

# SPORT

PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



**Regulars:**  
Kit News

Incident Reports

People in the Sport - Darryl Moran

**New:** Problem Page  
Dive of the Month

**Features:**

Making Goals

Flight Line Check

Freestyle & Skysurf Nationals announced

Espace Boogie pictures

April 1997



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## Sport Parachutist

Journal of the British Parachute Association

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To subscribe to Sport Parachutist magazine fill out the coupon on page 48

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Technical Officer ..... **Tony Butler**  
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Membership Services and Subscriptions ..... **Christine Kerry**

### BPA Officers and Representatives

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BPA Vice Chairman ..... **Phil Gibbs**  
STC Chairman ..... **Tye Boughen**  
Competitions Committee Chairman ..... **Chris Allen**  
Development Committee Chairman ..... **Phil Gibbs**  
Magazine Committee Chairman ..... **Steven Hoy**  
Riggers Committee Chairman ..... **Allan Hewitt**  
Pilots Committee Chairman ..... **Pat Howell**  
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GASCo Representative & Vice President ..... **Angela Hickling**  
IPC Delegate ..... **John Hitchen**

### Council Members

Chris Allen, Paul Applegate, Steve Apps, Tye Boughen,  
Peter Carroll, Dave Emerson, Phil Gibbs, Steven Hoy,  
Graham Liggins, Ian Marshall, Michael Matthews, Charles Ross,  
John Saunders, John Smyth, Lofty Thomas

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APRIL 1997

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**Cover Photo:** Photo by Simon Ward shows Martin Soulsby engrossed in the latest Sport Parachutist

**NOTE:** Some of the photos contained in this magazine may show skydivers without helmets, in which case they were jumping abroad. In the UK it is mandatory to wear a helmet for obvious safety reasons.



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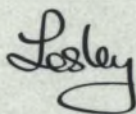
It is with great sadness that I write this editorial, still shocked by the tragic death of Keiron Clark. Keiron died on 7 February in Florida when he hit the ground during a low hook turn. All who knew him feel a deep personal loss. The sport has lost a great player. His family are "totally stunned". Keiron's funeral was on 25 February, the family plan to go out to Titusville, Florida, to carry out Keiron's wishes of a sky burial.

Keiron was a well known, popular freestyle, featured in the Valentine's Edition of SP (Head Down article). He was enthusiastic, energetic and believed in 'living on the edge', When asked why, he said "Someone's got to stop the rest of the world from falling off". He died doing what he loved. But that doesn't mean he wanted to stop doing it.

Please, please reader; take note, heed the warning. Be careful out there. We all love our sport. But we have to remember that, just like any other pleasure in life, it can kill. We go to great efforts to make our skydiving equipment safer - and then buy the latest, hot canopy with little thought that it is a lethal weapon. Don't take your life with the same parachute you bought to save it.

Buy a canopy the right size for your experience, no smaller. Don't hook turn unless you know and accept the risks. The risks, not only to you, but to your friends, your loved ones and your sport. If you feel you must hook, then do it wisely - get good advice and leave a margin for error.

So long Keiron and thanks for the good times. We will remember you with pride.



PS There is a tribute to Keiron on page 27.

Date	Event	Location	Contact
<b>April</b>			
5-12	Spring RW camp	Lake Wales, USA	001 941 678 1003
8	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
12-13	Arizona Airspeed 8-way camp	Skydive Arizona	001 520 466 3753
12-13	CF Seminar	Silver Stars	01285 861 344
18-20	Lets Party - 1st Jump £10	Skydive Sibson	01832 280490
19-20	SPOCK collegiate meet	Strathallan	0141 420 3932
19-20	Beach Blade Running	Skydive Sebastian	001 407 388 5672
19-20	POPS meet	Langar	Sue Hill 01253 713 841
<b>May</b>			
1-4	POPS 40-way	Moorsele, Belgium	00 32 58 411 468
1-4	Invitational 40-way	Moorsele	
1-5	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
3-5	4-way Scrambles	Headcorn	01622 890 862
3-5	16-way Sequential	Langar	01949 860 878
3-5	Vice-versa Skysurf Seminar	Langar	01949 860 878
3-5	America's Cup 4/8-way	Skydive Sebastian	001 407 388 5672
4-5	POPS Accuracy	Oud Turnhout, Belgium	00 32 3 238 6428
8	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
8-11	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
9-11	Benelux accuracy meet	Turnhout, Belgium	0032 14 45 1947
12-16	BI/Advanced Instructor course	Netheravon	BPA 01162 785 271
13-16	Student Progression Week	Skydive Sibson	01832 280490
17-18**	Southern Regionals - FS, CF, Classics	Netheravon	01980 633371
17-19	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
17-25	Freestyle and Skysurf Nationals	Hibaldstow	0113 250 5600
13	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
19-23	Exam/pre-Advanced Instructor course	Netheravon	BPA 01162 785 271
24-26	Memorial day boogie	Skydive Arizona	001 520 466 3753
24-26	8-way Scrambles	Langar	01949 860 878
24-26	Scottish Nationals	Strathallan	01764 662 372
24-26	Turbine Madness	Skydive Arizona	001 520 466 3753
24-26	Memorial Day & Barbeque	Lake Wales, USA	00 1 941 678 1003
25- Jun 1	Herc Boogie	Lidkoping, Sweden	00 46 31 92 34 45
26-31	Progression Week & 10th Anniversary	Tilstock Airfield	01984 841111
30- Jun 2	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
31- Jun 1	16-way FS Competition	Skydive Sibson	01832 280490
31- Jun 4	RW course	Train in Spain	0034 53 125 233
<b>June</b>			
2-6	AFF/Tandem Instructor course	Netheravon	BPA 01162 785 271
4-9	4th POPS World Meet	Aqaba, Jordan	01394 460887
7-8	Speed 8 meet	Headcorn	01622 890 862
7-14	Skydive U Course	TBA	01252 331326
13-16	Baldrick's Bandanna Boogie	Hibaldstow	0113 250 5600
14-15	POPS Meet	Meisendorf, Germany	00 49 241 163 675
14-22	The K C Freely Week	Skydive Sibson	01832 280490
14-22	Russian Helicopter & Jet Boogie	St Petersburg, Russia	0181 941 9212
19	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
21-23	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
21-29	Large Aircraft Boogie	Langar	01949 860878
24	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
28- Jul 5	RAPA meet	Bad Lippspringe	00 49 05254 98 2378
30- Jul 6	4-way Skills Week with Toby Stafford	Skydive Sibson	01832 280490
<b>July</b>			
4-6	Independence Day Celebrations	Lake Wales, USA	00 1 941 678 1003
5-6	Central Regionals - FS, CF, Classics	Hibaldstow	0113 250 5600
11-13	POPS/SOS Midwestern Championships	Vandalia, USA	00 1 618 283 4978
16-26	Women's World Record Attempt	Vichy	0033 71 09 03 79
19-25	Pre-Vichy seminar (Dave Morris)	Ampuriabrava, Spain	00 34 72 45 01 11
19-27	FS Nationals	Hibaldstow	0113 250 5600
26-Aug 2	Espace Boogie	Vichy	0074 84 91 32
31	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
<b>August</b>			
4-8	BI/Advanced Instructor course	Strathallan	BPA 01162 785 271
4-8	Student Progression Week	Skydive Sibson	01832 280490
5	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
7-11*	British Record Attempt	Weston	01604 711497
11-15	Exam/pre-Advanced Instructor course	Strathallan	BPA 01162 785 271
15-17	FS and Freestyle training camp	Ampuriabrava, Spain	00 34 72 45 01 11
16-17	\$10 jump weekend	Lake Wales, USA	00 1 914 678 1003
16-25	Classics and CF Nationals	Netheravon	01980 633 371
16-26	Army Championships	Netheravon	01980 633 371
19-24	Bank Holiday Jump Week - £12/jump	Skydive Sibson	01832 280490
21-29	Large Aircraft Boogie	Langar	01949 860878
23-25	POPS meet	Border	Sue Hill 01253 713 841
23-31	5th Annual Czech Boogie	Karlovy Vary, Czech Rep.	0181 941 9212
30-31	POPS Meet	North Sealand, Denmark	00 45 75 58 3737
<b>September</b>			
4	STC Meeting	BPA offices, Leicester	BPA 01162 785 271
6-7	POPS Meet	Holland (check for DZ)	00 31 486 473 044
6-7	LAC meet	Headcorn	01622 890 862
6-7	Halfpenny Green reunion weekend	Langar	01949 860878
12-21	World Air Games	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Cup - Classics	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Championships - FS	Efes, Izmir, Turkey	00 90 312 3104456
12-21	World Championships - Freestyle, Skysurfing	Efes, Izmir, Turkey	00 90 312 3104456
13-14	Annual Woodmouse 4-way meet	Skydive Sibson	01832 280490
16	Council Meeting	BPA offices, Leicester	BPA 01162 785 271
17-21	POPS Nationals USA	Raeфорд, USA	00 1 910 875 3261
27-28	Northern Regionals - FS, CF and Classics	Topcliffe	01274 631 044

\* =Provisional dates only  
 \*\* = Date and venue change





### IPSWICH

Most of you will know that Ipswich Airport has closed due to planned construction work. Although Ipswich Parachute Centre has closed until they can find an alternative drop zone, the rigging facility is very much alive. They can be contacted on the same telephone number as always: 01473 710044.

### BOOGIE CLUB TRIPS

#### St Petersburg

This year the Boogie Club will be taking a group to the St. Petersburg Boogie in Russia where there is a huge range of aircraft lined up, ready to jump. Prices will be \$15 to 12,000ft for the Mi8 helicopter and \$14 to 12,000ft for the An26 sixty place fixed wing tailgate aircraft. Price includes video and load organising, led by Rob Colpus. Everything from jumping the 300 place Ilyushin 76 jet to an Mi8 helicopter is possible. A package has been organised by the Boogie Club to include return airfare, daily transfers to and from the DZ and accommodation with breakfast in a St Petersburg hotel – for £480. The Boogie Club can assist with your visa requirements. Places on the flight are limited and it takes time to organise a visa so book now if you want to go. St Petersburg is an historic town with good bars and restaurants; both the city and our accommodation is far superior to Moscow if you were there on one of their previous trips. The trip will happen during "The White Nights" when it does not get dark till two or three in the morning. A deposit of £60, an SAE plus your phone number will secure a slot.

#### Karlovy Vary Boogie 22 - 31 August

The Boogie School is organising its fifth boogie in this area of the Czech republic. This is a relaxed boogie where everyone can

have fun no matter what their experience level. Camping and bunkhouse accommodation, cheap food and bar are all on site. As in past years a package including flights and transfer to and from the DZ and registration fee has been arranged, the cost is £170. Video and load organisers will be on hand as well as FS coaches for smaller groups. Jumps will be from the Turbolet at DM32 for 13,000ft (about £13). As in past years there are two slots for AFF at £600 so contact Pete if you know anyone interested. Spaces on the flight are limited so book early. A deposit of £50, an SAE plus your phone number will secure a slot.

#### Quincy

The Boogie Club will be going to Quincy this year and is hoping to get a group together to allow group rates for flights and to hire RVs to stay in. If you are interested contact Pete on the numbers below.

Send deposits to Pete Marsden, The Boogie Club, 69 Cambridge Rd, East Molesey, Surrey, KT8 2AX. For more details phone or fax 0181 941 9212 or E-mail on [Pete\\_Marsden@compuserve.com](mailto:Pete_Marsden@compuserve.com).

#### SIBSON ON THE WEB

A web page for Peterborough Parachute Centre has been set up by Steve Spingys, to be found at <http://www.skynet.co.uk/~icarus> Check it out!!

The Turbolet will be at Sibson for the weekend of 18-20 April, your first jump out of the Let on this weekend will cost just £10. Every Friday jumps are only £12, loads will fly with just 8 skydivers. Last year there was lots of midweek jumping at Sibson as you would expect with an aircraft climbing to altitude in less than 15 minutes. In addition to usual events (see diary), Sibson is holding a freefly week in memory of

Keiron Clark, 14-22 June and a 4-way skills week with Toby Stafford 30 June - 6 July. Their annual 16-way sequential FS competition will be held on 31 May - 1 June and a progression week for students during 13 - 16 May. Call for more details of events on 01832 280 490.

### INSURANCE COVER INCREASED

The BPA insurance for third party and product liability has gone up from maximum cover of £1 million to £2 million. This is at no extra cost to members. Also, third party insurance is now valid in Canada which was previously excluded.

### SKYDIVE YOU!

A course to qualify instructors for Skydive U is being held during the second week of June, contact Chris Allen on 01252 331 326 for details.

### IPC NEWS

The World Air Games which is the first ever air sports Olympics will be held in Turkey this year, the World Championships in FS, Freestyle and Skysurfing will form a part of this. It will be a huge televised event with lots of live coverage and positive PR. Britain will be represented by *Sebastian XL* in 4-way FS, by the *Army 9* (now *British 9*) in the 8-way event and hopefully by the winner(s) of our first ever Freestyle and Skysurfing Nationals which will be held this year.

### 16-WAY WORLD CUP

A 16-way dive pool has been developed by IPC, compiled from suggestions from the UK, France, Germany, Switzerland and the USA. The FS subcommittee is actively looking for a venue to hold the first ever World Cup in 16-way.

### BANDANNA BOOGIE

Target Skysports is holding their first ever boogie, during 13-16 June. At least two Dorniers will be there and



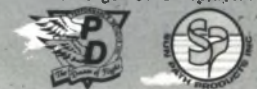
Come to Sweden this summer and make some of the best jumps in your life from the tailgate of a C-130 Hercules. Some of the best organizers in the world will be at your service. Dieter Kirsch, Derek Thomas, Gareth Holder, Patric Passe and Eric Fradet to name a few. All jumps will be video debriefed.



Check in starts May 24th. Jumpstart is on Sunday, May 25th and the jumping continues until Sunday, June 1st. Exit altitude: 4000 metres. Jump cost is 110 SEK (approx. 15 USD). Minimum experience is 200 jumps. To register, send 450 SEK to Swedish postal giro account 400755-5, Hercules Boogie-97, Box 31127, S-400 32 Göteborg, Sweden, or by international money order. No refund after March 31st, except for Force Majeure. Any questions? Call +46 31 923 445 or e-mail [hercules@gfk.se](mailto:hercules@gfk.se)



Hercules Boogie 97 is sponsored by:



party events are promised. They are also holding the first ever Freestyle, Skysurf and Freeflying Nationals, an event to watch out for. The FS Nationals will also be held at Hibaldstow, July 19-27, so it will be a busy year for all the gang at Target. For more details contact 0113 250 5600

**SCOTTISH NATIONALS**

As usual, a fun event; this year, more than ever is planned. There will be an 8-way competition and a 40-way attempt once the meet is over. Plus all the usual FS, Style and Accuracy events. Dates are 24-26 May. For more details or help with accommodation, contact Strathallan on 01764 662 572.

**CYPRUS CHAMPIONSHIPS**

These will be held during 3-8 November with a practice week beforehand. At this time of year the weather is unfriendly in the UK but pleasantly warm in Cyprus. Events will be 4-way and Classics. For more details contact Dawn Crawford on 00 357 4 744 337, fax 00 357 4 744 180.

