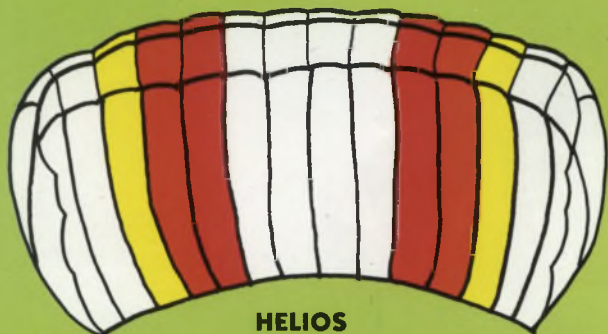


SPORT PARACHUTIST

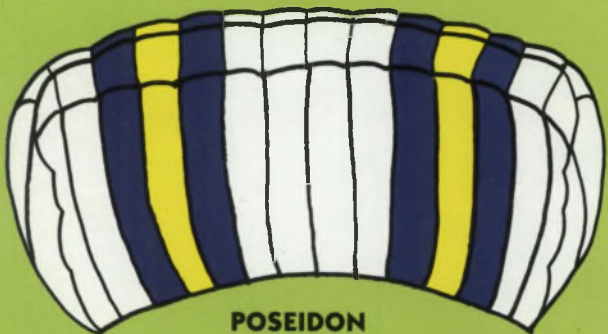


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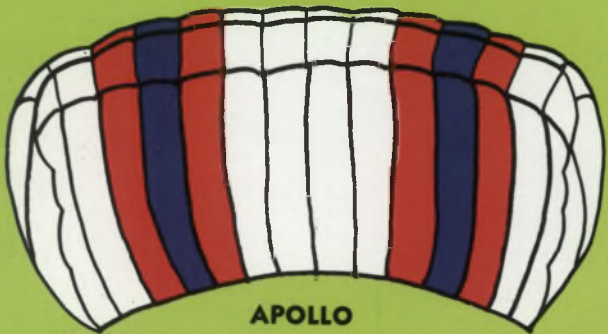
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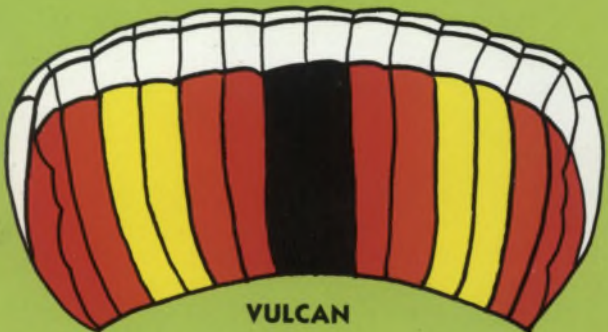
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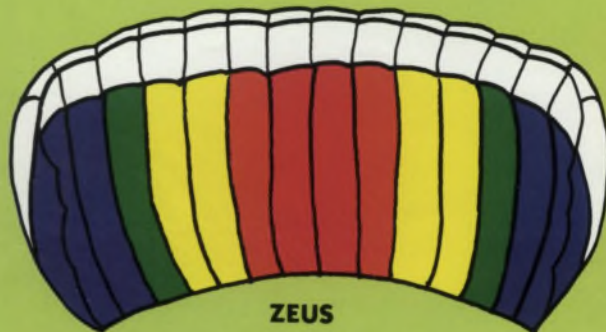
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Peterborough Parachute Centre Sibson Airfield, Wansford, Peterborough	FULL TIME	W. J. Meacock (at club address), Sibson Airfield Tel: Elton 490	British Skysports Bridlington Aerodrome, Bridlington, Yorkshire	Chief Instructor (at club address) Tel: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

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	East Coast Parachute Centre Ipswich Airport Ipswich, Suffolk	W. P. Slattery (at club address) Tel: 0473 714462	Paraclan Parachute Club Glenrothes, Fife	D. C. Payne 37 Cromwell Road, Burntisland, Fife
R.S.A. Parachute Club Thrupton Aerodrome, Andover, Hants. Tel: Weyhill 2124	R. A. Acraman (at club address)	Parachutists Over Phorty Society (POPS.U.K.)	J. Cooke, Broughton House, Field Broughton, Nr. Grange over Sands, Cumbria. Tel: Cartmel 4545	
Dunkeswell International Skydiving Centre Dunkeswell Airfield, Nr. Honiton, Devon (Tel: Luppitt 350)	I. Loutitt (at club address)	Scottish Parachute Club Strathalan Castle, Auchterarder, Perthshire Tel: Auchterarder 2572	The Secretary (at club address)	
Headcorn Parachute Club Headcorn Airfield Ashford, Kent Tel: Headcorn 890862	The Secretary (at Club Address)	Scottish Sport Parachute Association	Mrs. Jean Christie, 99 West Torbain, Kirkcaldy, Fife Tel: Kirkcaldy 200042	

WEEK-END

Border Venture Parachute Club Brunton, Nr. Alnwick, Northumberland	K. Noble Windy Gyle, West Street, Belford Northumberland, NE70 7QE Tel: 06683-289	The School of Free Fall Parachuting Tel: (0742) 653962	J. Hitchin, 46 Newlands Drive, Sheffield S12 2FS
British Parachute Club Headcorn Airfield, Headcorn, Kent	Mrs. A. Ward 13 Stainer Road, Tonbridge, Kent	South Cotswold Parachute Club Badminton, Avon Tel: Bristol 568173	J. French, 11 Homestead Gardens, Frenchay, Bristol.
Cambridge University Free Fall Club Waterbeach, Cambs.	Miss F. J. Nock 30 Green End Road, Cambridge.	Spread Eagles Parachute Club Nr. Melcombe Bingham, Dorset	Sally Corr 24 Southlea Avenue, Tuckton, Bournemouth Tel: 0202 421108
Cheshire Parachute Club Tel: 061-941 1270	P. H. Evans, 3 Dunham Grange, Delamer Road, Altrincham, Cheshire.	Staffordshire Sport Skydivers c/o Stoke-on-Trent Youth and Adult Centre, Pump Street, Stoke-on-Trent, ST4 1NQ	The Secretary (at club address)
Chesterfield Skydiving Club Netherhorpe, Nr. Worksop, Notts. (Temporary)	Miss J. Wallhead 8 Tavistock Court, Racecourse Road, Newbold, Chesterfield	Tyne & Wear Parachute Club Sunderland Airport Sunderland Tyne & Wear	P. Rice (at club address) Tel: 07833-4954
Cornwall Parachute Club Fran's Ranch, St. Merryn Airfield, St. Ervan, Wadebridge, Cornwall.	J. Fisher, Tretoway Hotel, Port Isaac, Cornwall Tel: Port Isaac 214	Wales & West of England Para Club	L. Melhuish Copper Beeches, 7 Cardiff Road Dianas Powis, S. Glamorgan Tel: 02222 514100
Duck End Parachute Group Rectory Farm, Abbotsley, Hunts.	Gordon Lilly 12 Clandon House, Clandon Gardens, Finchley, London N3	British Collegiate Parachute Association	The Secretary, 13 Carters Crescent, Fernham Road, Faringdon, Oxon., SN7 7LA Tel: 0367-21203
Halfpenny Green Skydiving Club Halfpenny Green Aerodrome, Bobbington, Worcs. Tel: Bobbington 293	The Secretary, (at club address)	Kingston Polytechnic	COLLEGIATE CLUBS
Leeds/Bradford Free Fall Club Elvington Airfield, York.	A. Swallow 1 Riverside, Otley, Yorkshire	University of Leicester	The Secretary, 13 Carters Crescent, Fernham Road, Faringdon, Oxon., SN7 7LA Tel: 0367-21203
Manchester Free Fall Club Tilstock D.Z., Twenlows Hall Farm, Whitchurch, Shropshire	N. Law 9 St. Andrews Road, Stretford, Manchester M32 9JE	Exeter University	Cambridge University
Manchester Skydivers (See British Skysports)	T. Bailey 157 Kenyon Lane, Moston, Manchester 10 Tel: 061-681 1740	Hull University	Cardiff University
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Midland Parachute Centre Long Marston Airfield, Nr. Stratford-upon-Avon, Warks.	Dave Deakin, Titton Cottage, Stourport-on-Severn, Worcs. Tel: Stourport on Severn 5954	York University	Queen Mary College
Northern Counties Parachute Centre Tilstock Airfield, Whitchurch, Shropshire	A. G. Knight 66 Chapel Lane, Coppul, Chorley, Lancs., PR7 4PQ Tel: 0257-791881	Welbeck College	Wolverhampton Polytechnic
North West Para Centre Cark Airfield, Flookburgh, Nr. Grange over Sands, Lancs. Tel: 044853672	J. D. Prince 21 The Coppice, Ingol, Preston, Lancs. PR2 3OL Tel: Preston 720848	Keele University	Hatfield Polytechnic
Nottingham School of Parachuting Langar Airfield, Langar, Notts.	The Secretary 1 Norfolk Place, Nottingham. Tel: 46622	Bath University	University of Sussex
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R.A.F. Sport Parachute Association	Hon. Sec., R.A.F.S.P.A., R.A.F. Brize Norton, Oxon.
Royal Navy and Royal Marines Sport Parachute Association	The Secretary, RN, & RMSPA, Commando Training Centre RM, Lymington, Exmouth, Devon, EX8 5AR Tel: Topsham 3781, ext. 491 or at Club, Luppitt 697
Cyprus Joint Service Adventurous Training Centre (CJSATC)	Chief Instructor (CCSPC) CJSATC Pergamos Camp, BFPO 58
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SPORT PARACHUTIST



THE JOURNAL OF THE
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Vol. 16 No. 4

AUGUST 1979

EDITORIAL

If there's one thing that really upsets me it's political involvement in sport. The rule appears to be: if you can't hit them any other way, take it out of the young people who compete athletically against each other. Our last government excelled at this — I hope the new administration will take a more enlightened view. If the nations on this earth are to survive, surely communication between their young sportsmen is of vital importance?

The latest example of this is the French Parachuting Federation prohibiting South Africa from competing in this year's World Championships. The reason is irrelevant — the Republic of South Africa are properly constituted members of the FAI and have every right to compete. The French attitude is selfish in the extreme, particularly in view of their having enjoyed South African hospitality at two World RW Cups.

I have nothing but admiration for the dignified way South African sport parachutists have to accept this recurrent situation. I would also like to use the medium of this Editorial to say a sincere 'thank you' to them all for their incredibly warm and generous hospitality extended to me during my recent trip to judge at the South African Nationals. It was a very great privilege to have been invited.

Blue skies

Charlie

Editor's Note

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



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

Copy date for the next issue — Monday, 17th September

Cover photo — Star over Sibson

Jack Gregory

THE DROP

Calendar of Events

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

□ □ □



Sunday July 15th — The Falcons in free fall over central London for a descent onto Horseguards ...



... and under their canopies past Westminster. photographs by kind permission of the Daily Express.

SUPERFLY

—THAT'LL BE A HARD ACT TO FOLLOW!



... DAVE PARCHMENT JUST JUMPED ALL DAY FOR THE RECORD ATTEMPT AND RAISED A MILLION POUNDS FOR CHARITY!





'Mac' McCarthy presents first jump certificates to three members of the staff of the Red Lion at Weobley — Head waiter, M. Henchi; waitress, Liz Szabo; wine waiter, Ajmi Ben Tahir.



On loan from British Airways, Concorde gets dirt-dived by four members of the 'Chieftans'. Low cloud prevented the actual jump!



BPA Instructors Course No. 2/79 at Sunderland

□ □ □



□ □ □

Overheard at Headcorn:
"Chris, how about this pit then?"

"I don't understand why you want a pit; but then, I never did understand this Relative Work"



CERTAINLY BEATS
YOUR STUNT OF
A TENNER OUT THE
HOUSEKEEPING
AND A QUICK
BUZZ DOWN
NETHERAVON!



