army Air Transport School, UAE and Oman, to relatively inexperienced teams along for a first hand look at a major competition. Lots of blazing sunshine and a remarkably low hassle factor added up to a very successful meet, almost everyone went home with a suntan and a smile.

PRACTICE DAYS

84 lifts using our 2 Turbine Islanders and a Lynx helicopter very kindly provided by 4 Regt, Army Air Corps. A broken tannoy system made manifesting a bit difficult, and a few visiting jumpers were a little confused by such RAPA mysteries as life jackets and crosswind run-ins.

shine and excellent video conditions so straight into Style. The Islander pilots soon got into the routine of downwind runs with up to three aircraft in the circuit at once and three full rounds completed by lunch. A civilised meal break, then into RW while the judges retired to wade through almost 500 style jumps!

The CH53 Jolly Green Giant helicopter, kindly loaned by the German Army, was brought into service, but unfortunately only managed one lift before retiring hurt with a hydraulic oil leak. The Islanders continued flying all day, completing 82 lifts and the system appeared to be working well. Almost three rounds or RW completed and the Red Devils already with a commanding lead, having scored 9 in round One.

DAY TWO - SUNDAY

Another blazing hot day which generated a small midday thunderstorm, but otherwise steady progress all day. The CH53 returned, flew 6 lifts (190 skydives!) and remained fully serviceable all week. Another

DAY THREE - MONDAY

Another hot, sunny day, but with heavy haze making the altitude events unjudgeable, most of the day was devoted to accuracy. The heat was generating some huge thermals which all but the hard core accuracy jumpers found very difficult to deal with and, added to the generally poor standard of basic canopy control by the "fun" accuracy jumpers, was resulting in some very spectacular arrivals in the pit. Realising we would be pushed for time in the accuracy event, meet director Jack Fowler offered fun jumps from the CH53 to any competitors volunteering to withdraw from accuracy, and was almost inundated in the rush. Visibility improved a little later in the day and the Style event was completed.

DAY FOUR - TUESDAY

The day got off to a slow start with low cloud. It lifted later but again we had heavy haze making RW unjudgeable, so it was accuracy all day. The withdrawal of the hookers and swoopers made for a much less

R.A.P.A. PARACHUTE CHAMPIONSHIPS 1989

By RAY ELLIS

One or two jumpers were also surprised by the uncompromising attitude of CCI Jim Coffey to infringements such as landing in the packing area, or making low hook turns. Friday also saw the most unusual incident of the week when a jumper's leg fell off! Many jumpers will know of Paul Burns, who uses an artificial leg. After a successful cutaway he got a positive opening on his reserve and was dismayed to see his leg go back into free fall! Still, Paul landed safely in the pit and a search party found his leg, slightly bent but serviceable, so that was OK. 2 more of the competition fleet aircraft arrived later, G-LEAP from Netheravon and G-DEMO, kindly loaned by Pilatus Britten-Norman. Briefings were in the evening, good met forecast and all systems go for a very civilised wheels off time of 0900.

DAY ONE - SATURDAY

Top Limit winds, but blazing sun-

day with over 700 jumps logged; well into Round 6 RW with the Freds further extending their lead, Round 1 senior accuracy and Round 2 novice accuracy complete. However, the day was marred by 2 incidents and 2 potentially disastrous near incidents. One jumper was so surprised to see a perfect canopy rigged backwards over his head that he rode it to well below a grand before chopping it! An intermediate jumper, unused to the Foil he had borrowed for accuracy, completely lost control in the sink at 30 feet and fractured three vertebrae. A weekend aviator in a small Cessna flew across the DZ and missed several canopies by feet rather than yards, we caught him on the video, and his case comes up next month. Finally, we had a canopy collision at about 300 feet. Fortunately there was no wrap and both jumpers landed safely, but it's an old lesson - YOU HAVE TO LOOK WHERE YOU ARE GOING!!

hectic time for the pit judges. The novice accuracy event was going very well by now. Most of the novices got at least two jumps from the CH53 and the standard was very high. A huge crowd of spectators round the pit was cheering as the 6.5 Aeroconicals came in on the front risers or deep brakes, mostly in the 5 metre circle and the odd one even on the pad. Some of the senior jumpers would do well to take note!

DAY FIVE - WEDNESDAY

Another long steady day with lowish cloud and heavy haze restricting us to accuracy only, although a couple of fun loads got altitude in the helicopter. Round 6 of senior accuracy was completed, with just the top 20 jumpers going forward to Round 7, the semi-final.

DAY SIX - THURSDAY

The morning was a disaster weatherwise, with marginal conditions tempting the occasional streamer lift or attempted RW load, all of which

failed. Lots of flying but no judgeable jumps. The afternoon improved a little, we were still chasing gaps in the cloud, but managing to find lots of them by changing the run in almost every pass. The pilots and video operators did an excellent job in very difficult conditions and Round 7 RW was completed. Some of the competitors were starting to get a bit cavalier and several teams were warned for low pulling. One round RW and two rounds accuracy to go, would the weather be kind?

DAY SEVEN - FRIDAY

Yes it would, a glorious day to end the competition. First place in RW was never in doubt, the Freds secured the Gold with an 8 point dive, although a jump off was needed to decide the bronze. Round 8 Accuracy, with just the top 10 jumping, was a cliff-hanger with the event not finally decided until the last competitor landed.

The afternoon was spent fitting in 6 fun loads from the helicopter, which included two memorable Tandems. The German CH53 pilots, who have flown the RAPA meet for several years, were finally persuaded to step off the ramp of their helicopter at 12,000 feet. Many thanks must go to all the helicopter crew who did a great job. The CH53 really is a unique experience, 32 jumpers to 9,500 in just over 2½ minutes!



The final jump of the day was well worth watching, a completed and very tidy 28 way organised by Dixie Dixon, a rehearsal for the end of meet demonstration.

The evening saw the traditional 'end of RAPA' party. Knowing the dislike of the editor for stories of drunken revelry, I will just report that after getting through 1,100 litres of free beer kindly laid on by the Barre-Brau brewery, those jumpers still capable of coherent speech voted it the best end of meet party in living memory!

SATURDAY - PRIZEGIVING

0800, bleary eyed staff gloomily surveyed a parachute centre which had apparently been struck by a hurricane. Still, two hours had the old place looking straight enough for the prizegiving ceremony, with all the rubbish stowed out of sight along with the hard core partiers we hadn't been able to wake up.

The end of meet demo was a 24 way using three Turbine Islanders, completed and held for over 10 seconds, all this and freefall smoke as well!

Following the distribution of silverware, Commandant Major Nick O'Brien made two announcements. The first was that Colonel George Carke, master manifestor for many years at the RAPA meet had done his usual excellent job for the last time.

