

Sport Parachutist

August 1991





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Sport Parachutist

August 1991

JOURNAL OF THE
BRITISH PARACHUTE ASSOCIATION
WHARF WAY: GLEN PARVA: LEICESTER
LE2 9TF
Telephone 0533 785271 Fax: 0533 3477662

C ontents

REGULAR FEATURES

- News and events:** 4
- Editorial:** *A tiresome tradition of unknown origin in which the editor gets to have a say whether he wants to or not, and regardless of whether anyone wants to read it.* 5
- Correspondence:** *This column has now been declared fit for family viewing.* 6
- Book Review:** *Steve Eversfield reviews "Double Malfunction", a Skydiving mystery novel.* 10
- Video Review:** *Ola Soyinka reviews "Travelling II" from Patrick Passe.* 11
- POPs Corner:** *More news from the Peripatetic POPs and POPesses of Parachuting.* 16
- Noticeboard:** *Competitions, poems, cartoons, and bits and pieces of parachuting paraphernalia.* 44
- Clubs and Centres:** *Find out if your local DZ is still there.* 46
- Classified Ads:** *Bargains and rip offs listing.* 48

COMPETITIONS:

This issue's round up includes:

- Langar 40-way competition. - (Lesley Morris)*
Classics and CRW Nationals, Judges Report - (Bob King)
The Collegiate Nationals - (Chris Boylan)

The IPC CRW Subcommittee *A report by the subcommittee president* 27

Air to Air Video *A look at a document by Rob Colpus, on the pros cons of the use of air-to-air video at high level competition.*

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Overheard at a Big Boogie; Definition of the Classics: Style is the way you walk out to the plane; Accuracy is getting on the right one

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READERS WRITE

- International WARP Update:** *Pete Reynolds on how the WARP system is taking off around the world.* 9
- The Swedish Hercules Boogie:** *Karina Andrewes had a good time in Sweden and tells us what we missed out on.*
- Moscow Boogie Report:** *Things started happening after David McNicol went to Moscow. In this article he describes the astonishing part he did not play in the downfall of Communism.* 17
- The Red Devils - Spain 1991:** *When duty calls the Freds are not to be found wanting. Sparky reports on square bashing by the CRW team in Spain.* 20
- DZ's around the world:** *Mongolia this time - yes, Major Jim Steele found himself in Mongolia and did some skydiving. Words and pics on..* 40
- Review of the Two Way Meet.** *Some advice for skydivers who find that their partners are getting in the way of skydiving happiness.* 36
- Sabre Toothed Tigers** *A short tale about Skydiving and basketball. What's that got to do with Tigers?? Turn to page..* 37

FICTION

- Sodmore Aces Fly Again:** *Chris Devine on Parachuting's equivalent of St Elsewhere's.* 22
- The BPA accounts:** *Annual summary of the BPA finances.* 41

BRITISH PARACHUTE ASSOCIATION COUNCIL MEMBERS

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NEWS & EVENTS

FRANCE & USA DOMINATE WPC

The French 4 way team won the Gold medal at the world championships in Lucenec, Czechoslovakia while the Golden Knights from the USA won the eight way.

The bronze medals went to the USSR and Italian 4- and 8-way teams respectively.

The eight way event saw impressively high scoring rounds. The second placed French beat the record for the highest number of points in a round, which stood at 17, five times. This was not enough to win them the gold as the Americans surpassed this figure an equal number of times and in the process took the record to an incredible 23 points - their round two score.

Congratulations to the British teams. UK were 8th (out of 14) in the 8-way event and 6th (out of 27) in the 4-way, setting a UK record of 18 points in the 10th round. Full report and photos will be in the next issue.

RECORD ATTEMPTS THWARTED

The weather, and bureaucracy were responsible for ruining two assaults on large formation world records. The ladies 100 way attempt in Montgomery managed only 14 jumps over the 6 days allotted for the event because of unsuitable weather. They came agonisingly close but at present the record remains 80. Meanwhile at the Friendship '91 event in Washington where the world large record formation was to be attacked not a single jump took place. The organisers had arranged everything in great detail but neglected to make sure the aircraft were secure. The skydives were to have taken place from military aircraft but the American Military do not like their aircraft being used for civilians. Top brass discovered the plans, and at the last moment the planes were ordered back to base leaving jumpers from all over the world with no plane; and no record.

HALFPENNY GREEN CHANGES HANDS

John Eaton, owner of the **London Skydiving Centre** has expanded his operations by buying the Midlands Club at Halfpenny Green. The club, previously owned (in part) by **Mr D Turner**, is being managed by Nicola Eaton. The operation at Cranfield continues, under the management of John's younger daughter Sarah and with Greg Cox CCI.

L-41C BOOGIE IN HUNGARY

A Hungarian Parachute club, the Paraclub of Eger, will be organising an International Boogie in the autumn of this year.

This will take place from Monday, 30th September 1991 to Sunday 6th October at an ex-Russian military airport near Mezokovesd, a small town in the eastern part of Hungary. Camping facilities are available but the organisers recommend the use of the local hotel.

The aircraft will be an L410, which can carry 18 jumpers and go to 4,000 metres in approximately 10 minutes. The cost of a jump from altitude will be nine pounds. To register, the fee of 30 US Dollars should be paid into:

Barclays Bank Plc.
168 Fenchurch Street,
London tx:887591.

Account name: BARGE 92
Account number: 80408077.

The organisers would like payment only in US\$! Details and a map will be sent on receipt of the fee.

PRINCE OF WALES CUP

It has been pointed out that the Royal Aero Club's Prince of Wales Cup for the Best Aviation Team was last awarded to a

Parachuting Team in 1981 when it went to the Joint Services CRW team; **The Mounting Men**, for winning the Gold Medal in the First World Cup of CRW.

TILSTOCK TRAGEDY

What had been one of the most enjoyable events of the year ended with the tragic death of **John Ward**, one of the participants. John, an experienced skydiver with over a thousand jumps, exited the Bandeirante Aircraft intending to participate in a CRW jump. It is thought that he was knocked unconscious by a tail-strike on exit but the results of the official enquiry are yet to confirm the exact circumstances of the incident. Ironically, the event was named **Dicko's Party** in memory of **Paul Dixon** who died after a skydiving accident in France earlier this year.

AIRCRAFT COLLISION

Another skydiver has died in a non-skydiving related incident which was reported in the national press. The light aircraft which was in collision with an RAF Jaguar Jet over Wales was piloted by **Robby Cooper**. Robby, an experienced pilot, jump pilot and BPA instructor had worked in the past at Pampisford, Cranfield and Halfpenny Green. Last year he flew over 850 hours in light aircraft working as an aerial photographer.

WORLD MEET RESULTS

| | PLACE | TEAM | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | TOTAL |
|-------|-----------|-----------|----|----|----|----|----|----|----|----|----|----|-------|
| 8-WAY | 1 | USA | 15 | 23 | 21 | 17 | 19 | 15 | 18 | 22 | 14 | 17 | 181 |
| | 2 | FRANCE | 17 | 19 | 20 | 19 | 18 | 15 | 18 | 14 | 16 | 16 | 172 |
| | 3 | USSR | 13 | 16 | 16 | 17 | 14 | 9 | 7 | 13 | 13 | 10 | 128 |
| | 4 | NORWAY | 12 | 14 | 16 | 16 | 9 | 12 | 13 | 15 | 9 | 11 | 127 |
| | 5 | SWITZ | 9 | 14 | 11 | 12 | 10 | 9 | 10 | 13 | 11 | 7 | 106 |
| | 6 | SA | 9 | 10 | 8 | 10 | 7 | 7 | 4 | 12 | 7 | 10 | 84 |
| | 7 | AUSTRIA | 8 | 10 | 9 | 8 | 6 | 8 | 8 | 8 | 6 | | 71 |
| | 8 | UK | 7 | 9 | 7 | 8 | 7 | 7 | 7 | 9 | 8 | | 69 |
| | 9 | GERMANY | 7 | 8 | 6 | 9 | 7 | 6 | 8 | 8 | 6 | | 65 |
| | 10 | DENMARK | 8 | 4 | 10 | 9 | 7 | 6 | 7 | 9 | 4 | | 64 |
| | 11 | FINLAND | 8 | 8 | 1 | 8 | 4 | 7 | 6 | 7 | | | 49 |
| | 12 | ITALY | 5 | 7 | 6 | 6 | 5 | 6 | 3 | 6 | | | 44 |
| | 13 | CANADA | 3 | 1 | 6 | 7 | 7 | 3 | 5 | 6 | | | 38 |
| 4-WAY | 1 | FRANCE | 17 | 18 | 15 | 16 | 18 | 16 | 18 | 15 | 15 | 23 | 171 |
| | 2 | USA | 15 | 17 | 15 | 16 | 17 | 16 | 17 | 16 | 17 | 22 | 168 |
| | 3 | ITALY | 13 | 15 | 13 | 13 | 15 | 14 | 13 | 14 | 15 | 21 | 146 |
| | 4 | USSR | 13 | 14 | 10 | 14 | 15 | 16 | 17 | 15 | 11 | 20 | 145 |
| | 5 | GERMANY | 14 | 14 | 13 | 12 | 13 | 12 | 11 | 12 | 13 | 18 | 132 |
| | 6 | UK | 11 | 15 | 11 | 12 | 12 | 11 | 13 | 11 | 11 | 18 | 125 |
| | 7 | SWITZ | 11 | 13 | 12 | 10 | 13 | 13 | 13 | 7 | 14 | 17 | 123 |
| | 8 | CANADA | 11 | 15 | 9 | 13 | 12 | 12 | 11 | 11 | 10 | 14 | 118 |
| | 9 | AUSTRIA | 11 | 14 | 11 | 11 | 13 | 12 | 11 | 11 | 10 | | 104 |
| | 10 | BELGIUM | 9 | 9 | 11 | 13 | 13 | 12 | 13 | 11 | 12 | | 103 |
| | 11 | DENMARK | 11 | 13 | 9 | 8 | 11 | 13 | 11 | 12 | 12 | | 100 |
| | 12 | AUSTRALIA | 11 | 13 | 9 | 12 | 12 | 11 | 11 | 9 | 8 | | 96 |
| | 13 | NORWAY | 10 | 12 | 10 | 11 | 11 | 12 | 8 | 11 | 11 | | 96 |
| | 14 | JAPAN | 9 | 12 | 9 | 11 | 11 | 11 | 12 | 9 | 11 | | 95 |
| 15 | FINLAND | 10 | 12 | 10 | 11 | 9 | 11 | 10 | 11 | 10 | | 94 | |
| 16 | NETH'LAND | 10 | 11 | 9 | 10 | 10 | 11 | 9 | 9 | | | 79 | |
| 17 | SA | 11 | 10 | 10 | 14 | 13 | 6 | 8 | 6 | | | 78 | |
| 18 | CHINA | 8 | 11 | 7 | 13 | 16 | 10 | 4 | 8 | | | 77 | |
| 19 | SWEDEN | 10 | 11 | 7 | 9 | 10 | 10 | 9 | 9 | | | 75 | |
| 20 | SPAIN | 9 | 10 | 9 | 6 | 9 | 9 | 8 | 8 | | | 68 | |
| 21 | CSFR | 7 | 7 | 6 | 7 | 9 | 4 | 3 | 5 | | | 48 | |
| 22 | IRELAND | 5 | 4 | 4 | 5 | 7 | 6 | 2 | 5 | | | 38 | |
| 23 | POLAND | 5 | 3 | 5 | 4 | 2 | 6 | 3 | 2 | | | 30 | |
| 24 | NAMIBIA | 1 | 3 | 1 | 4 | 5 | 5 | 5 | 4 | | | 28 | |
| 25 | ZIM | 2 | 4 | 3 | 4 | 1 | 4 | 5 | 4 | | | 27 | |
| 26 | HUNGARY | 4 | 1 | 3 | 4 | 3 | 1 | 2 | 4 | | | 22 | |
| 27 | THAILAND | 1 | 3 | 1 | 1 | 1 | 1 | 2 | 3 | | | 13 | |

EDITORIAL

It will soon be time for us to select the council members for the next year. Nomination forms have been distributed with this issue of the magazine and people will be considering standing, or friends will be persuading them to. Before deciding to stand, or nominating someone we should be sure that we know what sort of person would make a good council member. As we all know life on council is all about politics so any aspiring candidate will need the qualities of a politician. Someone who knows how to look for trouble, find it whether it exists or not, who will then diagnose it incorrectly and apply the wrong remedy. Or perhaps someone with vision and wisdom who can predict what will happen next week, next month will have the eloquence and inventiveness to explain why it didn't happen, a contortionist who can sit on the fence and keep both ears to the ground at the same time. These of course are flippant definitions of politicians (that I cannot claim to have invented) but in reality perhaps the most important attribute a council member should have is this: To be able to drive to Leicester about twice a month, often more, in time for a 6.30 council or committee meeting and be prepared for a very late drive back home, usually mid week. He or she should be interested enough in the sport to wade through the mountains of correspondence on matters that may be of no direct interest in order to contribute constructively at meetings. Anyone who does not like talking a lot will be at a disadvantage. The potential candidate will need a car, a telephone is a must, and a typewriter or wordprocessor would come in handy. That's about it.

Last year all nominees were elected by default as there were so few of them. The more candidates we have to choose from the better our final selection will be so if you are in any way interested in contributing to the sport why not consider standing, or if you know someone whom you think would make a good council member persuade them to stand.

KEVIN

MORGAN



It is with great sadness that we report the death of one of our fellow skydivers, Kevin Morgan. Kevin suffered a heart attack and died, at his home in Darwen, Lancashire, at the age of 35, on 11th April 1991. His sudden and unexpected death was a shock to the whole Club. Kevin had not been skydiving long; he had started his AFF course in the States at Christmas, and had finished it off here at Merlin Free Fall Club, Topcliffe. In the months that we knew him, Kevin was liked by all; his never-ending enthusiasm and love of the sport was always evident, even when the weather was appalling. He will be sorely missed.

Our thoughts and sympathies go out to his relatives and friends, and especially to his girlfriend, Pat and son Paul, who were frequent visitors to the Drop Zone.

From the Committee and Members of
MERLIN FREE FALL CLUB, TOPCLIFFE.

The British Parachute Association Limited

Notice of Extraordinary General meeting

Notice is hereby given that an Extraordinary General meeting of the The British Parachute Association will be held at the British Parachute Association offices at 5 Wharf Way, GLEN PARVA, Leicester LE2 9TF on:

Tuesday 22nd October 1991 at 6.30pm.

AGENDA

- 1) To receive and adopt if approved, the Annual Accounts and report of the auditors for the financial year ended 31st March 1991.
- 2) To confirm the reappointment of Auditors and authorise the council to fix the remuneration for the ensuing financial year.
- 3) To set the provisional membership subscription for the ensuing year.

Dated the 1st Day of August
One Thousand Nine Hundred and Ninety One.
For and on behalf of the council of the BPA
David S Oddy National Administrator.

SAFETY NOTICE

CAPEWELL MALFUNCTION - CYPRUS 16 JUNE 1991

1. Following an Incident Report from WO2 Milne, the Chief Parachute Instructor at the Cyprus Joint Service Adventure Training Centre (CJSATC) two photographs were produced which show the failure of a Capewell on a Student system.
2. The result of which caused a 50% collapse of the Students canopy the Reserve was activated correctly and the Student landed safely.
3. The photographs show the end result and where the failure occurred. The remaining stub was held in position by the securing rivet which is undamaged. The central column of the Cape well is completely missing.
4. As far as can be ascertained the Capewell had no visible damage prior to the descent and was fitted correctly. We therefore cannot determine why the Capewell failed.
5. All CCIs are to have a complete check of all Capewells carried out by a Rigger prior to any further use of equipment with Capewell installations.

NOMINATION FORMS

Please note:
The deadline for return of the
Nomination forms for election to council
has been extended to Monday the 14
October

CORRESPONDENCE

HAPPY SMILEY PEOPLE

Dear Ed,

Hope you can find room to print this "Happy" photo taken by me at Ipswich Parachute Centre on 27th April 1991.

It was taken after Alan Munday's successful Cat 10 jump and I think you'll agree that the smiles on their faces summarise what skydiving is all about.

Left to Right: Alan Munday and Ipswich Instructors Richard Toll, Tye Boghen and Andy Page.

Yours sincerely

Melanie Adams B9512



BOOGIE SCHOOL

Dear Ola

I have never written up to the mag before but feel compelled to do so now. I have just come back from the Langar Large Aircraft Boogie and had a brilliant two weeks sky-diving in the sun. After all the bad weather we had this year it was far better than I had dared to expect. The Alexis Perry Boogie School was over here from Europe for the first time and provided excellent organising and training for the larger formations. Video was provided for every jump with the school, and we had two Sky-Vans there the whole time. There is no doubt that everyone gained a lot from the Boogie School. This is the first time I've been to a "real" boogie in the UK, but I have enjoyed myself at this one at least as much as any foreign boogie. I can only thank the staff at Langar for making it all happen. I'm only surprised there were not more people there, considering most of the time, mid-week only one Sky-Van was being used.

Yours, Current As F**k

AIDS, BLOOD & BRAINLOCKS

Dear Sir,

Re: Blood Donation and Skydiving

It was nice to see some constructive ideas from Hugh Montgomery on how to avoid getting AIDS from blood transfusion in developing countries. Unfortunately, skydiving while giving blood regularly is not always straightforward.

The Blood Transfusion Service has an excellent series of checks to confirm that you are fit to give them your blood and remain well during normal activities at ground level. However, these checks were not designed to ensure that you will be fully fit to skydive at altitude after giving blood.

Most of us like to think that we are unaffected by the reduction in oxygen at altitude but the facts are that our concentration and coordination are impaired as we go higher and we often fail to notice it. At 8000 ft there is impairment of recently learned skilled tasks (i.e. more brain locks). At 10-15000 ft

there is impairment even on well ingrained skilled tasks (more misjudged approaches, bad dockings, bombings), physical stamina is reduced (floaters falling off, tandem masters having stiff pilotchute pulls after heaving a heavy student around). Any exertion or exposure to cold makes the situation worse and increases the normally tiny risk of faintness or dizziness. With these factors already working against you, any reduction in the oxygen carrying capacity of the blood is clearly unacceptable.

After giving blood the volume is replaced rapidly but the oxygen carrying capacity is not. Giving a pint of blood may reduce oxygen carrying capacity by over 10%. This will not matter to you at ground level but may make a big difference to how well your skydive goes at altitude. Most blood donors restore their blood to near to predonation levels within a few weeks but a minority may take several weeks (the slowest being small framed people with diets low in iron and women with heavy periods).

If you want to give blood and continue to skydive,

(I) Ask the BTS for your Haemoglobin Level (this is checked routinely before you give blood).

(II) Do not jump at all within a week of donating.

(III) Ask your doctor to recheck your Haemoglobin Level 1-2 weeks after donation.

This is not an NHS service and there may be a charge.

(IV) Do not jump above 5000 ft until your Haemoglobin is within 5% of its original level.

If this seems like too much hassle, the solution is to avoid mixing skydiving and blood donation. Unless STC decides to change it, the BPA Ops Manual continues to read "parachuting and giving blood are not compatible" (Sec 11 para 7).

Nowadays some people give just plasma and have their red blood cells returned to them. Plasma donors should be able to skydive safely after 48 hours.

Yours sincerely

John Carter, BPA Medical Adviser.

On the subject of the oxygen carrying capacity of the blood, members might be interested to note a recent Canadian study reported in the CAA General Aviation safety leaflet. The effects of smoking (carbon monoxide from the fags binds to the haemoglobin thus reducing its capacity to carry oxygen) can be considerable. Apparently 7 fags will reduce the ability of the blood to carry oxygen to the extent that at 10,000ft the smoker is effectively getting only as much oxygen as a non-smoker would at 15,000ft. The jumper with kit on having a pre-flight fag is a common sight; I wonder how many drags it takes to produce a brain-lock.

Re: regular blood donation, a close look at the lifestyle of the average travelling skydiver might give one cause to wonder who would be most at risk if they donated blood; perhaps the general public should be saved from exposure to the toxic brew circulating in the blood vessels of some skydivers. On a more serious note, the ops manual does not give this topic fair coverage. It would be a shame if the BTS lost regular donors amongst us. John Carter has outlined the precautions to take and I

SPORT FOR ALL?

Dear Editor,

Recently I visited a parachute club in the south of England to watch a very dear friend of mine take part in a tandem parachute descent. I was shocked and amazed at the blatant abuse which left my friend and I totally humiliated. I did not imagine there would be so much racial and sexual intolerance in a modern day permissive society.