To avoid Cooney's attention at Cark
 I have done my best to conform
 For the wit of that poet can often
 Make you wish you'd never gorn
 But all to no avail
 Now I know the feeling of dismay
 On reading verses in the Mag
 Which put my antics on display
 But even worse than that
 I have been stabbed in the back
 By the intrepid Ken Holt
 Still wearing a B4 slim pack
 You've heard tell of his Blackpool saga
 Ken's version you've printed to date
 How our Team lost its bottle
 And landed on't shore in a state
 The truth is everything went to plan
 His "miles and miles out to sea"
 Is merely poetic licence
 To explain an exorbitant fee
 Yes a Tri-pacer was employed
 But let's stick to the letter
 We don't use lead bars for streamers
 For sandbags are cheaper and better
 Yes we did time our run to the target
 And then out to sea the same
 But all with great care and attention
 No room for bottle in our little plane
 90 seconds was right but some were lost
 Ken shaking the watch in case it stopped
 Then he pulled his smoke, instead of mine
 And many more seconds were rapidly docked
 So he needn't have booted me out
 I would have gone like a rocket
 If my foot hadn't been wedged
 In the pilot's anorak pocket
 We'd planned for Ken to allow me
 A start of 3 seconds time
 But he sat on my back when he saw
 The DZ, now fading to a thin line
 He has just discovered the awful truth
 That's what's prompted him into print
 Horan, intent on hogging the do
 Had stopped Ken pinching his TV stint
 If you saw my dinky landing
 Starting Seaside Special on TV
 You'll know why Ken Holt was seen
 Kicking sand in blokes faces by the sea
 And what about Bob Tyson?
 He never did complain
 But then he's still in Ireland
 Wondering why he left the plane.

★ ★ ★

For the benefit of all our CAA readers I hasten to add that we all did get in (the UK) and that my mates on the lifeboat followed our every move, albeit with growing disappointment. Seriously, the CAA is sometimes assumed to be rather aloof and even vaguely disapproving of parachuting so perhaps the two events described below will indicate how helpful they are when approached about unusual parachuting activities provided, of course, they can see that the activity is planned to minimise inconvenience to other air users and the local Police.

★ ★ ★

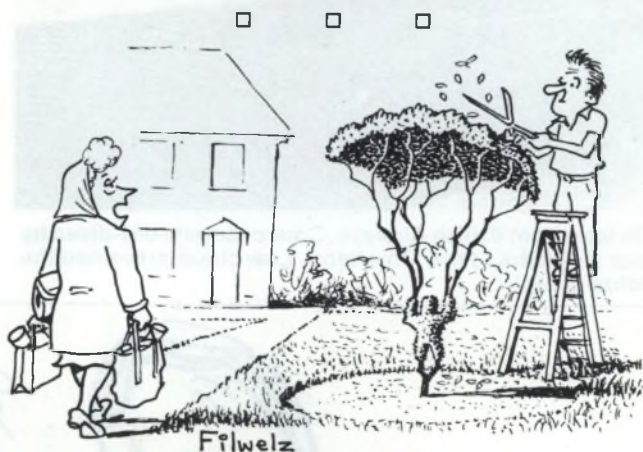
Those of you who know Chris Benyon, Cark's ace pilot and guru of water jumps, will be interested to hear that the CAA approved a most exclusive student DZ for one day, enabling me to put him into the Irish Sea for his first freefall. The Anti-Pollution League were less approving, and you can blame an over zealous Blackpool Lifeboat Crew for his re-appearance. He, too, complained about a long spot but with more justification than Ken Holt, as this time even the plane had to return on a compass bearing.

CAA approval was also given for us to let in 1979 with night jumps onto a snow covered Blackpool airport (Black Knight's DZ) on a frosty starlit New Years' Eve. It was incredibly cold but at least Bob Browell discovered that he is even better at relly in an RAF great-coat than in his old jump suit.

Our main interest was in the possibility of night canopy relly — before the knockers rush in, the attempt was restricted to jumpers who have never failed to complete a 3 man in daylight. We expected increased difficulty in docking but found the real problem to be initially finding each other. Great caution and 75% brakes were essential, and if I needed any incentive to rotate my head through 360 degrees it was the thought of the not-so-heavenly but very solid bodies of Roger Marsden and Bob Browell looming unexpectedly out of the blackness. In fact on closing to 30 yards we realised that visibility was much better than we had assumed and docking proceeded smoothly, though there was no question of landing the stack as darkness and the uniform snow covering made the judging of flare height unusually difficult.

The police were forewarned, but the local press carried reports of Uzz Pilot Ben as a definite UFO sighting, changing colour from red to green to white whilst dropping little white balls — they must have seen him coming out of the Crown and Anchor at Cark!

G.H.



"I called in at the garden centre. They've got gnomes standing, gnomes sitting, gnomes on swings and gnomes fishing — but none in free-fall for some obscure reason!"

SUNDAY IN THE PACKING SHED

The weather last week end was shocking
 The rain fell in a sheet
 The wind was something shocking,
 And cloud base was fifty feet.
 We'd all been stood round yacking,
 Thinking, "Why the hell are we here?"
 Our reserves we'd been repacking
 And we were beginning to think of beer.

Then in strode Al the able,
 A shovel in his hand,
 He had to stand on packing table,
 To address us motley band.

"I need a volunteer," he said,
 "To help refuel the plane
 To help sweep out the packing shed
 Carry milk crate out again."

"The training hut is mucky,
 There's a block in the W.C.
 We'll burn rubbish if we're lucky,
 Where are you going?" said he.

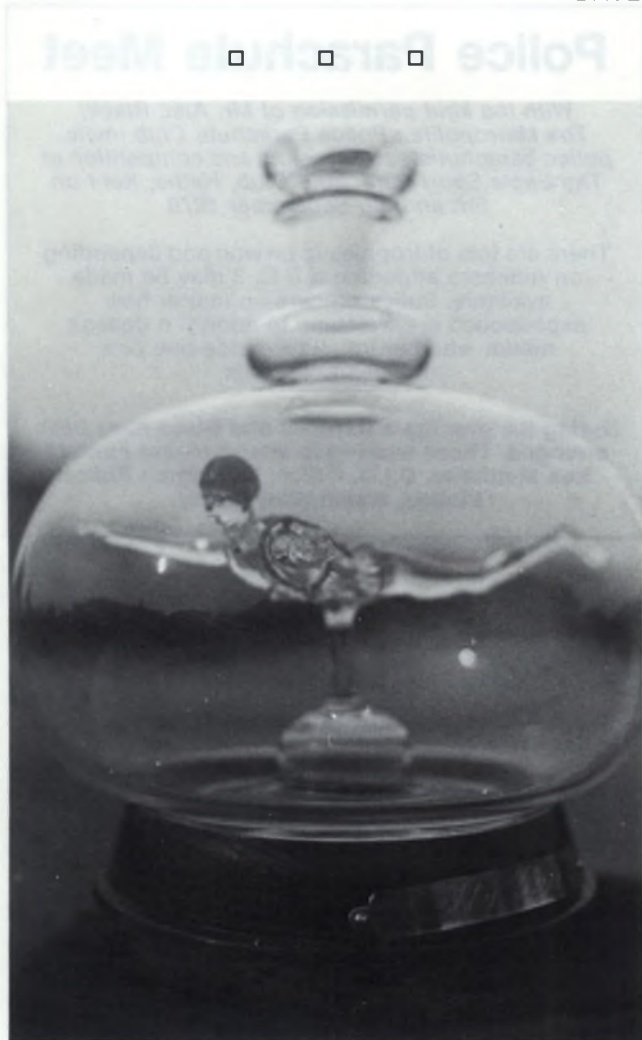
An embarrassing silence greeted his words,
 To the door we began to crawl,
 Soon all of us had flown like birds,
 "Must rush," was muttered by all.

Al grinned, he was not surly,
 Said, "never fails," as he turned the locks
 "Now we can get home early,
 There's a good film on the box."

Moral

The moral is: 'never be taken in by an innocent look,'
 Al goes down as a cunning blighter, in my book.

DAVE



Anyone interested in acquiring one of these beautiful glass skydivers in a bottle please write to: Lymington Glass Mystiques, North Close, Lymington, Hants.



The body above is John Hitchen's — the words below are an appreciation by Dylan.

I'm not saying Hitchen's fat, but if he does a PLF, it takes him ten minutes to stop rolling!

* * *

Overheard at Wickenby:
 "Have you known John Hitchen long?"
 "Ooh aye, knew him when he use to dump at 2/5!"

* * *

When you next see my mate Hitchen,
 Observe his noble mug
 He could almost be a model
 For a bleeding Toby Jug!

* * *

Hitchen thinks Freefall is a race.

* * *

The name Hitchen only rhymes with a few other words.
 Here is a sample with their definitions:

- Litchen** parasitic fungi
- Kitchen** fat mans utopia
- Pitching** what Hitchen calls stable
- Stitching** comes undone when he puts his jump boots on
- Twitching** his ripcord hand

□ □ □

It really is beyond me,
 How the BPA is able
 To advertise our sport for us
 With a jumper who's unstable!



COLLEGIATE NEWS



The BCPA Championships were held in Grindale from the 12-14 July and we were not as lucky as the nationals and only managed to complete the accuracy event. The weather was the primary factor here although graduation ceremonies and the like caused organisational difficulties. Doug Peacock brought the BPA van and an electronic pad that worked; Doc Flynn brought his anemometer and John Hitchen brought himself. Don Daines, from Euroair, provided his Islander, "Whisky Golf". Thanks everybody, for coming along and helping out. The meet got underway with RW and Geoff Hinsley and Mike Dunford managed 10 formations in time. However we only had the one full day of RW/Style weather and we didn't get to complete the event. The accuracy was won, once again, by John Carter closely followed by Doug Frith. The BPA novice champion, Phil Gibbs, now jumping PC, won the round accuracy event. On the subject of accuracy John Hitch tried a novel and entertaining method of accuracy and proved conclusively that it doesn't work, — even his dog winced.

It has been decided that the BCPA Style Champion will be determined from the placing of BCPA members in the Netheravon Classic Competition on 8/9 September. (This competition will also be used as a selection meeting for the BCPA team for the NCPL meet in December.) The fate of the RW event has yet to be decided but I am not sure that we will be able to hold a further RW competition this year.

Below this, will be found a notice outlining the selection procedures for the NCPL meet for which I am slowly receiving more details. I will be drawing up a budget in the near future and we will then be 'on the bum' for money so if you have any ideas I'll be pleased to hear from you.

The next BCPA meeting will be held at Netheravon on Saturday, 8 September at 8.00pm. If anyone needs accommodation please drop me a line and I'll take care of it. The agenda will be sent out during the first week of September so I will require notice of anything for the agenda by 30 August. In the meantime I hope everyone has a good summer vacation and look forward to seeing everyone in September.

Blue Skies,

STEVE THOMAS, D2366

Police Parachute Meet

With the kind permission of Mr. Alec Black, The Metropolitan Police Parachute Club invite police parachutists to a meeting and competition at The Eagle Sport Parachute Club, Hythe, Kent on 5th and 6th September 1979

There are lots of trophies to be won and depending on numbers attending a D.C. 3 may be made available. Police officers no matter how experienced are welcome to attend. It doesn't matter whether you have made one or a thousand descents.

During the evening a Bar-B-Q and Disco have been arranged. Those wishing to attend please contact Ken Matthews, C.I.D. Office, Wallington Police Station, Wallington, Surrey.

NOTICE

NATIONAL COLLEGIATE PARACHUTING LEAGUE (USPA) INTERNATIONAL CHAMPIONSHIPS 1979

1. The above championships will be held in Florida, USA between 27-31 December 1979, and all member countries of the FAI have been invited to send a collegiate team to the event. This will, in effect be the unofficial first World Collegiate Parachute Championships and the BCPA will endeavour to send a team to represent Great Britain.
2. Selection for the Classic events will be from the results of the BCPA Championships, recently held at Grindale, and from the results of the Weekend Classic Competition the APA Centre, Netheravon on 8/9 September 1979.
3. Any parachutist who wishes to be considered to train for a 4 man RW team place must notify the BCPA Secretary, in writing, by 14 September 1979. Further details of training and Selection will be sent out on or about the 21 September 1979.
4. Any parachutist who was, or will be, in full-time education during the academic years 78/79 and 79/80 and is under 25 years of age, on 1 September 1979 is eligible for selection.



