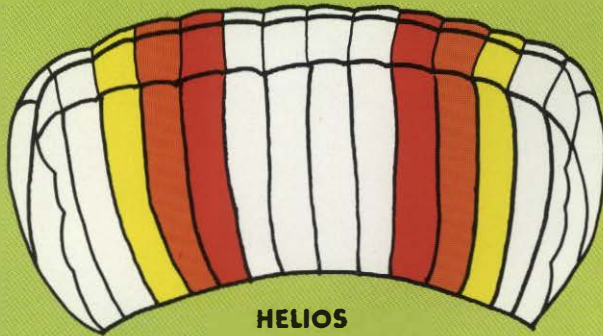




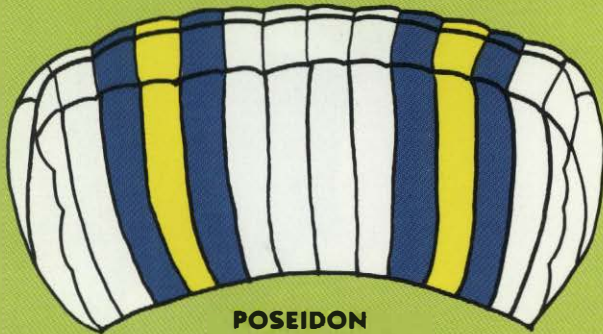
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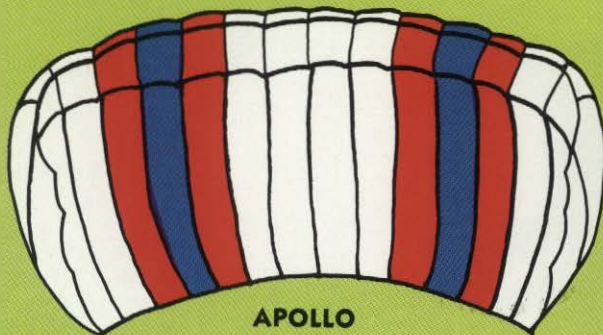
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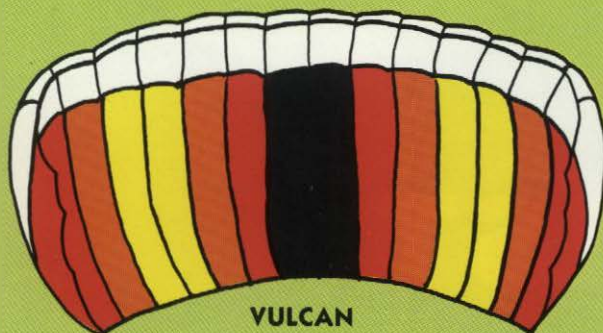
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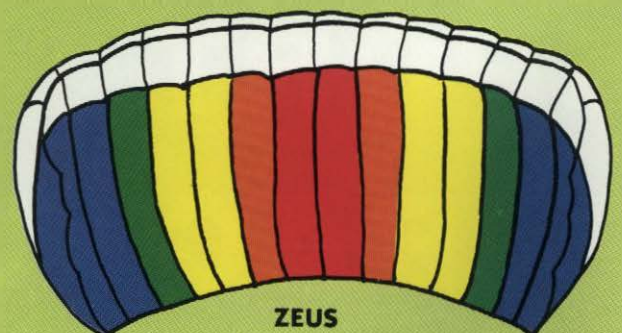
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FULL TIME

Peterborough Parachute Centre
Sibson Airfield, Wansford,
Peterborough

W. J. Meacock
(at club address), Sibson Airfield
Tel: Elton 490

Hereford Parachute Centre
Shobdon Aerodrome,
Leominster, Hereford
Tel: Kingsland 551

Chief Instr ctor
(at club address)

British Skysports
Bridlington Aerodrome, Bridlington,
Yorkshire

Chief Instructor
(at club address)
Tel: 0262-77367

WEEKEND

Midland Parachute Centre
The Airfield,
Bickmarsh, Worcs.
Tel: Bidford on Avon 8391

Dave Deakin,
Titton Cottage,
Stourport-on-Severn, Worcs.
Tel: Stourport on Severn 5954

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 70111, Ext. 10

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)

Parachutists Over Phorty Society
(POPS U.K.)

J. Cooke,
Broughton House,
Field Broughton,
Nr. Grange over Sands,
Cumbria.
Tel: Cartmel 4545

The Secretary
(at club address)

Scottish Parachute Club
Strathalan Castle, Auchterarder,
Perthshire
Tel: Auchterarder 2572

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 S12FS

South Cotswold Parachute Club
Badminton, Avon
Tel: Bristol 568173

J. French,
11 Homestead Gardens,
Frenchay, Bristol.

Spread Eagles Parachute Club
Nr Melcombe Bingham, Dorset

Sally Corr
24 Southlea Avenue,
Tuckton, Bournemouth
Tel: 0202 421108

WEEK-END

Border Venture Parachute Club
Brunton, Nr. Aynwick,
Northumberland

K. Noble
Windy Gyle, West Street, Belford
Northumberland, NE707QE
Tel: 06683-289

British Parachute Club
Headcorn Airfield, Headcorn, Kent

Mrs. A. Ward
13 Stainer Road, Tonbridge,
Kent

Cambridge University Free Fall Club
Waterbeach, Cambs.

Miss F. J. Nock
30 Green End Road,
Cambridge.

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
Camperdown Farm,
St Brewid,
Bodmin, Cornwall.
Tel: St. Tudy 543

J. Fisher,
Trethoway Hotel,
Port Isaac,
Cornwall.
Tel: Port Isaac 214

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)

T. Bailey
157 Kenyon Lane, Moston, Manchester 10
Tel: 061-681 1740

Martlesham Heath Para. Club

Mrs. L. Bennett
76 Grundsburgh Road
Woodbridge, Suffolk

Northern Counties Parachute Centre
Tilstock Airfield, Whitchurch,
Shropshire

A. G. Knight
66 Chapel Lane, Coppul, Chorley,
Lancs., PR7 4PQ
Tel: 0257-791881

North West Para Centre
Cark Airfield, Flookburgh,
Nr. Grange over Sands, Lancs.
Tel: 044853672

J. D. Prince
21 The Coppice, Ingoi, Preston, Lancs.
PR23OL
Tel: Preston 720848

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1 Kings Cottages, Stane Street,
Ockley, Surrey

Paraclan Parachute Club
Glenrothes, Fife

D. C. Payne
37 Cromwell Road, Burntisland, Fife

Staffordshire Sport Skydivers
c/o Stoke-on-Trent Youth and Adult
Centre, Pump Street, Stoke-on-Trent,
ST4 1NQ

Tyne & Wear Parachute Club
Sunderland Airport
Sunderland
Tyne & Wear

The Secretary
(at club address)

P. Rice
(at club address)
Tel: 07833-4954

Wales & West of England Para Club

L. Melhuish
Copper Beeches, 7 Cardiff Road
Dianas Powis, S. Glamorgan
Tel: 0222514100

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British Colligate Parachute Association

The Secretary,
13 Carters Crescent,
Fernham Road, Faringdon,
Oxon., SN7 7LA
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National Collegiate Parachute Centre
Hardwick Hall Farm,
Aston,
Nr. Sheffield

D. Turner
The Spread Eagle,
Broad Lane,
Wednesfield,
Wolverhampton WV113SD
Tel: Wolverhampton 66890

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University of Leicester
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Welbeck College
Keele University
Bath University
Manchester University

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Cardiff University
North Wales University
Queen Mary College
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Hatfield Polytechnic
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J.S.P.C. Airfield Camp, Netheravon,
Wiltshire.

Rhine Army Parachute Association

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R.A.F. Sport Parachute Association

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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,
EX85AR
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),
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SPORT PARACHUTIST



THE JOURNAL OF THE
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Mrs. Dorothy Paul *Assistant Secretary*
Susan Bates and Sue Sambhi

Vol. 16 No. 1
FEBRUARY 1979

EDITORIAL

This issue features an article on free fall photography by Rande Deluca who has produced some fabulous photos for this magazine in the past. Rande has also produced some beautiful free fall cine film and his article has plenty of first rate experience to support his message. Coincidentally this issue also introduces the work of some of our own new free fall photographers. On your behalf I hope this is just the beginning!

The 1979 BPA Council looks like being a good one with plenty of grass roots experience. If you or your club encounter any problems please contact your nearest BPA Council Member. The Association is ours and is for our benefit.

I overheard this at the A.G.M.: "If you have to complain about the contents of Sport Parachutist, you've obviously never contributed anything yourself." How true — not only of Sport Parachutist but of our sport as a whole!

Take care of yourselves,

Charlie



Affiliated to the Fédération Aéronautique Internationale
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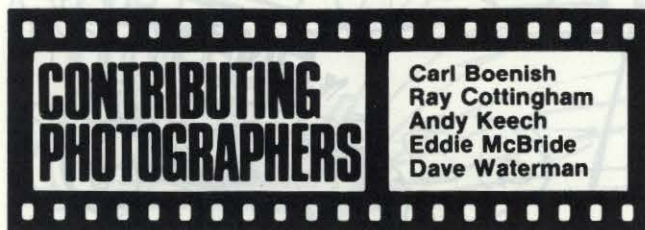
Copy date for the next issue — Monday 19th March

Cover photo — Octoplane

Andy Keech

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.



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THE DROP MAN

Calendar of Events

- 23-27 April '79 BPA Progression Course 1/79, Sibson
- 7-11 May '79 BPA Instruction Course 2/79, Sunderland
- 19-20 May '79 Open RW Competition, Netheravon
- 26-27 May '79 HPC Accuracy Meet, Shobdon
- 29 May-7 June '79 APA Championships, Netheravon
- 14-24 June '79 National Championships, (Classic and RW), Netheravon

- 16-20 July '79 BPA Progression Course 2/79, Shobdon
- 28 July-3 Aug '79 RAPA Championships, Bad Lippspringe
- 20-24 Aug '79 BPA Instructors Course, 3/79, Sibson
- 25-26 Aug '79 Shobdon 'Round' Meet
- 1-2 Sept '79 Open Classic Competition, Netheravon
- 5-9 Nov '79 BPA Instructor Course, 4/79, Aldershot



Another jumping family — the Dearmans at Ipswich. Mum (parascending only!), Sue, Roger, Sally and Dad. The latter has only recently undergone open heart surgery.



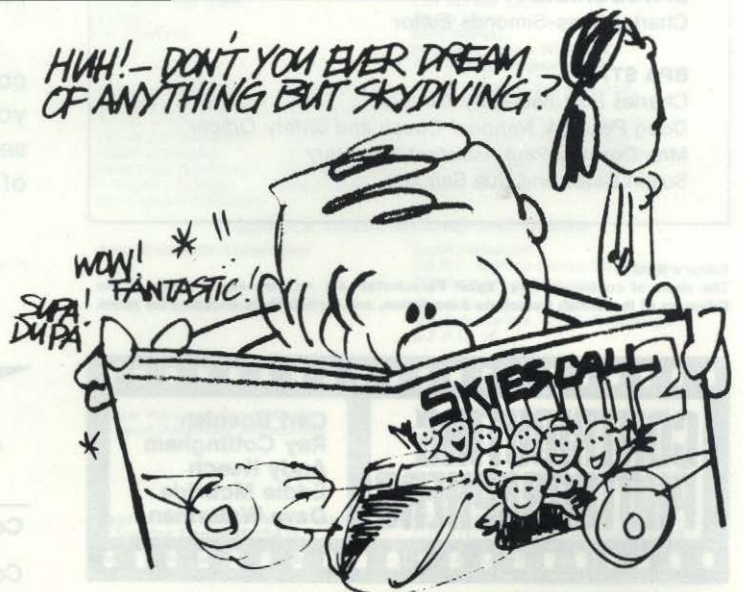
Lecherous Mike Purves with the two new instructors from Martlesham — Stephanie Russell and Donna Barker — all seen at their Christmas Party.

□ □ □

From the A.G.M.:

Which prominent member, with a prominent member, when placed in a draughty position in the dining room, said: "The nose hasn't been as cold as this since we did the wind tunnel tests for Concorde!"

SUPERFLY





PARASHREWTIST by Ken Morton
reproduced by kind permission of Accord Publications Ltd., London EC1

Bunfight at The Grand Hotel Corral

"Get back, get back!" the Sec. Gen. cries,
 "Get in line and form a queue.
 You people just don't realise
 These sarnies must get through.
 No need to push, no need to shove,
 The ration's sure to please,
 It's predetermined from above,
 One ham, one sausage, one cheese."

□ □ □



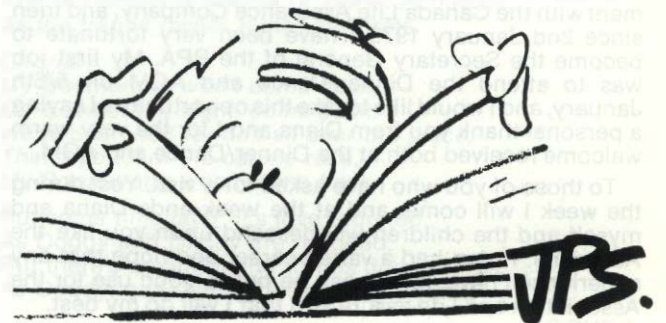
Pirates one and all. The recent APA Riggers Course at Netheravon.



Mick Harris sent this photo of the British contingent at Zephyr Hills before Christmas (see last issue).

— SURE!... WHEN I WAS LITTLE
 I USED TO DREAM OF OTHER THINGS
 --- LIKE GROWING UP, HAVING A
 WIFE, AND KIDS, A STEADY JOB...

— STUFF LIKE THAT...
 I THINK THEY WERE
 CALLED NIGHTMARES.





"Our target man down here doesn't seem entirely convinced that this is the Dirt-Dive procedure for canopy R.W.!"

□ □ □

OUR NEW SEC GEN (by himself)

Born (so I am led to believe) in 1938. I attended schools in Gravesend, Kent. I am married, my wife's name is Diana and we have two children, Richard, aged ten, and Andrea, aged eight. My interests are squash, swimming (parachuting to come?), reading, DIY, and currently Chairman of the local School PTA. Left school in 1955 and joined the Royal Air Force where I studied, and used Chinese from 1957 to 1963 both in the U.K. and Hong Kong, the final four years being spent on training in the language and the writing of a new text book.

In 1963 I studied Russian and used this in one form or another from 1964 to 1978, serving in U.K., West Berlin, and Cyprus. In 1972 my greatest wish came true and I went back to Hong Kong for almost a year. In March 1978 I retired from the Royal Air Force and accepted employment with the Canada Life Assurance Company, and then since 2nd January 1979 I have been very fortunate to become the Secretary General of the BPA. My first job was to attend the Dinner/Dance and AGM on 5/6th January, and I would like to take this opportunity of saying a personal thank you from Diana and I for the very warm welcome received both at the Dinner/Dance and AGM.

To those of you who have asked for a visit. Yes! during the week I will come, and at the week-ends Diana and myself and the children will descend upon you like the Assyrians. I have had a varied career and hope that any experience I have gained can be put to good use for the Association and I do assure you that I will do my best.

CHARLES PORT

I was recently asked to send a POPS membership card to a parachutist, on the occasion of his fortieth birthday. I believe he became rather tetchy about the whole affair. I therefore submit the following, in the hope that it may put into perspective, what seems to be one of life's more traumatic milestones.

Who cares anyway

Jack Benny started this stupid trend,
That at thirty nine, man must pretend.
To cease to count, to bend the truth,
To pledge himself to eternal youth.
To perpetrate this tiresome sham,
To parade his mutton dressed as lamb.
To me it all seems rather sad,
To say that Grandad's just a lad.

It's better, I'd say, than saving face,
To accept one's age with a certain grace,
To carry one's self with style and poise,
Because this is what separates men, from boys.
For at the final count, when the cold wind blows
When the 'reaper' comes and one's number shows.
It's then he'll ask you, just what you've done,
Not, whether you're nineteen or ninety one.

