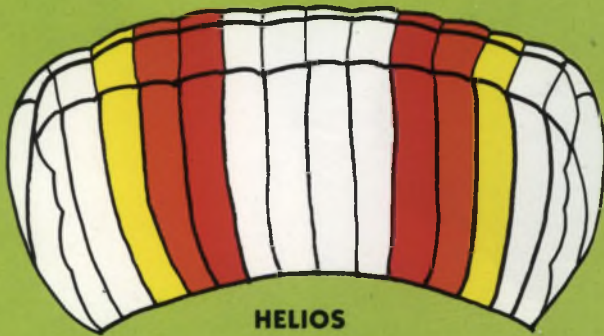


SPORT PARACHUTIST

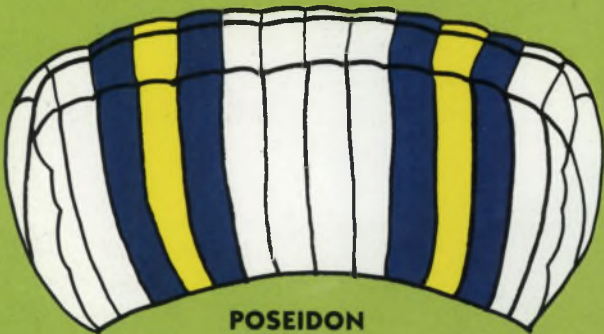


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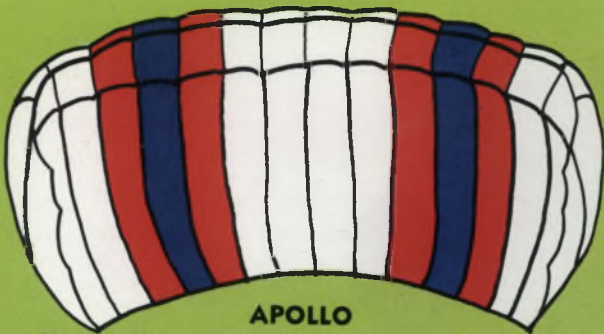
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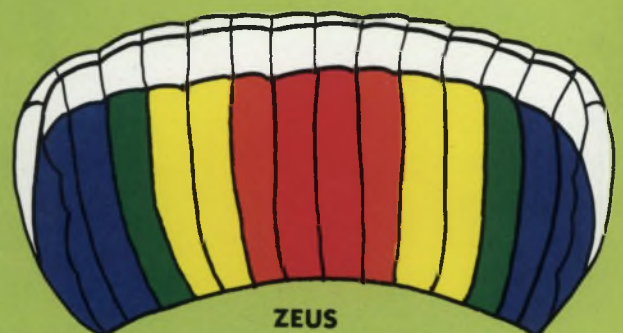
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BPA Club Approval is granted to BPA Affiliated Clubs who have attained a high minimum standard of staff, facilities and equipment as laid down by BPA. They are subject to inspection by BPA every 2 years.

<p>Peterborough Parachute Centre Sibson Airfield, Wansford, Peterborough</p>	<p>FULL TIME W. J. Meacock (at club address), Sibson Airfield Tel: Elton 490</p>	<p>British Skysports Bridlington Aerodrome, Bridlington, Yorkshire</p>	<p>Chief Instructor (at club address) Tel: 0262-77367</p>
<p>Hereford Parachute Centre Shobdon Aerodrome, Leominster, Hereford Tel: Kingsland 551</p>	<p>FULL TIME</p>	<p>Chief Instructor (at club address)</p>	

BPA AFFILIATED CLUBS

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

<p>Eagle Sport Parachute Centre Ashford Airport, Lympe, Kent (Hythe 60816)</p>	<p>FULL TIME A. Black (at club address)</p>	<p>British Skysports Bridlington Aerodrome, Bridlington, Yorkshire</p>	<p>Chief Instructor (at club address) Tel: 0262-77367</p>
<p>East Coast Parachute Centre Ipswich Airport Ipswich, Suffolk</p>	<p>W. P. Slattery (at club address) Tel: 0473 714462</p>	<p>Paraclan Parachute Club Glenrothes, Fife</p>	<p>D. C. Payne 37 Cromwell Road, Burntisland, Fife</p>
<p>R.S.A. Parachute Club Thruxton Aerodrome, Andover, Hants. Tel: Weyhill 2124</p>	<p>R. A. Acraman (at club address)</p>	<p>Parachutists Over Phorty Society (POPS.U.K.)</p>	<p>J. Cooke, Broughton House, Field Broughton, Nr. Grange over Sands, Cumbria. Tel: Cartmel 4545</p>
<p>Dunkeswell International Skydiving Centre Dunkeswell Airfield, Nr. Honiton, Devon (Tel: Luppitt 350)</p>	<p>J. Loutitt (at club address)</p>	<p>Scottish Parachute Club Strathalan Castle, Auchterarder, Perthshire Tel: Auchterarder 2572</p>	<p>The Secretary (at club address)</p>
		<p>Scottish Sport Parachute Association</p>	<p>Mrs. Jean Christie, 99 West Torbain, Kirkcaldy, Fife Tel: Kirkcaldy 200042</p>
		<p>The School of Free Fall Parachuting Tel: (0742) 653962</p>	<p>J. Hitchin, 46 Newlands Drive, Sheffield S12 2FS</p>

WEEK-END

<p>Border Venture Parachute Club Brunton, Nr. Alnwick, Northumberland</p>	<p>K. Noble Windy Gyle, West Street, Belford Northumberland, NE70 7QE Tel: 06683-289</p>	<p>South Colswold Parachute Club Badminton, Avon Tel: Bristol 568173</p>	<p>J. French, 11 Homestead Gardens, Frenchay, Bristol.</p>
<p>British Parachute Club Headcorn Airfield, Headcorn, Kent</p>	<p>Mrs. A. Ward 13 Stainer Road, Tonbridge, Kent</p>	<p>Spread Eagles Parachute Club Nr. Melcombe Bingham, Dorset</p>	<p>Sally Corr 24 Southlea Avenue, Tuckton, Bournemouth Tel: 0202 421108</p>
<p>Cambridge University Free Fall Club Waterbeach, Cambs.</p>	<p>Miss F. J. Nock 30 Green End Road, Cambridge.</p>	<p>Staffordshire Sport Skydivers c/o Stoke-on-Trent Youth and Adult Centre, Pump Street, Stoke-on-Trent, ST4 1NQ</p>	<p>The Secretary (at club address)</p>
<p>Cheshire Parachute Club Tel: 061-941 1270</p>	<p>P. H. Evans, 3 Dunham Grange, Delamer Road, Altrincham, Cheshire.</p>	<p>Tyne & Wear Parachute Club Sunderland Tyne & Wear</p>	<p>P. Rice (at club address) Tel: 07833-4954</p>
<p>Chesterfield Skydiving Club Netherthorpe, Nr. Worksop, Notts. (Temporary)</p>	<p>Miss J. Wallhead 8 Tavistock Court, Racecourse Road, Newbold, Chesterfield</p>	<p>Wales & West of England Para Club</p>	<p>L. Melhuish Copper Beeches, 7 Cardiff Road Dianas Powis, S. Glamorgan Tel: 02222 514100</p>
<p>Cornwall Parachute Club Camperdown Farm, St. Brewid, Bodmin, Cornwall. Tel: St. Tudy 543</p>	<p>J. Fisher, Treloway Hotel, Port Isaac, Cornwall. Tel: Port Isaac 214</p>	COLLEGIATE CLUBS	
<p>Duck End Parachute Group Rectory Farm, Abbotsley, Hunts.</p>	<p>Gordon Lilly 12 Clandon House, Clandon Gardens, Finchley, London N3</p>	<p>British Collegiate Parachute Association</p>	<p>The Secretary, 13 Carters Crescent, Fernham Road, Faringdon, Oxon., SN7 7LA Tel: 0367-21203</p>
<p>Halfpenny Green Skydiving Club Halfpenny Green Aerodrome, Bobbington, Worcs. Tel: Bobbington 293</p>	<p>The Secretary, (at club address)</p>	<p><i>Kingston Polytechnic</i> <i>Exeter University</i> <i>Cambridge University</i> <i>University of Leicester</i> <i>Hull University</i> <i>Cardiff University</i> <i>Brunel University</i> <i>York University</i> <i>North Wales University</i> <i>Edinburgh University</i> <i>Wielbeck College</i> <i>Queen Mary College</i> <i>Leeds University</i> <i>Keele University</i> <i>Wolverhampton Polytechnic</i> <i>Newcastle University</i> <i>Bath University</i> <i>Halfpenny Green Polytechnic</i> <i>Abingdon College</i> <i>Manchester University</i> <i>University of Sussex</i> <i>Birmingham University</i></p>	
<p>Leeds/Bradford Free Fall Club Elvington Airfield, York.</p>	<p>A. Swallow 1 Riverside, Otley, Yorkshire</p>	SERVICE ASSOCIATIONS AND CLUBS	
<p>Manchester Free Fall Club Tilstock D.Z., Twenlows Hall Farm, Whitchurch, Shropshire</p>	<p>N. Law 9 St. Andrews Road, Stretford, Manchester M329JE</p>	<p>Army Parachute Association</p>	<p>Chief Instructor J.S.P.C. Airfield Camp, Netheravon, Wiltshire,</p>
<p>Manchester Skydivers (See British Skysports)</p>	<p>T. Bailey 157 Kenyon Lane, Moston, Manchester 10 Tel: 061-681 1740</p>	<p>Rhine Army Parachute Association</p>	<p>The Commandant, R.A.P.A. Centre, S.T.C. Sennelager, B.F.P.O. 16</p>
<p>Martlesham Heath Para. Club</p>	<p>Mrs. L. Bennett 76 Grundisburgh Road Woodbridge, Suffolk</p>	<p>R.A.F. Sport Parachute Association</p>	<p>Hon. Sec., R.A.F.S.P.A., R.A.F. Brize Norton, Oxon.</p>
<p>Midland Parachute Centre Long Marston Airfield, Nr. Stratford-upon-Avon, Warks.</p>	<p>Dave Deakin, Tilton Cottage, Stourport-on-Severn, Worcs. Tel: Stourport on Severn 5954</p>	<p>Royal Navy and Royal Marines Sport Parachute Association</p>	<p>The Secretary, RN, & RMSPA, Commando Training Centre RM, Lymington, Exmouth, Devon, EX8 5AR Tel: Topsham 3781, ext. 491 or at Club, Luppitt 697</p>
<p>Northern Counties Parachute Centre Tilstock Airfield, Whitchurch, Shropshire</p>	<p>A. G. Knight 66 Chapel Lane, Coppul, Chorley, Lancs., PR7 4PQ Tel: 0257-791881</p>	<p>Cyprus Joint Service Adventurous Training Centre (CJSATC)</p>	<p>Chief Instructor (CCSPC) CJSATC Pergamos Camp, BFPO 58</p>
<p>North West Para Centre Cark Airfield, Flookburgh, Nr. Grange over Sands, Lancs. Tel: 044853672</p>	<p>J. D. Prince 21 The Coppice, Ingol, Preston, Lancs. PR2 3OL Tel: Preston 720848</p>	<p>Hong Kong Parachute Club</p>	<p>CCI, JSPC (HK), Borneo Lines, Sek Kong, B.F.P.O. 1</p>
<p>Nottingham School of Parachuting Langar Airfield, Langar, Notts.</p>	<p>The Secretary 1 Norfolk Place, Nottingham. Tel: 46622</p>		

SPORT PARACHUTIST



THE JOURNAL OF THE
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ASSOCIATION

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Vol. 16 No. 3

JUNE 1979

EDITORIAL

The main feature in this issue is the Weston POPS Meet—good luck to these old guys—they provided a real fun weekend with some excellent press coverage. Keep up the good work fellows.

The last Government announced a plan to abolish road tax and increase the cost of petrol. This plan meant an automatic increase in the cost of *aviation* fuel. Please write to your M.P. to fight this needless piece of legislation. Details are available from the Secretary General.

The BPA Council have been looking at the possibility of establishing a fund to financially assist members who become disabled as the result of a sport parachuting accident. Council decided not to establish such a fund because of the difficulties there would be in administering it but I have been asked to mention that any disabled sport parachutist can expect to receive financial support from BPA if needed.

In the meantime GO-SAFELY!

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

Charlie

Copy date for the next issue — Monday, 16th July

Cover photo — Sunset over Cark

Collin Bruce

THE DROP

Calendar of Events

- 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)
- 22 Aug-2 Sept '79 World RW Championships, France
- 17-20 Sept '79 Examination Course 3/79, Sibson
- 22-23 Sept '79 Cark Accuracy Meet
- 24-28 Sept '79 P.I. Course 3/79, Sibson
- 5-9 Nov '79 BPA Instructors Course, 4/79, Aldershot

□ □ □



"Come quickly girls, I'm just about to catch a beautiful parachutist!"



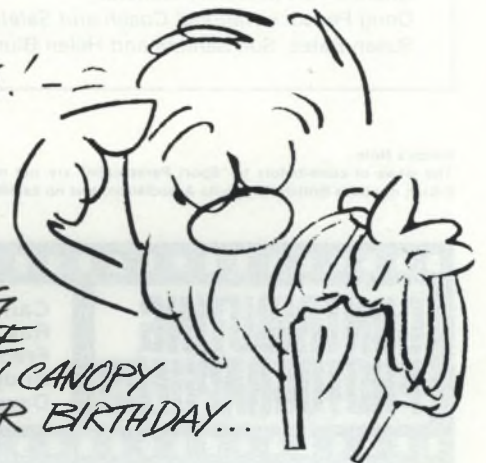
Congratulations to Kendal Jane Thorne who made her first descent on her 16th birthday at Bad Lippspringe, seen here with her dad, Derek, who is one of the permanent staff instructors.

SUPERFLY

'ERE SURE!
HAVE YOU
EVER BEEN
INJURED
WHILE
YOU'VE BEEN
JUMPING?



SURE! --
I GOT
THIS
BUMP
HERE
FOR
BUYING
MY WIFE
MY NEW CANOPY
FOR HER BIRTHDAY...





The BPA Office Girls — Sue, Helen and Suzy — all three are planning to parachute during the coming months.