Following a genuine round of applause, we would all miss his cheerful "Good morning Ladies and Gentlemen - Ladies and Gentlemen, Good Morning", Col George rather spoilt the effect by announcing that he had enjoyed himself so much that he would probably come back again next year! The second announcement concerned a temporary lifting of the ban on visits to the trout pond and the fact that it was Dick Kalinski's 40th birthday. We left Kalinski talking to the trout and got on with clearing up.

Competitors were starting to dismantle tent city and depart on the long trek home, judges and officials were retiring to the bar, while the staff, after making a half hearted start on the business of returning the centre to normal, just quietly gave up and went to sleep.....

Ray Ellis
D2523

RESULTS

INDIVIDUAL ACCURACY (10 Rnds)

1: Issa Mohammad	0.05
2: Abdullah Murad	0.07
3: G. van Laer	0.09
4: A. Schwager	0.10
5: Ahmed Murad	0.12
5: T. Glud	0.12
5: Gerhard Wagner	0.12
8: P. Biernat	0.14
9: J. Avesani	0.15
10: E. Rendez	0.17

INDIVIDUAL STYLE (4 Rds)

1: Ahmed Murad	32.09
2: A. Schwager	33.86
3: Issa Mohammad	36.12
4: P. Biernat	36.56
5: Gerhard Wagner	36.92
6: Tim Andrewes	37.30
7: Jassim Mohammad	37.52
8: C. Thiel	37.54
9: J. Chandler	38.35
10: T. Glud	39.05

TEAM ACCURACY (8 Rnds)

1: UAE 'A'	0.24
2: German Airborne	0.46
3: Belgian Army	0.51
4: Danish Military	0.56
5: Cannonballs	1.75
6: UAE 'B'	1.83
7: Red Devils	2.05
8: U Ka-Da-Da	2.18
9: Royal Artillery	2.28
10: Silver Stars	2.34

4-WAY SEQUENTIAL RW (8 Rnds)

1: Red Devils	58
2: Cannonballs	37
3: The Flying Dutchmen	37
4: Hoppa	35
5: Blue Links	32
6: Octopussy	32
7: Knobs and Buttons	30
8: Die Kralle 'A'	29
8: Cool and Fresh	29
10: The Bobbies	28
10: Durpwan	28



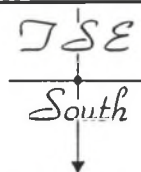
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1990

April 14th - 22nd

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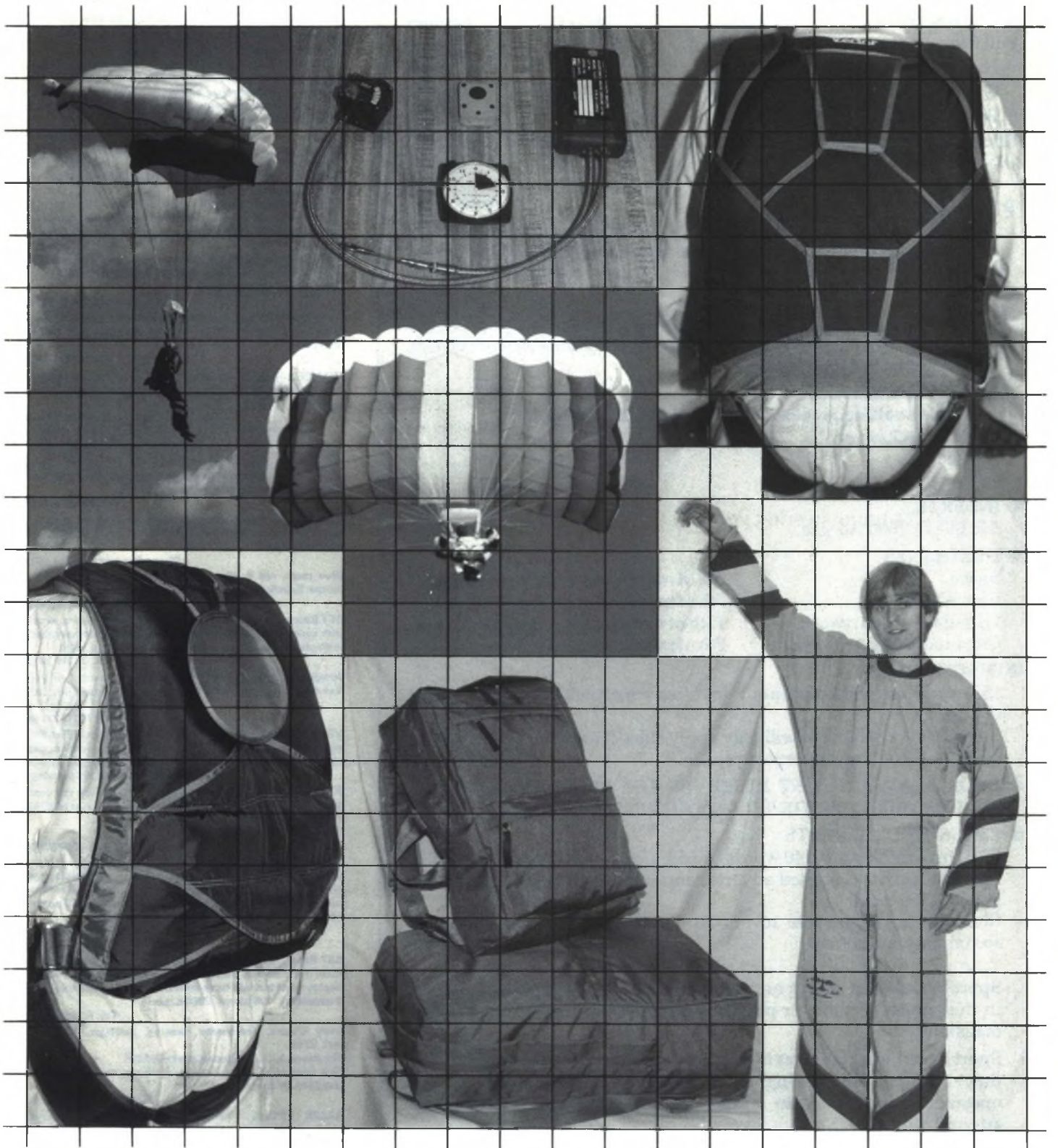
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Viking Pioneer Superlite (rainbow), 350 jumps, ideal first square/club rig. Also red Stratostar, must be due for a comeback, any offers? Reason for sale: reserve expired, unused.

Call Graham 0977 792151 evenings

X2 tan Reserve (1985 canopy) £300. Firefly Reserve complete bag p/chute £250. Chaser brown, hardly used £100. Firefly and Chaser together £300.

Altmaster II on chest pad. £50.

