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NEWS & EVENTS

1993 World Freestyle Meet

Ampuriabrava, Spain, will be the site of the 1993 World Freestyle Championships which is planned for Sept 29th to Oct 3rd. This year, skysurfing will be included in the competition. The jumpship will be a Twin Otter. Entry requirement for surfers are 100 board jumps for the intermediate class and 200 for the senior. Registration costs vary from $300 to $500 depending on accommodation and transfer requirements. Registration for non-competitors is £375.

For details contact: Pete McKeeman, 1603 Steenson Drive, Carrollton, TX 75007. Tel: (214) 492 8293, Fax: (214) 394 0472.

Or Roland Hilfiker, Centro de Paracaidismo Costa Brava, Apartado de Correos 194, Ampuriabrava, Girona, Spain. Tel: 34 7245 0111, Fax: 34 7245 0749.

Freestyle continues its rise in popularity. There was a well received presentation by Mike “Michigan” Sandberg and Pete McKeenan at the 44th Plenary meeting of the IPC in February. BJ Worth (IPC technical secretary) proposed that freestyle become one of the skydiving Olympic products to be marketed by the IPC and FAI as a demonstration sport to the Olympics in the year 2000.

The discipline still has some way to go through. First, at the next IPC meeting in 1994, an official sub-committee needs to be formed; only then can it be nominated for the Olympics in the year 2004. In the meantime Freestyle will hopefully progress towards World Cup status. This is separate to, and not affected by the WFF circuit. (For anyone interested, The World Freestyle Federation produces a regular newsletter they can be contacted at the address given above for Pete McKeeman).

SKYVAN Sale Falls Through

The expected departure of the Sibson Skyvan has been delayed after a sale to German customers fell through. GO-VAN had recently undergone refurbishment in anticipation of a sale. It seemed as though a deal had been struck and part of the requested deposit had been paid. However the balance of the money never materialised.

The plane is still up for sale, a move which will disappoint many skydivers who prefer large formation skydives. But as John Meacock explained, a smaller plane, apart from being cheaper to maintain, will increase a jumper’s chances of getting airborne because the plane can operate with fewer jumpers. Sibson, like all other clubs has felt the combined effect of the recession and jumpers no longer willing to hang around on a DZ. With a big plane like the Skyvan, ideally about 40 jumpers need to be manifested so that more than one lift can be made back to back.

Nevertheless, the loss of the Skyvan will leave a big hole in the carrying capacity available in the UK. The Skyliner, now at Netheravon, although similar in size has a smaller tailgate which makes large formations harder. It also has been suffering some mechanical problems recently.

Swansea Dedication

On 11th September 1982, 9 Swansea Skydivers lost their lives in the Mannheim Helicopter disaster. On the 18th July 1993 at 3pm, a memorial window is being placed in St Mary’s Church in Swansea, followed by a dedication service. Friends who wish to attend should contact Peter Ridgewell at 61 Hendrefoilan Rd, Sketty, Swansea, SA2 9LU. Tel: 0792 203611.

Freefall Style & Accuracy Landing European 1993 Championships

The Romanian Aeronautical Federation is hosting the European 1993 Parachuting Championships in Freefall Style and Accuracy Landings. They will take place from August 1st to 9th at Timisoara which is 560 km from the capital, Bucharest.

Competitors will be housed in ‘first class’ hotels and shuttle buses will be provided for transfers to and from the competition sites. Full board will be provided.

Aircraft will be the Antonov-2 and MI-8. Entry fees are 600 US$ (one event) 650 US$ (two events). Non-competitors may register for 500 US$. Additional days (before and after the competition) can be booked, at $50 per day for full board.

Contact: Organising Committee, 2nd European Parachuting Championships in Freefall Style and Accuracy Landing 1993, Mrs Adriana Dumitru, 16 Vasile June/July 1993
Payment of entry fees to: BCR – SMB, 16 Lipscani Str, Bucharest. Account No: 472121603220. For Romanian Aeronautical Federation.

Day & Night Competition
– Locarno Switzerland

International Day and Night Competition, Locarno, Switzerland will take place from Friday the 22nd to Sunday the 24th October, 1993. This is an accuracy competition which takes place over nine rounds, five during the day and four at night at the Locarno airport. The meet begins at 2pm on the Friday with registration from 10 – 12 am. The aircraft will be a Pilatus Porter and Cessna 206 Soloy Turbine. Entry forms must be with the organiser not later than 31st August 1993. (there is a maximum of 25 teams).

The entry fee is SFr 300 per competitor (ie SFr 1500 per team of 5) which includes all jumps, and meals on Friday and Saturday evening. Entry forms should be sent in, then on confirmation of participation the entry fee will need to be paid.

Contact: Thomas Rutz Para Centro Locarno SA, 6596 Gordola, Switzerland. Tel: 1 822 08 32, Fax: 1 822 08 50.

Nolan Mackie
The death has been announced of Nolan Mackie, in Australia in April. It was not related to parachuting. Nolan started jumping in the late 1970s and was a regular at Midland Parachute Club and travelled widely to jump especially to California. Nolan, an Anaesthetist, had moved to Australia to work. He leaves behind Maria and their two sons Alex and Ryan.

Editorial
In the letters column you’ll see some debate on the subject of medal categories at the regional competitions. One of the points made is that teams who are too experienced to enter the intermediate category are deterred from entering the senior competition because they do not stand a chance of winning a medal.

I’d like to take this opportunity to remind any teams who are wavering, of the well worn cliche about taking part and not the winning that is important in competition - I do seriously believe this though. Some years ago I was on a team which entered the Nationals. We knew we had no hope of winning anything but we thought it would be a good experience. I was a bit rusty and had never entered a competition before.

I thoroughly enjoyed myself. Firstly, for a whole 10 days the sole aim of the club was to get us into the air, so, including the pre competition practice jumps I did more jumps in two weeks than the previous 6 months. Nevertheless there was a fair amount of time on the ground – with all the top teams in the UK present a short stroll around the grounds and I would inevitably find one of the teams dirt diving. I was able to watch and pick up useful tips about the next dive, and also about dirt diving in general. The best place to pick up tips was usually by the mock-up plane where they’d be queuing to practise door-jams and exits. There were many variations and people were happy to tell you why they did it their way.

After the day’s jumping, in the bar, I found that people were only too willing to give advice when asked and watching the videos of the day’s jumping was again a valuable learning experience. Incidentally, at competitions the apres-jump scene is generally much quieter than boogies - if you don’t get to the bar early you’ll find that everyone has turned in for the night. Even the party animals find nine nights in a row hard going.

Competition skydiving itself gave me valuable insights into skydiving under pressure; how even at the bottom of the heap the battle to overtake the people above you becomes all consuming. I discovered things about people I thought I knew (including myself!). And of course, spending that amount of time at a club you get to know the staff much better than you would with weekend visits. By the end of the meet, apart from feeling current again I felt I had enjoyed a holiday and learned more than I had in the rest of my skydiving career.

So if I may add my voice to the debate - I hope adding an extra category of medals encourages people to take part in the regionals; but if winning a medal is the sole determinant of whether you take part in a competition then you are entering for the wrong reasons. Winning a medal for turning up is not as much of an achievement as just failing to win one after a hard fought battle during which you improved on your personal best FS performance – the pursuit of excellence!

In this issue and the next one we are running the What’s the Point competition. To boost entries we are offering big prizes and no entry fee. Too good to be true eh? Yes well do enter but do try to send a little something in by way of a donation or at least buy a T shirt, then £1 will go to the Brit Team fund. If you do not intend to compete in this year’s nationals then try to get down to Weston and enjoy the atmosphere.

Finally, we have re-printed the UK DZ guide as a pull out in the centre of the mag. It took a lot of hard work putting it together but now we’ve done it we’ll be running it every so often. The BPA will be sending the guide out to enquirers. So I’d like to ask clubs to keep us up to date. Those who didn’t reply to our letters and the announcement in SP, and any clubs whose details change please notify us here at Airscape and also the BPA.

Wanted
‘Video Operators’
If you are interested in becoming a video operator on a regular basis.
Please contact TRUDY at the British Parachute Association
Tel: 0533 785271
Dear Ed

Just a few words regarding the article about the possible change of the 4-way competition criteria, I think the idea of three groups is a super idea.

Our team has always been puzzled about how there can be such a large gap between levels, because until you’ve got yourself a team and enter competitions for the first time, you don’t know all the ins and outs of the levels. You just start for a bit of fun and the rate of competition is one of what’s actually involved and whether you’ve got a real chance of ever getting anywhere or not.

Our team decided to enter for the Intermediate level of the Nationals, being that we had only done about 35 jumps together as a team and the average jumps per member was only about 250. We didn’t expect too much but after ending up with a bronze medal we could not believe how the hell we got there. Then after looking at the rules regarding jump numbers we found that we would probably be in the seniors this year, and with the high level of competition, we decided it was not even worth entering any competitions even though we are going to Arizona for two weeks coaching. We didn’t think that travelling up and down the country to compete and pay registration fees, do about four jumps a day and basically not get anywhere was worth it. We thought that we would raise to do five or six jumps a day at our own pace at our own DZ at half the price, there was no contest.

But the addition of a middle group would vastly change our ideas and many other teams we have talked to who are at similar levels as us agreed that competing with teams of similar abilities would keep people interested knowing that you stand a much better chance of getting somewhere, learning more and slowly improving to a level where you can compete with the best. At the moment you are trying and slowly improving to a level where you can compete with people with 2000 plus jumps apiece.

After talking to various people and teams we came to the conclusion that one team member could have as many jumps as they want and the remainder have a maximum of 2000 jumps between them, which means 666 jumps per person, which is double the amount of the present intermediate level. We think this is a much fairer way of dealing with this current problem.

I hope this letter has been of some help and I look forward to seeing more competition spirit in the near future.

All yours

Pete K

--- MEDALS (2) ---

Dear Ola

I was interested to read in the latest magazine the comments by Rob Colpus on my proposed additional category for FS regional competition, especially as in all the correspondence I have received on the subject, his was the only letter against it.

It appears that Rob doesn’t understand the reasoning for the proposal. The idea of the middle category is a “bridge” between intermediate and the top level and was proposed at the request of teams who have been entering the regionals for a number of years, a competition I understand Rob has never entered.

Rob suggests that this new category will not attract more people to the Nationals. His is correct, this is to take place at the Regionals only and on a one year evaluation basis, after which, depending on its success, it will be retained, changed, or thrown out.

A number of teams have already told me that they will now stay together as they feel there will be achievable goals on the ladder to the highest level of competition.

I, like many others, respect Rob’s knowledge and experience of FS competition. He has achieved more than most over many years. Therefore I’m sure he would agree that skydiving has progressed through its ability to change and experiment with different ideas. They may not all be successful, for instance leg locks were tried at national and international level, but were later withdrawn.

Rob in his letter offered to send teams who did well in the new category one of his old medals. I find that comment rather condescending to teams who do have genuine dedication and I would have hoped he would have had more pride in his National Medals. I can only presume he was joking.

Come on Rob give it a try and if it doesn’t work after the first year, I will be the first to admit it.

Regards

Andy Fair

(Medations Committee)

--- MEDALS (3) ---

Dear Ola

Thank you for allowing me to respond further to Andy Fair’s proposal for an additional FS level.

Andy asked for letters of response to his article in the mag, so I responded (I didn’t realise that comment was allowed only for those who had entered regional meets in the past).

First of all I must apologise to Andy for incorrectly assuming his proposal was aimed at the National Championships. Although I think I can be excused for this, as his article did refer to the National’s rules and did not state that his proposal was intended for regional meets only. However, this makes no difference, as I still strongly disagree with the principle of this proposal, even for the regional meets.

Come on now Andy! do you really think that “great dedication for a long period” is required to place in the top three at the regional meets? The top British teams have rarely entered them, so the field has always been wide open.

I believe that if my letter was the only negative one received, it was probably because the people who did respond felt that they could be the benefactors of this proposal and the proposal was not personally affected, will not bother to put pen to paper. I have spoken with dozens of FS Competitors (of all levels) who agree with my views on the subject.

Medals of any kind are worthless in themselves, it’s what they represent that is valuable, and what they represent is achievement in the pursuit of excellence.

The definition of ‘achievement’ is to successfully accomplish a difficult goal. There is no achievement if the goal is easy, and therefore these medals would be worthless.

Andy’s stated aim for this proposal is a noble one — to encourage more new people to enter competitions and to retain those that already do so. I’m not in disagreement with him there, but I do not believe that giving away a few arbitrarily placed medals will have any affect on those aims at all. But I do know that there are many things that the BPA as a sport’s governing body could do, that would have some real effect in that direction.

For starters, the BPA/Sports Council Development plan, which died a slow death about 5 years ago in the hands of the BPA staff, incorporated some positive ideas which were never acted upon. One project was to have a coaching scheme, similar to the WARP system, but aimed more at the pursuit of excellence in competition. Senior and basic coaches ratings were to be issued and progression weeks or weekends would be run at various DZs around the country. Those competitors who Andy states find it hard to improve their present standard, would receive assistance and coaching to do just that. Another proposal, which I in fact introduced, was the concept of the British Teams to travel to various DZs around the UK to run weekend seminars. A year planner was to be kept at the BPA offices, DZs were to be booked in advance, and British Team members were to be allocated venues and dates.

Three members of the then British Team in fact ran a pilot course at the Cornwall parachute centre which was a great success, and cost the Association peanuts, because the participants paid the coaches expenses. This scheme was launched and then handed over to the BPA office, and has never been seen since. The reason for this lack of Sport’s development is, I believe, due to the fact that the two BPA staffs are almost permanently occupied in STC and CAA related matters. These are in themselves very important of course, but are carried out to the almost total exclusion of any sport related development. In other words the BPA is really playing a role as the parasutching arm of the CAA, leaving little or no, time and money to develop membership services as other sport’s bodies do. Anyway I digress...

So I say to Andy, I do not want to give his idea a try. I think we will not only be watering down the achievement of winning medals, but we will be wasting another year and funds that could be spent in many better ways.