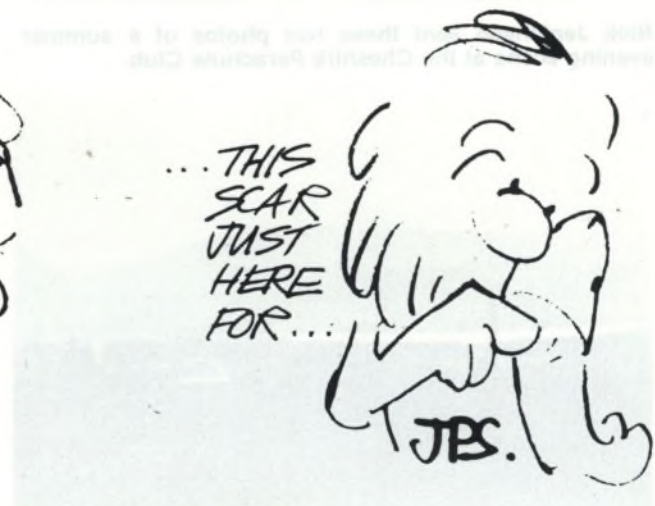
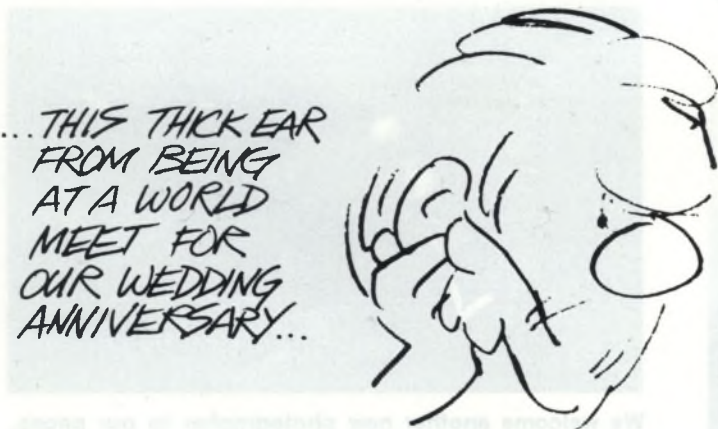
Mr. Tomsett of Southgate sent us this photo of an interesting exit of his taken over Zephyrhills, USA.



"Look Isaac, I know you can get the material wholesale, but for Crissake let Ginger make your suit a little less original."



Good luck to all members of the Midland Parachute Centre in their move from Bickmarsh to Long Marston.





"Excuse me, but before you get too far with your Star Ship Enterprise, could you make your sixth man do a one-eighty turn and short track to sprinkle some salt on my sausages?"



Rick Jenkinson sent these two photos of a summer evening scene at the Cheshire Parachute Club.



A blurred Dave Moxon who for 2½ years was the full time jump pilot at Sibson. After 1500 odd hours of parachute flying, he's working for a Commercial Licence with the help of £600 raised by grateful PPC members.



One for the Ladies! This month's pin up shows Wally Wallace, Captain of the Army 4-Man Team, taking his annual bath.



We welcome another new photographer to our pages. Barry Escott catches Bob Souter, Bob Lyttle, Clive Plumer and Brian Mason over Weston-on-the-Green.



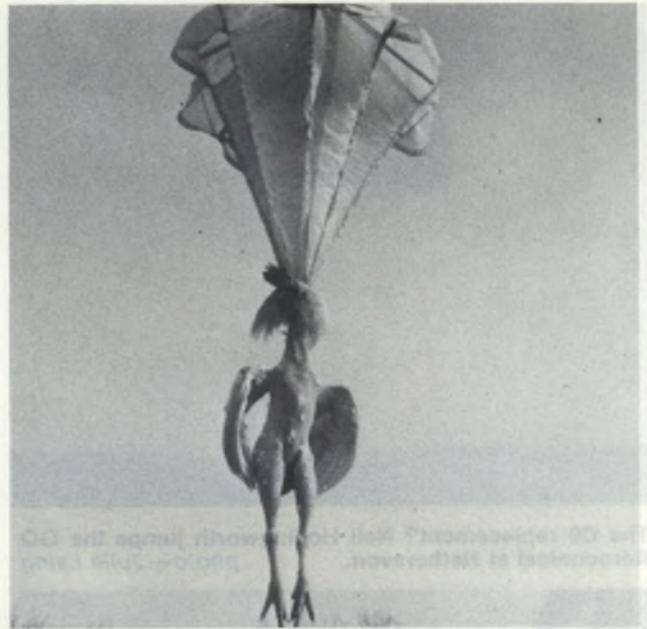
Mike Johnson, Vic Logan and Dennis Garner caught in a "Horny Gorilla" by Paul Grimshaw.



Andrew Morris obtained a special exemption from STC to make his first jump aged 15. This photo was taken just before it — naturally he was dispatched by his dad, Alan, seen here with him.



Believe it or not, but Jon Williams keeps this photo in his wallet to remind himself how beautiful he is in free fall — yuk!



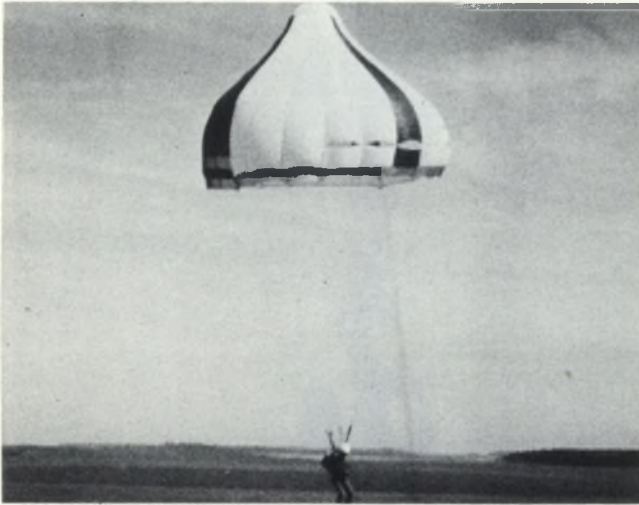
"I really must get a sleeve on this bastard canopy!"
— photo by ex BPA Chairman, Lawrie St. John



Sgt. Bob Harman, instructor at Netheravon, having jumped to collect his LS and GC Medal from Major General John Acland.



Ted and Jane Hartley over Elvington by Chris Thomas. It's also Jane under the canopy — yes folks, it's a composite, so don't get excited!



The C9 replacement? Neil Hollingworth jumps the GQ Aeroconical at Netheravon. *photo—Julie Laing*



Robin Bevan, Geoff Cummings, Ian Smith (BPA £1,000 Raffle winner) and Tony Connell exit the Zephyrhills DC3 during their Easter Meet.

□ □ □

Seen on An R.A.F. Accident Poster:
 MOST ACCIDENTS ARE CAUSED BY PEOPLE
 — under which someone had written:
 AND MOST PEOPLE ARE CAUSED BY ACCIDENTS!

DON'T FORGET THE GLENROTHES TWIN OTTER WEEKEND—29 JUNE—1 JULY.

George Philips informs us that it will be supported by a Cessna 207 to give a lift capacity of 25. A serious Brit. RW record attempt will be made.

George is also doing a good line in RW Log Books — for further information contact him direct.

□ □ □

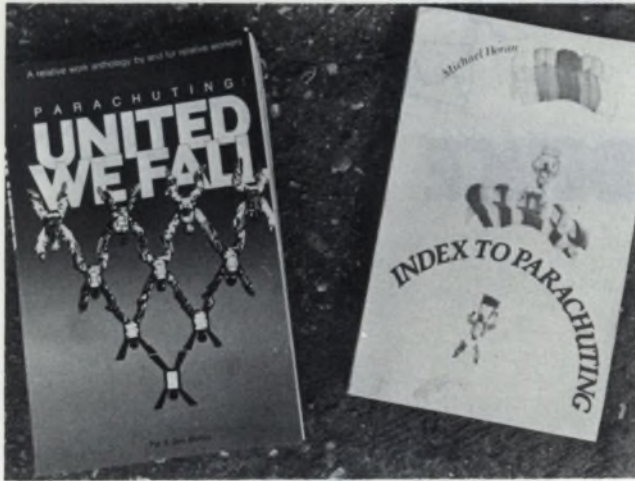


Tracy over Pope Valley by Collin Bruce.



Tony Butler and Pete Anderson having just broken up a Bi-plane over Bickmarsh. *photo—James Lowe*

REVIEWS



UNITED WE FALL

by Pat and Jan Works

\$11.95 published by RW Underground Publications
1656 Beechwood Avenue,
Fullerton, California 92635

We're getting to the stage in our sport where a regular supply of new parachuting books is coming onto the market and this means that the reviewer must be aware of the danger of praising an indifferent book which he knows sport parachutists would regret buying. (I was sent a book to review about eight months ago that was such a load of garbage that I didn't even bother — it wouldn't have been fair to you, the readership). But "UNITED WE FALL" is not a book about which I have

any reservations at all. With 360 odd profusely illustrated pages, it is a collection of all the very best that has ever been written about Relative Work. Some of it has already appeared in print either in the now defunct 'RW Underground' 'Parachutist' and other U.S. magazines, with the odd article also having appeared in "Sport Parachutist". This is not important, however, as this is the kind of book that will entertain, delight, inform and teach, with the additional bonus of containing a pool of a large number of different formations and sequences. With writers of the experience and calibre of Pat and Jan themselves, Roger Hull, Scratch Garrison, Rande Deluce, Matt Farmer, B. J. Worth — the list is almost endless — there is something for everyone who enjoys RW or for anyone who is seeking to achieve greater expertise in RW. My copy will undoubtedly become well thumbed — probably even more so than Pat and Jan's "The Art of Free Fall RW", and, if RW is your main course, "United We Fall" is undoubtedly the perfect hors d'oeuvre.

CHARLES SHEA-SIMONDS

INDEX TO PARACHUTING

by Michael Horan

\$6.95 published by Parachuting Resources,
P.O. Box 1333, Richmond, Indiana, 47374

'INDEX TO PARACHUTING' is just that; a carefully researched and cross indexed reference as to where to find almost anything that's been written about sport parachuting. It starts with a short history of parachuting (doesn't every American book on parachuting!?), and then contains 2700 entries under 60 categories. This book is an absolute must for anyone researching or writing about our sport, but in fairness I don't believe that it's of interest to all sport parachutists — in spite of publicity being pushed out by the publishers to say that it is!

CHARLES SHEA-SIMONDS

THE GEELAN & CO. DIAMOND RELATIVE JUMPSUIT



by Geelan & Co. Skydivers

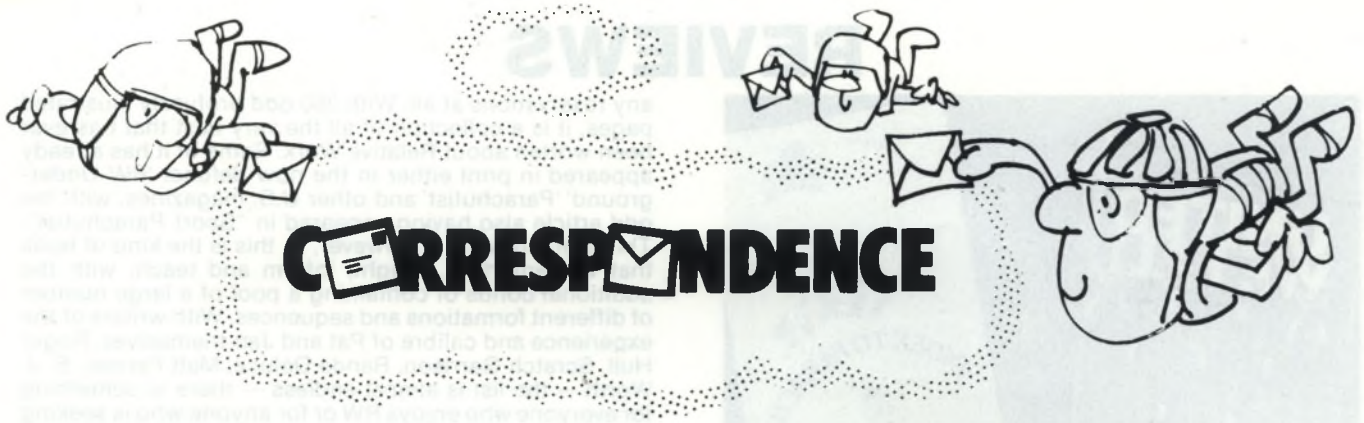
11 Westlake Place, Sutton Benger,
Chippenham, Wiltshire.

Price — £42.00

The Geelan & Co. Diamond Relative Jumpsuit (modelled here so beautifully by Jim, "Bite-your-pillow," Petherbridge!) is made in all American Acrylic with a single YKK zipper. It comes with swoop cords, in any colour in two basic sizes — medium (up to 5ft 9in) and large (up to 6ft 2in) — but they can be altered to fit anyone. It has cuffed arms and legs with a jersey collar and leg pockets.

Jump suits and the choice thereof are difficult because without confidence in what you've bought you have an instant psychological barrier to doing good RW. Without a doubt it's the best RW suit I've reviewed in this magazine and sure is a pleasure to jump with — its generous wing area easily compensating for any lack of ability. Two other outfits whose jumpsuits I've reviewed have gone down the pan, but I don't think Geelan & Co. will. I therefore thoroughly recommend this suit as real good value.

G.C.P. S-S.



Dear Charlie,

Easter week-end at Netheravon saw faces from many parts of the country with skydivers of all standards enjoying good facilities and excellent weather.

Along with twenty other jumpers I had the good fortune to participate in an attempt at a new British record. Rather than give a blow by blow account I would prefer to give my feelings having been a participant. There were some left on the ground who would have liked to participate and had the necessary ability but I hope the visuals provided some enjoyment for the spectators.

The whole jump from start to finish was smooth, everyone did his or her job well. The formation was steady and easy to relate to and built in some thirty-five seconds to twenty with only one person out on the level.

The jump was spontaneous, just another jump



What the finished product looked like



After the record—missing from the group is Arthur Gibson who was baby sitting!

organised into the week-end's skydiving. However, it was definitely a quality skydive which, I hope, will help to extend the boundaries of R.W. in this country. The skydive that was organised was not difficult and everyone on the load had the necessary ability for a completion.

There are many centres using larger aircraft and I think that with a little planning, more can be achieved. Individuals have the ability but do not always contribute to a group because they lack self-confidence. I hope that all those engaged in group RW, however small, have success. It is worth the trial and error to do an excellent jump once in a while.

Thanks to the pilots for flying and to John Laing and his staff for making this new British record possible.

Regards

ROBIN MILLS

Islander Lead Aircraft (Gerald Stacey)

Pete Johnson; Bob Harman; Arthur Gibson; Wally Wallace; Mick Berry; Tim Andrews; Paddy Richie; Mike Smith.

Cessna (Trail) (Werner Kroeger)

Billy Summerville; Harry Morgan; Ricky Fleming; Billy Hendry; Sandy Spence.

Islander (Trail) (Charlie Shea-Simonds)

Kathy McCormac; John Williams; John Parker; Mark Miller; Geoff Sanders; Robin Mills; Jim Keery; Fred Keery.

Co-ordinator:

John Laing.

Three aircraft in V Formation
Exit altitude: 10,500ft
Break off at 4,000ft
Twenty-one jumpers
Twenty way formation achieved.

Dear Charlie,

I think Mr. Mason's letter about jumping at Zephyr Hills worthy of comment.

