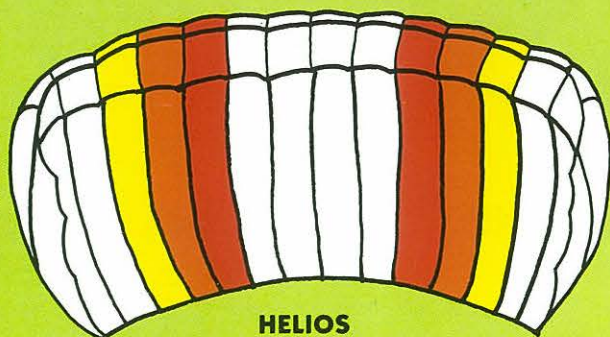


# SPORT PARACHUTIST

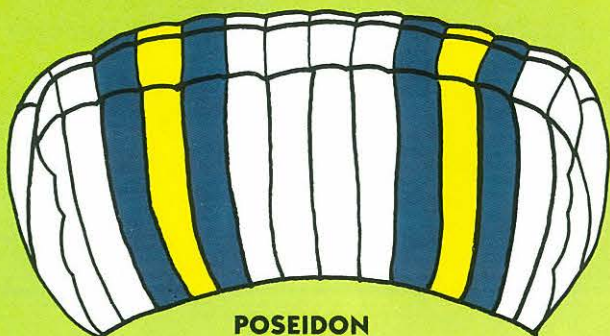


# NOW YOU HAVE A CHOICE at SKYSPORTS!

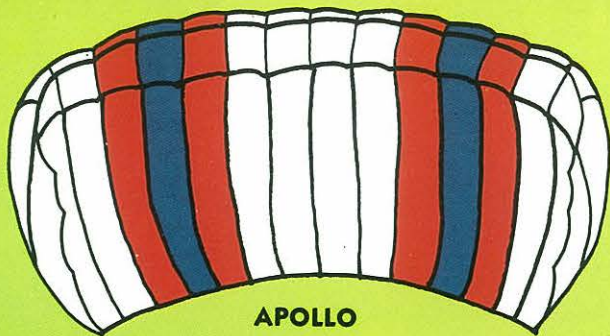
## STRATO-CLOUD™ LITE or CRUISAIR



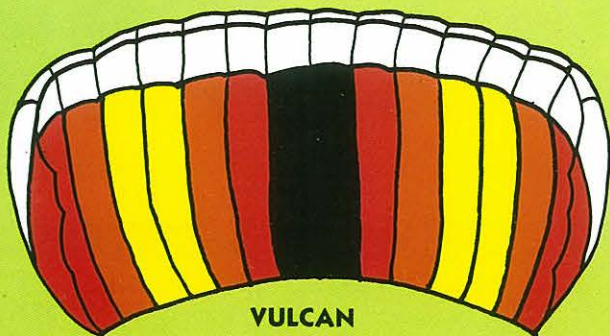
HELIOS



POSEIDON



APOLLO



VULCAN

Both of Para-Flite's exciting new lightweights are in stock at **Skysports** in these 1979 colour patterns shown plus solid Red, White, Blue, Black or Gold.

### STRATO-CLOUD LITE

- ★ Weighs only 11½ pounds.
- ★ 7 cell — 230 square feet.
- ★ New 1.25oz. Ram-Air fabric.
- ★ High performance — soft landings.
- ★ Only £429.00, add £2.00 p.p.

### CRUISAIR™

- ★ Weights only 10 pounds.
- ★ 7 cell — 200 square feet.
- ★ New 1.25oz. Ram-Air fabric.
- ★ High performance — soft landings.
- ★ Only £417.00, add £2.00 p.p.

### CRUISAIR LIGHTWEIGHT

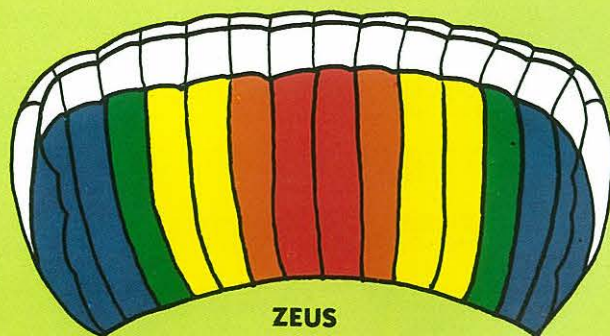
(Custom Colours)

- ★ Weighs under 9 pounds.
- ★ Cost £437.00

### SKYSPORTS LTD.

12 Horne Road, Bulford Camp,  
Wiltshire, SP4 9AE, England.

Telephone: (09803) 3460



ZEUS

# THOMAS SPORTS EQUIPMENT LOFTY'S LOFT

Directors: J. L. Thomas & G. Thomas

TOP FLOOR, 102-104 ST. JOHN STREET  
BRIDLINGTON, NORTH HUMBERSIDE

Telephone: 0262-78299

F.A.A. Licensed Master Rigger No. 2085459

**ALL PRICES INCLUSIVE OF VAT**

## RAM AIR CANOPIES:

252 Light ... ..	£416.00
G.Q. Unit ... ..	£399.00
Cruisair ... ..	£417.00
Lightweight Strato-Cloud ... ..	£425.00

## RAM AIR RESERVE CANOPY

### The Safety Flyer:

The world's safest reserve canopy unsurpassed in reliability and performance.

Here at T.S.E. we have the first person in the U.K. to hold an American F.A.A. Ram Air reserve packing certificate. Get safe, buy yours now and have your rig converted properly to Safety Flyer specifications.

Safety Flyer bag and Pilot 'chute ... ..	£317.00
Conversion to your rig ... ..	£15.00

## ROUND RESERVE CANOPIES:

Strong's 26 ft LoPo ... ..	£210.00
Sierra Lite ... ..	£200.00
Complete T.10a Reserve ... ..	£80.50

## PIGGYBACK SYSTEMS:

T.S.E. Mini Stream ... ..	£159.00
T.S.E. Slip Stream ... ..	£159.00

## AND NOW THE NEW

### T.S.E. JET STREAM:

The new Jet Stream is a cross between a Wonder Hog and a Classiflyer; it features the 3 Ring Circus.

The Wonder Hog reserve container and the Classiflyer Main container, which gives you a nice big top flap for the Go Faster Stripes. This system incorporates a curved Pin closure of the main container.

**JET STREAM in Cordura or Para Pack £159.00**

**SEND FOR YOUR ORDER FORMS NOW!**

## AMERICAN TANDEM:

Wonderhog IIs ... ..	£219.00
S.S.T. Racer ... ..	£205.00
Including P.O.P. and 3 Ring Circus.	
Classiflyer ... ..	£226.00
With Jerry Myer's single point release and hand deploy on leg strap.	

## STUDENT AND CLUB SYSTEMS

T.S.E. Static Line Bag System ... ..	£155.00
T.S.E. Freefall Bag System ... ..	£176.00
Includes new Inner and Outer bags, new customer harness and C.9 LL Canopy.	
T.S.E. Student harness ... ..	£48.00

## GOGGLES

Boogie ... ..	£2.20
---------------	-------

## ALTIMASTERS

Altimaster 2, Altimeter ... ..	£58.60
Altimaster 3, Altimeter ... ..	£58.60
Para Alert ... ..	£51.00
Altimeter Cushion pad ... ..	£2.75

## THE SHEILA COOPER SUIT

This R.W. Suit is custom made to your size.

S.C.S. made in Acrylic ... ..	£48.00
Camera stripes, chevrons, or plain stripes.	
No extra charge for rainbows.	

## PILOT CHUTES:

Hot Dog ... ..	£21.00
Hand deploy ... ..	£17.00

## T.S.E. RIPCORDS

1. Pin ripcord ... ..	£4.90	3. Pin ripcord ... ..	£5.60
2. Pin ripcord ... ..	£5.25	4. Pin ripcord ... ..	£5.90

# BPA CLUBS AND CENTRES

## BPA APPROVED CLUBS

BPA Club Approval is granted to BPA Affiliated Clubs who have attained a high minimum standard of staff, facilities and equipment as laid down by BPA. They are subject to inspection by BPA every 2 years.

### FULL TIME

**Peterborough Parachute Centre**  
Sibson Airfield, Wansford,  
Peterborough  
W. J. Meacock  
(at club address), Sibson Airfield  
Tel: Elton 490

**Headcorn Parachute Club**  
Headcorn Airfield  
Ashford, Kent  
Tel: Headcorn 890862  
The Secretary  
(at Club Address)

**British Skysports**  
Bridlington Aerodrome, Bridlington,  
Yorkshire  
Chief Instructor  
(at club address)  
Tel: 0262-77367

**Hereford Parachute Centre**  
Shobdon Aerodrome,  
Leominster, Hereford  
Tel: Kingsland 551  
Chief Instructor  
(at club address)

## BPA AFFILIATED CLUBS

BPA Club Affiliation is granted to those clubs who have a minimum amount of equipment as laid down by BPA. All operations are strictly in accordance with BPA Regulations.

### FULL TIME

**Eagle Sport Parachute Centre**  
Ashford Airport, Lympe, Kent  
(Hythe 60816)  
A. Black  
(at club address)

**East Coast Parachute Centre**  
Ipswich Airport  
Ipswich, Suffolk  
W. P. Slattery  
(at club address)  
Tel: 0473 71462

**R.S.A. Parachute Club**  
Thrupton Aerodrome, Andover, Hants.  
Tel: Weyhill 2124  
R. A. Acraman  
(at club address)

**Dunkeswell International Skydiving Centre**  
Dunkeswell Airfield, Nr. Honiton,  
Devon  
(Tel: Luppitt 350)  
I. Loutitt  
(at club address)

**British Skysports**  
Bridlington Aerodrome, Bridlington,  
Yorkshire  
Chief Instructor  
(at club address)  
Tel: 0262-77367

**Paraclan Parachute Club**  
Glenrothes, Fife  
D. C. Payne  
37 Cromwell Road, Burntisland, Fife

**Parachutists Over Phorty Society**  
(POPS U.K.)  
J. Cooke,  
Broughton House,  
Field Broughton,  
Nr. Grange over Sands,  
Cumbria.  
Tel: Cartmel 4545

**Scottish Parachute Club**  
Strathalan Castle, Auchterarder,  
Perthshire  
Tel: Auchterarder 2572  
The Secretary  
(at club address)

**Scottish Sport Parachute Association**  
Mrs. Jean Christie,  
99 West Torbain, Kirkcaldy, Fife  
Tel: Kirkcaldy 200042

**The School of Free Fall Parachuting**  
Tel: (0742) 653962  
J. Hitchin,  
46 Newlands Drive,  
Sheffield S122FS

**South Cotswold Parachute Club**  
Badminton, Avon  
Sally Corr  
24 Southlea Avenue,  
Tuckton, Bournemouth  
Tel: 0202 421108

**Spread Eagles Parachute Club**  
Nr. Melcombe Bingham, Dorset  
The Secretary  
(at club address)

**Staffordshire Sport Skydivers**  
c/o Stoke-on-Trent Youth and Adult  
Centre, Pump Street, Stoke-on-Trent,  
ST4 1NQ  
P. Rice  
(at club address)  
Tel: 07833-4954

**Tyne & Wear Parachute Club**  
Sunderland Airport  
Sunderland  
Tyne & Wear  
L. Melhuish  
Copper Beeches, 7 Cardiff Road  
Dianas Powis, S. Glamorgan  
Tel: 02222 514100

**Wales & West of England Para Club**  
The Secretary,  
13 Carters Crescent,  
Fernham Road, Faringdon,  
Oxon., SN7 7LA  
Tel: 0367-21203

### WEEK-END

**Border Venture Parachute Club**  
Brunton, Nr. Alnwick,  
Northumberland  
K. Noble  
Windy Gyle, West Street, Belford  
Northumberland, NE70 7QE  
Tel: 06683-289

**British Parachute Club**  
Headcorn Airfield, Headcorn, Kent  
Mrs. A. Ward  
13 Stainer Road, Tonbridge,  
Kent

**British Prison Officers Parachute Club**  
H.M.P. Box 369,  
Jebb Avenue,  
London SW2

**Cambridge University Free Fall Club**  
Waterbeach, Cambs.  
D. Stenning  
30 Green End Road,  
Cambridge, CB4 1RY

**Cheshire Parachute Club**  
Tel: 061-941 1270  
P. H. Evans,  
3 Dunham Grange, Delamer Road,  
Altrincham, Cheshire.

**Chesterfield Skydiving Club**  
Netherthorpe, Nr. Worksop,  
Notts. (Temporary)  
Miss J. Wallhead  
8 Tavistock Court,  
Racecourse Road, Newbold,  
Chesterfield

**Cornwall Parachute Club**  
Fran's Ranch,  
St. Merryn Airfield,  
St. Ervan, Wadebridge,  
Cornwall.  
J. Fisher,  
Tretoway Hotel,  
Port Isaac,  
Cornwall.  
Tel: Port Isaac 214

**Duck End Parachute Group**  
Rectory Farm,  
Abbotsley, Hunts.  
Gordon Lilly  
12 Clandon House, Clandon Gardens,  
Finchley, London N3

**Halfpenny Green Skydiving Club**  
Halfpenny Green Aerodrome,  
Bobbington, Worcs.  
Tel: Bobbington 293  
The Secretary,  
(at club address)

**Leeds/Bradford Free Fall Club**  
Elvington Airfield, York.  
A. Swallow  
1 Riverside, Otley,  
Yorkshire

**Manchester Free Fall Club**  
Tilstock D.Z., Twenlows Hall Farm,  
Whitchurch, Shropshire  
N. Law  
9 St. Andrews Road,  
Stretford, Manchester M329JE

**Manchester Skydivers**  
(See British Skysports)  
S. Card  
7 Hampson Road, Stretford,  
Manchester  
Tel. 061-865 7557

**Martlesham Heath Para. Club**  
Mrs. L. Bennett  
76 Grundisburgh Road  
Woodbridge, Suffolk

**Midland Parachute Centre**  
Long Marston Airfield,  
Nr. Stratford-upon-Avon,  
Warks.  
Tel: Stratford-upon-Avon 295919  
Dave Deakin,  
Titton Cottage,  
Stourport-on-Severn, Worcs.  
Tel: Stourport on Severn 5954

**Northern Counties Parachute Centre**  
Tilstock Airfield, Whitchurch,  
Shropshire  
A. G. Knight  
13 Claypit Street,  
Whitchurch, Salop.

**North West Para Centre**  
Cark Airfield, Flookburgh,  
Nr. Grange over Sands, Lancs.  
Tel: 044853672  
J. D. Prince  
21 The Coppice, Ingol, Preston, Lancs.  
PR2 3QL  
Tel: Preston 720848

**Nottingham School of Parachuting**  
Langar Airfield, Langar, Notts.  
The Secretary  
1 Norfolk Place, Nottingham.  
Tel: 46622

### COLLEGIATE CLUBS

**British Collegiate Parachute Association**  
The Secretary,  
13 Carters Crescent,  
Fernham Road, Faringdon,  
Oxon., SN7 7LA  
Tel: 0367-21203

*Kingston Polytechnic*  
*University of Leicester*  
*Brunel University*  
*Edinburgh University*  
*Leeds University*  
*Newcastle University*  
*Abingdon College*  
*Birmingham University*

*Exeter University*  
*Hull University*  
*York University*  
*Welbeck College*  
*Keele University*  
*Bath University*  
*Manchester University*

*Cambridge University*  
*Cardiff University*  
*North Wales University*  
*Queen Mary College*  
*Wolverhampton Polytechnic*  
*Hatfield Polytechnic*  
*University of Sussex*

### SERVICE ASSOCIATIONS AND CLUBS

**Army Parachute Association**  
Chief Instructor  
J.S.P.C. Airfield Camp, Netheravon,  
Wiltshire,

**Rhine Army Parachute Association**  
The Commandant,  
R.A.P.A. Centre, S.T.C. Sennelager,  
B.F.P.O. 16

**R.A.F. Sport Parachute Association**  
Hon. Sec., R.A.F.S.P.A.,  
R.A.F. Brize Norton,  
Oxon.

**Royal Navy and Royal Marines Sport Parachute Association**  
The Secretary, RN, & RMsPA,  
Commando Training Centre RM,  
Lymington, Exmouth, Devon,  
EX8 5AR  
Tel: Topsham 3781, ext. 491 or  
at Club, Luppitt 697

**Cyprus Joint Service Adventurous Training Centre (CJSATC)**  
Chief Instructor (CCSPC)  
CJSATC Pergamos Camp, BFPO 58

**Hong Kong Parachute Club**  
CCI, JSPC (HK),  
Borneo Lines, Sek Kong, B.F.P.O. 1

# SPORT PARACHUTIST



THE JOURNAL OF THE  
BRITISH PARACHUTE  
ASSOCIATION

(A company limited by guarantee)

BRITISH PARACHUTE ASSOCIATION LTD.,  
KIMBERLEY HOUSE,  
47 VAUGHAN WAY, LEICESTER, LE1 3SG  
Phone 0533-59778/59635

**BPA COUNCIL**

D. I. Waugh *Chairman*  
J. Laing *Vice-Chairman*  
J. T. Crocker *Chairman Safety and Training Committee*  
P. Mitchell *Treasurer*

*Other Members:*

C. Shea-Simonds	R. Gays
J. Thomas	D. Orton
R. Hiatt	C. Bruce
J. Hitchen	J. Sharples
J. Starling	E. Lewington
J. Prince	P. Corr
P. Byrne	A. Meysner

*Co-opted Members:*

<i>Chairman RAFSPA</i>	<i>Rep. BCPA</i>
<i>J. Norris (POPS)</i>	

**BPA JOURNAL**

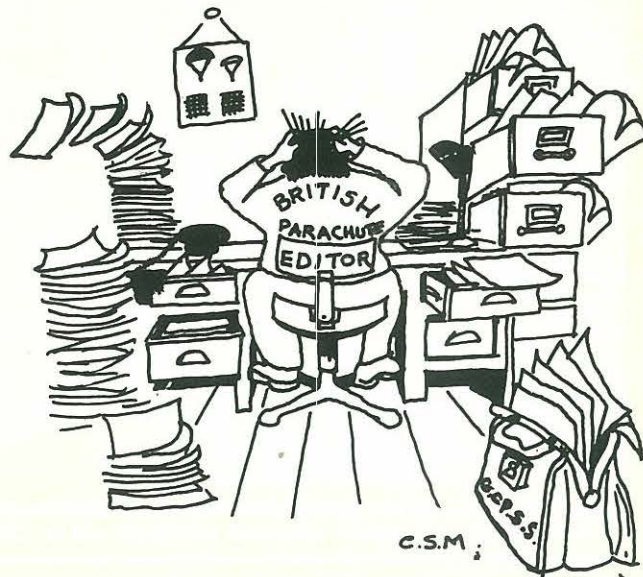
Charles Shea-Simonds *Editor*

**BPA STAFF**

Charles Port *Secretary General*  
Doug Peacock *National Coach and Safety Officer*  
Susan Bates, Sue Sambhi and Trudy Kemp

Vol. 17 No. 1  
FEBRUARY 1980

**EDITORIAL**



I enjoyed receiving this cartoon from Chris Mills — it sums up very nicely how frantic the editor's job can be at times! Anyone want it?!