Rob Colpus

BASE EFFECTS

Dear Ola

After the letter by Chris Jones in SP Feb ’93, and your succinct point-by-point reply, I did not think I needed to type this letter. However, after David Schofield’s letter in the last issue I felt compelled to put finger to keyboard as the message has still not been stuck home. My viewpoint of BASE jumping is not based on opinion, but experience. This experience is the negative effect felt by some skydivers as a result of jumps that hit the headlines through BASE jumping.

As a hotel manager I have a good relationship with all of my staff. They all know I am a keen skydiver and take an interest in this. Knowing me is a part of the trust that I build up with them.

The day after the coroner’s verdict on the death of the BASE jumper at the Hilton in London, many derogatory articles ran in national newspapers. On that particular day I arrived at work mid-morning to find a distinctly cold atmosphere towards me. I was given hard looks and no one spoke to me for a while. I was left feeling very uncomfortable as I didn’t know what was wrong.

The first thing that was said to me was by the Head Porter and his words were “Have you seen the papers?” He showed me the article and studied my reaction. The attitude amongst all the staff was one of anger that a skydiver should risk other people’s lives, and that being a skydiver, this was also the kind of attitude that was being expressed. Much of the morning was spent explaining that skydiving was no part of what happened at the London Hilton. I wonder how many other skydivers were affected in a similar way.

The experience I have detailed is the clearest example of how Mr Claybym, by his actions brought our sport into disrepect. How then Mr Schofield has...
GETTING TO GRIPS WITH FREESTYLE

Dear Ola

This letter is in response to the letter from Grant Roland in which he accuses the Scottish Parachute Association (SSPA) of being too complacent in its role of promoting parachuting in Scotland.

I feel that Grant Roland has misunderstood the nature of freestyle parachuting. It is not simply about performing acrobatic moves in the air; it is about the creativity and the enjoyment of the sport. Freestyle is a way of personal expression and a way to improve one's skills.

I would like to quote a passage from a book I have recently read: "Freestyle is about breaking the rules, about doing things your own way. It is about taking risks, about pushing the boundaries of what is possible." (Mike Michigan, "Travelling"

I believe that freestyle should be encouraged and promoted as a legitimate discipline within the sport of skydiving. The Scottish Parachute Association (SSPA) has a role to play in this, and I hope they will take Grant Roland's concerns seriously.

Yours sincerely,

Tom Beardsley

SCOTS: SCOTT VS GRANT

Dear Ola

I feel that I must write in response to the letter from Grant Roland in which he accuses the Scottish Parachute Association (SSPA) of being too complacent in its role of promoting parachuting in Scotland.

I would like to quote a passage from a book I have recently read: "Freestyle is about breaking the rules, about doing things your own way. It is about taking risks, about pushing the boundaries of what is possible." (Mike Michigan, "Travelling"

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Yours sincerely,

Tom Beardsley

NO LEFT TURN

Dear Ola

I thought I would write to you about some excellent service I received recently. I felt it was worthwhile to exercise in view of the article printed recently complaining about the attitude of manufacturers of parachute equipment. Whilst I don't doubt the truth of the article in question I felt that my tale might redress the balance a little and give people some hope for the future.

My tale concerns my CRM Fury (sorry CF Fury) purchased some time ago direct from the manufacturer. Over a period of time it began to develop a left turn without ever having had any damage or untoward handling which might have precipitated it. Whilst doing RW it was clearly no problem and I barely noticed the severity of the turn, having grown up with it, so to speak. When I resumed my attempts at CRW it became apparent that it had become something of a liability.

Advice from the local rigging fraternity consisted mostly of a mixture of pas taking (nothing new there) and abuse about people doing CRM to comments alongside the lines of: "we'll do it but it will cost a million dollars." At this point I was advised to try the manufacturer who was told had a reputation for fair play. So I phoned up the factory and told them of my plight.

Their response was simple and swift, "roll it up and send it to us, when you get it back it will fly in a straight line."

"How much will this cost me?", I asked.

"Nothing" was the response, "we don't make parachutes that turn left."

A few weeks later my Fury returned with a new set of lines, a new pilot chute, lots of bits and pieces for £45. I am, naturally, particularly anxious that the man responsible for its rehabilitation (Chris Gay) took the time to speak to me both times to reassure me of it's impending return to the fold. In short what I got was first class, courteous and efficient service from a company that does its industry a great deal of credit. I cannot speak for other companies attitudes but if they need any advice on after sales care then I suggest they get on to Glide Path International.

If there's anyone out there with a similar problem then give your manufacturer a ring and tell them about what Glide Path did for me. Good luck!

Regards

Mick Cooper

DON'T TAKE RISKS, WEAR A...

Dear Ola

This incident took place during mid March of this year and involved my fiancee, who is Cat 9 and has about 110 jumps and was jumping a Merit 170. The wind that day was bordering on limits but at the DZ control cleared it for Cat 9 and above with square reserves we decided to go ahead with our 3-way. Myself and the other jumper landed safely but as my fiancee came in to land her canopy partially collapsed at about 15 ft. If this was not bad enough she was over paragliding at the time. Needless to say she hit the ground very hard on the side of the body and then with her head and was knocked unconscious. Several people rushed to the scene and by the time I arrived somebody had removed her protec although they were trying to be helpful, if there had been a neck or spinal injury this could have been catastrophic. She was then taken to hospital and had ten stitches in her head and was kept in for three days for observation. The cause of the canopy's collapse is still unknown but was put down to turbulence after flying over a large mound and perhaps lack of experience. This could happen on any canopy and so no reflection on the Merit 170.

So what is the point of this letter?

Firstly, the only thing that prevented her head injury being worse or even fatal was the fact she was wearing a protec on her head. The protec was not fastened tightly enough to cause it to slip up and gash open her head but at the same time saved her from cracking open her skull.

Secondly, the canopy was fairly fast and although she was capable of handling it in normal conditions, the wind that day was unpredictable and when it really mattered perhaps the canopy was too fast.

Thirdly, before entering an aircraft, think! Are the conditions suitable for my ability? If the answer is no or maybe, stay on the ground. Just because the DZ control say it's in limits it doesn't mean you have to jump or it's safe to jump. Remember, skydiving is a
dangers sport so why push the limits and remember, make sure your prototype is tightly fastened.

Happy landings
L T Bennett C9825

RENEWALS
Dear Ola
It is April 5th, 4 days after I expected my BPA membership to have been renewed, and I am unhappy. I am unhappy because I have just finished speaking to a nice lady called Jo, who works at Glen Parva and has clearly had a great many similar conversations with less polite but equally disgruntled jumpers recently.

What do we all have in common? We pay our membership fee annually by direct debit in the expectation that this will make the BPA administrative task simpler, thereby ensuring that our membership is renewed promptly and with the minimum of fuss.

But, I am staggered to learn from Jo, the BPA insist on taking the direct debit on April 1st - no earlier - and also instruct the staff not to issue renewed membership cards until the transaction has cleared. This year that means my membership card will be posted until Thursday April 8th, the day before the Easter Bank Holiday.

However, Jo promised to resolve this by faxing confirmation of renewal to me (in Germany), bless her, (more expense for the Association). But all of this is quite unsatisfactory, and what is worse, unnecessary.

For the future, I insist that the BPA should:
1) Take their direct debit on or before March 1st, and
2) Issue my notice of renewal no later than March 17th, so I can be guaranteed to receive it before (not after) any previous notice has expired.

I am certain that this would ease the workload at Glen Parva, reduce the number of phone calls, cut the number of expensive faxed confirmations and generally make many people happy.

Blue skies
Phil Sturtivant
Over to you BPA Council ...Ed.

G'BYE JIM
Dear Ola
I am probably one of many who write in about this skydiving milestone. That is the final day (Sat 8 May) of Warrant officer Jim Coffee as CCI of RAPA Parachute club and also his last day in the British Army.

Everyone who is someone made it to the farewell party that Saturday evening. That superb display was dedicated to Andy. He made many, many good friends in skydiving and we were proud of his achievements in the sport.

We wish to thank you, the Council and members of the BPA for your sincere condolences following Andy's tragic death in Florida. We appreciate your tributes to Andy and, as loving parents, it pleases us to know that he was so well liked and respected by his fellow skydivers. We know that Andy got a great deal of enjoyment from skydiving and we were proud of his achievements in the sport.

He made many, many good friends in skydiving and we thank them for turning up in such large numbers at Andy's funeral and for their flowers. Yours sincerely
Keith and Jean Woodmansey

Andy Woodmansey

MEDIAMAN
Dear Ola
This letter is to confirm the rumour of the existence of a BPA Media Liaison Representative. This person is me. I am aiming to build a pro-active media strategy for our sport through the BPA, linking the many diverse elements within parachuting into an cohesive media 'package' as possible. With increased positive press coverage and television airtime our chances of gaining sponsorship revenue will be greatly increased.

For this strategy to be effective as long a lead-time as possible is needed. So if you would like the BPA's help in publicising a competition, boogie or other event that you are holding please contact me either through the BPA office or at the address below as soon as possible with details.

Best wishes
Kevin Hughes, 80 Burgass Road, Thorneywood, Nottingham NG3 6JL

WHATEVER HAPPENED TO...
Dear Editor
May I ask your indulgence and perhaps a line of two in your correspondence column to enquire after the whereabouts of one or two people who made a first descent with me at Fairoaks on May 6th 1956? Has any one seen or heard of Mick Longthorpe, Peter Lang and an Instructor/Pilot Jim Bassett during the last few decades?
Yours faithfully
Keith Fuller

VIDEO NICETY
Dear Ola,
I was dismayed to discover from the letter (Video Nasties) in last SP that someone had still not received their Polish Boogie video tape.

The next day was equally enjoyable with several lifts to max, 12,000ft from the centre's immaculate Islander. All in all, we have been extended the warmest welcome we have experienced at any drop zone. Long may it continue.

Come and see us sometime
Chris Lyall DI898

THE COPY DATE FOR THE AUGUST ISSUE IS FRIDAY 16TH JULY

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June / July 1993
Kit News

THE SECONDARY PROBLEM

I was concerned to read the report of the recent fatal accident at Gap, where a camera jumper died when her reserve free bag became entangled with her camera mount.

The BPA rule requiring camera systems to be inspected by an Advanced Instructor may help prevent such incidents from occurring in the UK, but mostly it is the benefit of hindsight which makes the fault in design of this helmet mount so glaringly apparent — something was going to snag on it sooner or later, it’s just tragic that it took a fatality to highlight the faults.

The lesson to be learnt from this incident is more than simply one of camera mount design. It is an acceptance of the fact that any modification, whether to a piece of equipment, a standard operating procedure or whatever, will do two things.

a. It will solve a problem — that’s why you are doing the mod in the first place.

b. It will introduce another problem of its own.

This secondary problem is often not apparent and may take a considerable amount of ferreting out, but it’s there somewhere — bet your life on it. Only after you have clearly identified the secondary problem can you make an objective decision as to which problem you would rather live with.

One of the recommendations arising from this incident was that camera jumpers shouldn’t use an RSL. OK, clearly that allows you to retain the option of delaying your reserve deployment after a cutaway, so what is the secondary problem? Equally clearly, the risk of too low a reserve deployment after a low cutaway — the situation which still kills more skydivers than anything else, and which the RSL was designed to help avoid in the first place.

If neither option, (risking an entanglement with your camera mount or disconnecting your RSL) is acceptable, then you have to look for a third option. In this case, two spring to mind. Either stop jumping camera, or redesign the camera mount to minimize the risk. Then find the secondary problems and reassess the risk, continuing the process until you reduce the risk to an acceptable level. It’s a logical and objective process, requiring a determination to find the risk even where none is immediately apparent.

Veronique was a fellow skydiver. Her death touches us all, and if it is to mean anything, we have to learn from it.

The lesson is: There is always a secondary problem. Find it and assess it, logically and objectively, before you step out of the aeroplane.

— by Ray Ellis

RISER FAILURE STUDY

John Sherman of the Jump Shack has just completed an intensive study which has culminated in a conclusive explanation of the various types of failure modes of Type 17, 3-Ring risers. Sherman, (designer of the Racer line of harness/container systems), revealed the findings of his study at the International Parachute Symposium and Riggers’ Conference in Orlando, Florida, in March, 1993.

A critical aspect of Shermans’ findings is that the failures have less to do with the strength of the webbing itself and more to do with mechanical advantage or disadvantage of the lever and pulley systems of the 3-Ring release. Two problems are actually occurring. Firstly, failure of the webbing during load onset, secondly, and most dangerously, improper ring geometry causes the lever to become inefficient resulting in the yellow cable being pulled through the “O” grommet.

The ultimate strength of mini-ring 3-Ring system has been identified; no matter what type of webbing is used, the mini 3-Ring is limited to about 3600 lbs. Either the yellow cable pulls through the grommet, or the rings themselves fail when the riser is exposed to 3600 lbs.

In light of the above limitations, Type 17 webbing, with a strength of 2500 lbs, is an excellent match with the mini-rings. This combination will produce a riser with a total strength of 3600 lbs. if all conditions of design are met.

Normal parachute openings generate shocks in the range of 2-4 G’s. With a suspended load of 200 lbs, this equates to 400-800 lbs. A shock load greater than this can be identified by inspection of the middle ring where it contacts the harness ring. During these aberrant loads ‘brinelling’ or denting of the middle ring occurs. Risers which have failed in the field show considerable evidence of repeated hard openings. If your lower riser ring is dented where it contacts the harness ring the equipment should not be used until the cause for these hard openings is resolved.

The industry originally responded to the problem (which we now define as an opening shock problem not a riser failure) by trying to increase the strength of the riser. The implications of simply strengthening the riser system is that the shock will be passed down to the harness, making harness stitching more vulnerable. There has been a harness failure with type 8 risers in Germany resulting in the jumper falling out of the harness. Inspection of the harness revealed no defects in the harness webbing, the harness thread, or the manufacture. While the design of the harness may be inadequate (it is not designed to “fail safe”), it is in fact a design which is in common use. All manufacturers and governing safety bodies should consider the potential carnage which might occur without the ‘fuse link’ function of the Type 17 Riser. This riser has acted as a critical fusible link in the opening force chain, preventing what would have been harness failures.