£4 for 12,000ft is good value by any standards. Perhaps the Avgas at 55p per gallon, compared to ours at £1.20; the large aircraft available on the market from £20,000 upwards; the spares; maintenance and light aircraft at half the price we have to pay; and the lack of Value Added Tax might have something to do with it.

Mr. Mason draws unfavourable comparisons between progress through BPA standards and those of American. Has he thought that a novice in this country can go for weeks at a time without jumping, even making every effort to get to a DZ every weekend. Has he never thought that our system, based upon the French, might be tailored for British parachutists jumping in Britain?

He must know by now that it is possible in parts of the USA to parachute the year round. In Southern California during November to March it is jumpable six days out of seven (I've done it!) as it probably is in Florida. In a large Continental land mass, the weather is generally stable and predictable. When it's bad, it's bad...

Mr. Mason tells us that Zephyr Hills is 'the only place in the world where RW instruction is free'. Really? How far around the world has Mr. Mason travelled, or is his experience limited to Florida? He maintains that 'most UK Centres don't have instructors competent enough to teach RW.' That is another generalisation that won't stand scrutiny. Some BPA instructors cannot teach RW and they probably don't attempt to; but it is my experience that almost every club has someone who CAN teach RW

and most of them, the majority BPA instructors, do a damn good job at it.

His implied claim that BPA instructors are not to be trusted and are given 'an enormous rule book that holds everybody down to the level of the average jumper' makes as much sense as putting a first-timer out on a square, 'because they are more reliable', more reliable than what, another square? ?

I thought your remark, Charlie, about respecting Mr. Mason's views on our system remarkably mild. I have spoken with my staff, their opinion is that the article is a load of old garbage, but of course THEY don't understand the problems of getting hold of copy for the magazine... do they?

Yours,

JOHN MEACOCK

[I also received a letter from Jim Hooper, the boss at Zephyr Hills, from which the following are extracts:

"...was just a bit embarrassed by Brian Mason's article... It was really a bit unfair to compare the two systems in the manner he did... Big aeroplanes and good weather go a long way toward making large reserves of experienced relative workers." Thank you for your interest Jim. — Ed.]

SEC GENS COLUMN

Magazine time again. I'm not sure what I can find to chat about this time, still here goes.

Once more the BPA is holding a Lottery, the same rules apply as for last year. Every ticket sold will have a chance of winning in the preliminary rounds, and all tickets will be eligible for the GRAND DRAW which will take place at the A.G.M. in January of next year. ONE book of tickets has been enclosed in each copy of this edition of the magazine. I'll send a supply of tickets to Clubs in the hope that the sales can be increased over last year's figures. The residue will be kept in the office for sale and anyone who needs more than two books can have them. Remember, the more we sell the more we can put into the funds.

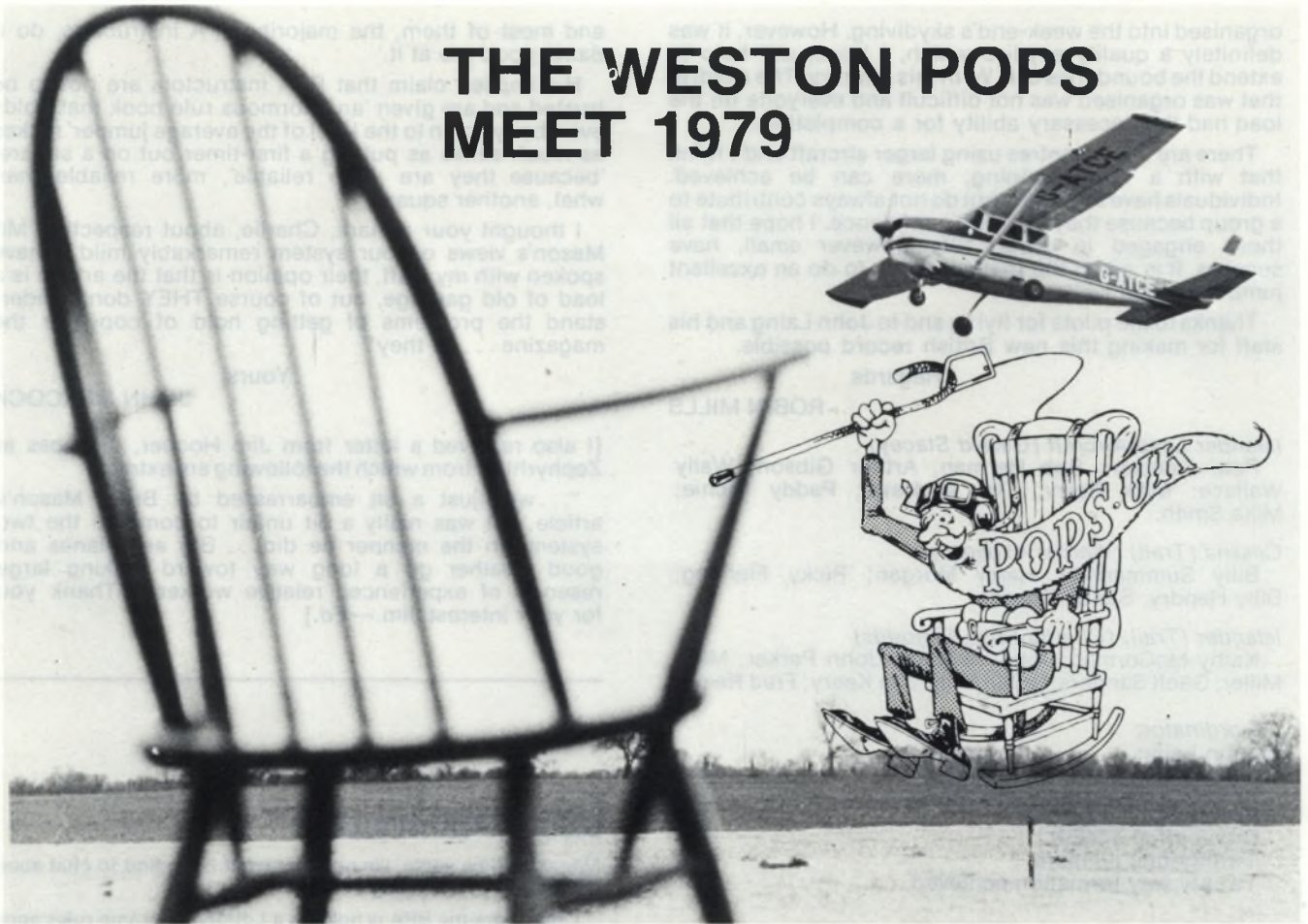
By the time this goes into print I will have managed to visit four clubs, Peterboro' ('cos it's only just down the road,) Weston-on-the-Green, B.P.C. Headcorn and E.S.P.C. Ashford. I hope in the ensuing weeks to come along to a few more, however it is obvious to me now that I will not be able to get to everyone this year. Still I will, in time, find my way down all the back roads to all the clubs.

I would like to use this space to ask everyone who sends in for anything to do with money please send it either by means of a Cheque or Postal Order. Cash through the post is definitely unsafe, especially with all the postal disruptions and delays that there have been of late. If your Cheque or Postal Order goes astray, neither of them are negotiable, Cheques you can cancel, lost Postal Orders can be reclaimed, but money once sent is at the mercy of the system. So once again please NO CASH THROUGH THE POST.

The office staff, Sue Bates, Sue Sambhi and Helen Blunt have booked their initial parachute course at Sibson for the 25th and 26th of August, so if you are thereabouts that weekend lend them some moral support. They are all in the process of getting fit, by playing squash, going swimming and we shall soon have a new slim Sue who has decided to go on a diet.

To everyone may I say have a good summer's sport, and let's hope the weather is kind to us all.

THE WESTON POPS MEET 1979



Those of you who are over phorty and didn't attend the POPS weekend at Weston on the Green on 28th/29th April just don't know what you missed; it was fantastic and the under phorties who were there rarely stopped laughing. It was a case of a large number of B.P.A. senior citizens and near senior citizens making complete fools of themselves with considerable style and with absolute dignity! POPS U.K. has caught on rapidly after the initial inspiration from Cookie; but credit for the setting up of the Weston POPS Meet must go to Pat (the Carpet) Keeley who provided the organising energy and enthusiasm whilst his daughter, Melanie, pushed the paper in a tireless and good humoured way throughout. After the motivation came the means, and it was here that the Royal Air Force Sport Parachute Association came into their own by simply presenting POPS U.K. with the Weston on th Green facilities and manpower to run the Meet — an excellent example of service/civilian cooperation. The Chief Judge (and RAFSPA Chief Instructor), Ray Willis, dreamed up some interesting rules and a handicap system which put everyone in with a chance. But in fairness I don't think anyone was too interested in winning — just being there, with the odd leap thrown in, was really what it was all about.

On my way to Weston on the Friday evening I saw a large POPS motif on a bright red jacket and stopped to give a lift to Warren Searle who had come all the way from Canada to take part. Half a mile further down the road was another familiar figure — U.K. POPS No. 1, 81 year old, Archie Macfarlane, who had hitch-hiked from Bristol, was undoubtedly the star of the weekend. This incredible man humbled us all by making another parachute descent on

the Saturday evening having started the sport aged 75! The atmosphere in the bar that first evening was tremendous and it proved that whilst some POPS may not be the greatest parachutists in the country, they sure know a thing or two about supping ale!

Saturday morning dawned wet and windy, and, whilst 7 o'clock briefings are O.K. for normal competitions, this was no normal competition. This time no one was hassling the contestants who drifted in at odd intervals in varying states of decay. The documentation took an age as the RAFSPA officials gazed in awe at some of the dates of birth and tried to convince themselves that the Medical Certificates were all genuine. The draw for partners in the R.W. Work Event, which was ultimately cancelled because of the weather, raised some eyebrows; particularly the be-monocled poetic pair of Cookie and Nigel Younge. The Press were there in force during the morning and Archie remained patient and unperturbed throughout numerous interviews.

Finally the cloud lifted and the winds dropped sufficiently to allow a start to be made just before lunch. The rules were simple — the stop watch was started when the competitor touched down; he then had to burst a balloon in the cardboard box located in the centre of the pit before running to the UPWIND edge to finally sit in the rocking chair at which instant the watch was stopped. The scoring system took into account the competitors' category and whether he was using a hog back or a front mounted reserve. Capewelling the canopy was the cardinal sin which produced a large penalty — John Norris was the only culprit here and he was just testing his 3 Ring Circus! The inspired placing of the rocking chair on

the upwind edge of the pit had competitors struggling to drag inflated canopies in an effort to beat the watch — these antics were always courageous and often hilarious.

The RAFSPA team of judges, too numerous to mention individually, worked with great enthusiasm between the numerous bouts of hysterics at the happenings in and around the pit.



Cookey— inspiration behind POPS (UK).

Brian Pickersgill successfully cut away from the first malfunction and he was followed later by Taff Davies who valiantly went for the pit on his 4-line chopped I24 — and made it! Some of the remarks overheard by spectators and judges alike are worth recording: “My knees are all wobbly!” probably summed up the feeling of many whilst:



Pat the Carpet organised it.

“I’m getting too old for this,” and “It’s time I gave up smoking,” were heard on a number of occasions. Brian Greenwood sailed across the pit with the well chosen words: “Who shifted that f***ing box?!” left hanging in the air behind him. 63 year old ex-Desert Rat, Jeff Orchard, was the oldest free faller, (still jumping the stalwart candy striped C9TU that he jumped onto the summit of Snaefell in 1969), and was making his first jump for 9 months. After his second jump of the afternoon his: “Oh I ought not be here-it’s no good!” was followed by his announcement that that was it for 1979 — what about the POPS Meet later in the year Jeff? Mick Geelan did well to put one foot *into* the box but being a Cat. X hog back jumper the handicapping effectively cut him down to size! The whole thing was adequately summed up by one of the judges: “I bet these old guys haven’t had so many laughs since their wedding nights!”



UK POPS No. 1 — Archie Macfarlane, 81 years young, exits the 182.



63 year-old ex-Desert Rat, Jeff Orchard, was the oldest free faller.



Judges and officials dirt dive from the BPA van for the British version of "Skydive".



Warren Searle came all the way from Canada.



Beryl Horam after a long run.



Every one a POP!



Mickey Geelan planting himself IN the box!

By the end of the afternoon the winds had dropped enough to permit the static liners to get into the sky and some of them, particularly the ultimate winner, and 7 jump wonder, William Massey, showed that they knew a thing or two about canopy handling. Soon Archie was kitted up for his 18th descent accompanied by POPS Member, Graham St. Clair's 16-year-old daughter, Leslie, making her first descent — they both put up fine performances and surely created some sort of record for the greatest age differential on the same load — a span of 66 years!



Sunday Times Defence Correspondent, Tony Geraghty, has a valiant struggle in the pit.

A start was actually made on the RW Event but daylight came to an end to coincide with the start of the evening's festivities. Here Archie once again showed off his amazing energy both on the dance floor and by being the last to leave the bar at 3.30 in the morning!

Sunday provided a day of start-stop weather which gave only a few lifts so it was with great reluctance that soon after lunch a halt was called, and the prize giving organized. Once again Pat Keeley had done a magnificent job of coercing a large number of people to provide a splendid variety of prizes. Thanks are due to them one and all for their kind generosity but particularly to Ercol Furniture who so generously provided the first and second prizes — two fabulous Ercol Rocking Chairs complete with suitably inscribed brass plates. These went to William Massey and Tom Newman respectively whilst John Crabtree won the third place rocking chair kindly donated by Melanie Keeley herself. The complete list of prizewinners is given below.

Thus the 1979 Weston POPS Meet came to an end. It was an utterly memorable and fantastic fun weekend which showed what our sport is all about. Congratulations to the large number of people who made it all possible — it set a standard further POPS Meets will seek to achieve. Personally I can't wait to be eligible!

Words and photos— CHARLIE

RESULTS

- 1st** — William Massey
- 2nd** — Tom Newman
- 3rd** — John Crabtree
- 4th** — Mickie Geelan
- 5th** — E. Scott
- 1st Lady** — Laurel Kinbrum
- Oldest Free Faller** — Geoff Orchard
- Furthest Travelled**
- Competitor** — Warren Searle
- Most Courageous Jump** — Taff Davies
- Most Gallant Try in the Pit** — Tony Geraghty
- Best Zap**
- Male — George Tait
- Female — Edith Summers

A Jubilee Crown was presented to both Archie Macfarlane and Leslie St. Clair.



16 year-old Leslie St. Clair's first descent.

COOKEY'S VERSION

They came from near, they came from afar,
Some came by train and some by car.
As the motliest crew you've ever seen
Converged on Weston on the Green.

From middle aged to very old,
From very timid to very bold.
They'd come, to try to do their thing.
For some, 'twould be their final fling,
They'd had their three score years and ten,
But were hopefully going round again.

Old C.9s in B.4 packs,
Pioneer jumpsuits on ageing backs,
Remembering when this was the gear,
For hairy skygods of yesteryear.