COOKEY

□ □ □

Not so long ago,
Not so far away,
Heads would turn on a summer's day.
A sound like music,
A sight so rare,
The Halfpenny Green Rapide takes to the air.
Silver grey she splits the sky,
Students scream and skygods sigh.
Alti goes through seven grand,
Stomachs churning, sweating hands.
Engines cut and out they fly,
'Where's the airfield?' someone cries.

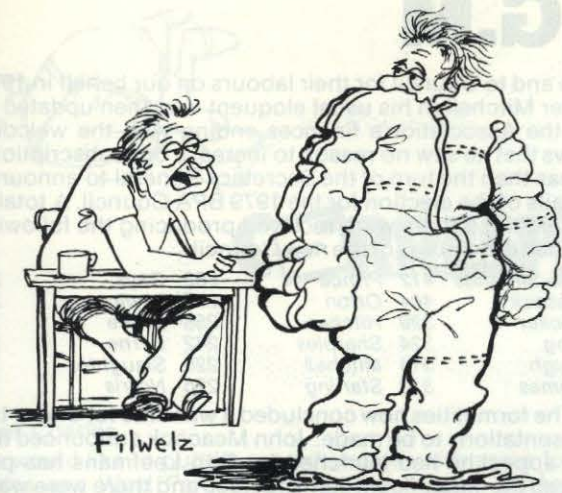
But now alas, she's gone so high,
To that fabled D.Z. in the sky.
Where Mega stars are made each day,
Where winds are low and skies ain't grey.
Where angels jump when they are able,
And even Dave McCarthy's stable. (Private joke . . . sorry)
Where squares don't mal, and spots are good,
And aircraft steps aren't stained with blood. (Ouch)

Oh yes she's gone, but please remember,
Even in this dark December.
Halfpenny Green is still alive,
With newly polished 205.
Don't forget we're still around,
(Not all our jumping's on the ground).
We've six instructors waiting here,
Propped up straight on Banks's beer.
We can handle all you jumping bods,
Just leave the wind at home, you sods!
So come on down and have a ball.
Wuffos, creeps and skygods all.
A D.Z. like you've never seen,
We're all real cool at Halfpenny Green.

Seriously, Halfpenny Green D.Z. is alive and well and living within twenty minutes of Wolverhampton — Come down next weekend.

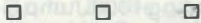
Cheers

ANON B3 195



Filwelz

"There's another little detail that suggests it's not a genuine Uragallo suit, that's the mirror dinghy motif on the back!"



Islander exit over Cyprus . . .

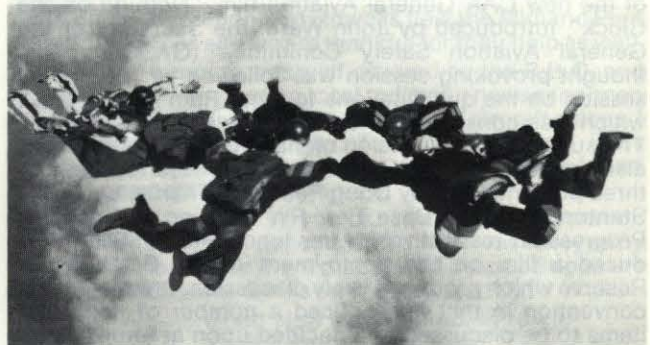


. . . and build up to the subsequent 8-man, by Arthur Gibson.

OOPS!!!!

John D. Prince, uzz C.C.I.,
That fearless master of the sky,
Is hobbling round the packing shed,
His foot's in plaster and it is said
He did it 'jumping' the other day.
Perhaps, the price he's had to pay,
For quickly jumping out of bed???
Perhaps the cause of this calamitous landing
Was the lady's husband, notwithstanding,
Already pounding on the door
Of the bedroom, on the second floor!!!!
But enough, enough, of this speculation.
He 'fell at work', is his explanation.
But on the face of it, it's doubtful whether,
He kept his feet and knees together.

COOKEY



Six man over Sibson by Colln Bruce, whose given me two excellent cover photos for S.P. which will appear later this year.



On a recent foray to the North,
Doug and Charlie and Doggy set forth.
At Cooney's place for steaks and beer,
The evening spent with bags of cheer.
Up next day at crack of dawn,
Aspirins, tea, to greet the morn,
Wandering out, still in a fog,
Now where the hell's that bleeding dog?

Chorus:

*My Boomerang won't come back,
My Boomerang won't come back.
We've searched for him all over the place,
That 'hybrid' of the canine race,
My Boomerang won't come back.*

Poor old Charles, still none too hearty,
Would organise a searching party.
The morning silence, rent with the sound
Of shouts and whistles, 'it' can't be found
And the ominous rumble of muttered threats,
As the frantic owner fumes and frets.

Chorus:

*My Boomerang won't come back,
My Boomerang won't come back.
We've searched for him all over the place,
That 'hybrid' of the canine race,
My Boomerang won't come back.*

But some time later, it's love requited,
As Doggy and Daddy are reunited,
But there's a painful end to this doggy farce,
As Daddy, quite firmly, kicks Doggy's arse.

COOKEY

OUR A.G.M

246 BPA members gathered in Leicester at the Grand Hotel on the fifth and sixth of January for our Annual General Meeting. Thrown in at the deep end was the new Secretary General of our Association, Charles Port, who had only been in the job for a week — it was certainly a memorable experience for him! The proceedings started on the Friday evening with the dinner dance where the absence of Messrs Boxall and Howerski guaranteed that it was a quieter evening than the previous year! Soon after ten the following morning the dealers starting setting up their stalls giving the place the air of an Arab street bazaar — these soon attracted good attendance even if the majority couldn't afford the wares displayed. The Instructors Convention under Jim Crocker's able chairmanship got off to a flying start, literally, with the showing of the new CAA General Aviation film, "Nothing on the Clock", introduced by John Ward, the Secretary of the General Aviation Safety Committee (GASCO). This thought provoking session was followed by the annual session on the qualifications to jump Ram Air canopies which was considerably less controversial than normal. The subsequent discussion on hand deploy systems was also unspectacular. These discussions were followed by three presentations by Doug Peacock, Charlie, and Mike Stanton on Centre Base Ties, RW Training and Student Progression respectively. After lunch Robin Mills introduced a film on the deployment of the Safety Flyer Reserve which produced lively discussion. It was a useful convention in that it produced a number of important items to be discussed and decided upon at future meetings of the Safety and Training Committee. The minutes appear later in this issue.

Soon after four o'clock the AGM proper started with John Meacock ably running the show. He emphasised various points made in his report (sent out with the last issue) and the meeting passed a vote of thanks to both

him and to Council for their labours on our behalf in 1978. Peter Mitchell in his usual eloquent way then updated us on the Association's finances ending with the welcome news that he saw no reason to increase our subscriptions. It was then the turn of the Secretary General to announce details of the election for the 1979 BPA Council. A total of 524 voting papers were received producing the following as the 18 members of the new Council.

<i>Shea-Simonds</i>	412	<i>Prince</i>	282	<i>Gays</i>	223
<i>Meacock</i>	404	<i>Orton</i>	270	<i>Lewington</i>	204
<i>Crocker</i>	329	<i>Hitchen</i>	258	<i>Bruce</i>	184
<i>Laing</i>	324	<i>Sharples</i>	242	<i>Byrne</i>	184
<i>Waugh</i>	314	<i>Mitchell</i>	225	<i>Slaughter</i>	176
<i>Thomas</i>	313	<i>Starling</i>	225	<i>Norris</i>	172

The formalities now concluded it was time for one or two presentations to be made. John Meacock announced that the appeal he had launched for Bob Leefmans has produced the magnificent sum of £1,880 and there were warm cheers as the cheque was presented to Bob Leefmans in person. Charlie then presented his trophy for the Best New Instructor of the Year to Nigel Panther followed by the Chairman presenting 1000 Jump Gold Awards to Dave Hickling and John Norris. Pat Howell was presented with a jump Pilots 200 hour Certificate whilst Suzanne Warburton and David McCulloch received £50 each from the Whitbread Scholarship. The meeting closed with the draw, so ably carried out by our own World Meet Gold Medal Winner, Jackie Smith, with the following results:

£250 — P. Wheeler, £500 — C. Watkinson, £1000 — A. Smith.

The day finally ground to a close very much later after the traditional film show, BCPA & POPS meetings and getting together with friends not seen for some time; all accompanied by the swilling of vast quantities of alcohol. See you all again next year!

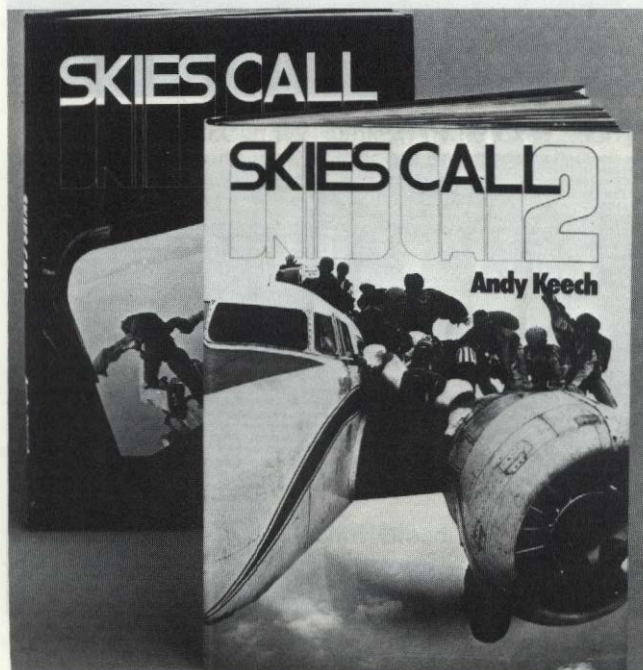
C.S.S

SKIES CALL 2

Published by Andy Keech & JPS, Vanhalla, Wickhurst Road, Sevenoaks Weald, Kent £10.00.
136 Full Colour Pages

The original "Skies Call" took the sport parachuting world by storm in 1974. It was complete delight, an exciting photographic experience which automatically prompted the question — "What next?" It also gained for Andy Keech the Australian Award, "Master of Sport Parachuting", making him only the second recipient of this coveted honour. It had to be a hard act to follow — but, this time with the contribution of 20 sport parachuting photographers from around the world adding their talent, Andy and JPS have not only done it again but they have produced an unbelievably stimulating and imaginative creation of spectacular colour. Skies Call 2 is not just a book that will provide hours of enjoyment for all sport parachutists but it is a rare pictorial presentation of our sport that will be appreciated by all aviators, whatever their particular aeronautical passion. 93 of the 148 photographs are by Andy himself and feature the 1977 World Champions "Mirror Image", the American Army Parachute Team, the "Know-Sense" canopy Relative Work Team and the amazing antics of the Pelican Starship Team. Also included are 8 incredible Carl Boenish photos of the El Capitan Cliff jumps. I don't just recommend Skies Call 2 — I guarantee you won't regret acquiring a copy of this fabulous book.

Charlie Shea-Simonds





Dear Charles,

We would like to put the record straight with some folks. Wales and West Para Club is still in healthy existence although we may have become a nomadic club. At present we are very grateful to the Spread Eagles and Phil Corr for making us welcome at their D.Z. It may be a bit far to travel but it sure is made up for by the genial atmosphere.

One of our events recently was training and jumping seventeen students aged between 16 and 48 years old (including a local Chairman of the Council) who were raising money for an Autistic Children's Society Home here in South Wales, the event being organized by Mrs. Kay Reynolds. The last I heard was that monies raised by those who jumped was approaching the £2,000 mark.

For this occasion the R.A.F. St. Athan allowed us use of their airfield for the day. We are grateful to S.A.T.C.O. and

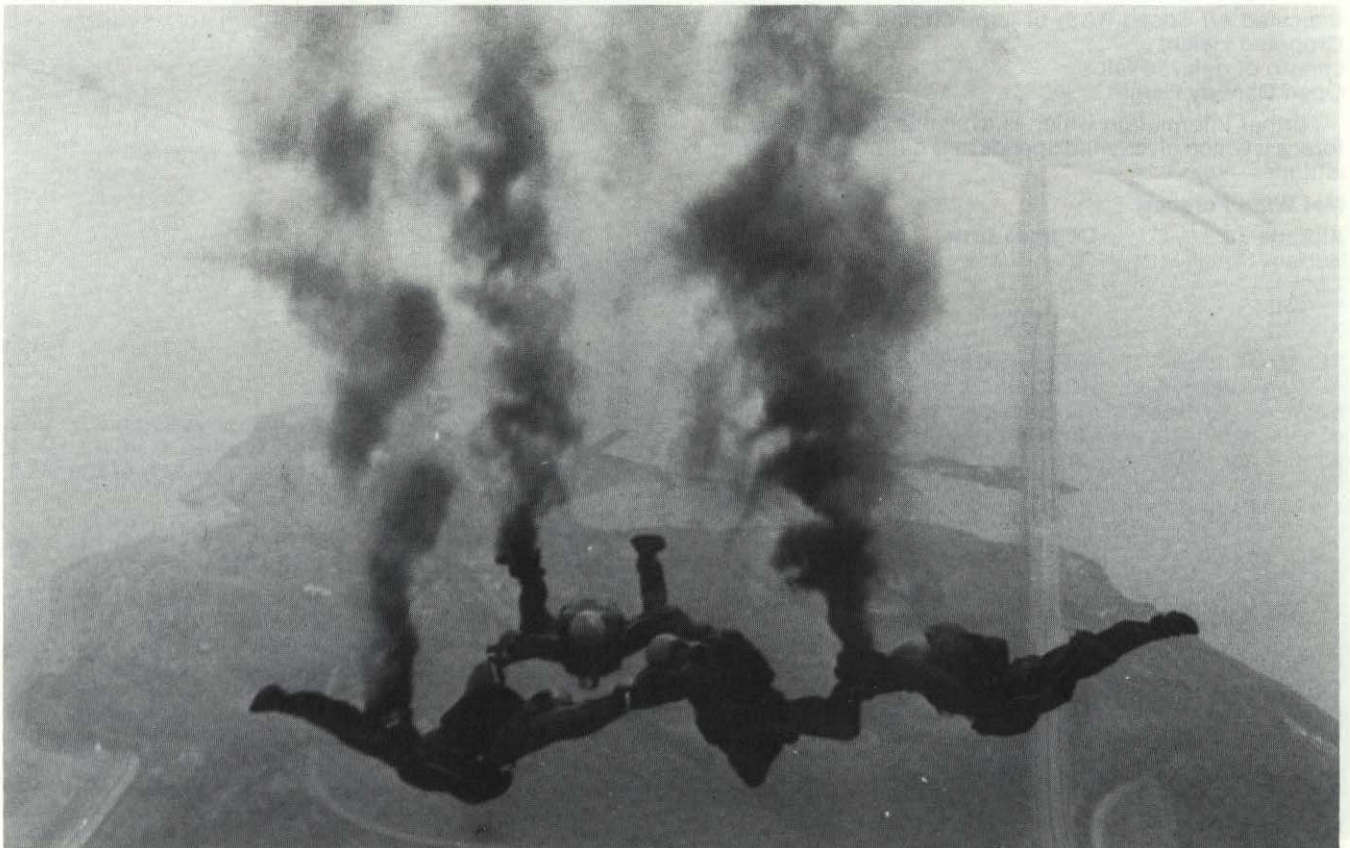
especially Flt. Lt. Allison for their enthusiasm and fantastic co-operation. Pat Howells flew the Midland Para Club C 180 for us and we are thankful for their help as well.

The day's jumping was well covered by the B.B.C. and H.T.V. television including local radio and newspapermen and cameramen all jockeying at times for a craft places. I was very ably assisted by Terry Lynton and Ross Llewellyn who wore fixed smiles and were often found near the cameramen!!

The organizer, Mrs. Reynolds, arranged a celebration night when a cabaret, dancing and dinner was enjoyed by all. 'The terrible three' were discovered propped up at the bar and celebrating drinks with every student.

Good New Years' jumping to all.
Keep it smooth and easy

LES MELHUISE



Ken Guest records the Royal Marine team smoking near the Forth road bridge.

THE THEORY OF SPOTTING

Introduction

Accuracy in landing, be it in Competition, Display or Student Dropping, is the outward and visible sign to all and sundry that you — the parachutist — are doing an efficient job of work.