1980 is the 75th Anniversary of the FAI and the Royal Aero Club are recognising this by instituting a year of Co-operation between Aviation Sports — we all have similiar problems; let's get together to combat them.

Go safely now,

*Charlie*



*Affiliated to the Fédération Aéronautique Internationale through the Royal Aero Club of the United Kingdom.*

Copy date for the next issue — Monday, 17th March 1980

Cover photo — Skydive! by Paul Grimshaw

(The photo, taken over Elsinsore, is of British jumper Vic Logan).

**Editor's Note**

The views of contributors to "Sport Parachutist" are not necessarily those of the Editor, or of the British Parachute Association, and no liability is accepted for same.

<b>CONTRIBUTING PHOTOGRAPHERS</b>	<p>Carl Boenish Ray Cottingham Fred Elliott Andy Keech Dave Waterman</p>
-----------------------------------	--

Printed by G. H. Fisher & Sons (Printers) Ltd., Peterborough, PE1 3AU

# THE DROP DOWN

## Calendar of Events 1980

Feb. 18-22  
Feb. 25-29  
May 12-16  
May 19-23  
May 24-26  
May 28-June 5  
July 3-13  
July 19-25  
Aug. 16-30  
Sept. 15-19  
Sept. 22-26

PI Course 1/80  
Exam Course 1/80  
Exam Course 2/80  
PI Course 2/80  
Sibson TRAC Meet  
Army Championships  
National Championships  
RAPA Championships  
World Championships  
Exam Course 3/80  
PI Course 3/80

Netheravon  
Netheravon  
Brunton  
Brunton  
Sibson  
Netheravon  
To be notified  
Bad Lippspringe  
Bulgaria  
Sibson  
Sibson



Filwelz

"I don't know how you can call that your style suit and still keep a straight face!"

## CONGRATULATIONS TO:

John Laing (again!) for being awarded the MBE in the New Year's Honours for services to sport parachuting within the Army.

★ ★ ★

John Meacock for having recently achieved his 4000th sport parachute descent.

★ ★ ★

John Greenall and Marilyn Mitchen, both BPA members, who were married just before Christmas in Cyprus.

★ ★ ★

Eric Finney, Lez Cooper, Pete Southgate, John Hitchen and Brian Greenwood for making the first descents of 1980 over Bridlington. They were in free fall on the dot of midnight!

□ □ □

## Overheard on the DZ:

"On a clear day, from Long Marston, you can see the top of John Meacock's wallet!"

★ ★ ★

A bored instructor, one windy morning, called Jim Hooper at Zephyrhills —

"What's the weather like today, Jim?"  
"It's f..... dark here!"

★ ★ ★

An 8 Man Team at the Australian Nationals calling themselves "Sons of Superman" were using the exit cry: "Up, Up, and Away!"

□ □ □

We are delighted to be able to announce that the U.S.P.A. bid to host the 1981 World RW Championships has been successful. The Meet will be held in October 1981 at Zephyrhills. Jim Hooper will be Meet Director.

## SUPERFLY



HUH - YOU'RE BACK I SEE...

-AWAY ALL WEEKEND

-JUST DUMP YOUR GEAR... GRAB A BEER

-YOU DON'T EVEN WIPE YOUR FEET!

REAL SKYDIVERS  
DONT WIPE FEET



The Long and the Short and the Tall — The elegant Marlborough Team in Hong Kong.

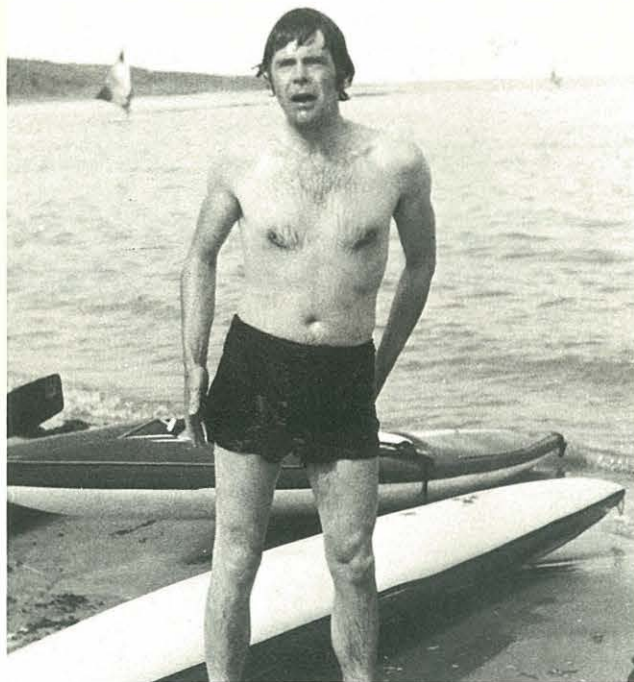
□ □ □

**DAY WASTED**

- |                         |                   |
|-------------------------|-------------------|
| Psyched up              | — Skydive         |
| Ready to go             | Read              |
| Wait                    | Wait              |
| Rain stops play         | Hang on           |
| Wait                    | Get psyched again |
| Car steams up           | Overall on        |
| Crossword's too hard    | Boots too tight   |
| Adjourn                 | Helmet found      |
| No lunch                | Sod it!           |
| Hang on                 | More rain         |
| Wait                    | Wait              |
| Frustration seeps in    | Watch             |
| Hours, seconds, minutes | Inwardly fume     |
| Time is immaterial      | Questioning why   |
| Up to 12                | I have wasted     |
| Gusting 15              | a day             |
| Wait                    | Watching others   |
| Watch the sky           | Instead of doing  |
| Envy                    | Dead inside       |
| those in Cat 6 plus     | Cold              |
| Wait                    | Miserable         |
| Watch them—             | Day wasted.       |



BPA Instructors Course 4/79 at Aldershot.



One for the ladies! This month's pin up is Tony Knight, CCI of the Northern Counties Parachute Centre.

— WELL MARRIED  
ONES DO!!



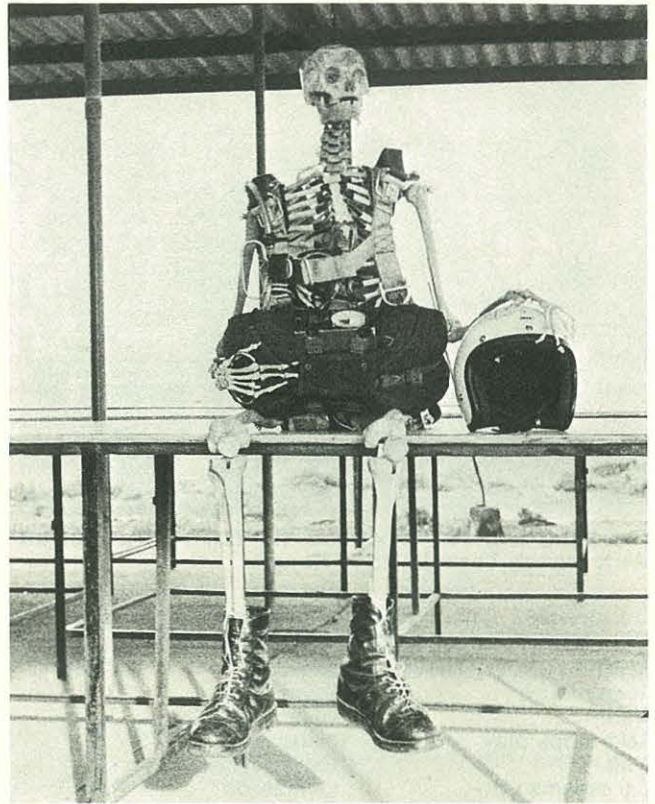


"Better hang on tight while he's warming up the engine. I think it's the pilot you upset last week!"

Flying on high  
 Flying on high  
 Birds of a feather,  
 Birds of a feather,  
 Watching the sky  
 Watching the weather  
 Birds of a feather,  
 Winds cease to blow  
 Time we can go  
 Birds of a feather,  
 We get our high  
 Flying the sky  
 Birds of a feather,  
 Rainbows upon the wing  
 Happy we do our thing

Birds of a feather,  
 Staking our claim  
 Who could us blame  
 Birds of a feather,  
 Our thrill falling free  
 Waiting for you for me  
 Birds of a feather,  
 Wave clear the sky  
 Watchers ask why  
 Birds of a feather,  
 Chosen alone we strive  
 Our joy our alive  
 Birds of a feather,  
 Birds of a feather.

C.S.M.



Who said the BPA Category was slow?!



Penny Wilson submitted this photo of a 3 Man over Hong Kong, featuring Terry Leary, Tim Jones and Gwynn Burton.



## REVIEW

### The Best of Sport Parachutist

Edited & Published by John Meacock and Charles Shea-Simonds  
price — £8.50

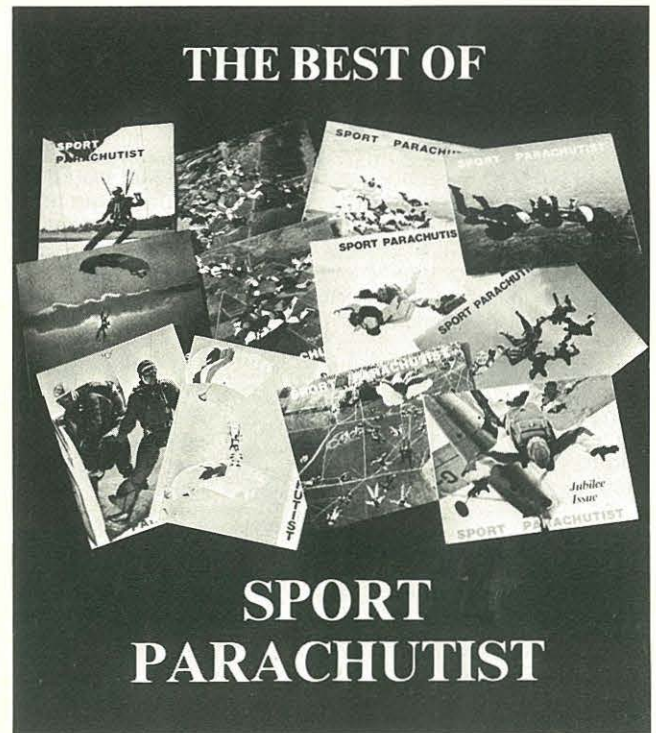
**Anthology** (*n.*) — a choice collection of passages from literature. Late GK. (*The Concise Oxford Dictionary*).

Who better, indeed, to choose a collection of passages from the literature of British parachuting than John Meacock and Charles Shea-Simonds. Not only have they, in succession, edited the journal for the past nine years but have also made a massive personal contribution to the history of the Sport in this country during the lifetime of the journal. As friends and as sporting adversaries I have watched the progress of these two gentlemen over the years with, as they say, considerable interest.

I have no hesitation in recommending to all jumpers their latest contribution to the parachuting scene. I confidently predict it will be a sell out with the generation who were in at the beginning and will prove equally popular with the newcomers to the sport by virtue of the premise that history is the key to the understanding of the present. The compilation provides a balanced assortment of technical information, history and humour over the period. Contributors range from Vladimir Gurnij on Style to Roger Hull on the philosophy of Sequential RW training. Humour abounds — anecdotes, from the early Rapide days to the more improbable activities of Big Jake being prime examples; whilst personalities spanning the time from Dumbo Willans to Jackie Smith are featured. This book mirrors the British parachuting scene over the last sixteen years — the expeditions, competitions, demos, triumphs and near misses. Above all, it reflects the humour and camaraderie of the British jumper. Being one of those jumpers you will no doubt try to beg, steal or borrow this book. I suggest you buy it, even if it hurts.

DOUG PEACOCK

National Coach & Safety Officer



*"I have no hesitation  
in recommending to all jumpers  
this their latest contribution to the  
parachuting scene"*  
Doug Peacock

also available  
from the BPA  
Office &  
Skysports

**GET  
YOURS  
NOW!**



**only  
£8.50 a copy  
(plus p & p £1.25)**

# THE BEST OF SPORT PARACHUTIST

*edited by*  
John Meacock & Charles Shea-Simonds

To: The Best of Sport Parachutist  
Cherry Tree Cottage, High Street,  
Durrington, Salisbury, Wiltshire.

Please send me ..... copy/copies of the Best  
of Sport Parachutist.

Name .....

Address .....

.....  
I enclose a cheque for £9.75 per copy made out to: The  
Best of Sport Parachutist.

# OUR AGM — 1980

Another successful AGM was preceded by the best BPA Dinner/Dance so far (at which, as usual, Boxall stole the show!). The following day saw the Instructors' Convention start the day — this is printed later in this issue. Our Chairman presented his report (sent out with the last issue) in a typically entertaining way at the conclusion of his time as an elected Council Member (11 years) — the Association will miss his expertise and enthusiasm. After the Treasurer had produced his report the Meeting approved a new increased subscription system. The new Council was then announced:

Shea-Simonds	255	Hitchen	201	Orton	162
Crocker	248	Starling	192	Bruce	161
Laing	247	Prince	185	Sharples	157
Waugh	244	Mitchell	183	Lewington	125
Thomas	236	Burn	182	Corr	124
Hiatt	207	Gays	174	Meysner	115

Interesting only 356 voting papers were cast — a disappointingly small proportion of the membership.



John Meacock thanks the meeting after the presentation.



Treasurer Peter Mitchell applauds as Derrick Orton receives his 1000 jump gold badge from the Chairman.



Angela Hickling receives her 200 hour jump flying certificate.

John Meacock was then presented with a beautiful silver salver to mark his outstanding spell of 3 years as Chairman. Mrs. Hicks of Worthing won £1,000 of raffle money, which Derrick Orton received his 1,000 jump Gold Badge and Angela Hickling her 200 hour jump flying certificate.

The day ended with a Pops Meeting, plenty of ale consumption, films, jump stories and so on and so on until next year — see you there!

## JUMP DeLAND!

**HOME OF MR. DOUGLAS**

- Fulltime DC-3, Cessna 182
- Great weather year around
- Open 7 days a week
- Competitive rates
- Showers & Camping at airport, motels nearby.
- Close to Florida's attractions: Daytona Beach, Disney World

WRITE OR CALL TODAY FOR MORE INFORMATION

**DeLand Air Sports, Inc.**  
P.O. Box 1657  
DeLand, Florida 32720 USA  
(904) 734-5867

DeLand is the home of:

**Ozone Aerosports**  
**The Relative Workshop**  
**Sky Supplies**  
FAA Loft on airport

## WANTED — FULL TIME COOK

British Skysports, the full time Sport Parachute Centre at Bridlington require a full time cook to live in.

**Contact:**  
Pam Finney, British Skysports, Bridlington Aerodrome, Bridlington, N. Humberside.

# THE FALCONS - 1980

The Falcons leap into the 1980s promising to thrill and entertain the crowds as they have done for the past 15 years. Indeed, 1980 brings about the fifteenth anniversary of the RAF Falcons. Prior to the formation of the Falcons in 1965 the No. 1 Parachute Training School's display team was known as the Big Six. Those halcyon days of demonstrations called upon the Big Six to launch themselves as a six-man line from the ramp of that famous old trooping aircraft — the Beverley. Crowds could monitor their progress by watching the powder trails across the sky (flour bags were attached to jumpsuits). From these parachuting pioneers the Falcons display has evolved into an intricate, sophisticated pattern involving exacting standards of parachuting skill by its team members. More important display skills are formation tracking, relative, sequential and canopy stacking. These have been integrated into the existing display requirements of 'movement' across the sky and accuracy.

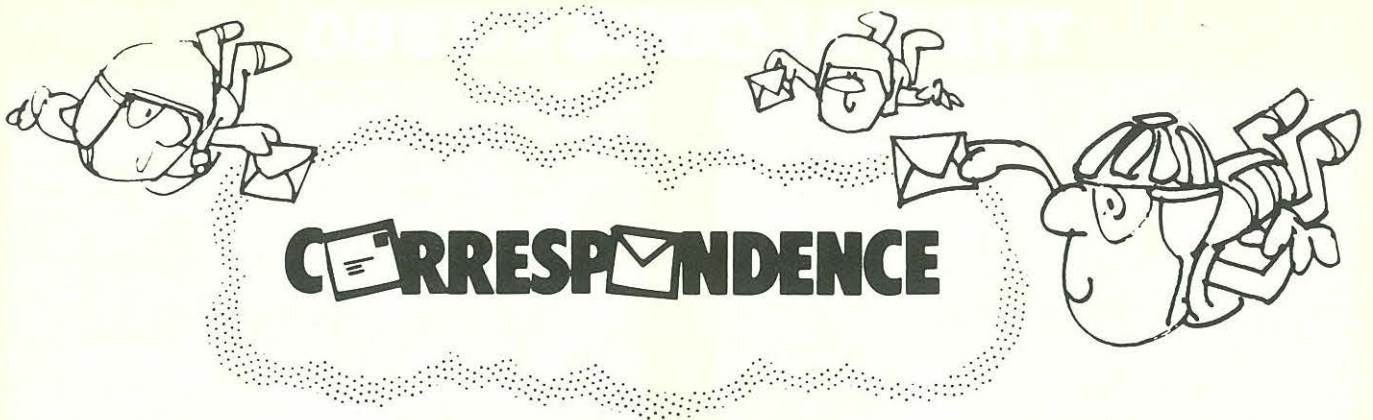
Falconry training for this year started in El Centro California just before Christmas. Forty descents were achieved in 10 parachuting days. Aircraft unserviceability accounted for lost sorties. In this atmosphere of excellent weather, good continuity was achieved with improvements in display patterns and training descents for the new team. The old maxim of saturation jumping from 12000' AMSL proved that 'time in the air' cannot be bettered. Other elements of the Parachute School accompanied the Falcons on this training detachment.