Thicker webbing or reinforcement of existing webbing may adversely affect the geometry of the rings. Although thickening or rolling the webbing will prevent the scissors/guillotine action between the rings, tolerance must be closely held so as not to interfere with proper function of the release system.

Contd on page 95
DATE: 25 Sept - 03 Oct
VENUE: RAFSPA - Weston-on-the-Green
ALTITUDE: 9,500ft
MANEUVER: 8-way Blocks and Randoms
AIRCRAFT: Turbine Islander
WORKING TIME: 35 Sec

DONUT FLAKE
COMPRESSED ACCORDIAN
DOUBLE DONUTS
SNOWFLAKE
ZIPPER
STAR
IN-OUT
CRANK
STAR
BIPOLE DONUTS
TRIPLE DONUTS
THUNDERBIRD
DONUT
STAIRSTEP CAT DIAMOND
STEREO BIPOLE
DOUBLE SATELLITE
OPPOSED STAIR STEPS
OPAL & ZIPPER
CANADIAN TEES
OLD BONE
SIDEBODY DONUT
TRIPBLE DONUTS
GYRO
DOUBLE SATELLITE
OPPOSED STAIR STEPS
ZIPPER & OPAL
MONOPODS
AMECOSA
SIDEBODY DONUT
THUNDERBIRD
DATE | 25 Sept - 03 Oct  
VENUE | RAFSPA - Weston-on-the-Green  
ALTITUDE | 9,500ft  
MANEUVER | 8-way Blocks and Randoms  
AIRCRAFT | Turbine Islander  
WORKING TIME | 35 Sec  

RANDOMS

19. COMPRRESSED DIAMONDS  
20. CAT DIAMOND  
21. LEGO  

22. OPEN DIAMOND  
23. BEARTRAP  
24. DOUBLE OPALS  

P. BLIZZARD  
Q. COMPASS  
N. ZIPPER FLAKE  
O. DONUT CROSS  
L. OPEN FACING DIAMOND  
M. DOUBLE SPIDERS  
J. SPRINGBOX  
K. LONG DIAMOND  
H. OPTIC  
G. ARROWHEAD  
F. DIAMOND FLAKE  
E. RUBICK  
D. HOPE DIAMOND  
C. HOUR GLASS  
A. CATERPILLER  
B. STAIRSTEP  

19. COMPRESSED DIAMONDS  
20. CAT. ACCORDIAN  
21. EYE  

22. OLD BONE  
23. TRAPPED BEAR  
24. DOUBLE OPALS  

19. COMPRESSED DIAMONDS  
20. COMPRESSED STAIRSTEP DIAMONDS  
21. FREE BEAR  
22. DOUBLE OPALS  
23. DOUBLE OPALS  
24. DOUBLE OPALS
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See your nearest PdF dealer at once!
By Richard Yerburgh
(first published in PILOT magazine, Feb 93).

I was recently involved in the successful planning application for The Park gliding field near Warminster in Wiltshire. When I wrote about this in Sailplane and Gliding I received a number of letters and phone calls from people who were anxious to pick my brains. They all had one thing in common: they had made planning applications for some aviation purpose. They had all made one mistake in common: they had set out to take a low profile approach to their planning application and then found that it failed.

The reason was lack of communication with the Councillors and the Chief Planning Officer (CPO) which resulted in the Councillors believing that there was no support for the application - and in one instance was so pronounced that the CPO withdrew his recommendation for approval of the application.

The first thing all of us need to understand about making a planning application to develop an airfield is that these applications are not won by seeking to placate the Councillors or the CPO or by attempting to appease the objectors. By its nature, a planning application for anything to do with aviation is a contentious issue and will mean a serious fight into which the objectors will go with no holds barred - and into which the applicant should go with a similar frame of mind.

Do not think that because you have made a good job of the planning application the Councillors will know all about it; certainly they will not. I was for a number of years Chairman of two major Committees on our local District Council. I learned that many Councillors come to meetings having never opened their agenda papers. They stick their hands up to vote on issues they know nothing about, not so much as a means of deciding the issues but as a means of disguising their ignorance and of hunting with the pack. So whatever the matter you put before them, make sure that you have done everything reasonably possible to get the information firmly into their heads.

Planning needs planning

The one rule you must follow is that Planning needs planning. If you go into a contentious issue without having done your pre-work, you will almost certainly fail. Many of the major commercial planning applications are won by employing a professional who knows how important it is to prepare the application properly.

Always get all the other permissions you can before going to Planning. For example, if you are making an application for a gliding field, get cable permission first. This is not usually made public and it can be before going to Planning. For example, if you are making an application for a gliding field, get cable permission first. This is not usually made public and it puts you at an advantage.

Plan concessions

At the outset consider carefully concessions you are prepared to make. Decide the appropriate times to use them as you go along. Decide the areas on which you are not prepared to give ground. Don't be frightened by the opposition, and do not seek to placate them with un-planned concessions.

Amendments will be forced upon you, but there is no point in voluntarily compromising your application beyond repair. Always remember that if you disarm one echelon of the objectors' attack with unplanned concessions, there will be another one ready to take up where the first left off and so ad infinitum.

Take an aggressive stance

A truly positive attitude is your first priority. When you are ready, invite the CPO out to your site and get him in your corner from the outset. Without his recommendation for approval, your chances of obtaining planning permission are negligible and your chances of winning a subsequent appeal infinitesimal.

If the CPO agrees to support your application, keep him informed from beginning to end and never allow him to become isolated; make sure his support for you is reciprocated by yours for him. Think of things to tell him: the new leisure opportunity you are producing for the District, Government guidelines on the re-use of farmland, tell him that the Council will be seen as a forward looking enabler by approving your application. In advance you may have launched a scheme for teaching a few less well-off young people to fly at subsidised rates; you may have tied the Council to you by obtaining grants from them so you actually have friends where you need them in the Council Office.

Set out to disarm some of the potential objectors. Some of these you will be able to befriend and the more people standing at your side the less there are to object. Before you put in your application, arrange an open day at the local village hall and invite the local people to it; run an open day at your present site as well. Send out a newsletter to all the households in the locality. Tell everyone what nice, kind, considerate people you are and make sure your actions demonstrate the proof of that. Explain how low-profile your operation is going to be and make sure it appears so; tell them that your presence may/will mean that there will be less military low flying in the immediate neighbourhood.

Find friends in the neighbourhood who will feed you with information. Get them to report to you frequently; get them to attend objectors' meetings and inform
you of what is happening; get some of them to organise support for you and persuade other local people to write letters in favour of your application.

Know all your rights and use them. Above all, remember that you may canvass Councillors in a reasonable manner, that you have the right to call at the Planning Office and to inspect the file on your application as many times as you wish. This will give you a valuable insight into what is going on, who the objectors are, what influences are being brought against you and what stories are being bandied about.

You may wonder how to get at all these people. One way is to use hand delivery of letters to each household. Another (expensive) way is to ask the Post Office to deliver unaddressed envelopes to each household. A very useful method is to use the Electoral Roll and write to each person on it, hand addressing the envelopes and hand writing the individual salutations and signatures. All these letters can then go out in the post in the normal way. When we made the planning application for The Park, we found this method most valuable.

Experts everywhere

Once you have put the application in you can reckon on about three weeks before the objectors really start to get going. Then the nastiest things will start to happen. You'll begin to find the friends who are not friends after all. You will discover the inventive genius possessed by people who appear otherwise totally devoid of imagination. You'll find self-styled experts in aviation creeping out from the most incredible places and frequently being characterised by their complete ignorance of the subject. You will find some do have a knowledge of aviation and, of course, we all know of the bodies whose sole raison d'être is to demolish any sort of aviation – be it ever so humble. In our instance, the noise of our little Auster was likened to the noise of departing jumbos at Heathrow, although the authors did grudgingly admit that the frequency of departures might be rather less; “at least at the beginning!”

Now you are in the time when you should be in the Planning Office reading the file regularly – at least every week. The problems now arising must be countered with positive action. It's no use hoping that these difficulties will go away of their own volition; they will not.

Drum up support

You should have already thought this out at the Planning stage and now is the time to go the rounds of all the people who may be of influence and who may be willing to help you. Try the Sports Council, local education institutions, youth organisations – anyone who may be expected to bring influence to help you. Write to all the Councillors on the Planning Committee at their homes and set your case out clearly. Make sure you send copies of every letter to the Planning Department for recording in the ‘In Favour’ file. Make sure that these letters address any inaccuracies that the objectors may be putting up.

Get friends to write in your support; get clubs to write and get their members to produce letters addressed some to councillors and some to the CPO. Make sure that copies of all such letters go to the CPO for recording in your favour. Always bear in mind that when the case is heard, the Councillors will be told of the total number of letters in favour and the total against. Remember that only those received and recorded by the Planning Office count in this application or in any subsequent appeal. This really is a two-pronged attack on the Planning Office and on the Councillors.

This is also a numbers game, and if you allow the objectors free rein, you will find the CPO getting cold feet. Remember that you cannot stop the objectors writing in, but you can balance the scale with your side's contributions, and you must work assiduously to bring the scale down positively in your favour. Don’t be afraid to use people out of the area to support you; the objectors will. Use friends, friends of friends, relatives, flying clubs, gliding clubs, educational institutions, anywhere that you can raise support. Get it going early and keep it going until the matter is over.

You will almost certainly learn that a petition is being organised by the objectors. Never get excited about a petition and don’t waste time and effort in organising your own. Councillors and Planning Officers know only too well how easy it is to get signatures on a petition. Petitions are usually presented and never read by the recipient; mention will be made at Committee but it is usually only in passing.

Letters are different; a steady flow of letters keeps up a constant pressure. Because people are less willing to write letters, they count for much more, even when they are duplicated. If you get letters signed at a local flying club, collect them and post them yourself; spread them out over a suitable period so that the impact continues. Don’t send 400 one day and none for four weeks.

Get the sympathy of the local papers at an early stage; try to get some feature articles on your enterprise going long before you make your application. Get at them before the objectors even know about you. Give the reporters something to write about and they won’t be so keen in chasing the objectors for a story. Continue to keep in touch with the local press and you will be surprised how much help and information you can get. Remember some of them are really nice people who are only trying to make a living; make it easier for them and they’ll help you.

Remember that the Planning Committee are scared of the DOE appeals' procedure. Frequently they lose – and not only does the Council have to pay the cost, but people also start asking why they bother to have a Planning Committee, if one man, the DOE inspector, can overrule them. The CPO knows that the DOE inspectors are much less influenced by the noises of the objectors than are Councillors who rely on local votes for their positions. Always, in the nicest way possible, let it be known that you will go to appeal if your application fails, and make it clear that you can finance the appeal, even if you cannot.

When you have won your consent, don’t celebrate yet. Don’t forget that if the objectors are sufficiently determined, organised and financed, there are such things as judicial reviews of planning consents, and the Local Government Ombudsman can be called in in any instance where the objectors can show maladministration by the Council.

In summary, when you go into your application just keep fighting right through to the end – the very end. Remember your success will be inextricably linked to how good your communications are. You need support in this, so explore all the avenues and use all the help you can get. Listen and learn as you go along; take your own initiatives and respond to all the pressures.

Lastly: if someone asks you to support their application, make sure you do!

Good luck!
Having successfully mounted a campaign to obtain planning permission for a parachute centre I read Richard Yerburgh's article with some interest. In being asked to comment on it I can only say that the advice given is generally sound and much of what he said reflected our own experience exactly. There are a couple of bits of advice which whilst being correct would sometimes be difficult to follow (I'll explain later) otherwise my comments will only serve to expand the advice given.

Firstly the remarks about Councillors in the first paragraph are exactly correct — don't expect them to be governed by reason — some are, but many are governed by what they see as the need to stay popular and get votes, and that is an attitude that you will have to learn to live with.

The idea of getting the CPO personally involved with your application is good if you can do it but difficult to achieve in many cases. The CPO will usually delegate one of his subordinate planning officers to handle your case and will not want to be pestered in the early stages of an application. The officer who does handle your application is definitely a key player in the game and you need to work hard to get him on your side, bearing in mind that he may be working hard to appear impartial.

This is where some of the basic advice given can be difficult to follow despite being correct. What we found was that some officers will exceed their own authority by denying you certain rights. For instance our officer (perhaps unintentionally) led us into believing that we could not have immediate access to the planning file in the early stages so that we could identify and deal with objections. Likewise we were told that it was not permissible for us to canvass Councillors directly and that such action would prejudice our appeal. Once we were aware of our rights it would have been easy to insist on them and make trouble for the officer concerned; but where would that have left us when that officer's opinion could have made a difference between success or failure? Sadly it sometimes pays to bite the bullet on any line.

The article quite correctly suggests that employing a professional company to handle your application might be the best course of action but here is some additional advice, because this is where we made one of our biggest mistakes.

Get a company who specialise in aviation and noise related problems and one that does not normally operate within your local authority area. We employed a local firm of chartered surveyors and it soon became apparent that they only really knew about farming and little else. Also being local, and having frequent contact with local planners on other issues, they were not prepared to prejudice their own interests by exercising the aggression that Mr Yerburgh correctly suggests is sometimes necessary. In the end we sacked them and completed the application ourselves but with the help and advice of a much more appropriately experienced planning expert, James Quinlan.

Perhaps the most useful information I can provide is his address and phone number at the end of this article. He has handled many aviation related planning issues and has acted in an advisory capacity to the BPA over recent Government moves to enact new noise legislation.

Contact: J. Quinlan, Portobello House, Chapel Street, Steeple Bumpstead, Essex, CB9 7DQ, Tel: 0440 730622.
Boogie Biplane

Antonov is a name we've seen often enough in SP, usually in connection with a visit to Poland or Russia. I recently had a ride in one and only had to travel as far as an airfield in White Waltham, near Maidenhead in Hertfordshire.