This accuracy depends primarily on selection of correct opening and release points. That these two are sometimes widely divergent forms the basis of this article. The introduction, circa 1971, of the Ram-Air canopy into this country has not rendered the art and science of spotting superfluous; it has merely extended the opening zone radius from the 480 metres of the Paracommander to the 1200 metres of the Stratocloud.

N.B. Information regarding aircraft and wind speeds is normally given to you in knots. As a parachutist thinks mainly in terms of seconds, the following rule of thumb conversion will be used:

2 KNOTS = 1 METRE PER SECOND (Actually 1,015 Metre per Second).

The Problem

Three main factors have to be considered in determining the release point.

These are:

- THROW FORWARD or PROJECTION
- FREEFALL DRIFT
- CANOPY DRIFT

Let us take as an example a typical set of Dropping conditions, and examine each factor in turn, using the following data:

Indicated Air Speed (IAS) of jump aircraft	60 Kts
Dropping Height	7,000 feet
Length of delayed fall	32 seconds
Open Canopy Height	2,000 feet

Further information which is available to you is a met forecast which gives wind speeds and direction at varying altitudes— viz :

Met Wind Forecast

Altitude	Degrees (true)	Speed
Surface	210	5-8 Kt
2,000ft	270	15 Kt
5,000ft	280	20 Kt
7,000ft	290	20 Kt

The First Factor — Throw Forward or Projection

The Projection is calculated by an empirical formula based on the speed of the jump aircraft. For the purposes of this paper, throw forward is assumed to affect the jumper for 10 secs and differences arising from the increase of True Air Speed (TAS) of the aircraft at altitude are considered to be so minute that they may safely be ignored. The Formula is:

$$P = \frac{5VT}{T+5}$$

where V = Speed of aircraft in m/sec

and T = Length of delay in secs (considered up to 10 secs)

Thus in our example we have a throw forward of

$$P = \frac{5 \times 30 \times 10}{10+5} = 100 \text{ metres}$$

The Second Factor — Free fall Drift

Drift in freefall is calculated simply by multiplying the time in freefall by the mean windspeed expressed in metres per second. In the data we were given we convert degrees true to degrees magnetic by adding 10 and knots to metres per second by dividing by 2. Thus the mean

direction of the wind from 7,000-2,000 ft is seen to be 290 deg. magnetic and the mean speed to be approx. 9m/sec. Freefall time from 7,000-2,000ft is 32 sec. Thus our freefall drift is $32 \times 9 = 288 \text{ metres from } 290 \text{ deg.}$

The Third Factor — Canopy Drift

Canopy drift is once again calculated by multiplying the time under the canopy by the mean windspeed expressed in metres per second. However, whereas both PROJECTION and FREEFALL DRIFT have been calculated in advance before emplaning, selection of the OPENING POINT, as opposed to the RELEASE POINT, must be made with regard to actual rather than forecast conditions. The most common and reliable method is to drop Wind Drift Indicator (WDI) at a height of 2,000 ft over the target, time it, mark its position and transpose the distance covered on reciprocal bearing upwind of the target. This is the OPENING POINT.

The WDI should be in the air for about 110 — 120 secs. It must be timed if an accurate opening point is to be plotted. An alternative procedure is to drop the WDI over a pre-estimated opening point, aiming to land it on the target. Again it is timed, landing position plotted and the opening point adjusted accordingly. This system saves legwork in retrieving the WDI and ensures that it will land on open ground where it will be immediately visible.

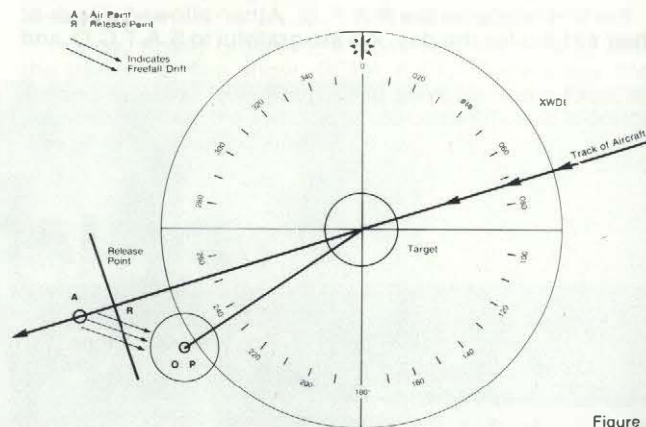


Figure 1

The Method

The calculated FREEFALL DRIFT is marked on the side of the airphoto as a distance and bearing. A WDI pass is made over the target at 2,000 ft the position of the WDI marked and the OPENING POINT plotted.

MARK 'O' on airphoto.

Lay off FREEFALL DRIFT on the indicated bearing from this point to produce a theoretical AIRPOINT.

The aircraft runs in over the target towards the AIRPOINT. In our example the RELEASE POINT is 100 metres short of this to allow for THROWFORWARD.

It can be confusing to cover the airphoto with china-graph lines.

Suggested markings are: OPENING POINT — for benefit of jumpers
 RUN IN TRACK — for jumper and pilot
 RELEASE POINT — for jumper

The air diagram (Figure 1) is an example based on data given at the beginning of this article.

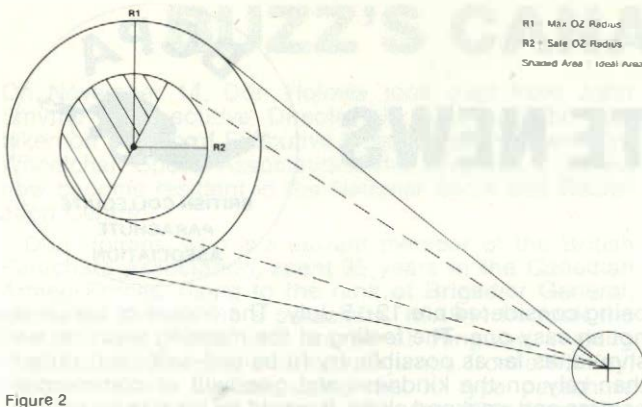


Figure 2

Wind Cones and Opening Zones

The OPENING POINT as indicated by the WDI is the theoretical point from which a plain canopy would drift on to the target. The inherent drift of a modified or Ram Air canopy makes it more realistic to think in terms of an OPENING ZONE rather than a geometrical point. The WIND CONE is an imaginary three dimensional figure within which the parachutist must remain in order to land on the target (Figure 2). If the parachutist strays outside this cone, he will be unable to make the target.

The Opening zone radius is a resultant of the airspeed of the canopy and consequently varies only with the type of canopy used. The extent of this radius is the product of the CANOPY AIRSPEED in m/sec and the TIME IN THE AIR. Assuming this remains at 120 sec from opening height, the following opening zone radii may be calculated:

- Double L Canopy speed 2m/sec x 120 sec = 240 metres radius
- Paracommander Canopy speed 4m/sec x 120 sec = 480 metres radius
- Stratocloud Canopy speed 10m/sec x 120 sec = 1200 metres radius

These, of course, are theoretical limits, presupposing constant windspeeds and allowing no latitude at all in the handling of the canopy. A safer opening zone is half this size, as indicated in Figure 2.

In Conclusion

Accurate parachuting, which plays such a large part in safe parachuting, results from an intelligent study of the prevailing met conditions and their application to each aircraft load. This met information is available each day from the local airfield controller or the local area Met Office. Use it.

DOUG PEACOCK
 National Coach and
 Safety Officer



Alone in the Sky — Neal Reeves over Ipswich by USAF Phantom pilot, Jim Greeson.



COLLEGIATE NEWS



We start the new year with a change. At the first BCPA meeting of the year on 6th January I was elected to take over from Dave Turner as the BCPA Secretary. My address is: 13 Carters Crescent, Fernham Road, Faringdon, Oxon, SN7 7LA; telephone Faringdon (0367) 21203.

If anyone is in the area at any time they are very welcome to drop in for a chat and a drink. If you give me a ring first then I will be able to give directions to the house and also it'll give me a bit of time to tidy the place up!

John Carter chaired the meeting in the absence of Dave, who was in the States. Unfortunately only seven clubs were represented, which can only be described as bad. Hopefully this poor attendance can be attributed to the terrible weather and road conditions and was not due to apathy. The next meeting will be at Sibson on 28th April. I hope the attendance at that meeting will be more encouraging.

As suggested in the last edition of 'Collegiate News' the question of U.A.U. recognition was raised at the meeting. Phil Gibbs, from Salford, described the experiences of his club, where their provisional grant had been cut by half because the Students Union at Salford considered that the Parachute Club was not an 'Athletic Club'. Phil then proposed that the BCPA approach the U.A.U. to request that parachuting be placed on the list of U.A.U. recognised sports. A majority of the clubs at the meeting were against this motion on the grounds that their budgets would suffer if parachuting 'became a recognised sport'. I feel that this attitude may mean that these Clubs are deluding themselves. There is no doubt that parachuting is a sport. (Take a look at the front cover of this magazine.)

The rest of the meeting was mainly taken up with thrashing out the guidelines for the National Collegiate Parachute Championships. It was agreed that there should only be one championship meet rather than two (or more) smaller meets as in last year.

The reason behind this change is one of cost. Not so much one of cost to the Association but more one of cost to those clubs situated considerable distances away from the venues. This has the effect of reducing travel costs and, thus, making more money available for the important thing in life: jumping and drinking! The dates that are

being considered are 12-15 July. The choice of venue is not an easy one. The feeling of the meeting was that we should, as far as possible, try to be self-sufficient rather than rely on the kindness and goodwill of commercial centres and weekend clubs. It would be ideal to be able to use the National Collegiate Parachute Centre but there may be problems with operating during the week. I am investigating the possibility of using an under-utilised DZ which doesn't have the same restrictions. Hopefully we will have all the details ready for finalising at the next BCPA meeting.

On a rather sour note however, I have received complaints that a certain, very commercial, centre has taken money from a collegiate club in payment for training and jumping 30 first jump students. Nothing very unusual in that? Not really, except that the centre in question hasn't bothered actually jumping the students. Believe it or not the club now can't get its money back. For fear of a libel action I'm not going to quote details in hearing from any clubs which have had similar problems. It would make me very happy if I don't get any replies as it has been my experience that nearly all the clubs and centres in Britain go out of their way to help Collegiate Clubs in any way they can. I would like to take this opportunity to express our profound thanks to the long suffering CCs and members of these clubs.

I started by talking about change, and I feel it would be only right to finish by mentioning the person who has been responsible for most of the change within, and indeed the formation of, the Association. I am sure I speak for all the Collegiate Clubs when I say 'thank you' to Dave Turner on his resignation as BCPA Secretary. Dave is still very involved in the collegiate scene through the NCPC and I hope that the clubs will support him in this venture.

Finally please remember that this is your page and to make it successful I need your articles and news, so get the pens out and produce a literary masterpiece for me!

Soft Landings,
STEVE THOMAS C2366

PARACHUTISTS OVER PHORTY SOCIETY (UK) — 28/29th April 1979 RAF WESTON ON THE GREEN

— by kind permission of Wing Commander Jim Reynolds

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BUZZ'S CANADIAN COLUMN

On November 14, Don Holmes took over from John Smythe as Executive Director of C.S.P.A. John has taken on the job of Executive Director for the Canadian Wheelchair Sports Association, who have like C.S.P.A., now become resident in the National Sport and Recreation Centre.

Don Holmes, who is a current member of the British Parachute Association, spent 35 years in the Canadian Armed Forces, rising to the rank of Brigadier General, and is no stranger to a parachute. In 1944 he took the British Army Parachute course at Ringway, making three balloon jumps and six aircraft jumps, from a Whitley, Albermarle and Dakota, using the 'X' type parachute with no reserve. He served with the 12th Yorkshire Parachute Battalion and the 6th British Airborne Division. He made two operational jumps, Normandy 1944 and the Rhine Crossing in 1945. After the war he was Chief Instructor at the Canadian Parachute School in Rivers, Manitoba, served in Korea and spent two years in Poland as Canadian Military Attache. In the last two years of active service, he set up and operated the Canadian Forces United Nations commitment in the Middle East, dealing with four different countries and a multi national force. (After that dealing with C.S.P.A. will be easy.) Having found retirement boring and unproductive, he has accepted the challenge of C.S.P.A. Don is extremely well qualified and we look to him for great things.

The winter Board meeting was held in Ottawa on December 2 and 3, 1978, giving Don Holmes a fast immersion course in the workings of the Association. Needless to say he seemed to keep his head above water. Apart from the usual routine decisions, the Board approved changes to the Constitution and Byelaws, which will be presented to the membership at the A.G.M. next March (to be held in Toronto). The changes are not what one might call fundamental, but rather reflect the changing nature of the sport and the Association. The 1979 Nationals will be organised by the Manitoba Sport Parachute Council at Gimli, some forty miles north of Winnipeg. Two five thousand foot runways are available at this old N.C.A.F. training base. In passing Canadian National Railways have their "engine driver" training centre in one of the old hangars. We will be using a DC3 for the relative work events, a blessing after the problems of the last few years.

Of major importance is the negotiations we are having with the Coaching Association of Canada, with a view to having our Instructor/Coach program certified by C.A.C., and thereby giving us access to other sources of funding. A working committee met in Ottawa in November to discuss modifications to our present Instructor rating system. We found that only a small amount of modification would be necessary to satisfy the C.A.C. guidelines and that our control over and the integrity of the system would not be sacrificed at all. We will have three levels of Instructor (Coach) for student training; the first level serving the function of jumpmaster, the second will include first jump training and the third level advanced student training. In addition we will inaugurate the concept of Coach (Instructor) in Relative Work, Style and Accuracy at two levels, club and provincial, and national. The latter would be qualified to serve as coach for the National Team. Having had the system certified by C.A.C. we would be eligible for grants of up to \$16,000 per annum, to pay for further working committee meetings and preparation and printing of Instructor/coach manuals, the latter being the most important. A further working committee meeting will be held in February to finalise the necessary changes.

A mandatory requirement for the advanced Instructor/Coach levels will be attendance at Coaching Theory courses, which are given by the provincial sports bodies. These courses cover such topics as: role of the coach, psychology of coaching, skill analysis, how the body works etc., some of which have never been considered to be relevant to parachuting, but an analysis should provide much useful input into the role of the parachute instructor/coach.

On the administrative side the year has been one of big change, with a new President after six years, and now a new Executive Director. Three of the five National Director positions are up for election, so that continuity of administration and direction may suffer, if new people are elected. Of further interest is the fact that Pierre Forand, silver medalist in both Rome and Zagreb, has now taken on the job of full time Technical Director of the Federation de Parachutisme de Quebec. He will now be able to see things from the bureaucrat's perspective.

BUZZ.

NATIONAL CHAMPIONSHIPS 1979

1. This year it has been decided to follow the pattern of the Canadian Championships and our own Army Championships by combining RW, Style and Accuracy into one Meet. The dates are 14-24 June and the venue is Netheravon.
2. It is intended to run the Style and Accuracy competition in three classifications:
 - i) Novice Accuracy, open to B Certificate holders with CCIs recommendation of Categories 5, 6 and 7.
 - ii) Intermediate Style and Accuracy, open to C and D Certificate holders with less than 500 jumps at date of registration for the competition. The intermediate Style event will consist of a half set from 200 metres.
 - iii) Open Style and Accuracy, open to C and D Certificate holders. Parachutists with less than 500 jumps will not be precluded from the Open Class if they wish to compete in this class.
3. Parachutists will be able to compete in Style, Accuracy and RW events.
4. The intention is to make the occasion a Meet for all parachutists in Britain. It is hoped that the introduction of an intermediate classification will encourage younger jumpers to compete on equal terms with one another instead of having to fight it out with all the senior hotshots.
5. The extension of the Nationals affords also an opportunity to introduce more Judges into the sport. Previous competition experience is not essential and any member who would like to assist in this way is cordially invited to contact the BPA Office as early as possible.