As they hobbled out to board the plane,
The RAF had even hired a crane.
Now the thing to do without a doubt,
Is winch 'em in, then wizz em out.
And this they did, 'til all were through
Then jack it in and start the 'do'.

Into the bar to tell the tale,
To relive it all with a jug of ale.
Then into the toilets, to a man,
To get 'hyped' up on Phyllosan.
Whilst one old gaffer, to make the grade,
Sat quaffing quarts of Lucozade.

Then Jerry Attrick and his 'Musical Five',
Stomped out rock, boogie woogie and jive
And as they swing into their stride
Played the two step, waltz and Palais glide.

As the night wore on, with energy lacking,
Old bones creaking, dentures clacking,
As one by one they left the scene,
Packed off to bed with Ovaltine.
Fair worn out from remembering when
They were all in bed by half past ten.

The following day, the cloud was low
The wind was high, they had to go.
But all agreed, 'A fair old treat',
The first of many;

The POPS Fun Meet.

COOKEY



John Laing took a weekend off from Netheravon and enjoyed himself.



Leslie St. Clair with first prize winner William Massey.



Tony Holmes about to collapse into the rocking chair.

Hey POPS,
How about this;

Paul Newman is going grey.
Marlon Brando is overweight.
Steve McQueen's got wrinkles.
Frank Sinatra's running short on hair.

Just think, if you suffer from all these shortcomings,
you could have the makings of a superstar!!!

COOKEY

□ □ □

Nigel Younge provided a 32 verse epic which will appear
in full in the POPS newsletter. Here are a few extracts:

Sky Gods, Hot Shots, Generous, Mean
Experienced, Raw and in between
Scruffy, Tidy, Gaffers, Hags.
We all rolled up to air our rags.

* * *

Lofty and Mick, both flogging kit
(and several others trying it)
They came from North and South to fight
From Scotland, Wales and Isle of Wight.

* * *

And "ta" to all who made the meet
A hassle free and magic treat
So be you ugly, good or naughty
Tis really true—Life starts at PHORTY.

□ □ □



Here's Nigel himself going flat out for the chair.



Everyone insulted Lofty for flying his Parawing.



This picture of Peter Best sums it all up...
... PHEW!!

BUZZ'S CANADIAN COLUMN

The 1979 CSPA Annual General Meeting took place in Toronto to the weekend of March 24/25. The meeting was preceded by a five day Instructor/Coach indoctrination program, designed to introduce Instructor Course Leaders to the revised (again — perhaps one day we will have an Instructor system which remains the same for several years) Instructor system, which dovetails with guidelines set by the Coaching Association of Canada. These course leaders are responsible for conducting courses in various areas of the country, in order to qualify level (I) Instructors.

The meeting achieved a record for brevity being finished by 5pm on the Saturday, the first time to my knowledge that the meeting had taken only one day. It seems that we have finally realised that director's and officer's reports are to be written, printed and distributed ahead of time and the delegates have also realised that these reports should also be read ahead of time. Doing it this way means that a minimum of time is wasted, as the delegates may then ask for clarification of anything not fully explained. Time was spent in discussion of the insurance coverage, which currently costs about \$2 per member per annum for third party liability up to a limit of \$500,000. Financially the Association is in good shape, showing an excess of expenditure over revenue of slightly less than \$1000. During the year we incurred the unusual expense of hiring a new Executive Director and a \$9000 lease cancellation expense for lease of an addressograph machine which we no longer need as we use the computer facilities of the National sports centre. The budget which was approved calls for gross revenue of \$227,000, which includes \$91,000 from Sport Canada and \$16,000 from the Coaching Association of Canada, leaving us to provide 50% of our revenue from membership, merchandise sales and donations.

It was expected that the 'team issue' about which I have written at some length, would be brought to the floor and we were not disappointed, although the topic did not generate the same degree of emotion as a year earlier. A

motion was proposed to reaffirm the suspension decision taken in 1978 and to prohibit the Board from making any change in the decision. A short amount of discussion followed, mainly concerned with the second part of the motion, to which exception was taken. The motion was defeated by a vote of 44-16. Another motion was proposed to prevent further discussion of the matter and to direct the Board to take whatever action it deemed necessary. That was passed virtually unanimously. This seems to mean that the suspension still stands, but leaves the Board an apparent mandate to change if it thinks fit. What this means constitutionally or legally I do not know as the membership did not revoke the suspension, but only failed to reaffirm it.

I understand the subject was discussed by the Board in a closed session in their meeting held on Sunday. I also understand that the only decision taken was to hold their next meeting at the site of the Nationals, where presumably the subject will be high on the list. It may be that the suspended team members will not win the event in which case the issue will be a non issue and there will be no further need of discussion. I understand that they intend to train and compete, not knowing whether they will be able to go to the World Championships if they win.

As a result of our experiences in the last two years, the head of Delegation, Kathy Fox asked the Board for clear direction with respect to behaviour and drugs. The Board directed that the provisions of the Team policy and procedure manual, which clearly spells out that mature behaviour is expected and non medicinal drugs are specifically prohibited, are to be strictly applied.

One further point of interest concerns our grant from Sport Canada for travel to the World Championships. The receipt of the grant will be dependent on the satisfactory behaviour of the team and will only actually be received after the team returns. A clear indication that our bureaucracy still views the 1977 team incident with concern.

BUZZ.

B.P.A. ANNUAL LOTTERY

The Association has decided to continue with the Annual Lottery this year. The Lottery will again be in aid of:

- 1) The British National Team Fund;
- 2) The Sport Parachuting Development Fund.

Details

Everyone in membership at 31st May will receive one book of Lottery Tickets with the June issue of the "Sport Parachutist". Every new and renewed member after that date will receive a book of tickets with their membership card.

Each book contains 20 tickets at 20p each (£4 per book). Prizes will be in cash to a total of £2,525 and will be drawn for as under:

- | | | |
|----------------|------------------|----------------|
| 31st July 1979 | — (Three Prizes) | £100, £75, £50 |
| 30th Sept 1979 | — (Three Prizes) | £100, £75, £50 |
| 30th Nov 1979 | — (Three Prizes) | £100, £75, £50 |

The final draw to be held at the Annual General Meeting on 5th January, 1980.

THREE PRIZES: 1st £1,000; 2nd £500; 3rd £250

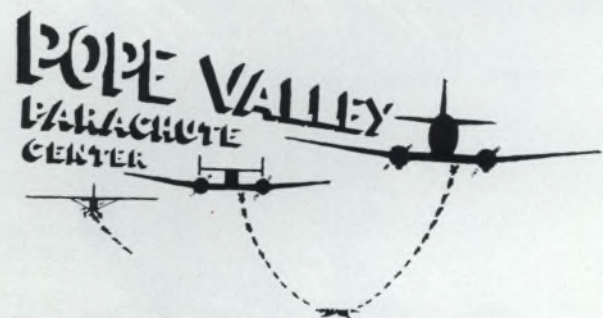
All tickets will be eligible for each and every draw held subsequent to the date of purchase subject to the counterfoil and payment being received in the B.P.A. Office by 3p.m. on the day of the draw. The draws for July, September and November will be held in the B.P.A. Office, drawn by a non B.P.A. Member and scrutinised by an independent observer appointed by the Secretary General. All winners will be notified by post and payment will be made by cheque.

Important Notice

When returning counterfoils and payment please would members give the name of sender — this is vital for our records.

Apologies are presented to those who may have moral objections to this form of fund raising. Your views are respected and I trust that you will forgive me for taking the liberty of sending you tickets to sell.

GOOD LUCK — MANY THANKS, Charles Port



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SAFETY

A BULLETIN PUBLISHED BY THE INTERNATIONAL PARACHUTING COMMITTEE

Volume 1 — No. 2 — June 1979

SAFETY is an International Bulletin published and distributed World-wide by the International Parachuting Committee (C.I.P.) of the F.A.I. Given below are the names and addresses of the two editors — please send any safety information or photographs to either:

Charles Shea-Simonds, Cherry Tree Cottage, High Street, Durrington, Salisbury, Wiltshire, SP4 8AE, Great Britain.

or

Zlatko Beric, Aeroclub Zagreb, Jurisceva 5, 41000 Zagreb, Yugoslavia.

WE CAN ALL BENEFIT FROM THIS BULLETIN—PLEASE SUPPORT IT



This aircraft wing was damaged when the aircraft was taxied into another on a slippery grass surface. It is printed to emphasise that many accidents are caused by carelessness and can therefore be avoided. The pilot was tired and showed poor judgement. I know—I was that pilot—Charles Shea-Simonds.

THINK !

Face it — parachuting can be dangerous, so we try to reduce risks to the minimum.

Or do we?

This article is aimed at the senior sky divers, our so called "Sky Gods" who possibly due to inhaling rarified atmosphere for prolonged periods seem to believe that they are indeed immortal.

If not, I cannot understand the soft helmet craze. Do senior jumpers believe that they have harder heads than the novices, or is it that they have less to protect?

Helmets are worn to protect the head against injury caused by bad landings, connector links, bad exits, mid air collisions and **aeroplane crash landings**.

These events are unpredictable and can happen at any level of experience.

Here in South Africa we recently bore witness to an air crash tragically killing five senior parachutists plus the pilot, and seriously injuring a sixth who at the time of writing is still on the critical list.

The survivor was a Student who had his hard helmet on. The others were experienced jumpers who were members of the soft helmet brigade.

Soft helmets serve no other purposes than to keep ones hair in place. Ban them!

So once we have all got rid of our soft helmets and are seated in the plane, what else can we do to control our destiny?

The answer to that one is **THINK!**

You must realise the most critical time of any jump is the time between when the aircraft lifts off till it reaches 1,000ft. If anything goes wrong in that time decisions have to be made **super fast** and seconds are precious. So first of all, buy some time — take off with your helmet strapped on, and see that everyone else does too.

As I write this article I know what I will do if the engine cuts or even threatens to cut on the way up. If we are below 400ft I will stay up — my helmet will be on from take off and I will prepare to crash and sit as still as possible to make the pilot's job easier.

Above 400ft I will get out so damn fast and open my reserve you wouldn't believe. If there is a student and he is hooked up, out he goes. I have been reliably informed of an incident in England where a Student was dispatched on a static line at 400ft and landed safely. If he's not hooked up, I'll dump his reserve for him, and out he'll go.

The pilot will be happier too with a lighter plane. In fact I believe it is the pilot's duty above 400ft to shout — "Engine cut — **everybody out!**" or similar to get the guys moving. Indecision wastes time — fumbling with one's helmet or gear wastes time — time you haven't got.

So decide now, sitting on the ground what you will do and sitting in the aircraft don't relax until there is a decent gap between you and the ground. Once you are above 2 grand by all means take off your helmet if you want to but till then, **think**.

Still on the way up, if it's the first jump of the day, run through your cut away procedures. Use your hands and your mind — you will be amazed how often you will fumble something. When the crunch comes, your mind will be conditioned and you won't waste time wondering what's happening — you will have prepared yourself. And please, let's be clear — if you have a malfunctioned high performance canopy — get rid of it and open that nice round reserve — all that bullshit about hand deploying a reserve is just that.

When you plan a jump know who you are jumping with — don't get involved with a big load unless you know the capabilities of each jumper on it. If you don't, do a small load first and make an assessment — it could just save you getting railroaded or eating a canopy.

Altimeters — Eyeballing is fine, but in sequential relative, who has got time to look down? Relying on a member of your team who is as engrossed as you are is dumb. Wear an alti, use it, and above all don't mock its use to junior jumpers. Last year in Maseru when I didn't check my alti and relied on our alti men and found myself sitting sheepishly in my harness for the first time at 800ft. It's just plain stupid.

Every now and then we all go down a bit low. It happens, particularly with sequential relative and it's bad. Those of us who realise it's bad, try to avoid it. But there are those amongst us, who smoke it down regularly and think they are big deals.

They are not. They are cutting down their safety margins and placing unnecessary pressures on themselves should something go wrong. With the reliable modern gear, this is unlikely, but the reliability of the gear makes their users complacent and the last thing they are thinking about come dump time is a malfunction.

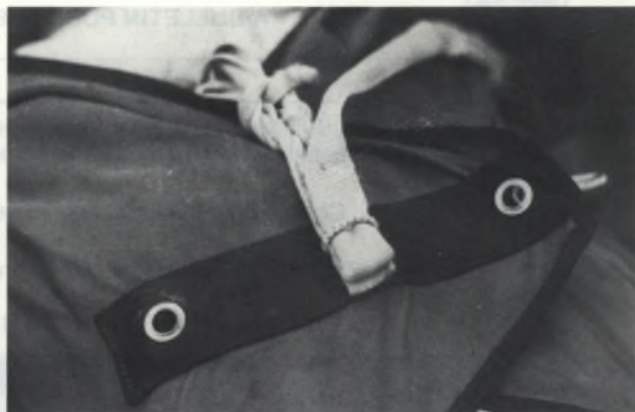
And as we know failure to think wastes time and lives.

One last point — once you have waved off and checked — when you dump, watch the pilot chute off your back. If you watch it you are buying time if it snags or hesitates you know where you are instead of losing sky fast with a fluttering pilot chute and decreasing margin of safety.

We have all done dumb things and some of us have been lucky to survive them — the important thing is to learn from these mistakes and not to repeat them.

Safe jumping!

CLIFFORD WILKEN, D88
Area Safety Officer (Border Region)
Republic of South Africa



These two photographs illustrate a deployment sequence that ended in a total malfunction because the nylon loop snagged around the stitching on the bridal cord.



MORE ON HELMETS by *JIM HOOPER*

The last time I saw him alive was as he went past the formation in a head-down, high-speed spiral. Two others were in hot pursuit, trying desperately to catch him after seeing the collision. At 1200 feet they thought they saw him wave, at which point they both flared and pulled. But he was still unconscious or too stunned to do anything. And so one of the finest relative workers and organisers in the world — with over 2000 jumps — died after colliding head-on with another jumper who suddenly appeared in his flight path.

He was wearing a French leather helmet.

There were those who rationalized it by saying that a hard helmet would have made no difference; that he would have been knocked unconscious regardless. Oddly enough, it was only those who advocate soft or no helmets who were so positive about it.

And while I certainly cannot be positive that a hard helmet **would** have saved his life, I know that it would have given him a far better chance than he had.

It is amazing how much disproportional controversy has arisen over the question of wearing — or not wearing — helmets. The proponents of helmets maintain that they are a basic and common-sense item of protection. Those on the other side of the issue — when questioned — tend to gulp, give vent to wide-eyed exhalations and spout anti-helmet banalities. I've always found it absolutely amazing how loudly some jumpers defend the wearing of minimal head protection. And the arguments they use are even more amazing.

FOR EXAMPLE:

1. **Helmets are dangerous (?!) inasmuch as they restrict peripheral vision.**

Nonsense. There are numerous brands that, if properly fitted, are completely out of sight. I've been wearing the same Bell 500TX for some 14 years and have never been able to see the slightest part of it.