It was a beautiful evening which was surprising considering how the weather had been behaving. Not a cloud in sight, and just a waft of wind, in fact it was perfect jumping weather. Unfortunately, although I had optimistically made sure my rig was in the boot of the car, it was not going to be possible to jump out of the plane.

After a lot of clunking, clicking and hissing, the engine rumbled into action and off we trundled down the runway; smooth for a grass runway I thought to myself – then I realised we had taken off. The fully laden plane seemed to lift off at slightly over walking pace – well I suppose if you’ve twice the normal complement of wings it helps. As we climbed, I contented myself with enjoying the evening view over the Thames valley and imagined I was on a ride up to altitude, while passengers took their turns at flying the machine. The Antonov AN-2 is the biggest single engined biplane in the world and is quite a workhorse. This particular plane, OK-UIN, comes from Bratislava in Slovakia, it is only five years old. The AN-2 is cheap to maintain but quite a fuel guzzler. It has the reputation with jumpers of being noisy and slow. However, this is compensated for its size as it will take 12 jumpers in comfort and is big enough for you to stand upright in.

Avia Special have brought the plane over to the UK for the summer, it has been cleared for parachuting (and has static line facilities) it also comes complete with BPA authorised jump pilots so maybe I’ll yet get my chance to jump it.

---

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Michel Van Beirs, one of our European members invited a few of us over to Belgium to christen their new sixteen place twin, a N22 Nomad from down under. John and Pauline Crowhurst, Inger and I, and John Knight set off in our trusty old van and met up with other Brits, Gordon Welsh, Michael Tobin, Barry Joss, Grace and Lofty Thomas at Moorsele, home of the Herc Boogie. Two members of the Belgium national team, Philippe Danckers and Michel Derkerpel were the organisers. There were also fifteen European POPS members from Belgium, France and Germany. Philippe and Michel organised various dives over Friday and Saturday which resulted in some very good free flown 10, 12 and 14-ways, and culminated in a very smooth 15-way which included several of the British contingent.

Sunday morning they tried for a 21-way using the Nomad and their Islander, the weather had deteriorated to the point where the two planes were too far apart, and a lack of communication made this one of those dives best forgotten. Saturday evening was full of night jumps from the Islander and a really good Bar B Q with lots of good food, beer and dancing. We had to leave Sunday lunch-time for the ferry back to blighty and would like to thank Michel Van Beirs for the invitation and to wish him luck for next attempt at a POPS free-flown 24 way. If you are interested in being part of it, then let me have your name, and I will keep you informed. By the way in case you have not heard, the Moorsele Boogie this year will be July 9-19th.

They will have an Antonov 28T, their own N22 Nomad, and there will be night and hot air balloon jumps.

If you, like me, missed the change in the medical certification for people over the age of 50, you now have to have a medical every year up to the age of 70 and then every 6 months. I don’t know on what statistics or reasoning this change is based but consultation with POPS would have seemed logical. It also increases our annual jump bill by an average of £35. This new rule applies when your current two year medical expires.

It is with deep regret I have to report the death of POPS member John Smith in a road traffic accident. Any members that came with us to the last world meet in Australia will remember John and his wife June. John worked for the prison service and was a keen musician. Our sympathies go to June.

If you have planned to go to Umatilla in November for the next World POPS meet and are having a job finding accommodation, Carl Ludike on 0101-904-383-6104 has some motor homes available on a local site. And whilst on camping, if you are taking your tent, camper or caravan to Halfpenny Green in July, I am reliably informed that there is a camp site directly opposite the DZ.

A television company has asked me if we have any seventy year olds who are still jumping, as they are making a program next year on ageing eccentrics, so if you qualify or will do by the end of the year, get in touch with me.

Finally, as our membership continues to grow I would like to welcome new comers, Robert Blake based in France, PW Olden, G Gillanders, Gordon Welch, Michael Tobin, John Evans, Liz Harlow and Graham Amies.

Michael Allum Hon Treas/Sec POPS UK
The Scottish Parachute Open Collegiate Competition.

This original title was cunningly adapted by the meet organisers as a slick advertising ploy that students, and particularly parachutists (ie big kids) would easily identify with. This strategy at first seemed to be failing but with hindsight I can see that the response to our first correspondence was due to students, to a man, being lazy bastards. With final arrangements made, we headed to the Scottish Parachute Club for Friday's practice jump and to give the centre one last tidy move in as the round progressed, we threw in the videos just to make to interfere with telemeter judging, and as it looked like cloud could be failing but with hindsight I can see that the response to our first correspondence was due to students, to a man, being lazy bastards. With final arrangements made, we headed to the Scottish Parachute Club for Friday’s practice jump and to give the centre one last tidy up. The students arrived between 11am Friday and 3 am Saturday, but there was always someone to welcome them. Friday night in The Star was spent renewing old acquaintances and trying to out-drink/boast/tie them at every opportunity. There were also male and female boat races, but not like at Oxford or Cambridge and the student was spent renewing old acquaintances and trying to out-drawl the ein­ tertainment cinema had recently imported eight episodes of the TON; (to the less informed, this does not mean the BCPA-Parachute Association) going from having only one jump under his belt at 9.00am. There were zero winds and about as much altitude, as far we were off at 9am with the first round of the 3-speed way. The thought did cross my mind of maybe ritually sacrificing a man’s poison and the round accuracy went full steam ahead. We used a system where the student was timed from when they started running until they reached the centre of the cross, giving them plenty of time to collapse and pick up their canopy. As it became apparent that the weather did not arrive, most of the first timers had left so that only my old College friend Helen Brooks had stayed thanks to the efforts of Jo Rutherford and a karaoke that was graced with an ear-rending version of “You’ve lost that loving feeling” by a trio with more experience or “Come on back now... ya hear!”

Sunday morning at the camp-site was a sorry sight, with sore heads and throats the order of the day. Understandably, wheels were not off at 9.00am. There were zero winds and about as much altitude, as far the speed teams were concerned, but one man’s meat is another man’s poison and the round accuracy went full steam ahead. We used a system where the student was timed from when they started running until they reached the centre of the cross, giving them plenty of time to collapse and pick up their canopy. As it became apparent that the gods would not be granting us a minimum of 6000ft, (they teased us with an uncannily constant 4,500) round 2 of the squares got under way. The thought did cross my mind of maybe ritually sacrificing a static line in an attempt to appease them, but I was assured that only 5 AFF graduates would be enough to please the gods at this time of the year, however, I was tempted to see it one from Manchester would get us an extra 1,500ft.

By the evening we had completed three rounds of round and square conversions and Simon Vickers finally getting his Cat 8. Sunday night marked the social opening of the meet with a trip to Tenterton for a pool party. Whilst the staff prevented us from launching any pieces down the water slide, they couldn’t stop us from swimming a 3-way Chute Assis across the pool, launching 3-ways, unstable exits and dive exits into the “no diving” section of the pool. Also discovered were the foamy mats which led to many failed attempts at surfing whilst the wave machine was switched on and some quite successful attempts at walking on water.

On Monday morning the first timers came to join us, bringing with them a perfect introduction to skydiving in the UK: weather so naff that we couldn’t start the competition until Thursday, the day before the prizes were scheduled to be given. But this didn’t stop us from having a great time eating curries, getting drunk, tumbling around the ice rink, going to France to buy massive amounts of booze, Barbecu­ring the night away on skid row etc etc. When Thursday’s good weather did arrive, most of the first timers had left so that only my old College friend Helen Brooks had stayed thanks to the efforts of her Cat 5 WARP instructor, Paul Irwin who I’m told did a great job dirt diving a multi point night 2-way, whilst everyone else was (supposedly) asleep. Headcorn’s super efficient manifest got countless lifts in (thanks Alison), so that loads of progress and accuracy could take place, the final results of which were:

**Progression**

1st Place: Noel Purcell of MUFFPA (Manchester Uni Free Fall Parachute Association) going from having only one jump under his belt to 10 second delays. Runner up: Angie Raminati of Leeds Uni for going from 5’s to 20’s.
Square Accuracy

1st Place: "Destructo" Matt Usher of MUFFPA. Runner up: Rick Barker of Skydive, University of Central Lancashire, or Preston Poly as I like to call it.

Round Accuracy

A tie between Craig Marshall of Lancaster Uni and Pete Stoneman also of Lancaster Uni and since they live together it was decided that they should fight it out as to one who gets the big trophy and who gets the little one. Prizes were also given to Paul Irwin of MUFFPA for making his first water jump into the river (OK, it was unintentional but there's no need to tell anyone that) and to Brian Carroll of MUFFPA and Southampton, who managed to head butt the wheel of the Islander – yes, you remember the wheel your instructors told you was impossible to hit? Well, Brian hit it. He wasn't taken to hospital because Giles Huby didn't turn up.

Thursday saw Jane Buckle take her trip to the STC to ratify the new progression system which had been piloted at Headcom. It turned out Thursday was vindicated by the weather anyway!

To cap the championship the Speed 9 Collegiate Record was set after just one training jump. The pool of parachutists were: Trish Coates, Joyce Crewe, Andy Abbess along with Trev Dobson and the lads from 4 Para. Onto the competition was to involve itself more qualms could certainly be sorted out...

To Sum it up; all us students had a fantastic time – thanks must go to A 1 Garside and the Merlin Parachute Club. This is definitely one club that really cares about its students.

Whilst the merits and de-merits of Headcorn are debated in the letters column there's no doubt in any of our mind's that it's in a class of its own for student progression, so a big fat thanks to all the staff who made it all possible and to Jo, Rob and Rick at the BCPA HQ who helped me get the show on the road and in the air, The "Cark Boys" will be back on tour at Strathallan, Topcliffe for the Regions and of course Hibaldstow (Target Skysports) for the Nationals, so we'll see you all there. Lets hope Pringey gets some more square zip cord kit in the meantime.

Phil Halper (MUFFPA)

5th Northern Collegiate Parachute Competition

Merlin, May 1st – 3rd '93

The Topcliffe team once again co-ordinated this annual event which is regarded by many students as the most competitive of the year. As an indication of how smoothly the weekend went, by Monday afternoon the more experienced were able to set a new Collegiate Speed-9 record.

Although there were supposedly controversial entry requirements for the event, no one complaint was heard on site: bearing in mind the future loss of the Bank Holiday Monday it is a wise provision to ensure that the competition remains competitive by having more than a single round. The decision to control entry numbers was vindicated by the weather anyway! Too many cynics have forgotten that the occasion is about having a good time and skydiving. Newcastle Uni, Manchester Uni, Rob and Jo we presume you could not handle the partying since the SPOCK meet at Strathallan. If the BCPA

Individual round accuracy: 1st Ian Fieldhouse (Glasgow), 2nd Tracy Whiffin (Leeds), 3rd James Pels (Salford)


Individual Square accuracy: 1st Andy Bremer (Glasgow)

Team square accuracy: 1st University of Central Lancashire: Simon Nath, Doug Naismith, Charles Ross.


Progression prize: Chris Shallock (Northumbria)

Topcliffe Shield: Glasgow University (overall winners and good attitude people)

was to involve itself more qualms could certainly be sorted out...

The first Collegiate Speed 9, a record breaker – taken at Merlin. Photo by Fred Brown.
During a recent visit to Japan I began to hear rumours of indoor skydiving at the nearby city of Osaka. After some brisk research, my suspicions of a wind tunnel were confirmed. I telephoned 'Fly away' located at the 'Paradiso' Leisure Centre and explained I was a British skydiver and wanted to come and take some pictures for SP. I specialise in 3D photography and wanted to record some flying for my personal interest as well. I was invited to visit the next morning and meet the staff.

With my friend Chieko as translator we arrived at Paradiso where Joichi Saitou Flyaway’s manager offered a free flight which we certainly weren’t going to refuse. We were kitted out with purpose made baggy suits, pads, goggles, helmets etc. and escorted to the aircraft-style classroom. After the short video we were given further instruction about safety and position before entering the flying chamber.

There were five first time flyers in this session and each of us took our flights in turn which gave us a chance to watch each other fall around. The instructor pulled you by the wrist into the air column and the external controller balanced the air speed to keep you at a height of 1-2m. We had been taught to adopt a very flat, arms in front position. This meant the air speed would be slower and safer but made it very difficult to keep stable and I found my 16 jumps made no difference to my performance compared to the others. All of us were buffeted around crashing into the cushions. Great fun but not much control.

I conceded it was more difficult than I had imagined. At the end of our flights the power was stepped up and the instructor in his tracksuit dived in. I noticed his position was more like that of skydiving as he turned to face us at about 2m. Spreading out sent him shooting upwards, next he was bouncing between the floor and ceiling nets, performing backloops, ‘Ts’, and to fly inverted and in formation. The instructor I spoke to reckoned a 5-way was possible.

After this lesson I was offered the chance to photograph the instructor in the tunnel using my 3D camera rig and then a chance to ask some questions. Flyaway deals with about 100-200 people on a busy day and was open 7 days a week when I was there. In the Paradiso Leisure Centre you can also find bowling, swimming and a fantasy cinema facility. Some of Flyaway’s instructors also skydive. The most experienced is Kazuhiko Kokubo (1200 jumps) who came 2nd in the world freestyle competition in 1992. With ten minutes free wind tunnel per day he has an advantage over the average British jumper. They also have skydivers coming to practise in the tunnel although most of their business is from a funfair ride point of view. A course of 10 three minute one-on-one lessons will cost 30,000 yen (1 weak pound =170 yen = £176) compared to a one off flight for 2,200 yen.

This tunnel is American designed (Tennessee) but Japanese built (Mitsubishi) and powered by electricity. It has been open for about two and a half years and if you want to become an instructor you train for a month building up at least 300 minutes in the tunnel, by which time you should be able to perform fast/slow falls, turns, sideslips, ‘Ts’, and to fly inverted and in formation. The instructor I spoke to reckoned a 5-way was possible.

After my slides were processed I returned to Flyaway to present them with a set and to try flying once again. I explained that I wanted to practise my normal position and was again invited for a free lesson (I did make an attempt to pay this time – honest guv!) This time it was just myself and the instructor and soon I was flying stable and unaided, hurray! Then the wind power was increased sending me up to about 5m. I was feeling slightly insecure at this height and the instructor signalled me to adjust my position and I easily came down again. Just as I was starting to feel confident I would fall out of the air flow and into the cushions.