**MALTESE FALCON UNDER PAR**

The DZ in Gozo, Malta, is temporarily closed whilst the owner looks for a new airfield. Maltese Falcon Skydiving can be contacted for an update on 00 356 582 153 or fax 585 7666.

**Did you know...**

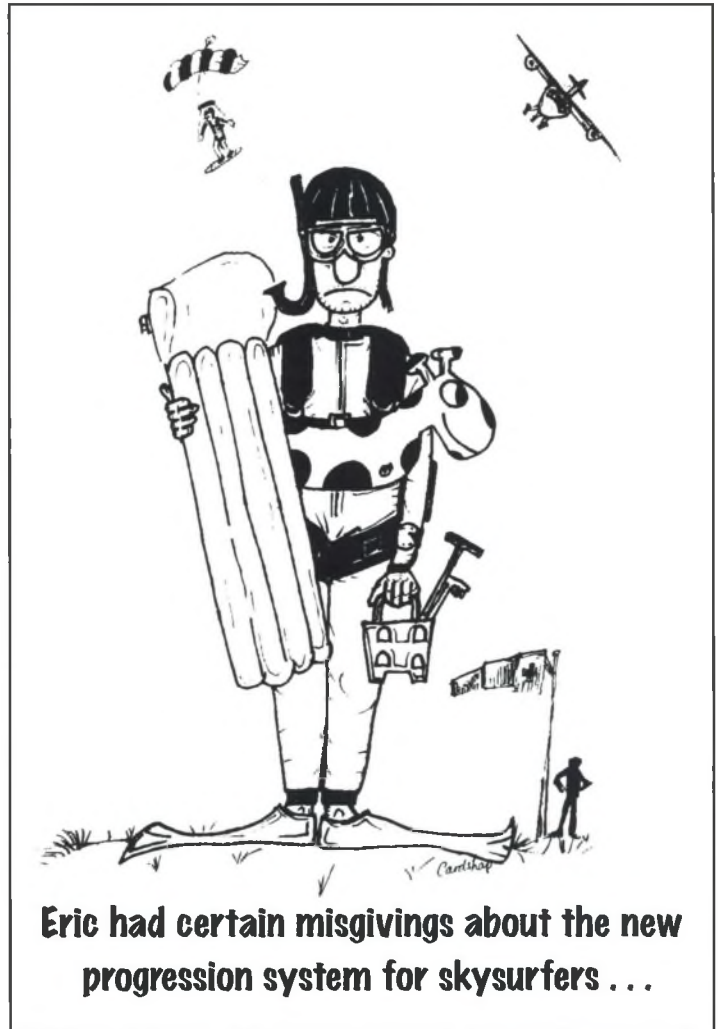
...that if you move abroad as a BPA member we will still mail your mag for the same cost? Just let the BPA office know your change of address.

**TROPHY IN SPAIN**

Train in Spain is holding an Easter 4-way challenge, 29/30 March, with a large trophy up for grabs, sponsored by Cool 'n' Groovy. Call Ros on +34 53 125 233 for details. The centre closes for the summer on 4 May (it's just too hot out there) when they will move to Leutkirch, Germany until re-opening in Spain in September. If you are interested in visiting them in Leutkirch, call Peter Grossman on +49 7561 70021, fax 70022. They will be holding the Nuggets Cup 10-way speed competition on 2/3 August. This popular event was entered by twelve teams last year.

**NEW MANAGEMENT AT GAP**

The well known drop zone of Tallard, Gap, is under new management and they are interested in attracting British skydivers. The location is beautiful, the atmosphere relaxed, the weather consistently good and the staff



**Eric had certain misgivings about the new progression system for skysurfers ...**

Andy Marsh

will do their best to help. Jumps are now around £13 to 12,000ft, discounts are available for teams, etc. Coaching will always be available, whatever your discipline. Kevin Hardwick is

on call if you feel happier with a 'roast beef' to coach you. For more information call some very French sounding women on 0033 4 92 54 02 39 or a very English sounding Jacko on 0033 4 92 54 13 51.


**S Y M B I O S I S S U I T S**

Tel. 01622 890967 Fax: 01622 891236, The Airfield, Headcorn, Kent, TN27 9HX, England

**It's nice to get some feedback from your customers:-**

***“Dear Rob  
Just a short note to say thanks for all your help and support.  
But especially we wanted to give you some feedback on the new suits – They’re bloody great! brilliant! fantastic!”***

*Pete Allum, Toby Stafford, Chris Lynch, John McIver  
Team Sebastian XL*



# Council Matters



## COMPETITIONS

The following positions of authority were allocated at the first meeting of the new Competitions Committee. Chairman and Magazine rep - Chris Allen  
Vice chairman and Style & Accuracy rep - John Smythe  
Freestyle / Skysurf / Freeflying - Paul Applegate ("Apples")  
FS - Steve Apps  
CF - Ian Marshall  
Judges - John Saunders / Mick Matthews  
National Fund - Ian Marshall

## BRITISH FS TEAMS

Our British 8-way team has changed its name from *Army 9* to *British Nine*. This team will run two, one week seminars where up and coming teams can get coaching free of charge (jumpers only to pay for their jumps and a portion of camera). The seminars will be run at Netheravon, contact Steve Apps or Andy Allman for details. Members of the *British Nine* will attend all Regional FS competitions to coach, a portion of their first training camp was spent learning how to coach intermediate 4-way blocks. Our 4-way team *Sebastian XL* is doing well, they have now an outstanding average in the high 16s. They won the last Florida Skydiving League meet and are second in the overall placing. The team met the Queen at a celebration of sporting achievement on 17 February. *Sebastian XL* has written numerous articles for the Mag which have been very well received by the membership. Both British FS teams are clearly passing on their knowledge to others in the sport.

## RED BULL

Red Bull Skydiving League has been accepted by the committee. Wayne Loxton was co-opted onto the committee due to his involvement in the league and national team tracksuit sponsorship. Wayne presented the committee with a couple of different tracksuits

and a design was chosen for the whole delegation. If other (self funded) teams going to the World Air Games in Turkey wish tracksuits, they may be purchased through Wayne at a reasonable price.

## DEVELOPMENT AND FINANCE

### IMAGE WIZARD

A proposal was passed to suspend working with Image Wizard, pending appraisal of the success of their campaign. The committee still believes in the value of good PR and intends to reassess the BPA's PR/publicity situation and develop a strategy.

### INTERNET

The BPA Internet access will soon be available, on purchase of a Server modem card. It is intended to register a domain name, @bpa.org.uk, with names of users in the office as a prefix to this address. It was felt that the BPA should be on the internet as a service to the increasing number of members who are contactable by e-mail. World-wide web pages are still under investigation.

### BPA CREDIT CARD

A credit card is available through the BPA which offers competitive credit rates for members. Every transaction made with this card earns a small percentage for the BPA, at no additional cost to members. Everyone is therefore urged to replace their existing cards for the BPA credit card, this could have a significant effect on increasing revenue for the BPA. Contact the BPA office for more details.

### REVIEW OF AGM

The general feeling was that it was an outstanding success, the dinner was good and the format is working. Improvements suggested included a little more time allocated in the afternoon for plenary sessions, a more varied musical entertainment and

more rooms booked for members.

### NEW BUILDING

Planning permission has been granted for the proposed new building at the BPA offices. This building will provide a meeting room for Council, STC, Competitions etc and will enable the BPA to run more courses in house. It will add value to the Association's assets. The next stage is to obtain building regulation approval then go out to tender for design and build. It is intended to submit a bid to the National Lottery fund in the hope that financial assistance will be forthcoming.

The committee is looking for support from the membership as to the way ahead. They need someone with building knowledge to help the committee pick a contractor and advise on overseeing the work. Also, if at all possible, someone to assist with the lottery bid (this could be the same person or another volunteer). If anyone can help in this regard can they write to Phil Gibbs at the BPA address or e-mail PNCGIBBS@aol.com.

### FIRST TIMERS REVENUE

The committee discussed the annual figure of 25,000 first timers who do a parachute jump but do not stay in the sport. It was felt that this is a source of potential revenue for the Association. It was agreed to advertise for two positions to take advantage of this as follows:

### POSITIONS VACANT

One is to run a merchandising operation, selling BPA branded items to this group of first timers, presumably either through direct mail or first point of contact at the centres. This would require some knowledge of franchising merchandise, co-ordinating its production & distribution.

The other is to run a database operation, recording all the participants onto file for future use. This would require a computer.

If either position (or both if you want to create a job for yourself) appeals do contact Phil Gibbs, Chairman of Finance and Development Committee with a proposal, before the 29 of April 1997.

## WEEKEND INSTRUCTORS NEEDED

for **NEW** centre opening May '97 in Cambridgeshire

**GOOD RATES OF PAY**  
**FOOD & ACCOMMODATION**  
**PLENTY OF FREE JUMPS**

*Club owned airfield with planning permission  
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### DEANNA ALIVE AND KICKING!!!

WoTS would like to apologise to the Kents, friends of the Kents, and anyone who knows the Kents who was upset to read Deanna's 'Obituary' in WoTS last month. The GOOD NEWS is WoTS was WRONG! I am very glad to report that Deanna is now at home, fighting her respiratory illness (at time of going to press, 4 March). She has to carry an oxygen bottle with her at all times but is bearing up well with a bouquet of flowers (from WoTS) and numerous cards, tokens, pressies etc from friends around the world to look at. Norm and Deanna were very gracious about this almighty mistake, possibly the worst in the history of SP. Please accept my apologies, the source of this information was believed to be good. I should've checked though, (Should have's, Meant to's, Ought to have's, Was gonna's... don't cut no ice!) Sorry! But just glad I was wrong. George Pilkington.

### PIA SYMPOSIUM YEE HAA!

This was probably the largest parachute related gathering without actual skydiving in the world. 39 countries were represented. Over 800 people attended the opening ceremonies at which president George Bush made an appearance and spoke to the attendees. He is the only US president ever to make a parachute jump. He is a little different to us, he had an easy choice. Jump from his aircraft over the Pacific in World War 2 or crash and burn...He made the right choice! Still he was amusing and it was very cool to be in the same room as the man who has his finger on the button. (I'm glad he was not an Ace Chocolate Biscuit....if you ain't seen the

ad, you'll have no idea!) The UK end, manufacturer wise, was kept up by Cool & Groovy's FD & SD with the arse kicking *Time-Out!!* and Sky Science's Allan Hewitt with the Guardian AAD. Both were well busy. The number of exhibitors was amazing and you could meet all the manufacturers, raw material suppliers, distributors big and small, drop zone owners, rigging legends and so on and so on. The seminars were some of the best and WoTS particularly enjoyed Bill Ottley's chat about skydiving in the early 60's. As usual there were some huge parties going on. Cool & Groovy nearly ended up in jail, something about stickers and tequila and irate car park 'soles and policemen with weapons...not narce at all....The next symposium is January 10-14, 1999, San Diego, CA, at the Town and Country Hotel. The symposium is for anyone who is a skydiver or involved in the industry in any way, see you there.

### BALDRICK'S BANDANNA

Hibaldstow are organising a boogie! It is gonna go down in June, with Chris Lynch of *Sebastian XL*, Brit National 4-way champion on hand for team coaching and load organising. "We're calling it 'Baldrick's Bandanna Boogie and we have another Cool & Groovy load organiser who has promised to be here. Aircraft? We hope to be three Dorniers and that's a 45-way, so we should have one of those each night huh! Large Party, and bulk FUN! So be here!" Chris 'Paradude' Plaiice told WoTS. Call Hibble up for more details, 0113 250 5600 is the Fone & Fax.

### TILSTOCK'S TEN PARTY!

This year is Tilstock DZ's ten year anniversary. So the boss, Colin Fitzmaurice is planning

a bit of a bash, 31 May is the date. The DZ will be open all week with two Cessnas on station for you to play from. This will be a progression week too, so go on down and get some! The Party will be Massive. Call Colin for details, and to let him know you're coming. 01948 841 111.

### VAN DE MAUBERGE GENERATOR

Mauberge DZ in Northern France will have a Skyvan in on the following dates: 9-22 June; 20-28 July and 26 July-3 Aug. The French National 4-way are on hand to offer coaching and they don't come much better than that! So if you wish to train from the gate, or just go and chill out and make some dives, this might be the place to go. Call for details. Fone & Fax 0327 397 040. Nubile 0853 9986.

### NEW MANIFESTESS

Ampuria Brava (CPCB) has recruited Brunton & Langar jumper Lynn Cocker to manifest. Lynn has banged out of the real world and jumped (groan) at the position. WoTS wishes you all the best Lynn, and can you get me 5 slots on load.....

### TRIPLE SEC

Lisa Bryant, well known manifestor, secretary, dogsbody and cheerful type at Headcorn, has taken the job of secretary to Andy Grimwade at Skydive Sebastian. She said "It was really difficult choosing between a winter in Skid Row or out in sunny Sebastian, honest!" Lisa says she gets on really well with Andy, since

she told him to hoover his own floor, which he was quite happy to do. And that it is great to work for someone with so much enthusiasm for skydiving. Good luck Lisa!

### HOOK TURN HORRORS

Eloy, French 8 training. One dude, big hook turn and he loses a toggle or the brake line snapped. Anyway the result was "Aggggh" KaBang, ba bang bang....bang. They got to him and pulled off his helmet, he spat blood and was airlifted by chopper to hospital. Happily the only damage was to his cheek bone, nothing very serious. Watch out all you potential Ricketts out there, check out your gear! Losing a toggle there is NOT an option!

### KEIRON CLARK

We lost Keiron (see Head Down last issue) in a hard landing in Titusville USA on Friday 7 February 1997. Always smiling, always moving forward always having fun, KC will be sadly missed. Keiron leaves his soul mate Susan (our thoughts are with you and his family) and lots of good friends. BUT knowing him was our privilege, and if you didn't it was your loss. Until we meet again, "Stay Cool Dude!"

### WOTS

The word coming off the streets at this time appears to be complete 'Rumour out of Control'. For this reason, WoTS is short for this month and will remain at what we know to be fact for the foreseeable.

George Pilkington

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# Making Goals

We all set goals constantly; to plan what time we want to wake up in the morning, how much money we want to earn this year, what sort of house we want to live in, what we want out of life, etc, etc. On a daily basis we set goals; we either achieve them and set new ones, or fail and then reset with a different goal.

**Y**ou can apply goal setting to any level of skydiving. For example, if you are halfway through your AFF course and having some problems with uncontrolled turns, you could set a goal of getting yourself more relaxed in the plane before jumping, or to practice the right position on the ground. These short term goals would help you achieve the long term goal of finishing the course. If you were to focus purely on your desire to graduate you may find yourself becoming frustrated with your inability to reach it. You can use the desire to finish the course as motivation to carry on, but you should set immediate goals in order to achieve that long term one.

**“It’s a bit like getting dressed up for a party, calling the cab and going to the front door without actually having a party to go to”**

The same can be said for an FS team. If a team were to look at individual body positions, flying skills, exit techniques, how to key formations, block techniques, team

harmony, etc; they would cover one short term goal after another in the journey to achieving their long term goal of, say, winning the nationals. The pursuit of short term goals without the motivation of a long term or dream goal can also be frustrating; it’s a bit like getting dressed up for a party, calling the cab and going to the front door without actually having a party to go to.