DOUG PEACOCK, *National Coach & Safety Officer*

ON CAMERAS AND FREEFALL

I almost hesitate to take typewriter-in-hand and begin an article, or series of same, on freefall photography. I think it's just the vastness of information which can and should be passed on if I'm to do it right, and I don't know if I'm really up to it. The thought scares me. But, due to the amount of personal correspondence I receive for info, I'll take the chicken way out, write it once, call it gospel then read all the hate-mail as a result — maybe even put it all together in a book — that seems to be the thing to do — sort of the skydiver's form of senility.

At any rate, as long as I can keep it up, I'll attempt to furnish usable information to those who might ask it. Let's face it — I'm a glutton for punishment. Besides, a couple of awfully good people did the same for me.

Some general babbling and advice seems to be in order. First off, I don't pretend to really know what I'm talking about, but I believe it. The overlying factor in what I say is *my* experience, *my* feelings, so don't be put off by *my* opinion. I believe in experimentation where possible; what I say works, for *me*. At dump time, it's *your* neck, not mine, that will support your Gastroflex Super 70mm, and I love criticism, so if you don't buy my jive, let me know. We're all learning.

So, on with it . . .

Freefall is the most expensive school you can attend, that is, in dollars spent per hour of class time. Add a camera and you're taking two classes in the same amount of time, doubling to quadrupling the price.

If you're going to spend bucks and time on freefall photography, think about what you're getting into. Don't go in over your head. Don't invest five G's on the latest wind-powered 5000fps auto-exposure superflex, if you've never taken a photo, or if you're prone to opening in a track. Excellent freefall photography is a combination of just that — excellent freefall and excellent photography EXPERIENCE. Things move in freefall — horizontally as well as vertically. One never notices this so much until, as a stable filming platform, you see your subjects disappear into the horizon chasing that moving base to the next sequence — they don't always realize it themselves. So, the more experience you have, the better. It's nice to know, for example, how to fly directionally with your legs, 1) so you steer yourself without moving your head, and 2) so you can remain a more stable platform. Your head and torso, in effect, become a dolly. You can zoom much more efficiently with your body than guessing what a changing lens is seeing. You will also come to realize more potential float power and control of horizontal movement — a byproduct is in becoming a better skydiver all around, with and without the camera. If you're not comfortable in the air with a camera on, take it off and get on a team, or concentrate on sequential jumping FROM ALL POSITIONS; otherwise, you lock yourself into one point of view. You must know how to fly. You must know what to expect, to stay ahead of the dive — it even may save you at pull time.

So, now that you're SCR, SCS, WSCR, NSCR, CCR, WSCS and Pope Cardinal on your 19th dive, think about photographic skills. A firm base in photography is essential to getting on to bigger and better things. When the sun goes behind that towering cumulus you're going to skydive into, you shouldn't have to ask the pilot what fstop to use — but don't give up! Sooner or later you'll have to know about lenses, films, filters, f-stops, sunline, filming angle, and even become a minor in the field of electrical systems, batteries, etc. It's an education, sports fans, and it's for real, and no small expense, which brings me to my next point — MONEY. 'You have to spend money

to make money' was written for us, except change the last money to 'GOOD PICCYS'. A good photo system is going to cost bucks — are you ready for it? If not, start small and work up. Or, start with something you can use on the ground when you get tired of freefall, or break your fanny and get it in a cast. First photo jumps read like first jumps: see the results — a new experience! Super! If flicks are good, you're on your way. But, from static line to freefall is a big step, and many don't pass go. When you pass the novelty stage of wearing that brick on your head, the adrenalin wears out, your neck hurts from opening, your ego from missing the exposure, your satisfaction from filming ten one-man's from 20 grand, or your wallet from plain over-abuse, you'll think twice about continuing. But grin and bear it — brighter days are ahead.

So let's take a look at what you're going to get for your 40 hours plus per week on the time clock. There you are, 12,500ft, inches from wrists, when your capewells fog and the sun gets in your gloves. Excuse No. 283: somebody moved the door. For your efforts, pay \$9.00 and advance to jump next.

Enter Joe F-stop, Shutterbug Emeritus. Let's look at his end. Aside from the past investment of \$1,200+ for still equipment, or \$1,000 for movies, or *both* (God forbid), what does he lay out per jump? A brief rundown of film costs would be as follows:

Costs include Film + Processing + Prints (where applicable)

	20 Exp.	36 Exp.
Black & White (35mm)	\$6.50	\$11.00
Color Prints (35mm)	\$12.25	\$16.85
	(24)	
Color Slides (35mm)	\$6.00	\$9.00
Super-8 Movies — per roll (1-3 jumps worth)	\$6.25	
16mm Movies — per roll (1 jump!)	\$38.00 to \$52.00	

To expand on these — they're retail prices to begin with, and any photo shop worth anything should give you a better deal — 10-20% off list, so shop around. Black and white can be bulk-loaded and self-processed with a little practice and equipment, for less than a buck a roll. Then proofs (or contact sheets) made for about \$1.50 per roll of 36 exposures. Buying 16mm direct from Kodak reduces your price from \$14.00 suggested retail to less than \$12.00 (raw stock costs only!). Still, your costs per jump increase up to five times, *equipment excluded*. I once figured the average cost of using a high-quality 16mm camera over several years, 1250 jumps and several thousand feet of film to be \$0.75 per second of operation — after that I quit figuring. 16mm is serious business. The end-of-the-month bank statements will convince you if I can't.

Anyway — shop around, but use some caution. I always use Kodak film (check date for freshness) and always have them develop my color slides for consistency. Black and white I do myself or hand over to the one lab I trust — four states away! Save on good deals, but don't compromise by buying the 90% off sale on 100 year old film stored over the heaters in back, or by taking your \$10.00 per roll of the 98-man quadruple in-out-up-down to the ANONYMOUS QUIK-PRINT on the street corner. Keep unused film refrigerated and process exposed film ASAP.

There are a few other considerations to make when getting into filming, an important one being . . .

YOUR JUMPSUIT — TO FLY OR NOT TO FLY

The last few years have witnessed many innovations in

flying techniques and possibilities. A major factor in this has been long-overdue improvements in the design of our gear. Falling has been replaced by flying. It should follow, then, that the freefall photographer will be required to fly more, along with his subjects. The requirement to just stay above the formation is giving way (and should have long ago) to that of total mobility with respect to the subject, especially since most of our work regards a subject which will not fly to us. This means a need to have the power to drop *below* a formation, work around it, come back up. And remember: 10-14 pounds on the head is, in reality, non-distributed weight, which causes a change in your center of gravity, and which can have a noticeable effect on your total flyability.

As you slide, so shall ye lose altitude. It's simple geometry, physics and aerodynamics. Simple? . . . Who said simple? Anywho, if your jumpsuit only allows you to stay with the formation, it's insufficient, for you need, as well, the ability to move to another side without losing altitude (i.e., you must actually be floating as you slide). Note that I'm not speaking of accomplishing this on a 60-mega-blot, as there obviously *are* limitations.

We have noticed certain trends with certain dives, for example sequential; even the most accomplished teams tend to move both vertically and horizontally throughout their duration. When a formation breaks to smaller pieces or individuals, the tendency is for those smaller units to accelerate from the now surprised photographer who has just succeeded in matching the rate of fall of the complete formation. And, of course, a building formation slows its rate of fall corresponding to the size and format. Now when shooting stills only, you can afford some slack in movement to gain position, but with movies one must keep things to a relative constant — size, composition, etc., (or at least it's preferable to do so for T.V. coverage or team training).

Also, as formations change, they have a tendency to slide horizontally. If you don't believe it, sit still throughout a dive and watch your buddies disappear onto the horizon, or slide into you (remember that excuse?) then watch them all deny it on the ground. Better yet, give me the nine bucks and I'll show you *lots* of film.

So as you chase that building formation, using all your concentration toward closing that lateral gap, everyone gets together and . . . MORE FLOAT! Enter — the jumpsuit! It's not the size of your tool, but how you use it. Big wings do not a flying machine make. Jumpsuit effectiveness has been found to be directly related to, among others, design, shape, size and material. Though they are good for starters, the old style 'add-on' wings are barely sufficient today. For one, being of a flat surface and outward curved edge design, they lose effective lift. The outer edge almost always folds back, reducing wing area under tension; under relaxed conditions, the wing curves back, allowing air to spill out. One solution — dart the outer portion of the wing, providing a cup to trap the air. (This doesn't aid in directional airflow about the wing, though.) My preference is toward the wing which is integral with the jumpsuit arm and torso, has a reverse curve and elastic swoop cord. This provides a cupping effect and a more firm outer edge for variable control. Materials such as the new acrylics and even cordura can add apparent float and control, as can placement of darts in the wing. BUT, you can overdo it! Having to hang everything out or making your suit too big can affect your steadiness as a camera platform — creating the 'falling leaf' effect, i.e., rocking side-to-side as you attempt to float. The right suit, usually found through experimentation, will allow you to stay with a 2-man to a 50-man, AND THAT'S THE TRUTH!

Rig design is worth mentioning as well. Large wings create more burble on your back which may lead to a higher scare factor come pull time. I've finally come across to the hand-deploy camp. You get your pilot chute into clean air *right now* and you eliminate one flopping in your burble next to that \$2000 entanglement device in your hat, not to mention a main ripcord, should a malfunction occur. Note that wing design may not allow conventional placement/routing of the hand-deploy system — CHECK IT OUT! I also prefer a piggyback, since the thought of opening a chest reserve with cameras on (entanglement possibilities plus point of suspension) is just not my idea of a good time. The requirements for a main canopy are two: open softly and *consistently* and give nice landings, especially in no wind. Your 'nice' opening might not seem so with 6-14 pounds ballast on your noggin. NECK INJURIES ARE CUMULATIVE — SAVE YOURSELF! I used to jump a Starlite, and *liked* the openings — *not for cameras*. Be wary of sliders — they'll get you when you least expect it. And landings — landing on your ear on a hot, no-wind day at a high altitude D.Z. never hurts so much as a trip to the local camera repair. Also, that canopy that lets you down nice, but a little 'firm' — ever listen to the sound of metal jarring against itself? Envision pieces quietly self-destructing on landing jolts.

HEAD? . . . OR BIRD IN THE HAND?

Now I know you all can't and maybe needn't run out and install a camera on the ol' Bell and start shooting right away. In deciding what to do . . . ponder the following:

Hand-held cameras *may* save time and money on a mount and motor-drive, but you'll have to work at it to drop a helmet-mounted camera, and that quick-shot sequence is a little more difficult without a motor. Handheld is e-z to aim, but you sacrifice arms and hands and visibility for total flying. If you want the viewing, consider an inverted mount with a sportsfinder. Helmet mounts are an extra weight and pilot-chute entanglement device, but hand-deploys are helping alleviate the dancing pilot chute, and try and cut away with a camera in hand (or think about the number of reserve entanglements with hand-held main ripcords — now a camera?) Can you hang outside the DC-3 or Cessna with four others easily? Movies and hand-holding don't go together on the ground very well, let alone free-fall.

Helmet mounts definitely provide more freedom of movement and safety margin, so long as you realize the limitations. They are more involved, more costly and must be watched when opening that piggyback reserve. But, assuming semi-serious work is in order, the helmet-mount stacks up points above.

And of course, your frapp factor is increased in either case, so caution is in order.

Once you've decided to use the helmet mount, keep in mind the functions — support and protect. It should be obvious that you need a well-fitting helmet for maximum efficiency. My choice has always been a nice, snug Bell RT, modified by adding a chin strap and cup, and, of course, the camera and sight. It's my understanding that these models are no longer available, and the new ones aren't as small (shell size) or well-fit. Ya can't win!

Hockey hats are being increasingly used for cameras, especially the newer, lighter 35 mm SLR stills. I use one for RW, but still prefer the Bell for cameras; besides, the weight of two cameras will likely prove hockey caps insufficient. In any case, go for a secure support and good fit — your helmet becomes your tripod.

RANDE DELUCA

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FLYING HOOKED UP

Flying formations as a unit is interesting, exhilarating and fun. You can dock the formations you fly together into new shapes. You can track a single formation across the sky. You can build several formations side-by-side, and then race each other to see which group can go the furthest the fastest.

Seeing another 'flying piece' heading into yours for a dock is always exciting. The slow motion movement makes it seem like an outer space scene in a movie.

Only our imaginations limit the size and movement of groups of two or more divers gripped together and flying as a single unit.

When flying group formations (two or more divers together) the basic theory and techniques of working relative to one another are the same. However, you must understand some of the special considerations of group flying, and remember them.

It is hard to start a group moving. Compared to an individual body, groups or 'pieces' flying together are hard to get rolling, because inertia increases with the mass of the group. The more people flying hooked together, the slower the starting movement will be.

Stopping movement is harder, too. In this case, momentum increases with mass to make stopping more difficult. Once initiated, turns are difficult to stop and require the focused attention of the entire group to accomplish them.

Starting and stopping a flying formation is the major responsibility of the person(s) on the tail. This is done primarily with the legs. To start movement, the legs are extended. Braking or stopping is accomplished by the tail person using an exaggerated knee-drop, like flaps on an airplane or the tail feathers of a bird. (See Figure 16 for illustration of knee braking.) When braking, the tail person should drop below the formation slightly. For moving forward, he should be slightly above the group.

Turns are the major responsibility of the person on the point of the formation. The most effective turn for the person up front is a 'body-turn'. A body turn is accomplished by bending sideways and leaning into the turn. The arms will be asymmetrical. A normal relative work turn is not effective in group flying.

The 'wing' people, or the divers on the edges or sides of the formation can hinder or help movement. The basic trick is that the wing people on one side of the piece should work with the wing people on the other side. One side should not out-fly or over-fly the other side.

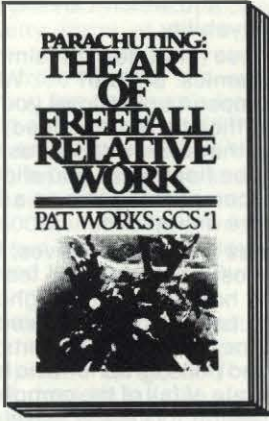
In a turn, the wing people on the inside of the turn dig in with a knee (right knee for right turn) and pivot on a point, even backing up slightly. Those on the outside of the turn should extend arm and leg(s) to bring, or push, their side around. The tail will help determine at which point the group should pivot and use knees to adjust the turn. To stop the turn, the outside wings should begin to stop soon enough so that the turn is not overshot.

Everyone in the flying group must try to maintain as much eye contact as possible with the other group(s) of flyers. All groups should work toward the lowest one. On docking, never fly your group past the docking point if it will cause another group to have to fly further to dock. The dock should be simultaneous if there are more than two pieces to be docked, so as to avoid two docked groups floating above a third which is on approach to dock.

Don't forget that grips in hooked-up formations must never hinder another person's flying. Simultaneous movement and grip changes are important to avoid uneven 'waves' of movement that cause unplanned turns.

To track a group, it is most effective to drive forward horizontally to gain speed. Often the tail person may be able to extend arms, Superman fashion, for additional forward drive. *Everyone* in the group must use their entire body in a track.

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SHOBDON SEMINARS

Two Classic Event Seminars will be run by Paddy Byrne at the Hereford Parachute Club, Shobdon, as follows:
23rd-28th April and 28th May-1st June
For further details contact Paddy on 056881-551

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- (4) Transponder — King KT76 APC
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GLIMPSE INTO THE PAST - HARRY WARD

Two years ago, in *Aeroplane Monthly's* Flying Spectacular supplement, I told the story of Leo Valentin, who was probably the most famous birdman of all time and who became better known even than the American, Clem Sohn. Both Valentin and Sohn attempted, with varying measures of success, to "fly" on canvas wings by jumping out of aircraft, their final descent being by parachute. Both men died tragically and very publicly, Sohn in 1937, Valentin in 1956. There were other birdmen, of course, men who experimented, and men who failed tragically.

But today, living quietly in Harrogate, Yorkshire, is a man who in many ways pioneered the techniques which were later exploited by others. Harry Ward made his first parachute jump at Northolt in 1926. Now, 2,000 descents later, and having proved his point in the interim, he lives in retirement. Ironically, his last "birdman" jump was at Dublin's Phoenix Park in the year Sohn plummeted to death near Paris.