Contact Barry 0264 57540

Complete rig in as new condition. Chaser pull-out black with two silver stripes. Fury main - five calls black, two silver. Phantom 28 reserve - silver and black. All reserve mods carried out. Acid and strength tested. Only 20 jumps. Matching bag. £925 ono. Aiti II and mount £45.

Tel: Nick 01 402 9471 (day)
01 898 1344 (eve)

SST Racer, medium harness (Navy and light blue). Firelite main (red and blue), Invader 370 reserve (unused). Pull-out deployment but will have conversion to throw-away done if necessary. 196 jumps. £900 o.n.o.

Tel: (0704) 65396

Navy Chaser, Featherlite Reserve, Avenger, Main pin pull. £745.

Sky Racer, KXXII, Pegasus, pin pull. £885.

Five year old Chaser, Invader Reserve, throw away/pin pull £445. Will mix or split.

Taff James 0404 42208

RACER (Blue), Wildfire, Phantom 24 reserve, (with mods and tested). Under 100 jumps - £850. MINI-RACER (Navy Blue), Wildfire, Phantom 22 reserve (acid free). Only 25 jumps - £850. Both complete, in excellent condition.

Tel: 0784-450701

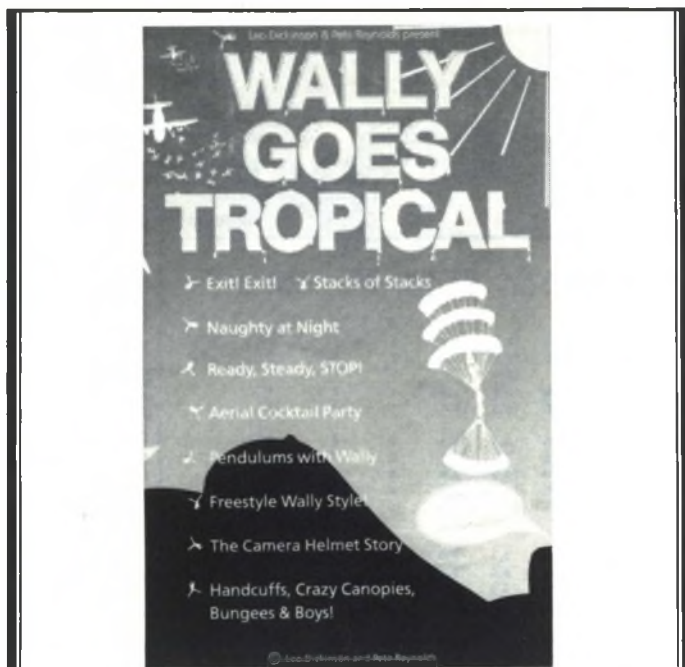
1 X Tandem Vector rig inc, student harness/
1 X TR720 Transceiver (ideal for demo team)/
2 X aircraft FEQ ground Station (mains or 12 volt)
2 X S.A.C. reserves
1 X Hobbit canopy

Offers Tel: 07677 7065

FOR SALE: Rigging Innovations Talon Container - large harness. Main Canopy performance designs 210 - blue/red/silver.

Reserve Canopy. Rascal 202 (square) unused. All bought new in November 1987. Excellent condition. First offer around £950 will buy it!

Phone John Lines: 0480 860296 or 0638 402220



Nightmare on Elm Street 4, Jaws 4, Rocky 4, Police Academy 4 and now, appearing on a video at a DZ near you, Wally 4! Just like it's illustrations forbears, Wally 4, or "Wally Goes Tropical" to give it its full title, goes boldly where Wally 1, 2 and 3 went before. A few contrived parameddy sketches, a few big formations, some off beat stunts and of course the standard, varied selection of female upper torso protuberances (stop baffling them Steve), better known as tits.

The video opens with the usual series of ad's prior to the action proper starting. After a brief tropical intro, filmed at a Brazilian Boogie a couple of years ago, we are transported to the less than tropical environs of Neveravon for some pendulum antics with the 4-Way CRW team "No Limits". Then it's on to some big aircraft exits, shots of the former World Record 126-Way over Belgium, the military 50-Way and some large stack attempts by the Royal Marines. As with all the Wally films there are things that appeal and things that don't. If something doesn't work, well there'll be another sketch along in a minute, and so it bounces through it's 30 minutes of playing time.

In the second half we go back to Brazil and see Wally expanding the wealth of human knowledge by bursting water filled balloons in freefall, indulging in an aerial cocktail party and getting naughty at night with some more bare chested tandem passengers. If women really do find this sort of thing degrading, as claimed by various female luminaries in the past, how come so many leap willingly onto this form of aerial casting couch? Beats me.

Wally Gubbins appears to be the alter-ego of his creators Pete Reynolds and Leo Dickinson, he likes skydiving, he likes partying, he likes life and of course he likes a couple of other things. He would also like people to pay for their copy instead of pirating one. Knocking out copies for friends is frustrating enough for the makers of this tape but finding out that some reptile is flogging bootleg copies at a tenner a time, as happened on a previous Wally film, is way out of order. Whatever you think of this film, cheap to produce it ain't.

To conclude, "Wally Goes Tropical" holds no surprises, it's a montage of hammy sketches, skydiving done big and bosoms. The best advice is to get some friends round, have a few beers, turn the brain down low and enjoy 30 minutes of "uncensored fun". It might be the last you'll see of Wally for a while.

Wally Goes Tropical is available from: Mandy Dickinson, "Kalos", Cotswold Lane, Old Sodbury, Bristol BS17 6NE.