Over the next few minutes of flying and crashing I learned to launch myself into the air, perform turns, adjust my fall rate and of course fly uncontrollably into the padded wall, all of which was equally entertaining. This lesson had lasted about 5 minutes and I was feeling fairly tired as I returned to the less entertaining world of walking. I was still buzzing from the experience as I removed the suit and helmet and said my goodbyes to the extremely friendly Flyaway team.

Thanks again, see you soon.

Phil McNally

These photos were taken using a 3D camera. Normally you view them through a special viewer, but with a little practice you can do it un-aided. This requires no special printing or glasses.

The left eye must look at the left picture whilst the right eye must look at the right. This is helped if you use a card. This prevents the eye seeing the wrong picture. (Photos taken by Phil McNally)
The British Parachute Association (BPA) offices are based in Leicester. The association is run by the BPA council which is made up of elected members who meet every couple of months. At the association HQ however, it’s a full time job for the seven people who keep the association running.

Below from left to right - Sharon Gurney, Joanne Connal, Steve Harratt, Trudy Kemp, and David Oddy under the hammer.

Above: John Hitchen refuses to share his toys, and Tony Butler.

Who’s What?

Tony Butler: Technical Officer
John Hitchen: National Coach and Safety Officer.
Trudy Kemp: Personal Assistant to the Technical Officer and National Coach.
David Oddy: Office Manager
Sharon Gurney: Administration secretary.
Steve Harratt: Financial administrator
Joanne Connal: Membership administrator.

If you have any enquiries on any subject, write a letter or give the BPA HQ a call - there will be someone who can help.

British Parachute Association
Wharf Way
Glen Parva
Leicester
LE2 9TF
Tel: 0533 785 271
TANDEM EXIT - Frank and Passenger
By Ronnie O' Brien

SEATED EXIT (?)
Cathie Travers and Roger Shapland fall out with each other at Headcorn
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Black Knights Parachute Centre
Open Weekends and Bank Holidays 08:00 to 20:00 hours. Cessna 185 (in-flight door), 1st Jump S/L courses. Radios and Aeronordinals. S/L and F/F progression to Cat 10, WARP, RW, and CRW instruction. Tandems, Air-to-air video. Accuracy pit, new Lecture Room. Canteen, showers, washing and toilet facilities, camping on DZ, B&B local, 2 new bunkhouses.
Contact: Mr Bob Parry
Address: Black Knights Parachute Centre, Patty's Farm, Hillam Lane, Cockerham, Lancs, LA2 0DY
Tel: 0524 791820, Midweek 051 9245560
Directions: From Jet 33 of M6, head south on A6 1 mile, turn right, to end Tee Junction B5272. Turn right into Cockerham Village, turn right again (Manor Pub), Hillam Lane is 1st turning on left 1/2 mile.

Border Parachute Centre
On Northumbrian coast (area of outstanding natural beauty) ideal for combining a family holiday.
Cessna 205 with in-flight door. Visitors most welcome. No membership fees, no hire charges (even for squares). Canteen on DZ, bar, restaurant and great accommodation at centre, 3 miles. Open weekends, occasional Wednesdays (BST) and all last week in May.
Border Parachute Centre, Dunstanburgh House
Embleton, Northumberland, NE66 3XF
Tel: Embleton (0665 76) 588

British Parachute Schools
Open everyday 9am to 6pm. S/L round and square, Tandem and AFF. Two aircraft - Islander & Cessna 206. We have everything! Unrestricted altitude. Canteen, camping, bunkhouse.
Contact: Dave Hickling CCI
Address: British Parachute School, The Control Tower, Langar Airfield, Langar, Notts, NG13 9HY.
Tel + Fax: 0949 60878
Directions: By train; Mainline to Nottingham or Grantham, change for Bingham, taxi from Bingham to Airfield (about 5 miles). By bus: From Broadmarsh Centre Bus Station (Nottingham), Barton's Buses Number 22 or 22b run to Langar village. Some pass the Airfield after the village, so ask the driver to drop you off. It is a 1 mile walk otherwise.

Cornwall Parachute Centre
Is about people enjoying themselves, safely. The finest equipment, good food and friendly staff. C182, Video, Tandem, Static Line Square, WARP. Unrestricted altitude. All Types of accommodation available. Open Wednesday through Sundays. Please contact secretary, Linda Ruth Grant.
Cornwall Parachute Centre, Frans Ranch, Old Naval Airfield, St Meryn, Cornwall
Tel: 0841 540691
Merlin Parachute Centre
Weekends and Bank holidays 9am till dark.
Static Line Round parachuting courses every Saturday. Tandem & AFF by arrangement. CRW & Formation skydiving (coaching available, accuracy pit, BN Islander with in-site door, friendly atmosphere, bring two passport photos for camp pass.) Canteen facilities, indoor packing, camping and B&B close to airfield at local pub.
Contact: Janet Rawlinson - Secretary
Address: 4 Manfield Tce, Carlton Miniott, Thirsk, Y07 4NE
Tel: Weekdays 0845 524713, Weekends only 0748 875367
Directions: Turn off A1 at Dishforth, onto A168 into Topcliffe Village, take A167 opposite Angel Public House upto Alnbrooke Biz (about one and half miles up on right)
DZ Address: Merlin Parachute Centre Topcliffe Airfield Alnbrooke Barracks Near Thirsk North Yorks

Midland Parachute Centre
Every weekend 9am to 9pm.
Static Line, Tandem and Warp, Free student & experienced kit hire. Canteen open during jumping hours serving snacks, drinks and lunches. Free bunk-house accommodation. Many local B&B's, tents but no caravans.
Contact: Liz Bellance (weekdays only)
Address: 16 School Walk, Chase Terrace, Walsall, West Midlands, WS7 8NQ
Tel: 0451 84422 / 844449
Situated on the south side of the A40 in the heart of the Cotswolds approx 25 miles west of Oxford and 16 miles east of Cheltenham.

Oxon & Northants Parachute Centre
Hinton-in-the-Hedges airfield situated 1 mile off A422 between Banbury and Brackley. (6 miles J11, M40 from B’ham, 5 miles J10, M40 from London) ‘1st Jump’ Static line courses. Tandem, Freefall Progression, kit hire, Student radios, Cessnas 182 and 206 Aircraft. Open every weekend and midweek by arrangement during BST. Friendly atmosphere, visitors very welcome, good local pub.
Contact: Mike Bolton - Chief Instructor, Oxon & Northants Parachute Centre
Hinton-in-the-Hedges Airfield, Steane, Nr Brackley, Northants, NN13 5NS. Tel: (Office) 0384 393373 (Mobile) 0850 762349.

Peterlee Parachute Centre
8.30am to 8.30pm. Basic S/L courses, progression, Raps, WARP, Rigging, Displays, On site conveniences.
Contact: Ian Banks
Address: Shotton Colliery, Shotton Colliery, Co Durham DH6 2ND
Tel: 091 5171234, Fax: 091 5171235

Peterborough Parachute Centre
Tuesday to Sunday from 0900 hrs. Skyvan and Islander. AFF, WARP, Tandem. Bunkhouse accommodation, free camping, showers, bar, food. Unrestricted altitude, Twenty years experience.
Peterborough Parachute Centre, Sibson Airfield, Wansford, Peterborough, PE8 6NE. Tel: Elton 0832 280490, Fax: 0832 280409

North West Parachute Centre
In fabulous lakeland scenery. RW, CRW, WARP, AFF. Hire, BN Islander bunk house, showers etc. Camping on airfield, visitors welcome open weekends and bank holidays. Mostly.
North West Parachute Centre, Carl Airfield, Flookburgh, Nr Grange-Over-Sands, Cumbria Tel: Airfield (030) 58702555
Tel: Weekdays 2772 720848
Directions: Public transport, 15 minutes walk from Carn-in-Cartmel railway station. Car, 16 miles from J.36 on M6. Take A590 towards Barrow, turn left at roundabout on B5277 for Grange, straight through Grange, through Allithwaite to Flookburgh. Turn left at Flookburgh Square, 3/4 mile, airfield on left.

The Free Fall Company
Contact: Kevin McCarthy/Debbie Allum
Address: Sibson Airfield (As above)
Tel: 0832 280055, Fax: 0832 280409
Open: As Peterborough Parachute Centre.

Peterlee Parachute Centre
DZ Address: Peterlee, The Airfield, Shotton Colliery, Co Durham DH6 2ND
**Scottish Parachute Club**

Open 8am to 9pm Weekends and Public Holidays. Over thirty years of skydiving in Scotland, SL, Round and Tandem courses, WARP, CRW, FS, Style and Accuracy coaching with video. Two Cessna 206s, Artificial pit and Electronic pad, cheap jump prices, shop, excellent student progression. CRW, FS, Style and Accuracy coaching with video. Two Cessna 206s, Artificial pit, take the B8062 to Crieff which is adjacent to the Craigrossie Hotel. Follow signposted. Kinkell bridge is the 2nd bridge on B8062.

Directions: Auchterarder is best reached from the A9, from Auchterarder High Street, turn left at the traffic lights and follow to the T-junction. At the T-junction, take the road towards Aberfoyle and Thornhill. Thornhill is 2 miles down the track. Narrow roads, children playing and animals. So drive slowly.

Tel: 0764 663430, Weekend 0764 662572
Address: Strathallan Airfield, Auchterarder, Perthshire, PH3 1LA
Tel: Midweek 0764 663430, Weekend 0764 662572

**The Sport Parachute Centre**


**Stirling Parachute Centre**

Open Weekends and some midweek, SL, Round Tandem, RW and CRW instruction, WARP instruction, lecture rooms, packing facilities, indoor training and B&B nearby. Contact: Rich Noble-Nesbit or John Gleave. Address: Stirling Parachute Centre, Thornhill. Nr Stirling, Scotland, FK8 1OT. Tel: 0796 6707786. Directions: Situated off the B822 between the villages of Thornhill and Kippen. 1.10 of M9 and take the A48 signposted Colloder and Doune for 3 miles, then turn left onto A873 towards Aberfoyle and Thornhill. Thornhill is 3.9 miles later. Turn left at crossroads adjacent to clock tower onto B822 signposted Kippen and Fintry. The access track is on the right 1.6 miles from Thornhill. The DZ is 0.7 miles from the track. Narrow roads, children playing and animals. So drive slowly.

Tel: 0948 841111
Address: Stirling Parachute Centre, Thornhill, Co. Stirlin, Scotland. Tel: 0948 841111.

**Wild Geese Skydiving Centre**

Open 7 days a week - 8am till dark. SL, Round, SL, square courses daily. Tandems, training to Cat 10, CRW, Display Team, Kit hire, AAAO, NAR, large Accuracy pit with competition pad. Cessna 206, Pilatus Porter. Accommodation for 36, camping welcome, hot showers, full catering, games room. Contact: Maggie Perry. Address: Movements Airfield, 11 Carrowreasgh Road, Garnav, Colour, Co. Londonderry, N.Ireland, BT51 SLG. Tel: 0290 593769, Fax: 0290 593791.

**Stirling Parachute Centre**

Open Weekends and some midweek, SL, Round Tandem, RW and CRW instruction, WARP instruction, lecture rooms, packing facilities, indoor training and B&B nearby. Contact: Rich Noble-Nesbit or John Gleave. Address: Stirling Parachute Centre, Thornhill. Nr Stirling, Scotland, FK8 1OT. Tel: 0796 6707786. Directions: Situated off the B822 between the villages of Thornhill and Kippen. 1.10 of M9 and take the A48 signposted Colloder and Doune for 3 miles, then turn left onto A873 towards Aberfoyle and Thornhill. Thornhill is 3.9 miles later. Turn left at crossroads adjacent to clock tower onto B822 signposted Kippen and Fintry. The access track is on the right 1.6 miles from Thornhill. The DZ is 0.7 miles from the track. Narrow roads, children playing and animals. So drive slowly.