A member of the Royal Air Force's travelling parachute team, he made his premiere jump from a Vickers Vimy for the benefit of a visiting officer from the Air Ministry. Harry Ward's prime task was the demonstration of the use of parachutes to squadrons before aircrew were supplied with emergency parachutes. Purely by trial and error the team began to evolve stable position to adopt for landing. Parachute training at that time was virtually non-existent.

Circus performer

Ultimately, he left the RAF and joined up with Sir Alan Cobham's flying circus as a parachutist. Later he was to work with various other barnstorming circuses, including Campbell-Black's and Capt A. H. Dalton's Air Display, with whom he went on tour in India during 1934-35. Harry Ward's son, Malcolm, recalls: "The towns visited in India were largely in native states where an aeroplane had never been seen before, let alone an entire air display. At one time, my father had more parachute jumps to his credit than anyone else, and this was achieved by his years of work with the air circuses — he visited about 180 towns per year — one town for every day of the whole display season — averaging two drops per town."

It was in 1936 that Harry Ward began to experiment with canvas wings which were later to be refined into his "birdman" suit. His equipment was designed by Cecil Rice of Gargrave in Yorkshire and both the village bootmaker and seamstress had a hand in making it up. Initial experiments consisted of suspending Ward in his odd vestment from a crane at Garfield station. As luck would have it, an express train was routed through the station. It slowed down and allowed its incredulous passengers to gawk at the odd spectacle of the batlike figure swinging from the crane jib close to the tracks. The purpose of these experiments is forgotten, but they obviously produced some measure of success. Later Ward had a second suit made with a wingspan of ten feet.

Safety first

The first jumps were made from a height of 11,000ft but, as he became more experienced at controlling the suit, he lowered his exits to 6,000ft. Malcolm Ward comments that an important feature of his father's suit was that the wings were attached to his arms by handles, whereas other attempts at designing a suit had had the wings attached permanently to the parachutist's arms. The advantage of this method of attachment was that should the descent become uncontrollable, the parachutist could simply release the wings, leaving his hands free to pull the ripcord.

Harry Ward's career was not without its mishaps, and on one occasion when he was making a parachute jump at Greystones in County Wicklow on August Bank Holiday, 1937, he misjudged the coastal wind currents and was carried out to sea. Chutes in those days were not steerable as they are today. He attempted to sideslip towards land but entered the water at high speed, sea water instantly filling his lungs and incapacitating him. Volunteers on land formed a human chain to rescue him, but some people in a nearby dinghy watched somewhat disinterestedly, thing that it was all part of the stunt. Finally Harry Ward was dragged ashore and laid out on the beach. Before blacking out, he heard someone say: "This poor b***r's had it!" The Irish press reported the incident with the headline "Parachutist Blown Out to Sea — Thrill For Spectators..." Ward effected a complete recovery.

At the peak of his profession in 1936 and '37, he performed several jumps at both Pinewood and Denham film studios, and clips of his jumps were cut into many of the films made at this time.

Back into service

In 1938, he rejoined the Royal Air Force and was appointed to the parachute training school at Ringway when it started operations in 1940. He was to become chief parachuting instructor at the school. Because of the unsatisfactory and dangerous method of training parachutists to make their first jumps from aircraft — which were by then moving somewhat faster through the air than those of the Cobham era — Harry Ward went to Cardington to discuss the use of tethered balloons for jumps. Ward's idea of using tethered balloons for training parachutists was accepted and is, of course, still used to this day. Special baskets were made which had a large hole in the floor through which the trainee could jump, King George V recognised his services to parachuting when, in 1942, he presented Ward with the Air Force Cross.

Son Malcolm Ward comments: "It is interesting to note that all my father's jumps were free-fall, that most were carried out without a reserve parachute, and that he frequently used to open his parachute at one tenth of the now-obligatory opening height of 2,000ft."

Free-fall expert

Ward pre-dated Valentin's discovery of the stable free-fall attitude by around 20 years. As for the birdman equipment, the vent between the thighs, the cromed steel band around the chest and the handles in the wings which were all features of Valentin's apparatus can be seen in the accompanying pictures, taken in 1936. Harry Ward was a key character in the development of practical Service parachuting in Great Britain. He successfully experimented as a "birdman" and effectively pre-dated others who gained far greater kudos. Unlike them, though, the Yorkshire Birdman lives on to this day.

ARTHUR ORD-HUME

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• EXPERIENCED PARACHUTISTS NOTE •
Parachuting at the Hereford Parachute Club
at Shobdon over the last weekend of every
month from March until October will be
exclusively for you! No students!

**BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY, 14 NOVEMBER 1978
held at BPA Offices, Kimberley House, Leicester**

PRESENT

G. C. P. Shea-Simonds	<i>Chairman</i>
D. Peacock	<i>NC/SO</i>
J. Sharples	<i>MPC</i>
D. Turner	<i>NCPC</i>
R. Willis	<i>RAFSPA</i>
K. Mapplebeck	<i>APA</i>
P. Hick	<i>SCPC</i>
A. Riddick	<i>CUFC</i>
W. J. Meacock	<i>PPC</i>
D. Orton	<i>Staffs.</i>
M. Stanton	<i>Cornwall</i>
P. D. Young	<i>RSA</i>
T. Knight	<i>NCPC</i>
G. Douglas	<i>RGJ</i>
B. Jones	<i>LBFFC</i>
A. Chandler	<i>RCT</i>
M. Beynon	<i>SCPC</i>
D. Schofield	<i>Halfpenny Green</i>
J. T. Thomas	<i>Riggers Committee</i>

OBSERVERS

J. Davies	J. Peck
V. Davis	P. Fisher
R. Dowling	D. Cox
G. Robinson	M. Smith
D. Chadwick	P. Smith
F. Ryland	P. Hibberd
D. T. Hickling	P. Curtis
M. Curtis	C. T. Kirkstead-Moore
P. Walters	

APOLOGIES

M. Winwood	E. Finney
J. Barnes	E. Lewington
M. Purves	

In the absence of J. Crocker the meeting was chaired by G. C. P. Shea-Simonds.

Item 1

INSTRUCTORS CONVENTION 1979 — AGENDA ITEMS AND FORMAT

Agenda items were agreed as follows:

1. Flight Safety— film presentation by John Ward.
2. Student Progression — presentation by Mike Stanton.
3. Centre base ties on S/L systems— film presentation by NC/SO.
4. Relative work training — presentation by G. C. P. Shea-Simonds.
5. Qualifications to jump ram-air canopies.
6. Qualifications to use hand deploy systems.
7. Ram-air reserves.

Item 2

AMENDMENTS TO BASIC SAFETY REGULATIONS

1. It was proposed by M. Stanton that Sec. 16 para 8 be amended as follows: Delete para 8 *in toto* and substitute:

"Parachutists of Cat. 8 or 9 may carry out RW within a group providing they have their CCIs written approval entered in their log book and that there is at least one Cat. 10 parachutist within the group".

Considerable discussion ensued and the motion failed to attract a seconder.

A counter-proposal, made by P. Young and seconded by D. Orton, ran as follows: Sec. 16 para 8. Delete para 8 *in toto* and substitute:

"RW may take place between a Cat. 10 parachutist approved by the CCI and two Cat. 9 parachutists who have been briefed and approved by their CCI".

This proposal was carried unanimously.

2. The following proposals for amendments to BSRs were made by D. Turner:

- a) Addendum to Sec. 8:

"Cat 8 parachutists may use the single point release systems approved by STC with the permission of the CCI in writing".

Seconded by J. Sharples and carried unanimously.

- b) Sec. 8 para 6a to read:

"All parachutes must be packed according to an approved method".

Seconded by A. Riddick and carried unanimously.

- c) Sec. 8 para 9e to read:

"Cat. 8 parachutists and above are allowed to wear footwear of their own choice".

Seconded by W. J. Meacock and carried unanimously.

- d) A fourth proposal for an addendum to Sec. 8 was made. This was:

"Throw away pilot chutes may be used by Cat. 8 parachutists with the written approval of the CCI and after comprehensive ground training. The more complex pull-out pilot chute may be used only by Cat. 10 parachutists".

Considerable discussion ensued and it was recognised that this proposal highlighted the current situation, viz that there is no reference in BSRs to hand deploy systems. D. Turner then re-proposed that the matter be referred to the Instructors Convention. This was agreed.

Item 3

STATIC LINE STRONGPOINTS

1. A request by the NC/SO for standisation of static line anchor points was read to the meeting. It was felt that such standardisation was necessary to prevent accidents/incidents occurring through use of incompatible components.

It was proposed by A. Riddick and seconded by D. Turner that an addendum to Sec. 8 para 13b be made as follows:

"Static line strongpoints in single engined light aircraft conform to BPA Minor Mod 1".

This amendment to be effective from 1st January 1979.

The same proposal embodied a change in the specification of BPA Minor Mod 1. This now reads:

"A static line strong point strop will be made as follows:

Two Reserve Butterfly Snaps (T-10 Type), tensile strength 5000lb each, joined by a double thickness of Type 13 Nylon Webbing (tensile strength 6,500lb), 2ft 6in in length. On the webbing between the two snaps will be a floating 5000lb 'D' ring (AN 6564 type) to which the static line itself is attached. Extra 'D' rings may be used. In no instance will more than two static lines be attached to one 'D' ring. For BPA Minor Mod 1 the strop will be connected to the attachment end of each of the pilot's or co-pilot's seat belts using the Butterfly snaps. The proposal was carried unanimously.

It was agreed that details of BPA Minor Mod 1 be circulated to all clubs.

2. The NC/SO stated that considerable disquiet had been expressed by the CAA (Airworthiness Division) in regard to BPA Minor Mod 2, which allows for the strop to be connected to strongpoints on the fuselage of the aircraft as opposed to the floor. In addition, it was felt that the sideways loads exerted on the fuselage strongpoints could induce metal fatigue as the strongpoints were primarily designed to absorb forward decelerative forces.

It was agreed that w.e.f. 1st Jan. 1979 BPA Minor Mod 2 be deleted. All Clubs using this modification should change to Minor Mod 1.

Item 4

REVISED PILOT QUALIFICATIONS

BPA Certificate and application form

In order to implement the STC decision of 3 October (item 2—pilots) it was necessary to introduce an amended application form and pilot's certificate. Proforma in respect of these were submitted to the meeting for approval.

These were agreed, subject to the following amendments, proposed by W. J. Meacock and seconded by K. Mapplebeck that BSRs Sec 6 para 1 (incorporated in the proforma) be further amended viz:

Line 1 delete "for testing for suitability" the rest to remain.

The second amendment to the pilot's application being that the CCI's signature, as opposed to that of the CFI, was required to substantiate flying hours when applying for additional types.

The third amendment to the pilot's application being that the counter-signature of his CFI or a PPL Examiner was acceptable. This also entailed an amendment to BSRs Sec 6 para 4 viz: add, after CFI "or PPL Examiner".

These proposed amendments were carried unanimously.

Item 5

REQUESTS FOR EXEMPTION

1. Geo. Phillips, request no longer applicable as he has confirmed his intention to attend an advanced course in November.
2. J. Goldsworthy — request for PI status to be extended to February 1979— approved.
3. J. W. G. Vollenhoven— request for riggers status— approved.
4. N. P. Davis, J. Davis, P. Rice, M. Till, J. Tremlett to use single point release. Approved — item 2.2a) refers.
5. J. Matchett supported by D. Turner requested permission to attend the February 1979 PI Course. At this time he will have had 21 months in the sport. Permission granted.

Item 6

REPORTS

1. **Fatality in Canada.** A letter from Tony Oakes, Staffs Skydivers was read to the meeting. Barry Ramsell a former club member had emigrated to Canada and was killed on 25th August in a parachuting accident. Two reports from CSPA were forthcoming and were read to the meeting.

Summary as follows:

RW descent from 8,000ft.

Neither canopy activated.

Equipment— Wonderhog/Strato Cloud
— Navy Conical

Hand deploy still in pouch.

Single point release system activated.

Blast Handle clear of housing but pins not removed.

The NC/SO was to write to CSPA to ascertain whether or not the blast handle had been correctly modified.

2. **PI Course in Hong Kong.** A report on this course had been received from the two examiners — J. Laing and K. Mapplebeck. It was noted that L. B. Hitchcock and M. Skeet had been granted approved instructor ratings and that G. McLane granted PI status. S.P. Coxall failed to reach the required standard for a PI.

3. **Greene Star Trac II system — Defects.** Verbal reports have been received of a serious stitching defect in the reserve risers of some of these assemblies. Pending further information from the manufacturers all owners/users of such systems are advised to have the assemblies checked immediately by an Advanced Rigger.

J. Hiley stated the fault was that in some cases the reserve riser connector link fold back had merely been glued and not stitched. The NC/SO had written to USPA and the manufacturers, to date no reply had been received.

Item 7

INCIDENTS

1. **Netheravon — premature firing of AOD.** This report was read to the meeting. It concerned a S/L student whose Sentinel 2000 had fired and deployed his reserve immediately after exit from the A/c. JSPC (N) felt that after two years continuous use of these instruments they could be approaching the end of

their useful life and were seriously considering replacing them with the FXC type.

2. **Netheravon — I24 rigging.** A verbal report had been received from J. Laing concerning the alleged mis-rigging of an I24 reserve belonging to Mr. G. McLaughlin. This reserve had been rigged by Miss Jackie Wright (RSA). Two statements had been received— from SAC Timmons, an RAF SE fitter at JSPC and CPO G. B. Scott, who had inspected the equipment. The NC/SO had written to Mr. McLaughlin, asking for details. No reply was as yet forthcoming. The NC/SO was to forward the two reports to Miss Wright and invite her comments.
3. **Hereford — reserve operation because of twists.** Student on second descent— no further action required.
4. **Hereford — premature firing of AOD.** Identical with Netheravon incident— no further action.
5. **Flixton — Strong Lopo reserve damage.** The incident report submitted by M. Purves was read to the meeting. It concerned the premature deployment (3,800ft) of the reserve which was part of a Howard Becker Piggyback system. The jumper, D. Willis was engaged in RW when the reserve deployed with the handle still in the pockets. It was stated that the assembly was tight fitting and that the ripcord cable was too short. The reserve suffered major damage and the jumper escaped serious injury only because the jumper landed in a tree. It was the opinion of the meeting that the basic assembly was at fault and the NC/SO was to write to Howard Becker inviting his comments.

Item 8

PREVIOUS MINUTES AND MATTERS ARISING

The minutes were read and there were no matters arising.

Item 9

ANY OTHER BUSINESS

1. **Purchase by the Association of Sentinei 2000 AODs from Paraquip.** The meeting welcomed the offer and recommended the matter be forwarded to Council for a decision.
2. **Sentinel 2000 AOD replacement.** P. Young demonstrated this equipment to the meeting. The power handle had now been superseded by a plate fitting over the cones and a piston. In order for the container to be opened, it is essential that the handle itself moves. The following points arose:
 - a) The only suitable handle is a T10 handle.
 - b) The only suitable pocket is of elasticated webbing without a protective flap such as is found on the Pioneer curved reserves. The pocket must be so positioned so that all cable slack is taken up.
3. **Request for J. O'Keefe (CCI Irish PC) to act as CCI at Mullaghmore, Aghadovey.** A letter from D. Penney requesting that this instructor be allowed to act as CCI at the proposed Causeway Coast Parachute Club in Northern Ireland was read to the meeting. In the ensuing discussion reference was made to previous observations made regarding safety and training standards in the Irish Republic (STC minutes 30 May 1978 Item 8.1). It was decided that the same criteria apply to Mr. O'Keefe as are applied to all overseas instructors — viz: that he is given a standardisation check at a centre in this country. To this end it was decided to invite him to attend an instructors course when convenient to him. The NC/SO was to write to Mr. Penney and Mr. O'Keefe to this effect.
4. L. Thomas stated that D. Thomas, recently returned from the USA, was now using the Safety flier square reserve parachute; had successfully completed the certification course and was now awaiting USPA verification.