Advertisement

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

Results RW4, World Meet 1989. Development RW4 1985-1989



Project
RW91
Norway

COUNTRY	R1 R2 R3 R4 R5 R6 R7 R8 R9 R10										TOTAL	AVERAGE INCREASE				AVO	AVO	PLACE	PLACE	PLACE
	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1985	87-89	85-87	85-89	1987	1988	1989	1987	1988
1 FRANCE	17	16	18	17	14	14	15	18	11	14	152	15,2	13%	23%	38%	13,4	10,9	1	1	3
2 USSR	16	11	13	14	12	12	13	15	12	14	132	13,2	15%	42%	63%	11,5	8,1	2	5	10
4 CHINA	15	12	14	13	12	13	12	17	10	13	131	13,1	24%		10,6		3	7		
3 USA	14	13	16	13	12	13	13	15	11	11	131	13,1	2%	8%	11%	12,8	11,8	4	2	1
5 ITALY	13	12	16	14	12	11	13	14	10	13	128	12,8	10%	23%	36%	11,6	9,4	5	4	7
6 AUSTRALIA	15	13	16	14	8	13	13	16	7	12	127	12,7	11%	10%	22%	11,4	10,4	6	6	4
7 WEST GERMANY	12	13	13	14	12	11	12	15	10	11	123	12,3	60%	7%	71%	7,7	7,2	7	17	15
8 SWITZERLAND	13	12	16	14	12	11	13	14	4	12	121	12,1	21%	28%	55%	10,0	7,8	8	10	12
9 BELGIUM	13	12	14	13	10	10	12	14	9		107	11,9	17%	38%	61%	10,2	7,4	9	9	14
10 AUSTRIA	14	10	16	13	10	11	11	12	7		104	11,6	-2%	18%	13%	11,8	10,2	10	3	5
11 JAPAN	12	8	13	12	11	11	12	12	9		100	11,1						11		
12 UNITED KINGDOM	11	9	12	10	10	10	10	11	7		90	10,0	10%	2%	12%	9,1	8,9	12	14	8
13 SPAIN	11	7	11	13	9	9	10	11	8		89	9,0	43%	11%	59%	6,9	6,2	13	18	18
14 NORWAY	11	8	12	12	9	8	9	12	7		88	8,8	69%	-16%	42%	5,8	6,9	14	20	16
14 DENMARK	11	7	11	13	8	10	10	11	7		88	9,8	5%	11%	16%	9,3	6,4	15	13	9
16 NETHERLANDS	11	9	11	9	9	9	9	10			77	9,8	-2%	46%	44%	9,8	6,7	17	12	17
16 SWEDEN	9	9	11	11	7	9	10	11			77	9,6	9%	14%	25%	8,0	7,7	16	15	13
16 FINLAND	10	5	8	11	8	9	9	11			71	8,9	-10%	22%	10%	9,9	8,1	18	11	10
19 CANADA	11	8	10	11	8	7	5	8			68	8,5	4%	-27%	-24%	8,2	11,2	19	18	2
20 CZECHOSLOVAKIA	10	9	10	10	5	8	7	7			68	8,3						20		
21 BRAZIL	8	5	10	9	8	5	5	7			57	7,1	19%			6,0		21	19	
22 IRELAND	6	3	5	6	4	8	5	5			40	5,0	32%			3,8		22	21	
23 ICELAND	4	3	2	8	3	5	8	7			38	4,5						24		
23 ZIMBABWE	5	3	1	8	5	8	4	6			36	4,5						23		
25 PORTUGAL	3	4	3	5	5	5	4	5			34	4,3						25		
26 CHILE	3	4	3	6	3	5	1	8			31	3,9	28%			3,0		26	22	
27 POLAND	3	2	3	4	4	1	4	4			24	3,0						27		
29 TURKEY	1	1	3	4	3	2	3	4			21	2,8						28		
28 ISRAEL	2	2	3	4	2	4	1	3			21	2,6						29		
NEW ZEALAND														11%	-100%	10,5	9,5		8	6
VENEZUELA																		23		
MAROCOCO																		24		
ARGENTINA																		25		

Background RW4-teams, World Meet 1989.



Project
RW91
Norway

COUNTRY	1989										1987										
	"TEAM JUMPS"				"TIME TOGETHER"						PHYSICAL TRAINING				TIME TOGETHER						
	AV NO.	THIS	AGE	JUMPS	THIS	TEAM	PART.	BEST	SPONSOR	FROM	AV.	AV.	AV.	AV.	COACH	TRAINING	TOGETHER	TOGETHER	AV.	AV.	AV.
1 FRANCE	29	6000	400	2500	4,0	5,5	4	15,5	100	0	100	(5) 2	2000	1000	27	4800	Y	ALL			
2 USSR	31	6000	450	2000	4,0		2	13,7	100	ON THE TEAM	100	1 MONTH		15	30	8000	Y	ALL			
4 CHINA	24	2000	400	850	2,0	1	3	11,5	100	YES	SPORADIC	2	1000	300	22	2500	Y	ALL			
3 USA												(2) 1		250	28	4500	N	US ARMY			
5 ITALY	30	2500	350	700	2,0	2	2	11,7	25	15	SPORADIC	2	800	400	25	1750	N	0			
6 AUSTRALIA																		COMMERCIAL			
7 WEST GERMANY	28	2700	450	450	0,5	2	0	12,2	7,5	80	SPORADIC	1		20	30	1500	N	0			
8 SWITZERLAND	30	3700	530	830	0,5	2	1	13,2	25	20	8,0	2	150	85	28	1800	N	0			
9 BELGIUM	28	2500	200	450	2,0	10	2	12,0	10	UNAFFORDABLE	0	3	380	120	28	2000	N	0			
10 AUSTRIA	30	3000	120	120	0,3		0	10,2	100	ON THE TEAM	SPORADIC	3	1100	400	25	2500	N	80 JUMPS			
11 JAPAN	28	2000	400	700	2,0			10,0	25	YES	0										
12 UNITED KINGDOM	32	1750	200	450	3,0	5		9,1	24	UNAFFORDABLE	0	(4) 1	1000	150	38	2000	N	ORGANIZATION			
13 SPAIN												2	150	85	28	1800	N	0			
14 NORWAY	30	1500	50	50	0,5	2	0	8,9	100	50	SPORADIC	1		350	25	800	N	USD 4 000			
14 DENMARK	34	3000	50	100	2,0	14	2	9,0	0	UNAFFORDABLE	100	(7) 1	1200	300	27	1200	Y	0			
16 NETHERLANDS	30	1400	200	200	1,0		2	10,0	0	UNAFFORDABLE	0	(3) 1	400	230	28	2600	N	0			
16 SWEDEN	27	1700	170	300	2,0	2	0	9,0	25	UNAFFORDABLE	SPORADIC	(8) 1		450	28	2000	Y	EQUIPMENT			
16 FINLAND	28	100	2220	220	0,5			8,2	0	0		(3) 2	500	350	27	1500	N	0			
19 CANADA	27	1300	35	35	0,3	4	1	8,5	100	UNAFFORDABLE	0	4 MONTHS		300	28	1200	N				
20 CZECHOSLOVAKIA	27	1800	400	700	3,0	5		10,0	100	ON THE TEAM	SPORADIC										
21 BRAZIL	27	1080	150	150	1,0		1	8,0	100	MISSED COACH	0	1		150	28	700	Y	ORGANIZATION			
22 IRELAND	31	1000	80	180	1,5	1,5	2	4,0	25	MISSED COACH	SPORADIC	2	240	150	28	900	N	0			
23 ICELAND	27	680	24	24	1		0,1	4,5	0	MISSED COACH	0										
23 ZIMBABWE	24	750	45	45	0,5				0	MISSED COACH	SPORADIC										
25 PORTUGAL	28	100	20	400	1,0			7,0	0	ON THE TEAM	100										
26 CHILE	27	600	80	120	5,0	1,5	3	8,0	0	MISSED COACH	SPORADIC	1		50	24	380	Y	SOME			
27 POLAND																					
28 TURKEY	28	2010	150	150	0,2				100	100	SPORADIC										
28 ISRAEL	30	500	30	30	0,1	3	0		0	MISSED COACH	SPORADIC										
NEW ZEALAND												3	1300	400	28	2800	N	0			
VENEZUELA												4 MONTHS		90	28	2000	N	JUMPS			
MAROCOCO												1 MONTH		75	28	1200	Y	ARMY			
ARGENTINA												1 MONTH		80	24	480	Y	0			