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**Other Organisations Associated to the BPA**

David Morris Action Sports
Private AFF instruction with the use of Langar’s facilities and aircraft. We can arrange AFF courses in Southern France. Kaleidoscope - experts in skydiving promotions, exhibitions, stunts and displays. Dave Morris Action Sports. 41 Ellindon, Bretton North, Peterborough, PE3 8RG
Tel: 086 989 343

4) British SkySports, Bridlington
Tel: 0836 276188 / 0262 606725

26) RN & RM SPA
Dunkeswell Airfield, Dunkeswell, Nr Honiton, Devon. Tel: 0404 891677 19

27) Army Parachute Association
The Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF Tel: Bulford Camp ext: (Commandant) 8222, (Chief Instructor) 8229, (Staff) 8277

29) West Wiltshire Parachute Club
1A Badminton Parachute Club, (B Badminton Parachute Club) Contact: John Davis. Address: Bombal's, Cranford, Wiltshire, SN16 9RN. Tel: 0995 577756

**Other Affiliates Clubs/Centres**

Northern Ireland Services Free Fall Club
N.I.S.F.F.C., Shackleton Barracks, B.F.P.O. 502 Tel: Civil 0594 40972; Military: Lynwood 36972

Joint Services Parachute Centre Hong Kong
Borneo Lines, BFPO Tel: 0-483 7721

RAPS JSPC(L)
Bealefield, Normandy, Karsem, 4791 Sennelager Tel: 010 495 254822378

28) RAFSFAP
Weston-on-the-Green, Nr Bicester, Oxon Tel: 086 989 343

Cyprus Combined Services Parachute Club (CCSFA)
C/SRTC, Parnikos Camp, BFPO 58 Tel: 010 357 47 44379 (Office) 010 357 47 44245 (O2), Contact: Club CCF

Silver Stars Parachute Team
Dolly of Good Sports, South Cerney, Cheltenham, Gloucester, GL5 5RD Tel: 0253 466900 / 0285 350651 x 2509

The Red Devils
Queen’s Parade, Aldershott, Hants Tel: 0252 24431 Ext 4600/4699 Contact: Red Devils

Browning Airsports, Aldershott, Hants

- David Morris Action Sports
- Private AFF instruction with the use of Langar’s facilities and aircraft.
- Kaleidoscope - experts in skydiving promotions, exhibitions, stunts and displays.
- Based in Peterborough, PE3 8RG

- British SkySports, Bridlington
- Tel: 0836 276188 / 0262 606725

- RN & RM SPA
- Dunkeswell Airfield, Dunkeswell, Nr Honiton, Devon. Tel: 0404 891677 19

- Army Parachute Association
- The Commandant, JSPC
- Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
- Tel: Bulford Camp ext: (Commandant) 8222, (Chief Instructor) 8229, (Staff) 8277

- West Wiltshire Parachute Club
- 1A Badminton Parachute Club
- Contact: John Davis. Address: Bombal's, Cranford, Wiltshire, SN16 9RN. Tel: 0995 577756

- Northern Ireland Services Free Fall Club
- N.I.S.F.F.C., Shackleton Barracks, B.F.P.O. 502
- Tel: Civil 0594 40972; Military: Lynwood 36972

- Joint Services Parachute Centre Hong Kong
- Borneo Lines, BFPO
- Tel: 0-483 7721

- RAPS JSPC(L)
- Bealefield, Normandy, Karsem, 4791 Sennelager
- Tel: 010 495 254822378

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

- Cyprus Combined Services Parachute Club (CCSFA)
- C/SRTC, Parnikos Camp, BFPO 58
- Tel: 010 357 47 44379 (Office) 010 357 47 44245 (O2), Contact: Club CCF

- Silver Stars Parachute Team
- Dolly of Good Sports, South Cerney, Cheltenham, Gloucester, GL5 5RD
- Tel: 0253 466900 / 0285 350651 x 2509

- The Red Devils
- Queen’s Parade, Aldershott, Hants Tel: 0252 24431 Ext 4600/4699
- Contact: Red Devils

- Browning Airsports, Aldershott, Hants
RELUCTANT EXIT - Simon Ward hang on

LINKED EXIT - Touch "n Go at Weston

FREESTYLE EXIT - Chris Gauge
By Kevin Harmer
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Phone: 904-437-4547
Fax: 904-437-1004

or Terry Warby
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S C A

USA

E A R T H
1st Prize: A Sunpath Javelin rig in custom colours from Sward Sky Gear
2nd Prize: 10 jump tickets for 1993 from RAFSPA at Weston-on-the-Green
3rd Prize: A Larsen & Brusgaard Dytter from Sward Sports

Questions: All you have to do is answer the following:

1) What’s the point score that will win the 4-way event? (see box for help)
2) What’s the point difference that there will be between the winning and the second placed 8-way teams?
3) Which DZ has been chosen to host the British FS National Championships?

Closing date: Entries must reach Sward Sports by the 24th September 1993

If you are ordering Sward Sports gear, there is an entry form for the competition on the kit order form on page 37; remember if you buy a nationals T-shirt £1 goes to the fund.

Answers: 1
2
3

Tie Breaker: The Javelin is to rigs what...
COMING EVENTS 1993-1994

October 29 - 31  6th Annual Halloween Boogie
November 07 - 13 Fall RW Training Camp
November 18 - 29 Sky-Eye Sequential Invitational and Turkey Meet Team Selection
November 18  25th Annual Turkey Meet
18 - 19 Practice
20 - 21 8-Way
22 - 24 16 & 20-Way
25 - 27 10-Way
27th Awards Night

December 05 - 10 Sky-Eye Sequential Intermediate and Advanced Sequential Camp
December 11 - January 3 Christmas Boogie
December 25 - 26 Christmas Scrambles
December 26 Prizes
January 9 - 14 Sky-Eye Sequential Intermediate and Advanced Sequential Camp
January (Pending) Strong Tandem Certification Course
January 17 - 21 Sky-Eye Sequential Invitational Strong Tandem Certification Course
February (Pending) Sky-Eye Sequential Loose n' Lively
February Sky-Eye Sequential Invitational
February 26 - 27 2nd Annual Muff Brother 4-Way Meet
March 13 - 19 Spring RW Training Camp
March 13 - 18 Sky-Eye Sequential Intermediate and Advanced Sequential Camp

March 21 - 25 Sky-Eye Sequential Invitational
March 26 - 29 Sky-Eye Sequential Easter Competition Team Selection
March 26 - April 04 29th Annual Easter Boogie
March 30 - 31 6th Annual 20-Way Sequential
April 01 9th Annual Speed 40-Way
April 02 Awards Night

April 04 - 07 Sky-Eye Sequential Invitational
April ? Sky-Eye Sequential Loose n' Lively

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TEAM RATES and INDIVIDUAL DISCOUNTS
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The Shoe, the Kiwi, the Marines and their laundry

Earlier this year we were deeply saddened to learn of the death of William Jones, killed in South Africa by a drunken driver. Recently, unfinished research material has come to light of an article that William had been drafting, on the 1992 Canopy Formation World Championships, in which William competed as a member of the No Limits 4-way Sequential team - now the untold story can at last be told...

The 4th World Parachuting Championships for CRW (as it was called by the Chinese) proved to be both a hardship and a pleasure. For the hardship side of it, Bob Card's Head of Delegation Report (printed recently) will give you some idea - although things never seem as bad when you look back on them - you always remember the good bits! The meet was, however, delightful in the way that the competitors stood together despite the hardships; at least, the competitors in the 'also ran' category did! As always, there was a huge flow of information and new ideas between the teams outside the medals. Those in the running, perhaps understandably, remained ever-competitive.

It was also good to see teams from different countries pitching in to help others. Special mention must go to Roy Bannerman (UK) for his repair work to damaged canopies; and for the South African delegation rescue of the two local kids, who were 'adopted' by the Aussie teams. We don't know what they were charged when they tried to take it out!

Needless to say, threats were traded back and forth like dollars on Wall Street. The spectre of violence loomed ever-closer, and only after divine intervention (Bob Card had a summit meeting with the duty manager) did the laundry find its rightful owners. History does not relate its condition, but the Marines may never look the same on parade again!

On reflection, I suppose a good time was had by all...

Adapted by Paul Mansfield from original work by William Jones

---

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AT EAGLESCOTT PARACHUTE CENTRE
I've been in this sport long enough now to know instantly, when the news comes. It's the face that tells you, I'd recognise it on anyone. The adrenaline flows without hesitation, someone's dead. You prepare. You wait for the name while they say some words you don't really understand, and the funny thing is it never seems that bad when they finally connect, the name and the identity, after ricocheting around your head for a millisecond, the brain's last desperate attempt to avoid the inevitable. If you're lucky you feel like you've escaped again, it's not the one you love the most. But you know it's coming.

So you wait again. You blow into the air and think how strange life is, what a good time you had last night, and whether to change your plans for tomorrow, and the face comes.

You ask the feeble questions. Where? How? When? Has she been told? How is he taking it? And the face comes...slowly. Andy. And the flood.

All the pictures, his walk, those legs, the jacket, sarcastic bastard. With Pam in the California heat, with Karen, and Nintendo, and bicycles, and passing his CPL, and next year, and quiet confessions on the couch.

We struggled together in the heat, with ourselves and each other. We attacked and defended, to win together, lose together. We fought. And when it's over you know each other, you stand humbled by your knowledge, you have to respect. Love or hate, you care, you've been there...together. He's gone.

Now, it's not as though there is an empty place at the table, it's not as though my life will change at all. It's the promise that's gone. We had intimacy forced upon us, we chose to continue it, time was to bring more. That time is gone.

There are few people you invite in when you set about exploring your life. Andy has finished his exploring, we shall go on without him.

Sarah

The BCPA lost one of its finest on March 28th. Pete Young was tragically killed in a parachuting accident at Skydive City, Florida, when his spiralling canopy began to get twists in the lines and got out of control. He cut away at approximately 200 feet, which unfortunately did not leave the reserve enough time to deploy.

Pete was actively involved in the Manchester Polytechnic Parachute Society, always encouraging others to try out the sport he so much loved. Pete had been skydiving for about 3 years and had so much potential. A regular at SPC Tilstock, he achieved his Cat 8 during the infamous Manchester Poly. Cyprus trip last Easter, and shortly afterwards won 3rd place in the 1992 Northern Collegiate Accuracy competition. He gained his Cat 9 at Sibson earlier this year.

We have lost a great friend, Pete was always happy, fun-loving and light-hearted. We all have fond and happy memories of him which we will never forget.

Blue skies forever, Pete. We'll miss you.

With love from Sam, Ateif, Simon, Lindsey, Shelagh, Neil, Eric and May on behalf of Manchester Poly. (Metropolitan Uni) Parachute Society and SPC Tilstock.

Sam Cook C10034
I d'Azur, as far as Corsica, plus the Alps to the
South. Le Luc, of course, is well known now, as the
event; but for those who don't know it yet,
does go on till sunset, and beyond — nicely
the DZ, every night...

And how do you get there? Easy — drive
down, and Le Luc is right next to the Paris —
Nice autoroute. Alternatively fly to Nice, hire
a car, and Le Luc is 45 mins back along the
autoroute in the Paris direction. Or you can catch
a train, direct either from Paris or Nice, and get
off at Les Arcs, the local mainline station.

Throughout the year, a whole series of
events are written into the programme:
courses (beginners and advanced), AFF,
night jumps, high altitude jumps with oxy-
gen (6,000m), and visiting boogie schools.
It's a lively place, with a good social scene.
The local jumpers tend to do RW, Surfboarding
and Accuracy. CRW is almost unknown.

The local area, is of course, great to visit —
with Nice, Cannes, Monaco and St Tropez all
within easy reach. Nor is it expensive: a local
motel (Formule 1) costs Fr130 per night for
up to 3 persons sharing a room. Jean-Marie
on the DZ produces super food at ridicu-
ously low prices. The nearest restaurant to
the DZ, a Routier for those that know them,
offers; hors d'oeuvres, main course, cheese,
dessert, coffee and unlimited wine for only
Fr60 — and the food is great!

The centre operates on a military airfield at
Le Luc (just inland from St Tropez), and is
open every weekend of the year (except January),
plus the whole month of August,
and on every French public holiday — of
which there are lots! It has its own Pilatus
Porter, a Turbo Mingo (painted flamingo
colours), plus a host of visiting aircraft which
are usually available for jumpers. Amongst
those planned for this year are Twin Otters
and a King Air. Almost 28,000 jumps were
carried out last year, making Le Luc about
the 5th most important centre in France.
Standard jump height is 3,600m — equiva-
 lent to 12,000ft — at a price of 120 francs
(reducing proportionately if you buy a block
of jump tickets in advance). The view from
max is stunning — the whole of the Cote
d'Azur, as far as Corsica, plus the Alps to the
North-East. Le Luc is friendly and relaxed —
in fact, so relaxed that the day's jumping
tends to start fairly slowly by English stand-
ards. If you can jump all day, every day, why
got yourself in a sweat running around trying
to jump early in the morning? And jumping
does go on till sunset, and beyond — nicely
timed for the party in Jean-Marie's Snack on
the DZ, every night...

Le Luc is, of course, well known now, as the
site for the 1992 Female World Record
event; but for those who don't know it yet,
The Untouchables are a part-time, 8-way team based at Headcorn. We thought a trip somewhere at Easter would help our skydiving. We decided after asking around to try La Ferte Gaucher; well some of us did – more of that later.

Travel
La Ferte Aerodrome is situated about fifty miles east of Paris and is accessible by air, train, car or by ferry – currently £98 return for car plus 5 people on a 5 day trip. The 210 mile drive takes about 4 hours non-stop and the roads are good. (See box for directions). In many respects it is easier to find than many UK DZ’s!

One warning – there are four towns called La Ferte “something” in that area – make sure you head for Gaucher. Tolls for the trip are around FF75. Some advice on the duty free shopping; stop off at St Omer, some thirty miles from Calais. The supermarkets there are for French people not duty free maniacs from the UK and the prices are better.

Facilities
The centre is run like many French industries as a form of co-operative and we felt it was very well run. They have two regular planes – a Porter carrying 8 and an Otter taking 21. The centre would ensure planes were full before calling a lift, but back-to-back lifts were not needed.

On arrival your documents are checked and you start to part with your skydiving funds. You must join the club to jump – FF 100, then you buy jump tickets. The centre takes credit cards as well as Eurocheques over FF1000 so plastic is best if you don’t have the cash.

The kit inspection was fairly cursory but we had a nervous time whilst they considered what to do about Gary’s reserve that was outside their three month packing period (by a couple of weeks). In the end they let it go, but we had problems we may have been caught out – may be the editor could advise us on this.

With kit checked and monies paid we made our way to the manifest to start what we had travelled all night for, skydiving.

The centre works a simple colour-coding system for manifesting. When you join the club you receive a coloured card, the colour denotes your experience/skill level etc. The jump tickets are also colour-coded for altitude. Both card and ticket are handed in together simply in before posting; simple but very efficient.

Lifts are both posted in the window of the manifest, and called over the PA. You have to listen carefully as 20 and 10 minute calls aren’t given; when the load is posted and your name called, you’re expected to kit up and go, no waiting. We were the only Brits at the centre and were rather amused when the manifest referred to us as “the British Team” when we were called! Well we can dream can’t we?

Spoothing, mostly done by radio, was OK, though the area is big and you may have to prepare yourself for a walk back. You can land most anywhere; a swooping landing over the car park, across the perimeter hedge next to the windsock, in front of the French rubber-neckers who turn up to watch does wonders for your ego – if you get it right. If you trip on the molehills on landing (as one or two of us did), you get muddy knees and a red face. Canopy discipline is non-existent at La Ferte so watch out; nearly everyone jumps BT’s and likes to pose (poseur is a French word!) so be careful.

The club has a vast amount of indoor packing space which is really useful. Other facilities were less obvious – three broken down, three-wheelers for dust diving were hopeless – ground-to-air and air-to-air video were available, as was one-on-one instruction.