My friend and I are both employed by the Lambeth council in the Equal Opportunities Department and have to deal with situations like this on a day to day basis. On being questioned on what charity my friend was jumping for he replied the "Terence Higgins Trust". To this he received nothing but sniggering innuendos and snide comments. Ambrose was most distraught by these unnecessary remarks and was so upset that we had to leave the centre before he made the descent. The rest of our weekend was totally ruined by the insensitivity of the so called professionals working there. Have you, or any of your members, ever tried to console a deeply offended flatmate, who has already suffered many traumas in the past, coming to terms with his "so called" social problem.

We have forwarded the address of this centre to the South London Gay Rights movement and the Brixton Sports for all Association and will be raising this issue at a higher level. You advertise your sport as a progressive up and coming sport, therefore we would like to know if your members think that all gays should hide their identity if they want to participate in your sport. Surely not all your members are sexually and racially intolerant.

We look forward to hearing your readers comments in future issues, which we receive through the Brixton Sports for all Association.

Yours sincerely

Neville Ekwealor

Missed Writ

Dear Ed,

I've just received my new Sport Parachutist and noticed that my letter was not printed ref: APDO, having read in your editorial that G Holder is now being sued perhaps you did me a favour by not printing it. Seeing that writs have been issued does tend to suggest something of the personalities involved.

Just had a really good 2 weeks at Langar, many thanks to all concerned and hope it happens again next year. The mag's looking good in its new form and contains useful information.

K Granger C9096

If I may point out a small misconception; although Mr Holder nearly had a case of the DTs, his timely recognition of the erroneous nature of his comments (re rotary winged aircraft and motorised vehicle registration plates), and his written retraction of the aforementioned wrongful accusations has suitably mollified the potential plaintiff thus avoiding proceedings of a litigious nature; ie - he is no longer being sued...Ed

**NOTE:
THE COPY DATE
FOR THE OCTOBER
ISSUE OF
SPORT
PARACHUTIST IS
20TH SEPTEMBER**

KEVIN MORGAN

Dear Ola,

Prior to deploying to the Falklands on a four month tour of duty I was very saddened to hear of the death of Kevin Morgan the first of my AFF students to graduate at Merlin Topcliffe earlier this year. Kevin did not die in a skydiving related incident but of a heart attack at home. He was only in his mid thirties and a most enthusiastic student. None of us, nor I am sure himself, ever dreamed he had such a condition; and it came as something of a shock to myself, his many friends at Merlin and I am sure his family.

I started AFF at Topcliffe last September by arrangement with the Merlin Club and by bringing with me the Royal Engineers equipment, instructors and indeed our own system. My Corps AFF programme is very much an "as available" scheme. We graduate a number of students each year, mainly during our service leave periods on trips abroad - (hence the programme name "UBIQUUS") and by starting the programme up at Merlin we could provide a weekend facility for our own students whilst bringing us some of the club members who were struggling through the conventional system for one reason or another.

Kevin Morgan approached me to see if I could take him on at the back end of last year. Sadly I had to explain to him that we operated an "as available" programme for Royal Engineers and the odd club member. I already had two club members enrolled and would be unable to help him. I suggested that, like we in the Royal Engineers, he migrate abroad at Christmas and enrol on a commercial course abroad. This he did, and side by side with us at Zephyrhills he got to level 4 with Frank Arenas at his school (run at the Phoenix center). Frank asked me if I would take him on when I got back to UK since Kevin's single week in the States had not allowed him the opportunity to graduate. This I was only too pleased to do; since with Nigel Allen still in the Falklands, Knocker Cole now posted to Bad Lippspringe and Chris Wickes on virtual full time guard duties I was the only Corps instructor left and available for the next couple of months. A level 4 student was to be no problem since I could not at that time cater for level 3s or below, and enrol further students on the programme.

So it was to be Kevin Morgan, a most enthusiastic student, finally enrolled on the RE "UBIQUUS" programme and became our first graduate at the Merlin Club over the weekend 23/24 March. I enclose a photograph of him (the previous weekend I believe) second from the left (wearing glasses). He was so pleased when he finally graduated. He had put a lot of effort in; turning up every weekend regardless of the weather and in the hope that I would not have been deployed on some operation, exercise or service duty. He will be remembered as Merlin's first AFF graduate and we are all very sad to lose him.

Perhaps very fittingly Fred Brown scattered Kevin's ashes over the drop zone on a jump over the May Bank Holiday weekend.

I would be very happy if you could publish this letter in the Magazine. Kevin had many friends not only at Merlin but, I also believe, Cockerham as well.

Yours sincerely

Ian Roseninge

BCPA NATIONAL MEET

Dear Ed

Well, as promised, we were back. After registration on the Monday, we got up straight away! The competition started with Round 'Hit & Run' accuracy. On Tuesday this continued and we also started the LAC (Square). Wednesday continued with LAC, but then the wind blew, the sun shone, and not a lot went on.



TEDDY SQUARES

Dear Ed,

A casual observer turning up at the Black Knights centre on the Bank Holiday Weekend at the end of May could have been forgiven for thinking

we'd all taken leave of our senses. Almost everyone who was jumping was clutching at least one teddy bear and some, no names mentioned, were even holding somewhat one sided conversations with them.

The reason for all this strange behaviour was to raise money for my daughter's school. Each teddy bear was sponsored to make one jump and they were returned to their owners along with a certificate to say that this had been achieved.

The weather was hardly ideal, mainly low cloud, but over the course of the weekend everyone did their best to push at least one bear into their jumpsuit on each descent. Some went mad (Rob) and were seen waddling out to the plane looking deformed with as many as seven bears secreted about their person which made for some interesting flying positions! One hero (hello Blanchie!) decided to opt for a 'scare bears' approach and demonstrate a cutaway



and reserve deployment on the penultimate (I looked that one up!) lift of the weekend.

Altogether 112 teddies made jumps, raising over £500. Thanks are due to all those who helped out but especially Mags for the organisation, Helen for the certificates, Danny for the video and John for taking me and a teddy bear for my first downplane.

I've enclosed a certificate and a piccie 'cos I've never had my photo in the mag. Hope you can use this. Yours

Bill Miller. D2102

DANKE

Dear Editor,

Would you please be kind enough to print this letter of thanks in the next issue of Sport Parachutist.

On 30.4.91 I had an accident whilst parachuting which resulted in a broken back and a 5 week stay in hospital in Paderborn, Germany. During that time, I had over 240 visits and received 40 get well cards, and letters and telephone calls from all over Germany, including the former East Berlin, England, Ireland, Scotland, Luxemburg, Portugal and Belgium.

I would like to thank each and every one of the people who visited and contacted me in hospital and those who helped to make life easier for my wife during my incapacitation. Being in hospital is never a pleasant experience, especially when you are flat on your back and unable to move, but they all helped to make it more bearable and I know I was the envy of all the other patients. It really goes to show what a great bunch Skydivers are!

So once again, a big thank you to all of you. For the German members of our club my thanks in German: Ich moechte mich bei allen meinen lieben Freunden fuer die vielen Grusskarten und Suessigkeiten recht herzlich bedanken. Eure Besuche und Aufmerksamkeiten haben mich wirklich sehr erfreut und meinen sonst so langweiligen Krankenhausaufenthalt Kurzweilig werden lassen.

Ted Payne. D7212

TA TOPCLIFFE

Dear Ed,

We would like to thank everyone at Merlin Parachute Club, Topcliffe and Newcastle University for their organisation of the Third Northern Collegiate Parachute Competition.

Despite the naff weather everybody had a good time - especially our Ollie Deasy who won the square accuracy competition.

Finally thanks to the Red House for providing beer and accommodation - hope they'll have us back next year.

Cheers

All at Manchester University Freefall Parachute Association

SQUARE OR ROUND?

Dear Editor,

Ray Ellis wrote an excellent article on choosing kit, aimed at jumpers approaching Cat 8. In the article he stated that it was his opinion that round reserves were obsolete for experienced jumpers. Before I scrap my 26' Lopo and rush to buy a square reserve I would be interested in other peoples' views.

When square reserves were first marketed I seem to remember a claim that they have no inherent malfunction mode, unlike rounds which are prone to lineovers and inversions. But squares can get lineovers - Skydiving magazine reported lineover on a square reserve in the January issue.

If a square reserve malfunctions is it likely to be more survivable than a malfunctioned round?

Pete Kettlewell. D1721

P.S. I don't normally read the magazine exclusion clause, but I don't think it is boring.

IF IN DOUBT

Dear Editor,

In July of 1989 I achieved my first jump on a round at Bridlington. Before I knew it I was back, wondering if I was crazy wanting more of such a scary thing. But being sat around most of the time watching the Squares, I decided a R.A.P.S course was for me.

Then it happened, I saw Alison the first time Student come down with a rotating malfunction caused by a lineover and for some reason not cutting away as taught. Sadly Bridlington closed shortly after so I told Dave Johnston I would Train for R.A.P.S under him at Langar, in Feb 1990 I completed the R.A.P.S training and did my first jump in March. Due to having to work Saturdays and Sunday evenings and Langar being 120 miles from home I didn't really get a chance to gain much confidence or experience though I did manage to get onto freefall, Dave Hickling and Co. had to put up with a lot of impatience from me. Then I read in Sport Parachutist that Tilstock had started R.A.P.S. and only being 68 miles was more convenient, so in November 1990 Lyn George took me under his wing and before I knew it I was on 10 sec delays, but still had that rotating mal on my mind from time to time thinking why didn't she cut-away.

In March this year I was enjoying 15 sec delays, then unfortunately had to see us lose Nick Irving. Since 1989 I've changed my lifestyle and skydiving means more to me than anything, after seeing such a tragedy I wasn't 100% sure if I could carry on and all R.A.P.S. was grounded for six weeks anyway, so I just went down every Sunday and bought a jump ticket each visit and played Volley Ball and had the odd go on the Trampoline in between watching others enjoy themselves skydiving. At last Lyn told me I could continue. The Old Dragon (Mother) comes to watch for the first time and give me a bit of the old moral support, Kevin was my Jumpmaster and very patient as he sat me in the door and gave the word GO! Off I go a little flat a little unstable, dumped a little early slightly side down and whoops, out comes Pilot chute, under arm pit, bag spinning, twist down to neck, got 'em out, Oh SH... line-over go for it, LOOK, LOCATE, PEEL, PUNCH, CHECK, PULL, RECOVER and my first reserve ride on my 32nd jump, on 28/7/91 after jumping every Sunday since I completed my 15 sec delays and looking forward to my first 20 sec delay.

What I'd like to say to all other R.A.P.S. students is don't neglect your emergency drills, like the experts say, if in doubt get it out and with plenty of ground practice in your head it's not as frightening as you may think. I wish to thank Dennis Buchanan for introducing me to something worth living for, Dave Johnston for converting me to R.A.P.S., Dave Hickling & co for putting up with me, and last but certainly not least Lyn George, Colin, instructors, staff and friends at Tilstock for their professional expert and friendly guidance, keeping the skydiver within me! Blue Skies to all

WOTT A LOTT OF...

Dear Members

Re. Jeff Page's letter in June Sport Parachutist and his reference to the LOTT (Who they?). 'Bring back' should read 'Resurrect' - surely! I think they must have all flushed themselves down their own toilets by now, complete with ripcords! We did catch a fleeting glimpse of one of their ageing members (Pete Hough), complete with zimmer frame, down there recently. It was all he could do to land near the pit poor lad! No don't!

On the other hand Tim Android (ANTI LOTT TWO) is alive and well and still stomping discs in Jockland. I hear he's doing D.K. and making Piles.

I'm alright, it's all the others.

Dave Tylcoat ANTI LOTT ONE

HATS OFF?

Dear Sir,

This is the first letter to Sport Parachutist I have been driven to write, in the hope of finding an answer to a question that has been bothering me, and possibly a few other people as well, for some time.

My question is this: Is there some difference between the density, of the air in England and the countries of the world, that makes the wearing of helmets/frap hats necessary here, but not in said other countries.

I accept that for students and inexperienced jumpers a helmet is a necessary piece of equipment, but I would argue that for an experienced, current jumper a helmet/frap hat is just somewhere to hang their goggles. I also accept that not all experienced jumpers would want to jump bareheaded, but I feel that a lot more probably would like to be given the choice.

How many members of the Council & STC, when jumping abroad, do not promptly abandon their normally ever present headgear?

Perhaps it is time to relax the rules on the wearing of helmets/frap hats, for experienced (500+) jumpers.

I believe that an awful lot of people would agree with me on this. If this letter is printed - What do you think?

Blue Skies (please).

D Storey D7184

TALL WALL

Dear Editor,

I would like you to help me with my thanks to Lyn George and Colin Fitzmaurice and everyone else at the Sport Parachutist Centre, for all their help and encouragement on my AFF course.

P.S. Special thanks to Tilstock Construction Company for dismantling that wall at 12,000ft.

Cheers!

Martyn Clark BPA 494576

FELICITATIONS

Dear Ola,

Felicitations! And congratulations on continuing the work of your predecessors by providing the perfect medium for our members to take themselves a lot more seriously than everybody else does.

LUVYA KISSYA HUGYA SQUEEZYA.

Colin Fitzmaurice D738

P.S. Thanks to the people who made the Boogie and I wish it had ended differently.

DON'T GIVE UP

Dear Ed,

I would like to encourage any budding skydiver struggling through AFF and not getting anywhere at great expense, not to give up.

After nearly two years and seven failures of level 4 AFF, I was all set to sell my Alti, jumpsuit and goggles to the highest bidder.

Then I went to Dave Hickling at Langer during their Boogie this year, and within 5 jumps, including taking level II & III

again, had passed AFF. This was due to expert training by Dave Hickling and Dave Morris who made me feel both confident and at ease in air. Also the helpful and friendly advice of everyone on the DZ who all made me feel very welcome, restored my confidence in skydiving just when I thought parachuting meant waiting for a week watching the weather then failing a £100.00 35sec. jump again!

I would recommend any one looking for an AFF course to go to Langer.

Paul Willmott A9645

P.S. Dave, is the cheque in the post?

IPC REPORT

Dear Editor,

I was shocked to note that in the most recent issue of Sport Parachutist there was no report from our new and much hailed IPC delegate on the recent IPC meeting. To the best of my knowledge this is the first time in the last six years that this has happened, or to be more precise, has not happened!

I have, I hope, been careful not to be too precipitous in putting pen to paper, and have tried to cover the several variables that might prevent any reports publication such as us, postal strikes, failure to meet copy dates, the Gulf war etc.

However, even taking those into account I note that events which happened well after the IPC meeting have now been excellently covered in your magazine whilst no mention has been made of the IPC meeting.

I can't help but reflect on the previous six years where our former dedicated, hard working and unpaid delegate, Rob Colpus, managed to attend the meetings and then give full and informative reports to the membership. Presently they remain in blissful ignorance of any aspect of the most recent IPC meeting.

Hardly an auspicious start for the new appointee is it?

Yours vexed, Debbie Allum,

P.S. Congrats to the Brit Delegation to Czech.

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Hercules Boogie 1991, Sweden.

After a most successful WARP course in Gryttjom, we travelled to the Hercules Boogie in Lidkoping, near Gothenberg.

Approximately 400 skydivers arrived to jump the Swedish Airforce C-130 Hercules. Five/six jumps per day could be made easily. Most jumpers were Scandinavians with five Americans, assorted Europeans but only three Brits. Pete was invited as Load Organiser, together with Jerry Bird, Jack Gregory and Derro Thomas.

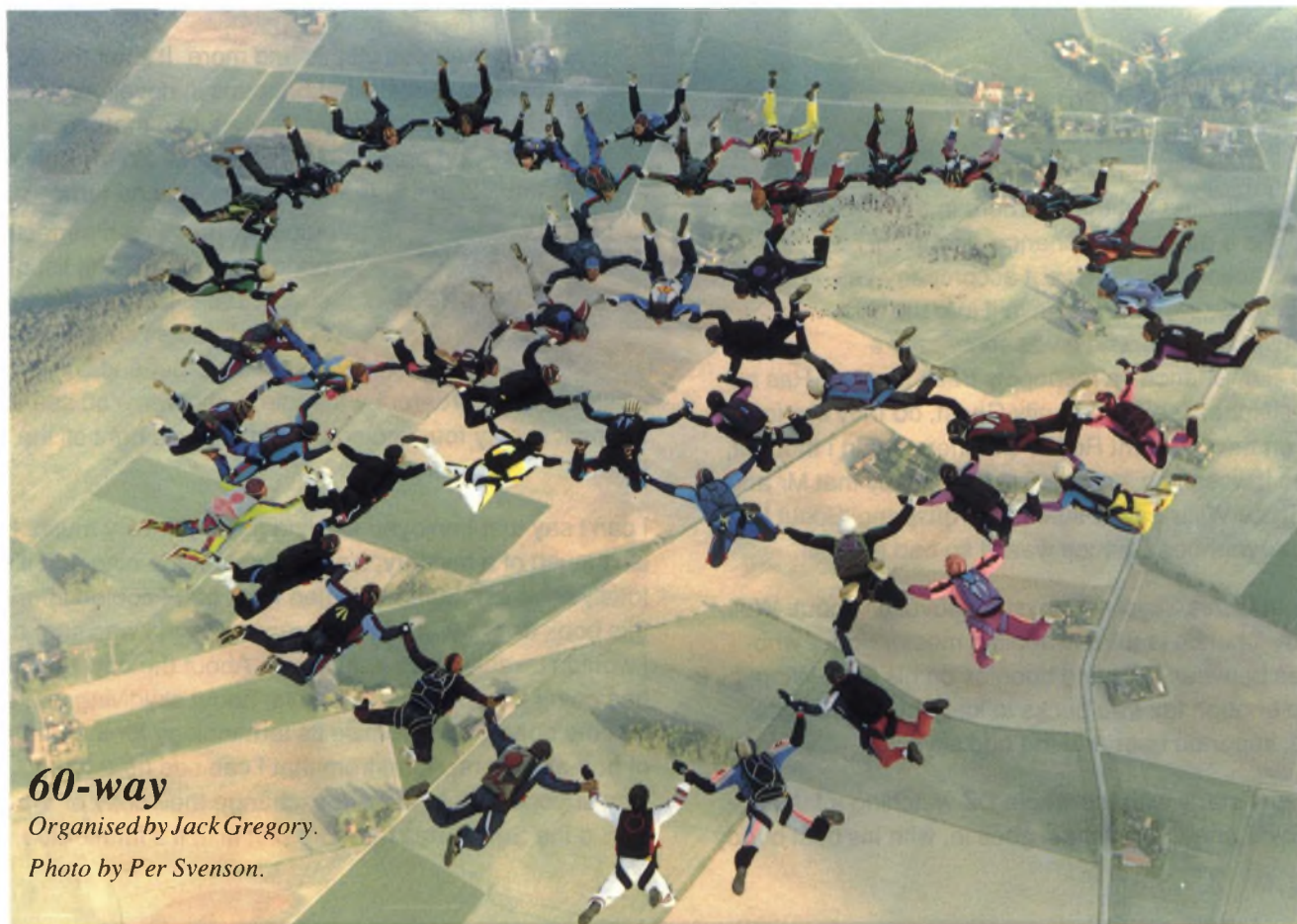
It was hot and sunny with blue skies throughout the whole Boogie and we only lost half a day due to strong winds. 91 lifts, over 8,000 skydives and all previous records broken - smiley faces everywhere made for a fantastic holiday for everyone. Jack Gregory organised two successful 48 ways and a successful 60-way (see photo).

Live bands and party hard was the order of the day (or night), the Scandinavians know

how to do that!! The organisation was slick, the computer manifest worked well, good food was always available as were hot showers and saunas courtesy of the local baths.

In conclusion, this was a great boogie with lots of good vibes - don't miss it next time around.

Karina Andrewes D 2697



60-way

Organised by Jack Gregory.

Photo by Per Svenson.

International WARP Update

Karina and I were employed by the Swedish Parachute Federation (SFF) to teach senior instructors the WARP system. We used the facilities and aircraft, (lovely Twin otter), of Gryttjom DZ near Stockholm. The CCI was Rickard Janz.

This trip was set up by Per Myrin who is the Safety and Training Executive with the SFF. He has been following the progression of the WARP system for several years. In 1990 we were invited by the SFF to talk on the WARP system at the Instructors Convention in Sweden. The Swedish Parachute Federation now officially recognise the WARP system as the system

of progression to be used for AFF graduates or equivalent.

They now have their own WARP examiners and intend to run their own courses for WARP instructors using the Manual for examiners (step by step guide for examiners) which I completed recently. Their first course begins in July.