Dear Charlie,

As you and many of this country's jumpers know there is a small corner of North Northumberland that hides within its borders one of the most beautiful DZ's in the country — Brunton. For those who have not been fortunate enough to visit us the DZ is almost on the coast, an area designated as of outstanding natural beauty, and 10 miles from the Cheviot mountains. The views alone from altitude are worth the effort but what about the jumping? We have three operational runways all a mile long, several alternative DZ's which vary depending on time of year and the height of crops! We are totally unrestricted on flying hours and can and frequently do operate from 5.00am to 10.30pm. We have no height restriction either and our biggest asset is the nicest guy I have ever met, Andrew Robinson, who is the farmer that owns the field. Andrew gives us free run of the entire field and all his buildings entirely without charge. He only asks us to stop landing in his wheat when it's over knee height! He has now given us his own caravan on the field to use as a tea and butty bar. If we've had to pack indoors we shove his very smart Robin out into the elements and use his hangar shed! Yes, he is a pilot and flew Lancasters during the war. This partly explains his attitude but he just seems to like people enjoying themselves. Ten miles from the field is Windy Gyle Centre itself, a 3-storey stone built house in the village of Belford that we converted into a forty bed outdoor centre some five years ago. The idea was to operate holidays offering a wide range of outdoor pursuits including parachuting. This we have done but it has become increasingly obvious that people use it as a subsidy on climbing, walking, canoeing etc., and will not pay a realistic price. Our parachuting holidays of seven to fourteen days have rapidly increased in popularity so we have run more of them each year. The only snag with this somewhat fairy-tale set up is that we could only operate parachuting during these courses due to other commitments and the lack of a permanent aircraft. This has now changed with the signing, only last night, of a contract between our company and Jako Aviation, a newly formed set up about to take delivery of a brand spanking new Turbo Stationair 6! From the end of this month this fabulous aircraft, fully equipped for H.A.L.O. operations to 24,000ft, will be based permanently at Brunton. Parachuting will now take place seven days a week during the summer and every weekend during the winter. The climb rate is 1,200ft/minute so it doesn't take a brilliant mathematician to work out the availability of fast relly lifts on a wide open DZ! We hope to be able to offer 18,000 lifts with oxygen as a matter of course any weekend and prices for all standard jumping will be normal, i.e. 7,000 — £4.50, 12,000 — £7 including VAT. We have PC's available for transition jumping and

even a Square for hire for your early ram-air training. Accommodation at the Centre can be full board (packed lunch) including bedding for a fiver a day or in your own sleeping bag, no food for a £1 a night giving you use of the facilities, colour telly, pool room, drying room, showers and from 8th August a residents' bar! Or any combination of food etc.

There are two well appointed camp sites near the airfield and loads of amenities as it is a tourist development area. Camping is not allowed on the field or recommended as the cattle will make short work of your tent! In addition to the jumping, when the weather is duff we can provide at very low cost, canoeing, climbing, land yachting, sailing, hill walking etc., etc., all with the necessary equipment and instruction. No longer just the mundane trip to the swimming pool to relieve the boredom! One of the instigators of Jako Aviation is that well known jump pilot, the Red Baron himself, Walter Street. Walter will be based here permanently to fly the new magic machine so we need never worry about slow lifts and duff run-ins! Does this all sound to good to be true? Until last night we thought so too, but now it is a reality. The weeks we will be jumping up until the winter, apart from weekends of course, are commencing 18 August, 8 and 15 September. All jumpers are welcome but please telephone if you want to reserve a bed as we expect to be pretty busy. We are now known, by the way as Windy Gyle Parachute and Outdoor Centre and we are on the A1 between Alnwick and Berwick-upon-Tweed. This is very much a hurried letter Charlie to make the deadline for the magazine to let everyone know the good news. For the next issue I will let you have a comprehensive article with photies of the Turbo 206 in action, the airfield and the Centre. This is a great boon to all U.K. jumpers so tell everyone to come and see what they are missing.

Yours aye,

KERRY NOBLE D716,
C.C.I./Director
Windy Gyle Parachute and
Outdoor Centre.

Dear Charlie,

Throughout the winter of 78/79 we at Duck End suffered what has become an increasing problem over the past years, the fact that our strip was all too frequently waterlogged and unusable. Additionally, the pheasant breeding programme of our landlord was steadily increasing, which again was curtailing our flying time. At our A.G.M. in January it was with great reluctance that we agreed to seek a new location.

Easier said than done, but I was lucky enough to meet a crop sprayer who gave of his time to compile a list of

farmers who had strips on their land, and who might be interested in hosting a jump club. Several letters and a few visits later I met David Hipwell, the owner of Rectory Farm, Abbotsley, who was as enthusiastic and helpful as we could wish.

So the site was chosen. Unrestricted airspace above us presented no problems with the C.A.A. so the job of physically moving could be tackled. Ever tried moving a 20 metre pit? Every possible idea was considered, but 80 tons of gravel has, at the moment, proved too much for us. The question of accommodation at the new D.Z. had also to be answered. The caravans at Wilstead either picturesque or derelict, according to your point of view, proved immovable. They had all but grown roots; so it was that at the suggestion of David Hipwell, we took delivery of two ex-British Rail box cars (minus wheels!). When they were delivered from South Wales, their appearance was daunting. Solidly built, undoubtedly, but the iron and woodwork were in need of total renovation. Two weekends spent rubbing down, rustproofing, priming, undercoating and finally gloss painting transformed both the interior and exterior. On a return visit to the old caravans, we stripped out everything usable, gas lamps, cooker, mattresses and windows, and with talents and skills previously unknown to most of us, all were installed.

Our aircraft, a Cessna 180, had, whilst all this was going on been away for its C of A and we looked forward to a grand opening over the Easter weekend. Alas, this was not to be, a necessary spare part, ordered from America, failed to arrive in time. Finally, the aircraft was ready, and on Saturday 5th May the first lift took off and Duck End were positively back in business. We are still not without problems to be solved. We haven't yet got our pit installed, but we're working hard on that one, and there's still a pile of work to be done on the B-R Hilton. There are, however, already some advantages over the old site. Our accommodation, emplaning, landing and packing areas are all close together, and we have built, with remarkable ingenuity, a real toilet, luxury previously undreamt of. All this has cost us a lot of money and to recoup some of this the previous all girl Pernod display team has now expanded to an eight person team, which, with ground crew, involves most of the club.

Apart from hard cash, this move would not have succeeded without real dedication and enthusiasm, and an almost unbelievable loyalty to the club on the part of the members involved. All have given up valuable jumping time to get the work done to stop Duck End becoming the dead duck which rumour has suggested we were. Let me assure you all we are very much alive, well and jumping.

GORDON LILLY
D1611

Dear Charlie,

Following my last letter to you we are now in a much better position to tell you what the score is here at Headcorn. It goes like this:

Permanently placed 310h.p. Cessna 206 and Cessna 172. Readily available 300h.p. Cherokee 6 and Turbo Cessna 206.

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Bunk bed accommodation for fifty people, tents permitted; also showers and a canteen. Imminent is a competition pit. We are also only two miles away from a main line railway station.

Of course we have students who have to be looked after and jumped off. However, Arthur Collingwood (C.C.I.),

David Tylcoat and myself are all keen jumpers and are working to build a jump centre as opposed to a money making machine.

We have already tried some formation flying which resulted in a nine and a ten man. Not bad for a Drop Zone nobody appears to have ever heard of? Rumour has it that David Tylcoat once did some accuracy (and style?) and will coach others in accuracy if they show an interest.

I should like to mention that all this would not have been possible without the enthusiastic help and support of the Airfield owner Chris Freeman, thank you Chris.

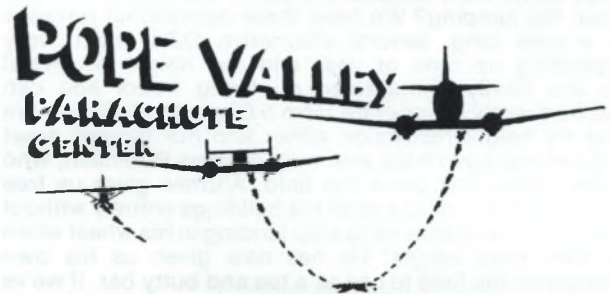
We look forward to seeing, at least some of you, here to try us for yourselves.

Yours sincerely,

DAVID PARKER

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**ARMY
PARACHUTE
CHAMPIONSHIPS
NETHERAVON 1979**

*photos by Charlie,
Dave Waterman and
Soldier Magazine*

Under the able meet directorship of Gerry O'Hara the 1979 Army Meet was held over the last week of May and the first week of June. The weather was appalling but a fair result was achieved in the total of 3 days jumpable weather.



Scotty Milne, seen here coaching fellow team member, Mark Sheridan, was once again a deserving Army Champion while . . .



. . . Derek Thorne of RAPA was Runner-up.



Bob Charters of the Golden Lions led his team to victory in the Team Accuracy and was individual 3rd overall.



Paul Cook exits the Scout helicopter . . .



. . . While Rena, Gwen and Chief Judge, Duggie, check the scores . . .



Wren Penny Wilson was the only lady competitor.



. . . and Jack Fowler goes for the silver in the individual accuracy event.



Andy Sinclair led Red Devils B to victory in the Sequential RW event.

ARMY PARACHUTE CHAMPIONSHIPS 1979 RESULTS

Individual Accuracy	Parachute Regiment Cup	
	Gold	Sgt. R. A. Milne, PARA
	Silver	Sgt. J. Fowler, PARA
	Bronze	WO2 D. Thorne, APTC
	4th Place	L/Cpl R. Charters, KOSB
	1st Visitors	Sgt. B. Wheeler, RM
	2nd Visitors	Sgt. J. Fletcher, USSF(E)
Intermediate Accuracy (Round Canopy)	1st Place	Sgt. C. Clayton, RAOC
	2nd Place	Sig. S. Ratcliffe, R. SIGNALS
Novices Accuracy	Green Jackets Cup and Neumark Altimeter	
	Gold	Cpl. D. A. Deegan, R. SIGNALS
	Silver	Gnr. T. Pope, 7 RHA
Team Accuracy	Parachute Regt. Trophy	
	1st Team	Golden Lions (Scottish Inf. Div.)
	2nd Team	RAPA
	1st Visitors Team	USSF (E)
Team Relative Sequential	ASCB Trophy	
	1st Team	Red Devils 'B'
	2nd Team	Golden Lions
	1st Visitors Team	USSF (E)
Overall Winning Team	Rothman Trophy	
	1st Team	Golden Lions
	2nd Team	RAPA
Style	Soldier Magazine Trophy and Replica	
	Gold	Sgt. R. A. Milne, PARA
	Silver	Pte. D. Young, PARA
	Bronze	WO2 D. Thorne, APTC
Army Champion	RA Cup	Sgt. R. A. Milne, PARA
	Runner Up	WO2 D. Thorne, APTC
	Third Place	L/Cpl. R. Charters KOSB
Highest Placed Competitor outside UK	BAOR Cup	WO2 D. Thorne, APTC
Highest Placed Member of Parachute Regiment	Penley Trophy	Sgt. R. A. Milne, PARA
Best RA/RE Team	RA/RE Cup	RA
Best Battalion of the Parachute Regiment	Parachute Regiment Association Trophy	1 PARA
Best Corps Team	RCT Trophy	RAC
Best Team outside Airborne Forces	Queens Cup	Golden Lions
Best Visitors Team	Visitors Cup	USSF (E)



The prize winners seen here with Brigadier Joe Starling, Chairman APA, and Major General Mike Walsh, President APA, the latter who presented the impressive collection of trophies and medals.

1979 NATIONAL PARACHUTE CHAMPIONSHIPS



photos:
Dave Waterman
Arthur Gibson
Charlie

'Surface wind 10-15, gusting 20; cloud 8/8 stratus base 800 feet; visibility 3km reducing to 100m in rain'.

— Official met forecast for the Netheravon area Saturday, 16 June 1979.

Bright sunlight filtered through the curtains, doves cooed loudly, dew sparkled on the manicured lawns and the windsock hung like a limp french tricolour. The judge opened his eyes, cursed the met man with a easy fluency then sprang from his couch and headed for the airfield scattering somnambulistic skydivers in his wake. The 1979 Nationals were GO.

They were, in fact, go for the next six days. By the eve of that first Saturday three and a half rounds of Accuracy were complete, two rounds of 4 man and two rounds of style. In twelve short hours the competition scene in the UK had been blown wide open. As the dust settled in the Netheravon pit and the telemeters were dismantled the pattern of the meet was beginning to emerge. Four competitors, Scotty Milne, Jim Coffey, Robin Mills and Dixie Dixon (intermediate) had clean sheets in the accuracy; In the style Dougy Young (8.0 7.6) was one tenth of a second behind Scotty (8.0 7.5) after two rounds while Mark Sheridan turned a nice half set in 4.5 to take the lead in the intermediate. All good solid stuff indeed, slightly *deja-vu* perhaps but definitely not *passee*. Meanwhile new RW standards were being flown with Symbiosis leading their amateur counterparts by two points (5 and 8 to 4 and 7) in the 4 man event. The conversation in the historic Netheravon bar that evening could most fairly be described as animated.

