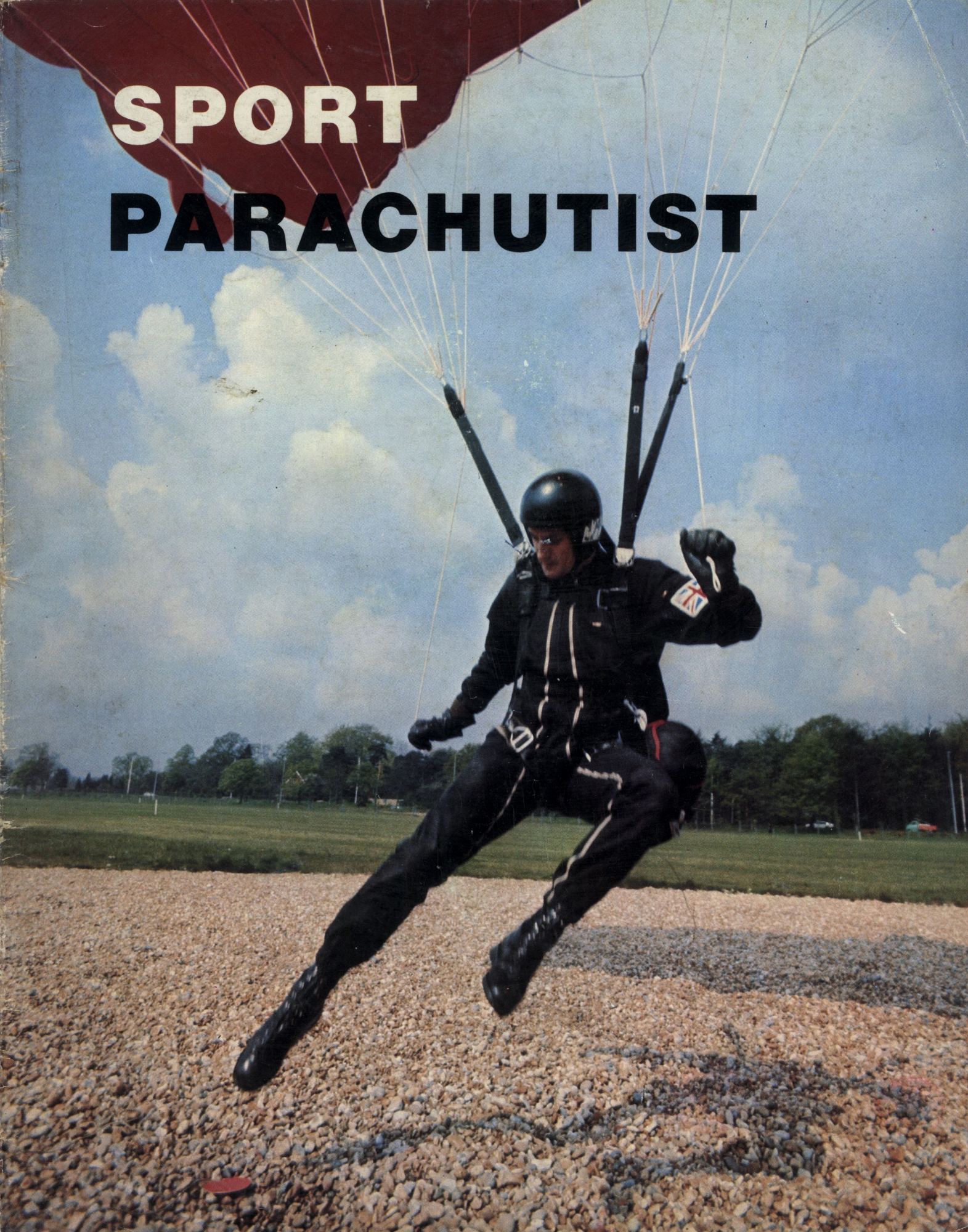


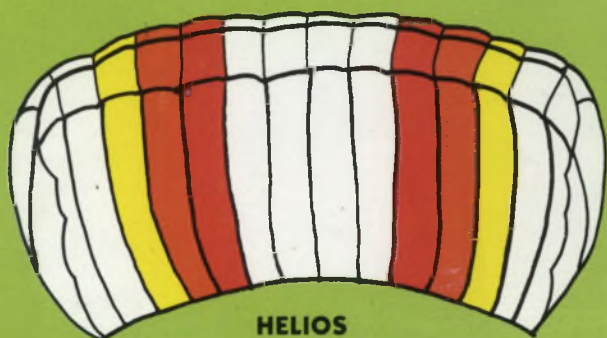
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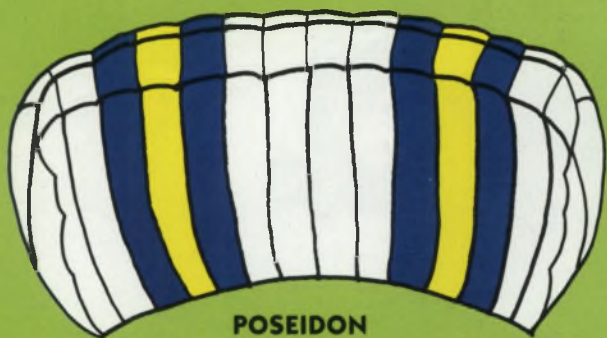


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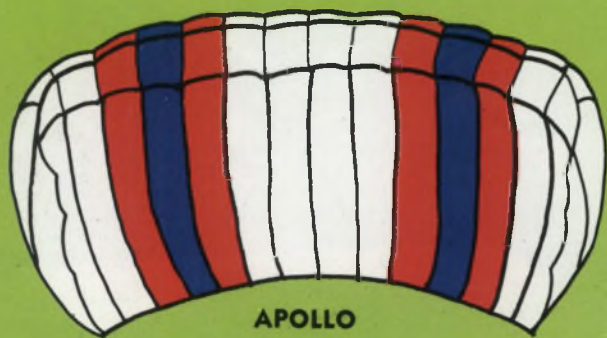
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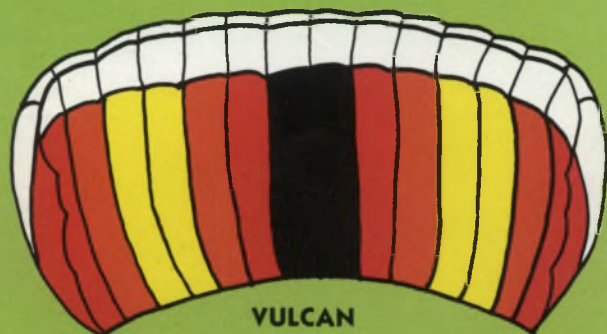
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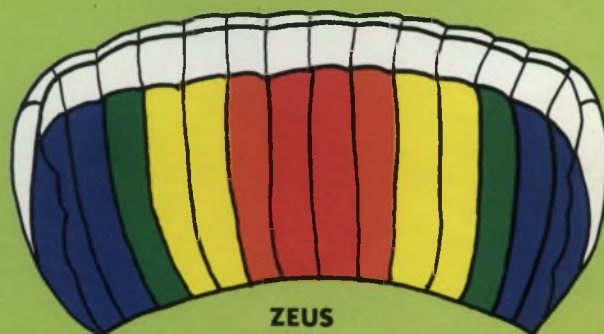
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| | | | |
|--|---|--|---|
| FULL TIME | | British Skysports Bridlington Aerodrome, Bridlington, Yorkshire | Chief Instructor (at club address) Tel: 0262-77367 |
| Peterborough Parachute Centre Sibson Airfield, Wansford, Peterborough | W. J. Meacock (at club address), Sibson Airfield Tel: Elton 490 | | |
| Hereford Parachute Centre Shobdon Aerodrome, Leominster, Hereford Tel: Kingsland 551 | Chief Instructor (at club address) | Midland Parachute Centre The Airfield, Bickmarsh, Worcs. Tel: Bidford on Avon 8391 | WEEKEND Dave Deakin, Titton Cottage, Stourport-on-Severn, Worcs. Tel: Stourport on Severn 5954 |

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| | | | |
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| FULL TIME | | Paraclan Parachute Club Glenrothes, Fife | D. C. Payne 37 Cromwell Road, Burntisland, Fife |
| Eagle Sport Parachute Centre Ashford Airport, Lympe, Kent (Hythe 60816) | A. Black (at club address) | Parachutists Over Phorty Society (POPS U.K.) | J. Cooke, Broughton House, Field Broughton, Nr. Grange over Sands, Cumbria. Tel: Cartmel 4545 |
| East Coast Parachute Centre Ipswich Airport Ipswich, Suffolk | W. P. Slattery (at club address) Tel: 0473 714462 | Scottish Parachute Club Strathalan Castle, Auchterarder, Perthshire Tel: Auchterarder 2572 | The Secretary (at club address) |
| R.S.A. Parachute Club Thrupton Aerodrome, Andover, Hants. Tel: Weyhill 2124 | R. A. Acraman (at club address) | Scottish Sport Parachute Association | Mrs. Jean Christie, 99 West Torbain, Kirkcaldy, Fife Tel: Kirkcaldy 200042 |
| Dunkeswell International Skydiving Centre Dunkeswell Airfield, Nr. Honiton, Devon (Tel: Luppitt 350) | I. Loutitt (at club address) | The School of Free Fall Parachuting Tel: (0742) 653962 | J. Hitchin, 46 Newlands Drive, Sheffield S12 2FS |

WEEK-END

| | | | |
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| Border Venture Parachute Club Brunton, Nr. Alnwick, Northumberland | K. Noble Windy Gyle, West Street, Belford Northumberland, NE70 7QE Tel: 06683-289 | South Cotswold Parachute Club Badminton, Avon Tel: Bristol 568173 | J. French, 11 Homestead Gardens, Frenchay, Bristol. |
| British Parachute Club Headcorn Airfield, Headcorn, Kent | Mrs. A. Ward 13 Stainer Road, Tonbridge, Kent | Spread Eagles Parachute Club Nr. Melcombe Bingham, Dorset | Sally Corr 24 Southlea Avenue, Tuckton, Bournemouth Tel: 0202 421108 |
| Cambridge University Free Fall Club Waterbeach, Cambs. | Miss F. J. Nock 30 Green End Road, Cambridge. | Staffordshire Sport Skydivers c/o Stoke-on-Trent Youth and Adult Centre, Pump Street, Stoke-on-Trent, ST4 1NQ | The Secretary (at club address) |
| Cheshire Parachute Club Tel: 061-941 1270 | P. H. Evans, 3 Dunham Grange, Delamer Road, Altrincham, Cheshire. | Tyne & Wear Parachute Club Sunderland Airport Sunderland Tyne & Wear | P. Rice (at club address) Tel: 07833-4954 |
| Chesterfield Skydiving Club Netherthorpe, Nr. Worksop, Notts. (Temporary) | Miss J. Wallhead 8 Tavistock Court, Racecourse Road, Newbold, Chesterfield | Wales & West of England Para Club | L. Melhuish Copper Beeches, 7 Cardiff Road Dianas Powis, S. Giamorgan Tel: 02222 514100 |

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| Royal Navy and Royal Marines Sport Parachute Association | The Secretary, RN, & RMSPA, Commando Training Centre RM, Lymington, Exmouth, Devon, EX8 5AR Tel: Topsham 3781, ext. 491 or at Club, Luppitt 697 |
| Cyprus Joint Service Adventurous Training Centre (CJSATC) | Chief Instructor (CCSPC) CJSATC Pergamos Camp, BFPO 58 |
| Hong Kong Parachute Club | CCI, JSPC (HK), Borneo Lines, Sek Kong, B.F.P.O. 1 |
| 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, Flockburgh, Nr. Grange over Sands, Lancs. Tel: 044853672 | J. D. Prince 21 The Coppice, Ingol, Preston, Lancs. PR2 3QL Tel: Preston 720848 |
| Nottinghamshire School of Parachuting Langar Airfield, Langar, Notts. | The Secretary 1 Norfolk Place, Nottingham. Tel: 46622 |
| Old Warden Flying and Parachute Group Duck End Farm, Wiistead, Beds. | D. I. Waugh 1 Kings Cottages, Stane Street, Ockley, Surrey |

SPORT PARACHUTIST



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ASSOCIATION

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Vol. 16 No. 2

APRIL 1979

EDITORIAL

This issue features the first International Safety Bulletin which is being edited and published in conjunction with Sport Parachutist and distributed world-wide to all member countries of the F.A.I. This idea was agreed at the recent C.I.P. Meeting in Holland on a one year trial basis. It could be a valuable piece of safety communication, but it can only work if everyone supports it. The spin off for the B.P.A. is that you, the regular readership of Sport Parachutist will benefit from it first. I apologise to regular readers if they have already seen some of the material in S.P., but it was necessary to start the ball rolling.

Sport Parachutist depends on your support for contributions. Please keep them coming in, particularly photographs, the latter which should be sent as prints (or transparencies only if they're good enough for the cover). It also helps tremendously if you can have your articles typed. We've got some real talent amongst our regular contributors; writers, photographers and cartoonists — they can't be the only ones surely?

Let's hope that, after such an appalling winter, we have fantastic parachuting weather throughout the summer.