Ray Willis had his four-man sequential team busily training for the forthcoming Nationals — the team looked very promising. Student free-fallers, who are trained Parachute Jumper Instructors, benefited greatly from the ideal conditions. A student who reaches the required standards of free fall and canopy control can now find himself jumping Ram Air after thirty descents. All the students managed this on the detachment under the watchful eye of the Parachute School's Free Fall Training Flight.

For the 1980 display season the Falcons will be converting to Wonderhogs with Lightweight Clouds. Eighty-nine displays are planned up and down the country with other trips to Cyprus, Jersey and the Continent and more uniquely a possible chance to jump with the Golden Knights in the USA. This will be a first for the Falcons and could well turn out to be the highlight of the season. The Falcons look forward to seeing all their old friends again this year and making new ones.

BOB SOUTER (D998)





Dear Charlie,

Would you kindly find space for this short note to express our sorrow at the news of Bob Broad's death. Bob joined our club fifteen months ago, and took up the sport with great enthusiasm and dedication. His willingness to help everyone, and his stalwart support of POPS (UK) impressed us all. We looked forward to some enjoyable RW with him in this New Year, and will greatly miss his presence in our skies.



We offer our sympathy to his wife, and our assurance that his friendships with the members of this club will not be forgotten.

Yours sincerely,  
Cambridge University Free-Fall Club.

Dear Charlie,

#### ZEPHYRHILLS 1979

Well we went again, and we were allowed in and out with no aggro. Anyway twenty three people went on this trip, they were from four DZs all over Britain. We flew from Gatwick on October 15th after a 3½-hour delay because of fog. After five hours, half way into the flight we had drunk the plane dry (some start). The most memorable parts to remember were when Steve Plank (Sibson) was given a kiss pass by Bill Ottley of USPA (Queer jump).

The next was when Dick Sanders and Tony LL Davis came into the bar at 10.30pm with chemical lights and made the rest jealous by saying they had just lurked

onto a night jump and had done a pin and base from 12,500ft (what a waste). The third memory was a ten-man team exiting from 12,500ft building a ten-man round, turning 180° and tracking for five seconds, stop and turn 180° and track for five seconds to form the same ten-man in perfect symmetry. Enough of my jealousy (eight jumps), we had an excellent time and nearly everyone achieved forty jumps and loads of sightseeing. As last year I will be organising a similar trip for 1980 and already have fifteen names (from the last trip). If you want to go, I'm at Sibson most weekends or contact: Mick Harris, 20 Hallfield Gate Lane, Shirland, Derby's. Tel: Alfreton 4498 (STD 077383).

Yours faithfully,

M. G. HARRIS.

#### The BPA Category System

Dear Charlie,

Recent correspondence in these columns from my good friends Brian Mason and Dave Howerski appears to be symptomatic of a latent dissatisfaction with student progression methods in this country and, as such, deserving of a reply in the shape of a re-statement of our training philosophy, its origins and its relevance to the new generation of jumpers. Both articles were prompted by extensive exposure to the American RW scene; accordingly it may be as well to acknowledge the debt owing to our transatlantic cousins before proceeding with the argument.

The first British beneficiaries of American training were the military competition teams of the 1960s— 22 SAS who represented the country in the 1962 World Parachute Championships in the USA and the Red Devils, whose exchange programme with the Golden Knights ensured the perpetuation of a high level of competition expertise within their ranks (although such expertise was by no means exclusive to these jumpers as any glance at the National Team lists of the period will readily establish).

The value of an American training environment was further underscored by the outstanding performance of the 1972 British Team which trained at Raeford and by the equally satisfying result obtained in 1978 when Raeford training was resumed following the two lean years of 1974 and 1976. To bring us bang up to date, our Silver Medal winners at the 1979 World Championships would not have reached the rostrum without the benefit of both pre and post Nationals training in the progressive environment and guaranteed altitude of Pope Valley. Certainly the Americans have a great deal to offer our jumpers and we freely acknowledge their innovations in the fields of advanced equipment and advanced training techniques. It is undoubtedly beneficial for our qualified people, competitors and others, to train in the States if they wish

to improve their standards and widen their concepts of RW, Style and Accuracy.

So far, so good. We are, however, concerned with our own system which is specifically designed to ensure a flow of jumpers who are basically safe and who have a solid foundation of freefall competence upon which to build more advanced techniques. The existing BPA Category System is a modified version of a much more formalised and demanding French system (minimum thirty static line jumps before free fall at that time), and was introduced in its present form in 1971. Minimum standards are laid down and only when a student has demonstrated a particular skill on at least three consecutive occasions can it be assumed (dangerous word) that the skill has been mastered and progression to the next stage is appropriate. (Old Instructors' dictum: "Beware your brightest student"). Twenty free falls before granting Cat. 7 is not much to ask. Anyone remotely familiar with student jumping must be aware that one good jump does not necessarily guarantee the success of the next; that there are plateaux of learning and that problems which are not corrected will inevitably compound themselves to the detriment of the jumper's learning process and safety.

The problem with Dave Howerski's proposed system is that it begs too many questions, ignores Murphy's Law and demonstrates a somewhat surprising lack of knowledge of the learning process. His ideal student would have made two static line descents and four freefalls before being classified Category 7. He is then put on 30 second delays and asked to demonstrate turns, back-loops, barrel rolls, forward loops and tracking. It is conceded that he may require ten descents of 30 second delays before mastering these skills! When is he going to learn all this? Dave doesn't say. The current system guarantees — if correctly and honestly applied — that one skill is thoroughly mastered before building on it and proceeding to the next.

It is a fallacy that air time alone is the answer. To quote Dave again "One jump from 7,000 ft is worth 6 x 5 second jumps in freefall time". A novice jumper on a 30 second delay can encounter stability problems he never even dreamed of. Even if he frightened himself sufficiently to pull high (5,000 ft?) he would almost certainly miss the DZ by several fields, with all the safety and recovery problems posed by an out landing. The argument that this technique of freefall training is used (albeit with mixed results) by the military and can therefore be applied to civilian jumpers does not stand up. In the first place, such jumpers are specially selected qualified static line parachutists and in the second place the end result required is different from that needed by an all round sport jumper. A basic tenet underlying the current Category System is that no jumper should be placed in a situation he cannot handle — time in the air can be a double edged sword.

As far as Murphy's Law is concerned, this states that if an event can happen, it will. If the BPA Category System were to be so revised to permit just one jump at each height up to 7,000 ft then in no time at all one jump would become the norm and ten years' work on safety and sound teaching practise would go out of the window.

How relevant, then, is the current Category System to the student jumper of 1980? It is my firm contention that up to and including Category 8 we have got it right and that furthermore our control of student progression is envied and admired both in the States and on the Continent. Whether we have got it right with regard to Categories 9 and 10 is, I suspect, the nub of the question and the origin of the disquiet. Category 9 (c) merely states "has been introduced to relative parachuting" and it is to

this area we should apply our minds. Dave's suggestions on Cat. 9 appear excellent. The French were teaching all of it in 1963.

DOUG PEACOCK  
*National Coach and Safety Officer*

Dear Charlie,

I have followed Dave Howerski's articles with interest and his recent views in the recent magazine made me feel that there was a danger of the present category system being seriously challenged.

Firstly I think that the current system is without doubt a very safe and motivating path of progression. People enjoy the attainable goals and few think of category ten except as the ultimate goal preferring to concentrate on the task immediately ahead.

Secondly the structure we have contributes to safety. Our members are impressed by safety standards and gain a considerable amount of confidence because of this. They are not asked to do too much at once and most prefer it this way. Many proficient skydivers sometimes forget the early days and the problems they had when learning the sport. Yet it is often the people who have the problems that persevere and go on to become good skydivers.

If there are any improvement to be made I think that this should be made in our instructional technique.

Instructors could and should spend much more time preparing students for their jumps. They cannot have enough ground training in my opinion unless they are an exceptional student. For even the exceptional student additional tasks can be set, demanding and worthwhile, without overstretching the system.

At present above category six students are allowed to be despatched by category 8 and above with ground observation. Students can gain a great deal from aerial observation while at the same time becoming used to other people in the sky with them. We have a large number of instructors now and I can see no reason why students should not work with an instructor more often, perhaps all progression jumps should be done this way.

With this type of approach it may be possible to change a few minor details for example students who have successfully completed turns and learnt to read their instruments could be allowed more than just a twenty second delay taking advantage of whatever height is reasonably available. They should not however receive category classification before they have completed the required tasks.

The way category 7, 8 and 9 jumpers are treated worries me more than any other individual component of sport parachuting. These students are often no longer under the direct supervision of instructors. They are rejected by the experienced relative workers, who themselves are not encouraged by our present system to take an interest in students. As a result the inexperienced usually work with inexperienced, bad habits are developed and the progression rate slows down quite considerably. This is not a personal opinion but a fact easily supported by analysis of student performance and their log book records.

With these views in mind I would like any changes in the system given considerable thought and if possible an instructor panel should be formed to make a full investigation before these changes are made.

Yours sincerely,

KEVIN McILWEE,  
BPA Instructor.

# BUZZ'S CANADIAN COLUMN

The Federation Aeronautique Internationale (FAI) has its headquarters in Paris at 6, rue Galilee, which is not very far from the Eiffel Tower. Probably something of an unknown quantity to most this article will explain how it came into being and what it does. In simple terms the FAI is responsible for the co-ordination and regulation of international sport competitions, races and records relating to balloons, dirigibles, airplanes, seaplanes, amphibians, piston engined aircraft, turboprop aircraft, turbojet aircraft, rocket aircraft, sailplanes, hang gliders, motor gliders, helicopters, autogiros, model aircraft, parachuting, jetlift aircraft, man powered aircraft, space vehicles and aircushioned vehicles. Its genesis occurred in the first years of the twentieth century when, with the balloon and airship already in existence, the airplane emerged from a dream into reality with the Wright brothers flight in 1903. There were then, local and national aero clubs, mainly in Europe and they recognised the need for a World Federation of aeronautics. Representatives from three European countries, France, Belgium and Germany attended the Olympic Congress in Brussels on June 10, 1905, which passed the following resolution;

The Congress, recognising the special importance of aeronautics, express the wish that there be formed in each country an association having the mission of regulating aeronautic sport and that there be formed later a world federation of aeronautics, including all the national associations, with a view to various needs and general regulations for the popularisation of aeronautics as a science and a sport.

The Aeroclub of France took the initiative and called a meeting of all interested parties to give the effect to the resolution. Eight countries— Belgium, France, Germany, Italy, Spain, Switzerland, the United Kingdom and the United States sent representatives to the meeting, which was held in Paris in October 1905. The first President was His Imperial Highness, Prince Roland Bonaparte of France, who held the office for twenty years. Thus was born the FAI.

As each form of airborne activity is introduced and becomes a practical means of transportation and/or sport, it is given recognition by the FAI, the rules for its use as a vehicle for sport or competition or for establishing records are finalised and put into practice on an international scale by the Federation. One of the latest sports to be brought within the Federation's competence is hang gliding.

All the rules for each sport and records for each type of aircraft or spacecraft are contained in the FAI Sporting Codes, which consist of the main code containing basic principles and general rules covering all aeronautical sports and records and separate codes for the different vehicles mentioned above. The Code for parachuting is contained in Section One (Main) and Section Five.

The principal legislative authority of the FAI is the General Conference, which ordinarily meets once a year and to which every member of the Federation may send one or more delegates. The Conference makes the fundamental decisions on matters of interest to the FAI but has the power to refer agenda items, as necessary, either to the Council or to a committee set up for the purpose.

Responsibility for ensuring that a record bid is made in accordance with the rules falls upon the aeroclub representing the country in which the bid is made. The FAI has itself only a small staff and cannot supervise each record attempt. The evidence substantiating the record is compiled by the official observers and sent to the FAI for examination. If it is shown that all the rules have been

observed the record is homologated.

The first speed record to be homologated by the Federation was made by Santos Dumont, a Brazilian aeronaut living in France, when he reached 37.378 kph (23.2 mph) on November 12, 1906. On the same day he also set up a distance record of 220 metres (722 ft). The first height record to be homologated was set by Hubert Latham on August 29, 1909 at 155 metres (508.5 ft).

Parachuting records were simplified two years ago. Accuracy records are classified for individuals, and groups of 4 or 8; style is for individuals only, while relative work records are classified for speed ten man stars, largest formation, and longest sequence. Men and women's records are classified separately. Before the simplification accuracy records were classified for groups of 4, 6, 8, 10 from varying heights to give 98 different possibilities.

Another subject which came under the FAI's review in the early days concerned the qualification to be acquired by applicants for the issue of a pilot's license. In due course the Federation framed regulations based on those governing the issue of licenses by the Aeroclub of France, drawn up in 1901 and 1909. The regulations were adopted by the FAI in 1910. Present day air traffic rules grew out of procedures adopted by the FAI on June 12, 1912. These introduced a measure of standardisation and made things easier and safer for pilots who cross national boundaries.

To encourage the sport of aviation and private flying the FAI each year awards a number of medals and diplomas. The FAI Gold Air Medal is the Federation's most important award. The two specifically for parachuting are the FAI Gold Medal and the Leonardo da Vinci Diploma. The former is for outstanding contribution, while the latter is for specific achievements. No Canadian has been awarded either of these but the late Glenn Masterson was awarded the Paul Tissandier Diploma in 1976 for services rendered to sport aviation.

The FAI holds its annual meetings in one or other of the member countries of which there are almost 70. The most recent addition being the People's Republic of China. The member countries all subscribe to the objects described in the bylaws adopted when the Federation was formed;

- To secure international regulation of aeronautic sport;
- To favour the development of international touring;
- To assure the unity of the aeronautic movement and safeguard the material and moral interests of aeronautics in all the countries represented and;
- To concern itself with everything relating to aerial activity directly or through its permanent or temporary committees.

A formidable task which the FAI has discharged efficiently and consistently.

Canada's representative to the FAI is our National Aeroclub, the Royal Canadian Flying Club's Association, which has its headquarters in Ottawa. However by an agreement drawn up in 1957 the RCFCFA turned over to CSPA (then Parachute Club of Canada) the responsibility of administration of parachuting in Canada. As such although the formal lines of communication should go through the RCFCFA, CSPA does deal directly on parachuting matters with the CIP.

The CIP (Commission Internationale de Parachutisme) is one of the fourteen permanent committees which deal directly with their particular sport or activity. The Committees usually meet once a year and are responsible for all phases and items pertaining to their sport, including, *inter alia*, the contents of the sporting code, rules for world championships, selecting the host for world champion-

ships and world cups. Each active member country may appoint a delegate to each of the FAI permanent committees. This function is now the responsibility of CSPA in respect of the CIP. Each committee is required to hold its meeting in Paris, but the CIP having obtained the permission of the President of the FAI started the practice of holding alternate meetings in other countries.

The CIP has three standing subcommittees, Relative Work, Style/Acc and Sporting Code. The two former are responsible solely for the specific rules relating to the conduct of world championships in that particular discipline, while the Sporting Code subcommittee is responsible for all other matters pertaining to the provisions of Section Five of the Sporting Code.

The first day and half of the three day meeting is given over to meetings of the subcommittees, and any delegate may provide input and discussion. It is here that the specific proposals to be put before the plenary session are worked out. The remainder of the meeting is the plenary (general) session, where specific proposals and

other matters are discussed and approved. It is at this session that bids to host championships are presented, reports from prior championships are given etc. One important item to come from the 1979 meeting is the distribution of an International Safety Bulletin, which CSPA receives on a regular basis and to which we contribute.

Sport Aviation owes a great deal to the FAI and parachuting in particular to the CIP. CSPA has contributed much to the work of the latter and will continue to do so to ensure the continued development of parachuting on national and international level.

That's all for now

BUZZ

[The U.K. delegate on C.I.P. is Charles Shea-Simonds who is also a member of the RW Sub Committee; he was elected 2nd Vice President of C.I.P. at the recent 1980 meeting. Doug Peacock is alternate Delegate and is a member of the Sporting Code Sub-Committee — Ed]



Arthur Gibson recorded this formation over Netheravon at the back end of last summer.

# BIG JAKE - THE ULTIMATE SKYDIVER

Big Jake, well known to many as the guy who can take out a formation in a dirt dive, has this idea that if he works hard enough at it, gets adequately psyched up, mind blown and generally coggled he can eventually become the Ultimate Skydiver. An Ultimate Skydiver is a guy who is so shit hot at RW that he could dock with a formation of free falling hippopotami in a thunderstorm then do successful canopy RW with a cargo chute on top of an eight stack of orang-utans freaked out on jungle juice.

B.J. tries to explain his philosophy to Voicè and Tits his beloved, she of the tempestuous heaving bazoom and a predilection of jube-jubes. 'All yer have to do gal' states B.J. 'is to get hooked into some of them lines of force that permeates the universe and in no time flat you can skydive the ass outa yer jumpsuit and slot into any kind of weird formation that any daft barstids care to fly.' As Big Jake's minder I have been exposed to many of his fantasies over the years and recognise in this one a fanaticism that bodes ill for all around. V & T as yet unaware of the intensity of B.J.'s feelings on the matter listens tolerantly to his statement and replies as follows: 'Piss off Big Jake. Your brains are leaking outa yer ears again. Your best when you're sober is a rotating two man and you need twelve grand to get that!' This assault on a skydiver of repute who has organised, supervised and personally instigated some of the biggest and most expensive funnels that the sport has known, has a predictable result. B.J. loses his cool and chases V & T around the packing shed informing all who care to hear that he is about to f... some sense into the aforesaid damsel, through her ear it seems.