Sunday was Accuracy day until early evening when the cloud lifted to permit 4 man to restart. With perfect viewing conditions a further round and a half was completed. Symbiosis increased their lead over the Amateurs to 5 points with a beautiful display of the sequential art, completing eight formations in time for the second random round in succession. The Army were hanging on in third place. Prior to this aerial ballet, the afternoon had been almost exclusively devoted to Quadriga Team Accuracy. Quadriga had needed two rejumps to complete two rounds, high winds and a broken steering line contributing to their difficulties. Despite discing out on Round 2, the Red Devils had to be content with second place behind Dave Prince's lads from Cark. These scores were paralleled in Intermediate accuracy when young Dixon spoiled a clean sheet with 1.94 in Round 5 to allow Dennis Garner to take the lead at the halfway stage. In the senior event Scotty, Jim and Robin maintained the status quo at the top with a further three discs each. The day saw the first protest of the competition handled with some difficulty by the Meet Director, but as it merely concerned the price of his hamburgers ("twenty two p. and you don't even get a plate") and originated from his youngest daughter general morale remained unaffected. Jumping was concluded at half past nine and two Islanders and the 206 were pushed into the hangar to await the morrow.

Monday followed the pattern of the previous two days, with cumulus rapidly building and not clearing until evening. All accuracy events were concluded by late afternoon before the 4 man recommenced at half past six. The Individual accuracy was taken by Scotty Milne with



National Champion, Scotty Milne, on his way to yet another disc.

a clean sheet over the full ten rounds. Robin Mills dropped two centimetres on Round 8 to take second place while Jim Coffey dropped to sixth with an unaccountable 1.55 on his final jump. Peter Fisher ensured victory for NWPC 'A' in the Team Accuracy with a brave sink from a most uncomfortably hot position to score 0.33 on the last team stack. This surely is the essence of team jumping when the determination not to let the lads down outweighs any consideration of personal safety. This last score gave Dave Waddington, Peter Fisher, Denis Garner and Brian Shaw a four round total of 2.05, a comfortable metre ahead of the Red Devils. Despite three dead centres in the last round, Peterborough United had to be content with the bronze position. The most spectacular jump of the days was undoubtedly that of Symbiosis Amateurs who finished off a 3 man canopy stack with remarkable sang froid to score 1.88.

B.B.C. television favoured the occasion with a five minute slot after the evening news although it must be recorded that that pulchritude of the reporter was not backed by the action footage obtained by a somewhat reluctant cameraman whose complaints of haze at altitude increased in direct proportion to his movement away from the door. Symbiosis maintained their supremacy in the 4 man, scoring six and seven formations to lead the Amateurs 40-32 after six rounds.

Tuesday the nineteenth dawned hot and clear. Terry



Robin Mills competed well in everything but the Driving Event — both his cars were arrested by the M.O.D. Police!

Wogan informed his listeners that Dave Parchment had completed 132 jumps at Shobdon since the previous evening and was well on his way to the world record in his fund-raising effort. With all the accuracy completed as well as six rounds of 4 man it was high time to look toward the 8 man event. Two rounds were completed before midday haze enforced a standdown. Symbiosis Amateurs, masquerading as Forneight reversed the 4 man trend by leading Symbiosis 4-3 and 2-1 in successive rounds. Tuesday also saw the last rounds of senior and intermediate style and thereby the completion of the Classic programme. Scotty Milne took the senior title he relinquished in 1978 from Douggy Young with an average of 7.56 against 7.77. Mrs. Scotty Milne turned a personal competition best of 8.5 clean in round 3 to finish fourth with a 9.45 average, just .13 of a second behind Robin Mills after four rounds. Mark Sheridan of the Red Devils completed his programme with a 5.2 half set (plus 1.1) to take a clear victory in the intermediate event over Denis Garner of NWPC and Steve Treble of the Royal Marines. The evening continued with a further two rounds of 4 man, Symbiosis warming to the job with eleven formations on the fourth random round. Only six in time, unfortunately for them, but a joy to behold nevertheless. The Amateurs (6 and 4) and the Army (5 and 6) continued to pose a threat. At this stage in the event Symbiosis had totalled 51 points, the Amateurs 42 with the Army rapidly catching up on 38.

Despite problems occasioned by haze and a military flying programme, the fifth day of competition saw the completion of the 4 man event and another two rounds of 8 man. Ground to air communications were enhanced by the appointment of Hitch to man the radio, thus fulfilling the obvious requirement for somebody who could speak right, while an obliging Chinook pilot took a lift of fun jumpers to ten thousand feet. This left three days in which to complete six rounds of 8 man RW. Symbiosis had successfully resisted the challenge of the Amateurs to take the 4 man title by 66 points to 52.

Thursday was completely wiped out as the high pressure area declined and a cold front went through. On Friday, what was destined to be the final day of the com-

petition saw a half past eight wheels off into round 5 of the 8 man. Formeight started the day one point ahead of Symbiosis with eleven points to ten. Twelve hours later it was all history. Symbiosis picked up four points over the last six rounds to take the eight man event by thirty one points to twenty eight, a formidable achievement to add to their success in the 4 man. The Army 8 man team flickered into life in round 5 with three formations in time, but in reality there were only two teams ever in it. For the record, the two most successful eight man teams in the country to date lined up as follows.



Cark's Dave Waddington — just short.

Symbiosis—

Colpus, Kenny, Saunders, Grut, Jackie Smith, Wagner, Hancock and Spittler.

Formeight—

Mills, Miller, Fred Keery, Jim Keery, Newton, Kirkstead-Moore, Uragallo and Hiatt.

Thus it was all over bar the prizegiving on Sunday. It might be appropriate at this juncture to pause and consider exactly what has been achieved at the 1979 National Championships and to mention some of the personalities involved in that achievement.

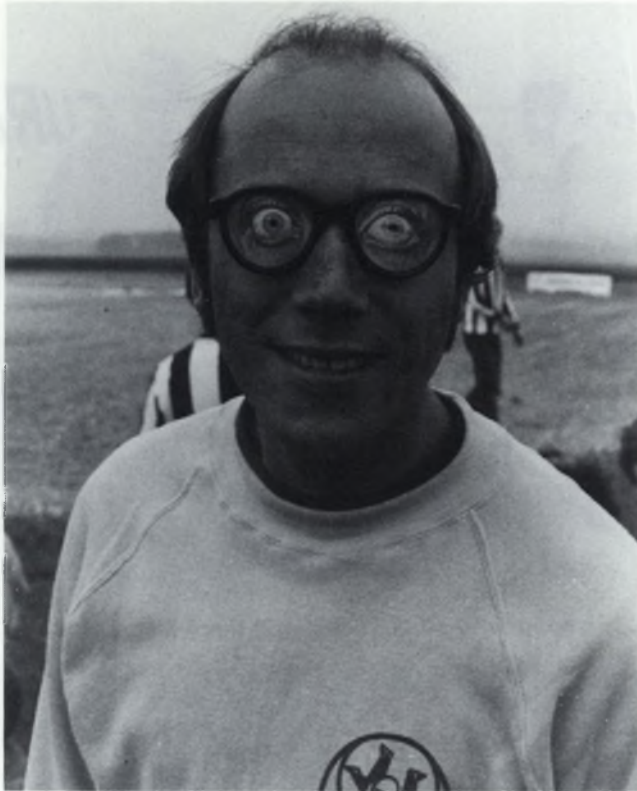
The natural evolution of the Sport over the past three years has been away from classic style and into sequential relative work and fears of an incipient rift have been voiced. Undoubtedly the single most important achieve-



Dixie Dixon heels it . . .



. . . while Dennis Garner toes it.



Heavy nights and long hours on the telemeters has a marked effect on judge, Jim Petherbridge!

ment of the 1979 Meet was the mutual respect and understanding fostered between these two groups. It is felt that this precedent must be followed in future in order that competitive parachuting in the UK should continue to flourish. At any top class athletic Meet many disciplines are represented and many events run concurrently. Hurdles, sprints, distance and field events all are catered for within the one programme. This must surely be the pattern for our future. Enthusiasm for accuracy jumping, meanwhile, remains undiminished and transcends consideration of RW versus Style. Indeed, the advent of the ram air canopy has not only raised standards but has increased the number of participants in with a chance.

The second achievement of Netheravon '79 was the response to the Intermediate competition. This idea, first mooted in 1978 by John Meacock, proved an immediate success in the shape of nineteen accuracy and ten style jumpers. The accuracy winner totalled a most respectable 1.31 metres over ten rounds, which would have earned him fifth place in the senior competition, while the top stylist turned one half set in 4.5 and will thereby, along with the rest, certainly be encouraged to carry on in the senior event next year.

The third gratifying result was the attendance of virtually every judge in the country and the flexibility in the scoring organisation which allowed RW loads and style to be aloft at the same time. Many barriers have been broken down and many new lessons learned; this organisational flexibility and professionalism has undoubtedly been one of the most important.

Many people contributed to the success of Netheravon '79. If some should inadvertently be omitted from the list, remember that those who matter don't mind and those who mind may not matter quite so much. Here we go, then, in no special order—thanks to you all.

Pilots: Gerald Stacey, Werner Kroger, Alan Gray, Don Daines (the Freddie Laker of Biggin Hill), Jim Crocker — his 206, Angela Hickling, Charlie Shea (when he wasn't judging).

Meet Director: John Laing. (Chief Judge: Doug Peacock) — Ed.

Manifestor and Chief Scorer: Pete Johnson ("You've read the book, you've seen the film etc")

Judges: Charlie Shea (when he wasn't flying), Ken Mapplebeck, Jim Petherbridge, Biff Burn, Dave Waterman, Roger Flinn, John Hitchen, Mike O'Brien, Dave Bennett, Martin Rennie, Tracy Rixon, Graham Pierce, Liz Jorstad, John Svendsen, Steve Thomas.

Recorders: Susan Arthur, Amanda Redfern, Chris Lee, Melaine Keeley, Caroline McAngus, Martin Simpson.

All the APA Staff and Carton Industries (1944) Ltd. (Charlie's Dad) who generously sponsored the Meet to the tune of £500.

The prizegiving took place on Sunday afternoon, the trophies and medals being presented by Major General Dare Wilson, erstwhile British Team member and Chairman of the Association. Our thanks are due to the General and finally to all the competitors, whose Meet it was.

DOUG PEACOCK,
National Coach and Safety Officer.

RESULTS

SENIOR ACCURACY — 10 rounds

1. Milne	0.00
2. Mills	0.02
3. Waddington	0.62
4. Shaw	1.09
5. Sandy Milne	1.39
6. Coffey	1.55
7. Fisher	2.22
8. Urzagallo	2.30
9. Gibson	2.77
10. Bruce	3.16
11. Meysner	3.22
12. Eversfield	3.33
13. Higgins	3.46
14. Young	5.01
15. Howerski	8.28
16. McKie	10.07
17. Robinson	20.52
18. Applegate	24.15
19. Wilson	50.54*
20. Nina Wilson	53.11*

(*retired).

INTERMEDIATE ACCURACY —

10 rounds	
1. Garner	1.31
2. Dixon	2.26
3. Treble	5.00
4. Sheridan	6.96
5. Penny Wilson	8.34
6. Ellis	13.82
7. Frith	16.21
8. Nelson-West	17.80
9. Rowlands	18.50
10. Vincent	20.16
11. Wright	21.39
12. Willoughby	26.65
13. Boardman	27.16
14. Halford	40.46*
15. Gameson	42.63*
16. O'Brien	43.61*
17. Hall	66.61
18. Horne	80.76*
19. Dumble	84.78*

(*retired)

SENIOR STYLE — 4 rounds

1. Milne	30.3
2. Young	31.1
3. Mills	37.3
4. Sandy Milne	37.8
5. Coffey	43.3
6. Urzagallo	44.0
7. McKie	48.9
8. Waddington	52.8
9. Shaw	57.2
10. Robinson	62.3
11. Fisher	63.0

SENIOR OVERALL

1. Milne	
2. Mills	
3. Sandy Milne	
4. Coffey	
5. Waddington	
6. Shaw	
7. Urzagallo	
8. Fisher	
9. Young	
10. McKie	
11. Robinson	

INTERMEDIATE STYLE —

½ set 3 rounds

1. Sheridan	17.8
2. Garner	20.6
3. Treble	21.4
4. Boardman	22.4
5. Wright	22.5
6. Frith	30.6
7. Dixon	39.0
8. Nelson-West	39.5
9. Dumble	48.0

TEAM ACCURACY — 4 rounds

1. NWPC 'A'	2.05
2. Red Devils	3.22
3. Peterborough United	4.30
4. Quadriga	13.31
5. Symbiosis Amateurs	30.35
6. NWPC 'B'	34.64
7. Uranus II	47.91

RESULTS (RW)

4 MAN EVENT — 10 rounds

Points	
1. Symbiosis	66
2. Symbiosis Amateurs	52
3. Army	49
4. Sky Scams International	34*
5. Genius	29
6. Storm Warning	26
7. Jocks 'A'	22
8. Quadriga	20
Synergy	20
10. Uranus II	19
11. Foreplay	15
12. 2RRF	3*
13. Fine Arts	0

(**retired after 2 rounds)

8 MAN EVENT — 10 rounds

1. Symbiosis	31
2. Formeight	28
3. Armate	7
4. Cohesion	1

NOVICE ACCURACY — 10 rounds

1. Gibbs	76.01
2. McConachi	160.45



Formelght — 2nd In the 8-Man Event.