Go safely now!

Charlie

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.



Affiliated to the Federation Aeronautique Internationale
through the Royal Aero Club of the United Kingdom.

Copy date for the next issue— Monday 14th May, 1979

Cover photo— Scotty Milne in action by Cyril Knowles

THE DROP MAN

Calendar of Events

- | | |
|--------------------|---|
| 23-27 April '79 | BPA Progression Course 1/79, Sibson |
| 7-11 May '79 | BPA Instructor's 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 |
| 9-10 June '79 | Scottish RW Nationals, Glenrothes |
| 14-24 June '79 | National Championships, (Classic and RW), Netheravon |
| 30 June-1 July '79 | Star Competition, Glenrothes |
| 12-15 July '79 | Collegiate Championships, Bridlington |
| 16-20 July '79 | BPA Progression Course 2/79, Shobdon |
| 28 July-3 Aug '79 | RAPA Championships, Bad Lippspringe |
| 11-12 Aug '79 | Bridlington Meet (RW and Accuracy) |
| 20-24 Aug '79 | BPA Instructors Course, 3/79, Sibson |
| 22 Aug-2 Sept '79 | World RW Championships, France |
| 22-23 Sept '79 | Cark Accuracy Meet |
| 5-9 Nov '79 | BPA Instructors Course, 4/79, Aldershot |



We wish Dave Parchment plenty of luck and success in his attempt in June at Shobdon to beat the World Record of 232 jumps in 24 hours.

Dave hopes to raise over £1 million for the charity Age Concern.



Filwelz

"I went after this one— 'Blue and White Flyer, lightweight, compact, stands-up EVERY LANDING, Going Cheep'— Turned out to be a flaming budgerigar!"

SUPERFLY

NOW LISTEN BRIAN.

THINK ABOUT THIS...

SOME WINTERS, I SAY TO MYSELF - I'M GOING TO QUIT BEING A SKYDIVER!



THE BALLAD OF BLACKPOOL SANDS

In't Lancashire town know as Blackpool,
That's famous for fresh air and sun.
Geoff Horan, and me, and some others,
Thought we'd jump on t'beach for some fun.

Now Blackpool Gazette said they pay us,
Cos Carnival were going like a bomb.
We had to fly flags from our trousers,
And throw leaflets on high, over t'prom:

So we booked up George Thornhill's Tripacer,
A beautiful intimate craft,
Where you've got to get on with your neighbour,
Or his bad breath will send you quite daft.

The wind on the day, it were howling,
But there wasn't a cloud in the sky,
So seein' as how Gazette were paying,
We decided to give a try.

The direction of wind were a problem,
It was blowing straight in from the sea,
And spotting was going to be awkward,
As all waves look the same, to me.

We eventually decided to time it,
The distance from streamer to cross,
And a similar time we'd go seaward,
Or, until both of our bottles got lost.

The streamer were thrown at 2000,
But it didn't seem to go all that far,
Well at least it didn't make Preston,
(The secret's use "bits of lead bar").

"Keep it going" we yelled at the pilot,
90 seconds should about do the trick,
And it went sort of quiet in the aircraft,
You could even Hear t'Seconda' tick.

90 seconds we flew over the ocean,
This sky diving team of repute,
On the "cut" Geoff was strangely immobile,
So I shoved him thro' door with my boot.

Eventually, when I'd got stable,
This product of Mai Read's tuition,
I looked at the distant horizon,
And realised my exact position.

The tower was a speck in the distance,
The people on t'prom were minute,
I knew in a flash this was, no place,
For an idiot with a round chute.

Bum spots over cities, I'll cope with,
I'm not one to worry or frown,
But the sight of all that grey water,
Was turning me underpants brown.

Now 'Paps' are not noted for speeding,
But this time it just hung in the sky,
I looked at me 'alti', the sea, and the shore,
And I knew I was destined to die.

Now lifeboat lads said they'd put boat out,
In case something went slightly amiss,
But the waves were too high for those sailors,
So they'd stay'd on the shore and got pissed.

Geoff knew that I was in trouble,
As his 'Strat' whisked him over the spray,
He'd even thought up a good story,
He could trot out t' C.A.A.

Well somebody, somewhere must like me,
Cos the 'Pap' started going like a square,
So I jettisoned the leaflets and smoke bomb,
And offered up a short, silent prayer.

I hit the wet beach like a Jumbo,
Me helmet made holes in the sand,
But I wasn't in t'mood for complaining,
In fact it felt "Ruddy Grand".

We've done many demo's since that day,
Geoff Horan, me, and some more,
But I'll never forget sunny Blackpool,
And how I just made it t'shore.

Some nights I still wake up screaming,
Wife knows whats the matter wi'me,
I'm back in that bloody Tripacer,
Going 90 seconds out over t'sea.

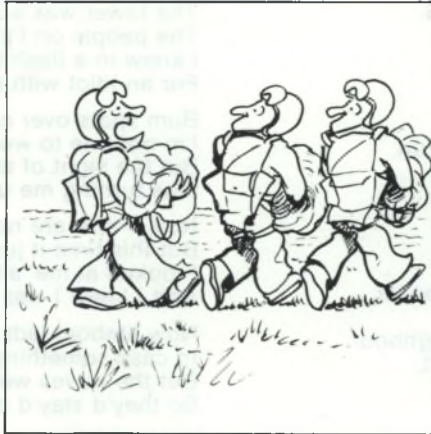
Ken Holt

Overheard at the recent Peterborough Parachute Centre
Dinner: Hilary King: "My 3rd jump - it was all dark,
horrible and terrifying." Husband, and regular British
Team Member, Bob: "I've done two and a half thousand
like that!"

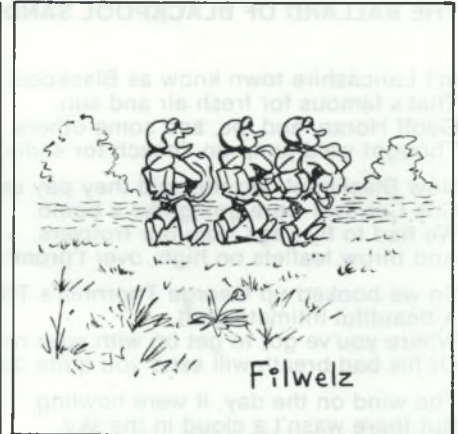




"I'm sure we'd have more success with our three-man attempts, if only . . .



- that bossey new pilot didn't insist that . . .



. . . the last man out shuts the door!"



Arthur Gibson records an exit from the Cessna 206 over Netheravon . . .



. . . at opening time.



. . . before catching some antics of a couple of the resident hot shot style jumpers . . .



There can't be many parachuting midwives, but Captain Eileen Slattery, QARANC, is one of them.

Congratulations to all those involved in establishing the following F.A.I. World Records in 1978.

Cheryl Stearns USA — 18 Consecutive Dead Centres.
Dennis E. Wise USA — 5.97 second Style Series.
Federal Republic of Germany — 8 formations in the 8 Man Sequential R.W. Event.

□ □ □

Overheard at the 1979 CIP Meeting:
Bill Ottley, Executive Director USPA: "I am but a small pimple on the arsehole of progress."

□ □ □

Overheard at Cark, after a member had been complaining about being thrown into the horse-trough to celebrate his 100th jump, from jump pilot, Chris Benyon: "I don't know what he's moaning about — I get thrown in after EVERY jump!" Chris, who has made about 8 water jumps, and one onto land, is to be congratulated on having achieved 1,000 hours flying for parachuting.



The Smurf Skydivers seen recently at Shobdon heavily disguised as the Flying Bugles.



Derek Thomas photographed by his brother Chris over Bridlington.



COLLEGIATE NEWS



The main item of news this issue concerns the BCPA Championships in July. This competition will be held from 12th to 15th July 1979 at Grindale, under the auspices of British Skysports and Eric Finney. The events that I will be recommending to the BCPA meeting at Sibson (more of which, later), will be:

1. Novice Accuracy
2. Round Accuracy
3. Open Accuracy
4. Novice Team Accuracy (Teams of four novices — two passes of two)
5. Open Team Accuracy
6. Style
7. Two way sequential RW

I will be circulating full details of the event rules to all clubs in the near future and these can be discussed and confirmed at Sibson. The minimum standard for entrants will be FAI 'B' Certificate.

Although only 'B' Certificate jumpers can enter the competition I have agreed with Eric Finney that starting on 9th July we will be organising a collegiate student progression course for the three days prior to the competition. This will be run at the same time as practice jumping for the meet. I hope that some of the students will be able, and willing, to stay around and assist with the running of the meet. If any collegiate parachutist, (the course will be designed for students up to Cat 6), wishes to take part in the student progression course, just let your club secretary know, or write to me direct. Any volunteers to assist, please drop me a line. In both cases I will let you have full details by the middle of May.

Still on the subject of competitions, it has been suggested that the BCPA should organise competitions/progression weekends on a regional basis.

This matter will be on the Agenda at Sibson. I have, however, provisionally booked Headcorn over the Spring Bank Holiday (5/6/7 May) and will have to confirm this in mid April, so if any clubs are interested and require full details, please drop me a line.

Whilst Dave Turner was jumping his bum off in the States he was contacted by a guy by the name of Al King. Al is the USPA National Collegiate Director and he is interested in organising the first Collegiate World Championships. This would be in the USA although no dates have been thought about yet. I will be seeing Al in mid April and will be following up Dave's discussion. The big stumbling block will be the ever-existent one of cash. Most students are short of pennies and the BCPA isn't rich so funding of such a venture as sending a team to the USA is likely to be a long, uphill struggle. I will be reporting on my meeting with Al at Sibson.

Now to the BCPA meeting at Sibson on Saturday 28th April. John Meacock has kindly agreed to our holding a meeting there and I suggest that we should try to get along to Sibson in the morning in order to take advantage of his facilities. The actual meeting will start at 7.30pm and I will be sending out a full agenda to all clubs. So far twelve clubs have said that they will be sending a representative to the meeting but if any other collegiate clubs wish to be represented please come along. (It just eases administration if we know how many bodies are likely to appear!) Similarly if any individuals wish to come along as observers they are most welcome.

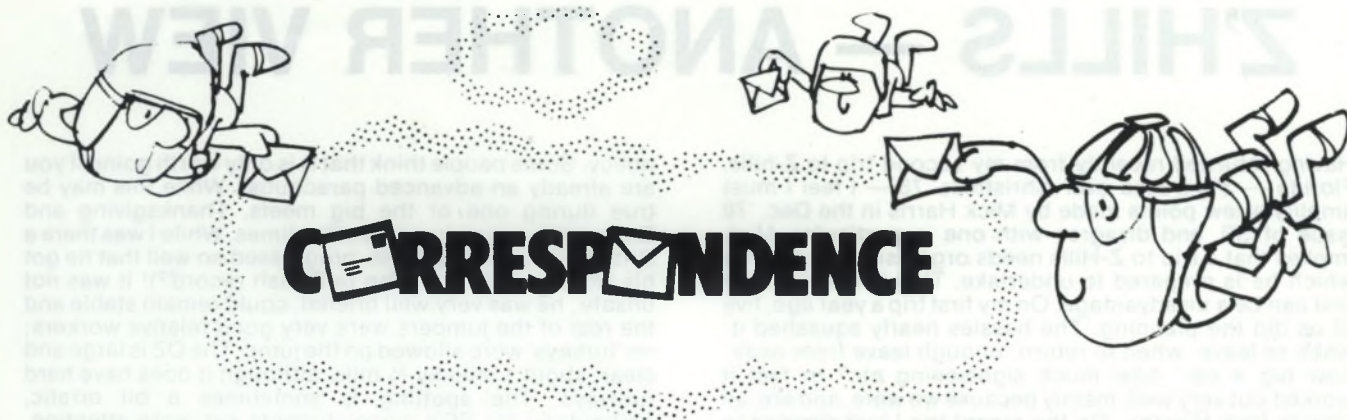
That's all, folks and I look forward to meeting everyone at Sibson.

Safe Jumping
STEVE THOMAS C2366

Support the 1979 National Championships

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*



Dear Charlie,

SUSSEX PARACHUTE CLUB

The jumpers from the Crawley area (40 or so) have formed the above club recently; the objectives are as follows:

- i) to establish a drop zone in Sussex;
- ii) to promote 'Sport Parachuting' in the South by pooling resources, transport, equipment, etc. Notwithstanding the fact that there are drop zones in Kent, our road system at the moment makes it only a few minutes longer to get to Peterborough, and, as the majority of club members are students, the high level of instruction and confidence gained make the journey worthwhile.

There are many problems to overcome in connection with our first objective; it is to this end that we hope to attract a large membership. Obviously, the stronger we are, the more our argument would be listened to, by the County Councils, C.A.A., Sports Council, etc.

Should anybody, whether jumping regularly or not, be interested in joining the club, or can offer advice, past experiences or money (!!) please contact me at the address below or see me at Sibson most weekends.

Yours sincerely,
STEVE CHALK
 208A Ifield Drive, Ifield,
 Crawley, Sussex

Dear Charlie,

The other week whilst idly drifting down onto the Elvington DZ, a thought crossed my mind — was I the holder of some strange sort of parachuting record?