2. **Helmets are uncomfortable.**

Possibly, if it is the incorrect size, or of that cheap variety one has no business wearing anyway. Minor discomfort notwithstanding, it seems a small price to pay for one's personal safety. I'm sure it would be far more comfortable without a harness as well. Once.

3. **No one has the "right" to require helmets.**

Wrong. A drop zone operator has every right to do so if he cares about you and your well being.

4. **Having to wear a helmet is an infringement on the wearer's "freedom".**

This argument — even more so than the others — I find absolutely intolerable. If you die because of inadequate head protection, then you are infringing on the DZ operator's freedom as well as the freedom of every jumper in your country. **You** don't have to examine and agonize over that broken and bleeding thing that only moments before was a living, breathing whole person **you** don't have to worry or be affected by possibility of stricter government controls, or the damage done to the fraternity you claimed to love, yet so casually and thoughtlessly left.

Every experienced jumper, in my opinion, has a responsibility to the sport to set a safe example for those who are less experienced. And it is simply a matter of attitude. I hope — and generally believe — that we and our sport have matured over the years. Out of self-preservation, if nothing else. It's not "cool" to pull low, nor to jump shoddy equipment, nor to flaunt commonsense matters of safety.

The vast majority of parachuting injuries and fatalities are due to basic errors in judgement. If you should die because of inadequate head protection, then your error has been no less terminal than if you had never pulled.

INCIDENT IN SWITZERLAND

1. *Date:* Thursday, April 12, 1979.
2. *Time:* 1800 H local time.
3. *Place:* aerodrome of Locarno, Switzerland.
4. *Height:* 3000 ft.
5. *Weather:* sunny.
6. *Parachutist:* Male, 22 years old, 3 years in sport, 92 jumps.
7. *Equipment:* Mini-System; main: Strato-Cloud with streamer band; reserve: 26 ft steerable.
8. *Cause of death:* Impact.
9. *Description:* Jumper exited at 3000ft three times on that day to get introduction in ram-air parachutes. The

first jump was absolutely normal. By the second one student cutaway main after experienced problems with the slider. He pulled reserve at sufficient height. Student exited aircraft Piltaus Turbo-Porter for the third time at 3000ft. After freefalltime of four seconds he pulled ripcord of main which was fully inflating. When jumper was about at 1800ft instructor observed continuous stall turns and saw that jumper was trying to unlock one brake. At about 600ft jumper cutaway main very slowly whilst losing height, and pulled reserve which could not inflate prior to impact.

10. *Conclusion:* Jumper failed not only to pull reserve at sufficient height but also to stabilize main canopy which was fully inflated.

At the school where this incident happened the exit height was now fixed at 4000ft in order to give student getting introduction in ram-air chutes more time to work. Furthermore the regulations or cutaways have been tightened up.

Deceased had received proper instruction in the use of ram air canopy.

INCIDENT IN POLAND

June 14, 1978, Krosno, Poland.

Jumper: Wieslaw Szcl, 31. Started parachuting sport in 1964. Parachuting instructor rating, first class, since 1970. The fatal jumps was his 2913th, and 137th with this type of parachute.

Parachute: main: Strato-Cloud SC-10; reserve: Sz-73. *Accuracy jump from 1000m:* Aircraft: An-2.

After a normal exit and a 5-sec delay, the jumper tried to open the parachute; the suspension lines of the main canopy deployed from retaining bands but the canopy did not open and did not inflate. After a 5-7 sec pause, the jumper opened the reserve, the suspension lines of which entangled with the lines of the main canopy. During the whole descent the jumper tried to untangle the lines, without effect, and suffered death on impact on the ground.

The reason (as discovered by the investigation commission) of non-deployment of the main canopy was that *the rectangular corner of the deployment bag (near grommet) got in the rubber loop of the bag, preventing the bag from opening.*

Jumper's error was that he did not cutaway the main canopy prior to opening the reserve.

Steps were undertaken immediately to remedy the technical reason of accident. According to the bulletin issued by the Polish authorities, the shape of the deployment bag has been modified by rounding the corners (R = 30mm) in all SC-10 deployment bags used in Poland.

At the World Parachuting Championships at Zagreb, the Polish representatives (the Team Manager, Coach and Int. Judge) informed the parachute's manufacturer (Para-Flite) on the accident and modifications made.

Incident Report from Bill Ottley

On Friday afternoon May 5th I came as close to being killed as anyone can and live. And I believe this is one of those rare instances where the "victim" of a fatality report is available for an interview, and I hope you and your Committee will find this of interest. I submit it in this narrative form, because it seems easier for me to tell the story this way.

I was at Galena, Maryland practicing with the members of my 4-man Team, on a bright sunny day. My health was good and I had no problems, hangovers, or other impediments to jumping.

As we started to climb out for the jump onto the wheel of a Cessna 182, I felt my equipment catch on something, and had to tug sharply two or three times to free myself from my seat (the "Co-pilot" location, facing backwards). Once I was positioned properly on the step we exited, completed a couple of maneuvers, and broke to prepare for opening. At this point, approximately 2,500' above the ground, I looked down and realised that my belly band on my Wonderhog II had somehow broken free and that the belly band containing the chute and pilot chute handle was flapping behind and above me.

I reached around and behind me trying to grasp the handle. Each time I attempted to do this my head became lower, my body became vertical, my speed increased. I finally succeed in grabbing the yellow knob, and discovered that — because the belly band and parachute holding bag (whatever it's technically called) were not under tension, that the pilot chute could not be extracted from the bag.

Then, and only then did I go for my reserve. It was a brand new Safety Flyer, and opened cleanly and instantly, with minimal opening shock despite the fact that I'm sure I was traveling in excess of 150 miles an hour, head down.

After opening I had so little time that I was unable to release the brakes before crashing downwind in the providentially soft, plowed field. No injuries of any kind were sustained.

Immediately after the jump I reviewed my thoughts and actions:

1. During my foolhardy efforts to free my main canopy pilot chute, I repeatedly saw the yellow plowed field coming closer, but did not react to this visual stimulation. I cannot explain the reason.
2. At and before the moment when I finally pulled the reserve parachute handle, I at no time experienced any of the theatrical nonsense about "watching my life pass before me".
3. At no time did the thought cross my mind that "I'll save the \$25 repack charge if I can just figure out a way to make the main open". In fact, I had available to me an alternate rig, packed and ready to go; and did shortly afterwards go up again and continue jumping. But I have always believed that many people who didn't pull their reserves perhaps were trying to "save money" by fighting with their mains down to impact. I can categorically assure you and your Committee that this thought was **not** in my mind.
4. Foolish though it seems, I believe what was going through my head during those seconds was simply the thought, "this is a problem which I am capable of solving in a 'routine' manner".

I have no explanation to offer, nor has anyone else, as to why my Wonderhog II belly band came loose. Nor do I know what I hooked to in the airplane which delayed my exit. Nor do I know if what I was hooked to in the airplane was or was not in any way connected with the belly band incident. My normal procedure is to tighten my belly band thoroughly, then wrap the bitter end round and round so that it's snug and secure. There is **no doubt** in my mind that I did this prior to this jump.

After it happened, two of my teammates landed next to me, expressing their total horror at what they had witnessed from above: Ottley's body getting tinier and tinier and suddenly the canopy opening, seemingly at ground level.

Mike Schultz, former Captain of the U.S. Team and therefore an expert witness for sure, was on the ground watching and he estimated that I had "**less than two seconds**" to impact when I finally got it out. My canopy

ride was 10 seconds, or thereabouts. It was unquestionably the closest brush with death I've ever had in my life, in or out of a parachute. It was undeniably a case of brain lock that would have embarrassed the lowest recruit; in fact, only someone filled with the arrogance of experience would have waited so long — a raw recruit would surely have pulled sooner.

It was total brain lock, and it came on my 3,498th jump.

William H. Ottley
Executive Director

RESERVE IDEA

The British Parachute Association is currently evaluating the idea of placing a covered double ended spring between the stowed lines and the canopy in student reserve parachutes. The effect is to punch the canopy away from the pack tray with minimum effort from the student. Any input on this will be welcomed by the Editors. We will published a full report on this at a later date.

"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 other's 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.

THE STUDENT'S KIT SONG

(Or a bad workman always blames his tools)

Enter student, vertically, collapses canopy and picks himself up. His kit is as follows:-

Helmet: originally issued to a pinheaded German soldier.

Boots: gave Kipling his inspiration.

Altimeter: once owned by a Biggies' type character who, tiring of seeing "nothing but the maker's name" on it fixed the needle permanently at "angels three".

Main: four pin with cones, X-type harness.

Reserve: fitted with non-swivel cones. Bears ample evidence of just what he has been dragged through.

Jump suit: tight nylon overalls.

Goggles, gloves: Don Sidebottom says they are old enough for the motor museum, but too tatty.

As he throws each item away he sings the following:

To the tune of Arac's song from *Prince Ida*:

Student When I come to learn to spot,
These goggles won't help a lot,
They've got a glaze,
In a kind of craze,
With a pattern of stripe and dot,
Of them I must get shot.

Chorus of experienced parachutists:
Yes, yes, yes,
They are not worth a jot.

Student When these gloves let in the cold,
Things are difficult to hold,
They're very loose,
And they're not much use,
If truth were to be told,
They can't even be sold.

Chorus Yes, yes, yes,
They're much too blooming old.

Student This helmet has the feel,
It will leave a bloody great weal,
And the B.S.I.,
Would heave a sigh,
And not give it their seal,
This helmet is no deal.

Chorus Yes, yes, yes,
That helmet is no deal.

Student When I want to know the height,
This alti won't read right,
It's got to go,
For I pull so low,
That Pringy gets uptight,
Which is an awful sight.

Chorus Yes, yes, yes,
You should see him foam and bite.

Student (*undoes reserve tiedown*)
Though this may save my life,
It would not please a wife,
For every bit,
Is covered in shit,
Which would cause lots of strife,
The rows would get quite rife.

Chorus Yes, yes, yes,
The pong cuts like a knife.

Student Now please repress your moans,
This reserve still uses cones,
If the main went phut,
It might stay shut,
And I'd break all my bones,
There'd not even be groans.

Chorus Yes, yes, yes,
It's fit for Davey Jones.

Student (*removes main*)
This is a frightful lump,
It quite gives me the hump,
The pull it stiff,
So I give it a biff,
And on my back I dump,
Then spin around with a bump.

Chorus Yes, yes, yes,
It always needs a thump.

Student When I get some decent kit,
I'll get some boots that fit,
And not with soles,
That are full of holes,
That won't keep out the grit,
And don't support a bit.

Chorus Yes, yes, yes,
They are full of half the pit.

Student This jump suit's far too tight,
It makes me look a sight,
It won't retard,
So I open hard,
And give myself a fright,
So get rid of it I might.

Chorus Yes, yes, yes,
We rather think he's right.

Exit student rapidly, pursued by a chorus of instructors, armed with suspended harnesses, static line rigs, dummy handles and copies of the B.P.A. Regs.

Enter student, later, carrying a number of large parcels. His pockets are ostentatiously turned inside out.

Student Now I've got some decent kit,
And paying H.P. for it,
So jumping fees,
Even pie and peas,
Are well beyond my writ,
So to jump I'm still not fit.

Both Yes, yes, yes,
Choruses To jump he'll NEVER be fit.

DAVE



Sadly this ancient couple missed the POPS Meet.

CLASSIFIED ADVERTISEMENTS

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

FOR SALE

Newton Ring Sights—£30, I24 Steerable—£50
contact Mike Taylor 01-560-2486

SST & Mk I PC—£150 the lot
contact Dave Lambert 01-643-2105

**Strato Star—£250, 26ft Steerable Reserve—£125,
Hiley tandem system—£100 or offers.**
contact A. Bromfield 0264-62356

GQ Dominator plus reserve—£60; C9 Double L plus sleeve etc.—£20
contact J. Kenney 01-807-3185

Mk I PC plus reserve, Altimeter and Boots—£200
contact W. Maddy 09803-3371, Ext. 4731
or 09802-3566

Converted Para Plane Cloud—£200, SST—£100
contact Sgt. D. W. Ritchie, Tring. Bn. Depot REME, Arborfield, Berks.

Mk I PC with Paraquip Pack and Harness, plus Reserve tray—£250
contact M. Jarvis 01-730-0374

Mk I PC in POD—£135 o.n.o.
contact Eddie Lyttle, Carterton 841097

Strato Star plus Pack and Harness—Offers
contact Geoff Holder 0264-4966

Mk I PC plus Protector Reserve in Mini System plus Altimeter — £250
contact I. Smith 0705-595213

WANTED

3 Sets of Jumpable Student Gear C9/I24 etc. Payment in cash.
contact Peter Ritchie 0903-37883 (W)
0903-45762 (H)

NOTICE

Alan James would like to apologise to all readers for the delay in producing a poster of the December Cover— It will be available as soon as possible.

FOR HIRE

Cessna 182 — Complete with experienced jump pilots.
contact Derek Squires (Stratford-upon-Avon) 5258) or
Pat Howell (Stratford-upon-Avon) 66013 or
021-643 5203 (W)



Fred Elliott records a hoop jump over Zephyrhills.

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, THURSDAY 29th MARCH 1979
held at BPA Offices, Kimberley House Leicester**

PRESENT

D. D. Orton	D. Prince
G. C. P. Shea-Simonds	J. Laing
E. T. Lewington	G. Lilly
J. Thomas	D. Waugh
J. Norris	P. Slaughter
C. Bruce	J. Meacock
R. Gays	P. Byrne
J. Starling	

IN ATTENDANCE

C. W. Port — *Sec-Gen BPA*

APOLOGIES FOR ABSENCE

J. Crocker	P. G. Mitchell
J. Hitchen	

OBSERVERS

R. Lytle — <i>Fit Lt RAFSPA</i>	P. Anderson
T. Butler	

Item 32

P.R. CONSULTANCY

G. C. P. Shea-Simonds introduced representatives from Deeson Press Service. Dr. Tony Deeson, Mr. Dominic Deeson and Mr. Tony Holter.

Dr. Tony Deeson then gave a short talk on the aims and intentions of the company. The aims are to promote the Association and its activities and give the public at large a better image of what the sport is all about. Some of the suggestions will be phased in over a period. The immediate aim is to get the BPA and Deesons, as the Association's Press Agents, established with the media by sending out an initial package to some 250 media contacts, informing them of the sort of facilities they can be offered, should they wish to do a story. Secondly the job will be to deal with the National Championships. Opportunities must be taken as they come along. One should not expect immediate results, though some lucky breaks may occur early on. This is an ongoing matter and there must be regular input, it should be a cumulative campaign. J. Meacock brought up the point that there must be close liaison between Deesons and the BPA Office, and that there must be a flow of information from the clubs. Dr. Deeson suggested that clubs could probably carry out local PR better than they themselves could, as local clubs had the local contacts. But if there was anything outstanding then Deesons could help in these circumstances.