The Danish Federation are negotiating now to adopt the WARP system, as is Spain and Italy. The WARP system is on trial in Australia and several other countries use the system through video tapes, ie Holland, Belgium, USA etc.

There is a full translation on sale through Klaus Heller in Germany, and translation work is complete and ready for a French Version to be made.

The Polish federation would like to use the system but have no finance to introduce it, therefore we have donated a master copy to Poland in order that they may translate and use the video teaching tape to their benefit.

The BPA unfortunately remain uninterested with the development of the WARP system, unlike, it seems, most other major countries worldwide!

Pete Reynolds

BOOK

r e v i e w

Double Malfunction

by EP Gottschalk

PO Box 375
Daedalus Press
Chambersburg, PA 17201
ISBN 0-9628633-0-0 \$19.95

On finding out that the hero in this book is a guy called 'Chance', my initial reaction was to have it accompany yesterday's newspaper and heave it into the dustbin. Think about it, who gives somebody a name like 'Chance', a monopoly freak maybe? Has he got a sister called Community Chest, do they live in a hotel on the Old Kent Road? But there again I thought, maybe it wasn't so strange. I read recently that Mr and Mrs Bruce Willis called their latest offspring 'Scout La Rue', so perhaps Chance wasn't so bad after all.

So what is this Skydiving mystery novel all about. Well, the boy Chance is a freewheeling master rigger who cruises between DZs and boogies on his Gold Wing, picking up enough tax free bucks to keep himself in pitta bread, imported beer and the odd skydive.

The story starts with the whole DZ watching a fatality. Poor old Lonny Carmichael goes in, with his best buddy

and number one DZ head, Danny Death, standing beside our hero. On being told that the luckless Mr Carmichael had died after knocking himself out on exit. Danny smells a rat, but of course no one believes him.

A couple of weeks later, another DZ, another boogie and another fatality. Is there a connection you ask? You bet your boots there is. Whilst the ignorant local plod and the local riggers all follow the deliberately manufactured trail of gear failure, our hero sets out to find the real reason. Was the kit sabotaged? If so, why?

Well, he does all this and more. It's not the done thing to reveal what happens in novels that claim to be mysteries, even those that are as lame and predictable as this one. So my only remark is to say that the plot twists and turns

by Steve
Eversfield

about as much as a perfectly good reserve pin. The list of characters is desperately thin and the baddies so obvious that even dopehead Danny

picks out the murderer by the fourth chapter. You spend the next twenty four finding out that he was right all the time!

I can't say that I enjoyed reading this book very much. It isn't much of a mystery, it's not very entertaining and it's totally devoid of humour. When I say that I couldn't put this book down, that's for one reason only; I was sure that I wouldn't want to pick it up again. About the only thing it has going for it is that it is a novel about skydiving and at no time does it compromise its terminology for the benefit of non-skydivers. Apart from that I can see no reason why anyone should want to exchange their copy of Viz for it. 'Sid the Sexist' has far more plot in it, it's funnier too.



THIS GUY TAKES HIS JOB VERY SERIOUSLY. LEATHER HELMET, GOGGLES, SILK SCARF...



FLEECE-LINED JACKET, FUR-LINED GLOVES, BOSSY ATTITUDE...



... ALL A BIT OVER-THE-TOP FOR DRIVING THE CLUB'S WAGON.

VIDEO

review

Travelling II

by Patrick Passe

Price: £29.95

If you have read my review of the film, **Travelling - Radical Skydive**, (April SP), you will have an accurate summary of this sequel. Substitute a surfing sequence for the third section and you have a good idea what you are in for.

The filming is by Patrick Passe, again the video which is only 20 minutes long comprises three short films. The first is of the French 8-way team. They are precise and graceful, if a little spooky to watch with their black headgear, their technical brilliance is displayed to good effect in the slow motion sections. The filming is excellent and the editing has been well done but the clip is too short; and despite the quality there is not much originality here - *deja vu*.

Next, a short freestyle routine ensues, the performer is **Mike "Michigan" Sandberg**, filmed at Z Hills, Skydive City. It proceeds at the normal pace with the editor cutting to and from a weird gyroscopic contraption which I can only assume is a freestyle training aid borrowed from NASA. It enables the strapped-in victim to turn and spin in any direction. This is followed by some more slow motion in which there are some crisp close-up shots which should be a useful aid for freestyle aspirants looking for tips, eg what angle the big toe should be at during a daffy. I don't know why Mike wears such a serious expression - he looks as if he's not enjoying himself but it looks like such fun. Unfortunately, if you've seen **From Wings..** then there's not much new on offer - *deja vu*, again.

The final film is magic. **Patrick Degayardon** shows what can be done with a surfboard when there's no snow or water to get in the way,

(I mean, you can't fall off the thing if you're already falling at terminal can you?). Looping, spinning and tracking through the sky he makes it look so easy; the best trick to watch is the front loop out of a track.

A brilliant piece of filming shows Patrick apparently surfing off into the distance in hot pursuit of the Porter out of which he has just jumped - shades of the comic book hero **The Silver Surfer** here. All too soon the clip is over though.

If I may digress for a moment, I should just mention that I have a particular dislike for the "Nouvelle Cuisine" approach to doing things started by the French; ie imaginative, expensive and heavenly tasting knick-knacks arranged artistically with, say, a leaf floating on a smidgen of delicate sauce that tickles taste buds in places you

by Ola Soyinka

didn't know you had.

My few experiences of the above have left me tantalised, but unsatisfied.

Well, this video suffers from the Nouvelle Cuisine syndrome. It consists of delicate portions that finish just as you're really getting into them, and it's expensive. At £30, it works out to £1.50 a minute, quite a lot when at the end you're left feeling unfulfilled. **Verdict:** As was the case with its precursor, the third section might make it a worthwhile purchase if it's not cutting into your skydiving budget.

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Photo: Steve Johns

Royal Engineers: 4-Way
intermediate champions
Photo: Ronnie O'Brien
▶



EQUIPMENT NEWS

BLUE TRACK RIGGING LINES

In response to a query by an experienced jumper about a number of broken lines on his Blue Track, Parachutes de France informed him that this was normal occurrence and to be expected. SP got in touch with Parachutes De France to confirm whether this was the case and received a comprehensive answer from Arnold Collenteur, their export manager which is reproduced below.

(1) Based on our experience we recommend that the TELFLAR suspension lines on each BT canopy (BT-80 are rigged with Dacron) are replaced around 250 to 300 jumps. This should be regarded as a common rule.

(2) It is commonly known that the kevlar fibre is less resistant to abrasion. Our TEFLAR line distinguishes itself from regular kevlar line by a special braiding (less movement of the fibres) and a Teflon treatment for better abrasion resistance. However, the service life of the TEFLAR lines is greatly affected by the way the owner treats his equipment.

We recommend the following measures:

- protection of connector links to prevent damage to the slider grommets.
- take the slider down over the risers: The slider "works" on the lines during the descend when its left up.
- pack the canopy in a clean area: A packing mat with sand and dirt may do more damage than packing on the grass.
- wax the lines with paraffin every 50 jumps.

(3) Our distributors have received these instructions in various newsletters, including our request to pass on this information to their customers.

(4) Our choice to use TEFLAR line is based on the fact that it shows a minimum of

stretch, contrary to lines used by other manufacturers, including spectra. This assures a correct trim and thus the performance of the BLUE TRACK, Performance is what counts for BT owners

(5) PARACHUTES DE FRANCE operates R&D department with 3

fulltime employees. You can be sure that all available knowledge finds its way to existing and new products.

New Bladerunner jumpsuit

There is a new style/accuracy jumpsuit on the British market. Bladerunner have created a smooth, non-flapping suit, made from a strong, tried and tested, 4 oz. nylon, which many style people are familiar with.

A spandex section stretches up the side of the thighs to a large section on the back, and around the shoulder. It has additional stretch sections on the suit; a) going down the back of the sleeves, past the elbow, and b) at the top of the thighs, making it very

easy to bring the knees up to the chest and maintain the style position. For accuracy purposes the seat plus the whole back of the legs are reinforced.

The suit has elasticated ankles and foot-loops on the bottom of the suit. There are zips on the ankles for easy access.

For information, and samples of materials, contact BLADERUNNER DESIGNS, on 0329 286716.



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PARACHUTISTS OVER FORTY
SOCIETY

POPS CORNER

PARACHUTISTS PENSIONERS INDEED! . . . does it occur to our presumptuous editor that the membership of POPS constitutes the backbone of skydiving not only in this illustrious land of ours but also throughout the rest of the parachuting world? One only has to be over the age of forty to be a member, and as several competitors who did well in this years nationals will confirm, being forty does not stop you skydiving well. We, the members that travel around the various drop zones would welcome even more of the 'Sky Gods' contingency to join our group to set an example to the under forties that there is life after being on this earth for a mere 480 months, and in freefall for three or four hours. So come out of your closets, and use your skills to help others both above and below the magic 40.

Having got that off my chest; on to the pleasures of being a POP. We had an incredible meet in Northern Ireland at the Wild Geese Skydiving Centre. We were welcomed by brilliant sunshine and an even bigger and brighter person in the guise of **Dave Penny**, owner and operator of the centre. The facilities at Wild Geese are outstanding, the Porter is very pretty and fast and the drop zone is spectacular, complete with its own herd of deer. The members that made the trip either enjoyed the hospitality of the famed Irish farmhouse B&B or camped on the DZ.

Most of us managed to get in a couple of jumps on Friday evening, just to get attuned to the soft Irish air. Saturday dawned bright and sunny so we got off the first two rounds of accuracy, followed by a break for a demo into a football stadium in the middle of Belfast for the start of an American football game, which we POPS were invited onto; one for the log book that was! Back to the DZ and on to the third and final accuracy round, followed by an excellent bar-b-q organised by local jumpers accompanied by just a few beers and wines. Sunday morning, yet again the sun shone and the skies were blue, so a couple of jumps from altitude put the finishing touches to a really first class weekend, our thanks go to **Dave Penny, George McGuinness**

CCI and resident POP and all the staff and jumpers for making us so welcome. The winner of the accuracy was **Nigel Yonge**, second was **Graham St Clair** and **Ron Millard** was third.

It was nice to meet and jump with a few POPS at the Mor-sele boogie, and so onto our final meet of this year at Doncaster September 7th and 8th where we hope to see as many POPS as possible of all categories. And finally, as the man says, welcome to new POPS members, **Sir Rowland Whitehead, Dick Barton, Valerie Clapham, Colin Hill, Gerald Gettinby, and Andrew Cowley.**

Blue skies and soft landings,

Michael Allum POPS 252.



Graham St Clair, Mike Allum, Ron Mallard, Nigel Younge In front of Wildgeeses's Porter Before Demo into centre of Belfast



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We're 500 feet above the Moscow ring road, the MI-8 is noisy. The Soviets are walking around the open helicopter with their rigs on the floor. I wonder if I can spot the Kremlin.



MI-8 helicopter exit. The MI-8 can take 22 jumpers with ease, and can fit 5 across on the tailgate.

I have been in the Soviet Union for 24 hours, and am about to do my first demonstration jump, first helicopter jump and first jump in Russia. I understand we are to land on a beach.

The Russians are putting on their parachutes, a good sign, we must be approaching the demonstration area. We are circling the drop zone, this is not a beach, it's a stadium. I do not know what the exit order is or the exit altitude. The helicopter climbs. Much Russian is being spoken. At 4,000 one of them jumps out the side door, his friends watch him go. We continue circling. Another three jump. I look out the door, see the stadium, the trees, and the standard Moscow high rise buildings that maze the landscape.

The Soviet coordinating beckons us to go. I'm second last out the helicopter, I dive and turn, regarding the size of this hovering monster receding in the sky. I fall for a while then dump.

I'm excited, I'm tired and I'm hungry. For some reason we were not fed breakfast, I've had little to eat and my body feels faint. Flying my canopy over the power lines, and around the tall trees near the ferris wheel, I approach the stadium. Music drifts up from below. As I descend I can make out the distortion in a female voice over the PA. I'm going to land away from the cross in the stadium, I can hear people clapping. I land, there are many young soldiers and the crowd has a distinct peasant look about them. A bottle of Champagne, shaking of hands and the taking of photos. Are we the only attraction? What else is going on here?

The helicopter lands in the stadium near us. We climb aboard with our gear and take off to the waving of the crowd.

Gear piled in a heap, I watch two Soviets light cigarettes and start discussing either woman or shit. Parachutists are the same all over the planet.

That morning gave me an introduction into what I would be experiencing during this boogie. Sport Parachuting in the Soviet Union has much to offer the hedonistic Westerner. As long as you have dollars you may jump and jump and jump. After a couple of days of doing six or seven jumps a day I found myself saying, here I am packing yet another parachute.

We structured the trip to spend ten days at the boogie, then six days tripping to Saint Petersburg and touring around Moscow. This country is fascinating, a pure peasant military economy. It is odd seeing European looking people living in such a general state of poverty. But I have dollars, I'm on holiday and life's a beach.

David Mc Nicol and Soviet jumper, "It is difficult doing relative work with someone wearing such large equipment."



At the drop zone we were given separate meals from the Soviets. I had real difficulty in eating the meals, they were so bland and simple. But Mr Gorbonov, the organiser of the boogie, had spent considerable effort, and in sharp contrast to the other food, caviar and smoked salmon would appear regularly on the westerners table.

The jumping was well organised. We had English and German interpreters on the ground helping the load organisers. All the major Western boogie jumps were videoed and throughout the boogie the emphasis was placed on dealing with the Westerners comfort and concerns. Each Westerner was a investment to be treated well. The service attitude on the airfield was on par to 'the' drop zone in the United States.

Mr Gorbonovs excellent organisation was certified when Brian, my travelling companion and friend, asked one day how much money he owed. Mr Gorvonov walked off the field and returned five minutes later with an itemised computer print out, giving an accurate breakdown of jumps, heights, dates and locations, stating exactly how much Brian owed. We were impressed.

The jumping itself was interesting. Most of the jumps were twelve plus ways. With a mixture of Soviet 'style' and RW jumpers, and Western RW jumpers. Of the twenty five boogie jumps I participated in, only one was a real zoo. As it was assessed to be a Soviet jumpers fault we were not charged for it. We got on the ground, were told the jump was free, packed and got back into the helicopter. The attitude was amazing.

Additional jumping activities were offered to us. A few of the Austrian jumpers took the opportunity to do a static line jump from an Antonov at 500 feet. I suspect the Russian parachute industry has yet to learn that bouncing is bad for tourist business. Needless to say, I declined the offer.

Temperatures were around 30 degrees celsius during July, and on one particular day after six jumps we asked if we could go swimming. No problem, Mr Gorbonov organised an Antonov to drop us by a river!, and sent out a ground crew to lay out wind indicators and take us home after our swim. Unfortunately, on leaving the drop zone environment, we left our supervisors influence and organisation went a bit Russian. We had delays flying to the river and in determining our exit point. The pilot and jump master were using a combination of open forum and committee to evaluate exit. After much strutting from cockpit to rear door, the jump master eventually told us to go. Wearing shorts and tee shirts we left. By this time the wind had shifted 90

degrees but the arrow had not. I should have remembered our display jump experience. Instead I flew down complacently, enjoying this Russian "jump where you want, when you want", attitude until, all too late, I assessed my landing. I approached the river from the forest, the trees were high, the banks were narrow, add an unexpected cross wind and..... no one mentioned those power lines.... on both



The Antonov bi-plane.

sides! I found myself a thousand feet above the opposite river bank making no headway into wind. I realised I'd cocked up. I needed a break, I looked into the forest and got half one, a replanted section where the trees as I discovered were only 20 feet high not 40 - 50 feet.

A couple of questions I was left pondering as my new PD150 ploughed through the forest. As you go through the trees where exactly does one flare? Also as I remember during my round canopy training days, "cover the throat and face as one passes through trees." What technique would you use whilst flaring?

The section of forest I visited was young which gave me the advantage of flexibility. However the planting was dense. I bashed quite a few trees, the last one stopping me dead. I was found an hour later covered in mud and bruises, and missing numerous large portions of my new suntan. Back at the airfield the Soviet doctor applied plastic skin and disinfectant. He visited me over the next few days to ensure no infection began, he treated me well.

I was continually surprised by how many jumps the Russians have done. I met a pretty twenty two year old who has been in

the sport a couple of years, with five hundred jumps. I jumped with Irina, Mr Gobonovs' wife, on her seven thousandth jump. She celebrated the jump by having her thirty first reserve ride. Her reserve, like so much of the Soviet parachuting equipment looks tired, worn out and dangerous. Her triangle reserve is such a unique piece of kit, arousing much interest with the small group of Westerners.

Earlier that day I had a reserve ride, freebag floating to earth, and my small Mayday Seven flying oh so well. The Soviets were intrigued with the freebag concept. However I could tell by their repeated picking up of my rig that they were convinced that pull out was definitely not the way to deploy parachutes.

I found the presence of the Russian female jumpers was a definite advantage to the boogie. Perhaps a little more severe than European women in that they are extremely beautiful while they are young, but as they age the hard winters and the relatively poor diet has a cruel effect. I let one particular lady jump my kit. As a style jumper using front and back, she loved it. Later we did a two way together. It is difficult doing relative work with someone wearing such large equipment. However even with the language barrier, a kiss in freefall is a beautiful way to communicate.

I believe this boogie has much to offer, besides the helicopters there is the sight seeing trips into Moscow, and the opportunity to go to an evening show, for us the Moscow State Circus. For the first Moscow boogie the Western turnout was small. Perhaps at the peak there were fifteen western jumpers, two from the United Kingdom.

This will change I hope over the next couple of years. The drop zones are desperate for hard currency, to purchase Western parachutes and to get jumpers to Western events. At Kolomo, the national eight way training ground, Brian and I were offered accommodation, one jump that afternoon, plus as many lifts as we could possibly manage the next day for a hundred US dollars. I can see the drop zones going into competition for business, the operators of the drop zones are astute business men. They need to be to deal with the sub 'Mafia' economy that runs the country.

This country is going through rapid change, parachuting is a brilliant way to experience it and the lives of its people. I recommend this as a date for next year for any jumper wishing to experience something out of the ordinary.

David McNicol

Up and Under!

Do you recognise this bum? If you do then please write in because its owner can tell us who the cameraman is , then we can return his photograph!



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The Red Devils Spain 1991

On the 7th March 1991 24 members of the Red Freds descended on Ampuria-brava DZ for their annual training camp. By 11 O'clock that evening, three vans plus the aircraft had arrived safely with no problems, bar Taff Davies, who took an hour longer doing the Tour-de Barcelona en route. By 9.30 next morning wheels were off and training under way...

Except for our competition team, training hard in the States, the experienced members of the team started in 4-way groups, only moving on to larger formations for the camera. Meanwhile the new team members were given to the RW instructors at the centre, Sparky, Keith and Bruno-the-Mosquito who did a fantastic job, "Thanks Guys!"

Some people will volunteer for anything if it means they can wear dark boogies, and so the CRW team started training under the watchful eye of Keith Winterburn, who was kindly lent to us from the Royal Marines in Poole. As the



Bi-Plane with Union Jack L/CPL Ian Barraclough





"I want to be stack pilot" - Photo: Cpl Dave Mitchell

rotation side got under way, the remainder of the team watched in amazement as the crazy four crashed and burned, wrapped and chopped, learning how to scare the crap out of each other - with the grinning marine saying "it's all part of the learning process."

You're welcome to it fella's! Anyway as training commenced they found it a lot easier with their canopies inflated.

The camp continued, but not without problems. **G-ORED** had a sick engine which had to be taken out, and Pete "I never was a Junior-Para Donkey Major!" Stubbs had to drive it all the way back to the UK, pick up a replacement and return with it straight away to get **G-ORED** back in the air. Meanwhile training continued out of the centre's Olympic Pilatus Porter. We managed to get in a few demo's such as the local football ground and the centre's Air-Day which went down very well.

The new Boss of the team arrived, Captain 'Tel-the-Anvil' Carroll who started off with a tandem intro before joining up with Pete Reynolds for his AFF course. The Boss put a new meaning to **pace**. I was wearing 33lbs of lead to stay with him, but he did really well and qualified CAT 8. Familiarisation and conversion jumps completed, he's really into it now. Three new guys achieved their CAT 10 and D licence, the remainder of the team completing over 100 sky-divers apiece, covering RW, CRW and stacks -all demo' orientated.

The team had an excellent three weeks, with the local watering hole 'The Captain's Cabin' getting a hammering. We wish to thank Roland and Maria and all the staff for all their help throughout the camp. Let's do it all again soon.