... who, plus another 3, also won the 8-Man Event.



North West Parachute Centre, Team Accuracy winners, receive the trophy from General Dare Wilson, first Chairman of BPA . . .



Pat Shea-Simonds, Chairman of Carton Industries presents their special trophy to John Laing for being an outstanding Meet Director.



... who also congratulates Symbolis on their win in the 4Man Event . . .

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SAFETY

A BULLETIN PUBLISHED BY THE INTERNATIONAL PARACHUTING COMMITTEE

Volume 1 — No. 3 — August 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 IS ONLY THE THIRD 'SAFETY' TO BE PUBLISHED AND IT IS VERY LIKELY TO BE THE LAST THROUGH LACK OF SUPPORT. IF YOU WANT THIS TO BE THE LAST ISSUE THEN ENTHUSIASTIC APATHY WILL ENSURE YOUR DESIRE!

Three Incidents from Switzerland

INCIDENT REPORT

1. *Date:* Saturday, May 12, 1979.
2. *Time:* afternoon.
3. *Place:* Aerodrome of Locarno, Switzerland.
4. *Height:* RW (about 9000 ft).
5. *Weather:* sunshine with very strong winds.
6. *Parachutist:* male, experienced.
7. *Equipment:* unknown, piggyback ram-air parachute.
8. *Injuries:* none.
9. *Description:* After RW was done jumper pulled ripcord of main which was fully inflated. When approaching the target jumper started 360° stall turns. At 250 ft half of the ram air canopy deflated suddenly. The jumper pulled immediately reserve which did not entangle with main. When reserve was fully open the main canopy began to inflate completely.
10. *Conclusion:* Instructor said that this happened due to stormy winds.

INCIDENT REPORT

1. *Date:* Saturday, April 14, 1979.
2. *Time:* late afternoon.
3. *Place:* Aerodrome of Locarno, Switzerland.
4. *Height:* CRW.
5. *Weather:* cloudy.
6. *Parachutist:* male/40 years old/time in sport: 15 years/instructor licence.
7. *Equipment:* piggyback with ram air canopy.
8. *Injuries:* compound fracture of femur.
9. *Description:* Jumper succeeded in canopy relative work as lower man. When the upper separated just before landing, jumper did not concentrate on landing procedure but took care — or wanted to because he was maybe afraid of colliding — of the other one.
10. *Conclusion:* Details of landing procedure by CRW were not discussed before jumping.

SUMMARISED ACCIDENT

1. *Date:* Saturday, May 5, 1979.
2. *Time:* 1430h local time.
3. *Place:* Airfield of Triengen, Switzerland.
4. *Height:* 2000 ft.
5. *Weather:* partly very stormy with snow and rain-showers, partly sunshine with a fair wind.
6. *Parachutist:* female, 18 years old, first jump.
7. *Equipment:* standard student 4-pin with main T-10 and unsteerable reserve, hard helmet.
8. *Injuries sustained:* broken vertebrae, contusion of the brain which will cause imbecility or death (the girl is in a coma).
9. *Description:* student exited aircraft Cessna 206 on static line and landed on the rooftop of a farm at about 40 ft above ground. When the wind blew up her parachute the girl was hurled very hard to the ground.

I would like to point out that 13 minutes after incident happened the young girl was transported to the Clinical Hospital of Basel University by Swiss Air Rescue's helicopter.

10. *Conclusion:* Instructor dropped students for their first jumps with unsteerable canopies under extreme weather conditions.

As the girl was minor and did not have parents' permission the instructor was not allowed to let her jump. Therefore he will be prosecuted by law. It is not yet clear whether the insurance will pay or not.

• **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.



2 SECONDS OF CANOPY DEPLOYMENT

The 8 photos in this sequence, shot at $\frac{1}{4}$ second intervals, illustrate an interesting canopy deployment. It is printed to provoke comment on:

1. Body position
2. Ripcords versus throwaways
3. Free line stowage

Your comments please

photos - CS-S

CORRESPONDENCE COLUMN

Dear Charlie,

A hurried, unco-ordinated note that may be useful in part for the SAFETY BULLETIN. Excuse the annotated form.

Experience = Safety

Three main types of experiences:

1. Personal — it actually happens to you.
2. Observed — you see it happen to someone else.
3. Related — you hear or read it.

In parachuting they are, as far as I am concerned, of equal value to the sum of my experience. There is a definite air of 'won't happen to me!' I regard as highly the info. I read about some poor fatality who seems to have made insufficient effort — put down to panic (which it may be). (Case 3). Or a friend after a jump relating an incident that's just happened to him — and the rest of us calling him an idiot. (Case 2)

When it happens to you — you realize that things that seemed so easy on the ground, when you were showing the idiot how it's done, are complicated by unthinkable details. (Case 1)

I think the general level of 'equipment experience' in jumping is poor. Whereas, say, a soldier can break down, clean and rebuild his weapon in darkness some jumpers can't line check their squares — it seems for example (or assemble R3's correctly) — I think the risk is on a par!

This will always be the case! — until some measure of standardisation comes in (not likely). When surplus was all that was available it seemed that equipment orientated jumpers and riggers could 'sus' problems — not now. (Happening to a degree with the move to 3-ring release.)

Any piece or part of equipment is subject to Murphy's Law! Ripcords.

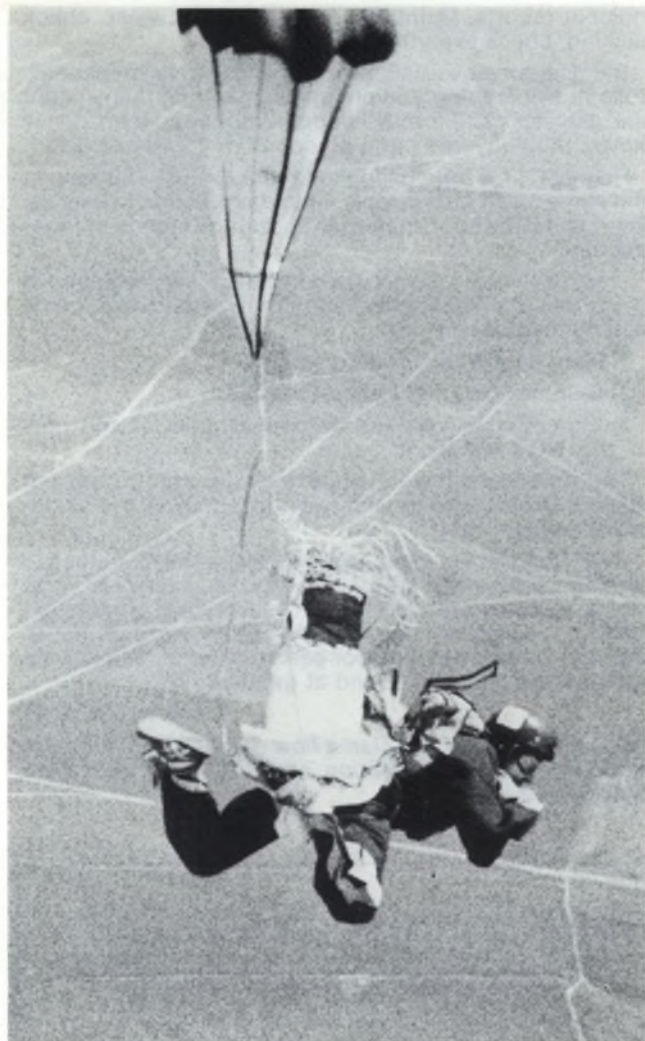
'D' Handles in pockets on B4 or other surplus seem to work well inboard cross-pull — change it to outboard, change it to the other lift web — all of a sudden students have 'hard pulls' most are trying to pull through **not** out of the pocket. Answer?

'T' Handles in elastic — no more stiff pulls — just floating handles. Answer?

Lollipop and Blast Handles — No! Some confuse them with Capewell covers or need a very straight pull. Answer? Soft ripcord velcroed to lift web. This has obvious attractions — does not fall out like 'T' Handles, won't go in a 'jungle exit', light. Unfortunately they stay on rather too well. A number of cases reported indicate that soft handles on single point releases use up any time saved over two point release systems and in some cases the rest of your time! For example the guy who thought a soft handle would be good on the reserve — though fulfilling some criteria it did not fulfil No. 1.

Small point — I think the reserve handles on most rigs are in the wrong place (pigs). I think they should be above the chest strap.

Alternatives: pull-outs and throw-aways. Main advantages would seem to be no pack closures or hang-ups. The throw-aways had a number of pilot chutes 'in-tow', wrap round hands and invented the twisted belly-band



total. All these of course are put down to 'turkey' jumpers which is not always the case and parachuting systems need to be 'turkey-proof', where possible anyway.

Pull-outs in my opinion are better — I like the pin closure to start with and then the pilot chute location — in container or in large pocket in backpad. However, the handles in most cases are a design 'joke'. Recently at Pope Valley the first load I saw was an 8-way on which after break-off two reserves were activated — two girls couldn't find their 'dildos'. The funny side was the rest of the load unzipping their flies and unselfishly offering practice sessions. The serious side is that the jumpers' 'first line of defence' was squandered. It's in that sort of case that banning blast handles makes sense.

Fiction: Girl Skydiver (I'm not a male chauvinist, but I have a hunch Murphy is) goes slightly low on skydive, comes in to pull 'dildo' — not there! Heard of loads of cases where you just reach back toward pin and locate it — it works; dumps. A streaming, fast malfunction — it's got to go. Looks down at single point handle — not there? What! Oh it's okay, it's the jumpsuit wing obscuring — there it is — reach for it, cuff on suit interferes — grabs handle 'thank Christ it's Red', stiff though finally cut-away reaches for blast handle — I'll stop here because if I go into stiff pulls, pack closures and then harness malfunctions, reserve risers bustin' etc opening height will go up to 5000!

Conclusion: Familiarise yourself with your equipment — practice over and over. I wonder how many owners have pulled their single point handle? Some I suspect are worried about being able to re-assemble their 3-rings or tapewells etc and never have! Listened to 'jump stories' even if they are not true they may be possible — read

incident reports. **Maintain** your rig! Check wear, check sticking, check everything.

Blind faith in advertising and manufacturers' credentials does not guarantee equipment. Some equipment might suit gloveless Californian conditions better than heavy gloved multi-layered clothing conditions further north.

Helmets. I personally don't like the French soft helmet and agree that it affords only limited protection in knocks, say, against the door, in free fall or during 'unconventional' landings.

I realize that any governing body must have regulations to protect the inexperienced (some would argue the experienced as well). So:

1. Hard hat during student status.
2. CCI may ban soft hats on his D.Z.
3. Eliminate where possible photographs of soft hats etc. NOT really on.

The Americans have a good looking, fitting hard hat called a Protec, which is very light but strong (a skateboard helmet I think).

Well Charlie, I'm glad I've written — even if there's nothing useful — it's a pity the response is always poor. I think to an extent it's a case of 'everyone knows that surely. . .' it's all very much passed on by word of mouth and so it follows that the poor bastards out of mainstream are the most ignorant — and at greatest risk.

UNAI COTANO

(I hope Unai's letter will start a flow of ideas from jumpers Worldwide on the promotion of SAFETY on our Drop Zones — Ed.)

"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.

PHOTOGRAPHS IN THIS BULLETIN
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HUMILITY
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SAFETY!

233 JUMPS IN A DAY!

If you read the papers, or watch television, then you'll know all about that "Lovely Looney" Dave Parchment (*Daily Express*, Monday June 18) and his world record marathon at Shobdon.

Lovely? Well, you've seen the mug shots of him staring up at you over the cornflakes and orange juice, and you don't need me to tell you that Dave's no portrait in oils. But a lovely guy nonetheless, as anyone who bore witness to his escapade at Shobdon that day will gladly testify. Anybody who does what he did for charity deserves all the accolades he can get.

Loony? I, for one, certainly don't relish the thought of jumping 233 times in one day, and I can't imagine there are all that many other parachutists around who would want to emulate his feat. But, as Dave says, "If you're going to be crazy, why not be that way for a worthy cause." A more detailed assessment of his insanity quotient I leave to your own imagination.