### Dream goals

These are goals that you know you could achieve if everything went just perfectly; ie, the sun shone, luck was with you and you had your cake and ate it. An example of a dream goal would be Toby from our team wanting to score a 20 in time at the ‘96 nationals, or the whole team wanting a 15 point average after 10 rounds.


**“Dream goals create the fire in your belly”**

We were very happy to achieve those goals and it keeps us dreaming of bigger and more outrageous goals. Sometimes you will not achieve those dream goals, eg I wanted to win the 4 way in ‘94, well we lost and I didn’t quit skydiving or think that I was a total failure as a human being (well only for a minute!). I went on to train and work harder to achieve the next goal. Dream goals create the fire in your belly and keep you working when you are tired or pissed off.

### Long term goals

These are necessary in order to know where you are going, like the arrival point of a journey.

**“Setting the long term goal will help you chart the territory ahead”**

For a skysurfer it might be the goal of winning the Extreme Games or for an FS team it could be winning the intermediate gold at the next nationals or to be in a team that averages 20 points. Setting the long term goal will help you chart the territory ahead. If you are in a team you must have a mutual goal 

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*“When the meet is over you need to live with yourself and your success or failure”*




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If you are in a team you must have a mutual goal or you will find discord

Ⓜ otherwise you may find discord if someone is either more or less motivated than you. For example, if your team mate is only doing the team in order to work on their skills and your goal is to win the World Championships, then your team mate would have the right to be angry at you for hassling him to commit more. Get the long term goal sorted as soon as possible. BUT the thing with goals is that they are constantly being achieved, surpassed or failed, so be open to adjusting them!

When I am coaching I am always a bit wary when I hear a goal like: "I really want to beat that other team" or "I'm doing this to show so-and-so." In this sport we are not even in direct contact with opposing teams, so it is hard (other than psychologically) to affect another team's result. Therefore we should be focussing 100% on what *we* need to do, rather than wasting our valuable energies on worrying about someone else's performance or feelings. Also, when the meet is over you need to live with yourself and your success or failure. Be responsible for your goals, pick something that you can achieve.

### Mid term goals

A mid term goal can be a checkpoint, to see how you are progressing towards your long term goal. For example, with

our coach, we set mid term goals on our block times and exit moves. We picked our dream goal, worked out how many jumps we could do and then saw how fast we wanted to be turning after 100 jumps, then 250, etc. Like all goals we have to be ready to reset them if we are surpassing or failing. If, say, a style jumper wanted to turn a 5 second set and they were turning 9 seconds right now, they would set mid term goals of breaking 8 seconds, then 7, etc, rather than constantly worrying about not being able to turn a clean 5 straight away!

### Short term goals

Without setting and achieving short term goals we would remain stationary. For a team, goals like; in-place turns, synchronous exits, block technique, a system for remembering the dive, etc, are all vital elements required in order to achieve the long term

and dream goals. A short term goal could be as simple and specific as; looking up on exit or taking a wrist grip. On our team, we set daily goals, which

## "Short term goals are your tools... to reach your sometimes distant dreams"

we consider as short term goals; for example today's goals included; 'Keeping calm,' 'Making the most out of a potential bad weather day,' 'Learning more about tailgate exits,' 'Keeping the dives fun.' We sometimes pick non-skydiving goals, such as 'Tidying the team room,' or 'Washing our suits.' Short term goals are your tools and the language which helps you understand how to reach your sometimes distant dreams.

### In summary

I would suggest that if you are starting a commitment, whether it be a team or an individual discipline, that you decide your long term goals as soon as possible, schedule mid term checks and then pick a time on each training day that you set and then debrief your short term goals.

Have fun and be flexible!

**Pete Allum**  
pete\_allum@compuserve.com

### Did you know...

...that Solly Williams' real Christian name is Silvanus?





## Personal Guided System

Strong Enterprises has developed a Personal Guided Aerial Delivery System (PGADS) for military applications. The system is designed to carry special equipment and/or personnel, it can be manned or unmanned. The pilot or automatic pilot deploys and flies the 1,200 square feet canopy; steering and flaring are accomplished via servo motors attached connected to the control lines.

**Strong Enterprises**  
001 407 859 9317



## New PD Canopies

Performance Designs, manufacturer of the world's most popular canopies, unveiled two new canopies at the PIA Symposium in February. They have been designed to fill a gap in the market for skydivers whose needs may not be met by current canopies. Both canopies incorporate PD's new *PRO Taper* platform which, the manufacturers claim, allows these canopies to exhibit very responsive handling characteristics while maintaining the forgiving openings and predictable recovery of more conventional rectangular parachutes.

The first of these is the *Spectre*, which is a seven cell design made with all zero porosity fabric. It addresses those skydivers wanting seven cell flight characteristics at low airspeeds, eg for demos and canopy formations, combined with nine cell type performance at higher airspeeds, ie fast turns and a high glide ratio. In addition, PD claims, the new canopy has consistent, on-heading openings and predictable turn recovery, whilst packing smaller than the equivalently sized 9-cell. Sizes available in the *Spectre* range from 97 to 230 square feet.

The *Silhouette* addresses another group of skydivers who want the responsive handling associated with elliptical ZP canopies without the possible disadvantages of

oversteering, off heading openings and difficulty of packing. The *Silhouette* is a nine cell canopy with the top skin made of ZP fabric and the bottom skin of F111. It is "packer friendly" and apparently shows better performance than a rectangular ZP canopy. The suggestion is that it allows skydivers to gain increased performance without going down in size from their current canopy size. The *Silhouette* is available in sizes from 135 to 230 square feet.

**Performance Designs – 001 904 738 2224  
or current UK dealers**

## New Dytter Products

At the PIA Symposium in February, Larsen and Brusgaard announced details of new products they have in development. It is hoped that these will be available in the next six to nine months. The *Pro-Dytter* will have three altitude warnings and will calibrate itself automatically, unlike the current operation which needs to be set every day. The *Time-Track* is designed with competitors in mind and will provide an alarm call for the end of working time as well as altitude warnings. The *Pro-Track* will be a compact skydiving computer which will record statistics and data in all aspects of skydiving. The *Light-Track* is an accessory which can be connected to any of the above products and will provide an additional visual warning to complement the audible warnings. Kit News will keep you informed as and when these products become available.

**Larsen and Brusgaard – + 45 46 75  
77 22 or e-mail dytter@pip.dknet.dk**

## Anem, annemomm, aninomm, annemm, er, wind machine!

Nielsen-Kellerman, a company in Pennsylvania, USA have released onto the market a pocket sized anemometer called the Kestrel. This small unit is lightweight and waterproof and has a clear LED readout which can be displayed in knots, mph, fpm, m/s or km/h. Ideal for display teams, the Kestrel comes complete with a replaceable impeller and protective case, and retails at \$89.00 with a year's warranty.

**Nielsen-Kellerman – 001 610 4940602**



## ALTI III WARNING

A small number of Alti III's have been returned to the manufacturer, SSE Inc, with a cracked case. If you have an Alti III, inspect the case at the 6,000ft position for a crack (not to be confused with the moulding line also at 6,000ft). If there is an obvious crack, return the alti to SSE Inc, 5801 Magnolia Avenue, Pennsauken, NJ 08109 for replacement of the case and refund of postage.



# KIT NEWS

by Rob Colpus



## Cypres Battery Change

Airtec, manufacturer of the *Cypres* AAD, has put out a press release reminding owners that they should be changing their batteries after:

2 years or

500 jumps or

the first time the low battery code is displayed by the units LED

– whichever of the above comes first.

The batteries in a *Cypres* which was installed on a tandem rig involved in a fatal accident in Denmark recently, were four years old. The *Cypres* was not a factor in the fatality, but the old batteries were discovered as a result of the gear being inspected as part of the enquiry. Airtec stresses that at this time, ALL batteries fitted to April 1995 should be replaced without exception.

## Rogue Code!

The BPA's riggers committee was informed recently of an Expert *Cypres* unit which had switched itself off, displaying an error code of 8996, which is not shown in the owners manual. Airtec stated that this unit was one of a small batch made between late 1993 and early 1994. If anyone should experience this error code on a *Cypres* manufactured around this time, they should return the unit to Airtec for modifications.

Airtec – 0049 2953 8010

## Jump Shack Non Stick

The Jump Shack has recently introduced 'Teflon impregnated' closing loops as part of the cutaway system on their *Racer Elite* system's main risers. Concerned with the many reports coming in on the subject of excessive pull forces required to extract some cutaway cables, Jump Shack carried out extensive research



## Remote Camera

Designed originally for motor sports, the *SportsCam* video recorder system is now being marketed as 'ideal for skydiving photography'. A remote camera, no larger than a thimble, can be mounted on the helmet (or held in the hand) and is available with interchangeable telephoto and wide angle lenses. The camera links to a lightweight recorder, which incorporates a four inch screen and can be mounted in a small nylon pack on the chest. The system records onto Super 8 tape and the manufacturer, Radical Motorsport, claims very high quality for a price starting at £949 for the basic unit.

For further information,  
0161 480 0212 or 01733 344 198


on the possible causes. Surprisingly, one of the areas of very high resistance is where the yellow PVC cable comes into contact with the 3-ring closing loop. The undue friction or high resistance can be exacerbated by risers being slightly out of spec, by high 'G' forces produced as a result of a fast spinning malfunction, by no housings, by uncoiled cables, or by other factors. Jump Shack states that their laboratory tests have demonstrated a 50% reduction in pull-force when using the new teflon coated loops, but stressed that they

still recommend monthly oiling of the yellow cables. The new risers are also available as separate components from the Jump Shack or their dealers.

Jump Shack – 001 904 734 5867  
or e-mail: [Info@jumpshack.com](mailto:Info@jumpshack.com)  
for information

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Web page: <http://www.jumpshack.com>



 Jump Shack has begun a mailing list for style and accuracy jumpers, similarly for rigging and tandem information. All skydivers on the lists are regularly sent out information pertaining to this area of the sport. This is not restricted to product information, it also includes news about meets, venues, results etc. Inclusion on the list is voluntary, ie the mailing list is only of people who choose to join. To subscribe to the mailing list (S&A), you would address an e-mail to:

**Mdaemon@jumpshack.com** and in the body of the message put "subscribe S&A". (Substitute "tandem" or "rigging" for S&A to subscribe to either of these lists).

## PIA is Mil Spec

The Parachute Industry Association (PIA) has picked up where the US Government has left off. Up until recently the US Government has recognised the so called 'Military Spec' system in order to control the standard of certain manufactured materials. The US Government has now abandoned the Mil Spec program so the PIA (a US based, yet international, civilian association of sport parachuting manufacturers and drop zones) has adopted 275 specifications relating to parachutes. Mil Specs are used by the parachute industry world-wide, although some countries also have their own Government specs.

Without specifications and standards, mills and parts manufacturers could ship almost anything to parachute manufacturers. Parachute and harness/container manufacturers check and certify every single piece of webbing, fabric and hardware they buy, but they need some sort of measurement to check them by. The new PIA specs have been adopted without change except for the reference number. The new specs all carry the prefix PIA. A full list of the PIA specs are available on paper or disc.

**PIA – Fax 001 513 8977548**

## Dash-M

Precision Aerodynamics has announced the development of the latest upgrade to their popular *Super*



## Suits You Sir

Garry Carter of Body Sport USA, long-time US jumpsuit manufacturer, gave a magazine interview recently where he strongly questioned the sense in recreational jumpers wearing super tight 'team' suits. "People have lost focus on why you wear tight suits" said Carter, "The trend began as a way to maximise performance for four to eight people who jump together all the time. For normal, recreational skydiving, it doesn't make sense that suits are so small that even average people have to wear weights." He went on – "You should make your team as fast as possible based on the smallest person, then compensate with suit size or gear for the others."

Crater says that potential customers call all the time "looking for miracles" based on incorrect information – like the 14 stone man with 50 jumps who was told by experienced jumpers to get a tight jumpsuit. "He called and said he couldn't skydive worth beans and I have to tell him, 'It's not you buddy, it's physics'. It's really strange that people don't look at the physical laws that are out there – if you want to have fun with lots of different people, then you have to be more tolerant on fall rate. If you want to do the team thing, fine. Just don't use tight team suits for everyday use, because that's not what you need for recreational skydiving."

*Raven* reserve series. The new version is known as the *Dash-M* series and is available in 8 sizes from 109 to 282 sq ft. The new series has exactly the same airfoil shape and line trim as previously but now has a spanwise constructed lower surface similar to that used on the company's *Batwing* main canopy. The *Dash-M* series has spanwise reinforcement provided across the line attachment points in the form of a double needle fell seam.

Precision claims this produces excellent structure without the unwanted bulk associated with added heavy tapes. The new series will now carry approval under the latest and strictest TSO C-23d standard, under which the old allowable maximum suspended weight of 254 lbs has been increased to 300 lbs. *Spectra/microline* is now standard. The *Dash-M* series is not a

replacement for the current version but will be produced alongside it.

**Precision – 001 423 9494688**

## Back To The Future

Due to a trend change, above 80% of Sunpath customers are now ordering their custom *Javelin* harness/container with metal cutaway housing in favour of the soft housing version. Sunpath now produces the *Javelin* with metal housings as standard, the soft housings are available as an option. This change in demand is largely due to the continuing debate concerning high pull pressures on soft housings in certain circumstances. These have been reported on a range of harness / containers with soft housings and overloaded high performance canopies.





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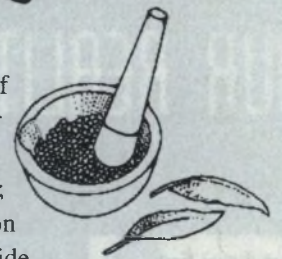
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Sarah Heal  
practising homeopath

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Photo of Dave Caldwell over Langar by Milko

## Freestyle and Skysurf Nationals

Responding to demand over the last few years, the first ever British Nationals in Freeflying, Freestyle and Skysurfing will be held this year, during 17-25 May. This is early in the year to allow time to select a British team to represent us at the World Air Games in Turkey (September) – entries must be completed by June 1997. Chris Allen, Chairman of Competitions Committee, has set aside £5,000 towards entry fees for this newly recognised discipline. The Nationals winning freeflyers, freestylers and skysurfers may be eligible for funding if they met selection criteria (currently being decided).

The World Air Games in Turkey is the largest international sporting event for 1997. It will be a spectacular showcase of aerial activities with 18 different airsports taking place at seven different venues. Parachuting will be the largest contingent, including FS, Freestyle & Skysurfing and Style & Accuracy events. The Games will attract major PR, media coverage and sponsorship.

One of the contentious issues the Competitions Committee has to resolve is whether to fund the well known Adrian Nicholas to represent us, if he cannot attend the Nationals, as seems likely. Adrian has achieved bronze and silver

medals at the SSI Pro Tour and Extreme Games 1996, so seems our best chance of a medal.

The venue for the Freeflying, Freestyle and Skysurfing Nationals will be Target Skysports, at Hibaldstow. Target held a pre-Nationals forum at the end of last year, to gather information and ideas from competitors and judges. This feedback is being used in the making of rules and determining what scores should be the minimum acceptable for funding entry fees. Dr Roger Flinn will be chief judge at the meet; he has a wealth of experience judging freefly type events all over the world. Copies of the rules are available from the BPA office.