Be careful out there.

Sharky

Photo: Nicole Crockford



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- FUN (the **SKY RAT** is a PARTY ANIMAL after all).

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Sodmore Aces Fly Again



by Chris Devine

If you thought Spencer Tracey had a bad day at Black Rock, then you obviously have never been to Sodmore Airfield, which was enjoying a typical English summer day as our story unfolds...

At Sodmore the flat expanse of grey, rain-lashed WW2 concrete runway seemed to join with the equally grey low straggly sky, from which came the constant deluge of freezing rain, ably assisted by the wind, driving into the flimsy door of the ailing Parachute Club. The Club was housed in a decrepit black Nissen hut, condemned as structurally unsound years ago, but somehow forgotten by bureaucracy. In an equally rickety hanger directly behind the Club hut, there lurked a Cessna 185 of dubious vintage, the main Club asset. I say a Club, it was in fact the sole business venture of the CCI, one known by all as ZF, the initials of which no one had ever had the courage to discover. A strapping bearded hulk of a man at 6'3" in his sandals, ZF was not a happy Teddy Bear as he morosely sipped his coffee from a cracked mug, whilst huddled by the woodburning stove along with a half dozen more hardy Club members. At regular intervals the walls of the building shook as gusts of wind pummeled the thin corrugated sides.

".....the BPA have finally caught up with us and are asking about student membership for the last 6 years"

"What's up, boss?" whined Hasley Porter, the erstwhile Club Secretary. A man of mature years, most spent deserting his family for numerous DZs, Hasley had never really recovered from the Sixties, still sporting flares when most of his generation were sizing up cardigans. However, he was made aware of the Club's precarious financial position and also knew that the letter received by ZF that morning was from the BPA. ZF looked up from his trance and surveyed the motley group of jumpers crowded around the stove. Their faces illuminated by the weak glow from the swinging overhead light bulb, "It's bad," he began in his West Country drawl, "It's bloody disastrous...the BPA have finally caught up with us and are asking about student membership for the last 6 years." he ground to a halt and gulped his coffee, then stroked his beard. "Bloody Hell," muttered Hasley. "It's that damned computer they've got. I was sure we had been lost for good." "Not so," replied ZF, "apparently even Brian Fang knows about us." There followed a stunned silence, broken by the Club Tart Victoria Stuff, who squeaked out the dreaded name "Br.Br..Brian Fang... the National Safety Officer." As she thrust out her ample chest to back up this (for her) exceptional display of knowledge, the Club Pilot Nat Head, announced to everybody in a shaky voice, "I'm going to give evidence to the BPA and I'll hope for leniency. After all," he then turned to look at ZF, "you told me to do those Black Flying Aces demos and I was only following orders." At this point, everyone jumped up and began proclaiming their innocence, whilst laying the blame on each other.

"Silence," roared ZF, which did the trick and the panic-stricken mob slowly subsided into a rabble and sat down. ZF looked at the worried faces, then reassuringly raised his hands and smiled. "Now look, Brian Fang is only human", "No he isn't" yelled the terror stricken throng, "Okay I agree"

shouted ZF, "But all the same if nobody opens their mouth, there's nothing he can find out to damage the Club." "But he's closed more clubs than the Vice Squad," yelled Red Ronnie, the diminutive curly-haired Club Psycho. "I agree," nodded ZF, "but in our case, we have been underground so long he can't possibly have any information to go on." "Suppose he discovers the Black Demos" yelled Victoria. "Or suppose he finds out about the Mad Major's Triplane." This last remark caused a deep silence as indeed it should have. Only weeks before, the mad Major had masterminded a Black Flying Aces display at a Midlands car plant open day, which had climaxed with a Club Triplane, made up of three



“the Kevlar coated lines are super strong and allow the completely non-porous canopy to achieve speeds in excess of 50 mph”



Excaliburs ploughing into the plant's ornamental lake at 40mph, decimating a mock Chinese pagoda and the island it had stood on. On being hauled out of the water by a launch, the Major would only mutter about value for money. ZF raised his hands again. "Look, forget Fang, I'll handle him when he appears, our main problem is money. As far as I can work out we owe the BPA at least £2,000 in back student fees." With a gulp of air he carried on, "Our only way to save the Club is more big money demos and I just happen to know of such a job coming up next Saturday." Hasley looked at ZF. "We might as well do it, I mean if Fang catches up with us we're dead anyway." This last utterance met with a murmur of assent from the group who in the dank gloom pressed closer around the stove as ZF outlined his plan...

The following Saturday astonished everybody by dawning dry and clear with virtually no wind. At Sodmore a small gaggle of jumpers under the command of ZF gathered around the Cessna at midday to receive a final briefing on the forthcoming demo. Leaning nonchalantly against the wing support, ZF checked over his troops. The Mad Major was well to the fore, clutching his livid green rig and looking keen. Next to him stood Red Ronnie, resplendant in red from top to toe. "Um... What are you jumping today, Ronnie?" enquired ZF. "The Romanian Rocket, of course" chirped Ronnie. "Apparently, it doesn't need linestretching due to the kevlar coated lines." "What the hell are they?" snapped the Major. "Well, they are super strong and allow the completely non-porous canopy to achieve speeds in excess of 50 mph, so the handbook says, and at £300 complete, I don't give a toss," answered Ronnie. "Is that all you paid for it" muttered ZF. Ronnie nodded, grinning maniacally, pleased at having spotted a deal.

ZF then turned to address two 18-years-old girls standing nervously behind him, dressed in orange overalls and static-line rigs. "Now girls, you're probably wondering why you are here today, well it's a long tradition that students on one jump courses take part in Club demos. So today you will jump and land with us at the Stoke Madget Flower Show..so, get on the plane."

As the two nervous young ladies gingerly began to clamber board the aircraft, the Mad Major pulled ZF aside. "Bloody Hell ZF, even I wouldn't pull off a stunt like this - what if they miss the show?" With a confident grin, ZF muttered under his breath, "the deal with the flower show people was for five Flying Aces so five aces they get, it doesn't matter what sort." He looked reassuringly at the Major and Red. "So, we lob them out first, which is their £80 one jump course, we then climb for altitude and do our stuff... But, um, one last question, Red, where did you buy that Romanian Rocket thingy?" "Exchange and Mart of course," replied Ronnie.

At this moment, the promising line of enquiry was disrupted by the arrival of Nat Head on his bicycle, clutching several smoke canisters under one arm. "Got the smoke ZF, but no brackets." ZF collected the smoke from Nat and produced a roll of black tape from his pocket. "No problem, just put a piece of cardboard between the smoke and you ankle, then tape the lot together, just the job. Remember, smoke is extra on top of the £1,000 bill." The Major and Ronnie were obviously impressed with this and began fitting a canister on each ankle, whilst ZF hooked up the students in the aircraft. At Nat climbed into his seat he peered into the rear at ZF and enquired, "Who is doing DZ control, boss?" "Hasley" came the reply, at which Nat nodded knowingly to himself. Hasley "Another Pint" Porter, bloody hell, this could be interesting.

With a cough and a splutter Nat thumbed the engine into life as Red and the Major jumped aboard grinning at the two nervous females, whose confidence was rapidly evaporating with every sickening lurch as the ancient airframe taxied onto the runway... As Nat revved the engine for takeoff, he once more debated with himself whether or not he should have made that phone call. "Never mind," he muttered as he chopped the brakes and began the sprint for the horizon.

...to be continued

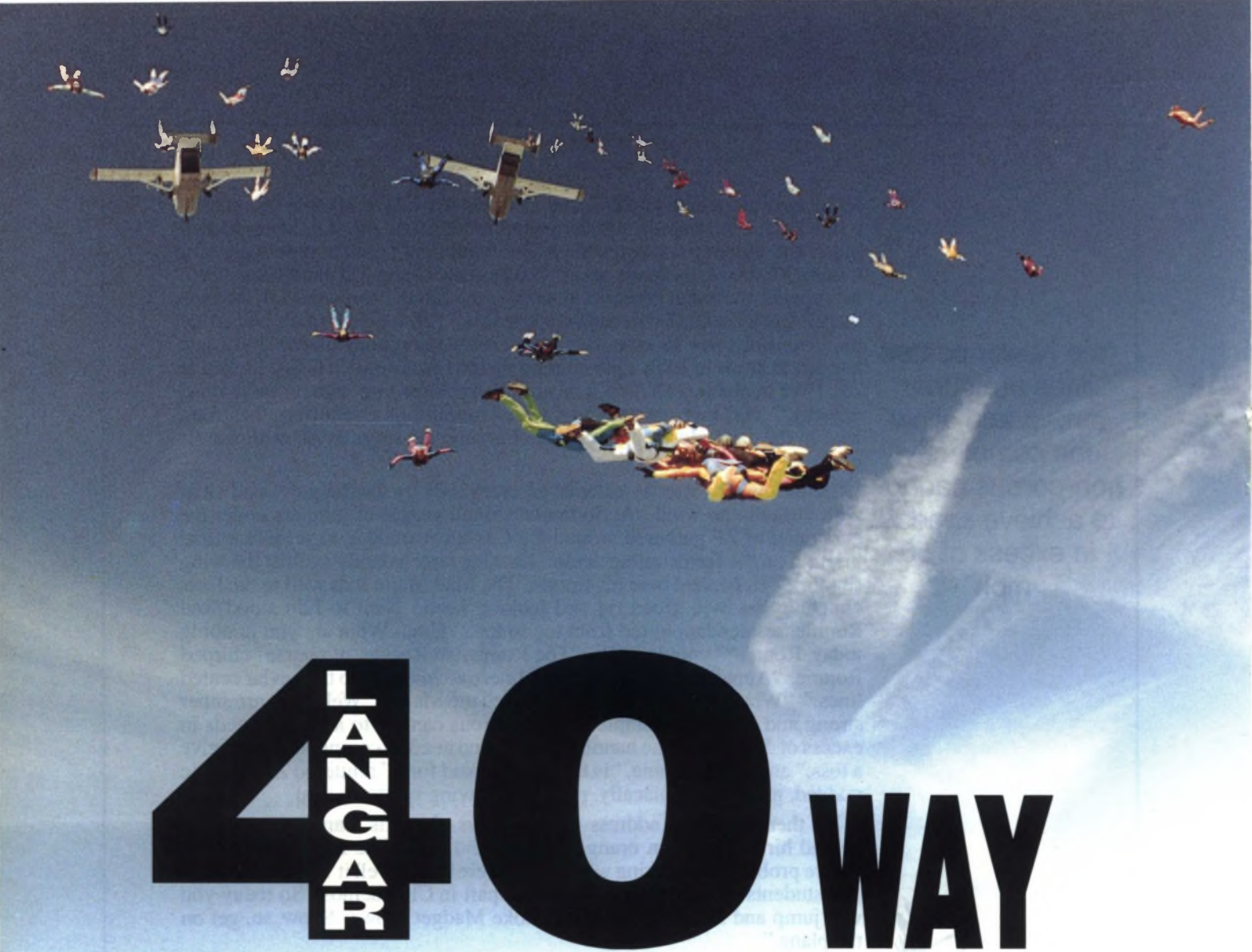


Photo by Steve Slater

The combination of near-perfect weather, two Skyvans, a Twin Otter and over 400 partying skydivers made the Langar Large Aircraft Boogie 1991 a storming success. This Boogie promised to be one of the largest ever in the UK, with the three large aircraft in addition to the clubs' own Islander and Cessna 206, and culminating in a European 40-way competition on the last weekend.

Organised by Dave Hickling, CCI at Langar Airfield and Angela Hickling, chief pilot, the boogie lasted for two gloriously hot weeks (Saturday June 29 to Sunday July 14) and went from strength to strength. In all, 4602 fun skydives were made during the boogie - 188 skyvan lifts, 19 Otter lifts and one Islander lift. The Islander lift was a formation load with one of the skyvans, to build a successful 32-way and give Angela a break from manifest duty. The skyvan's turn-around time was impressive, averaging less than 24 minutes per lift and everyone was able to do as many jumps as they wanted. John Curtis Rigging provided a much needed on-site rigging service which kept everyone in the air. The largest slot perfect formation built during the Boogie was a 45-way. The largest formation attempted was a 66-way on the last day of the Boogie, which would have been a new British record, 63 people claim to have touched it! But only 58 were in the correct slots. Still, not bad for a walk-up skydive organised in half an hour.

The Boogie started well, with blue skies and 25 skyvan lifts over the first week-end and promised to pick up momentum over the

fortnight. The Boogie School, run by Alexis Perry, was available for the whole time, as were Load Organisers, AFF and Warp Instructors. Student jumping continued throughout the boogie, in addition to fun jumping, so jumpers of all abilities were happy. The over-riding comment from all participants was that the atmosphere was so relaxed it made the skydiving easier and more fun.

Music all day every day over the DZ was good for vibes and a full-size out-door trampoline plus instructor provided somewhere for kids and jumpers to burn off their excess energy. The only bad weather day was spent touring a local American theme park with a group of about 100 skydivers, who thoroughly enjoyed taking over the rides. Over the fortnight, night-time entertainment was provided by a bar on site, barbecues, discos and two live bands. One of the bands, the MOTIVATORS played non-stop dancing music for three hours and are clearly set to become *the* UK Boogie band of the 90's.

The Boogie School was an excellent way for jumpers to progress by learning on each jump. The concept of splitting jumpers into different ability groups, organising and debriefing their skydives is not new, but what makes the Boogie School different is the amount of time taken to brief and debrief each jump. Every Boogie School jump is videoed and then comprehensively discussed, giving everyone the chance to air their views and learn new flying tips. Slowly but surely everyone's skydiving improved and a few early zoos were soon replaced and controlled,

**SYMBIOSIS
SUITS 40-
WAY**

Rob Colpus
Sarah Brearley
Geoff Saunders
Fred Ryland
Derek Thomas
Fred/Jim Keery
Derek Armstrong
Alison Cronnelly
Debbie Allum
Mandy Dickinson
Paul Austin
Tony Modebe
Arnold Colenteur

Etienne Herin
Christine Gilo
Darryl Moran
John Parker
Robin Mills
Mark Miller
Tim Mace
John McIver
Heather Leach
Pete Bath
Dave Hickling
Bob Thompson
Rob Harmer
Mike McCarthy
Mark 'Eastley' Ron-
dell
Steve Johns
Redy Redfern
Charlie Hoare

Bob Hiatt
George Pilkington
Benchy
Rhino
Dave Morris
Lesley Morris
Steve Mikos
Nick Powers
Grant Lancaster
Steve Scott

Yes, there's 41
people, you're
quite right!

nearly every European country. This even included two Brits, Leo Dickinson and Ali Lawley, who put up a fine performance for the lowest experience competitor (250 jumps). Well done also to John Shanks for putting together 'Just Once More', an all British mixed team who came in third.

As the winning team, Symbiosis Suits & etc, were given an engraved silver plate to join their collection and all team members received a medal and a bottle of wine. The Steam Team's members also won a medal, and a bottle of wine each, donated by John Curtis Rigging. All the teams should be congratulated on

40-WAY SCORES

| TEAM | SYMBIOSIS & FRIENDS | STEAM TEAM | JUST ONCE MORE |
|--------------------|------------------------|---------------|-------------------|
| 1st Round | | | |
| Grips | 130 | 113 | 53 |
| Bonus | 8 | 8 | 8 |
| Total | 138 | 121 | 61 |
| 2nd Round | | | |
| Grips | 122 | 48 | 52 |
| Bonus | 8 | - | 8 |
| Total | 130 | 48 | 60 |
| 3rd Round | | | |
| Grips | 107 | 54 | 52 |
| Bonus | 10 | - | - |
| Total | 117 | 54 | 52 |
| 4th Round | | | |
| Grips | 62 | 60 | 54 |
| Bonus | 10 | - | - |
| Total | 72 | 60 | 54 |
| Grand Total | 457 | 283 | 227 |

their skydives and on their relaxed, friendly manner which made the competition fun. It was the highlight of a superb boogie, described by all as the first 'real' Boogie in England!

Dave and Angela Hickling and John Fletcher would like to thank the Boogie School for coming to Langar, their organisers for helping to create the good vibes atmosphere, John Curtis for his on-site rigging services and for the wine, but most of all to EVERYONE for being at Langar.



British Parachute Schools

CHECK THIS OUT FOR 1991 ...BRITISH PARACHUTE SCHOOLS...LANGAR

- **FREESTYLE COMPETITION** .. Due to bad weather the competition will now run over the weekend of Saturday 7th and Sunday 8th September. Organised by Jeff Lewis there will be coaches and video flyers ready to help.
- **REGIONAL 4 WAY** .. Langar will be hosting the regional 4 way competition on the 27th and 28th July. If you are a scratch team or experienced this will be a fun weekend.
- **AFF**.. We offer the best deal yet. £1250 for the 8 jump course. **NO EXTRA CHARGE FOR REJUMPS** Any rejump needed will be charged for at normal slot price, ie level 4 £28.00
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- **WARP** .. We have a full complement of WARP instructors waiting for you. Due to our active AFF programme WARP is very important and very active at Langar.

CHECK OUT LANGAR THIS YEAR - A DZ RUN FOR THE JUMPERS BY THE JUMPERS

For more information on courses, competitions and boogies contact: Dave Hickling
0949 60878 or Dave Morris 0733 266076.

LANGAR LARGE AIRCRAFT BOOGIE '91- SOME SKYDIVING FUN!

disciplined skydives which were a pleasure both to be a part of and to watch.

The Boogie School's Organisers, Alexis Perry, Jack Gregory, Pip, Benchy, Dave Morris and George Pilkington, helped to create the 'good vibes' atmosphere which existed with everybody throughout the boogie and can take much of the credit for im-

Even sceptics and highly experienced jumpers learnt a few new tricks; a 45-way was achieved on the very first day

proved flying skills. The Boogie School's stated aim is to work towards large formations, so great attention was paid to techniques of large formation flying, which can be very different to those adopted on smaller loads. Even sceptics and highly experienced jumpers learnt a few new tricks and a 45-way was achieved on the very first day.

This was the first time the Boogie School has been seen in operation in the UK and everyone who came into contact was very impressed with their professionalism and with the results achieved. Demand for them to return soon was high!

In the second week, the Kaleidoscope colour co-ordinated dives, run by Dave Morris, were lots of fun and produced some lovely photos. Jump size ranged from 12 to 20, most jumps 16-way, with four jumpers of each of four colours; yellow, red, green and purple. The first point on every jump was to fly to a set-up point

The winners of the 40 way - Symbiosis, Kaleidoscope & Friends



six inches from your slot and on the same level, so the whole formation was flying no-contact until the key was given to take the grips. Good for discipline, individual flying time and looked great on video.

The climax of the Langar Boogie was undoubtedly the 40-way competition which provided the opportunity for some European liaison and probably the highest quality 40-ways seen in the UK. Some positive publicity for our sport was gained through Central TV covering the event. All competition dives took place from two Skyvans and were judged air-to-air, using a cameraperson in each plane. There were six planned rounds, three sequential (two points, then back to start) and three speed (one point). Exit height was 15,000' for the sequential and 13,000' for the speed, with 55 and 45 seconds working time respectively. Scoring was a point per grip in each formation, with 8 bonus points given in

sequential rounds for completing the first formation, 10 bonus points in each speed round given to the fastest team.

Friday 12 July, the first of the three competitions days was weathered out, but all teams completed the first round on the Saturday and three more competition rounds were jumped on Sunday. The meet was

by Lesley Morris

then called on four rounds, the Gold going, by a landslide victory, to a British team, Symbiosis Suits, Kaleidoscope and Friends. (See Table of Scores).

This team was put together and efficiently organised by Rob Colpus, the core being Symbiosis Suits, his 16-way team which has won every meet entered since its formation at the start of this year. The team jump in matching white Symbiosis jump-suits (surprisingly enough!), with coloured panels and grips picking out individual rig colours, making again for very attractive video and stills shots.

The original idea was to combine with Kaleidoscope and other invited jumpers to do colour co-ordinated 40-way. This proved very complicated to organise (some people were duplicated and we all came in different shapes and sizes) and the general opinion was that, for the competition, people wanted to wear a suit they were familiar with. This decision was more than justified by the performance of the team, which completed two and a half points 40-way on every sequential skydive.

On one of these loads, by a comedy of errors, Jim Keery, one of the base eight found he was climbing to altitude in the trail instead of the lead aircraft! - but the team still completed a constant 2.5 points skydive. By the last round of the meet, the speed 40-way, the team was in a clear lead and only needed a completion to win. They still put together a cracking 36.7 second first point - then held it till break-off, the Yahooing was easily heard, both in free-fall and on the ground. This was the only dive where discipline was relaxed - everyone was briefed to scream at a key given at 5,000 feet but most of the happy skydivers started yelling on completion at 7,000 feet.