It was agreed that Deesons in all circumstances should clear matter via the BPA Office. The contact address is:-

Deeson Press Services
151 Dulwich Road,
London.
S.E.24 Tel: 01 733 6201/4

Item 33

MINUTES OF COUNCIL MEETING 14th FEBRUARY 1979

Proposed by D. I. Waugh and seconded by G. C. P. Shea-Simonds that the minutes of the Council Meeting of 14th February 1979 be passed as read subject to the following amendments:-

- a) Item 15/79 "be changed to read" . . . , to again write .b). Item 17/79. Prince be changed to Bruce.
- c) Item 20/79 final para should be changed to read — . . . "Council must in future be informed before new staff were employed, and Council agreed". . .
- d) Item 23/79 delete Taylor and insert Dr. Deeson.
- e) Item 24/79 add "G. C. P. Shea-Simonds would keep the Council informed of the R.Ae.C. campaign to counter the Government proposal to increase the cost of aviation fuel, and that our plan should be co-ordinated to take place at the same time as the other aviation bodies".
- f) Item 28/79 add "Council agreed that the BPA logo should never in principle, be altered. But that the colouring could be changed.

Matters Arising

1. A letter of thanks had been received from Mrs. Paul following the gratuity paid upon her retirement.
- 2) It was agreed that the Secretary General should go ahead and order the new headed paper from Fisherprint.

Item 34

COMMITTEE REPORTS

1. Safety and Training Committee Meeting

In the absence of the Chairman of the STC, J. T. Crocker, W. J. Meacock presented the minutes of the Meeting.

- a) The Council agreed that there must be a different venue for STC Meetings due to the large numbers attending. D. Peacock had booked the Leicester Post House for the next STC Meeting at a cost of around £50. W. J. Meacock asked whether the idea of having a folding partition between the offices had been considered. It was felt that this would be rather more trouble than it was worth. G. C. P. Shea-Simonds put forward the point that as there was insufficient space to hold STC Meetings in the Office it might be worthwhile putting a case to The Sports Council for Grant Aid towards a different venue for STC Meetings. The Secretary General would put in a Supplementary Application for Grant Aid.
- b) The case of the fatality of Miss Judith Willard was briefly mentioned and the feelings were that the fatality was inexplicable. The report from the USSPA is still awaited.

2. Competition Committee Meetings

D. I. Waugh Chairman of the Competition Committee presented the minutes of the meetings of the 26th February and the 19th March.

Matters Arising

- a) Grant Aid is not forthcoming for the National Championships.
- b) G. C. P. Shea-Simonds told the Council that Carton Industries were prepared to Sponsor the National Championships to the sum of £500. Due to other commitments G. C. P. Shea-Simonds asked that the money should be paid over a period, the Council gratefully accepted the offer of sponsorship. Final details as to the use to which the money would be put is to be discussed at the next Competition Committee Meeting.
- c) It was decided to request Sports Council Grant Aid for finance for the Adriatic Cup. G. C. P. Shea-Simonds pointed out that it was now called the Second European Classic Championships. It was felt that with the new title there might be more chance of obtaining Grant Aid.
- d) It was agreed to send off the application of Mr. M. Bird for ongoing grant aid.
- e) It was proposed by D. I. Waugh and seconded by J. Laing that the Association buy the German made Electronic Pad. The Secretary General has already informed the Sports Council that the pad has been bought and has asked for Grant Aid towards the purchase on the grounds that it is an essential Training Aid.
- f) It was agreed by Council that the standards laid down by the Competition Committee for the selection of the RW four and eight man events be as follows:-
 - i) The fundamental aim is to achieve medals at the 3rd WPC (RW) and the squad will be selected in accordance with this policy.
 - ii) The winners of the 4 man event shall constitute the National Team.
 - iii) The winners of the 8 man event shall constitute the National Team, provided that an average of at least 2.2 formation per jump are scored. This is further subject to the completion of the minimum event (6 rounds).
 - iv) The four man and eight man teams for the World Championships shall be completely separate entries. i.e. The National eight man team shall qualify as per para (iii) and will not include any four man team members.
- g) It was agreed by Council that if Polaroid decided to allow Dr. W. Grut to evaluate their new camera and replay system, or if

"Symbiosis" buy the camera then £50 should be allocated for the purchase of films. The excess baggage grant from the Association be deferred until we know whether the equipment will be available from UK or USA.

The Secretary General has already written to The Sports Council asking for aid towards the purchase of the system if it proves reliable and useful.

3. Finance Sub Committee Meeting

In the absence of the Chairman of the Finance Sub Committee, P. G. Mitchell, the minutes were presented by J. G. Starling.

Matters Arising

- a) The lease of Kimberley House be sent to J. T. Crocker for perusal.
- b) As the criteria for obtaining were storage space has all been met. Viz:-
 - i) 75% Grant Aid being available.
 - ii) The rent remains at the current rates.
- iii) The Finance Sub Committee recommends that the Association should have the storage area, it was proposed by G. C. P. Shea-Simonds and seconded by J. Sharples that the storage space be acquired. Carried Unanimously.
- c) Disable Parachutists Charity Fund. It was decided that the Secretary General investigate the best methods of financing and running a Disabled Parachutists Charity Fund.
- d) After much discussion the Council decided that the third party liability insurance be placed via Bacon Everitt and Morris. The policy wording to be identical to that already in force. The underwriting is to be placed via Lloyds.
- e) Council agreed with the recommendations that the cheque limit for the Secretary General should remain at £500. But no capital expenditure over £50 may be made without prior consultation. It was further agreed that the Secretary General should be allowed to move funds within the Deposit and Current Accounts.
- f) It was proposed by D. Orton and seconded by J. D. Prince that the Council follow the recommendation of the Finance Sub Committee on the question of an occupational pension scheme for the Secretary General and NCSO. The Sports Council will offer Grant Aid of up to 75% for a sum up to 10% of the individual's salary. The scheme to be adopted is that proposed by Hogg Robinson (Benefit Consultants) Ltd. To bring the quote in line with the 10% limit of salary agreed by Sports Council the Secretary General will have the capital costs varied in consultation with the brokers. Carried Unanimously.
- g) After much discussion it was decided to defer a decision on the purchase of a new duplicating system. The Secretary General would re-submit the figures on costings and savings to the Finance Sub Committee. It was also stated that with such large capital-sum outlay it would be advantageous to have the treasurer present to put his final approval/or not on the purchase.
- h) After much discussion on the matter of Committee Members expenses it was decided that Members of Finance and Competition Committees should receive the same expenses as Council Members. It was decided that costs for STC Members should be borne by the clubs. For 14 Against 1 Motion Carried.
- i) It was agreed that the lottery should continue but that the Secretary General see if there was some way of increasing the sale of tickets.

Item 35

LANGAR SITUATION

There was much discussion on this matter and it was finally agreed that there be a waiting period until after the next STC Meeting when the results of further discussion would be presented to Council. Further, the Chairman, NCSO and G. C. P. Shea-Simonds will visit the Sports Council and the CAA and then report back to Council.

Sec. Gen. to produce copies of the original affiliation application and circulate to all Council Members.

Item 36

SSPA

The Secretary General was directed to write to the Secretary of the SSPA informing them that the Council would be pleased to

accept a co-opted non-voting member on the Council. It was stated that if the SSPA felt strongly that they should have a full voting member on Council then they could nominate a prospective Council Member for next year.

Item 37

It was proposed by G. Lilly and seconded by D. I. Waugh that a fee of £1.50 be charged for advertisements in the Sport Parachutist, this money to go to the BPA. This to be effective in the June issue.

Item 38

The Council unanimously endorsed the Secretary General's recommendation to hold the AGM/Dinner Dance at the Centre Hotel on 4/5 January 1980. The menu to be that produced as (i) on the circular sent to all Council Members on 23rd February 1979. The cost of tickets to be discussed at a later date.

Item 39

NATIONALS — PRIZE PRESENTATION

W. J. Meacock had written to Major General Wilson, who telephoned to apologise for not replying earlier as he had mislaid the original letter. Major General Wilson intimated that he would be delighted to be present to present the prizes at the National Championships. The Council agreed that in addition to Major General Wilson being invited to the Nationals several other people might like to be present. The Competition Committee is to draw up the list.

Item 40

HISTORY OF PARACHUTING

G. C. P. Shea-Simonds gave some background on the proposed publication of the History of Parachuting. It was proposed by G. C. P. Shea-Simonds and seconded by D. Orton that the Association buy in 500 copies of the proposed publication for resale via clubs and members. For 15 Against 1 Motion Carried.

Item 41

AFFILIATIONS

- a) **Metropolitan Police Club.** G. Lilly put the case forward for the affiliation application of the Metropolitan Police Club. Proposed by D. Orton. Seconded by T. Lewington, that the Metropolitan Police Club be afforded affiliation to the BPA. Carried Unanimously.
- b) **Glenrothes.** Proposed by G. C. P. Shea-Simonds. Seconded by J. L. Thomas that the Glenrothes Club be afforded affiliation of the BPA. Carried Unanimously.

Item 42

BPA SCHOLARSHIP COURSES

It was agreed in principle that the BPA should fund scholarship courses, and that the numbers be increased from 6 to 12. An application for Coaching Grant Aid be made to the Sports Council, and sponsorship be obtained if possible. Also that the form of application be amended to allow more positive information to be elicited from CCI's. However the final decision be deferred until a costings exercise could be carried out by the NCSO and the Secretary General.

Item 43

EDITORS EXPENSES — SPORT PARACHUTIST

It was proposed by J. G. Starling and seconded by D. Prince that the editorial expenses for Sport Parachutists be increased from £75 to £100. Carried Unanimously.

Item 44

RESPONSIBILITIES OF THE SECRETARY GENERAL

The Secretary General brought the Council's attention to the circular on the responsibilities of the Secretary General of the BPA and stated that he would update this in a few months time. D. I. Waugh mentioned that he was pleased to see the communication that existed between the Secretary General and Council Members, Council was in agreement.

Item 45

JOB DESCRIPTION OF SECRETARY GENERAL

The Council accepted the job description compiled and presented by the Secretary General. Proposed by D. I. Waugh. Seconded by W. J. Meacock. Carried Unanimously.

Item 46

STAFF

- a) The Secretary General brought Council's attention to the fact

that D. Peacock had now completed the probationary period of employment and should be granted permanent status. Proposed by G. C. P. Shea-Simonds. Seconded by D. I. Waugh. Carried Unanimously.

- b) Miss. S. Sambhi had now completed her 3 months probationary period of employment. Proposed by G. C. P. Shea-Simonds and seconded by J. L. Thomas that Miss Sambhi's salary now be increased from £1,560 per annum to £1,724 per annum with effect from the 1st April. Carried Unanimously.

The Secretary General agreed to produce a list of all staff showing their salaries and the points on the scale where they were placed.

Item 47

A.O.B.

The Chairman explained the situation regarding the outcome of the Industrial Tribunal, and brought Council's attention to the award made by the Tribunal of £2,200 to the ex Secretary General.

It was proposed by G. C. P. Shea-Simonds seconded by D. Orton that this Council endorse the Chairman's statement that he sent to all of Council Members. This statement will be published in full in the Magazine.

"W. Paul Industrial Tribunal"

At the completion of the hearing yesterday, the three-man tribunal found for Mr. Paul and awarded damages relating to loss of income and the difference between his old and 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 of September last year were correct, honourable and fair, and that the decision of the tribunal has not shaken that belief". Carried Unanimously.

Trophies for POPS

It was suggested that the Association donate a 'fun' cup for the POPS Competition.

Special Projects

G. C. P. Shea-Simonds reported on the initial meeting of the Aviation Instructors Conference. Each discipline will give a talk on its own systems, followed by a forum to discuss the problems etc. The main conference will be held in about November possibly at Birmingham or Bisham Abbey. The Council will be kept informed of developments.



Fred Elliott records a 9-Man over Headcorn.

FLY

UNITED

Pronounced; U~NIT~ED



THE ALL-ROUND SQUARE

COMING
SOON!!

STORIES OF
ED UNIT

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, WEDNESDAY 14th MARCH 1979
held at BPA Offices, Kimberley House, Leicester

PRESENT

J. Crocker	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
C. Shea-Simonds	<i>Co-opted</i>
P. Slattery	<i>ECPC</i>
M. Winwood	<i>LIFFT</i>
J. H. Hitchen	<i>Sheffield</i>
W. J. Meacock	<i>PPC</i>
D. Orton	<i>Staffs</i>
R. Willis	<i>RAFSPA</i>
E. Hartley	<i>LBFFC</i>
E. Lewington	<i>Red Devils</i>
P. A. Hick	<i>W & WPC</i>
P. Hibberd	<i>Halfpenny Green</i>
P. Young	<i>RSA</i>
N. Law	<i>MFCC</i>
A. Chandler	<i>RCT</i>
J. Sharples	<i>MPC</i>
A. Knight	<i>NCPC</i>
W. Barnes	<i>TWPC</i>
D. Turner	<i>NCPC</i>
D. Prince	<i>NWPC</i>
D. McCarthy	<i>HPC</i>
A. Collingwood	<i>Headcorn</i>
L. St. John	<i>BPC</i>

OBSERVERS

J. Dunleavy	J. Davis
D. T. Hickling	J. Peck
D. Gays	E. Royle
D. Hennessy	J. Hartley
D. Howerski	N. Chapman
D. Parker	S. Thomas
J. Diamond	R. Hicks
C. Donaldson	B. N. Bennett
L. Kinbrum	C. Boden
J. Sanders	J. Curtis
P. Curtis	D. Gardner
P. Walters	D. Cox
J. Thomas	P. T. Ledwards
G. Evans	P. Byrne

Before the start of the meeting, the question of accommodation was raised. In addition to the 24 members of the committee present there were some 54 observers. This led to serious overcrowding and discomfort and the NCSO was asked to arrange an alternative venue for future meetings. Accordingly, the next meeting of the STC will take place on Thursday 3 May 1979 at 1900 hours in the Wyggeston room of the Leicester Post House, Braunstone Lane East. The Post House is situated on the right of the A46 at the first set of traffic lights after leaving the M1 at exit 21 and heading towards the City Centre.

Item 1

JUDITH WILLARD — FATALITY REPORT

Information on this fatality has been telephoned from USPA and a completed report was to be available for the next meeting.

Item 2

OPERATIONAL AND TRAINING PROCEDURES AT LANGAR

1. Three specific complaints on this subject had been received. Details of these complaints together with correspondence arising therefrom had been circulated to members. This dossier had not, however, been forwarded to the representative of the Langar membership Mr. David Gardner, as promised. Accordingly, discussion on the subject was postponed until the next meeting, before which the following must be taken.
 - a) Original Dossier forwarded to Mr. David Gardner.
 - b) Additional material referring to the TYSON accident to be circulated to members and to Mr. Gardener.
 - c) NCSO was to visit Langar to observe a course in progress.