Perhaps due to the lack of our mastery of the French language, we managed nothing more than the basics and how to get manifested, exit order from the aircraft etc. One or two of the staff at La Ferte did speak English but if you’re going, brush up on your French and do not expect to be understood by shouting in English. We would also add that La Ferte didn’t seem set up for a training centre for non-residents, unlike some US DZ’s, or Ampuria. Yes, they’d be happy to get you in the air as often as you like but it’s up to you to sort out training and progress. It’s not really a DZ for the solo person hoping to get in a load on the off-chance, (unless both your skydiving and French are superlative).

Staying over
La Ferte Gaucher has a bunk house that is very acceptable. Toilet/shower facilities were pretty good if a bit French in flavour, (you’re not supposed to drink the water...Ed). There was lots of free hot water though. Camping/caravanning is available also with toilet/shower facilities. Camping was free and bunkhouse FF30 per person per night.

The club has its own cafe and bar which is open from breakfast to past midnight. Food is filling and fine if a little “canteenish”. It is excellent value for money as was the draught beer. For those with a car, there are hotels and restaurants in the town; eating out is say FF100 against around FF60 on the club site. If you camp and cook, there is a nearby supermarket.

Overall Impressions
We thoroughly enjoyed the visit and would go again. The atmosphere was relaxed and we were made to feel welcome (maybe Chris’s attempt at being the interpreter endeared us to them) and we were given posters/leaflets etc. when we left.

Given that we had only two good jumping days out of the four and a half we were there, our combined total of thirty five jumps and thirty six minutes of freefall indicates what can be achieved. Yes, the language was a bit of a problem but not a barrier, although air traffic control seems to be a universal problem even at La Ferte. Watching 757’s flying into Charles de Gaulle airport, below the porter on run-in was different!

Finally we were able to use one of the overcast days to visit Euro-Disney. It’s 45 minutes down the road back towards Paris (30 miles). It was crowded and certainly not cheap (FF 225 – per person) but fun, with one of the best firework displays you’ll ever see when they close each night. Given there was definitely no jumping for the day, the trip – at the cost of two jumps – was a welcome opportunity.

Untouchables on Tour?
For those of you who know the untouchables – to be featured at Headcorn’s speed-8 shortly – you may be wondering if we are getting serious about our skydiving, going off to La Ferte to train. Well you needn’t worry. In true untouchable style whilst three of us (plus a non-jumping camp follower) were at La Ferte Gaucher, three others were in Florida and two more were in the UK. If we can’t get together in the air we are certainly not going to get together to train! Blue skies to you all.

Gary Arthurs Untouchable #6
Malcolm Darling Untouchable #7
Chris Shaw Untouchable #8

Chris Shaw

Directions
From Calais take the A26, then the A1 towards Paris; At Senlis leave the A1 on the N330 to Meaux; from Meaux the A4 towards Paris is the best route, exiting soon after joining at the Crepy/Choisnard junction, the N34; this road takes you to La Ferte Gaucher town and just as you enter the town itself the aerodrome is clearly sign-posted to the right.

Details
The club is open all week April-October and can be contacted on 010 33 16 40 40 173

Jump Prices:
1000 – 1500m – FF 100; 1500 – 2000m – FF 105; 2000 – 3500m – FF 130; 3500 – 4000m – FF 147

Sport Parachutist
Development - Committee Report

Introduction
As promised in the last issue of Sport Parachutist, here follows a general synopsis of the Development Committee Meeting held on 18th March 1993.

BPA insurance
A meeting with the BPA’s insurers had taken place prior to the Development Committee Meeting. The meeting had answered many questions and a more detailed report on this issue is to follow.

New membership retention
Following the previous meeting both myself and Samantha Linklater produced a draft “Student Package”. This incorporated input from other members of the Committee. The committee approved the draft package which should shortly be distributed to all first time free falters when they are sent their new full BPA Membership.

The package is to contain:
1. Personalised “welcome” letter.
2. The category system card.
3. Brief information on the BPA, its committees and various aspects of Sport Parachuting including the benefits of full BPA Membership.
4. A list of commonly used abbreviations.
5. A personnel sheet containing the photographs of the BPA employees and a brief description of their role in the BPA.

Whilst the latter two items had not yet been drawn up, it was felt that the rest of the package could be distributed as soon as it was available.

The Committee felt that the last item could be produced for “Sport Parachutist” magazine and additional run-offs made for the Student Package, in order to minimise costs.

Sport Parachuting videos
With video being ever more popular the Committee considered the production of videos by the BPA in various areas of the sport.

This idea is very much in its infancy and the BPA needs input from you, the membership, so that we can ascertain whether you think it is a good idea and if so, what aspects of the sport you would like to see covered.

One idea was to produce a video of the category system, again with new members in mind. This should not concentrate on teaching methods, but be a filmed version of the category system card. Have you any thoughts?

AGM
The BPA Development Plan is a detailed document produced periodically by the BPA in order to qualify for Sports Council grants. The time is rapidly approaching when the new 4 year plan has to be drawn up. Members of the Committee have been furnished with a “Mock Plan” provided by the Sports Council. This matter will form the basis of the next Development Committee Meeting.

Conclusion
As you can see, we are trying to ensure that ideas are followed through and progress made. We will endeavour to continue in this vein and of course, keep you informed of our progress.

Chris Lyall
(Development Committee Chairman)
Remember the sheep in the first Sward Sports Catalogue? Well our two have just had a couple of lambs. Just in case they should ever forget - they've been christened Left and Right - as in gloves. When they get a bit larger we'll rename them His or Hers - as in Jackets! 

More to the point Sward Sports has been multiplying - We have just launched Sward Sky Gear. Andy Peckett will run the company which will specialise in Rigs, Canopies, Cypres's, AFF, Tandem and other related interests.

You can still contact Andy on 0793 772323 as the two companies will share office facilities.

Sward Sports and Sward Sky Gear are both supporting the Nationals in a big way this year with a great competition - YOU CAN WIN A JAVELIN RIG, 10 JUMP TICKETS AT WESTON OR A DYTTER, see details in this issue of Sport Parachutist and have as many entries as you like - Good luck.
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Brooch

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Mail your order and enter the competition today!

- Have you ordered from Sward Sports before? O Yes O No

What's The Point?...

- See Page 29 for the questions.

Answers: 1 2 3

Tie Breaker: The Javelin is to rigs what...

Name:

Address:

Post Code:

signature:

Switch Issue No:
# Diary of Events 1993

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CLASSIFIED ADS

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Static line, AFF, Tandem Instructor needed for Weekends at
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WANTED: CRUSHELITE CANOPY

Cruiselite canopy wanted - Any colours except white
Tel: Don 051 228 2515

Classified cost £5 for 40 words plus 10p per word thereafter. ADS can be placed by phone oF fax but payment must be received before going to press. Cheques should be made payable to: Airscape and send to: Airscape 3 Tyers Gate London SE1 3HX

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June/July 1993
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Performance Designs would like to welcome you to the new year, and to another exciting season of skydiving! Once again, our representative, Edward "Bushman" Anderson will be touring Europe with PD products. Bushman will be attending all the major skydiving events in Europe with PD demo canopies. In between these events, he will be visiting various drop zones and dealers. He will be available for product demonstrations, test jumping and other product and dealer information at these events. Bushman will be on hand with all our different types of PD canopies, so you and our customers have the chance to jump the PD demos you want.
Sowing the Seeds

The aircraft was a Defender of the Sultan of Oman's Airforce. The main door had been removed entirely, allowing the cold night air to rush in. Both engines had been gently throttled back by the pilot, Squadron Leader Bob Kirkham, and a slow, curving descent initiated, he and I were the only occupants. Until a few minutes earlier, there had been six others; they had departed into that same cold night air.

Below us lay a large floodlit area, Wattayah Stadium. It was 11.00 pm on the 18th November 1980 and the occasion was a lavish and ambitious Military Tattoo, to celebrate the 10th Anniversary of His Majesty Sultan Quaboos Bin Said's accession to the throne. It had been made absolutely clear to me that nothing must go wrong, although the exercise was fraught with potential difficulty and danger. The world's press and television were there to record the occasion.

As we descended, both Bob and I were counting. The reason being that we would only see our recent passengers again when they reappeared, illuminated by the floodlights of the stadium. They were flying a predetermined flight pattern to avoid, as far as possible, the chance of a canopy collision. With a sigh of relief and a sense of exhilaration, we counted the sixth parachutist down. We then vacated the area and headed back to Seeb airport. We had just four minutes until the Jaguar fighters performed their low fly-past, as part of a Joint Services battle scene scenario. Once our troops were on the ground, they were to deploy in the manner appropriate to the marking of a landing zone for the arrival of further soldiers of the Operational Parachute Squadron (OPS) by helicopter. This was achieved exactly as planned and the enemy were routed from their cardboard village, much to everyone's satisfaction.

To go through this ordeal once was trial enough - we did it on four nights, back to back!

On our return flight to the airport, I found myself reflecting on how it was that I came to be involved in such an extraordinary adventure. I had in reality all started many years before as a schoolboy in 1965, at the tender age of fourteen.

As a boy, I had a deep love of all things that flew. Many happy hours were spent furiously aeromodelling with my old friend of many years standing, Ian Robinson. Ian sadly lost his life in his early thirties, as a result of a motorcycle crash. I still often think of him. Although all things connected with aviation were such a compelling interest, neither of us had any idea of learning to fly, or becoming pilots. No! Boys of our background and education usually entered some form of trade training; Ian, the world of heavy engineering and myself, textiles. In the mid sixties, these industries still flourished and were very much in evidence in the north of England. My higher education took place at that bastion of academic achievement, Dewsbury Technical College. I can't say that I enjoyed it very much.

Holidays! Today we take overseas travel for the masses entirely for granted. Cheap transatlantic flights have become the norm and destinations such as Greece, Cyprus, Spain and the like, hardly even worth consideration.

To a 14 year-old boy in 1965 it was all different. My eldest sister, Joy, was married to a Warrant Officer of 7 RHA, The Parachute Gunners. His name was Pat Garnett and the influence he was to exert on my life, even to this day, was quite profound. It all revolves around one evening in the high summer of that year, 1965. Pat was firstly a military parachutist and was one of the earliest exponents of free fall parachuting in England. He was also one of the founder members of the British Parachute Association. Joy and Pat were stationed and lived at North Camp, near Aldershot and so, this was usually my school holiday destination.

On the evening in question, a Land Rover driven by a greasy soldier with dreadful teeth, arrived at the house to collect me. We then returned to the barracks at North Camp and picked up Pat and another Warrant Officer. We proceeded to Blackbushe Airport, some distance down the A30. Even at this stage I was immensely excited. Just to look at the parachutes stacked in the back of the vehicle filled me with tremendous expectation.

We arrived at Blackbushe and negotiations were opened between the two parachutists and the pilot as to the cost of a lift to the dizzy height of 7,000 feet. Whilst this was going on, I walked around the aircraft. I had never before seen a 'real' aeroplane in the flesh at such close quarters. It was an ancient Auster of world war II vintage, painted black and white, complete with streaks of oil around the engine cowling. I tentatively flicked the fuselage side with my finger, to ascertain just what it was made of. It reverberated like a drum and it was a great surprise to me to discover that it was constructed in exactly the same way as the model aircraft.

The Auster: Photo by Gary Folgate
I had spent so many years building. "Don't touch", growled Pat, a definite order. I continued my walk round. Eventually, once again overcome by curiosity, I flicked the wing. Again, the same drum like reverberation. "I've told you once, don't touch", Pat said again. He was definitely not a man to argue with, so I planted my hands firmly in my pockets to avoid any further temptation. Nevertheless, I was fascinated.

The price was agreed, the cost of the entire lift was fixed at £3.15s.0d, a fortune to me in those days. Indeed, on Saturdays, I worked all day (eight and a half hours for £1.00s.0d, in a local hardware shop.

Pat and his companion donned their gear. I now know that they were using B12 four-pin packs and harnesses with sleeve deployed MKI Para-Commanders, which as I remember, were red, white and blue. They were indeed the "hot" canopy of the day although, of course, still circular. This was long before the invention of "wing" type parachutes and as I recall, the Para-commander had only been introduced the year before (1964). Reserves were Irvin 24 foot round flat circular canopies, fitted into T10R containers. Fitted to the top of each reserve was a plate containing no less than two massive altimeters, which looked as if they would have been more at home in a Parachutist altimeters, which looked as if they containing no less than two massive.

The top of each reserve was a plate fitted into T10R containers. Fitted to the top of each reserve was a plate (in the region of 30 seconds) and as the jumpers lost altitude, they became more clearly defined to the point where arms and legs could be made out from the ground. Then a tremendous noise as the Para-Commanders thumped open, almost like the crack of a rifle. Both jumpers did not land on the airfield but, drifted down behind us to land adjacent to a road with gorse bushes on either side. Very uncomfortable!

The greasy driver began climbing into his vehicle to effect a recovery. By this time I was quivering with excitement, rather like a keen terrier that has seen a rabbit. I shot off in the direction of the two jumpers. "Hang on!" yelled the driver in vain, I wasn't listening. There was a perimeter fence in the way - no problem! I was up and down the other side like a monkey. Some yards further on I came across Pat with his canopy well and truly tangled up on the gorse bushes. He was standing having a conversation with a passing motorist. I can still recall a snippet of that conversation. Pat was explaining that he hadn't done very well because he was trying to land on the airfield. The motorist, not quite understanding said he needn't worry. "It's just over there" he directed, pointing towards the fence.

We recovered the gear and the other jumper, who was only 80 yards from Pat. The driver was then ordered to "take the boy home" whilst the two parachutists retired to the pub.

I was flabbergasted. Never had I been witness to anything so intensely exciting. The spirit of adventure quite literally crackled in the air about me. I just could not forget the image of those two freefallers. The seed had been sown. The die cast. I vowed that one day I would be a skydiver but, I could never have known in my wildest dreams just what a rich and rewarding life parachuting was to afford me.