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*Bo Babovich, USPA I/E, Tandem Examiner, Master Rigger. With 5000 jumps, including 2500 tandem jumps, and over 1000 jumps on the Elite Tandem, Bo is the quintessential skydiving professional. Photo by Johnny J.C. Colclasure*

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# Check it out!!

Those at the AGM this year would have seen the Flight Line Activity, run by Rick Boardman and Chris Jones. The concept – to get the ‘average skydiver’ to do a flight line check on four dummies kitted up with dodgy gear. The answers and a summary of results are presented here, together with some of the problems in case you missed out on the activity

For months I’d been collecting scary stories from various sources with a file full of flight line horrors to choose from. Allan Hewitt agreed to kit four female dummies out from Sky Science’s shelves. By the night of the AGM, I had a four-way frappe waiting to happen, each with a few small faults, some minor infringements of the operations manual, and several killers. (This is sadly the only time I’ve ever spent the night with a girl four-way team!)

The stand was packed for the bulk of the day, it was non-stop! Some people’s idea of a flight line check was closer to a full

inspection and repack, so the mannequins suffered many indignities. Cries of “That one can’t jump, it’s got no hands!” and “This reserve is out of date!”, “This one’s got two left hands!” were heard all day. Enthusiastic checkers dumped the Talon reserve on dummy ‘D’ at least FOUR times. Lots of people had a lot to say about the subject. The fact that we generated all that chatter, at the only occasion on the British skydiving calendar when truly ALL the jumpers can get together, meant that there was lots of “cross-fertilisation” of ideas on the subject. That, for me, was the whole point of the exercise.

**Rick Boardman**

## Results

So, how did you do? The answers were anonymous and the forms have been destroyed, so only you know. The faults on each dummy are listed here. Our aim was to look at the statistics: here are some of the more prominent points:

1) The dummies were each checked by between 50 and 67 people, about 2% of BPA membership. Two people got A completely right and one C. Nobody got B or D perfect.



Dummies A-D awaiting checks

Photo by Colin Bridges

### Dummy A Blue Racer

- 3-ring system wrongly assembled, both sides
- Legstrap webbing hanging loose from bungees
- Chest strap tucked through buckle, not secured (photo 1)
- Pin-pull pad (“dildo”) floating
- Main side flap velcro tucked under
- No knife

*Over half who checked ‘A’ missed the risers, assembled to the 3-rings backwards. Two people got A completely right.*



1

### Dummy B Black Teardrop

- Main pin almost out (photo 2)
- Minimal excess cutaway cable beyond loop (photo 3)



2



3

- Cutaway locking loop almost severed (photo 4)
- Twisted legstrap
- Throwaway toggle pushed inside pocket
- No knife
- Altimeter set wrongly
- Helmet loose, poorly fitted, strap twisted



4

*Two people cleared ‘B’ to jump. On ‘B’ there was a (different) serious fault either side on the 3-ring system; very few checkers found both. Having found the cutaway-related fault on one side, many moved on without really checking the other side (which had an equally dangerous flaw). Often what people see is conditioned by what they expect to see.*



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**Note:**

It must be stressed that this experiment related to experienced jumpers and bears no relevance to student jumpers, who may only be checked by qualified instructors.

2) In terms of absolute safety, the results were good with all the models grounded by almost all who took part. Even if the reasons varied, the result was the same, and their lives would have been protected.

3) Another encouraging point is that there were few errors of knowledge. Most people knew what was and wasn't legal – they understood helmet, knife and altimeter rules, for instance.

4) In terms of errors found, results were considerably less good. There were many missed faults, some very hazardous. Although one can see contributory factors, our checkers were not hurried and not under pressure. Under these circumstances one must be worried when (to take two examples) one third missed a pull-up cord left in the main loop and two thirds missed a completely inaccessible throwaway toggle.

5) Nobody found everything, though a small number of people got at least one dummy absolutely correct. Of these, most

**Dummy C Black Javelin**

- Reserve sealed using USA method
- Main pilot chute hanging out
- Pull-up cord left in main closure loop (photo 5)
- RSL connected to smallest ring on mini-riser (photo 6)
- Legstrap mis-routed through buckle (photo 7)
- No altimeter
- No strap on helmet

*Over one third of those who checked 'C' missed the pullout cord still in the main loop.*



5



6



7

were experienced jumpers or instructors; one was a C-licensee.

6) There were fewer oversights on the jumper's right side (the checker's left). This may be explained by the fact that most people naturally work left to right.

7) There was a general fall in overall efficiency from A to D. Most people did the

A considerably more detailed report has been prepared. This is being submitted to the BPA. If anyone would like a copy, please write to Chris Jones, 2 Primrose Close, Cowbridge, S Glamorgan, Wales CF7 7DZ, with an A4 SAE and £2.50 to cover the cost of printing. Or you can view the results on our web site at <http://www.new-coll-cf.ac.uk/flc>. We would welcome any comments or suggestions, preferably by e-mail to [cjones@new-coll-cf.ac.uk](mailto:cjones@new-coll-cf.ac.uk)

dummies in order and it seems that their last checks were not as good as their first.

8) There was a good spread across the experience range apart from at the top; we had only one entrant of Advanced Instructor status. At the lower end were several punters with less than 50 jumps, who generally did well. Intriguingly there did not seem to be any significant correlation between the quality of the testing and the tester's experience level. This suggests that the vital ingredient is the care and attention brought to the job. There is clearly room for further research here, but the conclusion is not out of line with other safety investigations.

**Chris Jones**

A systematic guide to performing a Flight Line Check is presented over the page.

**Dummy D Grey Talon**

- RSL through large ring of 3-ring system (photo 8)
- Cypres AAD incorrectly set (photo 9)
- RSL routed around ripcord housing (photo 9)
- Main bridle mis-routed – could not deploy (photo 10)
- Main flaps closed in wrong sequence (photo 10)

- Main closing loop almost severed
- Legstrap bungees not used
- Risers across reserve tray and out of covers
- C-licence jumper wearing frappe hat

*One checker cleared the totally suicidal 'D' to jump.*



8



9



10



Flight line checks may only be carried out by people who have been briefed and cleared to do so by BPA instructors. What should be covered in such a check? We take you through a systematic routine covering all the vital safety points. It is appropriate for checking intermediate and experienced parachutists; students may only be checked out by instructors

# Flight

We assume that all other checks have taken place, ie by the packer at the reserve repack stage, by the individual drop zone and by the jumper in question. The **flight line check** is done by a suitably qualified person, usually at the emplaning point. It should not be confused with any of the other checks; all have their own functions.

## Remember:

- Do not hurry – even if the aircraft is waiting and the boss is shouting!
- Do not interrupt a check – if you are interrupted, start again when you resume
- Give it your full attention
- Talk to the jumper
- Don't ignore anything
- Be very careful abroad
- Do not change anything (eg an AAD setting) unless the jumper knows about it and you know how to
- Do not check anything you do not understand. Ask an instructor or rigger

Try to get into a systematic routine – this reduces the chance of forgetting something. What follows is a typical pattern that starts at the top, works down the front, then round and down the back.

## From the front:

### 1. Ask the jumper:

a Do they have an AAD (Cypres, Astra, Guardian etc); if so, have they checked it?

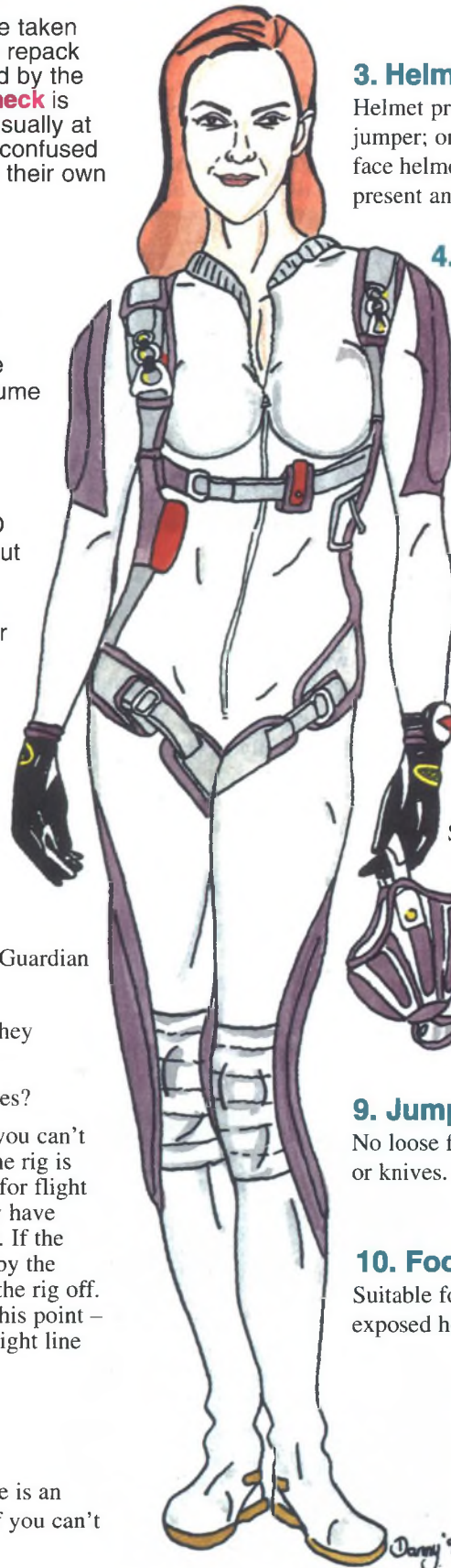
b If they have a Pop Top type rig, have they checked their reserve pins?

c Are they are cleared to check themselves?

On Pop Top rigs (and some other types) you can't check the reserve pins and AAD whilst the rig is being worn. If the jumper is also cleared for flight line checks it is okay to confirm that they have checked their own reserve pins and AAD. If the jumper is *not* cleared, this *must* be done by the checker even though it will mean taking the rig off. It is best to remove the rig and verify at this point – rather than getting halfway through the flight line check and having to start again.

### 2. Altimeter and knife

Whilst facing the parachutist, ensure there is an accessible knife and altimeter (zeroed). If you can't immediately see them, ask the jumper.



### 3. Helmet

Helmet present and suitable for the experience of the jumper; only D licence holders may jump with a full face helmet, a frappe hat or a camera helmet. Goggles present and clean.

### 4. Three ring system

Correctly assembled, no obvious damage to risers or loop. Sufficient excess cable, stowed properly in the riser pockets. Risers covered. Do *not* rotate the rings in a flight line check; if individual jumpers wish to do so, they can turn their own in their morning kit check.

### 5. Chest strap

Properly threaded, secured and the loose end stowed in an elastic or properly installed velcro.

### 6. Cutaway pad

Secure but accessible. Pad should be fully up so virtually no cable can be seen.

### 7. Reserve handle

Some excess ripcord, the nipple secure and no fraying of cable (for pads the previous rules apply).

### 8. Leg straps

Fully secure, not twisted, ends stowed properly in bungees (mandatory). Comfort pads lying properly.

### 9. Jumpsuit / clothing

No loose flaps which could obscure handles, altimeters or knives.

### 10. Footwear

Suitable for the experience of the jumper, secure, no exposed hooks or loose laces.

## See Your Handles

Be wary of pads or handles which match the jumpsuit – it makes them hard to see. This is something to watch out for when borrowing gear.



# Line Check

*Sport Parachutist would like to acknowledge the following sources of information for this article: Chris Jones, Sky Science, Tye Boughen, Peterborough Parachute Centre. We also thank Danny Crossman for his illustrations.*

## From the back:

### 1. Reserve pin(s)

Lift the reserve flap. Grommets and loops in good condition. Pins straight and through the loops sufficiently to prevent a premature but not an over the shoulder deployment. Reserve cable running freely through the housing to the handle. Close the flap securely and carefully; if in any doubt about closing a rig you are not used to, ask for help.

### 2. AAD (if fitted)

Check it is on and set correctly. If the jumper has below 200 jumps you *must* check this with your own eyes, even if that means taking the rig off and re-checking its fitting (see earlier).

### 3. Reserve static line (RSL or Steven's lanyard)

If fitted, check its routing is correct, ie it will work but will not prevent manual operation of the reserve.

### 4. Main pin

Adequately in; closure loop in good condition and not loose, grommets sound. Flaps closed in right order with bridle routed under the correct flap (if in doubt, ASK).

### 5. Bridle line and deployment system

**a** In *throwaway* systems there must be slack in the bridle where it comes out of the container and goes to the pin. Pin smooth and curved. Bridle between pin and pilot chute pocket is continuous and secured on serviceable velcro – or tucked safely away in the case of BOC. Pilot chute secure in the pocket (no material visible) with the handle clearly accessible.

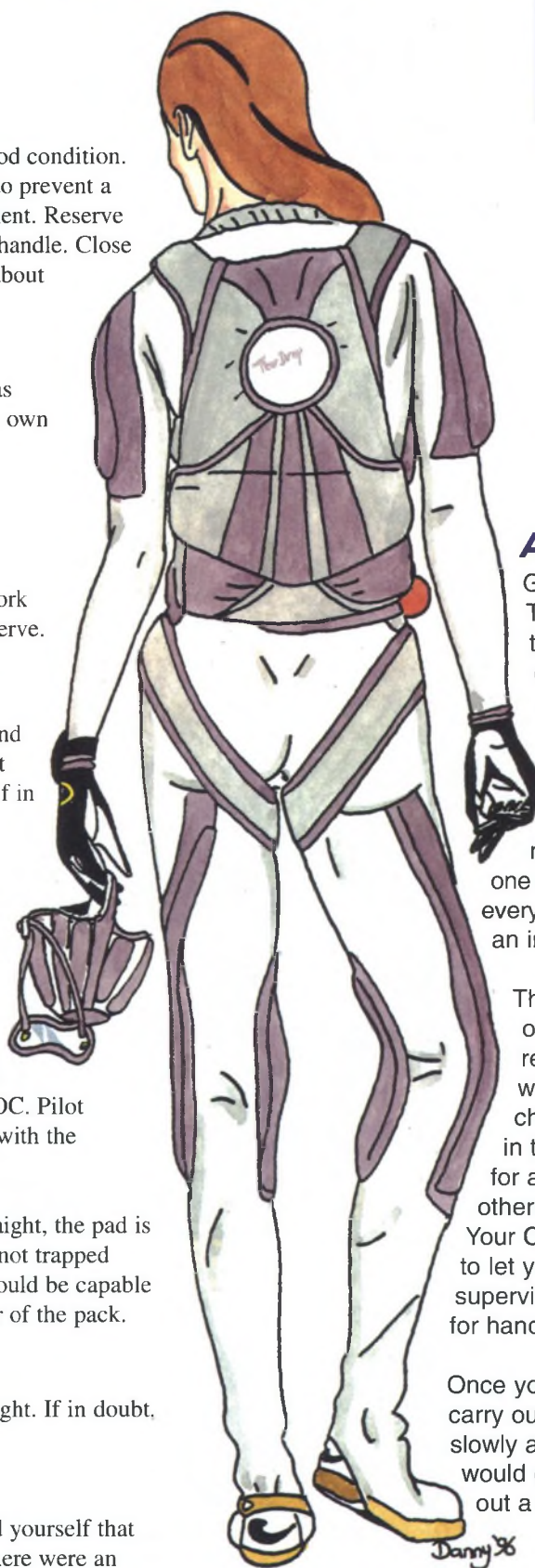
**b** In *pullout* systems, the pin is smooth and straight, the pad is secured and the attachment to the pilot chute is not trapped underneath the flaps. None of the pilot chute should be capable of being trapped in the bottom right hand corner of the pack.