For the greatest number of jumps? No. For the longest delay? No. For altitude? No. What I wondered, was, did I hold the record for the longest lay-off?

Way back in the mid-late forties I made my last jump as an RAF PJI from a balloon cage at 700 feet — the date, January 1948. After a lay-off of almost 30 years I jumped next at Elvington — October 1977. So was there, I mused, room for another club, the club for laid off dicers — C.L.O.D.

Down to earth now, the ground rules could be quite simple. To qualify, a minimum lay-off of 25 years preceded by at least 25 jumps followed by 25 jumps. A member of C.L.O.D. could display the 25/25/25 symbol on his jump suit — no cloth patch just figures chalked on, recommended not less than six inches high.

There would be no helmet stickers, the word CLOD can quite easily be burnt on most plastic hats by simple use of a red-hot poker. There would be no committees, no AGMs, no subscriptions — money saved on travelling and dues could be used to buy drinks for other known CLODs lurking in the vicinity.

Temperament plays an important part in parachuting, so it is with CLODs — modest CLODs needn't expose themselves (there must be a better way of putting that), but brash CLODs can go all the way, chalking up a 26/26/26 or even a 35/35/35.

As strictly one-man clubs, CLODs should award themselves a licence according to attainment, starting at an 'A' for a 25/25/25 finishing with a 'D' for a 28/28/28.

The licence awarded for 'individual merit' (that is merit as seen by the individual) would be known as the A.I.M. right the way through to D.I.M.

Well I'm a D.I.M. C.L.O.D. and it's suddenly dawned on me, whilst writing this letter, that the club already exists, is flourishing and has a vast membership, at least judging by the cries echoing across the DZ.

So readers, forget it, please don't write to the above address — but if there is a 50/50/50 in the UK, drop in and we'll have a chat.

GEORGE HARRISON, P.O.P.S. 25
 Leeds/Bradford FF Club

Dear Charlie,

We would like to let our friends in the south know that the SPC is continuing to be based at Strathallan operating weekends only. The former resident aircraft, Cessna 207, has gone to Paraclan at Glenrothes with its owner Ron (Captain Nebulous) Groat. The SPC will be positioning aircraft into Strathallan in the meantime and currently there is a Cessna 172 and a Cherokee 6 available. Visitors should check a week in advance to be sure that an aircraft is available. The SPC number is Auchterarder 2572.

SPC office bearers are Ricky Fleming, Chairman, Tim Hamilton, Secretary and Frank Davis, Treasurer.

Happy Jumping
TOM DICKSON D195 (CCI)

Headcorn Parachute Club,
 Headcorn Aerodrome,
 Headcorn, Ashford, Kent

Dear Charlie,

The Headcorn Parachute Club is now operative. We are full time and everyone is welcome.

As a new Club we would like to learn to walk before running so please do not expect the world to start with. The potential is here for a good centre and we are working hard on it. I shall be writing to you in the not too distant future with full details.

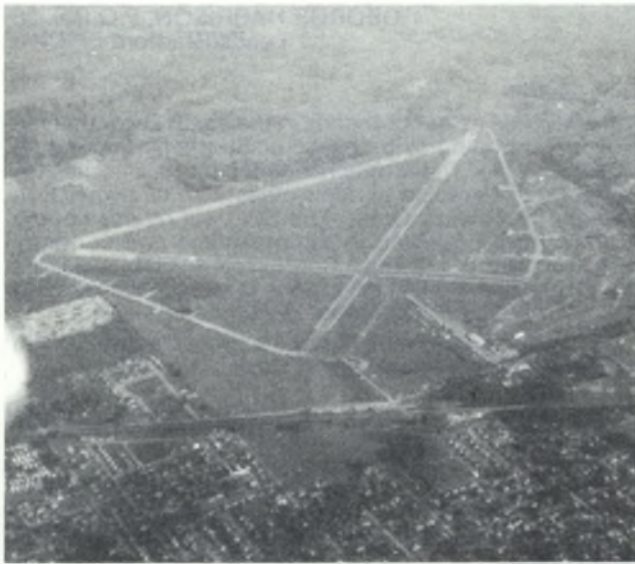
Thank you,

Yours sincerely,
DAVID PARKER

Z'HILLS — ANOTHER VIEW

Having returned recently from my second trip to Z-hills, Florida — 3½ weeks over Christmas '78 — I feel I must amplify a few points made by Mick Harris in the Dec. '78 issue of SP, and disagree with one in particular. Mick implies that a trip to Z-Hills needs organising, an activity which he is prepared to undertake. This isn't necessary and can be a disadvantage. On my first trip a year ago, five of us did the planning. The hassles nearly squashed it: when to leave; when to return; enough leave from work; how big a car; how much sightseeing etc? In fact it worked out very well, mainly because we were, and are, all friends from Weston. On the recent trip I just decided to go and went on my own, knowing several Brits already out there and others arriving later. This was ideal, depending on nobody and vice versa. Initially I scrounged lifts from the locals, but eventually two of us shared the cost of hiring a car, which was only about \$60 a week (a Chevy that seated 8 in comfort and 10 at a squeeze, and had the outward appearance and handling of a surplus Chieftain).

The whole trip is very cheap, if that's the way you want it. By APEX the air-fare is about £210 return to Tampa with a guaranteed seat; you can do it cheaper with Laker, but then you have to find a cheap way to get from New York to Tampa, about a 1000 miles, and this may take time — jumping time. The jumping is cheap; 12,500ft for £4 (we never got out below 13,000ft), although their prices will probably be going up soon. Accommodation is free and eating is ridiculous — cooked breakfast for 75p, and steak with trimmings for about £2.50. It will get more expensive when you start looking at gear (very tempting) or want to stay in a motel (£8 a night for a double, I think).



Z'Hills from the DC-3

Enough of the details. In the UK there are a lot of wild rumours swooping about, regarding jumping in the USA. For instance an instructor at a well-known commercial centre (hint: he has a beard) is known to have said to a student: "If you want to die, go to Zephyrhills". This is an unqualified, pathetic and bigotted remark, since he has never even jumped in the USA, let alone Z-hills, and it is so untrue. I might warn him if he should ever meet Jim Hooper (the CCI), he'd better have a good life insurance

policy. Some people think that it is only worth going if you are already an advanced parachutist. While this may be true during one of the big meets, Thanksgiving and Easter, it is certainly not at other times. While I was there a Brit, initially on static line, progressed so well that he got his SCR on his 29th jump (a British record?!). It was not unsafe; he was very well briefed, could remain stable and the rest of the jumpers were very good relative workers; no 'turkeys' were allowed on the jump. The DZ is large and clear, about 1 mile by ¾ mile, although it does have hard runways. The spotting is sometimes a bit erratic, particularly for PC's since students get more attention, and squares can usually get back, but even if the worst comes to the worst there are no alligators in the swamps!

Perhaps the most attractive aspect of Z-hills is the free RW instruction. (Hoop will probably kill me for telling everybody, but it is.) It is the only place in the world, of which I know, where this is so. In fact there are not many places outside the USA where RW instruction is available at all. In the UK you may get taken up and taught to lay a non-working base or to pin, but that's about it. After that you are left to your own devices, to thrash about together, and rediscover the modern techniques. Perhaps the reason is that most UK centres don't have instructors competent enough to teach RW (there are some notable exceptions, but in the main, it is probably true).

The RW instructors at Z-hills do not necessarily have a piece of paper to show that they have, amongst other things, been on 2 one-week courses and are "thoroughly familiar with all aspects of Drop Zone Management". Nevertheless, they are damned good teachers of RW, which is what is wanted.

Why are the Americans generally so much better than us? They do have more DZ's, but also 4 times the population, and a much larger land area. Is it the bigger planes, or the better weather? I'm sure it is just their attitude to parachuting. Many parts of the USA and Canada also have indifferent weather, yet they still produce excellent skydivers. Their bodies are the same shape as ours, we use the same gear now, and the air is the same, albeit a little warmer. It must be their mental approach. Once you have shown that you are safe in the sky, and are not a regular bomber, you will be welcomed aboard some of the bigger loads. "say, can I tag on the end of your dive?" "Yeah, Beer Rules apply" (A case if you funnel it, half a case for going low, and a six-pack for not getting in.) That is all you have to do to get on a load to try for your SCS (success means a case as well, of course)! Getting to know the jumpers certainly helps your chances of being accepted on some of the loads, and having your mistakes tolerated — *everybody* makes them. This is done during the socialising — a polite term for the boozing every evening at the centre and later at the Odyssey (a sight to be seen). You must not snivel on your beer, and being good at pool is useful.

The atmosphere on the DZ is pleasantly relaxed, and yet the organisation is efficient. Forget the tales of that amazing weekend when your club managed 40 lifts; there may be only 4 or 5 lifts, but you will be on all of them, and that gives you about five minutes of free-fall time. This easy going attitude is by no means unsafe. Jim always knows exactly who's doing what with whom (and what parachuting is going on). The real difference is that you are permitted to use your own intelligence in deciding what sort of jumping you want to do, and moreover the instructors are also trusted — not given an enormous rule-



Exit— look at that soft toggle being pulled.

book that holds everybody down to the level of the average jumper. Your kit will be checked by a rigger, and you will probably have to have your reserve repacked. If you don't like having someone else pack your reserve (like me; after all it is my neck — sorry Mitch), then you can pack it under supervision from a rigger who will put his seal on it. That saves you \$8 into the bargain.

The learning rate over there is quite fantastic; the problem being able to repeat it when you get home. Unlike in the UK you are encouraged to progress — fast, if you're good enough. If you are considered good and confident enough for a first, you will be properly briefed and allowed to do it. A good example is a first square jump. Why we have to do irrelevant (**not** unimportant) things like spotting first, the Americans find quite incomprehensible. By the way, it seems very likely that some US DZ's will soon be dropping first jump students on squares (after all they are more reliable)! If things go well you will have enough jump tales to last a year, when, of course, you will be going again. Like being invited onto a night jump by a 10-man Speed Star team!

I hope I have included some useful pieces of information amongst some of my grouses. To summarise, it is a relatively cheap holiday, and one you won't forget in a hurry. As a final thought, when did the 'Sky Gods' at your DZ last take a novice up with them?

BRIAN R. MASON
D2415

P.S. "SKY GODS" have been extinct since Mythological times.

[I respect your views on our system, Brian, but it's a proven one for our environment. It IS easier to progress in a fair weather situation over a short concentrated period from big aircraft — Ed.]



Bob Harman leads a Brit. contingent out of the Z'Hills DC-3.

photo— Fred Elliott

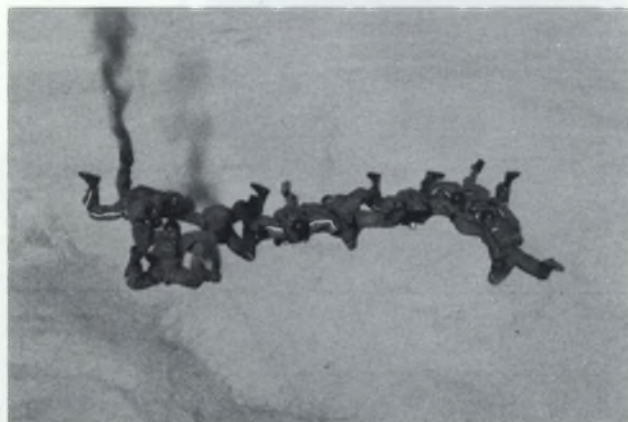
THE FALCONS IN CALIFORNIA

The '78 season had been very successful under the leadership of Flt. Lt. Roger Nicolle, completing 70 shows from the scheduled 84. Nevertheless we, like many others, had suffered from the inevitable poor British weather. November brought the new leadership of Flt. Lt. Pete Smout, the most experienced leader the team has had and like each man before him full of enthusiasm and new ideas. We had worked together before and I looked forward to combining ideas for the team for the new season. We saw very little blue sky in November and all contemplated the winter detachment in El Centro, California. It was strongly rumoured that the freight would travel by Hercules and the team by VC10 and 707, but it was not to be. December the 2nd and the team had an ETD Lyneham of 1000 hrs only to find that our original airframe had gone U/S with over half the freight already loaded. Naturally there was a delay whilst the kit was reloaded onto another airframe. Was this to be an omen? We were eventually airborne, at 1030 hrs with a detachment total of 50, 34 jumpers and the remainder making up two crews and support. The whole journey took 19 hours with a night stop in Gander, Newfoundland. In Gander we found the temperature sub zero and snow drifts everywhere. After a traditional Rum (called Screech for obvious reasons) welcome and varying amounts of sleep we were off again the next morning making one stop to refuel at Scott Air Force Base near St. Louis, before the final five hour leg to El Centro. Eventually, we arrived at El Centro in darkness but thankfully Instructors from Boscombe Down were there to meet us with transport and smiles. The equipment was unloaded, and all looked forward to the following day.

Basically the detachment was split into three main groups. Firstly, Boscombe Down who had flown out a day before us were there to trial the life of characteristics of the MA1 and Hot Dog and to make a comparison. Free Fall Training Flight were to teach basic free fall to PTS Staff, and finally the team commitment. The team had three main tasks, photographic work for the new season's brochure and a new cine film; to vet three new members with a view to team selection and thirdly develop next year's demo pattern. We had hardly begun the detachment when the wind started to blow over 25Kts and the locals informed us that the weather was very predictable and would blow for 48 hours.