Chris Lyall BPA 15257, FAI 1898

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June / July 1993
After seeing the failure of the yellow cable, additional tests were performed to identify the local forces required to pull the canal through the grommet. The grommet hole location has one third of the webbing removed from the centre of the webbing to insert the grommet. On Jump Shack manufactured risers, this area, is comprised of 2 thicknesses of type 17 (2500 lbs each) and two layers of type 4 (1000 lbs each). If the simple math of adding the strength of the layers and subtracting the strength portion of the removed area is applied we get a predicted potential strength of 4600 lbs.

Conclusions:
The primary cause of failure (Mode #1) is the gillotining of the webbing during the onset of the load on the riser. This phenomenon is prevented by maintaining the webbing roll under to a point past the engagement of the harness ring. This bulk effectively ‘chokes the guillotine’.

The ultimate strength of the mini 3-Ring is approximately 3600 lbs, regardless of what type of webbing is selected. The use of webbing heavier than type 17, or the use of reinforcement to the type 17 can cause the geometry of the rings to change and lower the ultimate failure level of the product.

Type 17 risers with mini 3-Ring can be manufactured to accept a force of 3600 lbs without failure.

USE AN AAD

The following quotation is extracted from a report from the CAA to the Health and Safety Executive concerning the circumstances surrounding the accident to Tip Tipping at Alnwick on February 5th:

A second BPA recommendation is that parachutists consider the possible advantages of fitting Automatic Activating Devices (AAD’s) to their equipment. I agree with this wholeheartedly. It is my intention to write to the BPA and require that they consider introducing an amendment to their Operations Manual which would make it mandatory to use an AAD where any parachute descent may, by virtue of its unusual nature, present an enhanced risk to the parachutist.

SWARD SKY GEAR

Sward Sky Gear Ltd is the latest kit company on the scene. This new offshoot of Sward Sports will concentrate on selling Rigs (including part exchange), the Cypres, and providing rigging services. It will be run by Andy Peckett who can be contacted on 0793 772323

SAFETY SECTION

CYPRES: Reserve repacking

It has been noted that some rigs fitted with the Cypres are not having the correct loops installed. Please note the following extract from the manual:

When repacking use only CYPRES loops and CYPRES pull-ups!

Grommets: Grommets with rough edges ultimately will destroy any loop. Replace damaged grommets immediately.

Reserve loops: The reserve loop must be placed under a tension factor of at least 5 kg once the reserve has been packed. The loop material has a maximum extensibility of 7.5%. Maximum extensibility is the elongation to which the material can be stretched before it will break.

By contrast, the maximum extensibility of Kevlar material, which is considered to be quite rigid, is 5.2%.

We recommend that you pull on the loop twice, as firmly as possible, prior to installation. The elongation of the loop after installation should not exceed 3 mm in the case of a one-pin container, and 6.5 mm in the case of a two-pin container.

The loop material has a diameter of approximately 1.6 mm and a tensile strength of approximately 180 kp. The threaded area (where the loop is pulled through itself) has a higher tensile strength.

Because both the loop and the pull-up material consist of Polyamide, all actions which might build up excessive heat by friction should be avoided. Otherwise, the material will lose some tensile strength at temperatures above 100°C, and might even melt in extreme cases. Such stress can be put on the loop when the pull-up is passed through the loop or pulled out after packing is complete. Therefore, be sure to extract the pull-up only from below the ripcord pins and only very slowly.

At least 4 cm of the upper end (looped portion) of a Cypres loop should be impregnated with silicone. Ready-made loops provided by Airtex have already been treated this way.

In addition, we suggest that you prepare one further reserve loop at the appropriate length when installing Cypres, and leave it in the nylon pocket along with the stowed cable. This will provide you with a new loop whenever you need one.

This loop should be last resort. Take an original Cypres loop from any suitable source before you resort to using your last two loops. If you can’t avoid using them, replace them as soon as possible.

1 PIN TEARDROP (Safety Info – 1/93)

Following an incident with a one pin Tear Drop (reserve pilot chute in tow) the following Safety Information was issued by Thomas Sports Equipment.

In the field one of our agents came across a reserve bridle that was incorrectly routed, this would have caused the problem as described in Deland. Our agent educated the particular packer to the error of his ways. It was thought this was an isolated incident, since it was the only report ever received, however, it would seem this is not an isolated problem. In the circumstances we would suggest that;

Before attempting to pack a reserve the packer must have read the Tear Drop 1 Pin Owners Manual. The packer should also have the manual present and open to the relevant page when packing the reserve, particularly page 10 which details the reserve bridle line being stowed into the stage deployment elastic.

If the packer is unsure of exactly what to do, it is suggested that he/she does not use the stage deployment elastic. The packer can test that he/she has stowed the reserve bridle correctly on the ground, before closing the reserve, alternatively, please contact the manufacturer for instructions or any further information you may require. Safety information – 2/93

RESERVE STATIC LINES (RSLs)

Following the safety notices (1/92 & 2/92) grounding the use of RSLs and Mini Risers it was decided at the Safety and Training Committee meeting of the 8th April 1993 that ‘RSLs can be used in conjunction with reinforced Mini-Risers.

NOVA: Product update

Status: Mandatory (Glide Path International)

It has been found that some canopies have incurred an unusual amount of line-stretch which has resulted in improper flight characteristics.

All customers whose Novas were manufactured prior to January 1st 1993 are required to send their canopy in for a reline at no extra charge. A new line set will be installed that will have tolerance for line stretch. We should be able to ship the relined canopy back to the customer within one week of the time it arrives at Glide-Path. GPI can be contacted at: Glide Path International Inc, 2348 John Glenn Drive, Chamblee, GA 30341 USA. Tel (404) 458 1516, Fax (404) 455 9060

SPORT PARACHUTIST
There have been some interesting new developments recently and, as not everyone reads the minutes I thought I ought to highlight a couple which I feel ought to be brought to your attention.

Buried away in the STC minutes can be found details of the progress of the proposal by Dave Hickling for a new AFF instructor rating. It will mean that, assuming the pilot scheme is successful, AFF instructors do not have to go through the conventional PI course, exam etc before being able to start training as an AFF instructor. This is a long overdue development with more AFF instructors out there selling their services and the improved retention rate that AFF produces we should see a positive effect on the numbers in the sport.

Dave Hickling, in putting forward his proposal made the point that more and more jumpers have never jumped a round thanks to RAPS as well as AFF. There are many jumpers who would like to teach FS but becoming a WARP coach is all they can do.

The proposal is in two parts, firstly that a new classification of AFF instructors be created. Secondly that British Parachute Schools, Langar be allowed to run a pilot qualification course for non-instructor rated BPA jumpers who wish to teach AFF.

The proposals went for consideration by the NCSO/TO (for those of you who don’t read the minutes, that acronym used to be JNSCO) and then to STC and the outcome has been favourable.

The new classification agreed by STC is that a category of Basic AFF Instructor (which I will call BAFFI) is created. The BAFFI will not be able to dispatch S/L students, and (rather like a PI) will act under supervision of an approved AFF instructor. There is a progression which increases the responsibilities the BAFFI may take on as he/she gains experience.

To qualify for the BAFFI course you will need 1,000 descents and 10 hours freefall time, a recommendation from a CCI, and a packing certificate for three different mains and reserves.

The following manufacturers will from now on supply equipment with the Cypres set up as standard. Relative Workshop, Jump Shack, Strong Enterprises, Sun Path Products, Rigging Innovations, SSK Ind - Steward Systems (USA), Westway Parachuting (Canada), Thomas Sports Equipment (England), PISA (South Africa), Para Service (Denmark), Paratex, Frohwain, Weckbecker, Spekon (Germany). They can be recognised by having a little padlock on the front of the harness saying: 'Cypres set up inside'.

Maintenance/Battery changing

New insights gained by Airtec from the 2 year check up should save owners some money. They now recommend that the battery is changed only when necessary. Usually a battery lasts for 500 jumps. If you reach 500 jumps only after three or four years the battery should last. The Cypres user is always informed about the condition of the battery as the Cypres shows the voltage during every jump.

In the middle of May Strong Enterprises published a note recommending that their tandem masters equip their systems with the Tandem Cypres.

On the 17th of May Jump Shack reported that all new Racer tandems will automatically be equipped with an AAD.

CYPRES SETUP inside...

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The BAFFI course will cover the following: The responsibilities of an instructor; Methods of instruction; Drop zone management – DZ Control; Basic meteorology (essential to enable the BAFFI to give educated answers to questions like, “when will the cloudbase rise?” or, “when will the wind drop?”) First Aid; Spotting and drift calculations; Training progression; AFF & WARP Manuals; Public relations; The Operations Manual. There will be a written examination and a complete AFF ‘In Air’ evaluation including the requirement to obtain a minimum 12 points in 5 evaluation jumps. The BAFFI will need to be able to teach AFF ground school to the required standard and be able to give ‘Briefs’ for all Levels.

The course will run at Langar for an 18 month trial period.

**Skysurfing Guidelines**

Another welcome development is the publication of skysurfing guidelines. Although some may see more guidelines as intrusion of ‘mother BPA’ in fact it should have the effect of rapidly increasing the spread of this new discipline in the sport. Guidelines make it easier for clubs to sanction these activities and give the necessary umbrella for novices to start learning. They will facilitate the organisation of competitions and boogies and provide a starting point from which courses and instruction can develop. Improved safety also means there is less likelihood of an incident which could result in unnecessarily stringent guidelines.

**The guidelines are as follows:**

**Skydiver qualifications**

D. Licence, CCI’s written permission, must have a freestyle background with the ability to complete the following:-

1. Controlled turns in a vertical position.
2. Forward and backward ‘layouts’ returning to a vertical position.
3. Controlled turns in a ‘back to earth’ position.

**Equipment Requirements**

**Board size**

- Beginners – Length up to 3 feet, width up to 12 inches.
- Experts – Length up to 4.5 feet, width up to 12 inches.

**Board release system**

Board must be equipped with a release system comprising bindings with a single release point and with a cut-away pad located at the waist.

**Board recovery system**

Board must also be equipped with a drogue chute which deploys automatically when the board release system is activated.

**Parachute equipment**

Parachute deployment system should be either an apex rigged pull-out or ripcord type, ie spring assisted pilot chute. Where a throw away deployment is to be used, the pilot chute pocket must be mounted at the base of the main container.

**Personal equipment**

Skin tight trousers, a freestyle top and webbed gloves. Helmet mount with video and camera equipment must not be worn by the skysurfer.

**Exit and opening altitudes**

- Minimum exit altitude 5,000 feet.
- Minimum opening altitude 4,000 feet.

**Progression and training schedule on board.**

Increase in board size should be made gradually and only when full control of the smaller boards is demonstrated. For initial jumps the feet must be positioned on the board such that normal ‘face to earth’ freefall is possible during deployment.

**Safety**

- In the event of being unstable for deployment the board should be cut-away PRIOR to deployment.
- In the event of a main canopy malfunction the board should be cut-away PRIOR to canopy cut-away.

**Amendments**

In the last issue, we printed the new category system and opening heights. They have now been ratified by STC with the following changes:

**Category 8:**

Half series should be done from a minimum of 8000ft AGL.

**Suggested opening heights:**

- Student Parachutists on round canopies – open by 2000 ft AGL.
- Student Parachutists on ramair canopies – open by 3000 ft AGL.
- Parachutists and Experienced parachutists – open by 2000 ft AGL.
- Tandem parachutists – open by 5000 ft AGL.
- ‘D’ Certificate holders on Displays – open by 1500 ft AGL.

These rules are a minimum requirement and CCIs can increase the requirement if they wish.

Ola

June/ July 1993
Parachutist
VISIONS 2

The two videos in this review are a departure from the usual diet, and are both produced in the UK. It's always refreshing to see a breakaway from overused formats. Visions 2 is the belated second issue of Kevin Hughes video magazine series. This one focuses on last years National Championships. What is novel is that instead of a collage or superficial look at as many teams and events as possible, most of the video concentrated on the battle between Airtime and the Red Devils.

We have all ten rounds alternating the two teams on each round. This is not entertainment perhaps, but is an excellent learning tool. Air-to-air footage (Dave Mitchell, Ian Thomas, Steve Johns) provides a clear view of the exits all the way throughout the dive to break off. Body positions and transitions can be studied and the differences and similarities of technique of the two top teams can be studied to get an idea of what works best. This will be a valuable training aid for teams as well as a useful reference video.

There are some impressive formations from the Espace Boogie, 1992, followed by the final section. This is nothing special but quite fun although it is misplaced, being on a video which is going to be watched mainly by more experienced jumpers. It is a bit of PR for Freebird and the club's Tandem facilities. The camera follows the tandem master briefing his student (for the video they have chosen what I guess to is their most attractive specimen – the passenger that is, not the Tandem Master) and a series of tandem jumps. What's fun about that? Well its some of the most dynamic camerawork I've seen. There's an enormous amount of movement from the cameraman; up, down, around zoom in zoom out and some shots of deploying canopies taken from, as near as dammit, directly above. I was particularly impressed by a shot of the tandem pair on deployment; for a split second they actually accelerate down away from the camera before being snatched upwards.

Details: Visions 2, Seagull Adventure Co, 80 Burgass Rd, Nottingham, NG3 6JL. Tel: 0602 586052.

GROUND BOUND

The second video is called Ground Bound - by Skytribe, and is meant to be a collection of boobs (ie mistakes) set to music. Not particularly original, what is different is it's free. And in view of the price, and the fact that it relies on contributions from anybody, it would be unfair of me to be too disparaging about the quality. It's low budget and the material is variable. The idea however deserves encouragement; that is, as many camera people as possible send in their favourite shots of an aerial, or terrestrial cock-up. The best of these are put together to music and sent out free to anyone who writes in. If enough people contribute then we should have a skydiving version of It'll be alright on the night. Anyone who is prepared to do this for no financial reward deserves to be commended.

There is the advantage the cameramen get credited so get filming or digging onto your archives guys and let's all have a laugh – I'll look forward to the next one.

Send in videos to Gary or Adrian, 71 Ramsons Ave, Conibburrow, Milton Keynes MK14 7BB. Tel: 0908 235313 or 611832.

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June/July 1993
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