### 6. Final once-over

A general look to see if anything doesn't look right. If in doubt, check it out.

### 7. Sign the manifest sheet

By signing a flight line check you have satisfied yourself that the equipment is fitted safely and correctly. If there were an incident, you could be called to account, possibly in court.



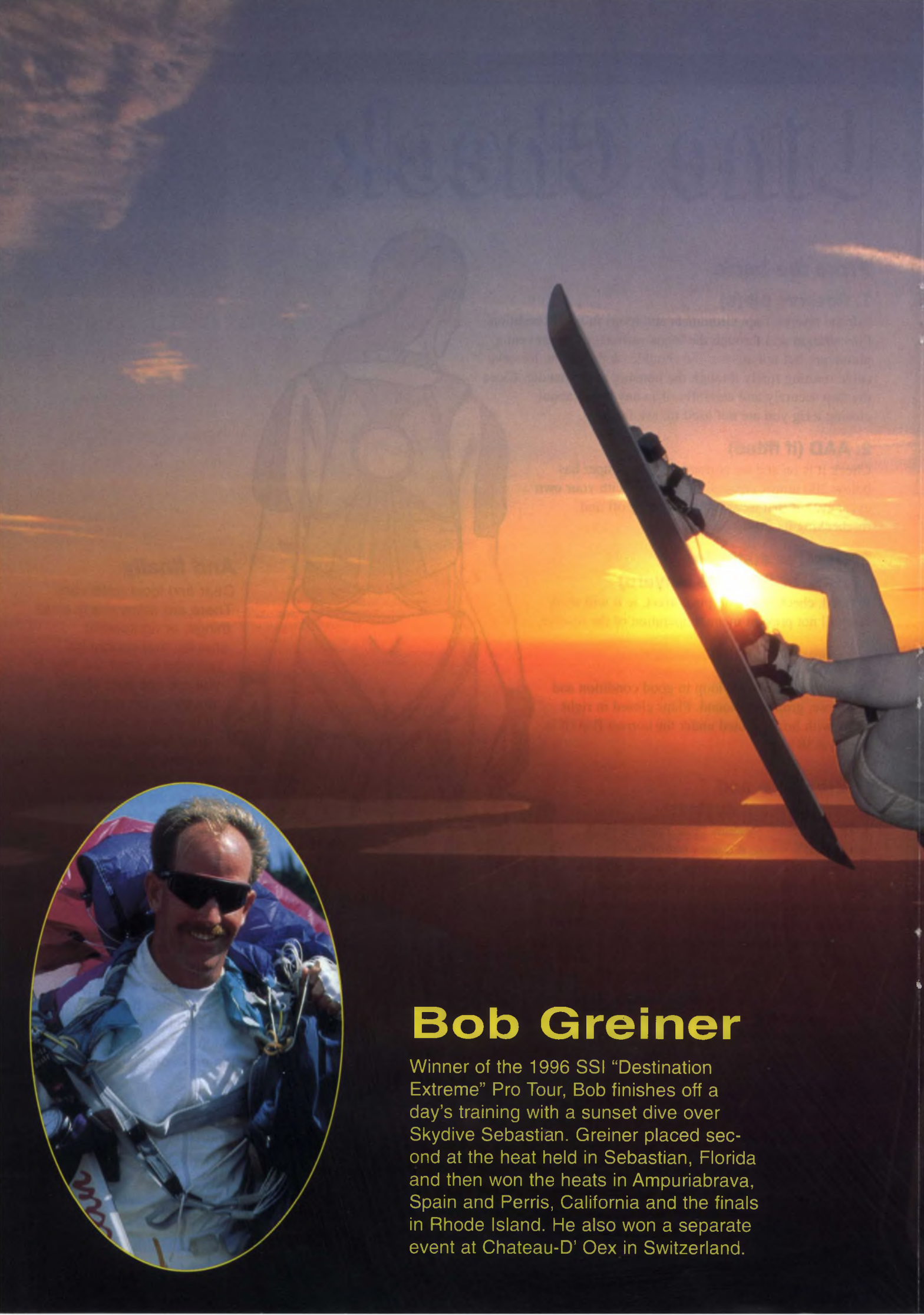
## And finally

Gear and local rules vary. There are many many small things, or rig specific checks, that cannot be included in a list like this. If you are not sure about anything, do *not* assume it is okay. This is not an area to bluff and there is no shame in ignorance, no-one can be expected to know every system on the market. Ask an instructor or rigger.

This article is a summary only and is not intended to replace a formal brief. If you wish to carry out flight line checks, approach your CCI in the first instance and ask for a brief for yourself and any others who may be interested. Your CCI will also be very willing to let you practise under supervision. There is no substitute for hands-on experience.

Once you have been briefed to carry out flight line checks, do it slowly and conscientiously as you would expect someone to carry out a check on you.





## Bob Greiner

Winner of the 1996 SSI "Destination Extreme" Pro Tour, Bob finishes off a day's training with a sunset dive over Skydive Sebastian. Greiner placed second at the heat held in Sebastian, Florida and then won the heats in Ampuriabrava, Spain and Perris, California and the finals in Rhode Island. He also won a separate event at Chateau-D' Oex in Switzerland.





Photos by Keith Larrett

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Keiron Clark

Photo by Stuart Meacock

Here is a short piece of prose entitled "The Lesson of the Moth". I read the Lesson at my brother Keiron's funeral and all the skydivers there came to me afterwards and said that they loved it and it was very Keiron.

Nova Tribe (nee Clark)

## The Lesson of the Moth

I was talking to a moth the other evening. He was trying to break into an electric light bulb and fry himself on the wires.

"Why do you fellows pull this stunt?" I asked him

"because it is the conventional thing for moths, or why, if that had been an uncovered candle instead of an electric light bulb you would now be a small unsightly cinder? Have you no sense?"

"Plenty of it" he answered "but at times we get tired of using it.

We get bored with the routine and crave beauty and excitement. Fire is beautiful and we know that if we get too close it will kill us but what does that matter?

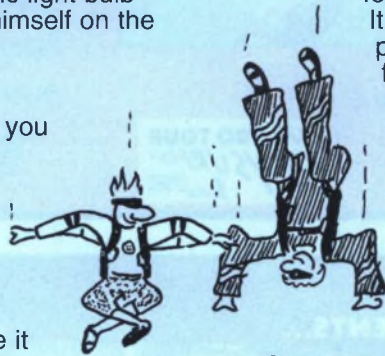
It is better to be happy for a moment and be burned up with beauty than live a long time and be bored all the while.

So we wad our life up into one little toll

and then we shoot the roll.

That is what life is for.

It is better to be part of beauty for one instant and then cease to exist than to exist forever and never be a part of beauty.



"because it is the conventional thing for moths, or why, if that had been an uncovered candle instead of an electric light bulb you would now be a small unsightly cinder? Have you no sense?"

Our attitude toward life is come easy, go easy. We are like human beings used to be before they became too civilised to enjoy themselves."

And, before I could argue him out of his philosophy he went and immolated himself on a patent cigar lighter.

I do not agree with him myself. I would rather have half the happiness and twice the longevity, but at the same time I wish there was something I wanted as badly as he wanted to fry himself.

**Our only consolation is that Keiron was indeed having the time of his life and died doing the thing he loved most.**

**He will be sadly missed.**

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# PERRIS VALLEY SKYDIVING



PHOTO BY VIC PAPPADATO

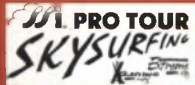


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# PEOPLE IN THE SPORT

## Darryl Moran

**D**arryl Moran has shown outstanding results with his 16-way team, *Another Planet*. For many years the 16-way scene in the UK has been fairly static, scores remaining at around the 3 or 4 mark for top teams. Darryl has succeeded in increasing *Another Planet's* scores to 5's, 6's and 7's, the latter two being British record scores. He has achieved this by careful selection, training and efficient dive organisation. He is a natural leader who always values input from team members. We asked him the secrets of the *Planeteers'* success

Darryl's first serious team was *Akiro*, an 8-way group of Sibson jumpers who trained and achieved bronze Nationals medals in 1990 and '91. He then joined *Mind Games*, who trained in 8-way gaining a silver medal in '92. *Mind Games* went from strength to strength, winning the Nationals gold convincingly in '93 and going on to the World Meet where they came ninth with an average of 8.2.

Darryl then turned to 4-way for a year joining Pete Allum, Dave Smith and John McIver to form *Air Games*. They came second at the '94 Nationals, to the RAFSPA 4-way team. *Air Games* joined *Toy Company* (forming *Games Company*) for the 8-way; they won the Nationals and a place at the World Meet – with just one training jump! *Games Company* found sponsorship from Ricoh and went on to win the Nationals in '95 with an impressive average of 9.6. Back to the World Meet for Darryl, where *Games Company* (now *Ricoh Cameras*) set a new British Record score of 13 and

came seventh in the event with an average of 8.7.

Darryl has been on three of the world's largest formations, the 150-way in Kokjside in 1992, the 216-way in Bratislava in 1994 and the recent 297 in Anapa, Russia. He is a popular organiser at major European boogies such as the Espace; his dives are imaginative and his positive approach is inspiring. Dazzle, as he is affectionately known, teamed up with George Pilkington to organise the current British record 63-way, set at Langar in 1994. He is married to Emma and has two sons by former relationships, Lee who is 16 and Carl who is 8.



Photo by Lee Moran

### How long have you been skydiving Darryl?

I started in 1979 at Ashford, reached 15 second delays, started spinning, got scared and gave up, partly for financial reasons. I didn't start again until 1985 when I did a couple of static line jumps, signed up for AFF and never looked back.

### Are you naturally a good skydiver?

No, I have to work at it. I remember going on a skills camp in 1988 with a group from Thruxton. Steve Woodford was our coach, at the end of the week he said he couldn't take our money because he couldn't teach us anything! The next time I saw Steve was in 1993 at the World Meet!





**What did you learn at your first World Meet with *Mind Games*?**

It was a real eye opener. Being around skydivers of that calibre was a great honour and a privilege. The whole team learnt a great deal. Mainly how to stay composed under pressure. The feeling you get when you are waiting for that first international level competition round is indescribable. Everyone worked hard at being composed, ready and performing as a team.

**Did you find it a different experience the second time around with *Ricoh*?**

Yes, for several reasons. The main one being that the experience I gained at the first World Meet made me so much more in control during the second one. A lot of it is knowing what to expect, being in that environment. Before round #1 in the '95 World Meet I felt exactly the same as I had the year before with *Mind Games*. But as the competition wore on, I found myself more able to stay composed on the ground, reach the right arousal level in the aircraft and be calm during the skydive.

**What was the secret of the *Ricoh* team vibe?**

There was no real secret. We were all seasoned jumpers with good competition experience and the team was basically a 'friendly' team. We didn't have any discussion about goals for example. We took the dirt diving and skydiving seriously during competition but other than that we were all fairly laid back about it. I think that helped us a great deal because we all felt comfortable with each other and there was never a cross word spoken.

**How come in 1996 you didn't do the Nationals at all?**

I fancied a break from competition jumping. I wanted to build my business up, sort out my home and try things I haven't had the time for until now. I went skiing for instance, I've never done that before, it was great fun. The break came at the right time. Funnily enough I didn't miss doing the Nationals at all, I didn't think about it. At the time they were on I was load organising at the Espace Boogie, Vichy, which I've done for the last six

years. This boogie really is an amazing event and I wouldn't miss it for anything.

**Why?**

I've organised at lots of boogies; Karlovy Vary, Czechoslovakia, France, Belgium, Spain; I enjoy it all. But there is something really special about Vichy. There's an incredible vibe there, something you don't get anywhere else in Europe. They have a festival party atmosphere, huge marquee, cafe, amazing sound system shops, lots of hot sun. In the evening there are fun events and they show the day's dives on a big screen. It's an amazing atmosphere, it's just brilliant.

**How did *Another Planet* start?**

*Another Planet* started when Rob Colpus, who had organised the *Symbiosis* 16-way for years, decided to call a halt in 1992. I just happened to be around at the time and was happy to organise a team for one event, a 20-way at Langar. We won, I enjoyed doing it and people wanted me to carry on. Since then we have done four or five meets a year in the UK and been very pleased to win all of them.



Photo by Adrian Thornton

*Ricoh Cameras* set a new British record average of 9.6 at the 1995 Nationals and a new British record score of 13 at the World Meet in the same year





Photo by Adrian Thornton

Darryl keys the next point on one of his organised loads at the Espace Boogie, which he "wouldn't miss for anything"

### What do you put this outstanding success down to?

I put this down to a similar vibe to the one we had with the *Ricoh* team. We have a fantastic team spirit, everyone is very supportive of each other. The people involved in the team make it very easy to achieve success. There are a lot of very experienced jumpers on the team with a good spread of skills. We crack jokes and have a laugh but, when it comes down to the skydiving, the whole team takes it very seriously.

### How did you feel when Another Planet set two British Record scores in day?

Funnily enough, the night before this happened at Weston on the Green, I dreamt we would put a seven on the board. But I didn't think we would actually do it. We've done the Weston meet for the last four years and won it every time, but never *too* convincingly. I've always felt that with just a little bit more effort we could do a lot better. To put that seven on the board was an incredible feeling, the whole team was so excited about it. Again we had a great team vibe and of course the seven

helped to keep make the vibe even better! In all, on one day we did three 8 point 16-way skydives, scoring two 6's and a 7 in time. It's hard to imagine a better day's jumping.

### Why was the team so successful in 1996?

Twenty of us did a training camp at Sibson for a week and, for competitions, we only used the people who had trained. That was an achievement in itself, for everyone to make that commitment. We kept in the same slots as far as possible which allowed everyone to really perfect the skills for their particular job.

### What do you enjoy about the different areas of 4, 8 and 16-way and which is your favourite?


I think 4-way is the most intense of the lot. Organisationally and commitment wise, it is easier than 8 or 16-way because you only have three other personalities to deal with. Obviously you have to be sharper in the air which is exciting, I usually come down from a 4-way jump out of breath. There is lots to think about, you are

working flat out which makes it exhilarating.

In 8-way there is more movement in freefall. I prefer it visually, you have a little more time to see what is going on. When it goes well it can be very rewarding, when it is smooth it is fantastic! I think 8-way is my personal favourite.

16-way is so much fun. There are so many different characters, lots of personalities, it's a right laugh! It is very sociable, going away for the weekend with 16 people you really like. Again the skydives are very visually pleasing and you have the time to see what is going on.

### Did you mind being beaten for the first time in 16-way at the European Cup, in La Ferte Gaucher, France?

I always mind being beaten! It is great to win but in this case we did the best we could, I was very happy with our silver medals and a bottle of champagne each. We were beaten by the German based *Fantastic 16*, formed from the *Steam Team* who have been 



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parachute.**



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**If you can't, it's our turn.**

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Photo by Brian Rogers





Photo shows Another Planet above Sipson taken by Stuart Meacock

Darryl is the only British person to organise a training week for a 16-way team. It paid off when *Another Planet* set two British records on one day, scoring two 6's followed by a 7

together and trained for a number of years. They are hot jumpers who did some excellent skydives so it was certainly no disgrace to come second. We were hampered this year because everyone had to move slots so we lost the advantage of training. Of course I would like to go back there next year and give it another go, if everyone on the team wants to. I would also like to do another training camp this year, to build on our current success and to practice the European Cup 16-way dive pool. I think we can win this year, watch this space!