AIRCRAFT FOR DISPLAYS

Cessna 182 soon available for display work, complete with experienced jump pilots. Provisional bookings now being taken for 1979 season. Warwickshire based. ••• **Derek Squires, Stratford-upon-Avon 5258 or Patrick Howell, Stratford-upon-Avon 66013 or 021-643 5203 (office).**

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, WEDNESDAY 22nd NOVEMBER 1978
held at BPA Offices, Kimberley House, Leicester**

PRESENT

W. J. Meacock— <i>Chairman</i>	
D. I. Waugh	P. Slaughter
D. Orton	P. A. Howell
J. H. R. Sharples	J. L. Thomas
J. T. Crocker	J. Norris
D. J. Prince	Fit. Lt. Hennessy (<i>RAFSPA</i>)
G. C. P. Shea-Simonds	(<i>Co-opted</i>)

OBSERVERS

J. Davies	J. French
A. Riddick	A. Brooks
T. Butler	J. Lines
P. Anderson	

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec. Gen. BPA*
D. Peacock—*NC SO BPA*
Dr. C. Murray-Leslie—*Med. Adv. BPA*
Brian Reginbeau—*Insurance Broker*

APOLOGIES FOR ABSENCE

WO Laing	G. Lilly
Brigadier J. Starling	

Item 85/78

P.R. CONSULTANTS

Mr. Shea-Simonds introduced the paper from the P.R. Consultants (previously distributed). He made the observation that he personally thought the price had been pitched a bit high but thought this could be negotiated. What was to be decided was: (A) whether the concept of employing a P.R. Consultant is a good idea based on the proposals as outlined in the paper; (B) If it is going to be this particular company; and (C) Can we afford the plan outlined or do we pitch a bit lower and negotiate further. As far as (A) was concerned he had to doubt it was worth giving it a trial for a year — the company works on a year to year basis anyway. As for (B) if anyone else wants to produce details, from any other Consultants they have had dealings with that's fair enough — he had dealings with this company and found them very good. (C) of course is open to discussion.

Mr. Waugh's view was that there was nothing startling new or widely extravagant in the paper but then again what we've lacked is someone to implement it. He whole-heartedly supported the idea on a year's basis subject to negotiating the price—he wasn't happy about £4,000.

Mr. Slaughter agreed with Mr. Waugh.

Mr. Howell commented that of necessity the paper was very general in its nature and he would want to ask questions about 'travelling to your offices' — did this mean travelling to Council Meetings to see what went on there? The price was much too high but thought we should give it a go but at the right price. The Chairman pointed out that not being experienced in the PR Consultancy business we didn't really have a yardstick to judge by. Mr. Shea-Simonds stated that £4,000 was more than his firm pay — on the other hand they would possibly do more work for BPA. This firm has a meeting with them six times per year. He felt they would be amenable to negotiation. There was discussion on the matter of how the Consultants could be of value to clubs— in this connection Mr. Howell referred specifically to P.R. prior to a club applying for planning permission. It was no good after a planning refusal or an enforcement notice. He would like to see the Consultants state how they could help in that particular sphere.

There was general agreement with the idea of employing a P.R. Consultant but it was now a matter of the price. The Chairman favoured a figure of £2,000. It was proposed by Mr. Crocker and seconded by Mr. Thomas that we negotiated with the P.R. Consultants on the basis of a cost of £2,000 per year. Mr. Shea-Simonds would present the Council's views to the Consultants. Unanimously agreed.

Item 86/78

INSURANCE SCHEME

The Sec. Gen. referred the meeting to the draft brochure which Mr. B. Reginbeau had produced outlining the proposed Life Assurance Scheme. It was pointed out that in the past when we tried to negotiate a group scheme the problem was that Brokers required a guaranteed number of members who would participate. BPA of course could not give such a guarantee and neither could we make participation mandatory.

Mr. Reginbeau had produced a scheme which gave the benefit of almost group rates at whatever level of parachuting the participant jumped — it covered the student, the display jumper and the competition jumper and was valid in all FAI member countries.

Mr. Shea-Simonds expressed his fears —(1). He didn't know whether or not this was a good scheme related to any other Life Assurance Scheme and (2) he was very wary of the BPA putting its stamp of approval on a scheme. If we do go along with it what do we (BPA) get out of it. The Sec. Gen. pointed out that there is a suggestion of a capitation fee to BPA.

Mr. Waugh stated that he would like to have the Treasurer's opinion and secondly he would prefer to take it to an independent insurer to get his opinion as to how it rated on the insurance market. He knew absolutely nothing about insurance and sought the advice of the professional when he needed it. The Chairman couldn't see that a decision could be made on the matter at this meeting— he would want a paper on the subject so that this could be studied. The Sec. Gen. pointed out that an immediate decision wasn't being asked for— the brochure presented was an outline of the scheme for their information and Mr. Reginbeau had made himself available to amplify the scheme and answer questions members may wish to put to him.

The Chairman invited Mr. Reginbeau into the meeting and before inviting him to address the members pointed out that the Council needed more time to consider the matter and that it would be advantageous if he could present a paper which would be circulated to all members for them to study. Mr. Reginbeau outlined the scheme and answered members' questions and agreed to submit a study paper for distribution to Council Members.

Mr. Howell made the point that what we were being offered was a Life Assurance Scheme for all eventualities, whereas we should present to members a cover against death through parachuting only. The Chairman invited members to contact their local Insurance Brokers to ascertain their views of the scheme.

Item 87/78

LOAN TO CAMBRIDGE UNIVERSITY PARA CLUB.

Mr. Alan Riddick and Mr. Alan Brookes representing the Cambridge University Parachute Club presented the case in support of the clubs application for a loan of £1500 for a period of one year to be spent on purchase of equipment from the Lashenden Para Club, telemeters and the installation of a pea gravel pit at the club DZ. A copy of the application had been passed to the Chairman and the Chairman Finance Committee. The Chairman outlined the finances of the club.

Proposed by Mr. Waugh and seconded by Mr. Slaughter that Cambridge University Parachute Club be granted a loan of £1500 repayable in 12 months providing all equipment is properly insured with BPA's interest as mortgages noted in the policy and at least three guarantees from responsible club members.

Carried Unanimously

Item 88/78

MEDICAL CERTIFICATE/DECLARATION OF FITNESS TO PARACHUTE.

Twenty clubs had submitted their views on whether or not the current 'Declaration of Fitness to Parachute' should continue in use. These views had previously been distributed to members together with a paper by Dr. Murray-Leslie (BPA Medical Advisor) who outlined to members the arguments he had set out. Although the majority of clubs who had replied were in favour of retaining the 'Declaration of Fitness' as opposed to reverting to the old

style medical certificate requirement he felt it was worth while setting down, as he had done, the arguments for/against so that these could be considered at leisure in advance of the meeting. He felt the main problem in the new system was the question of 'the psychiatric case' getting through but as he had intimated in his paper, he thought that although this risk exists it is perhaps not a great one but nevertheless the BPA should think about it and really consider that if such 'psychiatric case' got through and had or caused a serious accident, how would the BPA stand and whether it could cope with it and whether it minded if this happened. He felt that clubs should be given the option as to which system they operated since obviously there were clubs who felt strongly that they should stay with the old medical certificate system. The Chairman pointed out that there was no compulsion on clubs to operate the new system — in fact some clubs had never gone over to the new system and insisted on operating the old system.

Dr. Murray-Leslie felt that the older people should have a medical examination — the age point for fixing this was purely arbitrary. There was a risk of those over 50 having an undiagnosed medical condition which could lead to an accident. It may be that we should err on the side of safety and quote 40 as the age point — as of course we had already done in the current Declaration of Fitness Form. There was discussion on the question of BPA image should there be a fatal accident to someone who 'slipped through the net' — how would we fare at a Coroner's Inquest? It was felt that this should not present a difficulty since we had defined systems to try to safeguard against just this sort of thing. Such a situation could arise under both systems. It was felt that as the new system had been in operation for only 9 months and without any problems, it may be worthwhile allowing it to run for another year — it can always be reviewed at a later stage. Mr. Meacock, speaking as a Chief Instructor, stated that he had added to current Declaration of Fitness "that parachutists should be physically fit and not overweight".

It was proposed by Mr. Sharples and Seconded by Mr. Crocker "that the current Form of Declaration of Fitness" be retained for a further year".

Carried by 9 Votes to 1

Item 89/78

MAGAZINE ADVERT RATES

Mr. Thomas raised the matter as one of the regular advertisers in the Magazine. He had already spoken with the Editor on the matter. He objected slightly to having to pay a £10 levy per issue if he should want to change anything in his advert. He pays the BPA £432 per year to advertise in the Magazine which he added was good value. He was aware of what the Editor was getting at, he was trying to contain the problem of advertisers continually changing the content of their adverts. This costs money and the cost would be reflected in the printers' costs to BPA. It was the Chairman's view that such extra costs should be met by the advertiser. The Editor produced the letter he had sent to all advertisers and this made it clear that it was not minor changes that would carry a levy but major changes requiring a resetting of the advert. The Chairman pointed out that it was the intention that the Magazine should like other aspects of BPA make a profit to help keep the cost of membership at a reasonable level. The meeting accepted the Editor's views and supported his letter to advertisers.

Item 90/78

COMMITTEE REPORTS

1. **Safety and Training** (Minutes of 14th Nov. 78 previously distributed). The following points arose:

a. **Member of Staff available at STC Meetings**

Mr. Shea-Simonds asked why one of the girls of the staff was not available at the meeting. The Sec. Gen. pointed out there was now a machine in the office which provided coffee and tea for members. Mr. Shea-Simonds said that was not the point of his question — he was concerned that there was no member of the staff available to supply such forms as may be required, as had been agreed. The Sec. Gen. pointed out that those attending STC Meetings and requiring forms etc. normally notify the office in advance and such requirements are made ready for collection — for example, three packages were collected on the night of the last STC meeting and this had been the case at almost every other meeting. It was Mr. Shea-Simonds's view that the reason for having one of the girls available was to provide such a service in addition to tea and coffee. The Sec.

Gen. could not accept that this was the original intention — it was simply to provide tea and coffee on arrival. To avoid the inconvenience of getting one of the girls to stay behind in the evening and to reduce cost (not having to pay overtime if one of the girls was prepared to stay) a machine was now provided. Mr. Prince agreed with the Sec. Gen. that the original intention was to provide tea and coffee only but supported the idea of one of the staff being available at STC meetings.

b. **Pilot Qualification**

Mr. Howell produced a letter written by Mr. Derek Squires pertaining to the recent decisions by the STC. The letter was read to the meeting and subsequent discussion led to a decision that the matter be placed on the agenda of the next STC meeting (19th December 1978).

c. **Purchase of Sentinel 2000 AODS**

The STC had welcomed the offer from Paraquip which was to make available to the BPA 20 each Sentinel 2000 AODS plus associated accessories at cost price and recommended the matter to Council for a decision. The letter of offer from Paraquip was distributed to members. Mr. Shea-Simonds referred to the condition made in the letter i.e. that the AODs are sold only to BPA approved or affiliated clubs that are non-profit making, and must remain in ownership of such clubs. The STC were not sure what Mr. Talbot meant by a non-profit making club. There was general agreement that the purchase would be a good thing but the Sec. Gen. was to seek clarification of what was meant by 'a non profit making club' and would request details as to the availability of more than 20 sets should the demand from clubs be in excess of this figure. Also what price advantage if any would be available for subsequent purchase over and above that made by the Association.

2. **Competitions.** Mr. Waugh referred to the Minutes of 25th October (previously distributed) and the following points arose:

a. **Separate Classifications**

The separate classifications as set out in the Minutes were accepted.

b. **Back-up Staff & Facilities (APA)**

Mr. Shea-Simonds, speaking on behalf of Brigadier Starling and WO Laing asked what back-up staff and facilities would be required to carry on and remain for the Nationals after the Army championships. The NCSO would liaise with WO Laing. Mr. Shea-Simonds also reported that the decision to combine the 1979 Classic and RW Championships and the dates proposed (14-24 June) were acceptable to the APA whose Chairman Brigadier Starling would provide every possible assistance.

c. **Electronic Pad**

Mr. Waugh had written to all members of the 1978 British Team outlining Council's ratification of the decision concerning the testing of the Electronic Pad. The NCSO and Mr. King were tying up the details. The NCSO reported that Dr. Flinn had asked that his pad be tested to destruction and he (the NCSO) would be arranging for the pad to be tested indoors where it would be subject to the maximum possible landings on it and later when the weather is more suitable the pad would be subject to use in a pea gravel pit. The aim was to have an effective Electronic Pad ready for the 1979 National Championships.

d. **Budget — 1979 National Championships**

Whilst none of the Committee professed to being experts in the financial aspects of the Championships they had considered a budget and at this stage, assuming there was no sponsorship we ought to be prepared to underwrite the Championships to the sum of £800. An approach was being made to those commercially involved in the sport to see how they may be able to help.

e. **Sports Aid Foundation.**

There was information of a new and wider criteria for financial aid from the SAF. One application for a team was currently under consideration and the Committee's recommendation to Council would be made at the next Comp. Comm. Meeting. Any applications for aid would be thoroughly considered by the committee so giving Council the best opportunity to make the right decision. Those applications which Council decide should go forward to SAF should be pushed a great deal harder.

f. **BPA Mobile Control Unit & R/T Equipment.**

(i) The NCSO expanded on the paper he had submitted (previously distributed) showing the comparative figures related to the Ford Transit and the V.W. Vans. From an evaluation done by the NCSO he recommended the purchase of a Transit 100 Custom Van with 2.0 litre engine, side loading door and tail gate. It provides a seating capacity of 2,500 lbs. The costing was as follows:

Ford Transit on the road £3854.00 (includes £276.00 VAT recoverable).

Less part exchange value of Maxi £1900.00 = £1954.00

(ii) **Interior Adaptation.** It was suggested this be carried out by the Industrial Design Department of the Newcastle Polytechnic who are already designing a 'phase three' mobile control unit for possible future consideration and that a sum not exceeding £500.00 be allocated for this purpose and including the cost of a new tripod base for the anemometer.

Mr. Orton referred to the old caravan and asked what insurance payment was recoverable. The Sec. Gen. reported the insurance repayment would be £250 against the original cost of £300. In reply to Mr. Crocker the Sec. Gen. stated that as yet the repayment had not been made against the claim which had been submitted in June. Mr. Crocker suggested that this should be 'Chased Up'.

(iii) A proposal by Mr. Waugh seconded by Mr. Crocker that 'a case for special project Grant aid to be made to the Sports Council towards the purchase of a Mobile Control Unit based on the Ford Transit Van as per the quotation'. Unanimously Carried.

(iv) **R/T Equipment.** The NCSO referred to the quotations embodied in his paper (previously distributed and attached these minutes). The best quotation, from Media Communications, was:

3 x Dyer 880 R/T complete with spare batteries and charger: £1400 excluding VAT.

Mr. Shea-Simonds referred to the fact that combining the R/T Equipment with the Van would mean a total cost of some £4,000 which may not be well received by the majority of the membership. He was certainly in favour of supporting Competition but £4,000 may be considered excessive expenditure on one section of the membership. Also, it may be unwise to go to the Sports Council for grant aid for such a large amount—it may be wise to deal with only the vehicle at this stage and leave the R/T Equipment to the subject of a further bid at a later stage.

The matter was put to the vote and a proposal by Mr. Waugh, seconded by Mr. Prince that "the purchase of the R/T Equipment per Midas Communication quotation be included in the case for Sport Council Grant Aid "was defeated by 8 votes to 2".

It was agreed that the NCSO make arrangements for Media Communication to progress an application for a licence to operate the RT Equipment -- likely to take some 24 weeks.

3. **Forward Planning.**

Mr. Howell reported on the latest situation with regard to the Cornwall Parachute Club and its proposed use of Camperdown DZ. Correspondence with North Cornwall District Council shows they accept that parachuting in itself does not require planning permission but that taking off and landing an aircraft does. Mr. Howell felt he had now come to a dead-end—he had tried to help Cornwall Parachute Club so far as he can as a Council Member. They are getting to a stage where they need legal advice and he can't spare any more time on it. If they want to involve him it will have to be on a professional basis.

With regard to Bickmarsh (MPC), an enforcement notice had been served to restrain the landing of parachutists. Mr. Crocker as Chairman Midland Parachute Centre updated the Meeting on the latest situation at MPC. Mr. Howell went on to say that sooner or later we have to take a test case on whether or not parachuting requires Planning Permission. We now have the supporting views of two Councils that the landing of parachutists does not constitute a material change of use and these could be used if we do appeal that point.