It was good to see a European team taking the time to travel to the UK (not noted for its friendly weather!). The Steam team, who gained second place, was organised by Alexis Perry and made up of the German 16-way Steam Team with friends from

Kaleidoscope in the air. Photo by Wendy Smith



IPC Canopy Relative Work Subcommittee

At the conclusion of the 3rd W.P.C of C.R.W in Thailand 1990. The members present of the FAI/I.P.C. CRW sub-committee called a competitors meeting to discuss the future of our sport and changes in the rules we would like to see in future W.P.C.

All the points raised by our competitors were discussed by the committee in our closed session, at the recent FAI/I.P.C. meeting in Switzerland, the agenda was made and we then presented all the proposals of the I.P.C. meeting for approval.

The committee is happy to report that the proposals by our competitors were accepted, with only minor modifications, due to national rules regarding safety. I will cover them point by point.

- Regarding the suspension of the 8 way speed formation event of 1992.** We were fortunate that our good friends from the Peoples Republic of China presented a bid to host the 4th W.P.C. of C.R.W. in September 1992. Prior to the open session the representative of P.R.China informed the committee of their bid and wished to lift the suspension of the 8 way speed formation. So we were fortunate that with our new hosts and the competitors wishes the eight way speed formation will remain with only one change.

That change being to delete the Bi-Plane Diamond and replace it with a wedge formation. This was to bring all the formations into uniformity of a combination of stacks/plane/stair steps. Also the committee reviewed the degrees of difficulty of each formation. There were no other changes to the 8 way event.

The hosts of the 4th W.P.C. of CRW and our committee urged support (and the I.P.C. plenary session endorsed it) from all nations that may not have the 8 way as a national competition event, but have a 8 way CRW team, to

endorse this team as their national team to compete in the future W.P.C. (this of course may be at that teams own expense) so as to help the development of 8 way C.R.W.

- The age old problem of reference in the sporting code and competition rules of protective headgear.** This object is difficult due to many national rules and has to do with safety and the problem of litigation. However it has been removed from the competition rules but is still in the sporting code in a reworded version which leaves it up to each individual national organization.

For example: In Australia after "D" licence you do not have to wear protective headgear. In the U.K. it is required, as it is in Thailand from Military Aircraft (except for boogies). It means each nation bidding for a W.P.C. will have to notify in the competition rules if protective headgear is a requirement or not.

SPECIAL NOTE: For China's W.P.C. headgear will be required.

- In 4 way sequential the mirror image rule will remain;** with the amendment that it can be for the block only and not for the complete dive.
- Scoring of the 4 way sequential CRW** will remain the same with the only amendment being of the 2 point penalty for incorrect formation or inter. There were no changes to the 4 way CRW sequential formation.

- There were no changes to the 4 way rotations event.** With a W.P.C. of CRW next year in China the committee does not envisage any changes to these rules until after that W.P.C. This does

not mean there cannot be. If any of our CRW participants feel there is something we have overlooked or needs changing please contact me so your committee can study it and make recommendations.

It is gratifying to see the U.S.A. along with France and the United Kingdom is having a series of CRW competitions and seminars. We urge all CRW participants to encourage this in their respective countries.

For those of you who may not have had the chance of seeing Hans Gally and Simon Wards production of the 1990 CRW W.P.C. Thailand I would encourage everybody to obtain a copy of this video it is one of the best productions I have seen from a W.P.C. This video is one that everyone (including non jumpers) can enjoy. It has just the right mixture. We need to support all cameramen and producers who devote their time and energy to help promote our sport otherwise we will not have any visual aids to present to would be sponsors etc.

As stated we have a host for the 4th W.P.C. of CRW 1992 in China. What about 1994! My services are readily available to consult and assist any nation in preparing and presenting a bid, organising and hosting W.P.C. or CRW, or a boogie, or a combination W.P.C. and boogie. Having been a co-organiser, meet director and consultant at one World Cup, two World Championships, Indonesia International Skydiving Championships Bali Boogie 1989, several Australian and Asean Championships, I am confident of fulfilling all necessary expertise and requirements. For further information on this subject please contact me at your earliest convenience.

Gene Bermingham, President of the FAI/IPC CRW subcommittee

Air to air video for RW Competition Judging

Is this the
way
forward?

The possibility of weather disrupting the World RW Championships led the Jury to decide that air to air judging would be used if it could save the competition from failing to complete. The superior view for judges afforded by air-to-air video and its relative immunity to the problems caused by cloud cover make it an attractive option for competition use. This method of recording dives is gaining in popularity in many countries who use it to varying degrees. It may seem inevitable that air-to-air video will take over at world level but there are some important problems, both technical and procedural that have to be solved before a switch is made.

Rob Colpus has produced a discussion document on air-to-air video for consideration by the IPC RW subcommittee, outlining its drawbacks and suggesting possible ways to overcome the main problems. The main points of this paper are outlined in this article.

The paper outlines the options available to us at present ie:

- 1) Ground- to-air with air-to-air as backup
- 2) Air-to-air as the main method of recording using either team cameramen or a pool.
- 3) Air-to-ground transmission, again using either team or pool cameramen.

Rob Colpus believes that most of the competitors would like to switch to some sort of air-to-air judging but are concerned about some of the drawbacks; the paper discusses two problems.

Firstly, one objection which at first may seem minor, would be the loss of the 'live judging'. The present ground-to-air method which gives fast results means that teams know their score for a round virtually as they land, rather than having to wait for the cameraman to unload his film pass it to the judges after the team have landed.

For both spectators as well as the teams the live judging adds immeasurably to the atmosphere and many competitors

would rather stick to the present method than lose live judging.

The second problem with air-to-air is how to ascertain that that teams are not unfairly disadvantaged or advantaged by the performance and actions of the cameramen.

A pool cameraman will be at a disadvantage compared to a team's own cameraman with whom they may have done hundreds of dives. Furthermore there may be situations where a pool cameraman could lose part of a dive to render it invalid or force a re-jump. If a team's own cameraman is used, the problem of deliberate loss of part of a dive (if it is going badly, or to force a re-jump to provide practice for the team) remains.

as part of the team, failure of the cameraman to capture part of the dive would carry the same penalty as say a missing grip or incorrect formation

With regard to the immediacy of results the only substitute for ground-to-air would be an air-to-ground system. The technology exists at present but would need to be refined if it were to be the main method employed at World Championship level. Until such a time as we have a reliable air-to-ground

system, Rob believes that we should stick to the present method, but have 100% air-to-air back-up. This still leaves the question of the cameraman's performance and Rob has proposed the bold solution of making the cameraman a part of the team.

4- & 8-way would become 5- & 9-way teams. It would become the responsibility of the team to provide the judges with a judgeable video of the dive. The performance of the cameraman would become an integral part of the team performance and failure to capture part of the dive would carry the same penalty as say a missing grip or incorrect formation.

Rob Colpus foresees the initial stages of incorporating air-to-air into the present system being as a back-up to be used on all dives. Should the competition have to switch to air-to-air in the middle of a round, teams which had been judged using ground-to-air would be re-judged on the air-to-air tapes thus enabling a smooth switch. In the longer run perhaps we will have the best of both worlds, with the cameramen as part of the teams and the added benefit of live air to ground transmission. This would maintain the excitement and atmosphere that goes with world class competition and have the bonus of improving the spectator appeal of the sport.

Ola Soyinka

IPSWICH "TANDATHON"



Charlotte Kirwan, Andy Page, (Tandem Master) and Tye Boughen. Photo: Rodger Tamblyn

On Sunday 4th August at Ipswich DZ Charlotte Kirwan did twenty jumps. Not bad eh? It was a nice sunny day, and the weather held from dawn till dusk which helped. Two facts make this marathon effort all the more notable; firstly they were Tandem Jumps and this is a record for the number of Tandem jumps made in one day in the UK. Secondly, Charlotte is visually impaired.

Charlotte is well known around British DZ's having started jumping in 1974 when she did a static line jump to raise money for the Douglas Bader foundation. Her sight was no better then but Dave Parker was satisfied that with the help of a radio she would be fine. Over the next few months she jumped seven times, including one jump at Doncaster. Although as her log-book shows, her vision did not stop her making perfectly good static line descents, Charlotte knew she would not be able to progress to freefall.

In those days Tandem was relatively new and there were not many Tandem Masters about. Luckily for Charlotte she bumped into Derek Thomas at a new years eve party

and ended up doing a job from 6,000 ft on January 1st 1986 at Bridlington; she loved it. Although she did two more static line jumps, Charlotte realised that Tandem was her ticket to freefall and has stuck to it ever since.

Up until the Ipswich 'Tandathon' Charlotte had been hitched up sixteen times. She got



Celebrating the 20th Jump with a 6-way. Photo: Andy Page

her SCR in a 10 way at Peterborough Parachute Centre strapped to Jamie Graham, she jumped into Ipswich Air Fair under Tony Knight, linked up with Greg Cox and some LSC friends for a nocturnal 6 way at Cran-

field and took part in the largest mass Tandem jump for visually handicapped jumpers, at Peterborough - 6 pairs, all who jumped from the Skyvan. Another milestone in Charlottes career occurred in January 1990 when she joined POPS.

As one of the most experienced Tandem passengers in the UK Charlotte had little trouble persuading the STC to back her idea of trying for the record. Tony Knight was willing to accept the disruption to normal DZ routine and allow exclusive use of the Cherokee for the attempt. Charlotte's employers, Barclays Bank, were also persuaded to help out with a few used fivers. All that was needed was for good weather to coincide with the availability of Tandem Masters - and on the 4th of August it did; Tony Knight, Brian Pushman, Andy Page and Tye Boughen were the lucky Tandem Masters and Rodger Tamblyn was there with his video camera. Dave Howse, Daniel Maiden and Tony Knight took turns flying the plane.

The marathon kicked off at 8.25am. The first 18 of Charlottes jumps were from 8,000ft. It did not take long for Charlotte and her 'pilots' to realise that this was going to be a tough assignment. The physical effort, opening shocks, heavy landings all

took their toll on muscles and ligaments. The climb to altitude began to drag and even the pleasure of the view began to wear a bit thin after the first few jumps. The wind was light to start with and this led to some fairly acrobatic landings but thankfully it picked up as the day wore on.

The 19th jump was from 10,000ft and finally at 8pm, nearly 12 hours after starting the marathon, the club's Islander cruised over the exit point at 12,000ft. Tye Boughen lugged Charlotte out of the plane for her 20th jump that day and they were followed out by five members of Ipswich PC staff and they built a six way to celebrate the achievement.

Charlotte has now recovered from her exertions. The few days following the Tandathon, she had aches and bruises all over - and under! She now has 36 jumps and one UK record to her credit and hopes that the record will obtain official recognition; but even if it doesn't, the Ipswich 'Tandathon' has set the mark to be beaten.

The "Team" - Back L-R: Dave Howse, Tony Knight, Charlotte, Tye Boughen, Daniel Maiden
Front: Andy Page, Brian Pushman. Photo: Rodger Tamblyn



THE FINANCIAL SITUATION OF SPORT PARACHUTIST MAGAZINE

by Steve Hastings and Ola Soyinka

The notes to the BPA accounts refer to provisions that "have arisen as a result of accounting irregularities discovered after commercial control of Sport Parachutist Magazine reverted in-house following a period of being contracted out to a third party". These irregularities occurred while the commercial responsibility for Sport Parachutist was in the hands of Tony Lewis of Angel Graphics.

The magnitude of the sum of money involved and the length of time for which the mismanagement remained undetected, prompted the appointment of a sub-committee (comprising Steve Hastings, Bryan Davies and Kevin Hughes) by the BPA council to discover just why this could have been allowed to happen, to apportion responsibility as necessary and suggest how such problems could be avoided in the future.

The members of the sub-committee talked to various people, and examined the relevant minutes, bank statements and other documents held by the BPA office and Tony Lewis. They were able to build up a picture of what went on during the period that Mr Lewis was commercial manager of the magazine. It should be noted however, that during the investigation the sub-committee decided it was fair to consider only documented fact; any unsubstantiated reports had to be disregarded.

June 1989 - March 1991

Starting from June 1989 :

Tony Lewis, the commercial manager of Sport Parachutist was tasked with providing monthly financial reports.

From the initial stages this was never properly done.

In September of that year the National Development Officer, Sue Dixon, resigned. One of her responsibilities had been to ensure that the Sport Parachutist account was kept topped up with sufficient funds from the BPA investment account to cover magazine expenditure. The commercial manager was authorised to sign cheques up to the sum of £1000, (the NDO had to countersign for larger amounts); he continued to run the affairs of the magazine by meeting all expenses using one or more cheques up to his signing limit; no office involvement was therefore needed.

The provision of information to the BPA from the commercial manager was never satisfactory. The first two reports from the commercial manager were 3 months late and incomplete, the first complete report was received in October 1989.

In October and December 1989 :

John Lines wrote to Tony Lewis requesting format changes to his financial reports along with statements of account. On 4th December 1989 a financial report was received by the BPA which the figures appeared satisfactory but John Lines had to request improvements to the format.

Between January and April 1990 :

The financial reports provided by Mr Lewis appeared to be in order, and a figure for magazine advertising revenue, £6000, was submitted. The VAT returns provided shortly afterwards by Mr Lewis were at odds with his estimate of revenue, as they indicated that no advertising revenue was coming in. Bank statements examined showed this to be the case - the last payment into the Sport Parachutist account, other than BPA transfers, was received on the 25th April. Not even the cheques from the classified adverts were paid in from that date. The unpaid

cheques were simply filed away, (much later they were handed over to the caretaker editor Bryan Davies).

On 17th May 1990 :

Steve Eversfield was dismissed from his post as editor of the Sport Parachutist. This was the second person, who could have provided continuity and a degree of supervision of the running of the magazine, who had departed since Mr Lewis took office.

In May 1990 :

John Horne and Bryan Davies were appointed from the ranks of Council as caretaker editors. At this stage council requested an update on the running costs of the magazine. Tony Lewis did produce a report on the magazine in July.

On 18th June 1990 :

A National Administrator, David Oddy, was appointed. David had a rather ill defined job description regarding his responsibilities on the commercial side of the magazine. He had every reason to believe that the commercial management was in professional hands and was not his responsibility.

Later, in October that year, John Horne informed council that the magazine costs concerned him and it was pointed out that Tony Lewis was not producing costings, etc. to the B.P.A. office despite repeated requests.

Council advertised for a new Editor, and in December 1990 Ola Soyinka was appointed. At this time, alternative possibilities for the commercial management were being investigated at the instigation of council.

On the 6th March 1991 :

Tony Lewis was dismissed from his post as Commercial Manager for Sport Parachutist. Airscape Ltd took over the production of the magazine.

The conclusions of the investigating sub-committee were as follows:

“It is clear that the office staff were unaware of their individual responsibilities within the office structure.

Accountability for the magnitude of the present magazine financial situation belongs to several individuals, both council members and employees, all working within an ill-structured management system. The sub committee however were unable to agree on the proportion of individual responsibility.”

In a nutshell the situation arose because Mr Lewis was gradually left to his own devices. The irregularities were not noticed because of changes in BPA and magazine personnel, and the lack of clear guidelines of responsibility in the office. The information from the VAT returns, bank statements and financial reports did not agree, but this was not picked up. The concern of council about the magazine was manifest by repeated requests for information. Unfortunately these requests though acted upon were often not followed up, with the result that the subject would be neglected for periods.

The basic fault lies, as the conclusion states, in the ill-structured management system. The final sentence of the conclusion indicates that some members of the sub-committee had difficulty in accepting such a generalisation. The buck has to stop somewhere and if a name was needed then John Lines who was treasurer at that time would seem to be the obvious candidate. But this must be put in context.

The job of the treasurer, which is voluntary, is a supervisory role in that he has to oversee the information which is provided by functionaries employed by the BPA, eg the bookkeeper, the commercial manager of Sport Parachutist, accountants etc. He is required to provide input to meetings where financial information is needed to come to a decision, but he is not and cannot be expected to fill the same role as the finance committee used to, or the role of in-house financial controller. There is plenty of documented evidence that John Lines was not satisfied with Mr

Lewis and there were repeated requests for information. The information that was eventually provided was misleading and lulled the council and treasurer into a false sense of security.

We should also consider the effect on getting willing volunteers for difficult positions in council if a voluntary BPA official such as the treasurer is to be held accountable for financial irregularities caused by or missed by professionals employed by the BPA.

Solutions:

The recommendations of the sub-committee included the following suggestions:

- All B.P.A employees should be accountable to the National Administrator. (ie A professional manager is needed who is senior to all the present BPA employees and has the authority to make decisions and implement change).
- Full job descriptions must be drawn up and adhered to for all B.P.A employees.
- In council, all action points must be clearly minuted and deadlined, and **must** be followed up in all matters arising at the next appropriate meeting.

Actions:

- What is being done? Well, firstly we should point out that the first change that will be noticed is NOT a result of the report or the financial problems of the magazine; David Oddie has resigned from the post of National Administrator, he submitted his resignation before the report was produced, for personal reasons.
- The vacancy does mean that the BPA can now change the remit of the National Administrator, making the position a senior one so that he/she will bear the final responsibility for the administrative duties within the BPA.

- The earliest change was of course to remove Mr Lewis. He has also been served with a writ (issued on the 27th June) for the total of £30,017.39 of money which has not been accounted for, plus costs and damages (to be assessed at a later date). The writ was not defended, and on the 22nd of July judgement was entered, (ie further legally backed action can now be taken to recover the money).
- There is to be a rationalisation of office staff, and the association have advertised for a full time bookkeeper (with accountancy skills), there have been over 40 applicants so far.
- Another change is to the system by which the magazine is produced. The contract is now for a fixed price agreed annually in advance. This means that the office does not have to become involved in the financial minutiae of the magazine affairs and there are also no surprises at the end of the year.
- Council meetings will be started with a review of all actions requested at the previous meeting.

In summary: Running the BPA is a complicated task and in this day and age, professional managerial skills are needed to complement the efforts of the enthusiastic council members. It is a pity that it took the loss of a large sum of money to highlight the inadequacies of the administration and the need for management changes. Looking on the positive side, the BPA now has the will to move towards becoming a more efficient organisation and changes are taking place. This should result in a more cost effective use of members' subscription money.

There is a lot to be done, The next few months will see some reorganisation and it is hoped that the members will see the restructuring bear fruit before long. Members are encouraged to make every effort to keep abreast of events by reading the council minutes provided in the magazine and at their clubs.

1991 CLASSICS PARACHUTE CHAMPIONSHIPS.

R.A.F. WESTON ON THE GREEN.
CHIEF JUDGES REPORT.

Judges

The following judges attended the 1991 Classics parachute championships held at R.A.F. Weston On The Green, between the 22nd and 30th June 1991.

- Bob King.
- John Hitchen.
- Roger Flinn.
- Johanna Scott.
- Tony Makepeace.
- Jack Fowler.
- Anne Fowler.
- Jimmy Frith.

Steve Hastings puts his right leg out...



Trainee judges: Sara Young (camera operator) & helpers: Martina Woodvine. Annette Williamson.

A review of available judges was made on Friday night and the following Event Judges were appointed:

Style: Roger Flinn

Accuracy: Jack Fowler

CRW: Tony Makepeace

John Hitchen was appointed Assistant Chief Judge (in charge of rousing us all up and getting us going).

Both Roger and John had been Chief Judge at past National Championships and Jack had looked after the RAPA accuracy event for a number of years. Tony had been Chief Judge at the recent CRW regional meet. Johanna Scott was Event Judge for the accuracy event at last years Nationals and became FAI rated in style and

Dave Ballard puts his left leg out...



accuracy at the 1990 WPC in Bled.

As Hein Cannegieter and Roger Flinn had just finished rewriting the FAI Sporting Code, Roger became the Oracle as far as the meet rules were

concerned.

Jack, Ann and Jimmy looked after the accuracy event with the rest of us mixing in when and where necessary. Roger, Johanna and myself judged style: Tony, Roger, Johanna and Hitch Judged the CRW. Jimmy Frith worked twice as hard as any of us.

Camera Operators

Sara Young operated the APA video cameras for both the style and the CRW events.

John Hitchen operated the BPA camera, and both were relieved from time to time by Glen Allcock.

Bob Card (meet director) handled the radio and directed the aircraft. He

...and Pete Fisher shakes it all about.



also got us up at hours in the morning that seemed as though they belonged to the previous night.