* IN BRACKETS TIME CORE WORKED TOGETHER

1989 WORLD MEET STAT'S By Paul Bergen

At the 1987 RW World Meet, Rob Colpus and Paul Bergen, a member of the Norwegian 4 and 8-Way teams, put together some statistics on the background and performances of the teams taking part. These showed the common factors that existed amongst the successful and the not so successful teams. After the 1989 competition Paul Bergen updated and extended his survey to come up with the statistics presented on the next two pages. Anyone interested in finding out what it takes to get to the top should study these closely.



Project
RW91
Norway

Results RW8, World Meet 1989. Development RW8 1985-1989

COUNTRY	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	TOTAL	AVERAGE INCREASE			AVG 1987	AVG 1985	PLACE 1989	PLACE 1987	PLACE 1985	
												1989	87-89	85-87						
1 USA	14	15	17	13	14	12	13	11	14	15	138	13,8	5%	10%	15%	13,2	12,0	1	1	1
2 USSR	13	14	17	13	12	12	12	12	13	15	133	13,3	14%	63%	85%	11,7	7,2	2	3	4
3 FRANCE	14	10	15	12	11	11	13	12	13	14	125	12,5	-4%	35%	30%	13,0	9,6	3	2	2
4 UNITED KINGDOM	8	8	12	9	9	6	9	9	10	9	89	8,9	35%	3%	39%	6,6	6,4	4	9	7
5 SWITZERLAND	8	7	8	8	7	6	8	7	8	9	76	7,6						5		
6 AUSTRALIA	7	7	9	5	9	6	9	7	8	6	73	7,3	-32%	130%	55%	10,8	4,7	6	4	10
7 NORWAY	6	6	7	9	8	6	8	6	7		63	7,0						7		
8 DENMARK	5	5	7	8	6	7	7	6			51	6,4	-24%	24%	-6%	8,4	6,8	8	6	6
9 FINLAND	6	7	7	7	6	1	7	5			46	5,8						9		
10 SWEDEN	6	5	6	7	5	4	7	5			45	5,6						10		
11 BELGIUM	6	7	7	7	6	4	5	0			42	5,3	-20%	25%	-1%	6,6	5,3	11	8	9
12 NEW ZEALAND	4	6	6	5	5	4	5	5			40	5,0	-18%			6,1		12	10	
13 SPAIN	5	5	6	4	4	4	5	5			38	4,8						13		
14 BRAZIL	4	4	6	5	4	4	5	1			33	4,1	72%		2,4		14	12		
WEST GERMANY													-100%	70%	-100%	7,3	4,3		7	11
NETHERLANDS													-100%			5,0			11	
AUSTRIA													-100%			8,6			5	
VENEZUELA													-100%			0,4			13	

Background RW8-teams, World Meet 1989.



Project
RW91
Norway

COUNTRY	1989										1987									
	AV NO JUMPS	THIS YEAR	TOTAL	"TIME TOGETHER"		"TEAM JUMPS"		PART. FROM CORE	BEST AVG. 1989	SPONSOR IN % OF TOT. COSTS	COACH on % of tot. jumps	PHYSICAL TRAINING	TIME TOGETHER	JUMPS TOGETHER	JUMPS 1987	AV. AGE	AV. no JUMPS	AV. COACH	SPONSOR	
1 USA	4500	600	100	2	4	7	12,8	100	THE TEAM	100	100	(2) 1	800	400	28	4000	N	ARMY		
2 USSR	5000	500	1900	6	4	7	13,2	100	30	100	100	3	1100	400	30	6000	Y	ALL		
3 FRANCE	1900	500	400	1	3	3	10,7	75	ON THE TEAM	100	100	(2) 1/2	700	400	29	3000	Y	ALL		
4 UNITED KINGDOM	3000	330	410	2	4	5	8,6	25	30	0	(2) 1	350	220	28	1800	N	SOME			
5 SWITZERLAND	2000	300	300	0,75	1,5	2	8,0	3	30	100										
6 AUSTRALIA	2500	50	50	0	0	1		0	UNAFFORDABLE	SPORADIC	(8) 1/2	2000	350	32	2500	N	100 JUMPS			
7 NORWAY	1200	250	500	1	3	0	5,6	40	70	SPORADIC										
8 DENMARK	1000	170	230	2	10	2		50	ON THE TEAM		(9) 1	2000	300	25	1200	Y	USD 55.000			
9 FINLAND	1300	20	20	0,5			5,0	0	UNAFFORDABLE	0										
10 SWEDEN	1500	0	0	0	0	0		JUMPSUITS	UNAFFORDABLE	SPORADIC										
11 BELGIUM	2500	20	20		4	5		0	UNAFFORDABLE	0	2 MONTHS		10	29	2000	N	0			
12 NEW ZEALAND	1100	90	90	0,1	0,1	1		0	MISSED COACH	SPORADIC	1		50	29	1900	N	0			
13 SPAIN																				
14 BRAZIL	880	70	220	2		7	3,6	CLOTHES	0	?	6 MONTHS		60	26	600	N	0			
WEST GERMANY												(2) 1	300	200	25	1300	Y	0		
NETHERLANDS												0		20	29	1200	N	0		
AUSTRIA												4 MONTHS		70	25	2500	N	0		
VENEZUELA												1 HOUR		0	28	400	N	0		

?) IN BRACKETS TIME CORE WORKED TOGETHER

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CHAIRMAN'S REPORT

It is with pleasure that I invite our members to this the 23rd Annual General Meeting of the British Parachute Association.

As the regular attenders will know, it is of course difficult to report in an abbreviated form on all the events of the past year. The purpose of this report is simply to give a brief outline of major events only. This is particularly so, bearing in mind the summaries of the Council Minutes which have been contained in the various issues of Sport Parachutist during the preceding year.

Whilst mentioning Council Meetings it may perhaps be an opportune moment to remind you that last year a decision was taken to no longer print in full in the magazine the minutes of Council Meetings. This decision was taken after receiving input from the members. Having experimented over the past year, Council has, quite rightly in my view, concluded that it was a mistake to only include a summary of Council Meetings in the magazine.

Council has appreciated that there are a good many of you who genuinely wish to follow all the affairs of the Association and not merely isolated matters of direct concern.