But to start at the beginning . . .

Having decided that being the British endurance champion (120 jumps in 11 hours seven minutes last year) simply wasn't good enough, our intrepid adventurer then set his sights on Jean-Pierre Blanchet's world record of 232 jumps in 24 hours. No problem. Just organise a few willing helpers, lay on a 'plane or two and a pilot or six, get Mac to recruit a couple of extra dispatchers, wait for the weather to improve (a bit of wishful thinking involved there!) and . . . GO.



Dave favoured a military exit

Next, find a sponsor and something worthwhile to do it for. After all, what's a record if only the record-holder benefits from it?

Sponsorship didn't prove to be all that much of a problem. Finding a worthy cause, however, turned out to be far from easy.

You'd have thought that our noble charities, forever holding out their hands for cash support from the public, would have jumped at the prospect (no pun intended) of



putting £1 million in their coffers as the result of giving Dave their support.

Surprisingly, none of them wanted to know. The first half-dozen or so organisations Dave approached (and they included some of our biggest and most responsible charities) must have thought he was a bit touched by hurling himself out of a aeroplane 250-or-so times a day. At one stage he was almost despairing of ever finding anyone who needed a million pounds that badly, until along came the old folks' charity Age Concern. They readily agreed to back the attempt after a bit of prompting from PR man John Peters, who then set his entire staff at Planned Public Relations to work setting up sponsorship deals, organising the logistics of the operation, making sure that the press, radio and television knew all about it well in advance, and generally tying up loose ends.

Like all fund-raising stunts, it's no good doing it if people don't know beforehand what it's all about. Here the organisers, the sponsors, Age Concern, the Hereford Parachute Club, Shobdon Airfield, Dave Parchment himself — in fact, everyone who had a part to play, no matter how minor — was quids in. "The Longest Day", as the organisers dubbed it, was a PR man's dream. It was the sort of thing that every journalist would want to write about, and everyone would want to read. And what better way of getting the Press involved than by dragging them up to Shobdon, have Dave shout at them for eight-and-a-half hours, and then chuck them out of an aeroplane to see for themselves.

Which is how I came to find myself — along with a dozen or so other journalists similarly roped-in to do their bit for charity — rolling around on the ground and doing the "one thousand, two thousand, three thousand, four thousand, look up . . . check canopy" bit, culminating in a series of jumps which must have told newspaper readers more about the delights of parachuting than a year's concerted PR effort by the BPA.

(And of course, that wasn't the end of it. True, I've only

managed eight jumps to date, but that first five-second delay went a treat, and they tell me if I keep it up I'll soon be joining the ranks of the Sky Gods. Amazing how the bug bites you!)

But back to Shobdon.

It was one of those days that must have been put together specifically for parachuting — warm, cloudless, with not a breath of wind. If we'd all got down on our knees, we couldn't have prayed for better.

There were 34 rigs — steerable 22-ft GQ canopies bought in specially for the occasion — laid out on the grass beside the runway, and another on Dave's back, as the team assembled to wish him happy jumping on that balmy (barmy??) June 18 evening. Mac McCarthy led him out to the waiting 206 ("The lamb to the slaughter?" queried a voice in the crowd) hooked up his static line, and clambered in. Two minutes and 1,500 feet later they were over the DZ, and two minutes after that Dave was back on the ground being kitted up for the second jump. It all looked so easy, though I doubt that Dave even had time to reflect on the fact that he still had 232 jumps to go.



Mike Ashford applies icel

It continued like that through the night and into the morning, the searchlights on the ground picking up the tiny speck that kept detaching itself from the aircraft every 4½ minutes or so and following it down to the ground.

Then it was on to the mattress in the back of the Colt pick-up, a 20-second ride back to the manifest area, a quick change of rig, and back on the gravy train. Punishing work, and Dave wasn't the only one working up a sweat.

There were times during the morning when the teams of packers — 32 of them in all, working in relays round the clock — were struggling to balance supply with demand. Mac, Flying Bugle Des Palmer, Paddy Byrne, plus a host of other slavedrivers, kept their whips to hand and made sure that everybody got the minimum of rest. I even got roped in for packing myself, which shows you how critical the situation was at one stage.



Dave shows obvious strain but . . .



. . . finally it's over and Dave is congratulated by Archie Macfarlane, 82 year old POPS UK No. 1

The new British record came and went just after 6.30 on the Tuesday morning — 121 jumps in just under 9½ hours — as Dave kept up his punishing pace of a jump every 4½ minutes. There were more cheers from the ground at the 150 and 200 jump mark, although by this time — 14 hours 58 minutes after the off — Dave was definitely beginning to lose his jaunty edge.

The day had not been without incident. A twisted ankle five hours into the attempt caused a few nasty moments, and not only for the victim. And there was more trouble to come.

With only 10 jumps to go to clinch the record, a back-to-front parachute brought our hero in for a heavy, uncontrolled landing, which left him with a dislocated left shoulder — the sort of thing that can spoil a good day's jumping. We couldn't lay our hands on a pillow, so Dave had to be content with biting his lower lip, but he made it to the end anyway.

So what's in it for all the participants?

Well, it has to be regarded as a field day for sport parachuting, which — like most so-called dangerous sports — only makes the headlines when someone goes splat. The Press, both national and local, had a regular feast, as did radio and television. And the message must surely have been that if one man can make 233 parachute descents in a single day without breaking his neck, then the sport can't really be all that dangerous, can it?

It didn't do Dave Parchment any harm, either. He made his bundle for charity, got his name in the Guinness Book of Records and became something of a national celebrity into the bargain. Well done, Dave.

And Age Concern, if the sums work out, stand to gain something like £1 million from the venture. Not bad for a day's work!

They plan to use the money to build 150 day centres for old folk up and down the country, which should make a lot of people very happy indeed.

The BPA must be pretty pleased with the way things worked out, too. Charles Port was there to officially observe the event, and everyone concerned seems well pleased with the way it all went.

Next time? "There won't be one — at least, not for me," says Dave emphatically. "Let some other silly bugger do

it. I wouldn't go through that again if you paid ME a million pounds."

We'll see.

For the statistically-minded, Dave's back-up team and equipment comprised . . .

- 32 parachute packers (plus a few miscellaneous "volunteers")
- 8 dispatchers, plus 1 jumpmaster
- 3 aircraft
- 6 pilots
- 5 retrieving vehicles, with 8 crew
- 4 official scrutineers and an adjudicator monitoring the attempt
- 6 mechanics, a doctor . . . even a dentist — just in case Dave decided to have a couple of fillings done between jumps!

Between them, the Cessnas used up around 500 gallons of aviation fuel — donated by National Benzole.

Bulmers kept the press tent liberally stocked with cider; Spar laid on some grub and, along with Legal and General, put a good deal of cash up front to help finance the attempt; and the mobile offices were provided by courtesy of Caravans International.

In all, a fantastic team effort without which, as Dave went to great pains to tell us afterwards, none of it would have taken place. As the man said, "Don't thank me, thank the team. They worked harder than anybody, me included. All I had to do was jump."

233 times.

PETER MASON

photos by kind permission of the Daily Express

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2. Mk I PC — 766780 — Red White Navy — Short Line
3. Protector — 515813 — Orange White
4. Top Secret System — Black with Red piping
5. One pin style Harness — Black with orange comfort pads. All accessories stamped: RAFSPA

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POPE VALLEY 1979

As one of the hard ass, long toothed pre-1962 brigade it had long been my ambition to pay a visit to USA in a last frantic bid to get stable before my pilot chute wore out. The problem was a dearth of hard information. One guy at our Club had visited Pope but had been taken there in a car and all he could remember was that it lay somewhere around San Francisco. The purpose of this article is to provide up to date news on how to get there, what is happening at Pope and how best to work your way through the system if you are not already a hot sequential worker. If you are, you have probably been to Pope or somewhere similar already and may not need to read all this crap.

To retain flexibility I decided to pay cash on the outward journey thereby having a choice of any airline which had standby seats available. I had purchased a Miscellaneous Charges Order (MCO for short) from American Express for the trip home. It was made out to any IATA carrier for £110 which is about right for West Coast America to disUnited Kingdom. On 31st March standby seats were in short supply so I paid £87 for a Laker Skytrain seat to Los Angeles departing Gatwick at 1215 BST. Tip: if you fly Laker get your ticket at Gatwick or ask a friend to buy it for you, armed with your passport. The queue at Victoria took four hours to filter through and in the event there were still 53 seats available prior to the flight so it would have been much easier to go direct to Gatwick. Laker fly DC10s. The service was excellent. You get the meals which you pay for with your ticket. En route to L.A. they serve two hot meals and afternoon tea, total cost approximately £8.50. There are duty free goods on sale during the flight, a movie, taped music, drinks. It seems to be mainly a young people's service so the atmosphere is friendly, informal and unlike U.K. shuttle services fellow passengers were quite prepared to chat. Also unlike aforesaid shuttle services the cabin crew were young, vivacious, good looking in contrast with the old dingbats who roost on the Edinburgh-London run. The DC10 stopped at Bangor, Maine, to refuel and allow passengers to clear customs and immigration which had the advantage of avoiding L.A. customs which is a well known zoo. If you are young, single and of no fixed abode watch out at immigration. The U.S. have a horror of people arriving in their country with low funds and having to be shipped home in handcuffs or worse still obtaining illegal work on a tourist visa thereby depriving some clean living American boy of his source of funds for joints and skydives. Tip: obtain a credit card unless it's likely to provoke your bank manager to hysteria, have a return ticket or MCO and be able to state confidently the address of a family, preferably with whom you intend to abide in solemn co-operation with the law for the duration of your stay. Once you are in you can do what the hell you like within the bounds of propriety, the law and your funds.

It was a good flight with no supersonic dives due to turbulence. The entire width of the Rockies were visible on the way into L.A. and the Grand Canyon was a fine spectacle even from 30,000ft. At L.A. International I was met by Pat Ebenor, girl friend of Pete Fraser who used to fly at Grindale. Pete is a ferry pilot now with Southern Cross Aviation. He takes new aircraft ranging from Cessna 172s to Turbo Beeches across the briny oggin from California to Australia. He has flown 18 crossings now, has 2,400 hours P1 time and is still skydiving. So, hallo from Pete to any of his mates who read this. Pete and Pat have a place in Santa Monica nearby L.A. International Airport. If any Brits are going over they will be pleased to see them and intending visitors should contact me for phone number, etc.

After a day on the beach at Santa Monica recovering from jetlag and burning my scrawny little body all pink I took a PSA flight to San Francisco. Price £16 and equivalent to London — Edinburgh at £37. There is an airport bus service into downtown San Francisco for about \$2. It stops at the Hilton and the Greyhound depot is a short taxi ride away. The bus to Calistoga drops you off at St. Helena some twenty miles from Pope. I phoned Bill Dause, Pope's C.C.I. from San Francisco to fix a lift from St. Helena. The bus took three hours at a price of roughly five dollars for 80 miles. Bill came over himself to pick me up. He has over 7000 skydives and must be the coolest, low profile C.C.I. in the west. The quiet, assured and friendly way that he runs Pope could be a lesson to some of the gripy old barstids who run certain D.Zs in the U.K. if they ever develop the urge to go to California.

Pope is a kind of university of skydiving. It is situated in the wine country of the Napa Valley, in a box canyon with Lake Berryessa to the north east and 4500ft Mt. St. Helena to the west. It has a tarmac strip some 1500 metres long with a DC3, Twin Beech and Cessna 182 as jump aircraft. The latter lifts 5 jumpers plus pilot at 500 to 800ft/min. It has an in flight door. The Beech takes 13/14 and the DC3 thirty five to forty plus skydivers depending on wind strength and direction. Most take offs are to the east regardless of wind with a 180 degree turn at 500ft to fly back up the canyon and climb out over the mountains.

There are bunkhouses available where for \$3 per night you get a bed with mattress (supply your own sleeping bag), showers and toilets, sharing a room with five or six people. It has a restaurant and bar run by Ernie Butler and Tom Parris both members of the Unity 8 way team. Instructor Dave Wagner from Canada runs the kitchen and long term residents include Rob Colpus of Symbiosis, Tim Kirksted Moore, Dave (Digger) Flood and Dave (Bruce) Hancock. There is a swimming pool with cold water which attracts frogs.