2. **CCI Langar — application by Dean Fisher.** An application by Dean Fisher, BPA Approved Instructor, to act as CCI Langar — quote: "for a temporary period until such time when a full time CCI is appointed" was considered by the meeting. It was proposed by C. Shea-Simonds and seconded by E. Lewington that such exemption be granted. Carried by 14 votes to 8. The NCSO was to write to Dean Fisher informing him of the decision and reminding him of the trust placed in him by the Association in this somewhat sensitive appointment.

3. **CCI status — A. G. Kelly.** A letter of application to be granted CCI status in order to form a club in Northern Ireland by A. G. Kelly was read to the meeting.

Tony Kelly had been involved in Sport Parachuting since 1964 and held an Instructor Rating for two years from 1969-1971. Since March 1978 he had been involved full time in the sport and had jumped extensively in the UK and in the USA. He had successfully completed a PI Course in November 1978 and, after having worked full time at British Skysports Bridlington from three months, had qualified as Approved Instructor in February 1979. It was his intention to establish Parachuting as a sport in Northern Ireland and to locate a suitable DZ there.

The committee were impressed by the thorough manner in which Tony Kelly had carried out his self-imposed programme and by his dedication.

It was proposed by D. McCarthy and seconded by J. Laing that the exemption be granted. Carried 21-1.

Item 3

QUALIFICATIONS TO USE HAND-DEPLOY SYSTEMS

A paper on this subject produced by D. Orton was studied by the meeting. After discussion regarding the desirability of introducing legislation on the matter, it was proposed by T. Hartley and seconded by D. Orton that authorisation for jumpers of Cat. 8 to use and deploy systems should be entered in a jumpers log book and signed by the CCI. Carried by 20 votes to 2.

Item 4

QUALIFICATIONS TO JUMP RAM-AIR CANOPIES

A paper on this subject produced by J. Hitchen, and previously circulated to members was discussed. It was finally proposed by J. Hitchen and seconded by C. Shea-Simonds that the following criteria should apply:

1. BPA Category 9.
 2. Minimum of 25 round high performance canopy jumps.
 3. CCI's written authorisation in log book after thorough briefing/introduction had been given.
 4. Five familiarisation Ram-Air Descents before any further progression within the Category System is made.
 5. A minimum of 20 Ram Air jumps before being allowed to take part in demonstrations using the canopy.
- That BSRs Sec. 10.14d be deleted and the foregoing inserted. Carried by 16 votes to 6.

Item 5

PROPOSED CHANGES TO STUDENT RESERVE PROCEDURES

Discussion centred around this proposal from W. J. Meacock and a letter on the subject by the NCSO — previously distributed. John Meacock gave details of a test carried out at Sibson in which a dummy fitted with an I24 reserve with kicker spring and AOD resulted in a faultless reserve deployment. The proposal was that the current reserve drills of 'pull and throw' be superseded by 'pull and punch' — all reserves being fitted with Kicker Springs. John Meacock felt that, with such modified equipment, greater opportunity would be afforded to students to practice reserve deployments in training and that the essentials of the drill — i.e. pulling the handle — could be practised a much greater number of times with a correspondingly increased effectiveness of the learning process.

It was felt that there was still insufficient information on the effectiveness of 'pull and punch' with a kicker spring reserve in a blown — periphery malfunction situation, particularly if such was

accompanied by a rotation. John Meacock agreed to carry out further tests on the equipment in a full canopy situation and to report back to the Committee.

Item 6

PROPOSED CHANGE TO JUMPMASTER RESPONSIBILITIES (BSRs Sec 3.6)

Arising out of the hangup incident at Halfpenny Green, the question of responsibilities for flight line checks of Student Parachutists was considered by the meeting. After discussion of various alternatives it was proposed by R. Willis and seconded by D. Orton that Sec. 3.6 be amended as follows:

Delete para 6 in toto and insert "An Instructor (or PI) appointed by the CCI is responsible for inspecting all Student Parachutists of the lift immediately before emplaning and ensuring that Experienced Parachutists have inspected each other", Appendix E stet. The proposal was carried unanimously.

Item 7

INCIDENT REPORTING CRITERIA

In order to standardise reporting criteria, the wording in the Instructors Manual under the Incident Procedures Section be amended as follows:

Para 2.c delete 'serious injury'.
Substitute 'severe injury'.

This brings the wording into line with Sec 25 1.b (2) of BSRs and therefore provides that any injury necessitating detention in hospital for 2 weeks or more MUST be the subject of an incident report.

It is also to be noted that the home telephone number of the Secretary General, who is to be contacted in the event of a fatality is to read Oakham (0572) 3612, Desford (04 557) 3515 is to be deleted.

Item 8

RIGGERS PAPER ON TSO

The following actions are to be taken.

1. Riggers meeting to be convened at 1400 hours on Thursday 3rd May at Kimberley House.
2. The paper produced by J. L. Thomas and J. Hiley to be circulated to all riggers and their attendance at this meeting invited.
3. Minutes of this meeting be circulated to STC members for discussion.

Item 9

INSTRUCTOR COURSE 1-79 REPORT

Salient points of the report were read out by the NCSO. In the case of B. Nelson-West, who had been the subject of an ambiguously worded report from his CCI it was agreed that his final qualification as an Instructor be dependent on an independent report to be submitted by CCI Netheravon as to his suitability in the despatching and operational role. These aspects could not be assessed by the Examiners on his final Course because weather conditions had precluded any flying.

The Committee sympathised with B. Nelson-West concerning the position in which he had been placed and the NCSO was to write an appropriate letter to him. In addition, CCIs were reminded of their responsibilities in the reporting system in that all reports should be a) based on accurate knowledge of the individual's performance during the PI period and b) submitted at least 10 days before the final exam course. The report was accepted and the awards of Instructor, Advanced Instructor and Examiner gradings endorsed.

Item 10

RECIPROCITY OF INSTRUCTOR RATINGS WITH THE CANADIAN SPA

Details of Instructor Qualifications of CSPA were read to the meeting. It was established that CSPA Instructor ratings A, B and C were broadly equivalent to our own PI, Approved and Advanced Instructor ratings respectively. It was agreed that Canadian Instructor ratings class B and C be accepted as equivalent to BPA Instructor ratings, subject to a standardisation checkout of any individual concerned by a BPA Advanced Instructor. The NCSO was to reply to CSPA informing them of this decision.

Item 11

INCIDENTS

1. Hang up at Peterborough 24th February. A report on this

incident was given to the meeting by W. J. Meacock and corroborated by C. Shea-Simonds. A first time student had been hung up outside the aircraft with the rigging lines partially deployed and snagged round the deployment bag. Having shown his awareness of the situation the student had been cutaway by the jumpmaster and successfully deployed his reserve and landed safely.

The equipment was examined on 26th February by the NCSO and R. O'Brien of the Peterborough Parachute Centre and the following conclusions were reached:

Equipment. Irvin PX Outer Container. B4 harness Irvin manufactured Sport deployment bag with centre base tie. C9 DL Canopy. Steering lines attached to appropriate suspension lines with bowline knot.

Examination of the equipment revealed severe searing on five suspension lines approx 30 inches from the connector links on one side corresponding with searing on the top right hand side of the bag.

The third elastic bungee from the bottom on the left hand side of the bag was severely damaged but not broken.

There was a running end 1/4" long of the bowline attaching the left steering line to the suspension line. From these facts it was concluded that the left set of lines had been momentarily retained in this bungee during the line deployment phase by the knot snagging the bungee, whilst the right set of lines had been deployed normally. The loop formed by this uneven deployment had locked around the top of the bag, thus effectively halting the deployment process.

It is recommended that steering lines should be zig zag stitched onto the appropriate suspension line or, if bowlined on, that the running end be secured by lightweight adhesive tape to obviate the possibility of snagging.

2. **Wickenby.** A letter expressing concern over the amount of revisionary ground training given to a student parachutist at Wickenby had been received. It was stated that the student concerned had received a fractured vertebra on landing. The CCI Wickenby, J. Hitchen, stated
 - a) that a full afternoon had been devoted to revisionary ground training of the student in question.
 - b) that after the heavy landing he had insisted on the student going to hospital for a checkup despite her initial disinclination to do so.
 - c) That the hospital had not deemed it necessary to admit the jumper and had diagnosed her condition as being merely winded.

In view of the fact that this matter had been brought to the attention of the STC at short notice it was decided to refer the matter to the next meeting. The NCSO was to write to the complainant to this effect.

Item 12

EXEMPTIONS

1. D. Parchment (D 2104) to make static line descents from 1200' AGL.

Dave Parchment is to make an attempt on the World 24 hour record on 19th June at the Hereford Parachute Club. He requested this exemption in order to reduce canopy time.

It was decided that BSRs 14.5c be applied in this instance.

Proposed by D. Orton and seconded by D. McCarthy that the exit height be such that the main canopy be fully deployed by 1500' AGL.

Carried by 19 votes to 3 D. McCarthy stated that if, in his opinion, the jumper was to reach a state of fatigue which rendered further jumps unsafe he would order the attempt to be aborted.

2. S. Niipe — extension of PI rating by 3 months. This request was approved.
3. J. Goldsworthy — extension of PI rating until May 1979. It was decided that in view of his extended absence for practical instruction he attend the May PI course as a refresher and that he be examined at a later date.
4. F. Fonfe — reinstatement as PI having lapsed in August 1977.

It was stated by D. McCarthy that the applicant would be working at weekends at the HPC with immediate effect and that he supported the application unreservedly. The application was granted.

Item 13

BANNING OF PARACHUTISTS

1. **Wendy Miller.** The ban imposed by STC on April 18 1978 was due to expire on March 18 1979. It was agreed that Wendy Miller be allowed to recommence jumping in the UK with immediate effect, having been favourably assessed as to her parachuting capability by CCI Netheravon.
2. **Laurel Kinbrum.** This jumper had been suspended from jumping at the Zephyrhills DZ by the CCI Jim Hooper for the remainder of her stay as she had cutaway from a PC malfunction and had been unable to operate her reserve, which had been opened by the AOD. In addition, Jim Hooper stated that the jumper lost control in free fall when in close proximity to another jumper.

Laurel Kinbrum stated that she was unable to pull the reserve because the belly band was loose and of unsatisfactory design.

Logbook entries, reproduced at Annex A to these minutes show too rapid progression for a Cat. 7 jumper (Jumps Nos. 96, 97, 98, 99 and 100). She had not done any tracking exercises toward Cat. 8 before being introduced to RW and PC jumping (jumps 100, 101 & 104).

R. Willis, CCI RAFSPA stated that in his opinion the jumper required a lot of attention — Jumps 71-96 at Weston on the Green.

Photostat logbook entries and Cat. card entries are reproduced at Annexes A and B of these minutes for the attention of CCIs. Laurel Kinbrum is to be allowed to continue jumping at the discretion of any CCI concerned.

Item 14

PREVIOUS MINUTES AND MATTERS ARISING ITEM 3.

Copies of the proposed revised application forms for Approved and Advanced Packing Certificates were presented to the meeting by the NCSO. It was agreed that these revised standards be accepted and that the appropriate packing certificates be drawn up. In addition, the words

"NB This certificate is issued in respect of the holders equipment. It is not necessarily authority to pack parachutes for use by a second party. It may, however, be used as such authority at the discretion of a Club Chief Instructor" be incorporated in the certificate. The previous minutes were then approved.

Item 15

ANY OTHER BUSINESS

1. **Application by amputee (1 leg) to make parachute descents into water.**

This application was to be referred to the BPA Medical Adviser. The Committee did not concur with the action of the GP who signed the original medical certificate. Whilst perhaps medically valid, it was considered an unacceptable risk from a practical parachuting standpoint.

2. **Australian PI.** An Australian jumper, E. McKie, having been 12 years in the sport and having made some 1300 descents was to be allowed to attend the next PI course after working at British Skysports with Eric Finney.

Eric Finney was to make written application on his behalf.



Steve Freedman took this photo of Chris and Derek Thomas with Tim Kirkstead-Moore over Grindale during our recent long cold winter.

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, THURSDAY 3rd MAY 1979
held at Post House, Leicester

PRESENT

J. Crocker	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
D. Orton	<i>Staffs</i>
I. Louttit	<i>DISC</i>
N. Law	<i>Manchester</i>
A. Chandler	<i>RCT</i>
P. Young	<i>RSA</i>
J. Barnes	<i>TWPC</i>
D. Prince	<i>NWPC</i>
L. St. John	<i>BPC</i>
D. Hickling	<i>Halfpenny Green</i>
P. Slattery	<i>ECPC</i>
E. Hartley	<i>LBFFC</i>
M. Winwood	<i>LIFFT</i>
C. Shea-Simonds	<i>Co-opted</i>
J. Laing	<i>APA</i>
W. J. Meacock	<i>PPC</i>
A. G. Knight	<i>NCPC</i>
A. Collingwood	<i>Headcorn</i>

OBSERVERS

J. L. Thomas	J. Nickolls
G. Shone	S. Talbot
I. Robertson	H. Curtis
J. Hiley (<i>Riggers Committee</i>)	B. Nelson-West
A. Young	D. Turner
T. Butler	G. Tyson
P. Walters	J. Diamond
E. Cooper	S. Robertson
D. Matchett	D. Gardner
D. McCullough	A. Hickling
J. Sanders	C. Boden
J. G. Peck	A. J. Keogh
B. Jones	J. Hartley

APOLOGIES

P. Padley

Item 1

OPERATIONAL AND TRAINING PROCEDURES — LANGAR

The Chairman prefaced the discussion by stating that in his view the essence of the controversy was the unsupported allegations of three student parachutists. He felt that it would be a departure from precedent and good practice to take the version of inexperienced jumpers in preference to that of a CCI. C. Shea-Simonds reiterated STC policy that the Chief Instructor should be supported. There followed a discussion as to alleged imbalance in the instructor/student ratio. C. Shea-Simonds stated that, once again, there was a conflict of evidence and that the overriding consideration must be that the Association actively continue to help student parachuting at Langar and be seen to be so doing. This view met with general agreement and the matter was deemed to be closed. With regard to Mrs. C. Tyson, who suffered a broken leg and was one of the original complainants, it was decided that the NCSO should write a placatory letter.

Item 2

RIGGERS PAPER

A brief report on the riggers meeting held earlier in the afternoon was given by the NCSO. The Riggers Committee was to be reconstituted with Advanced Riggers as voting members and I. Louttit and J. Nickolls as co-opted members. The NCSO was to be Chairman.

Discussion had centred round the introduction of a British Technician Standards Order based on a paper produced by J. L. Thomas. Further papers had been produced by J. Nickolls and G. Shone. It was decided that a BTSO was desirable but should be optional to riggers/equipment manufacturers. The implementation of the system was to be decided at the next meeting in view of the two further papers.