SAFETY OFFICER

Dave Emerson the club CCI was appointed meet safety officer.

PILOTS.

RAFSPA appointed the following pilots to fly for the competition:

Hamish Rayham.

Dave Sargent.

Pete Chenneck.

Jeff Saunders.

EQUIPMENT

VIDEO

Two complete sets of video equipment were available, one from the APA the other from the BPA.

Both sets were used at the manifest area where a power supply was available from a portable building.

The army equipment functioned perfectly throughout the meet and was used as the primary videoing unit.

Twice the BPA system refused to produce a picture, but having been taken apart and reassembled it began to work again. No explanation of the fault was discovered.

PLAYBACK FACILITIES

The host club converted their multi-gym room into a judges room and provided three monitors and a variable speed playback recorder. The three monitors were mounted in a line on tables with vertical screens erected between them. These facilities were excellent for judging both style and canopy RW.

The stats scoring computer was also placed in this room.

ANEMOMETER.

We had hoped to use the APA anemometer which had the facility to automatically interrupt the pad scoring system when ever the wind speed exceeded 7 mps. Unfortunately the unit was found defective and the BPA anemometer

was used in its place. This made the 30 second wind interruption rule difficult to implement fully, so a modified rule was agreed (see rules below).

Tony Makepeace brought a prototype anemometer which he has manufactured to input wind speed and direction directly into a computer. Ultimately he intends to have the electronic pad connected to the same computer such that the scoring will be automatically interrupted when winds exceed the prescribed limit and competitors scores, together with wind speed and direction are automatically recorded. This prototype could not be used at the pit as no power supply was available. Tony intends the final version to run on a portable (battery operated) PC.

ACCURACY LANDING PAD.

A landing pad cushion was assembled by the Weston staff and placed in the centre of the pit. The cushion consisted of a number of gymnasium mattresses piled together to form a 5 metre square and covered with a tarpaulin. A 1.2 metre scoring mat was placed in the middle of the cushion and a 5cm/16cm scoring pad was fitted at the target centre.

Two 1.2 metre mats were supplied, one from the BPA and one from the APA, both failed before the accuracy event was started. We presumed that dampness might be the problem with the matts, so a mat was hung in a heated rigging room overnight. This did not cure the fault and the accuracy event was run without this facility.

WEATHER

The weather for most of the competition week was awful.

Some jumping was carried out between 05:00 and 07:00 on the first

Sunday, then no further jumps could be made until the following Thursday in spite of attempts the get aircraft in the air by 06:00, 05:00 and 04:00.

The Weston staff and pilots were always up and had the place ready to go in plenty of time; unfortunately the weather saw to it that the "off" never came.

Since a CRW team for the World Meet was to be selected from these Nationals it was intended to give these events priority. As it turned out, due to the weather, the classics were judged and results published by Saturday night, whereas CRW judging went on to midnight Saturday, and continued on Sunday morning, the day of the prize giving.

In spite of the weather all events bar the eight way speed were completed. This was a great tribute to all concerned including Bob Card the meet director, Glen Allcock and the Weston Staff, and to the competitors who conducted themselves unselfishly to enable the best use of the breaks the weather gave us. I believe that on Friday, RAFSPA set a new record for the number of lifts they had flown in one day.

RULES

STYLE.

No problems were experienced with the rules for Style.

CRW.

Two problems were encountered when videoing CRW. The first was with the camera viewing angle.

Unlike style, there are no rules to cover camera angle when videoing CRW. The CRW rules require the competitors to perform their formation builds in such a way that they show the formation together

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with the correct grips to the judges. With high camera angles, near the overhead, it is extremely difficult for the competitors to do this. Some overhead exits were forced by unfavorable cloud conditions and the shortage of time available to complete the competition.

The second was the tracking of split formations.

The primary judging system for CRW is a ground based video camera. In the sequential event some formation changes require team members to remain linked in pairs. It is only possible for the ground based video to follow one of the two pairs of competitors and yet a judgement is required on both subsets.

Such problems are not yet dealt with adequately by the rules.

ACCURACY

WIND INTERRUPTIONS.

The 30 second rule regarding wind interruption of the accuracy event could not be implemented fully due to an equipment failure.

The 30 seconds part of the rule was implemented but modified such that competitors landing in an interruption would be scored and given the option of keeping their score or taking a rejump. A wind interruption was signalled by a buzzer built into the BPA anemometer which sounded when ever the wind exceeded 7mps. The 30 second period was timed by a judge at the anemometer who gave a verbal count down to signal the end of interruption. The system worked well and there were no complaints from the competitors. Two competitors scored dead centres during wind interruptions and were permitted to keep their scores. Had the full thirty second rule been implemented then these dead centre scores would not have been recorded.

As in 1990, at the start of the competition a rule was verbally agreed with the competitors that "in the case of interference between competitors of the same team, at the discretion of the judges rejump may be awarded for the individual scores."

The 1991 accuracy event passed with no significant problem occurring between members of the same team during a team stack.

ACKNOWLEDGEMENT

The effort the Weston Club put into hosting and running the 1991 Classics Nationals was greatly appreciated by both the judges and the competitors.

*Bob King,
Chief Judge, National Parachute Championships 1991,
RAF Weston On The Green.*

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| | | | |
|---|--------|--|--------|
| New Teardrop in parapack. Flo. Pink Purple & Plum | £395. | Demonstrator Zerox cordura Black & Red 40 jumps with Swift Plus unused & Firecrest plus 120 jumps Flo Orange & Black. New £1750 BARGAIN PRICE | £1100. |
| New Teardrop in parapack. Flo. Pink Purple & Turquoise | £395. | Demonstrator Zerox cordura Red & Yellow with Phantom 28 & mainly Red Eagle old model | £650. |
| New Teardrop in parapack. Flo. Pink Turquoise & Purple | £395. | Used Tracer parapack Navy & Silver with Swift & Jalbert 282 Foil 150 jumps. | £795. |
| New Teardrop in parapack. Navy & Red Pinstripes RSL | £435. | Used Peakin Wonderhog Cordura Red & Black with 22ft SAC & Peakin 7 cell just overhauled 60 jumps 1980 state of the art | £295. |
| New Teardrop in parapack. Black & Red Pinstripes | £395. | New Micro, & Raven 1&2 most White with Spectra | £650. |
| New Teardrop in parapack. Burgundy & Silver Pinstripes | £395. | New Swift pluses in White | £525. |
| New Zerox in cordura. Navy & Light Blue Pinstripes | £395. | Demonstration Firecrest plus Flo Purple Yellow & Orange 6 jumps New £690 only | £550. |
| New Chaser in cordura. Black Flo Pink Flo Purple PS. | £395. | Used Silver Hawk Flo Yellow Green Orange & Purple 160 jumps | £250. |
| New Javelin in Black Flo Pink Green Yellow & Pink cordura with RSL & Freebag. | £575. | Hat Shop Leather hats just a few real price £110. now | £85. |
| New Javelin in Black with Purple & Turquoise cordura with large 3 rings RSL & Freebag. | £575. | | |
| New Mini Zerox in parapack Flo Pink Purple & Turquoise fitted new Transfair & new BT40 Flo Purple & Orange | £1750. | | |

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The Loft, 38 Rogersfield, Langho, Nr Blackburn, Lancashire

REVIEW OF THE TWO-WAY MEET

Whilst browsing through "Sport Shopper" in a dentist's waiting room recently, I came across the following item in the "Trolleys to Trauma" reader's problems section. It appears to refer to a piece ("The Jumper and Her") in the last issue of SP. I contacted Sport Shopper to confirm the source of the article and they told me that they had received eleven similar letters. Of these, seven were from men like Sam, convinced that their girlfriend had written the piece, and seeking advice, three were from men who believed that their friend's girlfriend had written the article, seeking advice for their friend, and one was from Samantha, worried that her boyfriend had developed a (hitherto unsuspected) passion for shopping.

"Dear Mona Bitmore,

I am enclosing an article recently published in another special interest sporting magazine. Although published anonymously, I am sure that this "story" was in fact written by my girlfriend, Tracey. As a result I have become depressed and am suffering from extreme personal guilt. Obviously I have to do something about this. I am very concerned in case the situation continues to the point where it begins to affect my skydiving. Please, please advise me. Sam."

Mona writes:

Dear Sam,

Obviously things have been allowed to get out of hand here. The fact that you are writing to me at all at this stage shows how far your judgement has erred in the course of the last eighteen months. Shape up Sam, and think carefully about your priorities! If you weren't the victim of a dangerous near-obsession, you would never have let things degenerate to this point. Even having let things reach this juncture, surely your next step should be clear. Sam, dump the b*t*h! Come on Sam, let's look at it

try to fight the inclination to apologise so much in your next relationship

rationality. Let's consider that article again and see just who is really being unreasonable here.

Tracey begins her dreary little whinge with your arrival at 8.30 on a Saturday evening (I assume this was earlier in the year, if you're arriving while it is still light then things are even worse than I supposed) with a Chinese takeaway. So far, surely, so good. The night is young and you bought dinner. Nonetheless you enter with an apology. Your tendency to needlessly and continually find fault with yourself may have contributed in some part to Tracey's unreasonable sense of personal injustice. You should try to fight the inclination to apologise so much in your next relationship. Your ex-girlfriend then goes on to make a pointed reference to your unshaven state. This is particularly unpleasant given that she has to admit, in the very next sentence, that you are able to completely overlook the fact that she has made no effort at all with her appearance. This personal neglect on her part is illustrated again, later in the article, when it

becomes apparent, having had plenty of time before you arrived, that she actually needs a shower before you can share the sofa. So far as I can tell, you make no critical comment at all on any of this. Presumably hungry, Tracey is dishing out supper before she ventures any conversation. In response to her startlingly unimaginative "How are you?", you begin to tell her about your day, wanting to share with your experiences. Her disinterest at this point was so obvious that you gave up, disheartened and, since her day apparently held nothing more exciting than a prolonged mooch around the local shopping precinct, you lapse into small talk over the dishes. There is a reference to some

...completely overlooking the incredible commitment implied by your actually leaving the drop zone on a Saturday evening

foolish lover's games, now apparently no longer played. Don't feel too bad about this. Almost everyone has done the suds-on-the nose or equivalent at some stage. Your participation in this kind of thing early in the relationship doesn't mean that there is necessarily anything permanently wrong with you.

The rest of the piece contains a number of implications, intended to reflect badly on you but what Tracey, in her apparently confused state, fails to realise is that almost all these issues in fact indicate undesirable elements of *her* personality. I won't dwell critically on Tracey's obsession with shopping, and her unpleasant desire to secure your participation in this questionable activity *even when it's jumpable!* Consider however her obsession with trivial and irrelevant trappings, such as a long distance phone call and the approval of her friends, whilst completely overlooking the incredible commitment implied by your actually leaving the drop zone on a Saturday evening. To do this in order to spend an evening doing the dishes with an unwashed depressive whose only interests are shopping and sex, shows an almost saintly level of dedication, and Tracey doesn't even notice! Sam, it's time to call it a day. You don't seem to want the same things from this life. This is wholly supported by Tracey's apparent satisfaction that she has successfully fooled you into the belief that she shares your commendable distaste for a type of lifestyle wholly at odds with the skydiving ethos.

You've got to end it now before someone gets really hurt. A man needs his sleep before a hard day's jumping especially if he's got to drive back from town to the DZ, instead of just rolling from under the pooltable in the bar and onto the first lift. My advice to you, Sam, is get rid of Tracey now and find a nice quiet girl with interests of her own, (like Tapestry or Hang-gliding). Think how nice it would be to get home on Sunday night to someone who was really interested in your weekend and had something (almost) as interesting to talk about herself! Tracey, my advice to you is get a life!

By Penny Lynch

SABRE TOOTHED TIGERS

I was strolling through Chichester one day last year when I came across a bunch of young physically handicapped people raising funds for their Wheelchair Basketball Club.

One of them, Chris Grace, noticed my skydiving tee-shirt and remarked "I've always wanted to do that". "You can" I replied. He realised I wasn't joking so I explained what a tandem skydive was. Later that day Chris and his friends came over to Flying Tigers at Goodwood where I introduced them to Kevin McIlwee to discuss arrangements.

First though we had to do something for them. The basketball team they play for, The Wessex Sabres, had arranged a 24 hour marathon and invited teams from pubs and clubs etc. to play against them for half an hour each.

The Flying Tigers put up a team and when we took them on they had already been playing for 20 hours. We were given a 20 point lead and frequently given the ball but we were annihilated. Their stamina was amazing, what chance did a load of beer-swilling skydiving slobs stand? I

don't mind being beaten but they were taking the mickey.

Anyway on the 29th June it was our chance to take control and a dream came true for four of the team. Chris Grace, Gary Gardiner, Sarah Redman and Craig Wilson all made tandem descents from 10,000 feet out of the club's Islander.

The weather was perfect for their dive and all made text-book landings among (not in, I hasten to add) the fields of blue linseed at Goodwood.

Bernie Parker and Steve Webb were the tandem-masters, Mick Dicks, Steve Johns and myself took the pics.

Ray Sayers

D7991



Tandem - Bernie Parker, Passenger - Chris Grace, Video - Mick Dicks

Photo by Ray Sayers



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BCPA NATIONALS

or "Electricity, Skydiving and The Collegiate Nationals"

Cut-away from the mains

At about quarter to eight I set off into town to meet the lads for a few jars, I'd said I'd be there at half seven - anyone who's late buys the next round - I got there for eight and was received with jeers and drink orders, I protested my innocence saying I had a valid excuse, again no joy.

After outlining the situation I was told 'Stop moaning and drink your beer'. So I did. Many a pint of Theakstons Landlords was supped that night in Newcastle.

After last orders we went our separate ways. I got back to the flat and flicked the light switch and discovered the unpleasant truth, the electricity had been cut off. I stood grumbling in the dark for a few seconds, decided, wisely, against the idea of making a mug of tea which would involve boiling a pan of water; a task more suited to visible conditions and a clearer head.

I went to my room and promptly started falling over my packed belongings cursing myself for not having left a path through the amorphous pile of plastic bags. After that I switched to auto-pilot and took my trusty pint glass from the table and headed for the bathroom to down a few pints of water (common anti-hangover practice).

On the way back to my room I paused outside James' former room then decided to desecrate the memory of the guy who always left the dirty teaspoon in the washing-up bowl, I went in and performed a raspberry. Feeling spiritually uplifted I went back to my room and crashed out.

The next day I was re-connected to the mains. The lights worked, the radio worked, the kettle worked. As for the fridge, well the following week (1st-5th July) was the Collegiate Nationals at Tilstock so being a Yorkshireman I decided to leave it switched off until I got back.

Tilstock

The B.C.P.A. did a fine job of organising the whole event, it was the first time I'd been to Tilstock DZ and I enjoyed the experience.

The round accuracy in which I was competing was held over four rounds but unfortunately, even for cat. six upward, the wind speeds on the Thursday and Friday left most round competitors with at least three jumps. Even so there was lots of progression happening for the rounds and the hit and run accuracy had times as low as 0.8 secs (but I bet they didn't get out of their rig) which was very impressive. There were a few D.C.s (Dead Centres) in the square accuracy which was sometimes fun to watch especially the Bluetracks. Occasionally part of the verification of a D.C. was the placing of a caterpillar on the centre cross.

The winds got so bad by the Thursday afternoon that the square launch and accuracy was binned but the sun

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was hot and most people spent the time lying under it on the grass or dicing with death on the trampoline. The rest became mega volley-ball players.

Extra Curricular

The evening events included a Karaoke at the local pub which, once it got warmed up, was a total scream. Other events such as discos, barbecues and a barn dance were held in the marquee that was hired for the week. After the barn dance, in which the caller just about managed to keep the throng of skydivers under control, it was decided (probably by Lyn George) to build two human towers around the two main supports inside the marquee(8/6/4/2/1 format)there weren't too many casualties. Soon after that more digression. Three guys climbed up onto the roof of the marquee, a few of us threw blunt objects at the lumps we could see inside but we eventually went out into the rain and tried to un-nerve them by using Frisbees as guidable missiles. They were eventually removed by a powder fire extinguisher dragged onto the roof by Eddy, though it did at one stage fall into the enemies hands and the knight in shining armour became a walking dust monster.

Later in the week there were cases of involuntary head shaving, Lyn George providing a suitable 'atmosphere' in which to work while victims were dealt with by Ian Watt and his trusty clippers.

Newcastle Polytechnic Parachute Club came away with a fair few trophies, in the sequential Ian (banks of

Loch Lomond) Watt got Gold, Andy Abbess, Graham Marley and Niel Turner got Bronze. Andy also scored best overall accuracy. In the launch and accuracy Ian got Gold and Graham got Silver, well done guys! As for myself, Chris (check altitude) Boylan, I got Gold progression.

Topcliffe regulars Celeste (caterpillar killer) and Gez ('twas the devil himself, sir) marauding as 'Table Tappers' got Bronze in the launch and accuracy.

All in all it was a great week, for the benefit of anyone that was there I was the guy who wore the T-shirt with three strategic holes cut in it one night (Thanks Gez and Liz!) and also did the Pete Carroll Freebag impersonation at the prize giving (wearing a blue sleeping bag with a pilot chute fastened to it). You'll have to do a mail shot when you find it Pete.

Special thanks to the person who left the door off the Halfpenny Green Islander (the one with the comfy carpet) on Tuesday night, the night it rained, non stop. Everyone going to ten grand on Wednesday had wet backsides.

One last thing, does anyone want to buy a fridge full of mould? You'd have no problem finding it, you can hear it humming from anywhere in the North East.

Seeya next year guys!

by Chris Boylan B9597

Newcastle Polytechnic Parachute Club
Secretary

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PARACHUTING IN MONGOLIA

So what is so special about a straight forward accuracy jump from 2600ft AGL? Well for one, it was the first jump by a foreigner in the People's Republic of Mongolia and I was delighted to chalk up a first for Britain.



Ulan Batar DZ and AN2 biplane with; L-R Standing:

*Twisogtoh - CCI
The oldest lady parachutist
Mr Irka Erdenebataar - Club Director
Jim Steele
..and other members of the club.*

It all began last year when I was lucky enough to meet the Mongolian Minister of Defence Support at a cultural cocktail party ...What! Well...er...yes, some skydivers can do joined up writing and live diverse lifestyles. However, to return to the subject of parachuting, I did ask if it was possible to skydive in Ulan Batar the capital city, which I had already planned to visit. If Tim Mace can swan around Russia, why not me in Mongolia. The answer delighted me as it was not only a spontaneous "yes", but warmly followed up with, "How can I help?"

I travelled to Hong Kong first sharing the aircraft with Skippy Morris of JSPC Netheravon on his way out to do a month's support duty with Waggy Wagstaff (CCI Hong Kong). Sadly, there was torrential monsoon rain in the colony so I was unable to jump. I was joined at this stage by John Jewiss, a pilot from UK, also bound for Ulan Bator. The next leg was up to Peking where we took in the Great Wall of China. It was most impressive. Some 10,000 coolies died whilst building it and are buried in the Wall itself. It can be seen

a drop zone that made "Nethers" look like a pocket handkerchief

by the naked eye from the moon, a fact that no other man made object can claim.

Finally, we caught the train up through the great bowl of China, across the forbidding perma-frosted Gobi desert and onto the Mongolian Steppes. In Ulan Batar, Mr Erdenebataar, the Parachute Club Director, made us both welcome on a drop zone that made "Nethers" look like a pocket handkerchief. There was nothing in sight save the odd Yak and lone horseman, a left over from the once all conquering race of Ghenghis Khan. They did have an accuracy pit,

windsock, and a thoughtfully decked out table upon which proudly stood the Mongolian national flag and the British union flag.

The aircraft, an AN2 (Antonov, Russian bi-plane) was already aloft and while I was having my medical on the DZ, a mere formality, we were privileged to see their standard of precision jumping. It was excellent even in nil wind conditions. Since I had a 7 cell Fury as my main canopy I knew I was in for a difficult time. They were using East German squares with front mounted reserve.

My turn came on the next lift. The Antonov 2. is huge inside and could have accommodated 16 jumpers but for the engine power and the fact that we took off with no flaps. The inertia start engine sounded like ten tractors all being tortured by throttles fully opened. Out of the doorway the view was wonderful. The air was so clear one could see enormous distances.