Harry the Slime, Quaffer Jim and Old Grizz the pilot view the tumultuous scene with a mixture of tolerant contempt and ill concealed interest. They have seen and heard it all before. Big Jake on the rampage is a fact of life at our dee zed and they all look to me to slow him down before he kills somebody or is had up on a charge of bestiality or both on the same ticket. They finish up beneath the packing table and gradually V & T's screams and yells of pain and abuse turn into something more mellow until she is lying there quietly munching on Big Jake's ears and the rest of us, pink with embarrassment and green with envy, settle down to a game of cards hoping that the weather will lift soon so that B.J. can try out some of his stunts.

B.J. is developing this theory that ultimate skydives are likely to be produced in ultimate situations, like for example the way that even the least novice is going to track if he sees a 747 about to suck him into its maw as he swans quietly out of a 172 at eight grand. In such a situation, opines Big Jake, the novice lad or lass would take off into the track in a fashion that would leave the 172 far behind with a bemused pilot viewing a brown vapour trail traced across the azure sky as his wings bounce in the cross currents of slipstream from 747 and super swooper; a strangely malodorous waft of air.

So we have a brainstorming session to come up with some ways of engineering ultimate situations which are going to stop short of wiping us out. It is to Old Grizz the pilot that we turn for inspiration on the ultimate skydive because whatever we do his plane has got to get us there, not being able to afford any other. 'Take her up until she smokes' in the case of this aircraft is an injunction easily met because it starts to smoke as the wheels leave the ground and continues until the engines are shut off after landing or due to fuel starvation or someone knocking the switches in the scramble for exit. The aviation authorities have been trying to persuade Grizz for years

that he should retire gracefully and take his leaky biplane with him. Grizz feigns deafness to these suggestions in a way which gives rise in the official breasts to hopes that he may fail his next medical, but come medical time Grizz sails through announcing to all who care to listen that a quick waxing beforehand is all that is needed to beat the quack. Zeldà, his teenage spouse, is they say an expert in such matters.

The super track idea does not get too far. To get close enough to a 747 for the proper charge of adrenalin would involve climbing above the ceiling of Grizz's machine or getting close in to the flight path of an airport without the radar picking us up and still be above opening height. Despite Big Jake's assertion that if you get a big enough fright you could track up the way and he is prepared to demonstrate, we regretfully abandon the scheme. We explore the possibilities of strapping skateboards on our fronts and landing from freefall in a shallow track using really big jumpsuits to slow us down to an acceptable landing speed, but that is recognised as too futuristic so we decide to wait until they develop better skateboards for the job. The B.J. yahoos, hollers, leaps around and generally goes ape shouting that he's got it, he's got it. Harry the Slime states drily that B.J. probably has got it plus several other complaints besides and will he kindly cool it so Harry's head does not ache from the decibels, explain himself briefly then kindly piss off and leave us in peace. B.J. cannot resist an invitation so directly expressed and still grimacing and twitching with excitement launches forth. The big jumpsuit says B.J. is the answer. He reckons that his regular jumpsuit slows down his terminal velocity to about ninety em pee aitch, so if he gets a really big one he can probably get it down to seventy which is about the speed them guys hit the water who do the really high dives from two hundred feet. So B.J. proposes to skydive straight into the oggin in a jumpsuit without a rig so as to minimise his tee vee.

It is obvious to us that the authorities will not allow such a thing after the hassle with the guy who was going to levitate down from two grand. He might just have done it and put all the riggers out of business so the Bee Pee Ay was right to stop him. We point this out to B.J. but he has an answer ready for us. 'If that guy wants to levitate' says B.J. 'all he needs is a bridge or a high building. I will demonstrate my ultimate skydive from a bridge.'

When we hear this we realise that it will be well nigh impossible to foil this venture on account that there are so many bridges around that B.J. can sneak away some place and off into a quick swallow dive without us knowing. B.J. buys maps and starts pinpointing bridges over rivers and estuaries. He settles for this big one they got up in Scotland suspended over an estuary then orders this enormous inflatable balloon suit. The rigger who turns out this rubberised monstrosity is Studley Pumpherson, as crazy a guy as ever pedalled a treadle. He is as keen on the idea as B.J. because if it works he sees a future made infinitely profitable by sales of rubber suits to bridge and cliff divers the world over.

We decide to go along with B.J. in this scheme because to oppose him would only charge up his enthusiasm to bursting point and if we are with him then perhaps we can avert disaster by pulling his plug or something at the opportune moment. Stud the rigger will accompany us plus a mate of his called Wilhelm Klaus, a lugubrious individual who is an expert on high dives in improbable situations like off a sixty foot tower into a wet sponge. The exploit has to be planned and executed with discretion because the bridge authorities are sure to try to stop it if



they hear about it. Quaffer Jim is to be camera man with Zelda to operate the back-up camera. Harry the Slime is to be lookout for fuzz and bridge authorities. Old Grizz will be along to operate a radio from the bridge and Voice & Tits will have the other one in the motor boat which I will drive to retrieve what may well be a defunct B.J. Wilhelm Klaus will be on the bridge to give advice about trajectories, currents and pushing off into wind. Stud will attend to any last minute suit adjustments plus having the foot pump along to inflate it. The only conventional gesture Big Jake plans is having a hard hat with a face guard being as it will provide better flotation than a leather one.

The journey up to Scotland takes forever in Grizz's biplane. At one time with a head wind wind trucks are passing us on the motorway below. We get there after many stops for fuel, oil and keep awake pills for the ancient pilot, then we hire a van to do a recce of the bridge. They have T.V. cameras, booths with guys taking toll money and a control centre where the fuzz sits ready to chase any motorists who pass milk tokens to the toll keepers. We suspect that their reactions will be slow for apprehending guys leaping off the structure in footpumped balloon suits mainly on account of total disbelief that such a thing is happening. We are relieved to see that there are footpaths on both sides of the bridge so we can walk on in separate groups then assemble quickly to see Big Jake over the side.

We have to stay a couple of days at the camp site until the wind dies down and the estuary becomes calm enough that me and V & T can hire a motor boat for the retrieval voyage. The plan calls for Quaffer and Zelda to wander along the upwind side of the bridge with cameras slung around them to look like tourists. Studley Pumph will tote the footpump striving to look like a motorist whose car is across the other side of the bridge with a flat tyre. B.J. will carry the balloon suit slung over his shoulder casually like a rubber raincoat. Wilhelm Klaus and Harry the Slime will bring up the rear with Old Grizz, binoculars at the ready like a trio of whuffos with the radio well hidden beneath Grizz's moth eaten flying jacket.

The timing has to be spot on to do the job in as short a time as possible consistent with giving B.J. the best chance of survival. At 10.00 hours precisely we set off from the shore to the middle span on the upwind side of the bridge. It is blowing eight knots with a slight swell and I attribute V & T's bulging eyes and frequent swallowing to apprehension for B.J.

Meanwhile unbeknownst to us pandemonium has broken loose up on the bridge. Quaffer and Zelda, first off, have mistaken the downwind side for the upwind side so they are across four lanes of motorway forbidden to pedestrians, screaming and yelling across at B.J.'s group thinking that they are wrong. With no time to lose B.J. is climbing into the suit and Stud had started to work the footpump steadying himself against the side of the bridge with one arm. Seeing this activity Quaffer and Zelda determined to be present when history is made abandon all caution and start to leg it across the motorway dodging cars, trucks and motorcycles whose drivers send up a cacophony of hooting and swearing. The bridge authorities see the commotion through the T.V. cameras and come galloping from all directions to apprehend the miscreants. Wilhelm Klaus tries to block the path of two sturdy bridge keepers but is knocked sprawling for his troubles, bowling over Old Grizz in the process. Studley abandons B.J. to go to help Harry who is struggling with two more bridge heavies so B.J. is left trying to work the pump from inside the suit which is already well inflated, therefore hampering his movements completely. It is all he can do to stand up because the suit is semi rigid designed with a curve at the front so that B.J. will

automatically fall face down and stable. Quaffer reaches B.J. in time to give the last few pumps. He disconnects the pump then he and Zelda hoist B.J. on to the parapet. Grizz puts through a croaky radio call from his position flat on the pavement and from below we see the rotund figure of Big Jake swaying on the parapet. With a yell which he later says was 'Geronimo' but at the time sounds more like 'F... me-e-e-e!' B.J. falls into space just missing the girders. He goes head down at first but then the suit turns him to a flat unstable position and he seesaws down falling leaf style gathering speed. We can see that he will land about two hundred metres from our present position so I gun the engine to close the gap. Meantime B.J. has started a whirling frisbee-like motion which shoots him sideways flying over the top of the boat to hit with a tremendous splash behind us. We zoom round to see B.J. lift off again as the suit bounces and he passes over the top of us upside down to land twenty feet in front of the boat face down in the water. Speed is of the essence. We shoot over to him and V & T grabs for the yellow painted release handle. It comes away and with a rending, rasping, farting sound the air rushes out, the suit collapses and we both haul B.J. into the boat inert. We turn him over. His face is chalk white but he is breathing with blood coming out of his nose. As we start to cut the suit off him he opens one eye and states: 'Okay youse barstids, we made it. Where's the booze?' V & T goes wild with delight and starts hugging and kissing him and me and anyone else at hand, which happens to be the coastguards who have arrived in strength thinking they had a suicide attempt to deal with. They are not impressed by our indignant explanation that this is a world record freefall attempt that they have been privileged to witness, where the 'freefall' bit really means what it says. The bridge party are all rounded up, temporarily incarcerated at the bridge control centre. It ends up that we are all charged with breach of the peace plus a charge for Quaffer and Zelda of giving nervous indigestion to a score of drivers. The beak lets us off with a warning not to do it again which judging from B.J.'s bruises and imprecations seems unlikely in any case. The Scottish newspapers buy the story for enough to cover our costs and B.J.'s landing filmed from a passing ship gets a headline 'It wiz a stoatir' which we are still trying to figure out. The Bee Pee Ay disassociates itself completely from our actions and B.J. is told that he be grounded sine die (i.e. for a million years) if he tries to log the jump. B.J. reckons that they are jealous of his feat and spends hours on the phone trying to persuade some of the pundits to try it for themselves. It still hasn't caught on the way hang gliding did and B.J.'s opinion of levitation has not altered so the riggers can sleep easy again safe in the knowledge that their profit margins will not be further eroded. B.J. still wants to try one out of a plane into the water but Old Grizz won't agree to it so B.J.'s endeavour will have to await a more enlightened era in skydiving.

*by Lowe Puller*

YOUR AVIATION LIBRARY IS NOT COMPLETE  
IF YOU DO NOT REGULARLY RECEIVE  
AND READ A COPY OF

## „PARACHUTIST“

the world's largest monthly parachuting magazine and the official publication of the United States Parachute Association. First in the field with news of parachuting activities skydiving equipment and techniques, safety procedures, advance notice of meets and results of competition jumping. Be up to date, know about the latest advancements in professional and recreational parachuting in the U.S.A. and around the world. Enjoy seeing prize winning photographs of parachutists in action. All this and more. Send check or money order for \$18.50 for a year's subscription (\$45.00 for air rates).

UNITED STATES PARACHUTE ASSOCIATION  
806 15th Street, NW., Suite 444, Washington DC 20005, USA

# PERRIS VALLEY — 1979

I had been to Perris Valley for a two week holiday earlier on this year, going there at a stage where the vagaries of the British weather kept me at the point where I was taking one step forward onto 3 second delays and two steps back to a DRCP, but returning with most of the requirements for my Cat. 8 and an introduction to basic RW. I had had a fantastic holiday and made a lot of friends so was delighted when I received a letter containing notice of a five-day RW seminar, arranged by Pat Works, for whom Perris Valley is his home DZ, to be followed by a three-day boogie to coincide with the national holiday at Thanksgiving.

I had not intended to return until next year but was lured into going somewhat earlier by this enticement, and whilst I was chatting about my proposed trip in the clubhouse, a friend of mine, Paul Williams, suggested that he ought to come along to keep me out of trouble — a noble thought, but as it turned out, completely unsuccessful.

The two of us travelled across on Sir Freddie Laker's Skytrain service, and I can endorse everything that Tom Dickson said about the journey in the August edition of the magazine, a very pleasant hassle-free flight, and suprisingly, for the £4.50 or whatever that you pay for food in each direction you receive some of the best in-flight catering of any airline on which I've travelled — two hot main meals and some light refreshments. The only hassle we had was with the US Customs in Bangor where we stopped to refuel; whatever you may have heard about the vast quantities of alcohol that you are allowed to take into the 'States — forget it, it's now only one litre.

On arrival at Los Angeles we got on the 'phone and sorted out a hire car, and two hours after picking it up we arrived on the drop zone. That first night we spent in a small tent we had taken with us, but subsequent nights were spent under rather more substantial cover as they made the student training room available as a bunkhouse. For those of you who think of California only as a place of blazing sun and bikinis, spare a thought for the night; as Perris is in a semi-desert area the daytime temperatures were a pleasant 80 to 85°F even in November, but at night the temperatures were very definitely below zero, so a good sleeping bag is an absolute necessity if you are going to rough it. There are showers and toilets on the airfield, plus a swimming pool if you become overheated for any reason, but for those who do not wish to subject their bodies to such unruly treatment, there is a Travelodge motel in Perris, and a couple more in Sun City which is also pretty close by.

We had arranged our arrival for the week before the festivities in order to 'play ourselves in' and things got off to a cracking start. On our first day's jumping Paul got his SCR; a couple of days later I attained my Cat. 10 standard and that night we did our first night jump. There are very few official problems regarding the organisation of such a jump over there, so long as you have the co-operation of a few other people on the DZ, amongst whom I would especially like to thank Ben and Dianne Couatser, the airfield owners who did so much to make our stay enjoyable, Ron Lay the pilot and Alan Richter for briefing us and organising the ground party, also Joe Morgan the manager of the parachute centre for O.K.ing it.

Most of that week we spent jumping the Cessna 182, the Howard DGA15, an ungainly looking craft with a single big radial engine, and the big-door twin Beech. We spent one day over at Elsinore which was a rather stark contrast, and we got the distinct impression that it was suffering very badly from the presence of the go-ahead, friendly



DC-3 at Perris with a balloon lifting off behind.

drop-zone just down the road. On our first day at Perris they took delivery of their second DC-3, which they had bought from Elsinore, so that may be a pointer to the way things are going in Southern Californian skydiving.

Anyway, came Saturday we started on the seminar, which was instigated by Pat Works, who was backed up by Al Kreuger and some of the other team members from the 'Visions' team, plus Red Kosteba and Larry Anaman who came all the way from Illinois, Dr. David Holmes from Arizona, Dick and Betty Giarrusso who did the bulk of the day to day organising, Robin Heid to teach canopy RW, the Golden Knights US Army team who made their video equipment available, Ken Crabtree, the video man fro Al Kreuger's team, Mike Raible, and many others whose names I never got to know or have since forgotten.

The philosophy behind the RW camp was three-pronged; the first goal was to make some progress towards filling the void between being a student skydiver and a competent and experienced one, accepting that everybody remains a student to some degree throughout their skydiving career. There is a lot of time expended on the training of the student, and most drop zones are geared towards the student market for sound economic reasons, with the result that when the student's progression through the system is at an end and he is spot out as being 'Cat. 10', or 'off student status' in America, he can find himself at a bit of a loose end and his progression from there will depend very much on the atmosphere at the drop zone. He may be fortunate enough to be given continued advice and help, but he may have to brown-nose his way into the local 'sky-god' clique or flounder around the sky with another incompetent, and he may get so pissed-off that he leaves the sport entirely. In the States the number of people involved in the sport has remained static over the last 10 years, and they have trained large numbers of students, so an equally large number of more experienced people must have left. I would be interested to know if the figures are similar for British skydiving.

As well as being given some practical instruction it was also hoped that we might begin to develop an attitude of mind towards the skydive that would enable us to approach the whole dive from its inception to its completion positively, seeking to accentuate what was good rather than latch only onto what went wrong, the latter process almost invariably resulting in one person being blamed completely in the unseemly scramble for

the others to exonerate themselves from blame. Judging by Tom Dickson's remarks, this positive attitude would seem to exist already at Pope Valley, and from my own experience it does exist at Perris Valley, but it would appear that the same is not necessarily true of other American drop zones, neither is it true of some of the British drop zones I imagine.

We were all charged with spreading the knowledge that we gained, and the positive 'vibes' attitude in the hope that this would lead to a general increase in enjoyment of the sport and so keep it healthy, and in the process make the 'sky-god' as extinct as the dodo and the dinosaur.

I have appended the 'rules' for the RW camp as I think they sum up what Pat Works was aiming at in a clear and concise fashion, and have a bearing outside of that small group.

The first day was mainly involved in setting up the organisational side of things and having a general chat about why we were there and what it was hoped we would achieve, and the plan for the next four days was that after some early morning relaxation exercises we would get in some solid skydiving with lectures and discussions when it got dark, but things didn't go quite according to plan.

The first morning we were introduced to some basic meditation and relaxation exercises by Pat Works, and on the second morning we had a brief lecture on fitness from Dr. David Holmes who, apart from demonstrating various not-too strenuous stretching exercises, made the point that generally the human body reacts better, both physically and mentally, if it is reasonably fit. Also a reasonable level of fitness will assist you in your attempts to avoid serious injury, but should you fail in this, it will also help you to heal quickly.

Unfortunately the weather prevented much in the way of dropping off aeroplanes as we were subjected to some pretty strong winds, so amidst much rending of garments and gnashing of teeth we repaired to the lounge for further chats on the art of RW. Although frustrated by the weather, the combined talents of the rather more philosophical Pat Works and the very practical Al Krueger, plus a lot of valuable input from the other experienced jumpers, proved to be extremely informative.

Pat teaches the 'attitude of joy' to skydiving which involves the positive attitude that I have already mentioned, plus opening one's eyes to the very real beauty of what we are doing as well as the excitement. We are part of a very small group of people who share a unique experience, getting to see the earth, the sky and the clouds from a viewpoint denied to most other mortals — so relax and get off on it; enjoy the flight up in the aeroplane as well as the flight down, appreciate the beauty of the freefall experience and take a positive pleasure in every second of the flight to earth for what you did achieve rather than what you failed to do.