The decision was made to take the planned rest day whilst the weather was bad and two trips were organised. One would be to Disneyland and the other to Sea World in San Diego. By nine o'clock the two parties were on their way, the majority set for Disneyland. From the comments on Disneyland everyone thoroughly enjoyed themselves and all agreed a day was not long enough to take in all the sights. The group I was with stopped off at the Naval base in San Diego to buy some bargains in the PX, and then on to Sea World. That particular base, I'm told, have more fighters than the RAF have aircraft and from what I saw I wouldn't dispute it. We returned from San Diego around midnight and believe it or not, it was snowing, but the wind had dropped.

Before leaving UK, Pete Smout had mapped out a programme of five jumps a day, with a jump quota allotted to our three tasks. Half five, rise and shine and breakfast at six. The wind had subsided from 25Kts and was now meaning about 15Kts. Good weather was now ahead of us and we were soon to realise that five jumps a day, all from 12,000 would be an ideal jump-rate. My role was to



The Falcons in a 'Dogbone'.

organise and control the photographic dives and oversee the progress of the rest of the team not involved. We had planned five separate formations using eight men and a 12 man shot. The overall planned programme was eventually to become biased towards photography due to a problem in the exit of the eight man group. The reason was that three new men in the base four were required to climb outside the C130. For those not familiar with the C130, its dropping speed is 120Kts and as you will appreciate, it can prove extremely difficult to maintain a grip and make yourself heard. Also the horizontal separation is phenomenal and any slowness in the exit will consequently leave you with a very shallow angle of attack, and hence the climbing out with 4, 5, 6, diving on top of them. We were fortunate in having Bob Souter jumping stills and Graham Pierce on cine. Bob used the Pentax MX for most of the jumps, invariably shooting at F11 250/sec with Kodacolor professional film. Graham had a GSAP and Beaulieu at his disposal, shooting at F16 at 32pp/sec. One more day of work on the exit and multiple dirt-dives, and it started to click. Our first attempt was a snowflake and had it flying fine by 7,000 ft, I could see Souter to my left with the sun behind him. Perhaps this was the start of a good run?

My general concern with the jumps was not so much for the lads getting to the formation, but more their flying with it once they were in it. There were several people who had never been in anything as big as an eight regardless of the formation. I felt at times that perhaps I was expecting too much from them. The next formation was a dog bone and although I thought that it might be the one we would struggle over it was to go together quicker than any of the formations we were to try. The accordion did not move and the flakers flew in in two pairs. We flew all the eight man formations attempted, they were, Double Murphy, Dog Bone, Snow Flake, Star and Arrowhead. Everyone was tired but feeling very pleased with themselves and then came the jump we had all looked forward to, a 12 man attempt. To some readers perhaps nothing special, but bearing in mind that some of my lads had not been in anything bigger than a six only ten days previous, it would be some considerable achievement. I had decided on a base four with two man clusters on the legs. The four built around 12-14 seconds and I had asked that the men on legs flew in together. Because of bad takes, or whatever, on similar eight man jumps when going on to legs we had experienced that individuals

turned the target which left his partner hurting. Everyone moved in smoothly and it appeared to be there but I noticed someone hurting for height. I have seen it many times when a jumper is struggling for that valuable height and his de-arch position is far from correct. His position was basically flat and I felt with a true de-arch he might have made it. Pete Smout as usual showed his enthusiasm for a brief moment, before moving on to thoughts of the demo and Souter considered eating his words, as he told me before leaving the UK that he was doubtful about the success we would achieve.

The detachment closed on a good note as the new '79 Falcon demo pattern was flown into down town El Centro. This show had been organised by Sqn. Ldr. Norman Hagggett, OC Detachment. We still have some hard work to add those finishing touches to the show, but with some 80 requests already the season looks like being busy. We look forward to seeing both old friends and new — preferably pretty ones — during the coming 1979 season.

FS JOE FRANCE, FAI 1676D

We send our deepest sympathy to the parents, relations and friends of Judy Willard, a BPA Instructor, who was recently and tragically killed in a parachuting accident in California.

SHOBDON CLASSIC SEMINARS

23rd-27th April 1979
28th May — 1st June 1979

The main reason for organising these two seminars is to attract the new members to parachuting who are eager and willing to increase their competitive skills in style and accuracy.

For the first time ever the National Championships this summer will have an additional event. This new event concerns the intermediate standard parachutists, full details of which are given in the last copy of Sport Parachutist. The idea behind this new event is to give some incentive to intermediate jumpers and narrow the wide gap between novice and open.

Although the seminars are aimed at the intermediate standard all keen competitive jumpers wishing to clean up for the nationals are welcome. Both seminars are sponsored generously by the BPA and this will go towards keeping jump costs down and must not be misinterpreted as a jumping free-for-all.

If you require any further information concerning these seminars please don't hesitate to contact me at the Hereford Parachute Club on Kingsland 551.

PADDY BYRNE.



Arthur Gibson records Chief Petty Officers, Sid Scott and Paddy Moffatt, at the end of a Royal Navy 2-man over Netheravon.

CLASSIFIED ADVERTISEMENTS

B.P.A. does not guarantee equipment bought and sold through the medium of this journal. Purchasers are advised to use the services of approved riggers. □ □ □ Classified Advertisements can only be accepted if accompanied by a cheque or P/O made out to the British Parachute Association (Crossed British Team Fund) for a sum not less than 50p.

FOR SALE

GQ Pathfinder in GQ Pack and Harness—£180 o.n.o.
T10 Reserve in Security Tray—£90 o.n.o.
contact Robin Gallon, 024029-311

GQ Pathfinder in B4 Pack and Harness—£150 o.n.o.
contact Paul Blowers, 061-904-0373

French Pap in X-Bow—£200 *contact Mike Durnford, 0793-782272*
or Netheravon w/ends

American Pap, Hot Dog, Sleeve and Risers—£140
contact Rob Bevan 0222-703336

Red and White Strato Flyer—£200 o.n.o.
contact G. Scott, 0403-65254 evenings

Jalbert 252—£350 o.n.o. *contact K. Nelson, 0207-505354*

Mk I PC plus reserve tray—£145 o.n.o.
contact P. Langham, 0203-88771, Ext. 2974

Short Lined Cloud in Wonderhog with Protector and Kit Bag—£600
contact D. Abbott, 0382-25035

Lightweight Cloud—£385, Jalbert 252—£335
contact Pete Simpson, 0246-451935 (H)/451051 (W)

US Pap in Mini System plus tray—£245 o.n.o.
contact Brian Mason, 01-580-4468 Ext. 4786(W)/01-602-1601(H)

Irvin Skydriver 9TV, B4 pack and harness, GQ Protector in original container, tension device, line spreader, Ripslop tape, Allimeter, stopwatch, leather wrist mount—£275 the lot.
contact C. Hoad, 0622-871738

US Pap in Mini-System—£150 *contact Sam Leighton, 040489-697*

Strato Star—£230, SST plus pull out—£130 o.n.o.
contact D. Orton, 0283-703583

P/P Cloud in Mini System—£250, C9 LL complete—£95, C9 TU complete £85
contact I. Haylock, 0325-53715

C9 TU complete in B4 pack and harness—£95
contact W. Hall, 0432-51379

PA Hog Back—£100, Mk I PC—£120, Starlite—£150
contact Paul, 0602-892903/51833

Strato Star, 26ft Navy Conical and SST, 2 MA1s—£400
contact M. Haskoe, 0480-890882

Irvin LoPo TU in B4—£140 o.n.o., American Pap, plus I24 in Mini System—£320 o.n.o.
contact A. Davenport, 0625-522419

C9 TU complete—£115, Strato Cloud—£290, plus Hot Dog and Container—£315, MA1—£10, Jumpsuit—£8
contact George Carlidge, 04252-71311, Ext. 529

Strato-Flyer—£200 o.n.o. *contact G. Scott, 0403-65254*

Starlite, TSE Slipstream, T10A complete—£325, LoPo TU complete—£145
contact P. Wade, 09064-21311(W)

Top Secret with hand deploy and R3's
contact P. Jackson, 0262-71026

WANTED—your used Paraboos (small sizes).
contact John Meacock 08324-490

WANTED

**APPROVED/POTENTIAL BPA INSTRUCTOR
(Full time), R.S.A. PARACHUTE CLUB
Phone: Weyhill 2124**

It came as an awful shock to learn recently of the tragic deaths of Mike Flaherty, Pat Flood, Seamus Walsh and jump pilot, John Irwin, when the Cherokee 6 in which they were flying crashed soon after take off in Ireland. Seamus had just started sport parachuting whilst Pat had some 200 jumps and had been in the sport since 1975. Mike had started jumping in 1971 and had been a leading light in Irish Sport Parachuting having been on the Irish National Team, Chief Instructor of the Irish Parachute Club and Chairman of the Irish Parachute Association. Of Mike fellow Irish Team Member, Noel Larragy writes: "He was the father of Irish Sport Parachuting in the 1970's. Michael led — we followed. Our many visitors and parachuting friends all over the world will understand how great is our loss." Mike, Pat and John all leave young wives and families — to them and to all their friends and relatives, and to those of Seamus, we send our deepest sympathy in this difficult time.

The Irish Sport Parachute Association have started a fund to relieve financial distress caused to the bereaved families by this fearful accident. Any contributions, however small, should be sent, (with cheques made out to the Irish Parachute Club Dependents Fund), to Noel Larragy, 25 McKee Road, Finglas, Dublin 11, Ireland.

W. PAUL—INDUSTRIAL TRIBUNAL

At the completion of the hearing on Monday, 19th March, the three-man Tribunal found for Mr. Paul, and awarded damages relating to loss of income and the difference between his old and his new salary amounting to about £2,200.

Peter Mitchell and I gave evidence for the Association, and a Barrister and Jim Crocker represented.

Having given long and careful thought to the entire subject I am more than ever convinced that the decisions reached by the Council at the meetings of the 14th and 18th September last year were correct, honourable and fair, and that the decision of the Tribunal has not shaken that belief.

JOHN MEACOCK,
Chairman, British Parachute Association.



POLICE PARACHUTISTS
are invited to drop in at the
POLICE PARACHUTE MEET
on Wednesday and Thursday, 23rd/24th May
at the
PETERBOROUGH PARACHUTE CENTRE

Enquiries to:
P.c. Dick Gays, Bullhead Street Police Station, Wigston,
Leicester Tel: (0533) 886361 (ext. 233)



SAFETY

A BULLETIN PUBLISHED BY THE INTERNATIONAL PARACHUTING COMMITTEE

SAFETY is an International Bulletin published and distributed World-wide by the International Parachuting Committee (C.I.P.) of the F.A.I. It was inaugurated at the recent C.I.P. meeting in Arnhem with the aim of promoting sport parachuting safety through the exchange of information and incident reports. Any such venture can only succeed if it is supported comprehensively. Given below are the names and address of the two editors — please send any safety information or photographs to either:

Charles Shea-Simonds, Cherry Tree Cottage, High Street, Or Beric Zlatko, Aeroclub Zagreb, Jurisceva 5, 41000 Zagreb, Durrington, Salisbury, Wiltshire, SP4 8AE, Great Britain. Yugoslavia.

WE CAN ALL BENEFIT FROM THIS BULLETIN — PLEASE SUPPORT IT

The aircraft load of jumpers took off in spite of the approaching storm clouds (cu-nimb). The jumpers decided they had sufficient time to land back on the DZ before the storm reached them. They hadn't. A girl on the load was sucked up into the core of the cu-nimb clouds and, after a horrifying canopy ride during which time she got frost bitten, landed 47 kilometres away from the DZ.

Democratic Republic of Germany.

Conclusion: Cumulo-Nimbus clouds are potentially lethal. Having learnt to recognise them, stay away from them.

The student encountered a partial malfunction of his main parachute. He was unable to operate his right hand pull reserve through lack of strength. It was subsequently discovered he was left handed.

Yugoslavia.

Conclusion: How about centre pull reserves for students? They can be operated by either hand and can be more easily protected in the aircraft.

Great Britain, USA, Holland, Canada and Denmark are actively discouraging the use of the Blast Handle Ripcord Handle — join the international campaign to outlaw this dangerous piece of equipment.

SOME CANADIAN STATISTICS

CHART 1

Breakdown of reported accidents, incidents and malfunctions by experience level (number of jumps).

| 1 WHO | Accidents | Incidents | Malfunctions | Totals |
|--------------|-----------|-----------|--------------|------------|
| Jump | | | | |
| 5 or less | 32 | 6 | 4 | 42 |
| 5-25 | 6 | 7 | 16 | 29 |
| 25-99 | 3 | 3 | 21 | 27 |
| 100-500 | 8 | 5 | 58 | 71 |
| 500+ | 5 | 3 | 35 | 43 |
| Total | 54 | 24 | 134 | 212 |

CHART 2

Malfunctions Breakdown include all the types reported and the frequency of their occurrence in comparison with the type of canopy (round or square), the container

system (conventional or tandem) and the reserve procedures (manual or cutaway) and the individual, (male or female). In the event of several of the types of malfunction (i.e. pack closure, pilot chute in tow, unable to pull, etc) there is no choice of reserve procedure, simply pull whatever you have, so that no figures are shown.