"Marsh" the Mongolian for "go" indicated the time for me to exit and surprise, surprise, the air felt just like home. I had a good look around and saw mountains that were 60-100 miles away then concentrated on saving my life and making some sort of decent approach to the pit. It was pleasantly warm considering it often snows even in summer time and the winter temperatures get as low as -50°C. I was politely clapped for landing in the pit and I was immensely pleased to be the first to jump in Mongolia. They all watched me pack with great interest as none had seen USA equipment nor "nose down" packing.

On the third jump they asked if I could link up with their CCI, Twisogtoh, so in order to boost British esteem after some mediocre accuracy, I was delighted to accept the challenge.

We climbed up to 5000ft and stood in the doorway. Twisogtoh shouted "Marsh" and went out fighting for stability with me, slightly taken by surprise, on my head trying to catch up with him. Fortunately, I caught him without

by Major Jim Steele D1843

too much loss of time and we grinned at each other over the sights of the Steppes. Those who know me will remember I cannot stand "namby pambys" so receiving a kiss, in midair, from a swarthy looking member of the latter day Tartans, came as something of a shock. I don't mind a lipstick pass from a girl but.... the mind boggles. Down on the DZ I was told the link up received a rapturous applause. Another first! Western honour had been salvaged.

The next day the wind was OTT, in fact, howling, so we accepted the invitation to see the locality by air. I was offered the co-pilots seat and not finding any seat straps, my confidence started to evaporate but fast. After what I considered was a decent interval, I pointed to my new friend John and said "Him, pilot" and thankfully gave up the seat to John who now had that RAF look of extreme concentration. I felt like saying "Gotcha!" only I was relieved to see him confidently pole us up and away from the treetops where we had been clipping along at something like 120 knots. I actually think he was a bit thrilled to have a Russian plane in his log book.

On the evening of our departure we were both

receiving a kiss, in midair, from a swarthy looking member of the latter day Tartans, came as something of a shock.

invited to a dinner at the best hotel in town. The hospitality was outstanding and we were very well looked after. Our interpreter had his work cut out although I did attempt a thankyou speech in Mongolian. We exchanged trophies and the BPA shield now resides somewhere near Ulan Batar. I was extremely lucky to receive a diploma and Mongolian wings, a passport saying I am an honorary life member of their Parachute Association and a superb gold medal for being the first foreign Sporting Hero of the People's Republic of Mongolia (Parachuting Class). Since it is all in Russian Cyrillic writing it all looks very grand and mysterious.

I would like to thank the parachutists of Mongolia, the British Embassy in Ulan Batar, Waggy Wagstaff in Hong Kong and John Jewiss for all their support and kindness though which this event would not have been so enjoyable.

Blue Skies.

PS. Should anyone want help to skydive in Mongolia contact me through the kind offices of the BPA.

BRITISH PARACHUTE ASSOCIATION LIMITED
(A Company Limited by Guarantee)
REPORT AND ACCOUNTS FOR THE YEAR ENDED 31ST MARCH 1991

COUNCIL

| | | |
|-----------------|----------------|-------------|
| Chairman - | J. Lines* | |
| Vice Chairman - | D.T. Hickling* | |
| Treasurer - | D. Clouting | |
| Other Members - | R.G. Card* | K. Hughes |
| | G. Cox | A. Kenny* |
| | B. Davies* | T. Knight* |
| | L. George* | J.L. Thomas |
| | S. Hastings | S. Treble* |

The names of the present council members are stated above. Messrs. J. Horne, A. Lea and K. Noble served as council members during the period but were not re-elected at the Annual General Meeting in January 1991. Mr J.T. Crocker retired as chairman at the Annual General Meeting.

* These council members served from 1st April 1990 and were re-elected at the Annual General Meeting in January 1991. All other present members of council were elected at the Annual General Meeting.

REVIEW OF THE YEAR

Annexed to these accounts is a report prepared by the Treasurer on behalf of the council commenting upon the results for the year and the financial position of the Association at 31st March 1991.

AUDITORS

A resolution will be proposed at the Annual General Meeting that Hawsons be reappointed as auditors to the Association for the ensuing year.

On behalf of Council:

D. Clouting
Treasurer,

Wharf Way,
Glen Parva,
Leicester, LE2 9TF
4th June 1991

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

We have audited the accounts set out on pages 2 to 9 in accordance with Auditing Standards.

In our opinion, the accounts, give a true and fair view of the state of the Association's affairs at 31st March 1991 and of its result and source and application of funds for the year then ended and have been properly prepared in accordance with the Companies Act 1985.

HAWSONS
Chartered Accountants

NORTHAMPTON
4th June 1991

Page 1

INCOME AND EXPENDITURE ACCOUNT

| | Note | 1991 | | 1990 | |
|-----------------------------------|------|--------|-----------------|--------|-----------------|
| | | £ | £ | £ | £ |
| INCOME | | | | | |
| Members subscriptions | 1 | | 139,408 | | 148,051 |
| Members insurance | | | 80,723 | | 43,153 |
| Shop sales | | | 20,266 | | 20,982 |
| Magazine subscriptions | | 38,390 | | 33,386 | |
| Magazine advertising | | 24,408 | | 13,319 | |
| | | | 62,798 | | 46,705 |
| Coaching income | | | 6,308 | | 4,516 |
| Development income | | | 1,188 | | 5,264 |
| Other income | | | 4,333 | | 3,354 |
| Interest receivable | 2 | | 9,726 | | 11,332 |
| Credit card commission receivable | | | 2,747 | | - |
| Sponsorship income | | | 149 | | 984 |
| | | | 327,646 | | 284,341 |
| Sports Council grants | 3 | | 101,645 | | 94,750 |
| TOTAL INCOME | | | £429,291 | | £379,091 |
| EXPENDITURE | | | | | |
| Safety: | | | | | |
| Development management | | 8,312 | | 6,595 | |
| Vehicle running | | 162 | | 492 | |
| Boards of enquiry | | 325 | | 602 | |
| Operating costs | 4 | 25,130 | | 27,716 | |
| Staff costs | 5 | 33,260 | | 27,706 | |
| | | | 67,189 | | 63,111 |
| Coaching: | | | | | |
| P.I. courses | | 7,778 | | 8,982 | |
| Advanced courses | | 7,778 | | 8,982 | |
| Coaching administration | | 554 | | 1,670 | |
| Operating costs | 4 | 29,056 | | 32,046 | |
| Staff costs | 5 | 38,457 | | 32,034 | |
| | | | 83,623 | | 83,714 |
| CARRIED FORWARD TO PAGE 3 | | | 150,812 | | 146,825 |

Page 2

| | Note | 1991 | | 1990 | |
|---|------|--------|------------------|--------|-----------------|
| | | £ | £ | £ | £ |
| EXPENDITURE contd | | | | | |
| BROUGHT FORWARD FROM Pg 2: | | | 150,812 | | 146,825 |
| Competition costs: | | | | | |
| World Championships- Classics | | 16,629 | | - | |
| Relative Work | | - | | 24,381 | |
| Canopy Relative Work | | 208 | | 17,404 | |
| Olympics | | - | | (110) | |
| European Championships | | - | | 2,179 | |
| National Championships | | 595 | | 1,901 | |
| R.A.P.A. Championships | | 602 | | 83 | |
| Sundry competition costs | | 2,944 | | 666 | |
| C.I.P. Conference | | 834 | | 2,191 | |
| Operating costs | 4 | 13,350 | | 14,724 | |
| Staff costs | 5 | 17,669 | | 14,719 | |
| | | | 52,831 | | 78,138 |
| Public Relations: | | | | | |
| Cost of shop sales | | 16,963 | | 16,674 | |
| Public relations | | 3,700 | | 768 | |
| Operating costs | 4 | 6,283 | | 6,929 | |
| Staff costs | 5 | 8,316 | | 6,926 | |
| | | | 35,262 | | 31,297 |
| Access, Participation and Retention: | | | | | |
| Magazine | | 62,418 | | 55,885 | |
| Insurance | | 84,261 | | 44,640 | |
| Operating costs | 4 | 4,712 | | 5,196 | |
| Staff costs | 5 | 6,236 | | 5,195 | |
| Regional competitions | | 2,187 | | 1,929 | |
| Grant to club | | 5,000 | | - | |
| Sundry meeting expenses | | 3,021 | | - | |
| | | | 167,835 | | 112,845 |
| C.I.P. Conference- Bisham Abbey | 6 | | 9,486 | | - |
| Extraordinary item | 7 | | 50,943 | | - |
| TOTAL EXPENDITURE | | | £467,169 | | £369,105 |
| (DEFICIT)/SURPLUS FOR THE YEAR | | | £(37,878) | | £9,986 |

Page 3

BALANCE SHEET - 31st March 1991

| | Note | 1991 | | 1990 | |
|--|------|---------|-----------------|---------|-----------------|
| | | £ | £ | £ | £ |
| FIXED ASSETS | | | | | |
| Tangible assets | 8 | | 103,983 | | 113,881 |
| CURRENT ASSETS | | | | | |
| Stock | 1 | 12,788 | | 11,148 | |
| Other debtors | | 30,407 | | 17,094 | |
| Prepayments | | 2,074 | | 1,985 | |
| Loans to clubs | 9 | 27,289 | | 3,822 | |
| Cash at bank and in hand | | 73,877 | | 105,928 | |
| | | 146,435 | | 139,977 | |
| CREDITORS - amounts falling due within one year | | | | | |
| Trade creditors | | 4,780 | | 6,751 | |
| Taxation and Social Security | | 11,805 | | 12,335 | |
| Other creditors | | 43,825 | | 19,282 | |
| Accruals | | 600 | | 440 | |
| Subscriptions in advance | | 27,450 | | 15,214 | |
| | | 88,460 | | 54,022 | |
| NET CURRENT ASSETS | | | 57,975 | | 85,955 |
| TOTAL ASSETS LESS CURRENT LIABILITIES | | | £161,958 | | £199,836 |
| ACCUMULATED FUND | | | | | |
| Balance at 1st April 1990 | | | 199,836 | | 189,850 |
| (Deficit)/surplus for the year | | | (37,878) | | 9,986 |
| | | | £161,958 | | £199,836 |

Approved by Council on 4th June 1991 and signed on its behalf by:-

J.Lines - Chairman

D.Clouting - Treasurer

Page 4

NOTES TO THE ACCOUNTS

1. ACCOUNTING POLICIES

- (a) The accounts are prepared under the historical cost convention and in accordance with applicable Accounting Standards.
- (b) No depreciation is provided on Freehold Land and Buildings. The Association maintains its property to a high standard and any depreciation would, in the opinion of council, be immaterial.
- Depreciation is charged on the cost of other tangible fixed assets net of grants received, so as to write them off, over their estimated useful lives in equal instalments at the following annual rates:-
- | | | | |
|----------------------|-------------------------------------|------------------|-------|
| Office fixtures | - 20% | Office Equipment | - 25% |
| Exhibition equipment | - 25% | | |
| Training equipment | - Various rates between 20% and 50% | | |
- (c) All leases are 'operating leases' and the relevant annual rentals are charged wholly to the profit and loss account.
- (d) Stock is valued at the lower of cost and net realisable value.
- (e) Annual membership subscriptions are brought into account only when received, whilst temporary memberships are brought into account on a receivable basis.
- (f) Corporation tax is provided for at current rates of tax on taxable investment income.
- (g) Grants received from The Sports Council are dealt with as follows:
- (i) Grants relating to specific capital expenditure of a material nature are set against the cost of the assets purchased.
- (ii) Grants relating to specific revenue expenditure are matched with expenditure when it is incurred.
- (h) The pension scheme is a defined contribution scheme and payments are charged to the income and expenditure account when paid.

2. INTEREST RECEIVABLE

| | 1991 | 1990 |
|--|---------------|----------------|
| | £ | £ |
| Gross interest received | 12,990 | 15,088 |
| Provision for Corporation Tax at 25% | (3,248) | (3,756) |
| Under provision for Corporation Tax in prior years | (16) | - |
| | <u>£9,726</u> | <u>£11,332</u> |

3. SPORTS COUNCIL GRANT

| | 1991 | 1990 |
|-------------------------------------|--------|--------|
| | £ | £ |
| Grant received in respect of:- | | |
| Safety | 23,375 | 34,595 |
| Coaching | 25,245 | 22,908 |
| Competitions | 32,725 | 30,855 |
| Public Relations | 4,675 | 5,142 |
| Access, Participation and Retention | 7,480 | - |
| C.I.P. | 1,245 | 1,250 |

Page 5

contd on pg 6

contd from pg 5

| | 1991 | 1990 |
|---|-----------------|----------------|
| | £ | £ |
| C.I.P. - Bisham Abbey | 6,900 | - |
| Income and Expenditure Account | <u>£101,645</u> | <u>£94,750</u> |
| 4 OPERATING COSTS | 1991 | 1990 |
| | £ | £ |
| Rates, heat and light | 6,029 | 4,460 |
| Depreciation of fixed assets | 11,065 | 10,831 |
| Staff and council travel | 1,964 | 4,074 |
| Postage | 8,538 | 12,415 |
| Telephone and Fax | 4,931 | 4,765 |
| Printing and stationery | 9,036 | 11,982 |
| General expenses | 3,103 | 4,914 |
| Hire of office equipment - operating leases | 6,035 | 2,278 |
| Audit and accountancy | 3,600 | 3,300 |
| Insurance | 1,714 | 1,282 |
| Legal and professional | 1,928 | 4,864 |
| Staff recruitment costs | 4,201 | - |
| Subscriptions | 2,590 | 2,223 |
| Bank charges | 2,287 | 1,348 |
| Credit card commissions | 640 | 593 |
| Bad and doubtful debts | 2,475 | 66 |
| General meetings | 2,571 | 2,036 |
| Repairs and renewals | 3,849 | 3,395 |
| Computer expenses | 5,128 | 11,785 |
| Profit on sale of motor vehicle | (3,153) | - |
| | <u>£78,531</u> | <u>£86,611</u> |

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

| | % | 1991 | 1990 |
|-------------------------------------|------------|----------------|----------------|
| | | £ | £ |
| Safety | 32 | 25,130 | 27,716 |
| Coaching | 37 | 29,056 | 32,046 |
| Competitions | 17 | 13,350 | 14,724 |
| Public Relations | 8 | 6,283 | 6,929 |
| Access, Participation and Retention | 6 | 4,712 | 5,196 |
| | <u>100</u> | <u>£78,531</u> | <u>£86,611</u> |

Page 6

| | 1991 | 1990 |
|------------------------------|-----------------|----------------|
| | £ | £ |
| 5 STAFF COSTS | | |
| Wages and salaries | 90,864 | 77,576 |
| Social Security costs | 8,690 | 6,938 |
| Pension and health insurance | 4,384 | 2,066 |
| | <u>£103,938</u> | <u>£86,580</u> |

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

| | % | 1991 | 1990 |
|-------------------------------------|------------|-----------------|----------------|
| | | £ | £ |
| Safety | 32 | 33,260 | 27,706 |
| Coaching | 37 | 38,457 | 32,034 |
| Competitions | 17 | 17,669 | 14,719 |
| Public Relations | 8 | 8,316 | 6,926 |
| Access, Participation and Retention | 6 | 6,236 | 5,195 |
| | <u>100</u> | <u>£103,938</u> | <u>£86,580</u> |

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

| | 1991 | 1990 |
|--|------|------|
| | 8 | 7 |

| | 1991 | 1990 |
|--|---------------|----------|
| | £ | £ |
| 6. C.I.P. CONFERENCE - BISHAM ABBEY | | |
| Expenditure | 20,722 | - |
| Income | 11,236 | - |
| | <u>£9,486</u> | <u>-</u> |

The cost has been partially met by a contribution from Sports Council of £6,900 - See note 3.

| | 1991 | 1990 |
|------------------------------|----------------|----------|
| | £ | £ |
| 7. EXTRAORDINARY ITEM | | |
| Provision for bad debts:- | | |
| Advertising | 21,318 | - |
| Magazine publication | 29,625 | - |
| | <u>£50,943</u> | <u>-</u> |

These provisions have arisen as a result of accounting irregularities discovered after commercial control of Sport Parachutist Magazine reverted in-house following a period of being contracted out to a third party. Action is being taken for the recovery of lost income and unauthorised expenditure.

Page 7

8. TANGIBLE FIXED ASSETS

| | Freehold Land & Buildings | Office Fixtures & Equipment | Training & Exhibition Equipment | Total |
|------------------------|---------------------------|-----------------------------|---------------------------------|-----------------|
| Cost: | £ | £ | £ | £ |
| At 1st April 1990 | 87,250 | 43,343 | 18,014 | 148,607 |
| Additions | - | 433 | 734 | 1,167 |
| At 31st March 1991 | <u>£87,250</u> | <u>£43,776</u> | <u>£18,748</u> | <u>£149,774</u> |
| Depreciation: | | | | |
| At 1st April 1990 | - | 21,519 | 13,207 | 34,726 |
| Charge for year | - | 9,310 | 1,755 | 11,065 |
| At 31st March 1991 | <u>£-</u> | <u>£30,829</u> | <u>£14,962</u> | <u>£45,791</u> |
| Net Book Value: | | | | |
| At 31st March 1991 | £87,250 | £12,947 | £3,786 | £103,983 |
| At 31st March 1990 | £87,250 | £21,824 | £4,807 | £113,881 |

9. LOAN ACCOUNTS

| | Rates of Interest | Due for repayment by | 1991 | 1990 |
|-----------------------------------|-------------------|----------------------|----------------|---------------|
| | | | £ | £ |
| Swansea Parachute Club | 5% | Dec.1991 | 622 | 1,453 |
| Border Venture PC | 5% | Feb.1994 | 6,389 | 333 |
| Cornwall | 5% | - | - | 92 |
| Ipswich Parachute Club | 5% | May 1991 | 278 | 1,944 |
| A.G.Knight | 5% | Jan.1997 | 20,000 | - |
| | | | 27,289 | 3,822 |
| Due for repayment within one year | | | 3,900 | 2,922 |
| Due for repayment after one year | | | 23,389 | 900 |
| | | | <u>£27,289</u> | <u>£3,822</u> |

10. FUTURE CAPITAL EXPENDITURE

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

11. LEASING COMMITMENTS

Annual commitments under non-cancellable operating leases are:

| | 1991 | 1990 |
|--------------------------------|--------|-----------|
| | Office | Equipment |
| Operating leases which expire: | | |
| In the second to fifth year | £ | £5,638 |

Page 8

contd...

contd from previous page

SOURCE AND APPLICATION OF FUNDS

| | 1991 | | 1990 | |
|---|---------------|------------------|----------------|----------------|
| | £ | £ | £ | £ |
| (OUTFLOW)/SOURCE OF FUNDS | | | | |
| (Deficit)/surplus for the year | | (37,878) | | 9,986 |
| Adjustment for items not involving the movement of funds: | | | | |
| Depreciation | 11,065 | | 10,851 | |
| Taxation provided | <u>3,264</u> | | <u>3,756</u> | |
| | | 14,329 | | 14,607 |
| | | (23,549) | | 24,593 |
| APPLICATION OF FUNDS | | | | |
| Purchase of tangible fixed assets | 1,167 | | 17,124 | |
| Tax paid | <u>3,772</u> | | <u>2,014</u> | |
| | | (4,939) | | (19,138) |
| | | (28,488) | | 5,455 |
| DECREASE/(INCREASE) IN WORKING CAPITAL | | | | |
| Stock | (1,640) | | (2,079) | |
| Debtors | (13,402) | | (1,608) | |
| Loan accounts | (23,467) | | 12,088 | |
| Creditors | 22,710 | | 1,500 | |
| Subscriptions in advance | <u>12,236</u> | | <u>(1,202)</u> | |
| | | (3,563) | | 8,699 |
| (DECREASE)/INCREASE IN CASH AND DEPOSITS | | <u>£(32,051)</u> | | <u>£14,154</u> |

Page 9

British Parachute Association Limited
Treasurers Report For the Year Ended 31st March 1991

This year has not been an easy one for the Association, with a reported deficit of some £38,000 for the period. This is largely due to the losses of Sport Parachutist referred to in note 7 to the accounts. Without this extraordinary cost, the results are generally on a par with the prior year, with both income and expenditure increased by some 13% overall. The recession has however hit parachuting, with fewer participants leading to a drop in subscription income. With the prospect of further reductions in the coming year and ever increasing costs, Council is currently undertaking an exercise to improve the administrative efficiency of the association and thus maintain the level of support to the sport in the field.