Consequently the full Minutes of Council Meetings will now be provided by way of an insert in the magazine.

In an effort to give our Members a greater opportunity of expressing their views to Council it has been decided to hold at least two open forums away from Headquarters office at which members can discuss their requirements and problems with Council Members. At least one such meeting will be held in the South of England and one in the North. It is hoped that a large majority, if not all Council Members will attend those open forums.

Last January I reported to you that we lost our National Development Officer. I regret to report now that we have lost our second National Development Officer.

Your Development Committee are actively reviewing the need for a National Development Officer and the type of candidate required to fill the post.

I am pleased to report that due to the outstanding efforts of John Lines and Dave Hickling to name but two Council Members, and the Headquarters staff, the Association is not being penalized by loss of grant aid from the Sports Council as a result of us not having a National Development Officer in situ.

Clearly if there had been any loss of grant aid this would have been highly disadvantageous and would have negated the increase in subscription income over the preceding year.

As is my normal practice, I append to this report the comparative membership figures between this year and the previous year. Copies of that appendix will be published with this report.

I am deeply saddened to report that there were two fatalities during the year. I understand both Tatiana Pond and Margaret Sowerby were highly thought of by their friends and fellow parachutists alike.

They are a sad loss to us all and I would ask you to spare a moments thought for their families, loved ones and friends who will cherish their memories.

I sincerely hope that in 1990 we can revert to our 1988 record of no fatalities.

There have also been two very serious accidents during the year involving Brian Hucker and Adrian Mills. Their courage, determination and fortitude in facing the future is admired and respected by us all and on your behalf I wish them every success for the future. I know that Brian Hucker wanted to be with us

today but unfortunately this hotel does not have facilities to cater for wheelchairs and it was not therefore possible. Nonetheless our thoughts are with them both.

I am saddened to report the closure of Bridlington after so many years as one of the foremost centres in the country.

I congratulate all those Skydivers who took part in the British Relative Work Record 60-Way at Sibson on the 8th June. Congratulations also to "Mo" who placed fourth in the World Championships in the 8-Way in Spain and "Going South" who placed twelfth in the 4-Way.

During the course of the year 50 candidates have been successful in obtaining their potential Instructor Ratings, 33 candidates their approved Instructor Ratings, 7 Advanced Instructor Ratings, 4 AFF Instructor, 12 Tandem Instructor and 3 New Examiner Ratings have been issued. We also have 2 newly qualified FAI Judges. Obviously our congratulations go to each and everyone of those successful candidates and also of course to those Chief Instructors and Examiners who put so much time and effort into bringing candidates upto the required standard and giving up valuable free time to assist in running the various Instructor Courses.

It seems to me that often the work of the Chief Instructors and the Examiners is very much taken for granted. We must never forget their hard work, high standards and above all the enormous responsibility imposed upon them, from which we all benefit.

Last year your Association supported many of the clubs and centres with loans. There was in fact at the year end on loan to clubs the sum of £13,867.

For the first time in its history the Association offered a massive £25,000 virtually unsecured loan to a club which was facing the risk of closure. In the event, that particular club was able not to take up the offer of the loan.

As always it gives me pleasure to express the Association's thanks to those club proprietors who kindly hosted the various National Championships last year. They are John Meacock of Peterborough (RW). Dave Johnston of Bridlington Classics and CRW. Our thanks also to the Proprietors of other clubs who have hosted various regional competitions.

As always our thanks are extended to the Judges and Officials without whom there would be no meets.

Your National Coaches have performed their duties exceptionally well. It is so easy in a Chairman's Report to avoid contentious issues. However in fairness to our Coaches and to you our Members I have to say that I am both alarmed and disappointed at the bad way our Coaches are treated by a very small minority. I emphasize that it is a minority who treat the Coaches badly. It is, I suppose, of no surprise to anybody that those who treat the Coaches badly are always those who are under investigation or scrutiny. Instead of cleaning up their act their immediate response is to allege that the Coaches are behaving badly and victimizing them.

We must support our Coaches. We must support their attempts on our behalf to keep our sport safe and clean. In this regard I reaffirm the Association's strong stand and views against any form of drug abuse. We totally support all efforts by the Sports Council against unlawful drug taking. Drug testing at competitions will continue.

In addition to the Coaches I would like to thank all the BPA Headquarters Staff for their loyalty and support throughout the year. I

think a special thanks must go to Mrs Sally Bates who joined the Association as Secretary to the NDO and now acts very efficiently as a sort of Junior NDO under the direct supervision of John Lines and Dave Hickling. I take this opportunity of welcoming back as a valuable and trusted member of staff Mrs Sue Allen.

As always I must thank my colleagues on Council. Your Council Members are so often criticized without any understanding of the sacrifices they make and the effort they put in, often at cost to themselves on your behalf.

Several Council Members resigned during the year due to business commitments. I know that your retiring Council very much hope that the new smaller Council will be able to develop continuity by maintaining a high level of attendance at Council Meetings throughout the year.

Talking of your retiring Council I feel that I have to mention the Principal Officers by name in view of the enormous amount of hard work they have carried out on your behalf. They are Vice Chairman, Dave Hickling, Treasurer and Chairman of Development Committee, John Lines and Chairman of Safety and Training Committee, Tony Knight.

I would like to say a special thank you to two Council Members who are not standing for re-election. They are Lofty Thomas who has served on Council for over a decade and a half and John Curtis who has been a most dedicated and effective Council Member. The Association will miss them both.

As always the Association has been active in and strengthened its connection with the Civil Aviation Authority, Sports Council, Royal Aero Club, CCPR and other sporting and aviation related bodies.

In particular I would like to thank Tom Oxley and his colleagues at CAA for their support throughout the year. As some of you will know, Tom often attends Council and STC Meetings in order to keep himself current with the affairs of the Association.

As always our thanks go to the Sports Council for its support throughout the year. Our new Development Plan has only recently been submitted and we will know shortly what view the Sports Council take on it. We have been reminded only recently by the Sports Council that the Gleneagles agreement is still fully in force and recognized by Central Government and any breaches by us would be highly disadvantageous in financial terms.

We have an unusual first in the Association this year. Major Tim Mace is now one of two British people undergoing training close to Moscow with a strong possibility of being the first British Astronaut. Our congratulations extend from West to East to Tim. We wish him all the very best in the future.

I would like to thank the Vice-Presidents, John Meacock and Charles Shea-Simonds who have always been available to give advice and support where necessary. Likewise but in a different sphere, our Medical Advisers, Dr Michael Abdou, Dr Roger Flinn and Dr John Carter have provided advice and assistance which has proved invaluable.

You will have seen that during the year the magazine has come under the editorship of Steve Eversfield. There were one or two problems with the early issue of the magazine but these appear to have been resolved. We thank Steve for undertaking the editorship and wish him luck with it in the future.