2 TYPE

| | Round | Square | Convent | Tandem | Manual | Cut-away | Male | Female | Total |
|----------------------|-------|--------|---------|--------|--------|----------|------|--------|-------|
| Low Pull | | 3 | | 3 | | | 3 | | 3 |
| Partial | 36 | 52 | 56 | 32 | 11 | 77 | 75 | 13 | 88 |
| Partial — No Reserve | 1 | | 1 | | | | | 1 | 1 |
| Streamer | 2 | 5 | 5 | 2 | 1 | 6 | 6 | 1 | 7 |
| Pilot Chute in Tow | | 2 | | 2 | | | 2 | | 2 |
| Premature Activ | | 1 | | 1 | | | 1 | | 1 |
| Brain Mal | | | | | | | 2 | 1 | 3 |
| Pack Closure | 5 | 10 | 4 | 11 | | | 14 | 1 | 15 |
| Canopy Release Mal | | 3 | 1 | 2 | | 3 | 3 | 3 | 3 |
| Unable to Pull | 7 | | 7 | | | | 5 | 2 | 7 |

CHART 3

Accidents Breakdown includes all those where medical attention was required. The location of the injury is shown in comparison with the type of parachute used (round or square), the sex (male or female) and the individual's experience (number of jumps). Leg and ankle injuries are concentrated in the novice experience categories whereas spine and wrist injuries are suffered by more experienced jumpers.

| 3 | Round | Square | Male | Female | Total | -5 | 5-25 | 26-99 | 100-500 | 500+ |
|--------------------|-------|--------|------|--------|-------|----|------|-------|---------|------|
| Location of Injury | | | | | | | | | | |
| Head | 2 | | 1 | 1 | 2 | 2 | | | | |
| Neck | 1 | | 1 | | 1 | | | 1 | | |
| Spine | 3 | 3 | 4 | 2 | 6 | 2 | 1 | | 3 | |
| Arm/Wrist | 1 | 2 | 3 | | 3 | | | 1 | 1 | 1 |
| Cuts and Bruises | | | | | | | | | | 1 |
| Leg | 10 | | 8 | 2 | 10 | | | | | 1 |
| Leg and Ankle | 2 | 1 | 3 | | 3 | 2 | | | | 1 |
| Ankle | 19 | 6 | 15 | 10 | 25 | 17 | 1 | 1 | 4 | 2 |
| Foot | 3 | | 2 | 1 | 3 | 1 | 2 | | | |
| | | | | | 54 | 32 | 6 | 3 | 8 | 5 |

AUSTRALIAN RESEARCH INTO PARACHUTE SAFETY (FOOD FOR THOUGHT)

Australian research into parachute ripcord release suggests that some changes in design specifications for front pack reserve parachutes may be needed.

The investigation was carried out by the University of Queensland at the request of the Australian Department of Transport (Air Transport Group) because of concern at the number of deaths among Australian skydivers, especially women.

Current standards for testing a parachute specify that it should open with no more than 10 kg (22 pound) pull. However, the research showed that only 72 per cent of women could exert 10 kg pull to release the ripcord over the right shoulder (the most common position) — and only five per cent of women could exert this force to release the ripcord of the main parachute over the left shoulder.

Most sporting parachutes used in Australia are made in the United States where they have to meet the Federal Aviation Agency Technical Standard Order C23b.

This specification demands that the pack-opening device shall be tested by use of an accurate spring balance to indicate it is positive and quick-functioning with no more than 10 kg pull. At present there is no Australian standard relating to ripcord release.

Forty parachutists were killed in Australia between 1960 and 1974, and although there were 10 times as many men as women in the sport (600 to 60), one third of those killed were women.

Dr. Margaret I. Bullock, head of the University of Queensland's Department of Physiotherapy, who carried out the study, said half of the total deaths were associated with failure to deploy the main or reserve parachute, suggesting the possibility of a 'hard pull'.

Dr. Bullock's research was based on a sample of 37 women representative in age, build, weight and height of the 60 registered women parachutists in Australia.

Conditions of free fall, in which there is no external counter-balancing support, were simulated in the laboratory with the use of an aluminium frame designed in the university's Department of Mechanical Engineering.

An electric resistance strain gauge on the ripcord handles attached to the frame measured the forces applied by the parachutists for each of six commonly used handle positions — right shoulder (two positions), left shoulder (two), front and front right (in reserve packs).

The output of the strain gauge was transmitted through electronic equipment and the pattern of forces over time was recorded graphically.

The forces for ripcord release using different types of ripcord handles and a variety of postures and grasps also were measured.

Comprehensive tables of figures for the pull-force capabilities of the parachute population were compiled.

Dr. Bullock said it appeared from the figures that it might be appropriate for some modification of the Air Navigation Order relating to the testing of front pack reserve parachutes to be made and that this, in turn, could require some minor change in design to reduce the likelihood of hard pull.

"Under normal circumstances it takes very little force to release a ripcord and of course many parachutists have jumped hundreds of times without the slightest difficulty," she said.

"On the other hand, quite a number admit to having experienced a hard pull on their main 'chutes and of having to use their reserves. The importance of minimising the possibility of a hard pull on a reserve chute is obvious."

Dr. Bullock said the 10 kg maximum pull requirement for testing parachutes on manufacture appeared to be appropriate for reserve handles in front of the left shoulder and probably the left hip.

"But even taking into account the gain from a two-handed pull, there still would be a certain proportion of women who would face difficulty when using a front pack reserve, especially with a handle on the right, if the reason for the hard pull meant they had to apply 10 kg to release the reserve 'chute.

"In practice, the forces required to extract the handle from its pocket and to release the ripcord pins can be influenced by many factors including the size, design and tightness of the handle pocket, the type of canopy, the method of packing (which in turn could be dependent on the interval between repacks) the tension on pack opening bands, and the size of the container.

"Where one or more of these factors acts to increase the force required to release the pins, the parachutist is likely to experience a hard pull if he or she cannot apply sufficient force to overcome the resistance offered.

"Most strength tests carried out in the past have used male subjects, and application of such data to design of equipment to be used by a mixed population overlooks the recognised sex differences in strength."

GLYN MAY



Bent pins are not a new disease. They can be cured by nylon loops.

NEXT ISSUE

We would like your views on:

- 1. Hard versus soft helmets.**
- 2. Student static line equipment.**
- 3. Ripcords and their alternatives.**

Please support this bulletin with reports and photos in the promotion of safety.

SAFETY PHOTOS

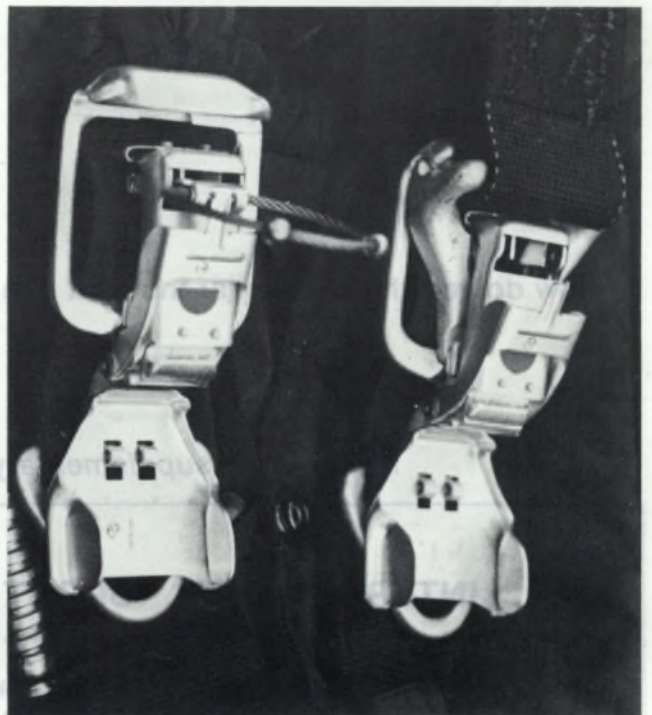


R2 and R3 Canopy Release Assembly

Unlike the conventional Capewell Release, the R2 and R3 Releases can be assembled incorrectly with the slider *under* the bottom lug instead of over it. At a quick glance these two photos don't appear to be very different. The one on the right, however, has potential lethal consequences. Don't forget your systematic pre-jump checks.



Another potentially lethal situation discovered during a reserve repack. The metal of the pack stiffener has worn through the pack material and snagged a number of the suspension lines. It would have been interesting discovering this in the air!



This Capewell malfunction occurred in the air with near fatal consequences. It prompts us to consider alternatives.

“A man who has made a mistake and does not know how to correct it, has made two mistakes already.”

Let us all benefit from each others experiences and mistakes through the medium of this International Safety Bulletin. Below is a suggested Incident Report Form — if you are involved in an incident, report the knowledge from which you think others might learn. Please complete this form and return it to either of the Editors of this Bulletin.

INTERNATIONAL INCIDENT REPORT FORM

1. Date of Incident:
2. Time of Day:
3. Place:
4. Height above sea level:
5. Weather Conditions:
6. Details of Parachutists involved and experience level:
7. Equipment worn (was it in any way a contributory factor?):
8. Description of Incident:
9. How do you think a similar incident can be prevented in the future?

Please send supplementary diagrams and photographs.

• **INTERNATIONAL SPORT PARACHUTE EQUIPMENT DEALERS—PLEASE NOTE** •

We will accept one advertisement in each issue to help with printing and distribution costs. If you are interested please contact either of the Editors.



Pete Guest flying a Delta II Parawing above Mike Oulton and Gary Lawry

Photo - Ken Guest

**BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, WEDNESDAY, 7th FEBRUARY 1979
held at BPA Offices, Kimberley House, Leicester**

PRESENT

| | |
|-----------------------|------------------------|
| J. Crocker | <i>Chairman</i> |
| D. Peacock | <i>NCSO</i> |
| P. Slattery | <i>ECPC</i> |
| D. Turner | <i>NCPC</i> |
| J. Barnes | <i>TWPC</i> |
| E. Hartley | <i>LBFFC</i> |
| J. Sharples | <i>MPC</i> |
| D. Orton | <i>Staffs</i> |
| G. Douglas | <i>RGJ</i> |
| P. A. Padley | <i>REME</i> |
| N. Law | <i>MFFC</i> |
| M. Winwood | <i>LIFFT</i> |
| P. D. Young | <i>RSA</i> |
| D. Prince | <i>NWPC</i> |
| J. Hitchen | <i>Sheffield</i> |
| W. J. Meacock | <i>PPC</i> |
| L. Melhuish | <i>WWPC</i> |
| P. Hibberd | <i>Halfpenny Green</i> |
| D. McCarthy | <i>HPC</i> |
| A. Knight | <i>NCPC</i> |
| P. Hick | <i>SCPC</i> |
| R. Willis | <i>RAFSPA</i> |
| G. C. P. Shea-Simonds | <i>Co-Opt</i> |
| A. Chandler | <i>RCT</i> |
| M. Beynon | <i>SCPC</i> |

OBSERVERS

| | |
|-------------------|--------------|
| M. McHale | J. Norris |
| E. Strawson | T. Cudmore |
| R. K. Burn | J. Hartley |
| D. T. Hickling | P. Walters |
| R. Dowling | G. Neale |
| J. Diamond | N. Townsend |
| F. Ryland | A. Morris |
| J. Hiley | D. Palmer |
| B. Bennett | G. Simons |
| B. G. Nelson-West | D. McCullugh |
| D. Major | R. Hicks |
| D. Gays | D. Hennessey |
| D. Gardner | J. Fletcher |
| J. Crockard | M. Smith |
| P. Smith | S. Dyer |
| P. T. Ledwards | G. Lawry |

APOLOGIES

| | |
|----------|------------|
| J. Laing | A. Riddick |
|----------|------------|

Item 1

QUALIFICATIONS TO USE HAND DEPLOY SYSTEMS

The matter was discussed generally and it was decided that some form of regulation was desirable. Members were requested to submit their suggestions to the NCSO in time for distribution before the next meeting and for subsequent discussion at the meeting.

Item 2

RELATIVE WORK MANUAL

It was decided that this should take the form of an additional chapter to the Instructors Manual. A working group consisting of G. C. P. Shea-Simonds, R. K. Burn and R. Willis were to consolidate ideas on the subject and submit a joint working paper to the NCSO for distribution and subsequent discussion.

Item 3

REVISED PACKING CERTIFICATE

The paper, presented by M. Winwood and previously distributed, was discussed. The consensus was that it was an excellently thought out project and that the necessary administrative arrangements for its implementation should be put in hand. Two amendments to the paper were suggested and approved VIZ:

- a) The Advanced Packing Certificate should include testing on the reassembly of a parachute stripped down to basic components and

- b) should include an endorsement to pack hand deploy systems.

Item 4

UK EQUIVALENT TO THE TSO — RIGGERS PAPER

In the absence of this paper, no discussion was feasible. The NCSO was to write to the Chairman of the riggers committee, requesting an update on the position.