It was Mr. Shea-Simonds's view that the matter of an appeal should be a prime project for the coming year when and where a suitable case for appeal presents itself.

4. **Finance**

In the absence of the Treasurer there was nothing for discussion.

Item 91/78

PREVIOUS MINUTES (18th Oct 1978) AND MATTERS ARISING

Item 77/79. The reference to Mr. Howard Reynolds should read Mr. Howard Rolands.

Item 78/79. In reply to Mr. Shea-Simonds the Sec. Gen. reported there was as yet no reply from Jackie Smith to the letter inviting her to attend the Dinner/Dance as the guest of BPA.

Item 79/79. The amendments quoted for incorporation in the Minutes of the 14th and 18th September had been actioned.

Item 79/79. 4. World Parachuting Championships (RW) — 1981. The Chairman read to the Meeting a reply from the Right Hon. Dennis Howell in response to his letter of 20th October concerning the proposed staging of the 1981 World Parachuting Championships in Britain. The salient points from the Minister's letter were:

1. He appreciated the problem that we may have over the possible participation of South Africa in the 1981 World Parachuting Championships but suggested however that this problem should not be allowed to remain unresolved until shortly before the Championships are due to take place and depend solely on the decision of the South Africa governing body.
2. It seemed to him that the BPA needs to consider first of all whether it is able to stage these Championships with a South Africa presence—if it cannot then any bids to the FAI will have to make this quite clear.
3. He could not emphasise too strongly the contents of Director of the Sports Council's letter of 18th October 1977.
4. If the FAI continues to allow South Africa to remain within its membership it will mean in turn that BPA's requests for grant aid to stage and compete in International Championships will be placed in jeopardy.
5. He pointed out that as long ago as Dec. 1974, the Prime Minister, then Foreign Secretary, made it quite clear that the Government regards sporting contact with South Africa, so long as selection on the basis of race and colour is maintained, as repugnant and would receive no official support or approval.
6. He could not give the Association the unqualified support it seeks in staging the 1981 World Parachuting Championships until the South African aspect has been resolved.

In the light of the Minister's reply, Mr. Shea-Simonds expressed his personal view that we should drop any idea offering to stage the 1981 World Championships; We should drop the idea not because we haven't got the Minister's support but because we shouldn't be prepared to be the people to tell South Africa they can't attend. After general discussion on the implication of the Minister's letter it was agreed that the Chairman would reply stating that because of the conditions relating to South Africa's participation this Association was now not in a position to offer to host the 1981 World Championships and comply with the FAI Statutes.

The Sec. Gen. reported that at 21st November the fund totalled £1618.00.

The Sec. Gen. reported that at 21st November the next profit from the Lottery totalled £340.

The meeting agreed to the adoption of the Minutes of 18th October 1978—The Chairman duly signed.

The Sec. Gen. drew attention to the fact that the Minutes of the "closed session" of 18th September which were to be inserted as required by the amendments per Minutes of 18th October had not been sent to him. He also drew attention to the fact that he had written to the Chairman pointing out that his comments to Council at the Meeting of 18th September were in no way intended as an "explanation" of anything but were simply a statement of fact that he considered should have concerned Council. He also referred to the fact that the Minutes of the "closed session" of 18th September had not been put forward for adoption at the Meeting of 18th October with the main minutes although he understands these were available. Mr. Waugh commented that he had passed the Minutes of the "closed session" round the table. The Sec. Gen. was emphatic that he had not received a copy and repeated his point that the Minutes had not been proffered for adoption. The Sec. Gen. had requested that his memo to the

Chairman be accepted as an addendum to the Minutes — this was refused but the memo accepted was an attachment to these Minutes.

Mr. Shea-Simonds referred to the 1978 National Championships and asked how the Sec. Gen. actually invited Gen. Wilson to the Championships. The Sec. Gen. stated that a list was sent to the Smirnoff agents who had undertaken to send out the invitations. Mr. Shea-Simonds pointed out that neither Gen. Wilson nor Mr. John Edbrooke has received their invitations — he also seemed to recall that the Sec. Gen. had reported that Mr. John Edbrooke had told time he would not be able to attend and asked how that message had been received — the Sec. Gen. said either by telephone or when they had spoken at one of the Meetings they had attended. The Sec. Gen. could not immediately locate his correspondence with Smirnoff agents but would do so.

Item 92/78

MR. H. TREMPENAY — CSPA

Mr. Trempenay, President CSPA, currently resident in Nairobi, Kenya has written seeking approval for himself to endorse FAI applications from BPA Members itinerant or resident in Kenya. The Council were pleased to approve the request and expressed its thanks for Mr. Trempenay's interest in BPA Members.

Item 93/78

STAFF CAR PARKING

The Sec. Gen. notified the Meeting that the Car Park currently being used by himself and the NCSO was to be closed by the present owners on 26th November. The current cost is £1.00 per week per car plus VAT — a cost met by the Sec. Gen. and Assistant Secretary giving up their Luncheon Vouchers after

that office moved to Leicester. There was a chance that the new owners of the land which had been purchased for development may permit parking until such time as building was due to start. The alternative would be to park at the NCP (£2.25 per week per car).

Item 94/78

HOME TELEPHONE INSTALLATION — NCSO

The NCSO had submitted a letter requesting BPA meet the cost of telephone installation of his house in Leicester when he moved from Abingdon. The meeting did not approve paying the installation cost but agreed to pay the NCSO £30 per annum to meet the cost of duty calls made from home.

Item 95/78

MEMBERSHIP FIGURES

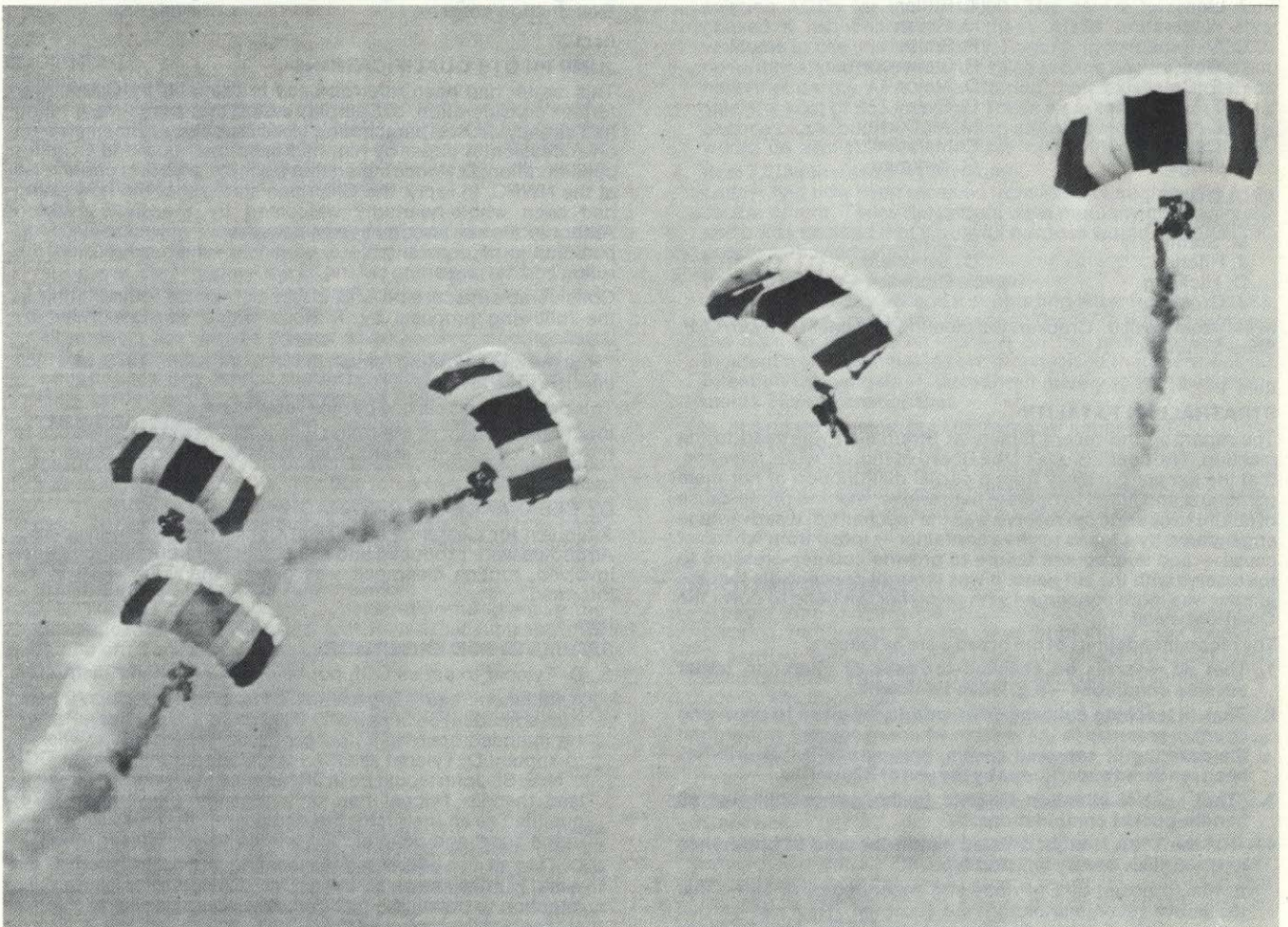
The Sec. Gen. updated the membership figures to 31st October 1978.

a. Financial Year (from 1st April 1978)

New Full	1553	
Prov (4 Mths)	1753	
Prov (2 Jumps)	6793	
Full Renewal	3735	
	13834	(previous year= 7823)
		(increase = 76.8%)

b. Calendar Year (from 1st January 1978)

New Full	1774	
Prov (4 Mths)	1952	
Prov (2 Jumps)	7912	
Full Renewal	3747	
	15385	(previous year= 8662)
		(increase = 77.6%)



Airing their newly acquired Clouds are the Falcons at the start of their 1978 season.

Photo Alan James

**BRITISH PARACHUTE ASSOCIATION
SAFETY & TRAINING COMMITTEE, TUESDAY 19th DECEMBER 1978
held at Kimberley House, Leicester**

PRESENT

G. C. P. Shea-Simonds	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
P. Byrne	<i>HPC</i>
D. Prince	<i>NWPC</i>
M. Winwood	<i>LIFFT</i>
J. Barnes	<i>TWPC</i>
P. D. Young	<i>RSA</i>
B. Wheller	<i>RN & RMSPA</i>
J. Sharples	<i>MPC</i>
G. Douglas	<i>RGJ</i>
B. Charters	<i>Golden Lions</i>
D. Orton	<i>Staffs</i>
I. Louttit	<i>DiSC</i>
A. Knight	<i>NCPC</i>
P. Cavanagh	<i>Black Knights</i>
D. Turner	<i>NCPC</i>
J. L. Thomas	<i>Riggers Ctee.</i>

OBSERVERS

B. G. Nelson-West	D. Gays
J. Peck	J. Davis
J. French	V. Davis
M. French	A. Young
D. Parker	D. Tylcoat
D. J. Matchett	P. Hibberd
D. J. McCullogh	M. McHale
J. Lines	T. Butler
P. Walters	M. Smith
B. N. Bennett	P. Smith
D. Cox	P. Stevenson
R. E. Cole	D. Major
P. T. Ledwards	G. Evans
R. Dowling	M. McCarthy
D. Day	R. Marsden
J. Illidge	G. Kirkman

APOLOGIES

M. Beynon	P. Hick
M. Stanton	B. Jones
J. Hitchen	D. Schofield
D. Hickling	A. Riddick
J. Crocker	

In the absence of J. Crocker, the meeting was chaired by G. C. P. Shea-Simonds.

Item 1

STRATHALLAN FATALITY

The report on the recent fatality at Strathallan was read to the meeting. The conclusions of the Board of Inquiry were, *inter alia*, that the jumper cut away from a partial malfunction of her main parachute and failed to operate her reserve; that the prime cause of failure to operate the reserve was the mechanical disadvantage engendered by a loose reserve container — loose from whatever cause — and subsequent failure to provide counter-pressure to the reserve with the left hand. It was thought conceivable that the jumper was more concerned with using her left hand to cover the Open Capewell.

The recommendations of the board were as follows:

1. That all reserves be checked for ease of operation under adverse conditions— e.g. loose tie-downs.
2. That, in teaching cutaway drills, priority be given to providing counter-pressure to the reserve where necessary rather than the covering of capewell covers, particularly if this drill has been rendered superfluous by the use of R2s or R3s.
3. That special attention be paid to the compatibility of all handle/pocket combinations.
4. That the T10A straight waisted handle be used in preference to the British deeply waisted type.

It was proposed by D. Prince and seconded by J. Laing that the above recommendations be accepted. This was carried unanimously. Further discussion centered on specific types of reserve handle. CCI's were requested to consider the matter and provide input for the next STC Meeting.

Item 2

INSTRUCTOR COURSE 4/78

A report on this course was given by the NCSO. Eighteen candidates had attended the examination course, fourteen of whom had been recommended for an Approved Instructor Rating. A further fifteen candidates had attended the PI course, fourteen had been passed and given a PI rating. Individual reports had been forwarded to CCI's concerned, including those of unsuccessful candidates.

As a result of the course, the following Advanced Instructors were upgraded to Examiner Status: D. Hickling, I. Louttit. The following Approved Instructors were given Advanced Ratings: G. Phillips, R. Lutz. All four upgradings were approved by the meeting.

The Case of Kathy McCormac, who had successfully completed a nine month probationary period as a PI and who had obtained a good pass mark in the final examination was considered. The point at issue was the validity or otherwise of a CCI's recommendation. It was proposed by D. Orton and seconded by I. Louttit that the Instructor Rating be ratified. This was carried unanimously.

Apropos the latter point the Chairman deplored evidence of inter-club politics and urged all members to work together wholeheartedly for the benefit of the sport. He further expressed the thanks of the meeting to all Instructors who had given their time throughout the year to assist in the running of Instructor and Examination courses.

Item 3

JUMP PILOTS QUALIFICATIONS

This matter had been referred back to the STC by Council for further consideration. J. Sharples stated that the current ruling had already caused parachuting to be stopped at Bickmarsh on one occasion. A paper by him had been distributed to CCI's for consideration. D. Prince stated that a similar situation could arise at the NWPC. In reply, the Chairman stated that the new rating had been wholeheartedly welcomed by the Civil Aviation Authority. He had also received a letter from P. Tymimski, a pilot/parachutist of considerable experience, which supported the ruling and the reasoning behind it.

Considerable discussion and dissension arose, culminating in the following proposal by T. Rose which was seconded by J. Laing.

"That the current ruling remain in force until June 1979, at which time it is to be reviewed".

This proposal was carried by nine votes to six.

Input on the effect of the ruling was to be forwarded by CCI's to the office for collation in anticipation of the review next June.

Item 4

DZ CLEARANCE—P. CAVANAGH

A request for clearance of a DZ at Cockerham was considered. Airphotos were produced and as no special circumstances were involved, routine clearance was given. The CAA were to be informed.

Item 5

REQUESTS FOR EXEMPTION

1. D. Tylcoat to act as CCI, not being an Advanced Instructor. A statement requesting exemption from BSRs section 2 para. 2 (as amended) on behalf of D. Tylcoat was made by D. Parker. He intended opening a new centre at Headcorn and wished to appoint D. Tylcoat as CCI. He stated that the current CCI, L. N. E. St. John would be in attendance at weekends. He realised that D. Tylcoat had only recently (November 1978) qualified as an instructor but considered that his eight years in the sport and general background fitted him for the task. D. Tylcoat also addressed the meeting, reminding them of his work with students at the REME Club and declaring his intention to obtain the most modern equipment available for students at the proposed new Club.

Observers were asked to retire and the request was discussed by all CCI's. It was decided as a matter of principle that the

STC should be reluctant to grant such exemption to anyone who had held an approved rating for less than twelve months; that such period was necessary in order for an individual to gain experience in the running of general club parachuting. In this specific instance the expansionary potential of the new club at Headcorn was also taken into account. It was felt that with such a large catchment area a full time centre might well outstrip the resources of a comparatively inexperienced Instructor.