**Do you think the FAI should make 16-way a recognised discipline like 4 and 8-way?**

I am very pleased with the plans afoot to make 16-way an FAI discipline. If it happened I would definitely be interested in taking *Another Planet* to a World Meet. It would be a great experience, something new and another area to explore. It is such a good feeling to have 16 people all working well together to put good scores on the board. To score consistent 5's for example is a remarkable achievement when you think it only takes one mistake, one wrong grip, or someone being slow to

lose 20% of the score. It would be good to work at this discipline and almost make it as fast as 8-way on a National scale – or better!

**You manage to run a business, spend time with your family and pursue outside interests – yet still reach the top of your sport. How do you achieve so much?**



Photo by Collin Bridges

"Any advice for up and comings, Darryl?"  
 "Don't take yourself too seriously and have lots of fun"

It is very nice of you to say that I've reached the top of my sport but I don't think that I've done that and I don't think I ever will. I admire people who have reached that pinnacle, because you have to give up almost everything else to get there. It is incredible that people manage to do that. You have to be so dedicated, so single minded and put the blinkers on other interests. I try to live as varied a life as possible. That, to me, means not putting all my eggs in one basket. I always feel if something happened and you were left unable to skydive for whatever reason, then if you've nothing else in your life apart from skydiving you could suddenly find yourself quite lonely. It is important to keep both feet on the ground, to work hard and to have other interests.

**Who do you admire?**

Rob Colpus, Sue Meacock, Irv Callaghan and Micky Brennan.

**Do you have any advice for up and comings?**

Don't take yourself too seriously and have lots of fun.

**Darryl Moran was talking to Lesley Gale**



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## Dive of

*Dive of the Month is a new column giving ideas for fun, challenging or original skydives. Where possible, we will give suggestions which adapt the dive for intermediate skydivers or cool 'n' groovies.*

*Contributions to this column are welcome and should be sent to the Sport Parachutist address marked Dive of the Month or e-mail [sportpara@aol.com](mailto:sportpara@aol.com)*

### Donut Race Dive

This is one of my all time favourites. Easy to remember, one dirt dive is enough and it usually happens at the emplaning point. Perfect for those last minute sunset loads. I find myself in freefall going like a mad thing, it is just manic; fast, fun and full of laughs. Lots of points is usually the score.

Check it out and let me know what you think.

This dive is a continuum; best with six or eight skydivers, possibly ten. We have given the 8-way version which can be easily adapted.



#### **Intermediates:**

It's a good skydive for eye contact, references, visuals and working on synchronicity (not only that but trying to do it at the same time as everyone else). It's also great fun.

#### **Cool 'n' Groovies:**

If you want to 'turn and burn', treat it as a race. This can be a real fast dive; once through at normal speed, then *go for it!*



#### ? Puzzle



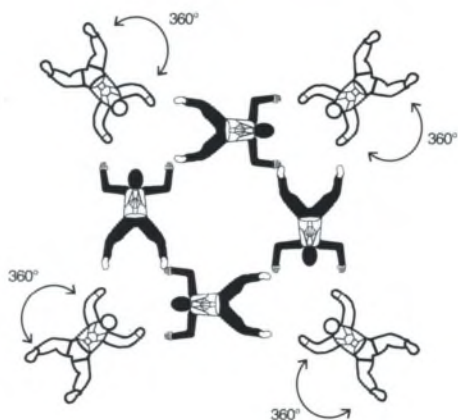
The first point is a free flown speed star:



# the Month



On the key, four (black) skydivers form a right hand donut in the centre whilst the other (white) four initiate a 360° turn:



As soon as the donut is complete, the blacks drop the grips and turn back to a no contact star. The whites join the no contact star to make the original 8-way star again:



The slots now swap with the whites building the donut, the blacks turning. Repeat continuum until break off altitude.

## Angles

No funky angle changes anywhere, just build the donut by turning 90°, build the star by turning back 90°. Leave perfect angles in the star for everyone else.



## Keys

Assign someone in the first donut to key the initial break from the 8-way star and someone in the second donut to key the second star break. When the 4-way donut is built, there is no need for a nod or shake, just Drop 'Em 'n' Go! (sounds like a shampoo ad!)



## Secret Stuff

### Donut People

Your aim is to go equidistant to the other three donut people and meet in the middle. So go your distance, stop and let the others come to you. Turn 90°, stop, then take the grip. Think of taking your head forward on the turn to the donut (this will stop it backing up). Maintain the fall rate to help the guys on the outside. On the cosmic key, turn and reference off your clone, keeping at the correct distance for the star size. Keep the star tight.



**C&G option:** Your target is to be in a no contact star BEFORE the others have done their turn. Just go fast!

### 360° People

Take a microsecond to box out before starting your turn and concentrate on turning in place. Anticipate that the donut may slow down, so be aware of height as you turn.

**C&G option:** Your goal is to turn your 360°, as smooth and fast as possible, so that you have finished your turn and are waiting to pick up the grips, BEFORE they have finished the donut. (So as soon as they drop the 'nut grips, you can dock in the slot and go HA HA!). Do your first 360° turn at a casual speed, assess the situation and go ballistic down the bottom end of the dive when you have the fall rate difference cracked.

**George Pilkington**

**Please note:** 'Guys' is a unisex term  
Black and white refers only to the colours of the figures, not to their ethnic origin.





The Espace Boogie is one of Europe's largest and most famous boogies. Attended annually by over 600 skydivers, the event usually produces some memorable and exciting formation skydives and breaks new ground in freeflying. The boogie is famous for its organising system with highly categorised groups run by 15-20 lead organisers, headed by Patrick Passe. Dives shown here include a 50-way organised by Darryl Moran (main photo), a group skysurf skydive and a spiral dive (bottom right) which was unwound into a star.

This year's boogie will be held from July 26 to 3 August, in Vichy, Southern France, immediately following the women's world record attempt, also in Vichy. Jump prices will be around 150FF, the main aircraft will probably be an Antonov 74R, which can drop 70 skydivers from a rear ramp exit. You need to be D licence (200 jumps) to register for the boogie. All participants in '95 and '96 will be sent information (provided they filled in their correct address on last year's forms). Those wanting to register for the boogie should write to Espace Boogie, René ROY, 20 bis, rue Pierre Sonnerat, 69008 Lyon, France.





# ESPACE BOOGIE

Main photo by Adrian Thornton  
All others by Wendy Smith





# Lake Wales

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1997

## SCHEDULE OF EVENTS



### MOTHERS' DAY

Mothers Jump for \$10.00 - MAY 11

### MEMORIAL DAY & BAR-B-Q

Veterans Jumps \$13.00 - MAY 24, 25 & 26

### FLAG DAY & FATHERS' DAY

On JUNE 14 wear red, white and blue or bring an American Flag jump for \$13.00/jump.

On JUNE 15 Fathers jump for \$10.00

### 4th OF JULY CELEBRATION

Come celebrate with us - good fun and Bar-B-Q  
JULY 4, 5 & 6

Great Skydives!

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### NO HOLIDAY MONTH

Let's celebrate a \$10.00/jump weekend!  
AUGUST 16-17

### LABOUR DAY LONG WEEKEND

Relax from work and come Skydive  
AUGUST 30, 31 & SEPTEMBER 1

### HALLOWEEN BASH

Costume Party and Bar-B-Q Saturday Night  
OCTOBER 25-26

Hope to see you keepin' your knees in the breeze this summer with us! Always blue skies - Betty Kabeller

Our DZ is over 600 acres of open pasture. 'AeroStore' gear sales and full rigging services is located on the DZ (941-678-1740). We have the largest covered packing area in Florida. Being in the centre of the state, we also have the best weather and even less wind than coastal DZ's! You did come to Florida to Skydive - Didn't you?

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# Dear Dive Doctor



Well, here it is, the much awaited skydiving 'Problem Page'. The 'Dive Doctors' of Another Planet answer your performance questions



**Dear Dive Doctor, I have 350 jumps and keep going**

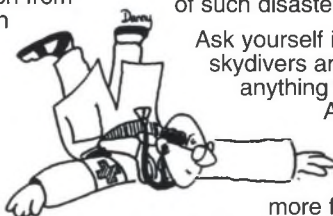
**low on big-ways. I get to the formation quite fast but, just as I am about to pick up the grips, all of a sudden I am five feet low! This has happened so many times that now I think my mates think I'm a total turkey. I'm only 11 stone, I shouldn't need a bigger suit but I've tried one anyway and it didn't make any difference. You are my last hope before I resign myself to having a bash at style. Please help me?**

**Yours from below  
Gaunt Loe**

Dear Gaunt  
What you describe is a common initial problem with bigger ways. All you are doing is not killing off the speed that you still possess from your dive down to the formation. You need to input three super-aggressive 'stop' moves into your approach.

Aim to come out of your dive about fifty feet above the formation and fifty feet out. Flare hard and **stop!** Put ALL your brakes on in a max de-arch. Keep braking until you are sure you have stopped, ie you are not gaining on the formation.

Start a new approach from this point, keeping in the back of your mind that the formation could slow down. Watch it all the time, ready to react **instantly** with a maximum de-arch if it starts to accelerate towards you. Fly yourself to a set-up point,



about five feet out and five feet above your grips, slowing down as you get there, and **stop**. Then make your final approach at a 45 degree angle aiming to be level with the formation only when in the slot. **Stop** again in your slot, (don't panic now!) match the fall rate, take the grips – and smile!

Try some practice dives with one of your mates, following the suggestions above. You'll both have a blast and this will give you the confidence to go back to bigger stuff. Looking up at the formation will soon be a thing of the past.

*Dive Doctor*

**Dear Dive Dr I have 700 jumps and can generally do 20 to 40-way skydives okay, provided I make it to the first point. Trouble is, I keep getting taken out on my way to the formation, so I don't always get in. Usually these turkeys get me from underneath and I fall on their backs. I just seem to be really unlucky! Can you help?**

**Yours unluckily,  
Max D Arch**

Dear Max  
The original Dive Doctor, Rob Colpus, has a saying that there are 'Lucky' skydivers and there are 'Unlucky' skydivers.

'Lucky' skydivers hardly ever get taken out, they rarely slam into the door on exit, nobody hoses their approach and they don't follow dudes who take them to the wrong side of the formation. 'Unlucky' skydivers on the other hand have a list of such disasters.

Ask yourself if the 'Lucky' skydivers are doing anything you aren't.

Are they in fact just 'Lucky'?

Or are they more aware,

more focused on their job, more mindful of possible pitfalls and quicker to react?

If you *keep* getting taken out, ask yourself if there is anything you could do different in future to prevent this happening. Are you perhaps so preoccupied with getting to your slot that you have lost your peripheral awareness? If you *are* taken out, this is not a reason to stop flying. Instead of thinking how unlucky you are, de-arch **quickly**, gain height and fly to your slot. It really is that simple. Ask a 'hot' skydiver at your DZ for some ground school on de-arching if you need it.



You can change your fortunes Max. Analyse what you could do different in every circumstance where you are 'Unlucky'. You *can't* affect what anyone else does. You *can* affect the way you deal with problems and you can also prevent some of these problems from happening at all.

Better luck Dude

*Dive Doctor*

**Dear Dive Doctor I have 900 jumps and enjoy doing casual 16 and 20-way, often doing 4 points or so. I'd like to be quicker between points in a skydive. I get to the formation reasonably quickly but then the sequential seems to take me longer than some other people. It's not a problem, I'm never the slowest on the load. I'd just like to be one of those cool n' groovies who seem to get to the next point almost without moving.**

**Yours competently  
Harry Up**

Dear Harry  
It sounds as though your flying skills are great. Increasing your anticipation and speed of reaction is all you need to do.

We often hear load organisers saying 'When you are in a formation know where you are going on the key'. This is good

advice, take it a step further. Feel as though you are a sprinter on the starting blocks ready to explode into action.

Know where the key is coming from, watch that person and anticipate the key. As their head is going up for the nod, begin your move so that, on the key, you fire out of your grips to the next point. Don't give the move any more input than usual, just start it earlier. Build this into your mental dirt dive.

Take this pill of wisdom for rapid improvement.

*Dive Doctor*

**Dear Dive Doctor, Every time I dock on a formation, it funnels. I'm sure it's not always my fault, quite often I am stable when everything else goes. But now they call me the funnel queen! Yours with a bad reputation,  
Miss R Dock**

Dear Miss Dock  
Two pieces of advice are all you need:

1. Stop before you dock. Stop exactly in your slot, match the fall rate and wait a complete second before taking up the grip smoothly. This makes sure you do not dock on the formation with momentum.
2. If the formation looks waffley, is 'potato chipping' or has huge level problems, don't touch it! If it funnels *you* will get the blame. Stay cool in your slot and dock when all is calm again.

Hope this dose of secret stuff does the trick.

*Dive Doctor*

Send your skydiving problems to: *Dive Doctor*, 3 Burton Street, Peterborough PE1 5HA or e-mail to [divedr@coolngroovy.com](mailto:divedr@coolngroovy.com)



# POPS

## CORNER Parachutists Over Phorty Society



### 1st POPS Meet 1997

This will be held 19-20 April, at Langar when we will have the usual Hit & Rock, for **Pete's Pot**, as well as the Accuracy for the **Doncaster Plate**. As Langar has various aircraft; a Let, Islander, and a Porter, it will be a good opportunity to try for some largish formations. The members who are going to the World Meet could get together and practise so as to be current and be able to make the most out of their two free jumps out of the Herc in Jordan. So the more who go to Langar the better.

When big formations were mentioned, a certain DH was heard to say "I'm still a POPS member!"



### AGM Antics

The photo above shows Sir Roland Whitehead on the left. One of our more distinguished members, Sir Rowland made the initial approach to invite HRH Prince Charles to be Patron of the BPA. Beside Sir Rowland is outgoing Hon Sec and new TOP POP John Crowhurst, new Hon Sec Sue Hill and outgoing TOP POP Michael Allum.

The POPS meeting was reasonably well attended, possibly due to the fact that having it at a later time gave everyone the opportunity to go to the various and very interesting seminars. If possible at future AGMs we will continue to have the meeting after the seminars, then we won't miss out on anything.



Photo by Mike Allum

Sue Hill, new Hon Sec

There will be a barbeque on Saturday night; if the weather is a bit inclement, there is an indoor venue we can use. The usual raffle to raise funds will be held, any donations of prizes for this will be very welcome. I have a list of local B&B's if anyone would like a copy.

### Judges - Helpers

If there are any non jumpers who would like to volunteer to help, score, mark, measure, at the POPS UK meets I would be very grateful of their assistance. I will do my best to make sure you are fed, watered and relieved when necessary.

### World - European Meets

There are many meets going on this year, the main one you may be interested in is the POPS 40-way attempt at Moorseele in Belgium, (see diary, page 2), 1-4 May, *not Turnhout as previously reported*. It is being organised by Michel Van Biers (tel 00 32 58 411468) if interested. There will be two Skyvans and load organisers. If you are thinking of attending this meet, try and make the effort to come to the Langar meet beforehand for a practise jump or two, it may not be a 40 but could be a 20 !