Item 5

EVALUATION OF THE IRVIN SKYTRAINER CANOPY

Details of this canopy, currently undergoing trials at the Peterborough Parachute Centre, were given to the meeting by W. J. Meacock. As a result of experience gained at Peterborough, the version now being jumped is a 7 gore separation TU with the centre bars netted and with a net skirt. This version combines a low descent rate with an acceptable rate of turn. The net skirt has already proved its worth in the military PX parachute as a means of virtually eliminating the incidence of blown peripheries.

Some twenty descents have already been made and any further information will be forwarded to STC. The cost of the canopy is £150.00 and Irvins are to be contacted for a brochure for distribution to Clubs.

Item 6

OPERATIONAL AND TRAINING PROCEDURES — HEREFORD

Unease at certain aspects of Safety procedures at the Hereford Parachute Club was expressed by P. D. Young. In particular he referred to a letter from D. Howerski who admitted allowing a Cat. 9 parachutist to jump a ram air canopy on one occasion and to an incident in 1976 when another student's log book showed the said student to have made four descents in one day at Hereford. It was Mr. Young's view that such incidents were symptomatic of indifferent safety standards at the Club. He denied that his motives in submitting these reports were prompted by vindictiveness, rather that he was genuinely convinced such matters should be reported in the interests of safety generally.

In reply D. McCarthy, CCI Hereford P.C., stated that D. Howerski was acting CCI at Hereford at the time of the ram air jump because he himself was injured. D. Howerski was prepared to accept full responsibility for his actions. It was his view that D. Howerski was a progressive and reliable instructor, fully worthy of his status as Advanced Instructor and Examiner, and that such a lapse was out of character. This view was endorsed by the meeting. With regard to the incident in 1976 concerning the four jumps, Mr. McCarthy conceded that a genuine mistake had been made, due to the high volume of jumping that day. He pointed out that no attempt to cover up had been made by falsifying the dates in the log book.

Summing up, the Chairman made the following points:

- a) He deplored the tone of some of the correspondence between certain instructors concerned.
- b) He endorsed the actions of Mr. Young in reporting the incidents and stated that the STC should be informed of malpractices where they occurred. Such reports were only valuable, however, where they were honestly motivated in the interests of safety and training generally.
- c) The STC was not a forum for the pursuit of personal vendettas.
- d) In the case of D. Howerski a letter of reprimand was to be sent.
- e) In the case of the four jumps, D. McCarthy was reprimanded. These conclusions and decisions were endorsed by the committee and no further discussion was deemed appropriate.

Item 7

OPERATIONAL AND TRAINING PROCEDURES — LANGAR

The NCSO prefaced discussion by stating he had four files of correspondence on the subject. In order that members should be fully cognisant with all aspects of the matter it as decided therefore that a complete dossier should be compiled and circulated to members. Discussion was therefore postponed until the next meeting.

The question then arose of the status of D. Turner as CCI Langar. Mr. Turner stated he was prepared to act as CCI for weekend

operations only. It was proposed by C. Shea-Simonds and seconded by W. J. Meacock that D. Turner, being an Approved Instructor, be granted an exemption to act as CCI Langar until the date of the next STC Meeting. This proposal was carried by 13 votes to 6.

Item 8

INCIDENT AT HALFPENNY GREEN — 26th NOVEMBER 1978 (Previous minutes 7.3 refers)

Observers present were asked to retire and the discussion was conducted by the CCIs and instructors present.

The Chief Instructor concerned, D. Schofield was not present at the meeting. No communication had been received from him. It was therefore unanimously agreed that the previous suspension of his instructor rating remain in force until such time as he appear before STC in connection with the incident.

In the case of the Jumpmaster, M. McHale it was proposed by R. Willis and seconded by W. J. Meacock that Mr. McHales's Instructor rating be suspended for two months w.e.f. 26th November 1978.

This proposal was carried by a majority vote.

Discussion then centred around the responsibility of jumpmasters for carrying out pre-emplane checks of student parachutists — BSRs Section 3.6. refers. The consensus was that, in view of improved organisational procedures current at many centres, there was a case for review of this regulation. Members were requested to consider the matter and present their views at the next meeting.

The observers were then re-admitted.

Item 9

CENTRE PULL TWO PIN RESERVE HANDLES

P. D. Young drew the attention of the meeting to Poynter's Manual Chapter 7.46 which expanded on the subject. It was recommended that centre pull two pin handles conform accordingly.

D. Prince stated that it was his experience that ripcord pins of British manufacture were particularly prone to rusting, and that such rusting was a contributory factor to hard reserve pulls, particularly when such handles were used in combination with nylon loops, where bonding can occur. **THESE ARE TO BE INSPECTED REGULARLY. THE ATTENTION OF ALL CLUBS IS DRAWN TO THESE MATTERS. ITEM 1 OF MINUTES OF 19TH DECEMBER — STRATHALLAN FATALITY — REFERS.**

Item 10

EXEMPTIONS

1. T. Williams, a Category 9 jumper requested permission to jump a ram air canopy. He had already made 42 descents on a 252 overseas — it was because of his overseas commitment he was unable to progress beyond Cat. 9. The application was supported by L. Melhuish.

It was proposed by D. Orton and seconded by R. Willis that the exemption be granted. This was carried by 17 votes to 2. T. Williams was to make every effort to attain Cat. 10 as quickly as possible.

2. **To attend PI Course**

W. Agate (21 months in the sport) Granted on the grounds of continuous professional involvement with the RGJ parachute team.

D. Hellawell (20 months in the sport) Granted on the grounds of continous involvement at a full time centre — British Skysports and a strong recommendation from E. Finney.

G. Keeble (17 months) and Mr. Threlfall (8 months) in the sport. Granted on the following grounds.

- a) Recommendation from R. Willis, CCI RAFSPA.
- b) Military free fall experience prior to BPA Membership.
- c) Continuous professional involvement at a full time centre.
- d) Weekend involvement at the same centre.
- e) Status as professional Physical Training Instructors.

3. **To attend Examination Course**

R. Dowling — 3 months PI.

Proposed by G. Douglas and seconded by M. Winwood. Votes for 4. Against 15. Therefore not carried, on the grounds that insufficient parachute instruction had been given since the PI course.

A. G. Kelly — 3 months PI.

Proposed by E. Finney and seconded by D. Orton. Carried by

12 votes to 6 on the grounds that he had trained 17 students courses since his PI Course.

4. **M. Thurman** extension of PI rating until May 1979 granted.
5. **R. Bennett** BPA riggers rating retrospective to date of joining the Association. Granted.
6. **A. Cooper** Exemption for 10 hours PI rule. (Item 5.3 of previous minutes). Granted on grounds that 10 hours P.U/T was flown while qualifying for IMC Rating.

Item 11

PREVIOUS MINUTES AND MATTERS ARISING

1. Item 5.5. The NCSO stated that the S/L strongpoint in use at Wickenby on the Cessna 210 was satisfactory but further trials would take place at a later date.
2. Item 7.2. The subject of incident reporting was to be placed on the Agenda for the next meeting.

Item 12

ANY OTHER BUSINESS

1. **D. Horton** — exemption from the 10 hour pilot ruling on the grounds of total experience (114 hrs PI) and checkout by C. Benyon. Granted.

2. **A. Morris** — exemption from the minimum age rule (parachuting). Granted — being aged 15 years and 10 months and would be involved in school examination in 2 months time. Further factors considered were his continuous attendance at the NWPC over a period of years, his parachute packing expertise and a first class presentation of himself to the assembled STC members, including his stated intention to enter the Novice event in the Nationals in June.

3. **E. Robertson** — extension of PI rating for a further six months. Recommended by P. K. Hibberd. Granted.

4. **S. Charlton** — extension of PI rating for six months. Recommended by J. Barnes. Granted.

5. **P. Padley** — being an approved Instructor (Qualified February 1976) to act as CCI REME Parachute Club. This application was supported by W. J. Meacock and endorsed by the NCSO. Granted.

6. **S/L Deployment Bag**

A letter from Ian Robertson, who had designed this bag which featured a double mouthlock was read to the meeting. Stated advantages were more positive retention of the canopy within the bag and consequent smaller risk to tail strikes and malfunction. A specimen bag was shown to the meeting by J. L. Thomas. The bag was approved by the meeting.

7. A strato cloud connector link which had become unthreaded was shown to the meeting by D. Orton. It was stated that examination on the ground revealed the other three links to be merely finger tight.

PACKING CHECKS IT IS REPEATED THAT ALL CONNECTOR LINKS, PARTICULARLY OF THIS TYPE ARE TO BE REGULARLY CHECKED FOR SECURITY. THE USE OF BLUE LOCKTITE ON THIS TYPE OF LINK IS RECOMMENDED.

8. **Reserve handles**

A student reserve parachute, fitted with a Sentinel 2000 AOD was shown to the meeting by W. J. Meacock. A special feature was the handle positioning — being at an angle of 45 degrees to the horizontal and fitted to the top corner of the container. It was intended that this configuration would combine the advantages of centre pull and compatibility with the Sentinel 2000 AOD.

Trials were to continue, and Mr. Meacock would keep the STC informed.

9. **CIP Safety Bulletin**

G. C. P. Shea-Simonds, UK delegate to the CIP outlined his proposals to compile an international bi-monthly safety bulletin in conjunction with our own magazine. Input would be forthcoming from all member countries including the Eastern bloc. He invited additional contributions from STC members on all matters appertaining to safety.

10. The NCSO reminded the meeting that 101 instructors ratings expire on 31st March 1979.

11. **Amendment list to BSRs**

Details of all amendments incorporated in 1978 are available on application to the NCSO.

BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, WEDNESDAY 14th FEBRUARY 1979
held at BPA Offices, Kimberley House Leicester

PRESENT

| | |
|-----------------------|-------------------|
| D. I. Waugh | J. T. Crocker |
| C. M. Bruce | J. H. Hitchen |
| G. C. P. Shea-Simonds | J. Laing |
| J. L. Thomas | P. J. Byrne |
| R. E. Gays | J. R. H. Sharples |
| J. D. Prince | P. G. Mitchell |
| J. G. Starling | |

IN ATTENDANCE

C. W. Port — *Sec-Gen BPA*
D. Peacock — *NCSO - BPA*
6 observers

APOLOGIES FOR ABSENCE

| | |
|-----------------|-----------------|
| G. Lilly | E. T. Lewington |
| P. G. Slaughter | D. D. Orton |
| W. J. Meacock | |

Item 9/79

On a point of order Mr. G. C. P. Shea-Simonds reminded the members that it had been agreed by Council that "should members not attend a certain number of Meetings then they would be invited to resign". The Meeting decided to request the Chairman to write to Mr. E. T. Lewington reminding him of his responsibilities to attend as a Council Member, as the remaining Members of Council had been made aware of their responsibility to attend at the Council Meetings on 6th January 1979.

Item 10/79

MINUTES OF THE COUNCIL MEETING 6th JANUARY 1979

It was proposed by J. T. Crocker and seconded by G. C. P. Shea-Simonds that the minutes of the Council Meeting of 6th January 1979 be accepted as published providing the following amendments be made:-

- (i) Item 2/79 Appointment of co-opted members to read I. B. Wright and not I. B. Waugh.
- (ii) Item 1/79 Appointment of Officers to read: Proposed by D. I. Waugh and seconded by J. T. Crocker that G. C. P. Shea-Simonds be appointed as Special Projects Officer.

The motion to accept the Minutes was Carried Unanimously.

Item 11/79

RESUME OF AGM 6th JANUARY 1979

Proposed by J. L. Thomas and seconded by C. M. Bruce that the Minutes of the AGM of 6th January 1979 be accepted as published providing the following amendments be made:-

- (i) Item 1. Report of the Council — that "previously published and distributed in the December issue of Sports Parachutist" should read "as previously published and distributed as an insert in the December issue of Sport Parachutist".
- (ii) Item 1a. be inserted and to read:-
A vote of thanks was proposed by G. C. P. Shea-Simonds to the Council in 1978 — under the inspired leadership of the Chairman Mr. W. J. Meacock. The vote of thanks was carried from the floor with only one vote against.

The motion to accept the Minutes was Carried Unanimously.

Item 12/79

STATE OF FINANCES

The Secretary General outlined the overall financial situation as at 13th February 1979.

Building Society £34,000
Deposit Account £3,200
Current Account £2,572

The current membership stands at 16,880.

C. W. Port informed the Council of the proposed rent increase due in December 1979. The proposed increase would be in the region of .08p per square foot. There is also an increase due in the cost of services in the region of .22p per square foot.

It was decided by Council that no increased payment be made until such time as J. T. Crocker had studied the lease, and negotiations had been conducted with the owners of the building.

The Secretary General also brought the Council's attention to the possibility of obtaining grant aid to fund the National Championships, this would be under paragraph 1c "Conditions of Grant Offer", stating that "For home events of outstanding importance staged in the United Kingdom" . . .

Mr. J. T. Crocker reminded the Secretary General that before any bids are made to the Sports Council they must be submitted to the Chairman of the Finance Sub Committee.