These factual statements in no way take account of the spirit stirring beauty of the place. Pope in springtime is a sight to behold with its lush green hills and woods, the mountains and the meadow flowers, all bathed in California sunshine. To a Brit staggering out of the worst winter for years (it dumped nine inches of snow in Edinburgh in one day just before I left) the effect was mind blowing. In four weeks we had one day of rain and the rest was sunshine. I could plan each day's dives in confidence then go and do them. I aimed to do a steady three a day and in twenty days did 54 dives, nearly all from 12 grand plus. In eighteen years of skydiving in U.K. I had amassed 918 jumps and 5½ hours freefall time. At Pope these 54 dives added another hour to my freefall time, i.e. 20 per cent in 20 days, and I sure as hell got stable, after much kicking, grunting and struggling.

If you have done little or no sequential RW then Pope is the place to go to learn. They don't go in much for megablots there but it is probably the best place anywhere for sequential. I had done little more than build rounds and was still suffering from the outdated approach to building speed stars — get in quick and if you can't get in take it out. At Pope the message was to slow down, fly with grace and precision and make fullest use of the dirtdives.

Before going on about techniques it is as well to say something about the philosophy, atmosphere and attitudes of skydiving in California as I experienced them. First, there is no hassle. Skydiving is fun and is treated as fun. Each dive is savoured as an integrated experience from dirt dive through to the post jump re-run. Roger Hull



Pope Valley Parachute Centre

has said this already so let me say it again — they don't get uptight about completing particular manoeuvres; they enjoy the whole process of the dive. If somebody blows part of it nobody bothers too much because there is a lot of dive; some 75 seconds, and if 10 seconds are bad the other 65 seconds are fun. Even if the whole jump is screwed up there is always the next one. It only costs £4.50 to go to 12 grand. You can get on to loads easily. They don't interrogate you about how good you are or aren't and even if you blow part of a dive they don't bomb you off the next load. They praise you for what you did well and give constructive advice on how to sort out the mistakes and problems. As a result progress is fast and you can learn to fly sequential very rapidly. Dave Howerski took a static line student to Pope last Christmas and the fortunate guy, whose name I don't know, was doing competent freefall photography six weeks later. There is a bit of skygodderly with some of the highly competitive hotshot 8 way team members but the very best guys are usually very friendly and generous with advice to the novice.

So the atmosphere is right and within that atmosphere techniques can be learned efficiently. For someone at the stage I was at Roger Hull and Dave Howerski's articles in back copies of Sport Parachutist are invaluable. To start with you should work in pairs doing lots of no contact moves with much dirtdiving. Nobody had ever explained the psychology of dirtdiving to me and being a taciturn Jock I had never thought to ask. Here it is; repeated dirtdiving manoeuvres lay down a long term memory trace in the brain. If you are, say, practising back ins do it at least six times on the ground from exit to break off and plan more than you can actually accomplish. This builds the memory trace so that even if you cock it up on the

actual dive, you will succeed almost automatically on a later dive provided that you have practised diligently on the ground. You must fly the dirtdives as realistically as possible. Fly with the style, the grace and the timing that you will use in the air. It sounds f...ing ridiculous to the average Brit hardass to go poncing around the DZ like a crowd of ballet dancers under the direction of a choreographer but believe me pals it gets results. The key to the whole thing is relaxation. The more you can relax on the ground, during the climb and in the air, the better it will go. To speed up, you have to slow down. It is a paradox; that which is apparently absurd, but is, or may be, really true (explanation provided for anyone who thought it might be a variant of the paradactyl).

In two's just fly no contact to start with and play follow the leader where the job of the pin is to fly nose to nose with the base whatever the base does. So if the base turns 180 the pin has to fly round into the head on position again. If the base sinks and turns the pin has to sink and come in again eyeball to eyeball. This can be developed into base lying still and pin turning 360 from close no contact position, then pin stays put and base turns 360. From 12 grand a pair should manage 4 or 5 turns each before 3500 break off. If you like you can touch gloves after each 360. Then go on to practising back ins, side ins, cats, accordions as a pair. Do it no contact then gradually shift into contact flying with no tension grips. You'll be amazed at the progress you make over 10/12 dives like this (i.e. 3/4 days jumping). Starting as a pair eliminates the variable of wasting some of the dive waiting for number three to sink, or rise or close or whatever and you can work right down to 3.5 with only one predictable person around you at break off. It there are three of you start off as two pairs then later work the three no contact.



The Royal Marines 6-Man Canopy Stack — A British Canopy RW Record

photo – George Baston

If four, start in pairs then interchange the pairs. By operating in this way you practice all the basic moves needed to build the bigger formations. You gain confidence, accuracy and speed so that when the chance of a bigger formation comes along you can take it with a certain coolness that may have eluded you in the past.

I won't bore the readership by going into fine detail about particular dives but will summarise the highlights of them, not to say "didn't I do well" but more to provide incentive to any poor bugger who thinks he is past it just because Cookey asked him to join the POPS Club. I got my SCR on dive number 946 at the age of 42, being POPS III (UK). It has taken a long time coming but it was worth it in the end (as the actress said to the parson). It was an eleven man cluster made up of illustrious Brits and Canadians, e.g. Stan Wood, Pete Guest, Gary Lawry, Rod Boswell (all Royal Marines), Dave Howerski, Alan Derbyshire, Glyn Thomas, Geoff Hinsley, John Davies and Doug Warden. I docked third in the base three. Another nice one was a three way sequential with Bill Dause and Betty Hawkins (2400 jumps). We backed into a cat, then moved in sequence to compressed accordion, murphy, reversed wedge, back to cat and to compressed accordion. It was smooth. It had to be with over 10,000 jumps on the dive. We did a tee shirt dive from 12,500ft to the mystification of the natives. Howard Rowland was base and presented a disconcerting sight of 4ft of bridle flapping above his back. I thought it was funny until a

repeated knocking on my helmet told me that a soft toggle had come out of the packtray and both brakes fired on opening. It you do this type of dive remember that your rate of descent is way up and you are in for a hard opening. Also you don't track too good. If you want laughs try a horny gorilla. It is more fun than a tee shirt dive and warmer too.

The highlight of the trip was a six way skydance with Dave Howerski's team and Bill Dause. Dave, Alan, Glyn and Geoff were to fly a Canadian tee off the DC3 with Bill and 'self coming in 5th and 6th. The tee funnelled despite their repeated success on previous dives but we made the contact six in good time, then Geoff, Bill and I went into the middle for a no contact three, backed out to let Dave, Glyn and Alan into the centre, then as they came out we linked into a six again. We had planned a swift 360 and a third contact six but broke off at 4 grand after the second six. Dave filmed it, so just remember I'm the guy in the red and yellow Uragallo jumpsuit if you see it.

At the end of the trip I did a few jumps at Perris Valley and Elsinore, south of Los Angeles but they were by way of a postscript so won't be mentioned further in this piece other than to say that one was with Pete Fraser who was in good form after a long lay off from jumping.

The Royal Marines were at Pope to practice their CRW. While there they created a British record for a six canopy stack and Gary Lawry got his 8 stack patch. (I don't know if the record has been officially accepted) (Editor please delete if it has). In addition to the quality of their skydiving and CRW they gained speedy reknown for their chili lunches which gave rise to farting in the aircraft of a truly heroic variety. It was the sort of thing that you would expect after a Viking feast. Guys would vie with each other to sit at the door of the Beech in the cold so that they could stick their heads out into the fresh air. Bullet Bob the pilot (formerly of Casa Grande) was heard calling for oxygen and vainly trying to use his ear plugs to stopper his nose. Well meant advice was proffered to lay off the chili or at least to retain the exhaust gases for use in sequential manoeuvres but it fell upon oblivious ears. I think that they were developing it as a secret weapon for the British Nationals.

Anyhow, enough of this vulgarity and on to more seemly topics. And who more seemly than Jackie Smith who arrived at Pope with Willie Grut and Dave Kenny to make a commercial and train for the aforesaid Brit. Nats. (Scot Nats are something different.) As I was leaving John Boxall was due to arrive, awaited with a mixture of curiosity and trepidation by the local damselry. The entire Dutch team were there, 36 of them, their dirtdives sounding like a cross between the chef from the Muppet Show and my grandad speaking Polish with his national health dentures. I met so many colourful, friendly characters that it would take another article to describe them all.

Most of the rigs in use were lightweights, Units and Cruisairs with a few Dactyls, Fliers, Stars and Foils. The best 7 cell canopies are those designed from the outset as lightweight low profile aerofoils. I have obtained a Cruisair and must say with a tinge of regret as a former Stratocloud user, that it is better than the Cloud. It has a flatter glide angle, is more responsive, packs up smaller and is faster. Second hand prices are low in the States. You can get a used heavyweight Cloud for £200, a used Cruisair or Unit for £300. If you plan to acquire a rig take time to get a good one, so you will need to take one with you. Bring the old one back because you will get a much better second hand price here. If you write to Pope or wherever you are going they will probably send you a copy of the items for sale on the club notice board.

If you are into CRW you can learn a lot at Pope. Two man stacks and biplanes are to be seen after most loads have opened. At Easter they had a CRW meet with eight man canopy stacks, speed two man stacks and 4 man rotation where a 4 stack is built, top man peels off and docks again at the bottom. The winning team from Denver, Colorado, Alf, Barry, Wag and Bob did 8 rotations from 12.5 down to one grand. They tried for a world record stack with our Marines and got eight but the magic ten eluded them.

After three of four dives a day, every day, evening entertainment is not a problem. You are too busy filling in your logbook, stamping away like a post office clerk, quaffing Budweiser and boasting of your prowess regarding whatever you are good at. You can play volleyball nearby, relax and sip wine in the hot baths at Calistoga, see movies at Napa or St. Helena, go shopping at Angwin. If you are fond of wine and women's company you may have to go further afield like San Francisco, two hours away by car. Apart from weekends Pope is the usual male chauvinistic piggery with about a ten per cent female population. Being a respectable married man I hardly gave these nubile young skygoddesses with big tits a second glance but the few who were there sure as hell were purty. I doubt whether anyone under the age of 50 wears a bra in California but they put bromide or Avgas in the tea at Pope so you have nothing to worry about. The effect wears off after about a month when you get back. One young lady caused a stir among the Brit community when she walked into the bar wearing a tee shirt which had F... STC inscribed upon it. Lest Mister Corker snap his quill let me say hastily that she turned out to be a disgruntled former employee of a company with these initials and was not bent upon a long distance undermining of our venerable institution. Speaking of which I notice that a lot of guys who have had their eyes opened in the States start knocking the establishment when they get back. As a long term BPA supporter I shall

refrain from doing that other than to suggest that it might be a good thing if appointments to any committee were limited to three years' duration. The young guys who are going to the States in steadily increasing numbers will do the rest. The sting, as the scorpion juggler was heard to remark, lies in the tail.

If I go on for much longer Charlie won't have room for his adverts so let us conclude. On the way home Stretch Garrison, DC3 pilot, gave me a lift to San Jose in his Comanche. From there I took a PSA flight to L.A. and spent a couple of days with Pete and Pat, visiting Perris Valley and Elsinore, meeting among others Mike Stanton, Mike Raible and M. J. Townsend. Mike Raibles team had just won the 16 way event at Elsinore and a POPS meet was finishing when I arrived there. Terry Bird formerly of Pitlochry Theatre is also at Elsinore. Bob Hallet a Grand Canyon river guide and hot skydiver (he was on that Beech with eleven guys sitting on top of it) took me up to Santa Monica in his van and I flew out two days later Skytrain to Gatwick (once again all the standby seats were taken and Barclaycard came in handy to buy the ticket. Laker are not in IATA so I had to get a refund on the MCO at home). I met up with my wife, son and daughter in London. They had been to Jamaica while I was in California. I am now beating my gums to anybody at Strathallan who will listen and startled a few of them by going to 13 grand on the Rocket with Fiona Fernie for a whack of prime time. It cost double Pope rates but was still less than 2 dives from 8 grand at British rates and gave more prime time, not to mention minus 22 centigrade, frosted goggles and alti. This British weather . . . !!

FOOTNOTE: Tom Dickson is CCI Scottish Parachute Club, Strathallan Airfield, Auchterarder. Anyone seeking further information arising from this article please phone 031 667 8698 (Home) or 031 337 2339 (Office) or write 4 Burgess Terrace, Edinburgh, EH9 2BD. Letters will be answered but it may take some time, so better to phone.