Combine with this the 'technique of perfection', imagine the dive in your mind as going perfectly, see it through from the exit to the landing as going exactly according to plan, rather than worrying about what you are going to do when things go wrong, or whether the parachute is going to open. Al Krueger puts it rather more bluntly as 'clearing your mind of extraneous bullshit', jump-run not being the time or place to concern yourself with ground-borne worries, or discussions about your latest amorous activities.

Concern yourself with just two basic body positions, at least whilst you're trying to learn RW; one being the position that allows you to fall straight down and the other being the position that enables you to move. The argument is that falling straight down requires the ability to relax, and conversely, if you relax you will plummet

directly to earth. This ability is not always easily come by, as anyone who has had to track across the sky after a backsliding base will doubtless be able to testify.

The second position, enabling you to move, is a question of selectively introducing tension into your various limbs, the way in which this is done dictating whether you move forwards, backwards, sideways or even up relative to the rest of the formation.

A combination of the foregoing should always provide predictable results and an easy path to follow and it is to be hoped that flights and progress achieved would also satisfy every individual's sense of aesthetics.

On a rather more strictly practical theme we were taught about exits and how to build them; we were shown some interesting exit techniques as employed by the 10 man speed-star teams; the line up looks like nothing so much as a bunch of disembodied arms, legs and heads thrown into a heap with some rigs, but subsequent slides proved that it was very effective. As far as day-to-day skydiving was concerned such extremes were not considered necessary, a good tight line up with floaters being sufficiently effective if done properly. The techniques described related to the larger aircraft available to some American DZs, but might be of interest to those destined to jump from somewhat smaller craft. Those about to dive out of the aeroplane should lead with their left foot (exit on the left-hand side of the aeroplane) in order to be able to counteract the tendency to be pushed or pulled into the rear of the door. From the door you 'make your presentation to the wind', catching the wind with the right hand first and allowing the body to tilt slightly so that the relative wind catches you on your front rather than your back, so allowing you to remain stable hopefully. Although the relative wind is important to all exits, it is especially so on the larger aircraft such as the DC-3 and the Lockheed Lodestar; on exiting the Lodestar you dive into wind that is travelling horizontally at a speed very close to terminal velocity and as a consequence you are tipped into an extreme head down position whilst still remaining stable on the relative wind, despite it being horizontal rather than vertical. This wind can be used to make up a lot of horizontal distance towards the formation, but if you hesitate during the exit it will be just as effective in giving an enormous separation between the first and the last person out, a good exit being one in which you are hit somewhere about the knees by the preceding pair of feet, and a poor exit being one in which you are kicked in the teeth. The remainder of the line should shuffle rapidly towards the door, trying to stay right up against the person in front but not push him into the door frame or knock him off balance. For those clinging grimly to the outside of the aeroplane it was suggested that your last point of contact with the aeroplane should be your right hand whether you were front, rear or middle floater, thus giving you a good chance of remaining stable by once more allowing the relative wind to strike the front of the body.

Having left the aircraft successfully we were introduced to the various ways in which you could make up the distance between yourself and the fast disappearing formation. There were the two extremes, the flat track followed by a steep final approach, and the no-lift dive from the aircraft, converting vertical speed to horizontal movement so that you made a flat approach to the star, and the more widely used care of approach to the target that is similar to the care of approach to the target that we were all taught when we learned about canopy handling prior to our first jump. Start the flare early rather than late, and flare hard, thus allowing yourself another chance if you've miscalculated slightly, the ideal being that at a point, say ten feet away from the formation you have rid

yourself of most of the excess speed, leaving just sufficient momentum to coast into the slot.

When discussing this aspect of the dive Pat borrowed a line from Jonathan Livingstone Seagull — 'You will begin to touch heaven, Jonathan, in the moment that you touch perfect speed. And that isn't flying a thousand miles an hour, or a million, or flying at the speed of light. Because any number is a limit, and perfection doesn't have limits. Perfect speed, my son, is being there.'

Al Kreuger disagreed slightly, suggesting that perfect speed might be entering your slot within half a second of it becoming available, but they both agreed that the flight from the aircraft to the slot should be enjoyed for what it was rather than discarding it in the goal-oriented frenzy of 'getting in', a well-controlled approach and flare to a perfect position for docking being an enjoyable and meritorious achievement in itself, and far preferable to the 'get in or go in' approach where you hurl yourself at the formation then hang on grimly as it tries to tear itself apart absorbing your arrival. Better to fly at, say 80% potential, leaving yourself a buffer that can be used to relax, and absorb any less than perfect flying by the formation such as 'potato-chipping' or sliding; then concentrating on your target, wrists, knee or whatever, *and* maintaining awareness of what's going on, you fly to perfect position before taking hold.

The best way to doing good RW being to learn good no-contact RW the training concentrated on sky-dancing, denying us a formation to hang on to and giving us a lot of flying per jump, and after the two abortive days we concentrated on making up for lost time. Those of us who were more desperate to make maximum use of the Californian weather organised an ice-breaker load, the idea being that we should be airborne by 7.30 although it was usually later than this. When we first conceived the idea we were trying to find enough people for the Howard or the Cessna, but this soon grew to a Beechcraft and then a Lodestar load, subsequent mornings providing sufficient early-risers to fill the DC-3. These early-morning loads were generally mega-blob SCR/SCS attempts and a feature of them was David Holmes' last words before entering the aircraft, '. . . and lastly three words on safety, don't . . . hurt . . . me!' So the early-morning relaxation and stretching exercises lost out to early-morning skydiving — shame!

Suffice to say that when all the theorising and reading has been done, the only real way to learn is by falling off aeroplanes — so that's what we did from there on, the maximum number of jumps that I achieved in one day was six, but Paul managed eight!

At the end of the seminar we all repaired to a local hostelry for a steak dinner and booze, and those that had anything to say, said it. One 'Radar' Ward became Golden Turkey Recipient number one, a newly-conceived award to be presented to those individuals warranting special recognition from their peers. As was pointed out, the American turkey is the smartest bird in the forest and the most difficult for hunters to shoot, and not only is it the heaviest bird that can actually fly, but it can fly at 55 mph — so the turkey ain't no turkey.

'Radar' had sold his piggyback rig to get over to the West coast from his home DZ, and was therefore jumping 'garbage gear', whilst he was there he was informed that he'd lost his job because he'd taken the time off, and to top it off he had been barred for life from his local DZ for the crime of being over-keen. The attitude of people at the seminar must have gone a long way to re-affirming his faith in human nature, as everybody did their best to make his stay memorable. He was pinned by Al Kreuger on his 39th jump, and reversed the process on his 40th, and on one jump, made in an attempt to get him his SCR, the total

experience of all the aces came to about 1500 jumps — and they still blew it. The nice thing about it was that nobody got upset and nobody felt that it tarnished their image to admit it; and the progress made by 'Radar' was a positive affirmation of what can be achieved by the attitude of people on the drop zone.

And so to the boogie; this was a skydance meet, and was very much a follow on from the seminar, we were split into 6 way teams, scrambled according to skill level, very much as we had been before, with volunteer instructors to speed the learning of the less skilful. Each team also having an airborne judge as well as being watched through the telemeters. The meet was organised along the lines of what Pat calls the 'third alternative'. As I understand it, the first alternative is style and accuracy, which is what parachuting was until a fringe element provided the second alternative of building formations and doing RW. Conventional RW meets tend to be ultra competitive with the teams keeping their secrets to themselves in order to gain an edge, but the third alternative requires that information be freely given and that there be no impediment to the exchange of this information.

The non-competitive attitude was borne out by the fact that there was only one award to be won, the 'C. G. Godfrog Good Vibes Award (West)', to be awarded to the group that was considered most appropriate. The winning team came from the lowest skill level, with the runners up being from the advanced group, but unfortunately I cannot remember all their names so I will forbear to mention any of them.

The emphasis was on having a good time, with two DC-3s and the Lodestar providing the bulk of the lift capacity. There was also a WW.2 B25 bomber to add an exotic flavour to the meet, a beautiful aeroplane with a stirring, powerful engine note, but a bugger to get out of. Exit was through a small hatchway in the floor at the rear and people managed to get stuck in almost every conceivable position, and of those that didn't some suffered damaged rigs from catching them on the edges. There were a couple of other aircraft, a WW.2 army observation 'plane and a Stearman, but I never did see anyone jumping from them.

During the two jumpable days of the seminar there were about 300 jumps per day, this built to about 600 on the Friday, and a frantic 800 to a thousand on the Saturday and Sunday. During all this frenetic activity, however, they never lost sight of safety, and impromptu safety meetings were a constant feature.

On the Sunday, the last day of the meet, Robin Heid managed to organise a good eight-man stack (the 'in' descriptive word appears to 'righteous'); there was also a successful 24 way attempt, and a successful all-girl SCR1 SCS attempt which was then built to a complete 17 way formation, so there were a number of mega-blob patches being bought to commemorate a very successful day's jumping.

All these good time would not have been possible without all those people toiling behind the scenes, Dick and Betty Giarrusso who took on the day to day organisation, the instructors who give so abundantly of their time and knowledge, the manifesters, the pilots, 'Nord', Ron and the rest, Ben and Dianne the airport owners, the staff of the Perris Valley DZ, the catering staff who provided sustenance from the early morning until late at night, and others that I have probably forgotten to mention.

On the evening of that last Sunday we had to pit ourselves against the rest of the holiday traffic on the freeway into Los Angeles in order to catch our flight home, again on Skytrain. Despite being a couple of hours

late on departure due to a minor technical snag, we were able to recoup this time by flying directly to Gatwick as a consequence of a light load and helpful tailwinds. Talking of tailwinds, one of the most pleasant aspects of our flight home, apart from the fact that we slept most of the way, was that nobody appeared to suffer from chronic flatulence.

I've just remembered a rather interesting jump that we did — a tee-shirt jump from 12500'. This was quite an eye-opener and seemed to bear out our instructor, Red Kosteba's, opinion that the large suits we all wear are nothing more than crutches, upon which we come to rely. On exit I went completely unstable and Paul investigated the helicopter spin, both of us having the greatest difficulty in grabbing any air to counteract our instability. Eventually, we stabled out and Paul managed to pin me, again being taken aback by the lack of response to previously predictable actions, the next planned manoeuvre was a compressed accordian, but all we achieved was a two-man funnel.

Rather surprisingly, opinion seems to be swinging away from big jump suits and the 'wing war' amongst many of the best skydivers in the States. Pat reckons that we spend a lot of flying time fighting back against the jumpsuit, most of which spill air in a rather haphazard and unpredictable manner, thus creating problems, particularly when flying close together. Al pointed out that all the *really* large formations have been achieved when jumpsuits were a great deal smaller — most of the areas seemed to agree with the hypothesis that big jumpsuits were detrimental to good RW.

Incidentally, keep an eye on the West Coast of the States for an ultra-large formation attempt, possibly running to three figures.

Anyway, some facts and figures for anybody who might be considering a holiday in California. In 14 days' jumping Paul amassed a total of 53 jumps and 60 minutes freefall time, obtaining his SCR, SCS and 'freak brothers' patches along the way. I did 44 jumps with 45 minutes of freefall, and obtained my SCR, closing 7th. The flight line at Perris consists of two DC-3s, two twin Beeches, one with a large door, a Howard, and a Cessna 182 with in-flight door, plus a Lockheed Lodestar coming in most weekends — and you get 12500' for \$9.50. The manager of the drop zone is Joe Morgan (who has jumped El Capitan) and he can be dialled directly from the UK on 714.657.8727.

The Travelodge Motel in Perris is apparently willing to consider a discount if you intend to stay for any length of time, telephone the owner Mr. Patel on 714.657.1804.

The cost of Skytrain to LA and back in the off-season is just under £200 including food, and you should be able to eat quite adequately for the equivalent of £5 a day. Kit is a lot cheaper over there, good second-hand gear will set you back about £500 for a complete rig, new it will probably cost about £700.

If anybody has any money left over there is a chap who jumps at Perris called 'Gypsy' Dave Luideman who makes some really interesting jewelry — for instance a four-man necklace that can change formation — good eh!

I submit this with apologies for all errors and omissions, and suggest that if anybody wishes to argue about anything I may have said, they go to California and argue with them what knows as I am only a novice and have merely tried to give an account of what went on, and hopefully pass on a little of what we learned. Apologies to Pat and Al if I've misconstrued anything.

FRANK WRIGHT

### All RW training camp activities will follow these simple, single-minded directions:

That in order to do good relative work, everyone must make as many relative work jumps as they can.

That in order to do good RW in the air, everyone must do good RW on the ground.

That perfection of flight is the highest goal, and all camp participants will work together to achieve that goal.

That newcomers to the sky deserve the knowledge and learning that has gone before them.

That you should have fun doing what you love to do, and communicate your personal satisfaction and love of the sky ... because it's contagious.

That you will be ready to go when your stick is called.

That if unforeseen problems arise (aircraft mechanical delays, weather, etc.), you will carry forward in good cheer.

That you will communicate what you learn to others.

That the attitude of joy is more important than any technical approach.

That, if you can listen, you will surely learn.

PAT WORKS

### BODY FLYING



D. L. HOWERSKI

£3.75

A relative work Textbook for Students, Fun Jumpers and Competition Jumpers alike.

Over 60 illustrations and 200 pages of hard-core information.

"An excellent book"  
G. C. P. Shea-Simonds

**PARASKI**  
**P.O. BOX No. 1**  
**LEOMINSTER**  
**HEREFORDSHIRE**  
**HR6 8TA**

U.K. - £3.75 + p & p 35p = £4.10p

OVERSEAS  
AIRMAIL - £3.75 + p & p £3.50 = £7.25

Copies also available:

B.P.A. : S.S.P.A. : Thomas Sport Equipment  
Paraquip : Skysports

## ROYAL AERO CLUB AVIATION INSTRUCTORS CONFERENCE

The Post House, Leicester, Friday 28th March 1980. All day programme — free admission to BPA Instructors & Pls.  
Contact: Doug Peacock for details

# OSCILLEIGHT!

On Saturday 15 September the local jumpers at Nethers. put together a Hexaplane which looked very spectacular and equalled the Marines' British Record, with an even more spectacular formation. It's good to see that more jumpers are attempting big canopy stacks on the British DZs.

I arrived at Weston the following day with the Hexaplane still on my mind. Half an hour passed and Paddy Oulton approached me — apparently there were enough jumpers on the DZ to attempt an Eight Stack, the weather was reasonable and everything looked favourable.

Planning got underway. Paddy got everybody together and worked out the exit order and docking order. Pete Guest then gave us the brief which went on for about half an hour — one of Pete's shorter ones, part of it went: 'Once you're set up below the stack you've got about a minute to dock, remember there'll be a guy right behind you and he's rising on the stack the same as you, so if you haven't docked by then peel off and let the next guy in, you can take a slot at the bottom'.

Briefing over, it was a matter of waiting till the evening for the cold, still air. Eventually we all boarded the Islander and got out on a clear and pull at 11000', John Parker exiting 9th to take piccys.

The exit went well with No. 3 to 8 all driving towards the Base Pair and at the same time hanging onto front risers to get below them. Graham Henderson and Tim Mace, the Base Pair took a while to get together — it always happens on big stacks when the pressure is on, no matter how experienced the Base Pair are, it always seems to take longer when you've got guys coming in behind you. Once they got together Graham put it on half brakes and started the right hand circuit that had been planned. Meanwhile everybody else had been setting themselves up in docking order below the Base Pair.

Steve McBrine made it 3 and Pete was next, I was right behind Pete when problems started, Pete was having trouble closing the last 3 feet and I was rising on him all the time — it was no good I had to peel off and take another slot.

Pete eventually docked and then Bob Little docked to make it a 5. At that stage it started to oscillate slightly.

I docked 6th under Bob, Paddy had a super smooth dock to make it a 7 and Rod Boswell docked 8th to get his CCS. Now it was a case of holding the stack for 1 min. or 1000' to make it a new British Record, and by this time the oscillation in the stack was getting bad.

The bottom four guys were working overtime trying to stop oscillation and reinflate cells, but the effort was worth while, the eight was held for 1500', before the bottom 2 swung off the end with the sheer force of Oscillation. I only had one cell inflated with the aid of Bob's legs and I eventually persuaded him to let me go.

Once the bottom 3 were off, the stack flew stable again. Paddy redocked to make it a six and that's how it was landed — Never-the-less, we'd got the Eight, a new British record, 5 guys qualified CCR, 1CCS and 6 new members to the ECC. So it was back to the bar with £40 in the kitty and muchos drinkos.

On reflection the jump went well from the start with good planning and most important no hassle and lots of fun. Looking to the future there's a lot of potential in the country to build a New World Record — How about a CRW Weekend, a seminar or something along those lines to learn new ideas. The crisp winter mornings with still air



are ideal big stack conditions and even if you don't do CRW you could find out how you get double for your money.

ANDY GRICE  
CCR119

P.S. John Parker got so carried away with it all he forgot to take the piccys, the light was bad and we landed down the wrong end of the DZ, so maybe some piccys next time.

*Picture* — Oscillation can cause cells to collapse and swing you off the bottom of the stack — There are ways of stopping it.

**INSURANCE  
FOR PARACHUTISTS**



**WEST MERCIA  
INSURANCE BROKERS**

High St., Wombourne, Nr. Wolverhampton WV5 9DN  
Tel: Wombourne 892661 (STD 0902)

# Skydiving

Volume 10 Number 4 April 11, 1978 Published 17 times a year

## USPA, other groups challenge FAA's NPRM

The FAA's proposed new regulations for parachuting, which would require all jumps to be made from a fixed-wing aircraft, have been challenged by the United States Parachute Association (USPA) and other groups. The FAA's National Rulemaking Process (NPRM) would require all jumps to be made from a fixed-wing aircraft, which would eliminate the use of balloons and other non-aircraft methods. The USPA and other groups argue that this is an overreach of the FAA's authority and would be a significant barrier to the sport.



The USPA and other groups challenge the FAA's proposed new regulations for parachuting.

## DC-3's Landing from SkyYans doubtful for Boogie

The DC-3's landing from SkyYans is doubtful for the Boogie. The DC-3 is a multi-engine turboprop aircraft, and its use for skydiving is a complex and potentially dangerous task. The FAA's proposed regulations would require all jumps to be made from a fixed-wing aircraft, which would eliminate the use of balloons and other non-aircraft methods. The DC-3's landing from SkyYans is a significant challenge, and it is doubtful that it will be approved for the Boogie.