With regard to the reporting procedure, it was felt that Council should decide whether the riggers should report direct or go through the STC. J. L. Thomas stated that, in his view, the riggers

should go through STC provided that STC gave due and careful consideration to decisions reached by the riggers committee. He was reassured on this point by the Chairman. The next riggers meeting was scheduled for the afternoon of the next STC meeting: the papers by G. Shone and J. Nickolls were to be circulated to Advanced Riggers for consideration by the meeting.

Item 3

INCIDENTS

1. **Wickenby**
 The question of the student injury had been satisfactorily dealt with by the CCI at the last meeting. The NCSO was to write to the complainant an explanatory letter.

2. **Peterborough** — Malfunction of staged deployment student freefall system.

The incident, which had been the subject of two safety notices, was described by W. J. Meacock. The stitched over end of the bridle cord had snagged in the shock cord and the pilot chute had remained in tow. All bridles at the Peterborough Parachute Centre had now been modified to ensure that there were no overlapping ends to snag.

S. Talbot then made the following points:

- The container was an item of BPA approved equipment, after a design originally submitted by J. Hiley.
- The bridle cord in question was not supplied by himself.
- The original safety notice was non-specific and appeared to place undue blame on his equipment.

He requested that a full notice of the incident be placed in the next issue of the journal. This notice would be drafted by himself. This was agreed.

J. L. Thomas recommended that with this type of staged deployment system a 4' bridle with stitched down ends be used.

The meeting agreed that a **Packing Check** be incorporated to apply to staged deployment free fall systems **Viz: Before positioning the extractor the bridle cord is to be checked for free running.**

Parachute log cards to be amended accordingly.

Item 4

EXEMPTIONS

- E. Royle to attend final exam course — Agreed.
- N. Harrison to attend PI course — Agreed.
- J. Matchett to attend final course — Rejected.
- P. T. Ledwards to attend September PI course — 22 months in the sport. Recommended by A.G. Knight — agreed.
- Wendy Jordan — pilot exemption from 10 hour on type rule. 105 hours PI 5 hours on type. Proposed by P. Slattery — agreed.

Item 5

STUDENT RESERVE KICKER SPRING

W. J. Meacock described a programme of 12 test jumps carried out at the Peterborough Parachute Centre. The reserve with Kicker Spring had been successfully deployed on each occasion whilst descending under a full main canopy with a descent rate of 16-17.5fps. The drill used was to pull the reserve handle and to allow the spring to eject the canopy. To facilitate full ejection of the canopy the three line stowages before the periphery had been made in free bungees.

The stated advantages were

- The simplification of the existing drill.
- The elimination of pack closures.
- Positive exposure of the peripheral band to the airflow.

J. Meacock then requested the permission of STC to vary the standard recommended reserve drills and to teach the new procedure using the modified reserves.

This request was granted with the proviso that the student training record cards be annotated to the effect that the individuals had been trained in this method. The Chairman further expressed the thanks of the meeting to W. J. Meacock for his pioneering work in this field.

Item 6

RESERVE TIEDOWNS

W. J. Meacock raised the question of the potential danger of free-running reserve tiedowns, i.e. not stitched to the reserve container. This in the light of the Strathallan fatality and the difficulty experienced by Mrs. Kinbrum at Zephyrills in operating the reserve following a cutaway. A further area of potential hazard was the large lipped alligator clips. The meeting agreed that all instructors should pay special attention to these items and be aware of the inherent dangers of a loose reserve container.

Item 7

CUTAWAY DRILLS REVISION

In connection with the previous item, W. J. Meacock also raised the point "Which is the lesser evil, attempting to pull the reserve ripcord with one hand after trying to cover the capewells, or deploying the reserve with both hands and chancing the capewells catching on part of the reserve?"

The meeting agreed that all briefings to students, (whether basic or advanced) on reserve procedures **should emphasise the prime importance of getting the container open** and that all other considerations must be secondary. Apropos items 6 & 7 therefore, the recommendation of the Board of Inquiry into the Strathallan Fatality, as accepted by STC on the 19 December 1978 were to be restated viz:

1. **That all reserves be checked for ease of operation under adverse conditions — e.g. loose tiedowns.**
2. **That, in teaching cutaway drills, priority be given to providing counter pressure to the reserve where necessary rather than the covering of the capewell covers, particularly if this drill has been rendered superfluous by the use of R2s or R3s.**

Item 8

LIFING OF RESERVE CANOPIES

A marked deterioration in the tensile strength of 4 reserve canopies at the Leeds Bradford F F Club had been discovered. Canopies affected were IRVIN I 24 Nos. A385258, A384490, A386443, date of manufacture being March 1962, and also GQ402202, date of manufacture January 1964.

The deterioration was such that thumbs could be pushed through the material. Tests carried out at Irvins gave the following results.

- a) The material was not contaminated.
- b) The tensile strength was reduced from an original minimum of 48lb per square inch (wrap and weft) to between 28 and 21lb.
- c) The porosity had not been affected.
- d) The suspension lines were not affected.

B. Jones described further tests on the material carried out at the Department of Industrial Textiles, Leeds University. They could find no apparent reason for the deterioration, Ultra violet degradation is normally obvious and visible to the naked eye. It was decided that clubs were to institute an immediate physical and visual check of reserve canopies, ("thumb check") and in any cases of doubt were to submit the canopies to Irvin for inspection. In any event the STC was to be informed.

The NCSO was to issue an immediate Safety Notice to this effect.

Item 9

PREVIOUS MINUTES AND MATTERS ARISING

Item 3 — hand deploy systems.

Further information as to potential problems with pull out pilot chutes was given by D. Orton. This was with regard to the SST pullout system, incorporating a straight pin. In this deployment system, the toggle was fastened to the base of the pilot chute, and has resulted in an inflated pilot chute not clearing the low pressure area of the jumpers back. With the container open, and canopy exposed, there exists a potential horseshoe, situation. It was recommended that the system be modified by **repositioning the toggle on-to the Top of the pilot chute as per other systems.**

In addition, the bridle cord must not be extended in length beyond the manufacturer's specification except where a bag is used, the bridle may be extended but only so that the bag flies just short of the trailing edge of the canopy. Clubs were to be circularised with this information.

Item 9 — Instructor rating — B. Nelson-West.

This PI had now been checked out on despatching at the APA Centre, it was proposed by J. Laing and seconded by C. Shea-Simonds that B. Nelson-West be accorded Instructor status forthwith; he was then presented with the Instructor Badge and Certificate by the Chairman.

It was proposed by C. Shea-Simonds and seconded by D. Orton that the minutes be passed. Carried.

Item 10

ANY OTHER BUSINESS

1. Proposed by D. Orton that the use of TU canopies be not allowed to students below Cat. 5.

This proposal failed to attract a seconder, it being felt that with certain larger canopies, a TU modification was entirely appropriate. CCl's were reminded of their responsibilities as to the indiscriminate allocation of C9 TUs to basic students, and it was felt that this should remain a matter of CCl's discretion.

2. It was proposed by D. Orton and seconded by J. Laing that the reserve re-pack cycle be extended to 90 days. Carried by 14-7.
3. Ram-air reserves — packing policy.

It was proposed by C. Shea-Simonds and seconded by D. Hickling that the current situation remain unaltered, i.e. that these reserves be repacked only by a licensed rigger authorised by the manufacturer.

This was supported by 14 members.

A counter-proposal by D. Orton, seconded by L. Melhuish, that packers could be checked out by the rigger in question was supported only by one other member. The first proposal retention of the status quo until more general experience was gained, was carried.

4. **Notices**

The NCSO gave notice that, because of a clash of dates with the WPC the Instructor Course 3-79 would now take place at Sibson as follows:

- 17-21 September Exam Course
- 24-28 September PI Course

5. **RW Seminar — Germany**

This was being conducted by Pat Works at Meissendorf from 12-27 May. Information can be obtained from:

Herrn Hermann Schridde,
3101 Meissendorf,
West Germany.
Tel: 05056-379

Aircraft — Turbo Islander

6. **NATMAC conference 9 May.**

Charles Shea-Simonds informed the meeting of an MOD proposal to extend MATZ to a rectangle 20 miles x 5 miles, and to make such airspace regulatory. All CCl's were advised to check how this would affect their operations and to inform the BPA. In addition, the NCSO was to seek representation on the NATMAC Committee.

7. All instructors were urged to write to their respective MPs with reference to the proposed arbitrary increase in AVGAS prices.

8. C. Shea-Simonds informed the meeting of the Conference of Aviation Instructors, to be held on 1 October at a venue to be arranged. Presentations were to be made by senior instructors from the light aviation, ballooning, gliding and hang gliding worlds as well as our own. It was felt that great value was to be obtained from a closer liaison and exchange of information between Instructors of the various Air Sports. All Instructors were urged to note the date in their diaries, further information would be circulated closer to the date.

**NATIONAL CHAMPIONSHIPS
1980**

The BPA is looking for a venue for the 1980 National Championships. Any suggestions to the National Coach and Safety Officer at the BPA Office



Chris Goss took this spectacular photo of Peter Wilkinson over Perranporth in Cornwall.

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252 competition model, white with red/black stripe **£299.00**.

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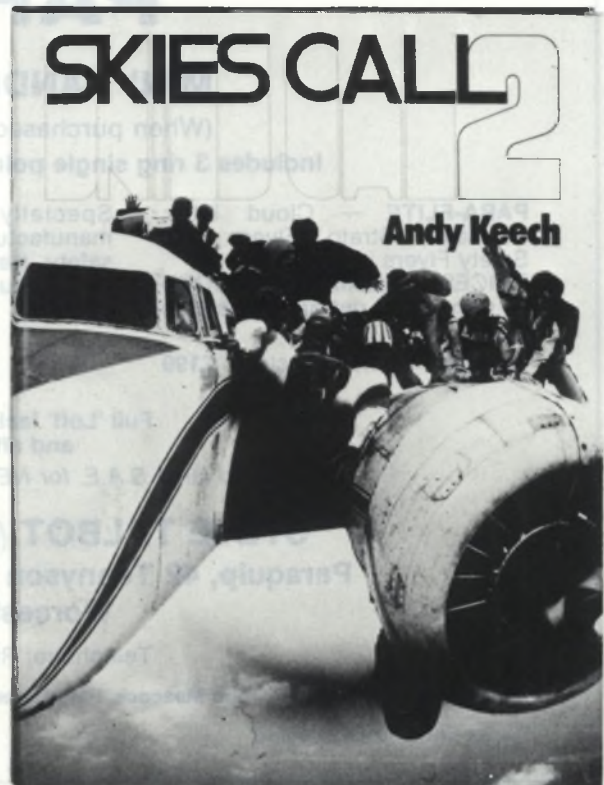
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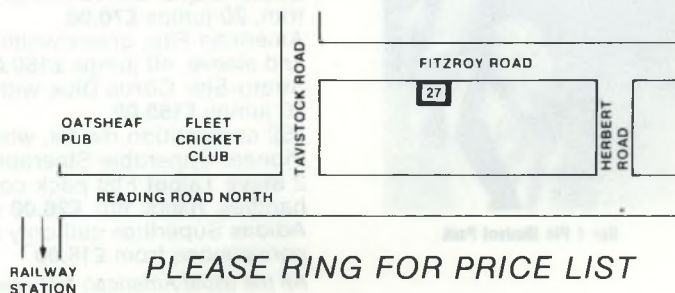
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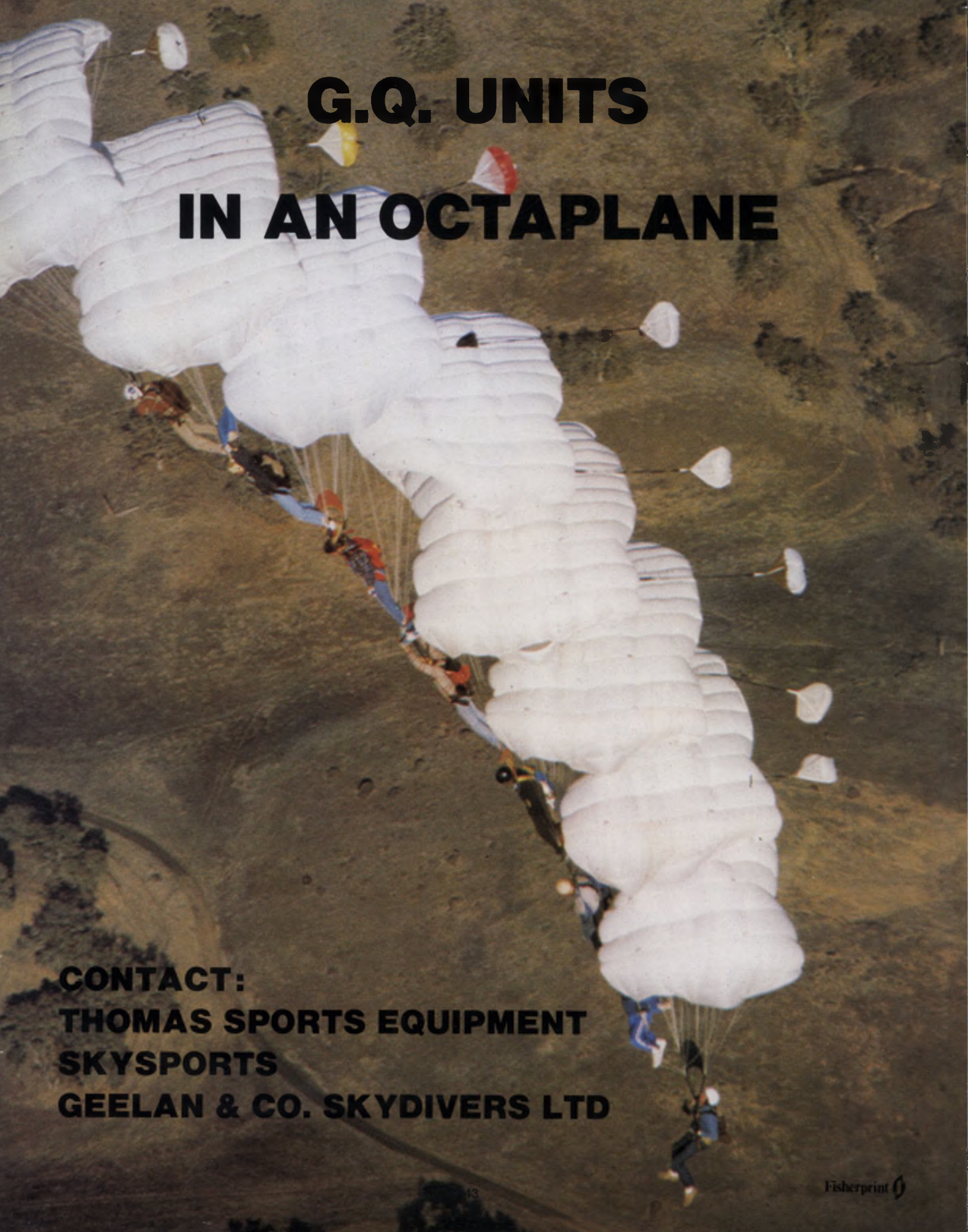
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