Item 13/79

ANNUAL GENERAL MEETING DINNER/DANCE 1980

After much discussion it was proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that the Secretary General be requested to provisionally book the Abbey Motor Hotel for the AGM/DD for 1980 on the dates available. Should the Abbey Motor Hotel be unable to offer the dates required, then the function should be booked at the Centre Hotel on the available dates. Mr. J. Crocker requested that there should be an acceptance, in writing, that either hotel would be able to accommodate some 400 people for the AGM. Carried Unanimously.

Item 14/79

COMMITTEE REPORTS

The Chairman of the STC, J. T. Crocker invited comments from the Council following the publication of the STC Minutes. G. C. P. Shea-Simonds brought up the matter of Mr. Turner, CCI at Langar. Since the STC Meeting of 7th February, the National Coach and Safety Officer D. Peacock had been handed a letter from Mr. Turner stating that he was resigning as CCI at Langar, as he, Mr. Turner, had received a letter from Mr. Sawyer declaring his intention to withdraw the club's BPA affiliation. Mr. D. Peacock had notification by telephone that Mr. Sawyer was withdrawing affiliation and this would be confirmed in writing.

Council decided that when written confirmation of the withdrawal of affiliation was received, or alternatively if nothing was heard within a week, then a letter signed by the Chairman should be sent to those people who originally supported the affiliation application. The letter to be to the effect that the BPA was surprised and disappointed that after all the efforts these people had made in support of the affiliation, that this affiliation was to be withdrawn.

Mr. D. Peacock introduced Mr. Bennett a club member from Langar. Mr. Bennett made it clear that he was speaking on his own behalf and not for Langar as a Club. He intimated that many people at the Club did not seem to be aware of the current situation. Mr. Bennett did not know whether the club committee had discussed these matters. J. T. Crocker asked Mr. Bennett to let the club members at Langar know that, should the affiliation be withdrawn and the club operated outside the rules of the BPA then the members of the club would not be covered under the Third Party Liability Insurance, and the members would be better off being in the BPA rather than outside.

It was pointed out that the Association wanted to help everyone by encouraging clubs to be affiliated. Under affiliation it is possible to ensure that parachuting is carried out properly, and that affiliated clubs have the full support of the Association should they run into any problems. Mr. Bennett was asked to convey these feelings to the club members.

Item 4 of STC Minutes. J. L. Thomas would formulate the papers to STC.

D. I. Waugh commented on the meeting of the Competitions Committee and stated that Mrs. S. Milne had applied for Grant Aid and that the application was acceptable. Proposed by G. C. P. Shea-Simonds and seconded by J. L. Thomas that the Competitions Committee go ahead and process the application.

Item 15/79

NATIONAL CHAMPIONSHIPS — PRESENTATION OF PRIZES

It was decided to ask the Chairman, W. J. Meacock, to write to

Gen. Wilson asking him if he would consider presenting the prizes at the National Championships in June.

Item 16/79

DISABLED PARACHUTISTS CHARITY FUND

This matter was to have been introduced by W. J. Meacock. G. C. P. Shea-Simonds said that it had been agreed that anything to do with finance should only be discussed if the Council had had the relevant information and had had time to think and digest it. It was decided to ask W. J. Meacock to provide Council with the relevant information.

Item 17/79

MINI COMPUTER — FEASIBILITY STUDY

P. G. Mitchell presented the Council with information on the feasibility of computerising part of the administration system of the BPA. At this stage there would be no request for a decision but he asked the Council to consider these proposals. Mr. R. Flynn, a member of the BPA is a computer expert and has offered to give the Council his recommendations, and vet any proposals that may be made. J. D. Prince spoke of a bureau in Leicester which programmes membership records, he will obtain information on this and pass it on to P. G. Mitchell.

Item 18/79

INSURANCE SITUATION

- (i) The Secretary General outlined the situation regarding Third Party Liability when using hired aircraft:-
"If there is an accident caused by a club's aircraft, yet is in no way caused by a parachutist, the Third Party can claim not only from the owner of the aircraft but also from the club using that aircraft".
- (ii) **Re-Insurance 1979**
The Secretary General was directed to obtain quotations from Hogg Robinson and Gardner Mountain, and Everett Bacon and Morris and pass this to the Finance Sub-Committee for their report and decision.

- (iii) **The Economic Insurance**

The matter of the Economic Insurance was raised and it was decided by Council that the BPA should have nothing to do with any scheme called a "BPA Insurance Scheme". However Companies could, if they so wished advertise in the Sport Parachutist.

Proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that the Secretary-General write to the people involved to the effect that, in principle the BPA would not accept any scheme as being a "BPA Scheme". For 5 Abstentions 3 Motion Carried.

Item 19/79

PENSION SCHEME SEC-GEN AND NCSO

The Secretary General informed Council of the directive by the Chairman to obtain quotations for a Pension Scheme for the NCSO and the Secretary General.

It was decided that this matter should be held over until the next Meeting when a decision could be obtained from the Sports Council as to whether a 75% Grant would be made toward the cost, and when several other quotations would have been obtained. The whole matter would then be passed to the Financial Sub Committee for investigation and recommendation.

Item 20/79

RESPONSIBILITY OF SECRETARY GENERAL

It was brought to Council's attention that the responsibilities of the Secretary General, although drawn up, had never been approved by Council. However the Council wished the Secretary General to be appraised of his overall mandate for the position. Brigadier Starling suggested that the Secretary General re-outline responsibilities in 3 months time. P. G. Mitchell said that the detailed organisation should be left to the Secretary General. J. T. Crocker stated that the Secretary General should not, and probably would not be bound too tightly. D. I. Waugh stated that the job is Executive in nature, and the Secretary General should be in a position to delegate and have flexibility to operate.

The Secretary General had already outlined the situation in the report to council on 24th January 1979. The general feeling of the Council was that a fuller report should be forthcoming in 3 to 6 months time, after the re-organisation had taken place and some time had elapsed to give the re-organisation time to take effect.

G. C. P. Shea-Simonds agreed that routine work i.e. film hire should be dealt with by the office staff. He then brought up the subject of the cheque limit of the Secretary General. P. G. Mitchell stated that the cheque limit was at £500. G. C. P. Shea-Simonds had some reservations, but agreed that every day expenditure up to £500 should be allowed, but any capital expenditure, (unless under £50) must be cleared with the Council. The Secretary General stated that he was already operating in this way. J. T. Crocker remarked that members must know what is going on. Mention was also made that no "make-up" cheques to total over £500 be agreed unless there had been prior consultation with the Treasurer, or they were urgent. The Secretary General stated that he was already doing this.

The Treasurer requested that the matter be left with him to discuss with the Auditors as to the best method of internal control.

G. C. P. Shea-Simonds stated that in future the Council must be informed before new staff were employed. The Secretary General stated that in this instance speed had been of the essence in order to replace a long standing member of staff and to have the longest possible time to train the new employee.

Item 21/79

LOAN TO DEANNICE LTD

J. L. Thomas thanked the Council for the loan, but stated it had already been repaid as the aircraft in question had crashed on landing. He asked if the loan could be available if needed. The Treasurer, P. G. Mitchell, stated that all loans would be considered on their merits at the time of application.

Item 22/79

MRS. PAUL — RETIREMENT

Proposed by G. C. P. Shea-Simonds. Seconded by J. L. Thomas that in consideration of 8 years employment Mrs. Paul be granted a gratuity of £250. Carried Unanimously.

Item 23/79

PR CONSULTANCY

G. C. P. Shea-Simonds brought Council up to date on the matter of the PR Consultancy. The main aim was to improve the status of the Association and to obtain sponsorship. He would like to invite Mr. Taylor to the next Council Meeting to put his ideas to Council Members. C. W. Port appraised Council of the situation regarding the CCPR press release service. Further to the first press release of 1979, Mr. D. Thomas of the B.B.C. had been in contact with C. W. Port. Mr. D. Thomas is the organiser and presenter of the Radio Four programme Sport on Four. He asked if it would be possible to compile a programme about Sport Parachuting. To this end he would like to carry out a parachute jump himself and asked whether Miss. J. Smith could also be there to carry out a descent. He further wanted the Secretary General to do his first ever jump and then interview Jackie Smith and the Secretary General and put together a full length programme. The Secretary General would make all the necessary arrangements.

Item 24/79

VISITS — REPORTS

- (i) Royal Aero Club. G. C. P. Shea-Simonds stated that it was imperative that Council should be aware of aviation activities, in the past we had not been well represented. He offered to act as the Association representative in future. The offer was accepted with alacrity by the Council. The report was discussed and G. C. P. Shea-Simonds referred to the problem of fuel costs and said that he will do his best to help resolve these problems. On the matter of subscriptions G. C. P. Shea-Simonds said that we have agreed to pay the amount for the current year but he will be contacting the Treasurer of the R.Ae.C. to find out a) how the subscriptions are divided up, b) propose a new system where the Association will be paying less, i.e. a more realistic share of total subscriptions.

Proposed by J. T. Crocker and seconded by J. G. Starling that G. C. P. Shea-Simonds be the permanent representative. Carried Unanimously.

- (ii) C.I.P. Conference. It has been suggested that the Association host the C.I.P. Conference for 1981 in the United Kingdom, provisional venue Bisham Abbey. G. C. P. Shea-Simonds agreed to take on the organisation in his position as Special Projects Officer, and UK. C. I. P.

delegate. He agreed to prepare some budget costs and the Secretary General was asked to ascertain whether there was any possibility of obtaining Grant Aid.

(iii) The Secretary General outlined the proposals made at the Meeting of the Sports Aid Foundation, explaining that this was a new funding over and above the Grant Aid available at present and was to be used for helping prospective medal winning competitors at World Championships and Olympic Games.

Item 25/79

FREQUENCY OF COUNCIL MEETINGS

It was decided that the frequency of Council Meetings remain as they are.

Item 26/79

P. J. BYRNE — STYLE SEMINARS TO BE HELD AT HEREFORD

It was proposed that P. J. Byrne give some idea of costings for the seminar. If the Competitions Committee decided that everything was in order they could allow a grant of up to £150 for the seminar. If the costings were more than £150 then the Council must ratify the decision.

Item 27/79

GESTETNER 319/STORAGE/DECORATION

(i) The Secretary General presented the Council with costings for purchase of a Gestetner 319 for use by the BPA Office.

(ii) Storage

After much discussion it was proposed by J. Laing and seconded by J. L. Thomas that if it is possible (a) to obtain 75% administrative grant toward the cost of rental and services, (b) the Finance Sub Committee approve the suggestion, and (c) that the space available be at the present rates for rent and services, then the Secretary General be allowed to go ahead and arrange further storage space. Carried Unanimously.

(iii) Re-decoration

(a) After much discussion it was decided to leave the decoration until a later date. The idea of having a folding partition to be held over until it was seen how many people attended meetings in the future.

(b) The Secretary General would obtain quotations as to the cost of hiring a room elsewhere if the number at Meetings become too unwieldy. Proposed by J. T. Crocker Seconded by G. C. P. Shea-Simonds Carried Unanimously.

Item 28/79

G. C. P. SHEA-SIMONDS — HEADED NOTEPAPER

Proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that Fisherprint re-print the headed notepaper, reverting to the original logo shape and inserting the word "Royal" before Aero Club. The Paper already printed to be used for internal memos and letters to Council. In this way there would be a minimal loss of outlay. Carried Unanimously.