D Clouting
Treasurer

**B
O
O
G
I
E**

The Mmabatho Boogie is happening again. UK jumpers can take advantage of a package that includes:

**FLIGHT & TRANSFERS
 LUXURIOUS HOTEL
 ACCOMMODATION
 AND.....20 JUMPS!**

For details, phone
**Amanda Kenny on:
 0622 891292**
 (Answerphone daytime)
**You must register your
 interest by the end of
 September.**



MMABATHO DEC '91



CAPTION COMPETITION



'BEAST OF DARTMOOR CAPTURED OVER EAGLESCOTT'

Photo shows Eaglescott's chief Pilot/Examiner Robin Boyes being taken for a ride by Bryan Shaw over Eaglescott PC in Devon. As a Pilot, Robin insisted on dressing for the occasion!

Photo by Dave Tylcoat

MY FIRST JUMP

If you are feeling, rather brave
 But you haven't, had time to save
 Don't worry you can do, a charity jump
 So you don't have to pay, in one great lump

You'll go down on Friday, and train the next day
 then at 5 o'clock, you will probably say
 is it time, am I next, ooh gawd oh no
 they've called my name, it's time to go

Get 'yer boots and overalls on, your chute and helmet too
 no time for feeling nervous, you know what you've got to do
 hang on a sec' I need the toilet, I think I want a c**p
 O.K. I'm feeling better, now there is no turning back

You go down to the plane, they strap you up, it's time to fly
 you're feeling great, the view is ace, but you think you're going to die
 a head pops out, and then shouts 'CUT!', get in the door and out you go
 you sort of count, 1000 2000 3..... oh my god, ooh flippin' eck oh no

Oh yeah, 3000, check canopy, well it is sort of round
 and all of a sudden everything's quiet, no birds, not even a sound
 then you'll realise, why you did it, and what really was the point
 'cause I'll tell you now it's better, wilder and higher than your very
 first joint.

Neil (482621)
 Secretary, Man Poly Parachute Society.

Missing Credits:

Photos on page 32 were kindly supplied by Dave Waterman



Answers to the SP June Skydivers Crossword

- | Across | Down |
|---------------------|--------------------|
| 1. NoShitThereIWas | 1. NowGetTheBeerIn |
| 8. VeryLastDive | 2. Hover |
| 9. Game | 3. Tor |
| 10. Ram | 4. Helmets |
| 12. Rattle | 5. Riser |
| 14. Tos | 6. WristStrap |
| 16. Asp | 7. SteveEversfield |
| 18. Heating | 11. Antigen |
| 19. Reserve | 13. Aniseed |
| 20. ADO | 15. StackPilot |
| 22. Pus | 16. Aga |
| 23. Expend | 17. Pro |
| 25. Ada | 21. Dodgems |
| 27. Nazi | 24. Drive |
| 28. Relative Work | 26. Ankle |
| 30. NotASensibleLad | 29. Orb |

SKYDIVERS CROSSWORD

ACROSS

1. Comes in handy for skydiving (9)
6. Small single bladed knife (3)
8. The simplest RW formation (4)
9. He looks after your re-packs (6)
10. If your dive gets in a tisbury (1,1,1)
11. A helicopter you might like to jump (4)
12. Skydiving work (8)
13. An airfield in Pererborough (6)
15. Holds your 1 Across, or used by pilots (6)
21. A 4-Way formation with a bite (5)
24. Alternative to throwaway (7)

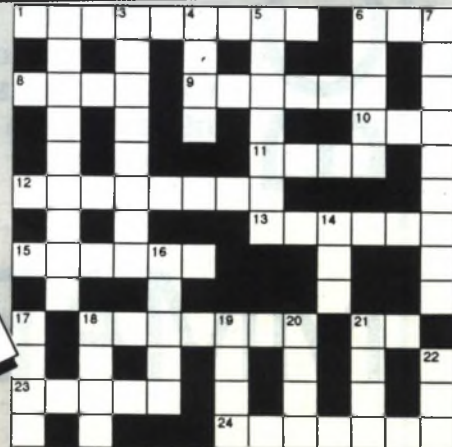
DISCLAIMER

Dear Editor,

I was hoping that by now, Merlin, or Mr. Hesketh, would have been forgotten about. Unfortunately this is not the case, and people are still asking me if Merlin and myself are one in the same.

I am Andy Hesketh, an instructor at the North West Parachute Centre. I HAVE NEVER MET, AND I AM NO RELATION WHATSOEVER TO MERLIN (ANARCHY FOR THE BPA) HESKETH.

Blue Skies to everyone (except Merlin)
 Andy Hesketh D4209.



**WIN
A
BEN
BAG!**

ENTRY FORM (Complete in block capitals)
ANSWERS
1. My regular DZ

is:
2.
3.
Name:
Address:

Postcode:
Telephone No:

Please send to :

Bladerunner designs
P.O.Box 101
Fareham
Hants PO16 0JE



David Cunningham

BLADERUNNER COMPETITION

Enter the Bladerunner competition and give yourself chance to win some great prizes.
First Prize: Tailor made Bladerunner Jumpsuit of your choice, ie, RW, CREW, Style/Accuracy, Freestyle, or PILOT suit (The DZ pilots are also welcome to enter).
2 Second Prizes: Tailor made Bladerunner Track Suit trousers, with your own lettering.
3 Third Prizes: Hooded Bladerunner Sweatshirt

HOW TO ENTER:

Answer the three questions by completing the entry form. Fill in your full name, address and telephone number, and post your entry to the address on the form.:

QUESTIONS:

1. Which drop zone do you jump at regularly?
2. Who were the inventors and builders of the first truly successful airplane?
Was it:

- a) The Boeings
- b) The Wright Brothers
- c) The Wrong Brothers

3. Who was the inventor of the 3-ring system?
Was it:

- a) Ted Strong
- b) Tom Piras
- c) Bill Booth

COMPETITION RULES

1. The winner of the jumpsuit will be the first correct entry drawn, the next 2 correct entries drawn will win the second prizes, the next three correct entries drawn will win the third prizes.
2. The closing date for entries is 31 October 1991. Winners will be notified within 4 weeks of the draw. Prices will be given out in December 1991.
3. No cash alternatives to prizes.
4. No purchase required to enter.
5. Only one entry per person accepted.

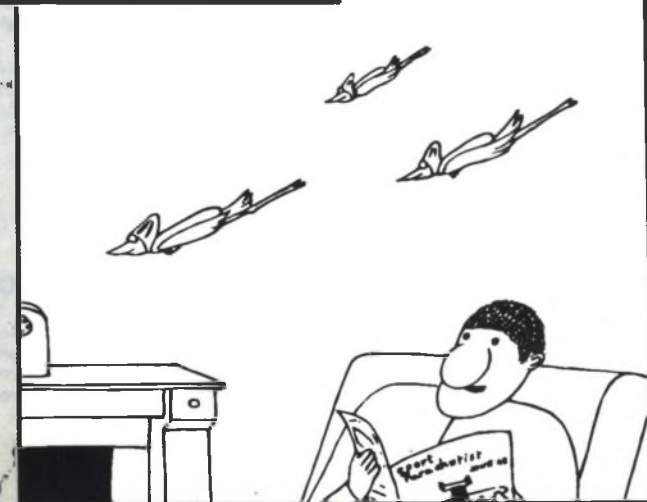


DOWN
Tells you your height (six foot two) (9)
3. DC3, C206, BN2 etc (8)
4. Found on a Gorillas head? (4)
6. A place to hang your hands (7)
7. Types of 6 down and 15 across (9)
14. Our governing body (1,1,1)
16. Large plane like Willard (5)
17. Used in RW brothers (4)
18. I've got seven mates (4)
19. Mr. Reynolds ten levels (4)
20. A big Yahoo! (4)
21. In show-off mode (Anag) (4)
22. Comes just before exit (3)

g system. Sounds like one of those days . . .

PUBLISHERS of the American edition of Easy Sky Diving have hurriedly recalled all copies of the book to insert a note reading: "Please make the following correction. On page 8, line 7, 'State zip code' should read 'Pull rip cord'."

Clipping from the Times 26/6/91 sent in by Ed Strummer D1767



BRITISH PARACHUTE ASSOCIATION

AFFILIATED AND ASSOCIATED CLUBS AND CENTRES

Badminton Parachute Club

Contact J Davis
Badminton
Avon
Tel:045 421 486

Black Knights Parachute Centre

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

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

Border Parachute Centre

On Northumbrian coast (area of outstanding natural beauty) ideal for combining a family holiday. Cessna 205 with in-flight door. Visitors most welcome. No membership fees, no hire charges (even for squares). Canteen on DZ, bar, restaurant and great accommodation at centre, 3 miles. Open weekends, occasional Wednesdays (BST) and all last week in May.

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

British Parachute School

Large airfield only used for parachuting, with unlimited altitude. Open every day. Visitors welcome. Static line Round and Square courses, AFF, Tandem and WARP. Progression encouraged. Cessna 206 and Islander

British Parachute School
The Control Tower
Langar Airfield
Langar
Nottingham
Tel/Fax:0949 60878

Cornwall Parachute Centre

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

Cornwall parachute Centre
Frans Ranch
Old Naval Airfield
St Merryn Cornwall
Tel:0841 540691

Dunkeswell International Skydiving Centre

Friendly, full time, 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, Cessna 206. Non members welcome.

DISC
Dunkeswell Airfield
Nr. Honiton
Devon
Tel:0404 891350

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, AADs, Accuracy Pit, student and experienced kit hire. Cafe, toilet and shower facilities, accommodation, caravans and camping. Bar on airfield. C206, Cherokee-6 and Piper Lance. Competitive jump prices everyone welcome.

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

Eaglescott Parachute Centre

Open every weekend and also weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. All students equipped with AADs, helmet radios and GQ Aeroconicals. RW, CRW, Style and Accuracy pit. Tents and caravans on the DZ. Local B&B. If it is windy, you can always go surfing!

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

Fife Parachute Centre

Full time 12-7 from Wednesday to Friday, 9.30-7 Sat and Sunday. 1st Jump courses, progression jumps, Tandem, RW (WARP system), CRW. Facilities include canteen, bunk beds, camping, Islander. B&B locally. DZ visitors welcome.

Fife Parachute Centre
Errol Airfield
Grange
Perthshire PH2 7TB
Tel: 0821 2673

Flying Tigers Skydiving Centre

No round Parachute Courses!

Our 5th year of RAPS training & 2nd year as the only All RAPS centre in the country. Join us down on the sunny south coast. We specialise in student square progression, midweek courses available. Private, large, hazard free off-airfield DZ with pit.

Tandem, AFF, WARP, CRW & RW coaching. Experienced jumpers & team training welcome. Islander & 206 aircraft.

Flying Tigers Skydiving Centre
Goodwood Airfield
Nr Chichester
West Sussex PO18 0PH
Tel: Kevin McIlwee 0243 533444

Halfpenny Green Skydiving Centre

A lively friendly centre geared towards progression. RW & CRW instruction. First jump training on both Round and Square Canopies also Tandem and AFF instruction. Islander aircraft with in-flight doors, and Helicopter. Unrestricted altitude, accuracy pit. Bunkhouse, showers, food and bar on airfield. Camping and caravan site next door. Open weekends and mid-week in summer.

The Airfield
Bobbington
Nr Stourbridge
West Midlands
Tel:038 488 293

Headcorn Parachute Centre

Fulltime, 9 to dusk, very active midweek. All levels of instruction/ progression. Tandem, AFF, RAPS, Rounds, WARP, Accuracy. Two Islanders - Twin Otter most weekends. Free accommodation. Cafeteria run by skydivers, parachute club shop on site. Competitions, lots of fun, everyone welcome.

Headcorn Airfield
Headcorn
Kent TN27 9HX
Tel 0622 890 862

Ipswich Parachute Centre

Open 6 days a week (closed Tuesdays). Islander and Cherokee VI 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
Suffolk 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 weekend activity.

London Parachute School
P.O. Box 18
Goring on Thames
Reading RG8 9EW
Tel: 0249 651909 DZ
(Weekends) 0860 559112

London Skydiving Centre

1st jump Courses. S/L round and square. AFF, Tandem. Experienced WARP Instructors. Load organising. Full time centre, Skyliner and Cessnas. New clubhouse with showers, accommodation, cafeteria & bar. Kit hire, camping. Easily accessible from London and the Midlands. 5 miles from M1 (Junction 13 or 14). Very friendly club.

London Skydiving Centre
Cranfield Airport,
Cranfield
Bedford MK3 OAP
Tel: 0234 751866

Merlin Parachute Club

Open every weekend and bank holiday. Beginners courses, excellent student progression, student radios, AADs, boots and helmets, Tandem, WARP, RW/CRW instruction and air to air video available. Purpose built training areas, toilet and canteen facilities, accuracy pit and Islander aircraft. Friendly atmosphere, non members made very welcome. B&B and free camping off site.

Merlin Parachute Club
Topcliffe, Near Thirsk
North Yorkshire
Tel: weekends 0748 832521 ext 5367
Tel: weekdays 0904 645488

Midland Parachute Centre

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

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

North West Parachute Centre

In fabulous lakeland scenery. RW, CRW, WARP, Kit Hire, BN Islander bunk house, showers etc. Camping on airfield, visitors welcome open weekends and bank holidays mostly.

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

Oxon & Northants Parachute Centre

Situated off A422 between Banbury and Brackley. Open every weekend, midweek evenings during BST months. Beginners S/L courses, radios, freefall progression, kit hire. Cessna 180 (inflight door) always available. Friendly atmosphere, visitors very welcome, no membership fee.

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

Peterborough Parachute Centre

Tuesday to Sunday from 0800hr. Skyvan and C206. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, bar, food.
UNRESTRICTED ALTITUDE. Twenty years unrivalled experience.

Peterborough Parachute Centre
Sibson Airfield
Wansford
Peterborough
Tel: Elton 0832 280490

Peterlee

Shotton colliery airfield, 2 miles west of Peterlee Flyover intersection. Open daily up to 8.30pm.
Beginners, Tandem, WARP, CRW, canteen, toilets and indoor packing facilities.

Shotton Colliery Airfield
Peterlee
Co. Durham.
Tel: (091) 5171234
(091)3865315

Scottish Parachute Club

Over thirty years of skydiving in Scotland. Open weekends and Friday evenings. C206/207. WARP, RW, CRW, Style, Accuracy (pit and electronic pad), Air-Air video. Canteen, lounge, video room, shop. Excellent student progression, radios, free kit hire. Good camping/B&B nearby.

Scottish Parachute Club
Strathallan Airfield
Nr Auchterarder, Perthshire
Perthshire PH3 1LA
Tel: 0764 62572 (weekends)

The Sport Parachute Centre

Young progressive centre, operated by Skydivers for Skydivers. Student and RW. Progression, AFF, Tandem, RAPS, courses. Weekend and midweek evenings at present. Aircraft - C182 with others on occasional call. New club building, unrestricted altitude. Canteen and accommodation available.

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

**Wild Geese Centre-
New High Tech Training Area**

Open 7 days a week. NITB approved, with accommodation for 42, hot showers, full catering. Camping welcome. Daily student courses - full indoor training - training to Cat 10, RW, & CRW instruction and night jumping. S/L Square courses, AFF, Tandem jumping, and Display Team. Kit Hire, AADs, radios, Air to Air video and a large accuracy pit with competition pad. Cessna 206 and Pilatus Porter PC6 B2H4

Wild Geese Skydiving Centre
Movenis Airfield
116 Carrowreagh Road
Garvagh, Coleraine
Co. Londonderry, N.Ireland
Tel DZ: 0265 58609/57050
Dave Penny: 0265 58002

OTHER ORGANISATIONS ASSOCIATED TO THE BPA**The Free Fall Company**

Peter Allum and Kevin McCarthy are moving from Slipstream Adventures to Peterborough Centre, setting up a new Accelerated Free-Fall school, using Sibsons excellent aircraft, facilities and unlimited altitude. Also RW/AFF trips to Gap (S.France).

The Free Fall Company
Sibson Airfield,
Wansford
Peterborough,
Cambs. PE8 6NE
Tel:0832 280055

Scottish Sport Parachute Association

Dedicated to the promotion and development of parachuting in Scotland. Services provided include equipment grants (Fan Trainers, Parachutes, Aircraft, Accuracy Pits, etc), sponsorship of the Scottish National Championships and other competitions, provision of the only student progression, WARP, and CRW training subsidy system in the world; Rigger and instructors training grants and much much more.

Mike Strachan (Secretary)
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64 Arleigh Court
Hutton Road
Shenfield
Essex
Tel: 0277 219717

East Coast Parachute Centre

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.
8 Burns Crescent
Chelmsford

Essex CM2 OTS
Tel:0245 268772

British Collegiate Parachute Association

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Exeter University
Lancashire Polytechnic
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Manchester University
Newcastle Polytechnic
Nottingham Polytechnic
Portsmouth Polytechnic
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British Collegiate Parachute Association
c/o Parachute Association
Manchester University
333 Oxford Rd
Manchester M13 9PG

OTHER AFFILIATED CLUBS/CENTRES**Army Parachute Assoc.**

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Wilts. SP4 9SF
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ext: (Commandant) 8245
(Chief Instructor) 8229
(Staff) 8277

RAFSPA

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

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RN & RM SPA

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Dunkeswell
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Devon

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Shackleton Barracks
B.F.P.O. 802
Tel:Civil 0504 49972
Military: Limavady 36472

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RCT Parachute Club
Azimgur Barracks
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Chippenham
Wilts. SN14 8QY
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Cyprus Combined Services Parachute Club (CCSPC)

CJSATC Pergamos Camp, B.F.P.O. 58
Tel: from UK
010 357 47 44337 (Office)
010 357 47 44245 (D.Z)
Contact: Club CCI

Joint Services Parachute Centre Hong Kong

Borneo Lines, BFPO 1
Tel: 0-483 7221

RAPA JSPC(L)

Bielefelderstr. Normandy, Kaserne
4791 Sennelager
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JSPC(L), STC, Sennelager BFPO 16.

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Tel: 0932 783775 Dave

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Day: 0206 578267 X 418 Evening: 0206 767180

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Advertisers Index

| | | | |
|-----------------------------------|----|------------------------------|--------------|
| Aircare | 39 | North West Parachute Company | 35 |
| Bladerunner | 11 | Northern Hangliding | 16 |
| Centro de Paracadismo Costa Brava | 21 | Parachutes de France | Back Page |
| Classified adverts | 48 | Paragear | Inside Back |
| Flagler Beach | 15 | Richard Line Frap Hats | 39 |
| Goggle Box | 8 | Slipstream Adventures | 34 |
| Kit Store | 2 | Sunshine Factory | 1 |
| Langar | 26 | Symbiosis Symbiosis Suits | 37 |
| London Skydiving Centre | 1 | Thomas Sports Equipment | Inside Front |
| Normandy Paraschool | 15 | West Mercia Insurance | 39 |

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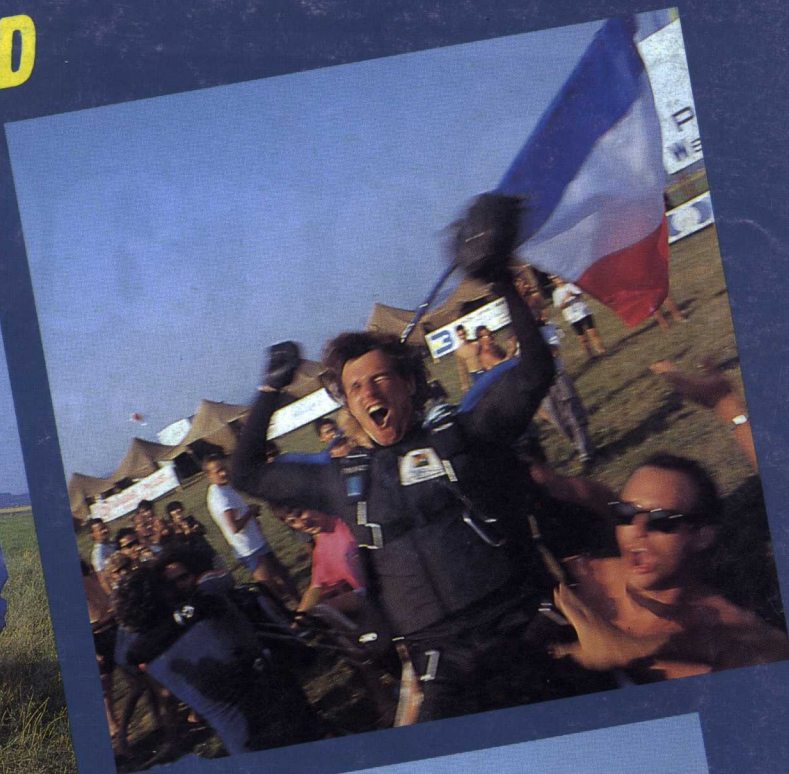
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