## Blast handles jerked from Nationals

The blast handles were jerked from the Nationals. The blast handles are a critical component of a skydiver's equipment, and their removal from the Nationals is a significant event. The blast handles are used to control the parachute's deployment, and their removal would be a major safety concern. The Nationals are a major event in the skydiving community, and the removal of the blast handles is a significant setback.

## 500 \$'s expected Freakbrother Conventio scheduled

500 \$'s expected for the Freakbrother Conventio. The Freakbrother Conventio is a major event in the skydiving community, and it is expected to attract 500 \$'s. The conventio is a gathering of skydivers from around the world, and it is a significant event for the community. The 500 \$'s expected for the conventio is a significant amount of money, and it is a testament to the popularity of the sport.

## DC-4 at Coolidge

The DC-4 is at Coolidge. The DC-4 is a multi-engine turboprop aircraft, and its use for skydiving is a complex and potentially dangerous task. The DC-4 is at Coolidge, and it is a significant event for the skydiving community. The DC-4's use for skydiving is a significant challenge, and it is a testament to the skill and courage of the skydivers.

INSIDE Skydiving	
FEATURES	
Michael Stone's Conventio '78	2
100 Years of the World Cup	3
100 Years of the World Cup	3
100 Years of the World Cup	3
DEPARTMENTS	
Letters	4
Editorial	4
News	4
Classified	4

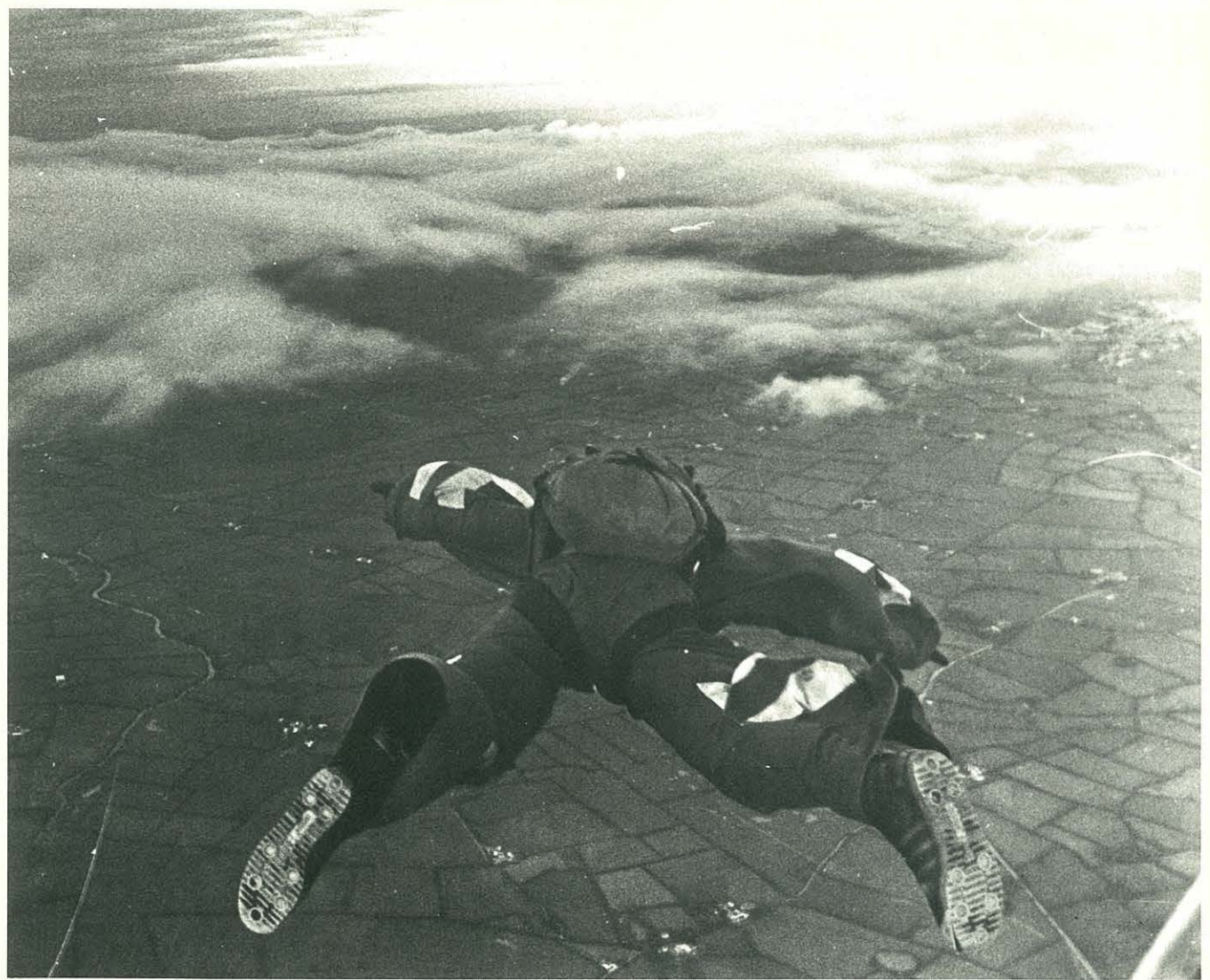
There's only one way to stay on top of parachuting. That's by subscribing to:

The new authoritative newsmagazine that brings you what you need to know about the equipment, events and techniques of parachuting.

**U.S. SUBSCRIPTION RATES**  
12 issues for \$9; 24 issues for \$15  
(We'll bill you if you prefer.)

**FOREIGN SUBSCRIPTION RATES**  
12 issues for \$15; 24 issues for \$26  
(Payment in U.S. currency or international money order must accompany order. Add \$30 per 12 issues for airmail postage.)

**Skydiving**  
P.O. Box 189 Deltona, FL 32725 U.S.A.  
**SATISFACTION GUARANTEED** or you'll receive a full refund on all unmailed issues. Please allow 30-60 days for new subscription service. News contributions are welcome.



John Johnson on a dive exit over Farranfore, County Kerry.

# BRITISH PARACHUTE ASSOCIATION

## SAFETY AND TRAINING COMMITTEE MEETING, THURSDAY, 15th NOVEMBER 1979

### held at Kimberley House, Leicester

#### PRESENT

J. T. Crocker	<i>Chairman</i>
D. Peacock	<i>N.C.S.O.</i>
G. C. P. Shea-Simonds	<i>Co-opted</i>
W. J. Meacock	<i>Peterborough</i>
J. Laing	<i>A.P.A.</i>
E. T. Lewington	<i>Red Devils</i>
A. Collingwood	<i>Headcorn</i>
P. D. Young	<i>R.S.A.</i>
P. Padley	<i>R.E.M.E.</i>
D. McCarthy	<i>Hereford</i>
D. D. Orton	<i>Staffs</i>
J. Lines	<i>M.P.C.</i>
D. Palmer	<i>L.I.F.F.T.</i>
J. D. Prince	<i>N.W.P.C.</i>
A. Chandler	<i>R.C.T.</i>
R. Willis	<i>R.A.F.S.P.A.</i>
I. Louttit	<i>D.I.S.C.</i>
A. G. Knight	<i>N.W.P.C.</i>
M. Beynon	<i>S. Cotswold</i>
J. L. Thomas	<i>Riggers</i>
E. Finney	<i>British Skysports</i>

#### OBSERVERS

J. R. Nickolls	J. Street
J. Curtis	T. Butler
J. F. Davis	E. Strawson
V. Davis	D. Hennessy
D. L. Howerski	P. Walters
A. Young	D. Cox
P. Robinson	D. Hellawell

#### APOLOGIES

D. T. Hickling	J. Hitchen
K. Noble	

#### Item 1

##### WATER DESCENT DRILLS

There was general consensus that the water descent drills as recommended in WO Lewington's paper be incorporated into BSRs Sec. 14.7. Any anomalies arising were to be resolved by WO Lewington and the NCSO. The NCSO was to produce a final version in the form of an amendment to BSRs.

#### Item 2

##### WESTON FATALITY—FINAL REPORT

The conclusions and recommendations of the Board of Inquiry into the Pat Keeley fatality were read to the meeting. The final conclusion was that the jumper activated the cutaway handle before pulling the hand deploy then failed to operate the reserve. The equipment was in first class working order; the jumper was qualified and had been fully briefed, instructed and practised in its use.

The sole recommendation was to re-emphasise the need for all jumpers to make themselves totally familiar with all aspects of any new system before jumping it.

#### Item 3

##### RIGGERS MEETING REPORT

The report of the riggers meeting of 27 September (minutes previously circulated) was discussed.

##### 1. BTSO

The riggers proposals for the introduction of a BTSO were accepted, with two abstentions. The nomination of J. R. Nickolls as an independent inspector to implement the scheme was accepted, subject to the concurrence of his employers (IRVIN G.B. Ltd.) with such an appointment.

It was emphasised that the inspectorate team would consist of J. R. Nickolls and the NCSO, and that the question of the payment of the inspectorate's expenses would be referred to Council for a decision.

##### 2. Approved Equipment List

Discussion centred around the practicability of implementing such a system, given the problems of monitoring the introduction of new equipment coupled with the comparative in-

frequency of meetings. It was proposed by J. Lines and seconded by G. C. P. Shea-Simonds that, although in principle desirable, the scheme was impractical at this time. This motion was carried by 16-2.

#### Item 4

##### INSTRUCTOR CONVENTION—AGENDA

It was felt that the format of the last convention, i.e. that of formal presentations of topics by invited and volunteer speakers, was more likely to lead to orderly and constructive discussion than an informal open debate on selected subjects. The NCSO, in consultation with G. C. P. Shea-Simonds, was to prepare a programme. Subjects so far accepted for inclusion:

- The Category System—D. L. Howerski.
- Invitations to speak on their own subjects were to be extended to the following:
 

G. H. Robinson	Civil Aviation Authority (General Aviation Branch)
E. Smith	Civil Aviation Authority (Airworthiness Division)
Dr. C. Murray-Leslie	BPA Medical Advisor
M. Moroney	British Balloon and Airship Club

Any further items for discussions were to be forwarded to the NCSO before 15 December.

#### Item 5

##### EXEMPTIONS

- P. Mercer (Headcorn) to attend Exam Course after two months PI probationary period. On the basis of his full time employment at Headcorn, of his previous experience and with the support of the NCSO this exemption was carried.
- I. McTavish (Red Devils) to attend Exam Course. This PI's rating had lapsed in February 1979. It was stated that he had been assisting at JSPC (Lippspringe) for the past three months. It was decided that he be granted PI status with immediate effect and that his attendance on the next Exam Course be subject to a recommendation from A. McQueen (CCI Bad Lippspringe).

#### Item 6

##### INCIDENTS

##### 1. Bad Lippspringe

A midair collision during RW resulted in one jumper being knocked unconscious. His reserve canopy deployed immediately, possibly as a result of the collision. He struck the ground still unconscious and was hospitalised for 5 days. Points arising from the incident are as follows:

- The skill factor of jumpers engaging in RW, Collisions, euphemistically described as "hard dockings" are potentially fatal.
- The jumper wore a hard helmet. This was considered to be a key factor in the prevention of much more serious injury.
- The jumper was equipped with AOD FXC 12000 fitted to the reserve (Wonderhog System). Had the reserve not deployed at the time of the collision, the AOD would probably have saved his life.

##### 2. Hong Kong

Jumper cutaway (3 ring circus) only to find the left hand riser failed to detach. Jumper deployed reserve which fouled main and was cleared manually. Left hand riser then detached.

J. L. Thomas stated that in this system, it was vital that the cutaway handle be FULLY withdrawn.

#### Item 7

##### PREVIOUS MINUTES AND MATTERS ARISING

Item 9.1. J. L. Thomas stated that authority to instruct Safety Flier packing can only be given by Paraflyte on Completion of a course held at Paraflyte Inc. (USA). He reiterated that TSE are consequently not prepared to give such authority, but will naturally continue to pack safety fliers for clients.



Item 9.4. Should read "TSE single stage deployment freefall system".

The minutes were then passed.

Item 8

#### ANY OTHER BUSINESS

1. Proposed by A. G. Knight, seconded by P. Padley that no alcohol be consumed at STC Meeting while the committee is in session. Carried unanimously.

2. Proposed by D. Orton that the BPA Category System be amended as follows:

##### Category IV

a) to read "a minimum of 3 stable 5 second delayed openings".

##### Category V

a) to read "a minimum of 3 10 second delayed openings".

##### Category VI

a) to read "a minimum of 3 15 second delayed openings".

##### Category VII

a) to read "a minimum of 3 20 second delayed openings".

It was decided that this item should be held over to the next STC meeting to enable members to consider the implications of such changes.

3. Proposed by D. Orton, seconded by E. Lewington that BSRs Section 11.5 (Ground Wind Speed limits) be amended to read: 5b Category VI to Category VIII parachutists (instead of Category VI to IX)

6.5 m/sec  
15 mph  
13 kt  
22 fps

5c Category IX and Cat X (instead of Cat X)

8 m/sec  
18 mph  
16 kt  
26 fps

Carried unanimously.

3. **F. Fonfe**— Potential Instructor

Request from D. McCarthy that F. Fonfe sit final examination course at Shobdon under the auspices of the NCSO and a second independent examiner. On the grounds that his studies precluded attendance at a final exam course. This was made a formal proposal by D. McCarthy and was seconded by E. Lewington. Carried by 9-5 with 4 abstentions.

His PI rating was to be extended for 12 months with immediate effect and the NCSO was to liaise with the club to arrange the examination.

4. **Eagle Sports**

It had been brought to the attention of the meeting that none of the personnel instructing at Eagle Sports were current BPA Instructors. Disquiet was expressed at this situation and Council were to be appraised of the fact that this affiliated club were *prima facie* in breach of BSRs 1.1.1.

G. Dunn and G. Sugden were open to reapply for PI ratings and the NCSO was to contact Eagle Sports accordingly.

5. **P. Mulvey**

Requested by D. McCarthy that this jumper, not being Category 8, be permitted to jump a Para Commander canopy. He had already a total of 340 descents, 250 of which were static line. After P. Mulvey addressed the meeting and after full confidence in him was expressed by his CCI D. McCarthy, the matter was put to the vote and was carried by 15-3.

6. **Fire extinguishers to hand for aircraft startups**

An incident at Sibson was described by W. J. Meacock where one Islander engine caught fire during a cold start. He stressed the importance of having a suitable extinguisher close to hand during startups and stated that the CO<sub>2</sub> extinguisher was preferable to the BCF owing to the potentially corrosive properties of the latter.

7. **Static Line snag on inflight door— Cessna 185**

A potential hazard was present on the inflight door handle (H. J. Hall modification). A static line had snagged on the handle as the student climbed out. The line was cleared by the jumpmaster. Jumpmasters despatching from a/c with inflight doors fitted are to be aware of this hazard.

8. **Sek Kong DZ (Hong Kong)**

Major G. O'Hara (APA) gave a presentation on a restricted DZ on Sek Kong airfield, with a request that this be cleared for student use under laid down conditions of windspeed and direction. He stated that all students would be using GQ steerable canopies and would receive radio talk down. It was emphasised that there was no other viable student DZ in Hong Kong and alternative Far East venues were not practicable. The request was made in order to prevent the closure of the Club to student jumpers.

Proposed by J. Laing.

Seconded by P. Padley that this DZ be approved under the terms of the conditions laid in Major O'Hara's brief.

Carried 15-0 with 3 abstentions.

9. **Exemption from BSRs Sec. 8 13f**

Request by P. D. Young (RSA) that static line jumpers could jump from the Dove aircraft (low strongpoint) in succession leaving the bags trailing. It was considered that in this case no hazard was presented to the jumper either inside or outside the aircraft.

Proposed by P. D. Young.

Seconded by D. Orton.

Carried 17-0,1 abstention.

10. **R. Caldwell (Headcorn)**

Extension of PI rating until February 1980.

R. Caldwell (New Zealand Instructor) unable to sit the examination in November as previously arranged. An extension until February was granted.

11. **Parachutists boots**

A report of injury (broken tibia) had been received by the NCSO. A student jumper had made a bad landing, (feet wide apart) and the break had occurred halfway up the leg at the top of tightly laced calf length boots. It was reiterated that lateral flexibility of the ankle joint was a prerequisite of a successful PLF and that the consequences might have been less severe had normal DMS pattern been worn.

12. **R. Hicks to act as CCI Halfpenny Green**

This application was supported by D. T. Hickling. R. Hicks was a BPA Approved Instructor and qualified in February 1978. Proposed by D. Orton, seconded by D. Palmer that such dispensation be granted.

Carried 17-0, 1 abstention.

The proviso was made that R. Hicks make every effort to attend an Exam Course for upgrading to Advanced Instructor. Apropos this decision, the NCSO was to check the numbers of Clubs without an Advanced Instructor as CCI and update the STC at the next meeting.

**8 Man Jumpship  
available for displays  
anywhere  
fast reliable NAVAJO**

Regularly used by the Greenjackets  
& the Flying Bugles

Contact: Peter Bartlett  
Willow Vale Electronics  
Old Hall Works  
Shinfield  
Reading  
TEL: 0734-883512(W)/691455(H)

**BRITISH PARACHUTE ASSOCIATION  
EXTRAORDINARY MEETING OF THE SAFETY AND TRAINING COMMITTEE  
18.30 HOURS, WEDNESDAY 2nd JANUARY 1980  
held at Kimberley House**

**PRESENT**

J. T. Crocker	<i>Chairman</i>
D. Peacock	<i>N.C.S.O.</i>
C. Shea-Simonds	<i>Co-opted</i>
J. Boxall	<i>H.P.C.</i>
E. Lewington	<i>Red Devils</i>
E. Finney	<i>British Skysports</i>
J. Hitchen	<i>S.F.F.P.</i>
N. Law	<i>M.F.F.C.</i>
P. Padley	<i>R.E.M.E.</i>
G. Lilly	<i>Duck End</i>
W. J. Meacock	<i>P.P.C.</i>
J. D. Prince	<i>M.W.P.C.</i>
J. Laing	<i>A.P.A.</i>
J. L. Thomas	<i>Riggers</i>
D. Palmer	<i>L.I.F.F.T.</i>
J. Barnes	<i>T.W.P.C.</i>
J. Sharples	<i>M.P.C.</i>
A. G. Knight	<i>N.P.C.</i>
S. Wood	<i>R.N.R.M.S.P.A.</i>
M. Timon	<i>Cornwall</i>
E. Strawson	<i>R.G.J.</i>
P. Cavanagh	<i>Black Knights</i>
D. Orton	<i>S. Staffs</i>
T. Rose	<i>Buccaneers</i>
L. Melhuish	<i>Wales &amp; West</i>
P. D. Young	<i>R.S.A.</i>
R. Briggs	<i>D.I.S.C.</i>

**IN ATTENDANCE**

I. Louttit	<i>D.I.S.C.</i>
S. P. Best, Esq.	<i>Pethybridges (Solicitors)</i>
Miss J. A. Smith	<i>Pethybridges</i>

**OBSERVERS**

J. Nickolls	J. Lines
B. Reed	H. Wilkes
D. Hickling	T. Butler
J. Diamond	

**APOLOGIES FOR ABSENCE**

A. Collingwood	M. J. Stanton
B. Wheller	R. Willis

**Item 1**

To discuss the Report of the Board of Inquiry into the death of Martin Roy Green at Dunkeswell Airfield on 24th November 1979. To endorse or otherwise the recommendations arising therefrom.