Finally I wish all the Association Members a happy, prosperous and above all safe 1990 with blue skies and low winds.

Jim Crocker

NOTICE



Fresh back from skydiving the New Year in at Cranfield are: Adam Wickers, Sarah Eaton, Clive Bennett, Greg Cox. Photo by Jo Eaton.

1st WORLD POPS MEET 1990

Dear Fellow Parachutist,

This is to inform you that arrangements for the above meet are well in hand.

It is advisable for you to arrange accommodation through your booking agent. No-one will be without a bed. Please send entry forms and entry fees now to help smooth-running administration.

Overseas visitors who are arriving at Tullamarine airport (Melbourne) on the day prior to the meet and have not arranged transport to Albury will have a bus at their disposal. Look for the POPS sign coming through customs.

We can only guarantee a good time. I will see some of you when I do a promotional World Tour in February.

Hope to see you in April.

Regards
Bernard Shaw
Top Pop Downunder

Farmer fails to stop sky divers

By Robin Young

A farmer who claimed novice parachutists were making his life a nightmare yesterday lost his battle to stop them jumping near his land.

Mr David Parker told Oxford County Court that low-flying aircraft over his model farm at Shirburn, Watlington, had terrified his wife's Arab mare, while parachutists caused his young stock to run round in fear.

"It has turned life on the farm into a nightmare," Mr Parker, who was seeking an injunction against the London Parachuting School, said.

Mr Henry Franklin, on whose Moor Court Farm the school is based, told the court the parachutists raised thousands of pounds through sponsored jumps. His animals were not affected.

Major Dick Barton, from Chippenham, Wiltshire, who took over the school in April, said it operated on only 28 days a year and raised more than £50,000 a year for charities. He had moved the dropping zone three hundred metres after learning of Mr Parker's complaints. Dismissing the application,

Judge Francis Allen, said: "Quite plainly, it is distress to the Arab mare which is the real cause of concern, but I am equally satisfied it is of a particularly nervous disposition. Since the dropping zone was moved, there have been hundreds of drops with no landings on the plaintiff's land."

Mr Parker and his wife, Lynne, were awarded £10 damages for previous trespass by wayward jumpers, but ordered to pay the costs of the hearing, likely to run into thousands of pounds.

Jump Down the Well

IT'S HERE!! The RN/RM SPA are now the proud owners of a Pilatus-Britten Norman Islander. This 2 x 300 Hp fuel injected beast will rocket you up to 12000' for the special limited promotional price of £8.50. Don't miss this offer. All welcome. Opportunities for 14 ways with over additional C185 aircraft.

For competitive hire charges and further details contact:

STEVE GROVES at RN/RM SPA

Tel: 0404 891697

TIMES Wednesday 20th December 1989

Mal



I'VE GOT TO SORT OUT SOME OLD GEAR TO WEAR ON THE WATER-JUMP THIS WEEKEND.



THERE'S PLENTY OF OLD CLOBBER IN THESE DRAWERS, ----- TROUBLE IS ---



THEY'RE ALL MY REGULAR CLOTHES!



Here it is, the photo that Lyn George had intended to use in the candidates' details for this year's council.

Photo: Christian Colpus.

BOARD

PARACHUTE CLUB ATHLETIC UNION BATH UNIVERSITY, CLAVERTON DOWN BATH

I'm writing, I'm sure on behalf of everybody who was present at this year's Collegiate National Competition at A1 in July, to thank both Animal and Adrian for organising an amazing week of jumping and parties. (The two seem to go hand in hand!!!)

Our thanks also go out to the staff (especially George who supplied the grub) for organising the lifts, competitions and joining in when the parties seemed to be fizzling out.

I hope that there is the same support for Gavin this year, who has taken on the enormous task of organising the Collegiates. Hope to see you all at Sibson in January for the AGM. (Too late. Ed)

Craig Cunningham
(Treasurer of Bath University P.C.)

P.S.

Does anybody own a navy blue R.W. jumpsuit which B.U.P.C. have found themselves with. If so please contact the above address. Thanks.

PARACHUTE PLANE FOR SALE CESSNA C182 (G-ASHB)

This excellent parachute aircraft has just received its annual.

PLUS:

New respray Strobes Step
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First Class maintenance history.

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Steve Groves RN/RM SPA

Tel: 0404 891697

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Complete Kit for sale:

Main: Mosquito, 7 cell with Kevlar lines and only 100 jumps. Navy and sky blue span wise lower skin. Silver top skin and yellow cell walls. This is a very nippy canopy;

Reserve: Raven I, 7 cell with Kevlar lines and not used. This canopy is bright yellow;

Harness: Warp III, small, in tan and dark brown with throwaway deployment system, mini 3 ring cirrus and 2 hook knives.

This is a small, compact, light Kit.

Price: Only £750.00 o.n.o. Looking for quick sale!

Contact Alyson Williams on: 0908-674163 (home)

KIT FOR SALE: Rapid Transit Container, Contact Main (60 jumps). Unused Preserve III; Chaser Container, Pegasus Main, Unused Invader Reserve, has been modified and washed; Tracer Container, Skyhawk Main (30 jumps), Sac 20 Reserve, will split.

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Sad ending to an era

I SPENT the last day at "British Skysports" before it finally closed. I was with the great number of young, and not so young, people who had travelled from far and wide to make their last parachute jump at Bridlington.

The atmosphere was, of course, charged with emotion. The usual horse-play, good natured leg-pulling and banter, was somewhat expected, as if everyone was trying to extract all they could in the last few hours.

Luckily the day was fine and sunny - perfect sky-diving weather. But, somehow, dusk seemed to come sooner than usual, and, as the last aircraft took off with its load of parachutists, almost everyone, without exception, watched it climb into the sky.

There was hardly a dry eye. Some wept openly: it was the end of an era, the breaking up of a close, happy community, based simply on sport, a sad ending to the first, full-time parachute centre in Britain.

I have been associated with the centre almost since its inception many years ago, enjoying for a while the position of a director. During that time I have met literally

hundreds of skydivers, parachutists, nervous students, instructors, staff, and even the legendary Ginger Lacy. I'm sure they would have encouraged me to say on their behalf...

Thank you Bridlington for playing host to our sport, for your hospitality, kindness and generosity.

To the people of Grindale, your skies are quiet and still now. You'll be breathing a sigh of relief, your patience must have been stretched to the limit at times. Well, we thank you too. Dare we just hope that at sometime in the distant future, you may look up and hope to see a cluster of "chutes".

I feel that Bridlington has lost the one booming leisure facility that no other resort could boast - a sport that's taken the name of Bridlington into many countries - publicity which money couldn't buy. Hopefully the town will be associated with the sport for some time to come yet.