### Please Welcome New Members:

Tony Bradbury	Keith Toyer	Ian Marshall
Ian Passmore	Terry Jones	Pete Marsden
John Coyle		

It was all said in the last Mag but thanks again to Michael and John for all their hard work over the past few years. They don't know they haven't finished yet, and will probably regret offering me their help if and when I need it.

**Sue Hill D6031**  
**Treasurer and Hon Sec**





# British PARACHUTE Schools

**Aircraft** The Porter is here until further notice.  
The LET 410 returns on March 27 and  
will be here until the end of September!  
Cessna 206 and Islander here all year round.

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## 1997 EVENTS

MARCH 29/30:

### Easter

Return of the LET 410  
from Easter weekend onwards

MAY 3/4/5:

### Holiday Weekend

16 Way Sequential Competition  
and Skysurf Seminar with Tim  
Porter and Chris Gauge of the  
Vice Versa Skysurfing Team

MAY 24/25/26:

### Holiday Weekend

Not doing the Scottish Nationals?  
How about our 8-Way Scrambles  
Competition! Everybody welcome!

JUNE 21 to 29:

### Langar Lange Aircraft Boogie

LET 410 AND SUPER SKYVAN!  
The 1996 Langar Boogie hosted the  
UK's largest ever group of Skysurfers -  
this year we're planning hot Free Flying!  
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Please quote Ref: B.P.A.97



# SKYDIVE SEBASTIAN

## Schedule of Events April to May

April

17-5 May *The Golden Knights Spring training camp. Nightly seminars by the world champions.*

19-20 *Splish Splash Surf and Sand, Blade Running on the beach (money meet).*

May

3-5 May *America's Cup in 4-Way and 8-Way Round 2 – Arizona Air Speed and The Golden Knights go head to head (place your bets please).*

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**Skydive Sebastian • 400 W. Airport Dr. • Sebastian, FL 32958  
TEL: 561-388-5672 • FAX: 561-388-2105 • E-Mail: skydiveseb@aol.com**



## CENTRE DE PARACAIGUDISME COSTA BRAVA EMPURIABRAVA

### May/June TRAINING CAMPS

- Dates : May : 1-5, 8-11, 17-19, 30-2nd June

June : 21-23 Aug. : 15-17

- For beginners:

.Relative Work with coaches

.Freestyle with Marco Manna.

- Ask for info and registration form

SUMMER: Sun, parties and SKYDIVING....!

Twin Otter and Pilatus, load organising...

### 19-25/07 PRE-VICHYBOOGIE

- Large formations practice with Dave Morris

• Freestyle School with Claude Tzifskansky (all year)

• Freestyle School with Marco Manna (all year)

• World class coaching for 4-way and 8-way

• AFF courses (all levels with air-to-air video : 210.000 Pts)  
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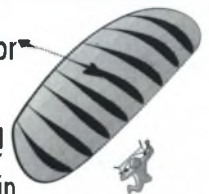
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<http://prest.gna.es/dlleure/Paraca/parach.htm>





# Equipment, Incident & Confidential Reports

## SELF INDUCED MALFUNCTION

A Category 8 jumper with some 115 descents had recently bought a new, small and 'hot' canopy. He pulled down hard on a toggle to initiate a radical turn; the canopy, responding instantly, turned so fast that it threw several twists into the lines. These twists were enough to lock the brake lines and made it impossible to stop the fast, spiral rotation. The jumper carried out his reserve drills (cut away and pulled his reserve handle) and landed safely under his reserve parachute.

### Comment:

*There is no limitation on the equipment a jumper may buy, save that pull-out deployment may not be used until you have a D licence. But persistent worries have been expressed about inexperienced skydivers jumping very high performance (and often undersized) squares.*

**Recommendations:** You don't take your provisional driving test and go straight out to buy a Formula One racer.



*Is it really wise to do the equivalent in parachuting terms? There is no suggestion that this jumper was doing anything against the rules, he simply made a mistake. But this malfunction wouldn't have happened under a less radical canopy. We recommend that all jumpers considering changing canopies take advice from a range of authorities including BPA instructors. This report also emphasises the sense in not performing radical manoeuvres at low altitudes.*

## DISLOCATIONS UPDATE

More arm or shoulder dislocations are reported. They include a first-jump student who later admitted to previous weakness; an early freefaller at exit time (also with a history); a couple of experienced freefallers; and (in Australia) a second-timer who dislocated his right arm at pull time, de-arched and went unstable, but eventually pulled left-handed.

**Recommendations:** Anyone with a suspected shoulder weakness should temporarily ground themselves and seek medical advice. It is possible to have an operation so you can resume jumping. Don't wait for an incident to happen, this could be dangerous and will only make your problem worse.

## JAMMED PILOT CHUTE

An intermediate parachutist went in for the pull at normal height but was unable to extract the leg strap throwaway pilot chute. After several attempts and at well under 2,000 feet, he pulled his reserve handle and landed uneventfully under the reserve canopy.

**Recommendations:** If you have a problem pulling your main, don't waste time having several attempts; initiate your reserve drills after one or maybe two attempts only.

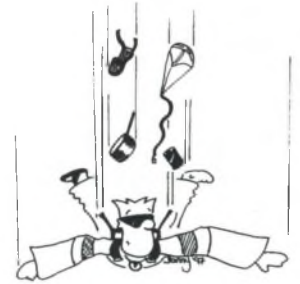
## RUSHED PACKING

There was a rush of malfunction reports around last November, all likely to have been caused by bad packing. Five bag locks, five assorted problems due to line knotting and a line-over malfunction (although this may have been due to poor body position on opening). The reports come from different drop zones; in every case successful reserve drills led to uneventful landings. These were experienced jumpers on their own kit and the weather conditions were noted as being cold or cool, as you would expect at this time of year.

**Recommendations:** We all know that careless packing causes malfunctions. Don't allow cold weather or time hassles to cause you to rush your pack job.

## NIGHT LANDING

An experienced jumper did a solo night jump in moonless conditions. Unable to reach the lit landing area he tried to land near other lights on the airfield but overshot and landed in darkness (the



airfield was in a remote location). He landed heavily and injured ligaments and tendons.

**Comment:** If you are night jumping for the first time you will get a full brief beforehand. But you should be aware that accuracy is not as easy as during the day. There is a tendency to flare high, which especially under a 'hot' canopy, can cause injury.



**Recommendations:** If you find yourself in this situation without experience, the advice given by most instructors is do not attempt to flare; instead go onto half brakes and prepare for a PLF. It may not be dignified - but who is going to see?

**Chris Jones**

cjones@new-coll-cf.ac.uk

Again we acknowledge material, from Australia (APF) Canada (CSPA) and New Zealand (NZPF). All show enthusiasm and a positive welcome, personal and official, for wider circulation and exchange of safety data.

All, except us, are active on the Internet. Those interested are directed to the following, amongst others, all on <http://www>.

Australia: [apf.asn.au/~apf/](http://apf.asn.au/~apf/)

Canada: [islandnet.com/~murrays/cspa.html](http://islandnet.com/~murrays/cspa.html)

USA: [afn.org/skydive/](http://afn.org/skydive/) (alias "rec.skydive")

## Confidential Reporting

If you have any safety related occurrences you would like to report IN COMPLETE CONFIDENCE, write to: Confidential Report, Allan Hewitt, 103 Grosvenor Road, Aldershot, Hants GU11 3EE. Tel: 01252 27412 Fax: 01252 350 377 E-mail: [100770.402@compuserve.com](mailto:100770.402@compuserve.com)





# BRITISH PARACHUTE ASSOCIATION

AFFILIATED AND ASSOCIATED CLUBS AND CENTRES

## BLACK KNIGHTS PARACHUTE CENTRE

Patty's Farm, Hilliam Lane,  
Cockerham, Nr Lancaster  
Contact: Bob Parry

Tel: Wkend 01524 791820 / Midwk 0151 924 5560

Open Weekends and Bank Holidays 08:00 to 20:00 hours. Cessna 185 (in-flight door), RAPS, round, WARP, FS instruction. Accuracy pit, 2 lecture rooms and video room, canteen, bunkhouse, camping on DZ. B&B nearby. Showers, washing and toilet facilities.

## BORDER PARACHUTE CENTRE

Brunton Airfield, Chathill,  
Northumberland NE67 5ER  
Contact: Tim Andrewes

Tel: 01665 589000

Open Friday afternoons and weekends throughout the year and weekdays by arrangement. Round, RAPS, Tandem, AFF courses, WARP, CRW, Style and Accuracy coaching. Artificial pit, electronic pad, video, team rates, canteen, Cessna 207, Cherokee 6 and Reims Rocket. Bunkhouse, B&B, camping, bar and restaurant locally. Jump onto the beach for barbecues in summer.

## BRITISH PARACHUTE SCHOOLS

The Control Tower, Langar Airfield,  
Langar, Nottingham NG13 9HY  
Tel/Fax: 01949 860878/860882

Open everyday 9am to 8pm. S/L round and square, Tandem and AFF, WARP. Aircraft – Turbolet, Porter, Islander & Cessna 206. We have everything! Unrestricted altitude. Canteen, camping, bunk-house.

## BRITISH SKYSPORTS, BRIDLINGTON

East Leys Farm, Grindale, Bridlington,  
East Yorkshire YO16 4YB

Contact: Dave or Nick Johnston  
Tel: 01262 677367 / 0836 276188

Open 7 days a week. S/L Square, Tandem & AFF, WARP, CRW & accuracy coaching, accuracy pit and electronic read-out. Student conversion from S/L round to square courses. Cessna 206 and 182, video, canteen, camping, shower and toilets. Inexpensive local accommodation. Visitors very welcome, friendly atmosphere. Full rigging facility with advanced rigger.

## CORNWALL PARACHUTE CLUB

Frans Ranch, Old Naval Airfield,  
St Merryn, Cornwall  
Tel: 01841 540691

A different kind of Skydiving Centre! Cleanest and friendliest centre around. Emphasis on having fun and learning. C182 with In-flight door, unrestricted altitude, Static Line Squares, RW Instruction under the Kinesthesia program, creepers, video facilities, all types of jumping including FS and Freestyle. Good jump prices. Everyone welcome, local accommodation available.

## COTSWOLD SKYDIVING CENTRE

Hangar SE15, Gloucester Airport,  
Staverton, Gloucester GL51 5SR  
Tel: 01452 713410  
Fax: 01452 854029

## DEVON & SOMERSET PARACHUTE SCHOOL

30 Tower Way, Highfield, Dunkeswell,  
Nr Honiton, Devon  
Tel: 01404 891690

Part time club based at Dunkeswell Airfield. Running 1st Jump Static Line Courses, Tandem, AFF Courses with very experienced instructors who have been running AFF at Dunkeswell for 5 years. Student Radios. Reserves with AADs. Local Accommodation available. Meals available on airfield as well as a bar.

## EAGLESCOTT PARACHUTE CENTRE

Eaglescott Airfield, Ashreigney,  
Chumleigh, Devon EX18 7PH  
Tel: 01769 560726 / 01769 520552

Open every weekend: weekdays by arrangement. Friendly small club atmosphere with emphasis on safety. Square S/L student training. AADs, helmets, radios, WARP, RW,

CRW, Style and Accuracy. Cessna 180 with in-flight door. Canteen on site, good range of local beer, food, B&B. Tents and caravans on DZ.

## HEADCORN PARACHUTE CENTRE

Headcorn Aerodrome, Headcorn,  
Kent TN27 9HX

Tel: 01622 890862 / Fax: 01622 890641

Open daily 9am to dusk. Two Islanders, accuracy pit and pad, progression weeks, competitions, organised jollies, Tandem and AFF, Raps, Rounds and WARP instruction. Free accommodation, cafeteria, parachute shop for all your parachuting needs.

## IPSWICH PARACHUTE CENTRE

Ipswich Airport, Nacton Road,  
Ipswich, Suffolk IP3 9QF

Tel: 01473 710044 Fax: 01473 271055

Open 8.30am until dark 6 days (closed Tuesdays). Islander and Cherokee 6 available. Student RW and CRW instruction by full time staff. Accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

## LONDON PARACHUTE SCHOOL

Mr Anthony Harwood  
53 Columbine Road, Widmer End,  
High Wycombe,

Buckinghamshire HP15 6BS

Tel/Fax: 01494 712734

Mobile: 0956 358185

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.

## MERLIN PARACHUTE CENTRE

Alanbrooke Barracks, Topcliffe,  
Near Thirsk, North Yorkshire

Tel: Weekdays 01274 631044

Weekday/weekend answerphone 01748 875367

Open weekends and bank holidays 9am till dark. Static Line RAPS parachuting courses every Saturday, Tandem & AFF by arrangement, CRW & Formation Skydiving (coaching available), accuracy pit, BN Islander with in-flight door, friendly atmosphere, bring two passport photos for camp pass. Canteen facilities, indoor packing, camping and B&B close to airfield at local pub.

## MIDLAND PARACHUTE CENTRE

The Control Tower, Windrush Camp,  
Nr Burford, Oxfordshire OX18 4TW

Tel: Weekends 01451 844422 or 844449

Tel: Weekdays 01473 710044 Fax: 01473 271055

Open every weekend 9am to 9pm. Static Line RAPS, Tandem, AFF and WARP. Canteen open during jumping hours serving good food. Turbine aircraft, free bunk-house accommodation or local B&B. Bring a tent but NO caravans.

## NORTH WEST PARACHUTE CENTRE

Cark Airfield, Flookburgh,  
Nr Grange-Over-Sands, Cumbria

Tel: Airfield 015395 58672/58555

Weekdays 01772 720848

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.

## OXON & NORTHANTS PARACHUTE CENTRE

Hinton-in-the-Hedges Airfield, Steane,  
Nr Brackley, Northants NN13 5NS

Contact: Mike Bolton, Chief Instructor

Tel: Office 01384 393373

Mobile 0850 762349

Open every weekend and midweek by arrangement during BST. friendly atmosphere, visitors welcome, good local pub. Hinton-in-the-Hedges Airfield situated 1 mile off A422 between Banbury and Brackley. 'First Jump' Static-line courses, Tandem, Free-fall Progression, kit hire, student radios, Cessna 182 and 206.

## PETERBOROUGH PARACHUTE CENTRE

Sibson Airfield, Wansford,  
Peterborough PE8 6NE

Tel: 01832 280490

Fax: 01832 280409

Birdland Bar: 01832 280 404

Islander, Cessna 206 and Turbolet during summer season (in-flight doors). S/L (midweek and weekend), Tandem, WARP and AFF school (see The Free-Fall Company). Load organisers and coaches (FS and Freestyle), video rooms, trolley areas, large training hangar.

Birdland Bar, quality restaurant, day room, showers, heated bunkhouses and free camping. Unlimited altitude, good atmosphere, 25 years experience. Skydive Sibson!

## PETERLEE PARACHUTE CENTRE

The Airfield, Shotton Colliery,  
Peterlee, Co Durham DH6 2NF

Tel: 0191 5171234

Office Tel and Fax: 0191 3865315

Open 8.30am to 8.30 pm. Basic S/L courses, progression, Raps, WARP, AFF, rigging, displays. On-site camping.