Item 29/79

P. G. MITCHELL — FINANCIAL SUB-COMMITTEE

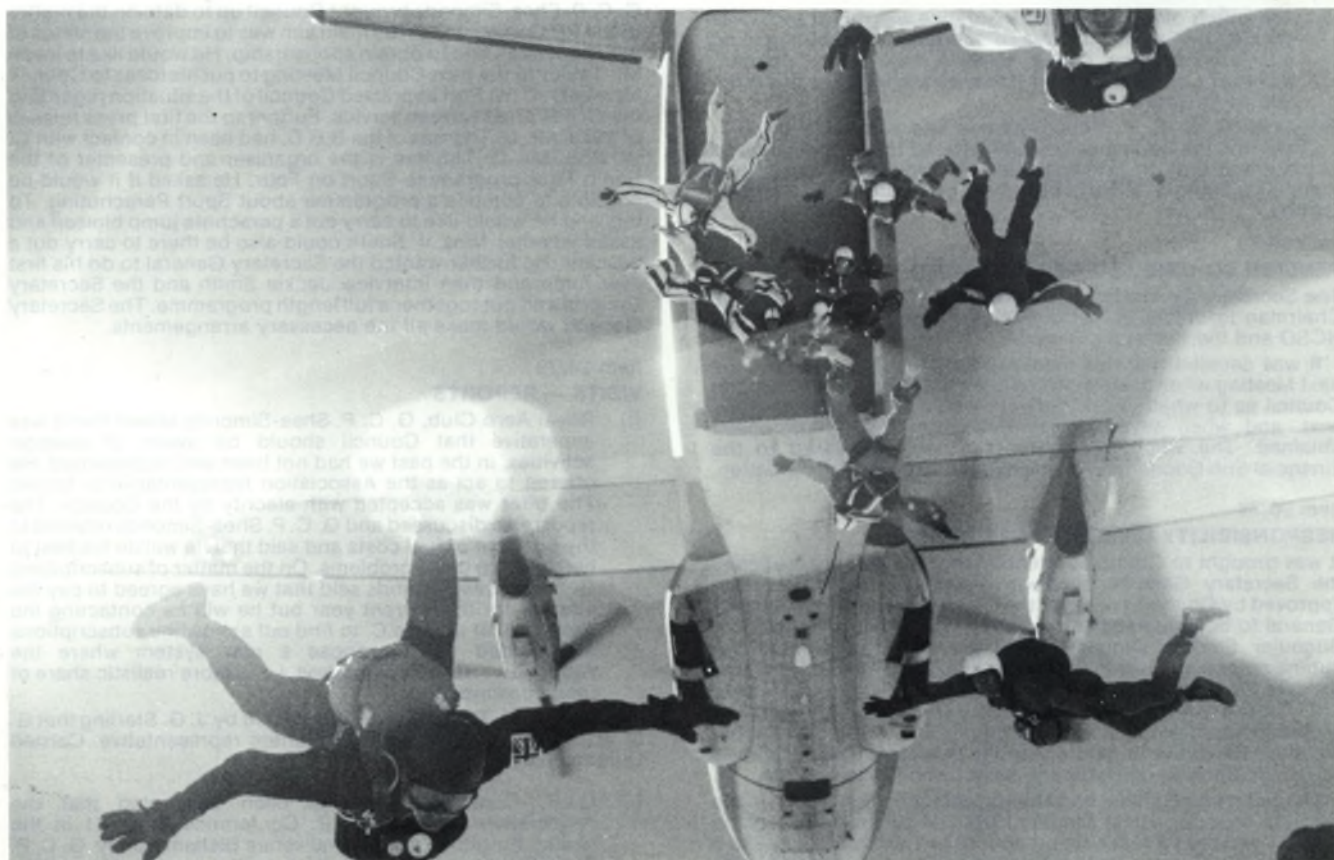
P. G. Mitchell informed the Council that a Finance Sub Committee Meeting would be held at a date to be decided, where all the matters pertaining to finance would be discussed. The Committee to comprise P. G. Mitchell, J. T. Crocker, J. G. Starling and P. G. Slaughter. The Secretary General would be invited to attend and bring all relevant paperwork involved with the financial matters already discussed at this Meeting.

Item 30/79

APPLICATION FOR AFFILIATION

(i) It was proposed by C. M. Bruce and seconded by J. L. Thomas that the affiliation application from Headcorn Parachute Club be approved. Carried Unanimously.

(ii) The application for affiliation from the Metropolitan Police Club will be held over until the next Council Meeting. By this time the Metropolitan Police Club would have a CCI.



Peter Sherman took this spectacular photo of an exit from the UAE G222.

BUZZ'S CANADIAN COLUMN

The elections for the Directors of CSPA were held in January and as a result CSPA, after March will have a directorate somewhat short on Administrative experience. The Board of Directors has five members, each elected by and representing the members in one of five regions. These regions are BC and Yukon, Alberta Saskatchewan and Manitoba, Ontario, Quebec, and the Maritime provinces. Although the term for each director is two years, the elections are staggered so as to provide some continuity. Elections are held in BC, Ontario and the Maritimes in the odd numbered years (i.e. 1979) and in the other two regions in the even numbered years (1978, 1980).

The results of the recent elections have produced three new directors, Mike Zahar (who defeated yours truly) in BC, Brian Smith in Ontario and Duff Boyd in the Maritimes. To the best of my knowledge neither Zahar nor Boyd have had any experience or involvement in administration in parachuting at any level. One may as well start at the top. In any event with three new Directors, two others with one years experience and a new Executive Director (no matter how talented) the next year promises to be an interesting one in the development of CSPA. Even more so when one considers that the winds of change have brought a considerable shift in the political outlook of the Board.

Our Technical Program Coordinator, Duncan Grant, attended the January USPA Board meeting in Denver. The main purpose was to present information about our Instructor program to the USPA Safety and Training Committee with a view to accepting reciprocal recognition for Instructor ratings. After short discussion this was agreed to. As USPA and BPA already have a similar arrangement, I was able to discuss in Arnhem at the CIP meeting with Doug Peacock and Charlie S-S the idea of BPA and CSPA having reciprocity. This would seem to be no problem as, Harro Trempenau, our current president, has been in Kenya for several months and has been granted permission by the BPA council to sign off licenses etc. By the time you read this some correspondence on the subject will have been exchanged between Duncan Grant and Doug Peacock.

Having been able to attend the CIP meeting and therefore being part of the discussion, it is interesting to

note that two important decisions came out of the meeting in respect of style. First the realisation that video is not the answer to judging style. A few years ago the claim was made that video would solve all the (supposed) problems associated with judging style using telemetres. Video would allow the judge to view the jump more than once and therefore provide a better assessment of the performance. The fundamental problem that was not appreciated at that time was the fact that viewing a jump on video took away that 'back of the neck' feeling, which is so vital to the assessment of angles. It is really only possible to properly assess angles on the manoeuvres when the judge is fully cogniscent of the relative angle of observation, ie is the jumper close overhead or far away. Sitting watching a video screen removes this knowledge of the relative angle and therefore telemetres will be used as the prime judging aid with the video (if available) used as a backup. It should be noted that a judge will only be allowed one viewing of a jump at normal speed.

After the controversy of Rome, the deviation penalty provided a means to agree on a penalty in assessing some of the peculiar variations now being performed. A deviation in excess of 45 degrees was assessed a 1.0 second penalty. It had long been our feeling that the 45° free zone was far too liberal and accordingly CSPA proposed at last year's CIP meeting a tightening of the rules re pitch and roll. We proposed the following

| | Pitch | | Roll |
|-------|--------------|-------|--------------|
| 0-25 | 0.3 seconds | 0-45 | 0.0 seconds |
| 26-45 | 0.8 seconds | 46-90 | 3.0 seconds |
| 46+ | 16.0 seconds | 91+ | 16.0 seconds |

The intention is to force flat style. The separation of pitch and roll was a mistake as a combined deviation penalty will suffice. This proposal was felt to be too radical only eight months before the world meet in Zagreb. In any event the radical deviationists were properly penalised in the last world meet. The point has been made though that a single one second penalty over 45 is both insufficient and too much at the same time. Accordingly the deviation is retained but altered to a two stage penalty with reduced severity, 26-45° 0.3 seconds, 46-90° 0.8 seconds. I believe these changes will improve style.

BUZZ.

THE SEC. GEN'S COLUMN

It has been mooted that a 'chat' column from the Office might be started. Well here we go with the first attempt.

The Association has a new member of staff in the shape of Helen Blunt. Helen, for her sins, spent five years in administration in the WRAF, and then worked for Forward Trust before coming to the B.P.A. Like the other girls she is cheerful and is working hard to become *au-fait* with the routine of the office. At the moment we are experiencing the annual bulge: renewals, etc. We try to keep up to date, but if membership renewals are not with you by return of post don't despair, they won't be too long coming. All is in hand for the Nationals; rules, regulations, and entry forms, are prepared and should already be with you.

All three girls in the office; Sue, Suzie, and Helen, have come to a unanimous decision that this year they will all make their first parachute jump. It has also been decided that I should be making my first exit from an aeroplane, rumour is rife that I've to make my own parachute, but I

hope it's not serious. Keep your fingers crossed for me for April. So far I am enjoying my new job, every minute of the day is filled, and Fridays seem to come round very quickly indeed.

Doug Peacock has been trying to keep me on the straight and narrow and is patience personified. I'm sure that some of the questions I ask seem pretty daft to him, but he grits his teeth and gives me the answers. What he says to himself when I'm not there I dread to think, but bear with me, I'll pick it up as soon as possible. In fact I'm beginning to use the jargon now and confusing my family and friends with all the abbreviations. As I've mentioned to several people already, I will try to get round to see as many people as I can as time allows. Finally just a quick request, if anyone has any problems, individual or as a club, please get in touch so we can help to sort them out.

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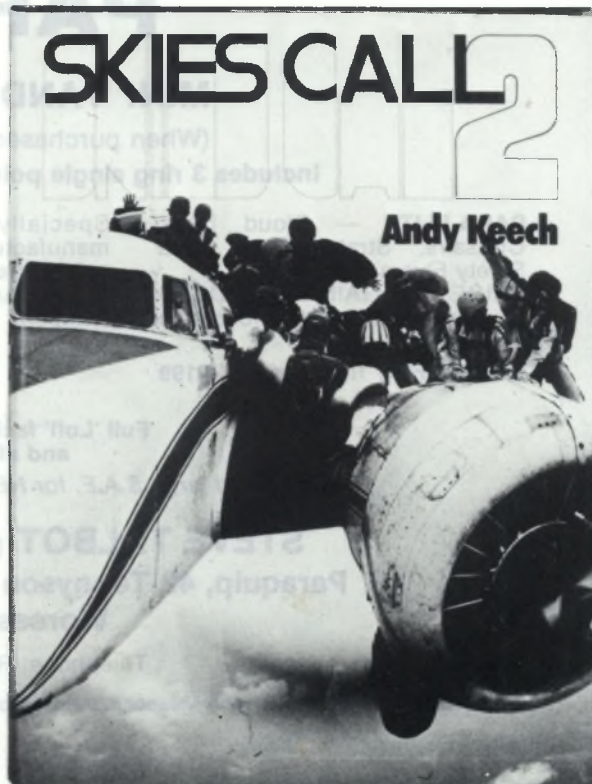
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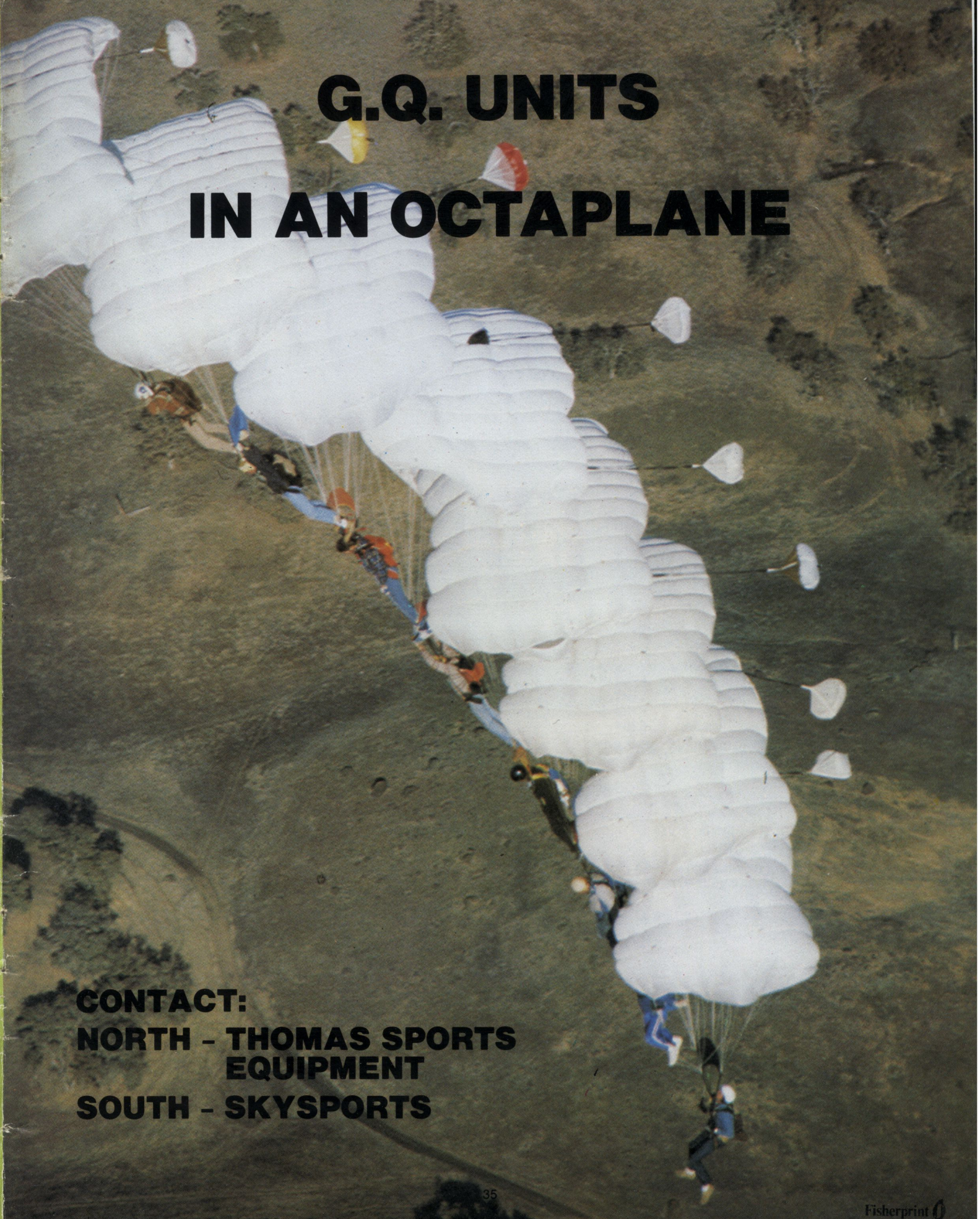
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