To endorse or otherwise the suspensions, by the Board of Inquiry of the following Instructor Ratings:

Ian Louttit, Advanced Instructor/Examiner.  
B. V. Wheller, Advanced Instructor.  
M. J. Stanton, Approved Instructor.

The Chairman opened the Meeting by informing members that letters had been received from B. V. Wheller and M. J. Stanton indicating that they were prepared for the matter to be discussed in their absence and that they would abide by any decision reached by the Committee. He then introduced Mr. S. P. Best — solicitor for I. Louttit and confirmed that Mr. Best would be permitted to question I. Louttit and also to question members of the Board of Inquiry should he so desire. Finally, the Chairman referred to the technical report by R.A.E. Farnborough on the snaphook used and ruled that the contents of this report were not admissible. The N.C.S.O., in his capacity as Chairman of the Board of Inquiry presented a summary of the Board's findings to the Meeting. He was questioned on these findings by Mr. Best. Mr. Best then turned specifically to the reasons for I. Louttit's interim suspension by the Board of Inquiry as quoted in the memorandum circulated to members and put questions to I. Louttit relating to such reasons and to the findings of the Board generally. I. Louttit was then questioned by the Members of the Committee on the points raised in the two documents previously referred to.

Finally, Mr. Best addressed the Meeting and made the following points on behalf of his client:

1. I. Louttit was not neglectful in delegating any supervisory duties to M. Stanton, who as an Approved Instructor, was *ipso facto* qualified to carry out such duties.
2. It was not clear that the banning by STC of the Irvin Sliding Snap Hook in July 1978 was a legitimate action.
3. The reasons for the banning of this were not made clear.
4. Re lesson plan IV in Instructor Manual, it was not compulsory for ACD to be carried out wearing parachutes, as the introduction to the Potential Instructor Course (which incorporates the said lesson plans) stated the said Course "cannot lay down dogmatic procedures".
5. Mrs. Jan Louttit has stated that she was DZ Control. B. V. Wheller (whose name was given by I. Louttit as DZ Control and who told the Board he was DZ Control) was (*sic*) lying through misguided loyalty.

Mr. Best then reiterated that the suspension of I. Louttit's Instructor Rating could affect his livelihood and accordingly made a plea for clemency and full re-instatement.

The Chairman then thanked Mr. Best for his contribution to the proceedings and, stated that, as a gesture to Mr. Best, the Members of the Board of Inquiry has magnanimously agreed not to take part in the closed session deliberations nor to take part in any subsequent voting. He then asked all observers to retire and the meeting continued *in camera*. As a result of discussion the following proposals were arising.

**I. Louttit**

Proposed by C. Shea-Simonds.  
Seconded by W. J. Meacock.

That his Examiner and Advanced Instructor ratings be suspended for a period of two years. That he requalify for such ratings in the normal way.

That, in the meantime, he be debarred from applying for exemption to act as CCI.

This proposal was carried by 17 votes to 7.

Messrs. Lewington and Padley wished it to be recorded that they voted against the proposal.

It was further to be recorded that most of the votes against were cast by instructors who were in favour of more severe action against I. Louttit (see next proposal).

A counter proposal made by E. T. Lewington and seconded by P. Padley ran as follows:

That I. Louttit be deprived of his Examiner, Advanced Instructor and Approved Instructor ratings for a period of 12 months and that he reapply for re-instatement through a final exam course.

This proposal was not put to the vote.

Discussion then arose concerning the future of parachuting at the Dunkeswell International Skydiving Centre. The following proposal ensued:

Proposed by C. Shea-Simonds.  
Seconded by T. Rose.

That R. Briggs (BPA Approved Instructor) be empowered to act as CCI D.I.S.C.

Carried by 17 votes to 7. Messrs. Lewington and Padley wished it to be recorded that they voted against this proposal.

**M. J. Stanton**

It was proposed by P. Cavanagh and seconded by C. Shea-Simonds that his Approved Instructor rating be suspended *sine die* and that under no circumstances should he be allowed to reapply for such rating.

This proposal was carried *nem con* with one abstention.

**B. V. Wheller**

It was proposed by C. Shea-Simonds and seconded by D. Orton

that his Advanced and Approved Instructor ratings be suspended for a minimum period of 12 months and that he should requalify through an Examination Course.

This proposal was carried *nem con* with three abstentions.

The NCSO was to communicate these decisions to Messrs. Louttit, Stanton and Wheller.

The Meeting then considered the recommendations of the Board of Inquiry, viz:

1. A maximum of four (4) static line jumpers be allowed in the Cessna 206.

This recommendation was endorsed unanimously.

2. The use of automatic opening devices in conjunction with reserve Kicker Springs for student parachutists be actively considered.

This recommendation was endorsed unanimously. The item was to be placed on the Agenda of a future STC Meeting for further discussion.

The observers were then readmitted to the Meeting and Mr. Best and I. Louttit informed of the decisions reached.

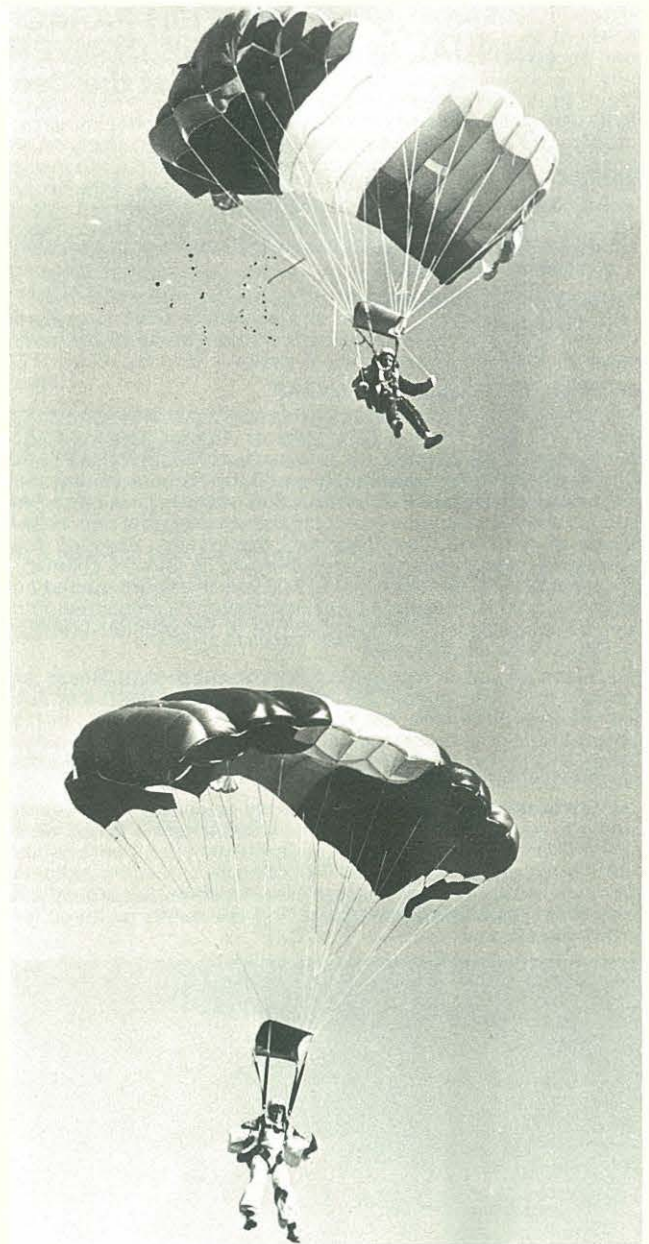
## PHOTOS FROM THE IRISH NATIONALS 1979



**Eunan Carroll, Joe Bassett, Noel Larragy & Dympna Traynor (team winners).**



**Martin Wade in action.**



**John Walsh (top) & Mary Barry (bottom).**



**Accuracy medal winners:  
Noel Larragy (silver), John O'Sullivan, Connor McAnnally  
(Gold) and John Walsh (bronze).**

# BRITISH PARACHUTE ASSOCIATION ANNUAL INSTRUCTORS CONVENTION, SATURDAY 5th JANUARY 1979 held at the Centre Hotel, Leicester

## PRESENT

J. Crocker  
D. Peacock  
Some 100 instructors and potential instructors plus a number of observers.

*Chairman*  
*N.C.S.O.*

## APOLOGIES FOR ABSENCE

D. Howerski

Item 1

### MEDICAL CERTIFICATES/WAIVERS

Following an introduction by the Chairman a presentation on the subject was given by the BPA Medical Adviser, Doctor Chris Murray-Leslie. He opened by enumerating medical conditions which were, in his view, absolutely prohibitive to parachuting and then listing other conditions which were relatively prohibitive. He then proceeded to outline the comparative strengths and weaknesses of both the Certificate and the Waiver. *Apropos* the question of exorbitant fees being charged by GPs for conducting examinations, he stated that £12.00 was the figure quoted on the BMA Scale. He concluded the presentation by recommending that the compulsory reintroduction of a revised full Medical Certificate was implemented.

W. J. Meacock was of the opinion that the question of fitness, as opposed to illness, should be incorporated as a feature of any new medical certificate. Dr. Murray-Leslie replied that, in his view, medical practitioners were not uniquely qualified to judge fitness and that such decision could more safely be left in the hands of the individual CCI.

The Chairman then thanked Dr. Murray-Leslie for his presentation and summed up by saying that whereas some Clubs were currently insisting on a full Medical Certificate others were happy with the Waiver. It would be in the interests of visiting jumpers to know in advance what the requirements were. Accordingly, a census was to be taken from Clubs and comments gathered for further discussion.



Jim Crocker and Doug Peacock.

Item 2

### THE CATEGORY SYSTEM

The NCSO outlined the background to the discussion and summarised viewpoints from correspondence received on the subject, copies of which were distributed to the Meeting. He then read a letter from Dave Howerski who regretted he could not be present to take part in the discussion. The subject was then thrown open for general debate.

R. Harrison was of the opinion that the Category System was broadly satisfactory as it stood, but suggested that the standard requirement to jump a high performance round canopy could be lowered to Cat. 7.

W. J. Meacock was strongly of the opinion that the Category System should not be changed and queried several assumptions made by T. Dickson. He made the point that "in the early days" there was most certainly a "substantial body of knowledge available", and went on to refute the suggestion that "younger skydivers move around the world". Younger skydivers go to the States, and this is the limit of their experience. He suggested that younger jumpers might more usefully travel to France or to Eastern Europe in order that they might be better equipped to training systems *per se*.

Dane Kenny, recently returned from the States made the observation that at some American Centres the instructor had a commercial interest in selling advanced equipment to students and that such consideration tended to override factors of safe progression. He further stated that he had been approached by many American students seeking parachuting knowledge from the British system. C. Shea-Simonds told the meeting that he had frequently been approached by instructors from other countries who wished to know more about British instructional methods which confirmed his view that our System was the envy of the rest of the world. He was supported in this view by Major T. Oxley, Commandant of JSPC, Bad Lippspringe, who quoted the excellent fatality record of his Centre as proof of the effectiveness of a sound system conscientiously applied.

Two further viewpoints were particularly relevant expressed as they were by two visiting instructors. Mark Haskoe, USPA Instructor said that he was a great admirer of the BPA System and deplored the fact that USPA could not exercise the same tight control over its jumpers. Nevertheless, he advocated more flexibility in the system in order that the CCI could be allowed to progress an exceptionally talented student at a more appropriate rate.

He was supported in this view by Richard Caldwell, a New Zealand Instructor who stated that the British Category System was good—the envy of the rest of the world—but would benefit from increased flexibility were more scope for CCIs discretion. He also queried the maximum of 3 jumps per day for students.

Discussion then centred around the training of advanced jumpers and Dane Kenny made the observation that there was little evidence of coaching of Cat. 9 and 10 jumpers and beyond. In reply, the NCSO agreed wholeheartedly and highlighted the need for a revision of the Advanced Instructor qualification and the desirability of a separate Advanced Course. Proposals in this area were under active consideration. He further made the point that experienced jumpers in all disciplines, RW, Style and Accuracy should be encouraged to coach younger aspirants; and that Approved or Advanced Instructor status was not necessarily a pre-requisite for such coaches. On the same theme, Dave Tylcoat



Eric Smith of the CAA Airworthiness Division.

felt that it was the responsibility of centres to encourage senior jumpers.

Discussion thus concluded, the Chairman stated that the item would be included for more detailed debate at the next STC and thanked all Instructors who had taken the time to produce papers on the subject for the Convention.

Item 3

#### ANOTHER AIR SPORT

Mr. Julian Knott of the British Balloon and Airship Club treated the Meeting to a slide presentation on the sport of Hot Air Balloon flying. This was most well received and was followed by a series of questions on the subject.

Item 4

#### THE AIRWORTHINESS DIVISION OF THE CIVIL AVIATION AUTHORITY

This presentation took the form of a talk by Eric Smith, Esq., M.Sc., C.Eng., M.I.Mech.E., M.R.Ae.S., Head of the General

Aviation Section, Airworthiness Division, Aircraft Project Department. He summarised the role of the Authority *vis a vis* the BPA and highlighted various areas of interest. He explained the necessity for each individual aircraft to be authorised and emphasised the impracticality of block authorisation by type. He recommended CCIs to study the implications of Article 42 of the ANO and concluded by outlining the policy of his Department toward parachuting aircraft and cautioning against any demand for detailed analysis of current legislation. He then invited questions, which centred principally around the recently introduced LAMS and the required category of aircraft used for parachuting. Mr. Smith reiterated his advice for caution in this area and on this note concluded the discussion.

The Chairman then wound up the Meeting by thanking the guest speakers and also all members for their attendance. He stated that some controversial topics had been well aired and that the 1980 STC would become involved in consideration thereof in some detail.

### CLASSIFIED ADVERTISEMENTS

*B.P.A. does not guarantee equipment bought and sold through the medium of this journal. Purchasers are advised to use the services of approved riggers. □ □ □ Classified Advertisements can only be accepted if accompanied by a cheque or P/O made out to the British Parachute Association for £1.50.*

#### FOR SALE

New 252 Standard — £395.00 Pioneer Viking — £300.00 Irvin Deployment Bags (new) — £10.00 each.

contact John Meacock 08324-490

Strato Star — £150.00 o.n.o.

contact Jane Pogue 01-953-7722

Mk 1 PC plus sleeve & pilot ' chute — £100.00, Thunderbow and sleeve — £80.00, Security piggyback — £50.00, LoPo TU plus sleeve & pilot ' chute — £70.00.

contact Tony Unwin 0883-45858

Strong 26' LoPo reserve, unused — £150.00.

contact Vic Logan 061-872-2811(H)

Handbury system plus mini-foil and Brand X jumpsuit — £300.00. o.n.o.

contact Sean Llewelyn 01-404-5661(W)

3 pin pack and harness, TU, reserve & container — £180.00 o.n.o.

contact Ian Jackson — Stapleford (Essex) 385

C9 TU in Mini System plus reserve tray — £130.00 o.n.o.

contact D. Miller — Batley 470787

U.S. Pap plus I24 reserve complete with pack and harness — offers.

contact Chris Tindall 02317-5112

TU & reserve in pack and harness — offers.

contact Mike Farrell 021-357-5169

Russian PC in pack and harness — £170.00 o.n.o.

contact J. Langford 0524-65201 ext. 4829 Room C105

Pathfinder & I24 in G.S. Custom pack & harness — £210.00.

contact P. Brogden Newbury 67959

Comp PC sleeve & MA 1 — £130.00.

contact R. Walden 0202-740336(H)

Mk 1 PC — £135.00 Paraquip pack & harness — £70.00.

contact M. Jarvis 01-730-0374

TSE Slipstream plus T10A reserve & 252 — £400.00 o.n.o.

contact K. Nelson 0207-505354

Mk 1 PC & Talisman in custom pack & harness plus Altimaster — £350.00.

contact Tony Engbarth — Farnborough (Kent) 55496

Mk 1 PC in mini-system — £250.00 o.n.o.

contact R. Harmer 0222-750101 ext. 323 (W)  
0222-617622 (H)

Pathfinder plus I24 in mini system, Barigo altimeter & size 7 paraboos — £300.00 o.n.o.

contact D. Brogden — Wargrave 3868

### INSTRUCTORS WANTED

Headcorn Parachute Club requires two instructors, full time April — September.

Salary by negotiation depending on experience. P.I.s considered. Write please with details to the secretary at the club address.

### CESSNA 182 FOR DISPLAYS Complete with experienced jump pilots reliable 1979 record

Contact:

Derek Squires Redditch 66611 (W)  
Stratford-upon-Avon 5258 (H)  
or Pat Howell — Knowle 77094



A unique eye catching badge/brooch sprinkled with tiny prisms that sparkle all the colours of the rainbow. Each one hand-made by jumpers for jumpers.