## SKYDIVE SCOTLAND

The Parachute Centre, Errol Airfield, Grange,  
Errol PH2 7TB

Tel/Fax: 01821 642881 (Office)

01382 360664 (Airfield)

Open Friday to Sunday (inclusive). Friendly, fun centre with emphasis on safety. First jump training on square and round canopies with radios and AADs. Tandem, AFF, RAPS, WARP, CRW, Accuracy. Kit hire available, also large accuracy pit and Display Team. 2 Aircraft: Islander (in-flight door) and Cessna 207 always available to unrestricted altitude.

Canteen, dormitories, hot showers, toilets and camping facilities all on airfield.

## SKYDIVE STRATHALLAN

Strathallan Airfield,  
Nr Auchterarder, Perthshire PH3 1LA

Contact: Scoddy Milne

Tel: Mobile 0374 686161

Weekends 01764 662572

Open 9am to 9pm weekends and public holidays. Over 35 years of skydiving in Scotland.

Islander with in-flight door and 2 Cessna 206s. S/L Round or Square. AFF & RAPS with square on square and Cypres. Tandem, WARP, CRW, FS coaching with video available for all.

Shop, Rigging, Canteen, TV room. B&B, camping in local town.

## STIRLING PARACHUTE CENTRE

Thornhill, Nr Stirling, Scotland FK8 3QT

Tel: 01786 870788

Fax: 01786 870748

Open weekends and some midweek. S/L Round, Tandem, RW and CRW instruction, WARP instruction, lecture rooms, packing facilities, indoor training and B&B nearby.

## TARGET SKYSPORTS PARACHUTE CLUB

Hibaldstow Airfield, Hibaldstow, Brigg,  
South Humberside

Tel: 0113 250 5600 Anyday

01652 648837 DZ

Fax: 0113 250 5600

Open Wednesday, Friday, Saturday, Sunday and any other weekdays by arrangement. Static-line Round, RAPS, WARP, RW and CRW, Tandem and AFF, Radio Helmets, AADs student/experienced, kit hire. Aircraft – Twin Dornier (15 places), Cessna 206 (in-flight door), Cherokee 6 and Piper Lance. Competitive jump prices – everyone welcome, unrestricted altitude. Bar, cafe, toilets, showers, caravans and camping on airfield.

## THE PARACHUTE CENTRE

Tilstock Airfield, Whitchurch,  
Shropshire

Tel: 01948 841 111

E-mail: skydive@tilstock.demon.co.uk

Open Saturdays and most Fridays (phone first) 08.30 until 21.00. No Sunday operation due to local planning



restrictions. Easy to find on the A41, 3 miles south of Whitchurch. S/L round. Tandem. AFF, RAPS, FS & CF coaching. Cessna 206 with in-flight door to 10,000'. Clubhouse with canteen and showers. Accommodation available. Good vibes with a friendly atmosphere. Everybody is welcome and nobody has to get up early on Sunday!

## WEST WILTS PARACHUTE CLUB

**Kemble Airfield,**  
**Cirencester, Gloucester GL7 6BA**  
**Contact: John Davis**  
**Tel: 01285 770856**  
 Ex Badminton Parachute Club

## WILD GEESE – NORTHERN IRELAND

**Wild Geese Skydive Centre,**  
**Movenis Airfield,**  
**116 Carrowreagh Road, Garvagh,**  
**Coleraine, Co Londonderry,**  
**N Ireland BT51 5LQ**  
**Contact: Maggie Penny**  
**Tel: DZ 012665 58609**  
**Fax: DZ 012665 57050**  
 Open 7 days a week – 8am till dark.  
 S/L round, S/L square courses daily, tandems, training to Cat 10, CRW, display team, kit hire, AAD's, radios, large accuracy pit with competition pad.  
 Cessna 206. Pilatus Porter, accommodation for 36, camping welcome, hot showers, full catering, games room.



## OTHER ASSOCIATED ORGANISATIONS

### BRITISH COLLEGIATE PARACHUTE ASSOCIATION

**c/o Jason Brister – Chairman,**  
**77 Trafford Road, Eccles,**  
**Salford, Greater Manchester M30 0JT**  
**Tel: 0161 707 0583/0973 87024**  
**E-mail: jason@bcpa.u-net.com**

Bristol University, Exeter University, Lancaster University, Loughborough University, Newcastle University, Nottingham University, University College of St. Martin, University of East Anglia, University of Plymouth, University of Portsmouth, University of Sheffield, University of St. Andrews, University of Surrey, University of Sussex, University West of England, Warwick University.

### EAST COAST PARACHUTE CENTRE

**8 Burns Crescent,**  
**Chelmsford, Essex CM2 0TS**  
**Tel: 01245 268772**

Currently sharing facilities with the London Parachute School at Lewknor Drop Zone.

### THE FREE-FALL COMPANY

**Sibson Airfield, Wansford,**  
**Peterborough PE8 6NE**  
**Tel: 01832 280055 Fax: 01832 280409**  
**E-mail: freefalluk@aol.com**

Operated by Kevin McCarthy, National Champion with in excess of 4,500 jumps and 15 years experience. Probably the largest Accelerated Free Fall school in the UK.

State of the Art equipment and professional personalised training gives you safe and rapid progression to Category 10 and beyond! Courses available all year, in the UK or the Costa Brava, the choice is yours. Skydive NOW, pay later!! Flexible payment to suit YOU!

For professionals who know how to have FUN call us NOW!

### MANCHESTER PARACHUTE SCHOOL

**23 Heywood Gardens,**  
**Prestwich, Manchester M25 1FW**  
**Contact: Chris Miller**

**Tel: 0161 798 6895 Mobile: 0370 575621**  
**E-mail: chris.miller@zetnet.co.uk**

MPS is based in Stockport. Manchester with 2,000 sq ft of full time dedicated and fully equipped premises for the teaching of RAPS courses (Ram Air Progression System). We also offer Tandem jumps and AFF courses. Train weekdays or midweek evenings, jump at weekend.

Presently running in conjunction with Target Skysports, Hibaldstow.

### PARACHUTE TRAINING SERVICES

**11 Godwyn Close, Larkhill, Abingdon,**  
**Oxon OX14 1BU**  
**Contact: Doug Peacock**  
**Tel: 01235 529570**

The complete RAPS package. PTS offers one jump introductory course with the option of progression training through to Cat 10. Operating at Netheravon in conjunction with the APA.

### POPS UK

**Hon Treas/Sec: Sue Hill**  
**40 The Hamlet, St Annes**  
**Lancashire FY8 3LE**  
**Tel: 01253 713841 Fax: 0151 448 1172**

A society of skydivers over forty. Regular national and international meets at host parachute centres. Not a training establishment but about skydivers' interests and bringing them together.

### SCOTTISH SPORT PARACHUTE ASSOCIATION

**Anne Johnson (Secretary, SSPA),**  
**Strathallan Airfield,**  
**Auchterarder,**  
**Perthshire PH3 1BE**

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; riggers and instructors training grants and much much more.

### SKYDIVE INTERNATIONAL

**45 Legge Crescent,**  
**Aldershot, Hants GU11 3NT**  
**Tel/Fax: 01252 331 326**  
**E-mail: 100722.2744@compuserve.com**

Chris Allen, Ex Red Devil CCI, BPA AFF/Tandem Examiner, USPA Safety and Training advisor and Skydive University UK coordinator. Offers AFF courses in America, Spain, Germany and the UK. Also available; team coaching, Skydive University one on one program and Tandem Skydives.

### SKYDIVE SEBASTIAN

**400 W Airport Drive**  
**Sebastian, FL 32958, USA**  
**Tel: 00 1 407 388 5672 Fax: 407 388 2105**  
**E-mail: skydiveseb@aol.com**

**SebastianXL: pete\_allum@compuserve.com**  
 Offers BPA and USPA qualified training in the sunshine state of Florida. Aircraft – Super Otter, Super Casa. AFF courses, tandem, the home of Skydive University, advanced FS coaching and team training from British 4-way team *Sebastian XL* who are full time at the DZ. Fully equipped team rooms, gym, jacuzzi, volleyball court, bunk-house, free camping, beach jumps, load organising, rigging service, accommodation arranged to suit you. The only DZ in the US with BPA association. Owned and run by Brits. Everything at the best prices – Skydive Sebastian!

### SKYDIVE WINDRUSH

**Orchard House, Audley End,**  
**Gestingthorpe,**  
**Essex CO9 3AX**

**Tel/Fax: Weekdays 01787 461621**  
**Weekends: 01451 844422 or 844449**

A friendly members club operating within the Midland Parachute Centre, Windrush Camp, Nr Burford, Oxon. Courses in RAPS, AFF & Tandem. Fantastic facilities. You've seen the rest, now see the best! Ten place turbine aircraft. Every category of skydiver welcome.

### TRAIN IN SPAIN

**Aerodromo Sierra Morena,**  
**Carretera Bailen – Motril, 6km,**  
**E-23710 Bailen (Jaen), Spain**  
**Tel: 00 34 53 125 233**  
**Fax: 00 34 53 125 231**

Professional full time winter DZ (September – May), we are building a reputation as a winter training location for teams, groups and individuals. Full time school on site – AFF and tandem instruction, one-on-one, Skydive U trained instructors. Team coaching, RW coaching for beginners.

Full time Twin Otter and Porter, also C182. Small shop and emergency rigging facility. Cafeteria/bar. Large creeping area. Team rooms and video debriefing facilities. Special rates for skydivers at local three star hotels.

## OTHER AFFILIATED CLUBS / CENTRES

### ARMY PARACHUTE ASSOCIATION

The Commandant, JSPC  
 Airfield Camp, Netheravon, Salisbury  
 Wilts. SP4 9SF  
 Tel: Bulford Camp 01980 633371  
 Tel: ext Commandant 8245  
 Chief Instructor 8229 Staff 8277

### CYPRUS COMBINED SERVICES PARACHUTE CLUB (CCSPC)

Contact: Club CCI,  
 CJSATC Pergamos Camp, BFPO 58  
 Tel (from the UK):  
 Office 00 357 47 44337  
 Drop Zone 00 357 47 44245

### HONG KONG PARACHUTE ASSOCIATION

**c/o JSPC (HK),**  
**Borneo Lines, Shek Kong, BFPO 1**  
**Hong Kong,**  
**CCI: Mr. Gary Lai**  
**Tel: 00 852 2488 5447**  
**Fax: 00 852 2488 9341**

### JOINT SERVICES PARACHUTE CENTRE HONG KONG

Borneo Lines, Shek Kong,  
 NT Hong Kong, BFPO 1,  
 Tel: 00 852 483 7221  
 Fax: 00 852 488 9341  
 Mobile: 00 852 9035 6467

### RAFSPA

**and RAFSPA Hawks Parachute Team**  
 JSPC (W) RAF Weston-on-the-Green,  
 Nr Bicester, Oxon OX6 8TQ  
 Tel: 01869 343343/343201  
 Fax: 01869 343676

### RAPA JSPC(L)

(Rhine Army Parachute Association)  
 Flugplatz, 33175 Bad Lippspringe,  
 Germany, British Forces Post Office 16  
 Tel: 00 49 05254 98 2378 or 98 2740  
 Fax: 00 49 05254 87456

### THE RED DEVILS

Airfield Camp, Netheravon,  
 Salisbury, Wiltshire SP4 9SF

Tel: 01980 678211 (Chief Instructor)  
 01980 678212 (Students)  
 01980 678203 (Rigging)  
 Fax: 01980 678349

### RN & RM SPA

Dunkeswell Airfield,  
 Dunkeswell,  
 Honiton, Devon  
 Tel: 01404 891697/891716

### SERVICES PARACHUTE CENTRE

Shackleton Barracks,  
 BFPO 802,  
 Tel: 01504 - 721472 Fax: 01504 - 721342  
 Mobile: 0802 - 328755  
 E-mail: SPC NI@aol.com

### SILVER STARS PARACHUTE TEAM

Duke of Gloucester Barracks,  
 South Cerney,  
 Cirencester, Gloucester GL5 5RD  
 Tel: 01285 861344/  
 01285 860551 x8259





## PHOTO CALL

Dear Lesley,

I would like to submit an advert, plea whatever you want to call it for photographs that people might have of the annual Paul Dixon 16-way competition. This competition has been going for a few years and I'd like to dedicate a wall at Weston in memory of Paul. All that people have to do is to dig some photos out, name them, date them and send them off to me at Weston.

Thank you

Barry Buck (Sgt)  
Royal Airforce  
Weston on the Green  
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Oxfordshire OX6 8QT

## Did you know . . .

. . . that your first jump out of Sibson's Turbolet on 18 or 19 April will cost £10.

## Did you know . . .

. . . that all Turbolet jumps at Sibson on Fridays cost £12.

# Red Bull Skydiving League

Red Bull, sponsors of the 1995 British 4-way team *RAFSPA*, have come up with an exciting project for British skydiving. This time Red Bull are offering **£1,000** worth of prize money, to be competed for in the **Red Bull Skydiving League**.

Although not an official BPA competition, the League has been sanctioned by the BPA Competitions Committee. It will take the form of an 8-way FS competition conducted via correspondence. In essence the teams will be sent the dive sheets for each round by mail and then have a set period of time in which to complete the dive as many times as they like. When they are happy, or run out of time for that round, they then submit their best attempt on a VHS video tape to the Event Organiser, Wayne Loxton.

In order to enable all skydivers in the UK to compete on an even keel, the League rules will attempt to eliminate any advantage of aircraft type. This will be achieved by the working time of the skydiving starting 5 seconds after the first person leaves the aircraft, or upon completion of the first point (whichever is sooner). This type of competition is very



# Red Bull®

popular in USA and Canada as it allows skydivers from all over the country to compete against each other within the comfort of their home DZ and aircraft, without having to shell out entry fees and travelling expenses.

Red Bull sees the potential of what skydiving can offer their product. In particular, competition skydiving, with all its mental and physical preparation is an ideal launch pad for the stimulating properties of Red Bull. This League is one of the many different and exciting skydiving projects that Red Bull proposes to support in the UK – so watch this space!

This is a wonderful opportunity to launch events of this kind and to win some money. Let's face it, you would probably be doing some 8-way fun dives this year anyway, so put a little more meaning behind that skydive and contact Wayne Loxton for a registration form. The closing date for entries is 30 April 97, the League itself starts on 1 May 97, so contact 01264 359 516 or e-mail on [lisa.loxton@ukaea.org.uk](mailto:lisa.loxton@ukaea.org.uk)









# SPORT PARACHUTIST



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**Please make all cheques payable to Pagefast Ltd**

#### Deadlines for next issue

For display ads April 25, for classified ads May 3

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170	...338 cu.in...	91kg
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The lightweight 7-cell Tempo Reserve is manufactured with 0-3 CFM fabric, features 825 Spectra/Microline suspension lines, and meets or exceeds International Quality Specification Standards. Available at all leading dealers of skydiving equipment. Write to: Thomas Sports Equipment Ltd, Pinfold Lane, Bridlington, East Yorkshire YO16 5x5. Telephone: (01262) 67 8299. Fax: (01262) 60 2063.



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Photo: Steve Johns

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Apart from our large range of containers and canopies we also stock everything the skydiver will ever need, such as the Cypres, altimeters, helmets, goggles, gloves, knives and pouches, log books and stamps, manuals, tevas, tube stowes, T-shirts, etc. Gear bags, packing mats, fun bags, wallets, etc, all made custom colours at no extra charge.

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