On the above grounds, the request for exemption was unanimously rejected.

2. **Cooper Hockey Helmet SK600**

A letter from C. T. Kirkstead-Moore, requesting that this item of equipment be added to the approved list was read to the meeting. This letter was amplified and supported by J. L. Thomas. It was proposed by D. Orton and seconded by D. Princethat the Cooper SK600 Hockey Helmet be placed on the approved list for D Certificate holders — addendum to BSRs Sec. 8 Para. 9b. This was carried unanimously.

3. **A Cooper — exemption from the 10 hour PI pilot rule.**

This request by L. N. E. St. John on behalf of the named pilot was considered. The exemption was granted subject to confirmation that 10 hrs PI had been flown in Cessna 150/152 aircraft.

4. **Mr. Howard — exemption from the 5 hour PI pilot rule.**

This request was made by J. Sharples who stated that total PI hours were 180, 100 of which were on Cessnas and 80 on the Jodel. In addition, Mr. Howard had 2 hours on the Cessna 180, the aircraft for which the exemption was sought. This request was approved unanimously.

5. **John Hitchen — exemption from BPA Mod. 1 on Cessna 210.**

This was deferred to the next meeting to allow the NCSO to examine the aircraft.

Item 6

EQUIPMENT

1. **Greene Star Express:**

The previous safety notice referring to defects in the Greene Star Trac II were now stated by USPA to apply to the Greene Star Express. P. Byrne had obtained a list of serial numbers of defective equipment from the manufacturers. He would forward this to the office for distribution.

2. **3 Ring Circus**

A report on a riser disconnect on opening had been forwarded by R. O'Brien. This had occurred to a visiting jumper and the report was amplified by the RGJ CCI and expanded by J. L. Thomas. Two safety notices regarding the 3 Ring Circus have already been forwarded to Clubs.

All jumpers are warned against unauthorised modifications to this equipment. All jumpers are to take cognisance of previous notices. Any defects should be reported to and modifications carried out by a BPA advanced rigger.

3. **TSE F/S/L Dual System — modification to nylon loops.**

J. L. Thomas stated that in the dual system produced by TSE, the loop was of Type 3 suspension line and the backing of type 8 webbing. It was possible, if undue force was exerted during pack closure, to pull the webbing through and jam the gromets. To obviate this possibility a stiffener plate had now been incorporated in new equipment. Any users encountering difficulty were to contact TSE.

4. **British Equivalent to TSO Authorisation.**

J. L. Thomas requested that consideration be given to the authentication of British equipment. He felt that such approval should originate from the Association as the Governing Body of the sport.

It was proposed by T. Knight and seconded by J. Laing that the riggers produce a working paper for consideration by STC to implement such authentication carried.

Item 7

INCIDENTS

1. **Shobdon**

Disquiet at various irregularities reported from Shobdon was expressed by P. Young. Correspondence between himself and D. Howerski and himself and J. Tidswell had been forwarded to the Office. The NCSO was to forward copies of this correspondence to D. McCarthy, CCI HPC and invite his attendance to the next STC along with D. Howerski in order that the alleged irregularities could more fully be discussed.

2. **Langar**

A report on an injury to a student at Langar sustained on 21st October was now in the hands of the NCSO. Clubs were reminded that incident reports should be filed with the office in the case of serious injury.

3. **Halfpenny Green**

A report on a hang-up incident at Halfpenny Green on 26th November was read to the meeting. A first jump S/L student had experienced a hang-up, had been cut free by the jumpmaster and had successfully deployed his reserve. The cause of the hang-up was a rolled packing card which had been placed in the single loop of the container and which had not been removed in the flight line check.

P. Hibberd stated that it had hitherto been normal practice to stow the packing card in the loop. This had now been changed. It was proposed by T. Rose and seconded by D. Orton that the jumpmaster M. McHale and the CCI, D. Schofield have their respective instructor ratings suspended until such time as they appear jointly at STC to answer further questions on the incident. This was carried unanimously and M. McHale who was present at the meeting was informed. The NCSO was to write to D. Schofield.

Item 8

PREVIOUS MINUTES AND MATTERS ARISING

1. **Item 3.1. BPA Minor Mod. 1.**

The length of the strop was to be approximately 2' 6".

2. **Item 6.1. Canadian Fatality.**

A letter from the CSPA confirmed that the centre post of the blast handle had been removed.

3. **Item 7.1. AODs.**

J. Laing stated that JSPC (Netheravon) had now changed the existing AODs for the FX12000. The centre had also purchased a test chamber for these AODs and clubs were welcome to use this test facility. Regarding the Sentinel 2000, he further stated, that the after sales service had improved but nevertheless the APA were offering their existing stock for sale at a cost of £55. per unit. These were initially on offer to Service clubs, but any remaining after the month of February would be available for purchase by Civilian organisations.

4. **Item 7.2. Netheravon — 124 rigging.**

Letters had now been received from Mr. McLaughlin and Miss Jackie Wright. These two letters were mutually contradictory and it was decided that no useful purpose would be served by pursuing the matter any further.

5. **Item 7.5 Flixton — reserve damage.**

A letter from H. Becker and a supporting letter from A. Riddick were both read out to the meeting. The STC, whilst reserving the right to express an opinion on the *prima facie* of the incident from the initial report, emphasised that there was no intention to castigate H. Becker but merely to invite his comments. His explanation that

- a. the rig was custom built for a smaller jumper and
- b. the reserve canopy used was incompatible with the container he had designed for a different canopy

was accepted and the matter was now deemed to be closed. The NCSO was to write to H. Becker with a copy of the letter from A. Riddick.

Item 9

ANY OTHER BUSINESS

1. A paper from M. Winwood (attached) concerning the issue of packing certificates is to be considered at the next meeting.

2. E. Hartley, BPA Approved Instructor, to act as CCI Leeds/Bradford Free Fall Club. This application, presented by B. Jones was approved.

E. Hartley has been a BPA Instructor since 1974 and possesses all the qualifications for an Advanced Rating. He has not as yet attended an Examination Course for upgrading and is recommended to do so as soon as possible.

3. **Student equipment incorporating one fixed riser and one Capewell.**

M. Stanton expressed his concern that this type of equipment should be in use for static line jumping in view of the number of hang-ups experienced in recent years. It was not felt that the use of this equipment was particularly widespread, but further input was to be welcomed.

4. **The Safety Filer.**

Essential features of this equipment were demonstrated by

J. L. Thomas. This was to be further demonstrated at the forthcoming convention.

5. **PI Course—Dunkeswell.**

A request from I. Louttit to run a PI Course at Dunkeswell was considered by the meeting. It was the general feeling that PI Courses should be run by the NCSO as per the current system.

Exceptions were normally made only in the case of overseas centres. The NCSO stated that if sufficient demand existed an extra course might be slotted into the calendar, this demand would be evaluated in the light of future experience.

The request by I. Louttit to run a PI Course at Dunkeswell in January 1979 was not approved.

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Chris Goss records Ian Bishop and Ian Louttit over Dunkeswell.



Visiting Yank serviceman, Captain Lee Reese, took these two photos over Waterbeach.



**BRITISH PARACHUTE ASSOCIATION
ANNUAL INSTRUCTORS CONVENTION, SATURDAY 6th JANUARY 1979
held at The Grand Hotel, Leicester**

PRESENT

J. Crocker—*Chairman* D. Peacock—*NCSO*
Some 86 Instructors and Potential Instructors, plus a number of observers.

APOLOGIES FOR ABSENCE

K. McIlwee

Item 1

FILM PRESENTATION— FLIGHT SAFETY— BY JOHN WARD, SECRETARY OF THE GENERAL AVIATION SAFETY COMMITTEE

A brief introductory talk on the function of the GASC and its relationship with the parachuting fraternity was followed by the film, which proved to be of great interest to members. This was followed by a vote of thanks to John Ward for his attendance and presentation.

Item 2

QUALIFICATIONS TO JUMP RAM-AIR CANOPIES

After a slow start, the following opinions were forthcoming from the floor: C. Shea-Simonds, supported by D. Tylcoat, A. G. Knight and J. Norris were of the view point that the qualifications should be lowered to Category 9, thus giving the jumper an earlier opportunity to use a ram air canopy whilst retaining the safeguard of a number of jumps experience on an intermediate canopy— i.e. PC, Papillon etc.

J. Laing, supported by D. Kenny, was of the opinion that the current system was working perfectly satisfactorily, as supported by our excellent safety record in this area.

The matter was put to the vote and it was decided by a substantial majority that no change in the current regulations was appropriate.

Item 3

QUALIFICATIONS TO USE HAND DEPLOY SYSTEMS

Discussion centred around the necessity to introduce regulations on this point. D. Orton was of the opinion that differentiation should be made between hand deploy systems and pull out pilot chutes. D. Kenny thought that the qualifications should be allied to our current regulations for ram-air jumping. The consensus was that the matter should be discussed at the forthcoming STC Meeting.

Item 4

CENTRE BASE TIES ON S/L SYSTEMS

The workings of this system were illustrated by the NCSO by means of a slide and film presentation. The NCSO was concerned at the application of straight bag systems to aircraft with the door aft of the wing— e.g. Cessna 206 and 207, Cherokee 6.

C. Shea-Simonds stated that in his opinion the centre-base system was excellent, provided that the packing supervision could be guaranteed 100%. He felt that, whereas in straight bag systems the onus for safe deployment rested with the jumpmaster and pilot, the introduction of a centre base tie required the infallibility of a greater number of people involved in the packing operation. He concluded by saying that the static line system in use should always be aligned to the organisational and supervisory capacity of the club using such system. B. Jones supported this view, stating that the system should not become mandatory.

J. Laing warned the meeting that, in the event of future tail strikes occurring, the Civil Aviation Authority would submit the S/L system in use to particularly close scrutiny and could insist on much closer control of our static line operations. W. J. Meacock whilst agreeing that the centre base system should not be made compulsory, advised that, irrespective of the system in use, the aircraft dropping speed was still a critical factor in that high dropping speeds were extremely conducive to the causation of blown periphery type malfunctions. M. Stanton reiterated that Clubs should balance most carefully the expertise of the pilot with the expertise and experience of packing shed personnel. P. Hick was in favour of the centre base tie system for use with the Cherokee 6 aircraft. J. Hitchen warned of the dangers of premature canopy emergence if a bag with short mouthlock was used.

In conclusion, it was felt that the process of dissemination of information should continue.

Item 5

RW TRAINING — SLIDE PRESENTATION BY C. SHEA-SIMONDS

An excellent presentation on this subject promoted discussion culminating in the proposal that thought should be given to the production of an RW Manual, possibly in the form of an addition to the current Instructors Manual. This matter was to be considered by the STC at their next meeting.

Item 6

STUDENT PROGRESSION—PRESENTATION BY M. STANTON

M. Stanton was concerned about the twin areas of student retention and student progression. It was his opinion that catering, accommodation and sanitary facilities on many DZs fell far short of what was desirable, this accounted in part for the high drop out rate among students. He felt that the precept of class consideration should be extended from basic training to on-site operations.

There was considerable dissension from this view point, the most generally expressed opinion being that Clubs expanded and improved facilities in proportion to membership growth as a result of dedicated and voluntary labour by hard core enthusiasts.

The second area of concern was the alleged lack of attention paid to students from Cat. 8 to Cat. 10. Mike felt that instructors generally were not giving these advanced students sufficient coaching and that the onus of progression was being left to the individual.

Again, little general support was forthcoming, it being stated that all responsible clubs and instructors were fully aware of their responsibilities in this area and that progression through Cats 8, 9 and 10 was proceeding apace. The general consensus was that no remedial action was appropriate.

Item 7

RAM-AIR RESERVES — PRESENTATION BY J. L. THOMAS AND R. MILLS (Skysports Ltd).

A film on the development trials of the safety flier, shown by courtesy of Skysports Ltd, provoked a considerable amount of discussion. The essential features of the system were demonstrated and explained by J. L. Thomas and R. Mills. The validity of certain aspects of the trial were questioned, particularly the weight of the dummies used. The general reaction was one of cautious acceptance of this latest Paraflyte innovation, coupled with a desire for further evaluation by those jumpers using the equipment.

Item 8

ANY OTHER BUSINESS

1. It was requested by P. Howell that the recently revised regulations concerning jump pilots (STC 3 October and 19 December) be debated by the meeting. It was his contention that the number of flying hours does not necessarily equate with flying ability and that current policy was not only detrimental to the best interests of clubs but was based on a false premise. He was supported in this viewpoint by R. Harrison.

C. Shea-Simonds was called upon to state the case for the rule change. After briefly outlining the thinking behind it, he reminded the meeting that the matter had already been fully discussed on four separate occasions by the STC and also been ratified by Council. The proposals had not been made lightly, but in the light of his experience as a parachutist and QFI, with over 2000 flying hours. This viewpoint was wholeheartedly endorsed by S. Hughes, a commercial pilot of considerable standing.

J. Laing effectively closed the discussion by reminding the meeting that as a result of an STC decision on 19th December the matter was to be reviewed in the light of further experience in June 1979.

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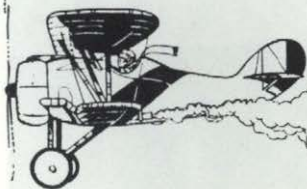
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ALTIMETERS			<i>Sport Parachuting</i>		
Altmaster II	£53.50	£54	by Charles Shea-Simonds	£4.25	£4.60
Altmaster III	£53.50	£54	Skies Call by Andy Keech	£7.00	Included
Superlite Cushion Altimeter mount	£2.70	£3	<i>The Art of Freefall Relative Work</i> by Pat Works SCS No. 1	£4.25	£4.55
Leather Mount from R.W. shop, USA			<i>Parachuting, The Skydivers Handbook</i> by Dan Poynter	£3.00	£3.30
Velcro wrist mount for Altmaster II	£2.95	£3.15	<i>Parachuting and Skydiving</i> by Sally Smith	£4.95	£5.30
Wrist mount for Altmaster III	£1.95	£2.15	<i>Parachutings' Unforgettable Jumps</i> by Howard Gregory	£6.75	£7.40
Replacement lens for Altmaster II	£1.45	£1.65	From USPA —		
Panel for altimeter and stop watch	£4.50	£4.90	1979 PARACHUTING CALENDAR		
"Flexlite" to illuminate your altimeter	£6.95	£7.25	£2.15	£2.35	
Cyalume Chemical Light	£1	£1.20	USPA "PARACHUTIST" MAGAZINE		
LIFE VESTS			by Airmail. 95p per copy. Per annum	£11.40	Included
For water jumps, intentional and otherwise, save yourself and your gear. LPU Flotation Chamber	£10.50	£11.30	LOG BOOKS		
AUTOMATIC OPENERS			Precision Freefall Log Book	£3.30	£3.60
FXC Model 12000. This unit is completely mechanical and servicing costs very low. This opener is used almost exclusively by military units throughout the USA including the "Halo" jumpers Also used by JSPC, Netheravon	£178.50	£179.80	Cordura Wallet to hold Precision F.F. Log	£1.90	£2.10
Sentinel 2000. Now suitable for conventional and tandem rigs	£119	£120.30	Snyder 500 Jump Log Book	£2.60	£2.90
KAP-3P. No expensive plates, handles or cartridges	£149	£150.70	B.P.A. Log Book		
TEE-SHIRTS			Cordura Wallet to hold Snyder or B.P.A. Log	£1.70	£1.90
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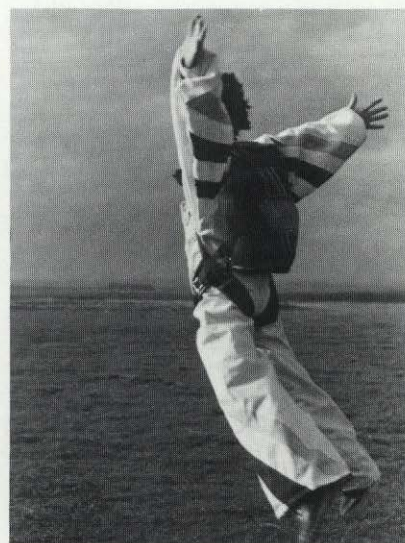
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