85p each—60p each, five or more

K. GRANT

Boarfold Farm, Chisworth, via Hyde, Cheshire

Tel: Glossop 5872



PARA WEAR  
BY  
STEPHENSON

**JUMPSUITS  
STANDARD STUDENT DESIGN**

STEVIE STEPHENSON  
LANCASTER  
THE HAM  
DURRINGTON  
SALISBURY  
WILTS SP4 8HW  
Tel: 0980 52906

Cotton drill fabric, double full length zips  
Red, Blue, Yellow, Black, White.

Quotes for special colour designs available  
**SMALL, MEDIUM, LARGE & XL SIZES.**

**£22.50 — FREE UK POSTAGE**

WE ARE SITUATED APPROX. 4,000 METRES SOUTH OF THE  
NETHERAVON DZ, BUT IF YOU ARE CALLING WE WOULD  
PREFER YOU CAME BY ROAD — THE A345

# This is your life



## Give it the right accident cover

Parachute Personal Accident Schemes covering Death or Full  
Cover including weekly benefits (of particular interest to the  
self-employed).

Special Short Period Scheme for groups of 5 or more.

We are specialist Insurance Brokers for Parachuting and  
Aviation and can also arrange Life Assurance and Permanent  
Health Insurance.

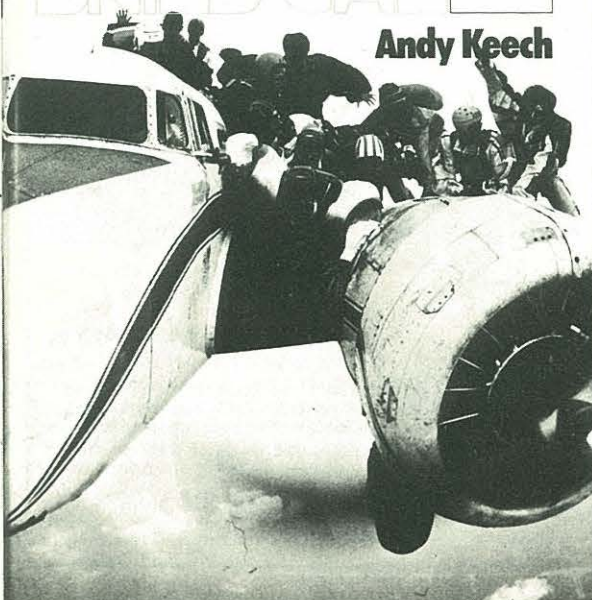
Write or telephone with your specific requirements.

GLADWELL GREENHILL (*Insurance Brokers*) Ltd.,  
Specialist insurance brokers for  
parachuting and aviation  
178-179 Piccadilly, London W1V 0QP.  
Telephone: 01-409 0434.

# SC2 · INITIAL SUCCESS!

## SKIES CALL

Andy Keech



Skies Call 2 has now registered throughout the skydiving  
world as 'the team to beat'

— 20 international freefall photographers have joined Andy  
Keech in the best photographic skydiving meet since S.C 1  
— send now for the full results . . . 148 Full-colour  
photographs. 136 pages — the formation of the best  
skydiving display ever!

**£10 PER COPY PLUS 75p POSTAGE.**

And don't miss this incredible cover picture, as an untitled full-colour  
mini-poster, 12" x 18" wingtip to wingtip! for only 50p plus 50p postage.

SEND MONEY/CHEQUE WITH ORDER TO . . .  
SKIES CALL . MARPAT MAILINGS . THE OLD PINES . EPSOM . SURREY

\* Please tick, or indicate quantity required for each item. Total the worth of these and add 75p to  
cover postage & packing for your book order. 50p to cover postage & packing for your poster order.  
\* Posters and Books despatched as separate mailings. OVERSEAS BOOK MAILINGS ADD £4.

SKIES CALL Vol. 2 £10

SKIES CALL 2 'COVER PICTURE'  
FULL COLOUR 12" x 18" 50p each

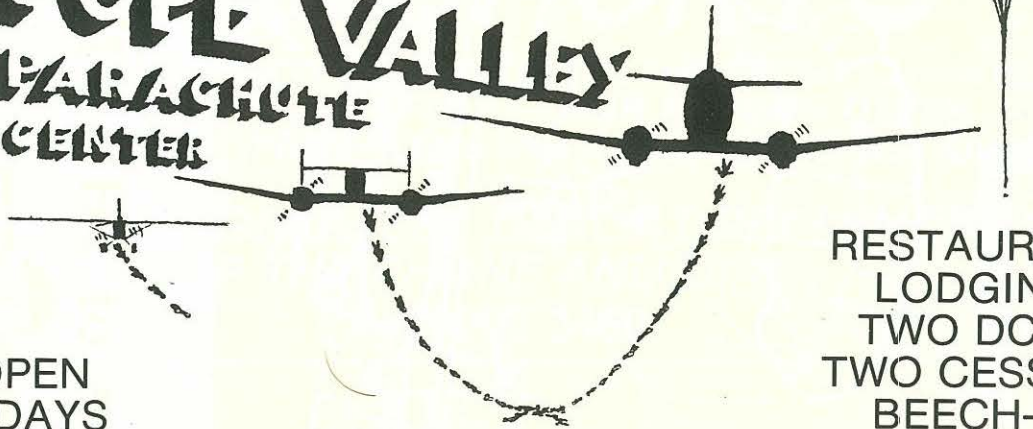
Please send me your colour leaflet with details/prices for  
SKIES CALL Books volumes 1 & 2 SKIES CALL Posters No's 1-8

NAME AND ADDRESS (BLOCK CAPITALS PLEASE)

\* Enclosed cheque/money order, value £ \_\_\_\_\_ including  
postage, made payable to J. Partington Smith, Skies Call.

# POPE VALLEY PARACHUTE CENTER

OPEN  
7-DAYS  
A WEEK



RESTAURANT  
LODGING  
TWO DC-3s  
TWO CESSNAS  
BEECH-18

TRAINING SITE  
FOR 1979 & 1977 WORLD CHAMPION TEAMS  
(TEAM RATES)

P.O. BOX 166-1996 POPE CANYON ROAD . POPE VALLEY, CA 94567 (707) 965-3400



## C. I. PARACHUTING LIMITED

Sole UK Agents for P.I.S.A.\* sport parachute equipment

Bulford Road Durrington Salisbury Wilts SP4 8HE  
Telephone Durrington Walls 52601 (STD Code 0980) Telex 47180

CONTACT US FOR EFFICIENT SERVICE

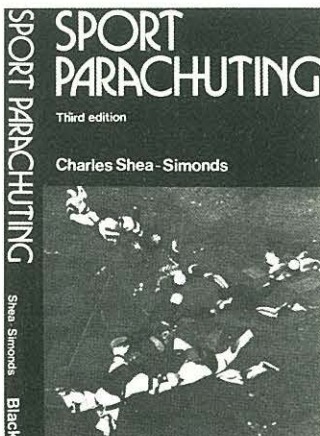
The outstanding \*PISA 26' LoPo reserve  
at only £190.00

*Weighing in at 7.1 lb this reserve had got to be the best  
value on the market.*

The fabulous \*PISA 'SPRINGHOG' SYSTEM IN  
CORDURA at only £195.00.

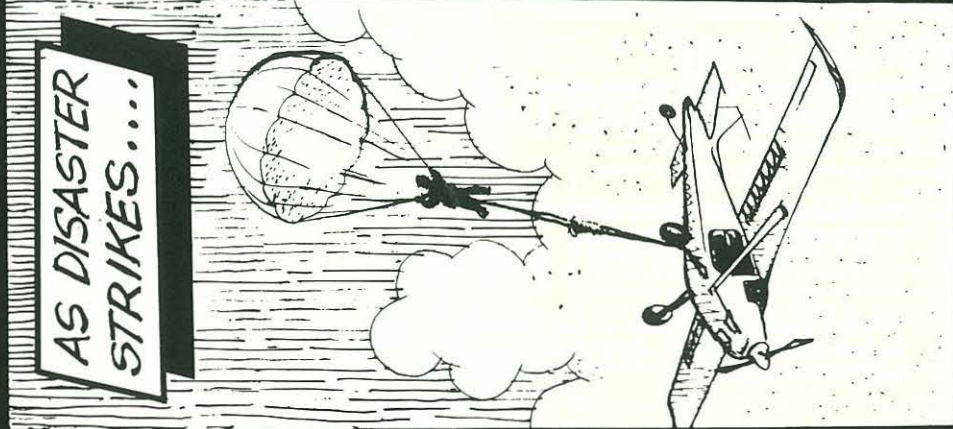
The Durable \*PISA 30' TAFFETA student canopy  
— prices quoted on quantity.

**SPORT PARACHUTING — 3rd Edition**  
*signed by the Author — only £5.95 including postage  
and packing.*

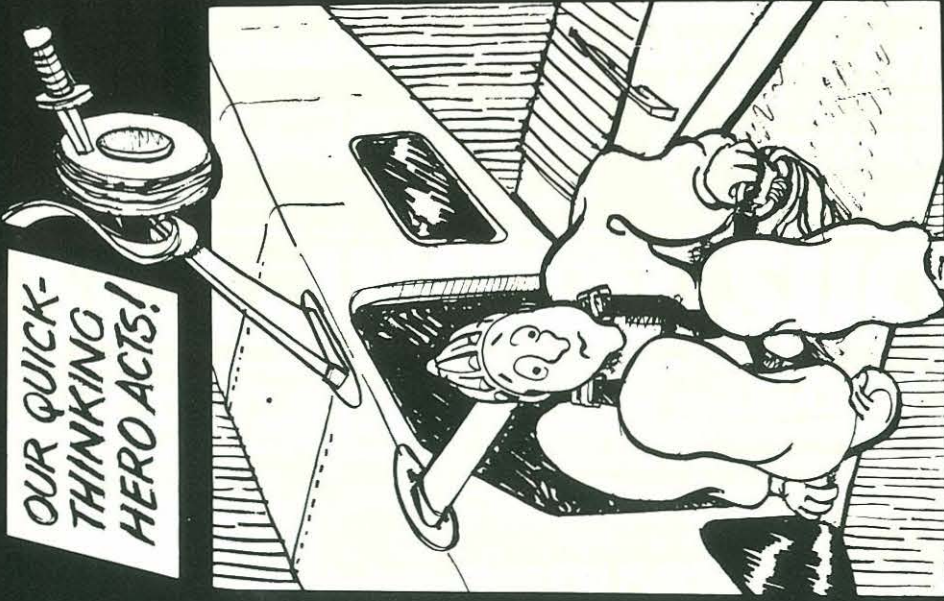


\*Parachute Industries South Africa

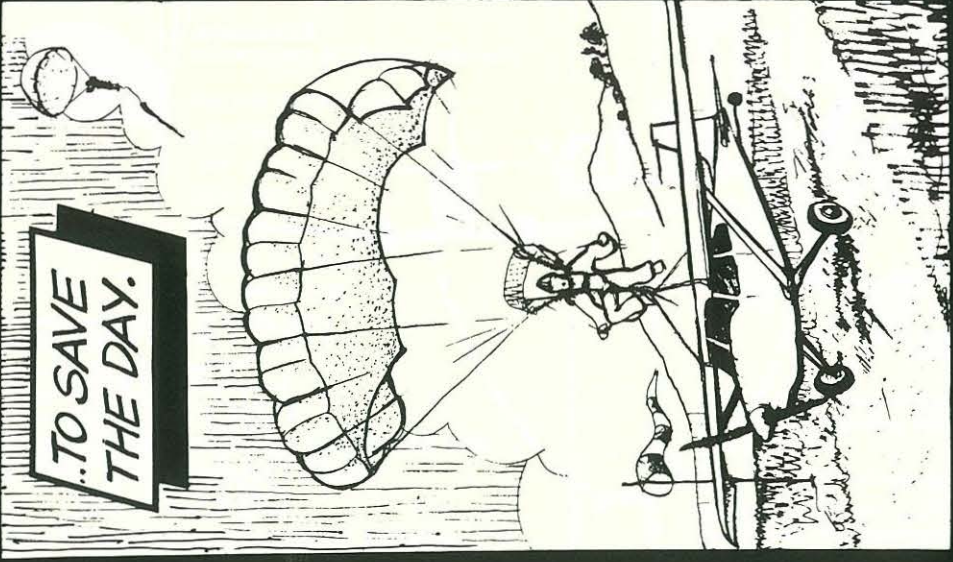
The PISA 26' LoPo Reserve



**AS DISASTER STRIKES....**



**OUR QUICK-THINKING HERO ACTS!**



**...TO SAVE THE DAY.**

**experience the incredible landings of THE UNIT**



- Thomas Sports Equipment (0262) 78299
- Skysports (09803) 3460
- Geelan & Co. Skydivers Ltd. (0249) 720602

**CONTACT**



# SKYSPORTS

We are known for the **LOWEST PRICES IN THE SPORT** — now buy at the **BEST CUSTOMER PRICE — OUR AUTUMN OFFER —**  
OUR LIST PRICE, LESS 5% ON SELECTED GOODS

*FOR THE GREATEST DEAL AT PRESENT PICK  
UP THE PHONE AND DIAL . . .*

**09803 3460**

EXAMPLES

Discount Price

<b>BOOKS AND POSTERS</b> _____	<b>NOW!</b>
<b>Sport Parachuting/Shea-Simonds</b> ...	£4.70
<b>Skies Call I/Keech</b> ... ..	£7.10
<b>Skies Call II/Keech</b> ... ..	£10.00
<b>United We Fall/Works</b> ... ..	£5.50
<b>Skies Call POSTERS</b> ... ..	<b>from</b> £1.00
<b>P.F.F. Log Book</b> ... ..	£3.00
<b>B.P.A. Log Book</b> ... ..	£2.70

JUMPSUITS

Brand X Jumpsuit Ex. RAY (Rainbow) ...	£55.50
--	--------

PIGGY-BACK SYSTEMS

<b>Wonderhog</b> ... ..	£205.50
<b>Classiflyer</b> ... ..	£195.00
<b>Racer</b> ... ..	£180.00
<b>Eagle</b> ... ..	£190.00

<b>Cordura Para Bag</b> ... ..	£10.50
<b>Cordura Departure Bag</b> ... ..	£14.00

**SKYSPORTS  
FOR THE  
BEST  
DEAL!**

*For a more complete list of our Stock see SPORT PARACHUTIST - December-February, 1979*  
**12 HORNE ROAD, BULFORD CAMP, WILTS. ENGLAND SP4 9AE**



**HUGHES SKYSPORTS LTD**

● **PARACHUTE EQUIPMENT SALES** ● **FULL RIGGING SERVICE** ● **AIRCRAFT LEASE**

# FLIGHT SAFETY BULLETIN



*"SAFETY THROUGH KNOWLEDGE"*

Subscribe by sending £2.00 annual subscription to:

**GENERAL AVIATION SAFETY COMMITTEE**

33 Church Street, Henley-on-Thames,  
RG9 1SE

# LASKUVARJOURHEILU

*the Finnish  
Parachuting  
Magazine*

1 year subscription \$10 airmail  
4 issues yearly.

Write before your next jump to:

LASKUVARJOURHEILU  
Box 653, 00101 HELSINKI 10  
FINLAND



Subscribe to . . .

## FREE FALL KIWI

**FFK Offers More!**

- \* News
- \* Articles
- \* Interviews
- \* One full Colour Issue Every Year

*Subscription Rates:*

*New Zealand: \$6*

*Overseas Surface: \$10*

*Overseas Airmail: \$12*


**ADVERTISING AND EDITORIAL OFFICES:**

P.O. Box 3603, Wellington, New Zealand

# THE BPA SHOP IS AT YOUR SERVICE!

SEND FOR  
PRICE LIST/ORDER FORM  
TODAY!





# **G.Q. UNITS IN AN OCTAPLANE**

**CONGRATULATIONS  
FROM GQ PARACHUTES  
TO SYMBIOSIS ON  
THEIR GREAT  
PERFORMANCE AT  
THE 1979 WORLD  
CHAMPIONSHIPS**

**CONTACT:  
THOMAS SPORTS EQUIPMENT  
SKYSPORTS  
GEELAN & CO. SKYDIVERS LTD**

# LET A LITTLE SUNSHINE INTO YOUR LIFE

## GET THIS POSEIDON PATTERN **STRATOCLOUD LITE or CRUISAIR**

From **GEELAN & Co. SKYDIVERS Ltd.** or choose from four others, Apollo, Vulcan, Zeus and Helios.

Both of Para-Flites' exciting new lightweights are in stock at **Geelan & Co. Skydivers Ltd.** in these 1980 colour patterns.

### **STRATO-CLOUD™ LITE**

- ★ Weighs only 11½ pounds.
- ★ 7 cell-230 square feet.
- ★ new 1.25oz. Ram-Air fabric.
- ★ High performance—soft landings.
- ★ Only £425 complete.
- ★ 1980 patterns shown plus solid red, white, blue, black or gold.

### **CRUISAIR™**

- ★ Weighs only 10 pounds.
- ★ 7 cell-200 square feet.
- ★ New 1.25oz. Ram-Air fabric.
- ★ High performance—soft landings.
- ★ Only £410 complete.
- ★ 1980 patterns shown plus solid red, white, blue, black or gold.

## Jump your new Cloud Lite or Cruisair in:

- WONDERHOG II**, by The Relative Workshop (Bill Booth) **£215**
- STRONG EAGLE**, from Ted Strong **£199**
- SST RACER**, from the Jumpshack **£189**
- CLASSIFLYER**, Top Secret by Jerry Myers **£204**

## WHEN YOU NEED TO USE YOUR RESERVE, WHY NOT USE THE BEST THERE IS:

**NATIONAL**, 26ft. Lo-Po **£199**

### **THE GH DIAMOND ACRYLIC JUMPSUIT**

(Shown in Blue/White) must be the Best Value available at only **£47**

**7 body colours, Blue, White, Gold, Red, Green, Orange and Black. 5 trim colours available. Choose your own trim pattern.**

**ALTIMASTER II**, Swiss movement reliability **£57.00**

**ALTIMASTER III**, made like a precision watch **£49.00**

**PRECISION FREEFALL LOGBOOKS** only **£3.00**

# GEELAN & Co. SKYDIVERS LTD.

11 WESTLAKE PLACE,  
SUTTON BINGER, CHIPPENHAM,  
WILTSHIRE Tel: SEAGRY (0249) 720602

Photo by Charlie Shea-Simonds