Meanwhile, there is, perhaps the ambitious dream that, one day, Brid may host the World Championships.

"High Ridings",
Dampton Short Lane,
Bridlington.

Des Connelly

GRINDALE CLOSURE

Having recently received the last Sky Sports Magazine, I was surprised to find that there was no mention of the sad closure of one of the first full-time Sport Parachuting centres in Britain namely "Grindale" in Bridlington. So, hopefully to redress the position, I have enclosed a copy of a letter written by Des Connelly printed in our "local rag" the "Bridlington Free Press" which I believe captures the thoughts and feelings of all those skydivers, past and present, who will always remember their Grindale days. I certainly do, as having attained the dizzy heights of instructor at Grindale back in the early 70's and following a subsequent lay-off of 18 years, what started as a promotion jump on a R.A.P.'s Course at British Sky Sports the April, has accelerated to again attaining full Cat X Status, personal rig and the usual marital problems that go with it. It's nice to be back!

Yours Sincerely

J.A. Colgan
B.P.A. 6332
F.A.I. D1068

DIARY OF EVENTS

DATE	EVENT	LOCATION
9-10 March	Night Jumps	Cranfield
1st-11 April	3rd World Cup of CRW	Chiangmai, Thailand
6-7 April	Night Jumps	Cranfield
7-8 April	Helicopter Accuracy Meet	Halfpenny Green
7-8 April	Accuracy Seminar	Cranfield
13-16 April	Easter Accuracy Meet	Langar
13-16 April	Speed 16 Meet	Sibson
21-23 April	10-Way Speed Star Meet	Halfpenny Green
23-30 April	1st World POPS Meet	Albury, NSW, Australia
5-7 May	Speed 8 Meet	Sibson
14th-18 May	PI/Adv Instr. Course 2-90	Sibson
21-25 May	Exam/Pre Adv. Course 2-90	Sibson
26-28 May	Sequential 8 Meet	Sibson
2-3 June	9-Way Speed Meet	Headcorn
14-19 June	Big Aircraft Boogie	Langar
23 June-1 July	CLASSICS & CRW NATIONALS	Langar
14-15 July	Met Police Accuracy Meet	Headcorn
21-28 July	RAPA Championships	Bad Lippe Springs, Germany
4-12 August	RW NATIONALS	Sibson
6-10 August	AFF/Tandem Instructor Course	Langar
13-17 August	PI/Adv Instr. Course 3-90	Langar
20-24 August	Exam/Pre Adv Instr. Course 3-90	Langar
20-30 August	Army Championships	Netheravon
25-27 August	16-Way Sequential Meet	Sibson
1-2nd September	LAC Meet	Headcorn
21-23 September	2 Skyvan Boogie & 40 Way Meet	Sibson
6-7 October	16-Way Sequential Meet	Sibson
9-11 October	I.P.C. 4th Technical Congress of Parachuting	Bisham Abbey
12-16 November	PI/Adv Instr. Course 4-90	(RN/RM SPA) Dunkeswell
19-23 November	Exam/Pre-Adv Instr. Course 4-90	(RN/RM SPA) Dunkeswell



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4 WAY

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NATIONALS '89

GOLD

SILVER

8 WAY

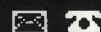
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"MEMPHIS BELLE"

Photos: Leo Dickinson.



"MEMPHIS BELLE" was a B17F Flying Fortress based at Bassingbourn, Cambridgeshire in 1943. It was the first US 8th Air Force bomber to complete an operational tour of 25 combat missions and return to the US.

David Puttnam has just completed a film based on the story of the aircraft and crew. One of the scenes demanded a shot of an airman bailing out. The series of photo's below show Tip Tipping and Ronnie Lott helping stunt man Terry prepare for his role.



BRITISH PARACHUTE ASSOCIATION

AFFILIATED CLUBS AND CENTRES



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Tel (076 77) 7065

BADMINTON PARACHUTE CLUB

Contact J. Davis
Badminton, Avon
Tel: 045 421 249
Airfield: 045 421 486

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

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In beautiful Northumbrian countryside. Cessna 205, full equipment, free hire, RW/CRW instruction. Visitors welcome, no membership fees. Centre has superb accommodation (booking essential), Bar Restaurant, Entertainments. All Weekends and Wednesday and Friday afternoons/evenings (BST).

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

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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

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Cornwall Parachute Centre
Frans Ranch, Old Naval Airfield
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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

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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
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Reading. RG8 9EW
Tel: 0249 651909

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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)

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Cranfield Airport, Cranfield
Bedford, MK43 0AP
Tel: 0234 751866

MIDLAND PARACHUTE CENTRE

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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

NORTHERN IRELAND SERVICES FREE FALL CLUB

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

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Oxon & Northants Parachute Centre
Hinton-in-the-Hedges Airfield,
Steane. Nr. Brackley, Northants
Contact: Mike Bolton,
85 Oak Park Road,
Wordsley, Stourbridge,
W. Midlands. DY8 5YJ
Tel: 0384 393373

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

SCOTTISH SPORT PARACHUTE ASSOCIATION

Organisers of The Scottish Nationals. All visitors assured of a warm Scottish welcome.

Richard Bunchan
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Kent. TN27 9HX
Tel: 0622 890641/890862

SWANSEA PARACHUTE CLUB

Everyone welcome. Open Wednesdays and weekends 08.30 to last light. S/L Square courses. AADS, radios/AAF/WARP/air to air video/Tandem licensed cafeteria/toilets/camping and caravans. C207, unrestricted altitude. Holiday area.

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

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The Sport Parachute Centre
Tilstock Airfield
Whitchurch, Shropshire
Tel: 0948 841111

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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

THE RED DEVILS

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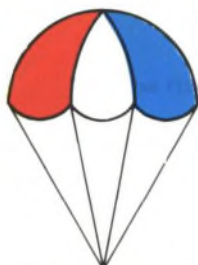
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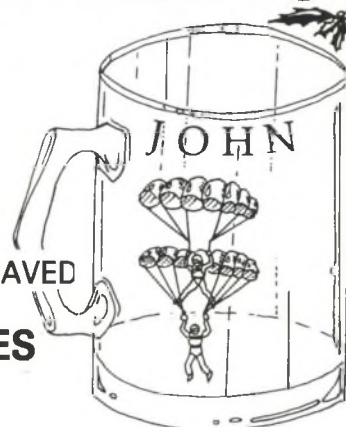
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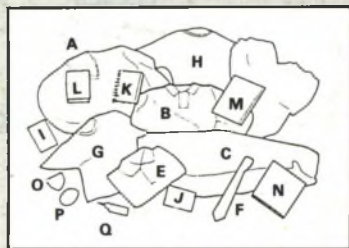
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