Over Pope Valley

photo — Alan Darbyshire

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, TUESDAY 8th MAY 1979
held at BPA Offices, Kimberley House, Leicester**

PRESENT

W. J. Meacock
P. G. Mitchell
J. T. Crocker
G. C. P. Shea-Simonds
J. G. Starling
D. D. Orton
J. H. Hitchen
J. R. Norris
R. E. Gays
C. Bruce
S. Thomas

*Chairman BPA
Treasurer BPA
Chairman STC*

Secretary BCPA

IN ATTENDANCE

C. W. Port — *Secretary General*
D. Peacock — *National Coach & Safety Officer*

APOLOGIES FOR ABSENCE

D. I. Waugh — *Chairman Competitions Committee*
J. D. Prince
J. L. Thomas
E. T. Lewington
J. R. H. Sharples
J. Laing
T. Geraghty

Item 48/79

MINUTES OF THE THE COUNCIL MEETING OF 29th MARCH 1979

It was suggested that the minutes of Council Meetings should be placed at a later stage in the meeting to obviate any chance of covering matters twice over. However it was decided that the minutes of previous meetings should be actioned, as a general rule, as the first item on the Agenda.

Proposed by J. T. Crocker Seconded by G. C. P. Shea-Simonds that the minutes of the Council Meeting of 29th March 1979 be passed as read. Carried Unanimously.

Item 49/79

COMMITTEE REPORTS

1. Safety and Training

J. T. Crocker, Chairman of the STC Committee presented the minutes of the meeting held at the Post House Leicester on Thursday 3rd May 1979. It was agreed that the new venue for STC Meetings was a great improvement on Kimberley House as there was now sufficient room to accommodate the numbers attending these meetings, enabling both CCI's and observers to deal more easily with the business in hand

Matters Arising

a. The complaints made against the Langar Club arising from the tragic accident to the young lady who broke her leg while engaged in parachuting, were not found to be viable. The National Coach had checked with the meteorological office on the "reported" wind speeds at the time and it was discovered that the winds were not in any way up to the speeds that had been alleged by inexperienced members and students. If any action is instigated against anyone concerned at Langar, including the Association's instructors then those concerned are urged to contact the BPA office with the minimum of delay.

Apropos the production of the STC minutes the Chairman suggested that the time scale for committee meetings be such that there will, in future, be ample time for the NCSO to have the minutes circulated to all members well before Council Meetings. However, it was stated that the NCSO had done a very good job in producing the minutes in such a short time, especially as he had been involved with courses during this time.

b. It was brought to the members attention that there was a warning notice on page four of the STC minutes regarding the deterioration in the tensile strength of some reserve canopies.

c. The Riggers held a meeting at Kimberley House on 3rd May. One matter arising was the request that the Riggers could, in future, report directly to Council rather than

report via the STC. After some little discussion it was decided that the situation remain as it is at present.

2. Finance Sub Committee

The treasurer P. G. Mitchell presented the minutes of the Finance Sub Committee Meeting held at Metropolis House, London on 2nd May 1979.

Matters Arising

a. Legal and Professional Costs

The treasurer brought Council's attention to the fact that Howell and Co had rendered a significant service to this Association at great cost to their own profitability on this exercise, and proposed that the full council should proffer a vote of thanks to them for their efforts. The Council endorsed wholeheartedly, this vote of thanks.

b. Second European Championships

After much discussion it was agreed that for this year, the Association support a team for the Second European Championships and that a bid be made to Sports Council for Grant Aid for this event.

c. Scholarship Courses

The Secretary General's decision to go ahead early with a bid to help fund the Scholarship Courses was endorsed by Council.

d. Disabled Parachutists Charity Fund

After much discussion it was agreed that the Association would not go ahead with a Disabled Parachutists Charity Fund. However it was agreed that, as in the past the Association would use its discretionary powers to cope generously with any situation that might arise, as in the situation of Bob Leefmans. The Chairman suggested, and Council agreed, that publicity should be given to the effect that support is available to parachutists who are grievously injured whilst parachuting. The Council agreed that support would be forthcoming both from the funds available to the Association and through the Association's ability to publicise the fact that people had been injured, and an extraordinary appeal could be mounted to raise additional funds as had been the case in the past. The Editor of the Sport Parachutist agreed to bring this to the notice of all members via an editorial in the journal.

e. Gestetner Purchase

The arguments for the purchase of a Gestetner duplicating machine were again presented to Council. The present machinery is rapidly reaching the end of its useful life and would need to be replaced in a fairly short time. The difference between replacing the old equipment with an equivalent, and purchasing a better system would be paid for in about 2½ years, taking into account the savings made by carrying out the majority of the Association's printing "in house". G. C. P. Shea-Simonds stated that he would go along with the recommendations of the Finance Sub-Committee that the Association purchase the new duplicating system but wished the following points to be noted. Firstly that he does not think that it will do the job that the Sec Gen thinks it will and secondly he does not think that there will be time in the office to do all the work that the Sec Gen thinks can be carried out for clubs. However for normal use it will do a good job but for printing of some things that are at present carried out by Fisherprint it will not be up to the job. However it was agreed that the Association must consider the matter in the light that our present machinery is on its way out and must be replaced, and the proposed system would print better and faster than anything we have or its equivalent. Proposed by R. E. Gays. Seconded by G. C. P. Shea-Simonds. Carried Unanimously.

f. Pension Scheme

The Pension Scheme for the Secretary General and NSCO are under way, the premiums being in fact some £300 less, in each case, than previously projected. It was noted that the schemes were to be for the benefit of the Association, with an assignment to the individual on reaching pensionable age in the employ of the Association.

g. Annual Dinner Dance

The cost of the tickets for the Annual Dinner Dance will be set at £12 per double. This is less than the true cost and the Association wishes to assist in the attendance at the function by a partial subsidy. G. C. P. Shea-Simonds suggested that the time had come when the Association should show its face to the public and so should begin to consider inviting, for example, the Chairman of the Sports Council to be our guest of honour.

Proposed by G. C. P. Shea-Simonds Seconded by P. G. Mitchell that the cost of the tickets for the Annual Dinner Dance be set at £12. Carried Unanimously

h. Staff Salaries

The salary situation was examined and it was decided that the office staff should be informed, in writing, that there would be an annual salary review in July of each year, on the expectation that the Burnham Further Education Scales would be published at that time each year, and these are usually backdated to the beginning of the financial year. The Secretary General appraised the Council of the probability that the scales would be late this year and probably would be in staged payments in line with agreements reached by the Civil Service Unions and Government. The Association would use these results as advisory information to reach their decision as to the worth of each job and the progress of each employee.

i. Memberships

i It was agreed that the Secretary General should go ahead with the plan to amalgamate the Full, Provisional and Provisional Two Jump memberships into one form.

ii It was agreed that the idea of having varying length memberships with discounts not be adopted.

iii It was agreed that the Secretary General and the Financial Sub Committee explore the possibility of rationalising the 22 various forms of membership and conversion rates. This could be done fairly leisurely as no decision could be made until notification was possible at the Annual General Meeting. The probability of inflation increasing would also need to be carefully considered.

j. Southern Region Seminar (Sports Council)

It was agreed that this Association help to defray the residue of costs that would need funding post the Southern Region Seminar — on Preservation, Acquisition and Use of Land for Motor and Air Sports. This Seminar is to be held in Reading on the 8th October 1979. W. J. Meacock and G. C. P. Shea-Simonds, in company with the area representative E. T. Lewington, would present the case for this Association. It is not anticipated that the cost will be very large. Sports Council will fund the cost of the Conference Hall and the only additional cost would be the expenses of some guest speakers to be spread among all the Associations involved.

Item 50/79

SPECIAL PROJECTS REPORTS

1. Aviation Fuel Costs

G. C. P. Shea-Simonds again asked everyone to ensure that they write to their M.P.'s about the proposed increase in the cost of aviation fuel.

2. Deesons Press Service

The Special Projects Officer brought Council up to date with the P.R. situation. A press pack has gone out to some 59 media contacts. Also a telex was sent out to every editor in the country after the British Parachute Free Fall Formation record was broken at Netheravon over the Easter Week-end. Deesons would also promote the B.C.P.A. Championships. It was suggested that Deesons attend every other meeting to bring the Council up to date with the P.R. situation. The Secretary General told the Council of the possibility of sponsorship that might be forthcoming from a couple of agencies who had telephoned the office, he will keep Council informed as information comes to hand.

3. Royal Aero Club

Subscription rates for the R.Ae.C. are to remain as they are at the moment. However, the Special Projects Officer will bring the matter up at the later date when the climate may be more favourable.

The question of the BPA's decision to invite the President of the Royal Aero Club to the C.I.P. Meeting at Bisham Abbey is

to be held over until the Social Committee of the Royal Aero Club next meet. G. C. P. Shea-Simonds has written to the Royal Aero Club on this matter. The matter of the extension of MATZ was mentioned and it is hoped that the Royal Aero Club will discuss this and consider using their influence in the matter.

4. Aviation Instructors Conference

The next meeting will be on the 1st October at a venue yet to be decided. It is hoped that as many instructors as possible will attend, not only to learn how other people instruct but also to meet other people in the aviation world and thus promote good will among aviation bodies.

Item 51/79

GASCO SUBSCRIPTIONS

It was agreed to increase the Association's Subscriptions to GASCO to £80 per annum.

Item 52/79

LANGAR SITUATION

After discussion the Council came to the decision that the situation appertaining to Langar remain as it is. That the affiliation remain in force and that the Association render as much help and aid to the instructors and members of the club as is possible, in exactly the same way as all other clubs are guided under the aegis of the Association as the Governing body for Sport Parachuting.

Item 53/79

SPORTS COUNCIL GRANT AID

The Secretary General reported to Council concerning the requests for Grant Aid for the financial year 1980/1981. This would have to include the projected CIP conference to be held in UK. These bids need to be submitted by the end of June 1979. It is requested that anyone who has events that need inclusion please contact the Secretary General as soon as possible in order that the bid may be consolidated, approved and submitted.

The Secretary General agreed to produce a list of areas for which Grant Aid may be obtained.

Item 54/79

A.O.B.

1. It was suggested by G. C. P. Shea-Simonds that it might be useful at this juncture to write to the new Minister for Sport to ascertain the new administration's views on sporting links with South Africa. He offered to conduct the correspondence on this matter and the Chairman agreed to provide the original correspondence which had taken place with the out-going Minister of Sport.

2. Anemometer

The Chairman read the paper produced by the NCSO concerning the new mobile control vehicle. The request was made to allocate £200 in order to purchase a smaller anemometer which could be incorporated into the mobile control unit. A telescopic mast has been donated. It is highly likely that the cost may be defrayed by the sale of the present airfield anemometer. The sale of this equipment should be circulated to all CCI's as soon as possible. A letter will be circulated stating the original cost, insurance value and a request for a sealed bid. The highest bid to be accepted. Proposed by D. D. Orton, seconded by J. T. Crocker. Carried Unanimously.

3. National Collegiate Parachute Championships

S. Thomas informed Council that the above Championships would be held in Florida over the new year period. All Collegiate Associations of the FAI would be invited to take part in an official World Championships. BCPA have been asked to send a team. The Council agreed that a team should go to these Championships and that the BCPA should make their own arrangements. The Council would be delighted to be informed of the progress made and should any finance be necessary the Council would be willing to listen.

★ **ATTENTION CATS 8 & 9** ★
Come to the Cornwall Parachute Centre and achieve your Cat. 10. £4.35 to 8,000 feet. Open 6 days a week — 10.00hrs to Sunset.
Accommodation available at the DZ

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, WEDNESDAY 20th JUNE 1979
held at APA NETHERAVON**

PRESENT

W. J. Meacock
D. I. Waugh

Chairman
Vice Chairman/Chairman
Competitions Committee
Chairman STC

J. T. Crocker
G. C. P. Shea-Simonds
J. G. Starling
D. D. Orton
J. H. Hitchen
R. E. Gays
C. Bruce
J. R. H. Sharpies
S. Thomas
J. Reynolds

Secretary BCPA
RAFSPA

IN ATTENDANCE

C. W. Port — *Secretary General*
D. Deeson
T. Halter *Deesons Press Services*

APOLOGIES

P. G. Mitchell — *Chairman Finance Sub Committee*
D. Prince
J. Norris

Item 55/79

MINUTES OF COUNCIL MEETING 8th MAY 1979

Mr. G. C. P. Shea-Simonds read the letter he had written to The Hon. H. Munroe, Minister with special responsibilities for Sport regarding the problem of sporting links with South Africa.

Proposed by — G. C. P. Shea-Simonds
Seconded by — J. G. Starling

That the minutes of the Council Meeting of 8th May 1979 be passed as read. Unanimous

Item 56/79

COMMITTEE REPORTS

1. Competitions Committee

G. Lilly requested clarification of the selection policy in force for the team selection for the World European Championships. After much discussion it was reiterated that the selection was to be in accordance with the minutes of the Competitions Committee Meeting of the 19th May 1979.

Item 57/79

LANGAR

The matter of a Solicitors letter written on behalf of T. Swayer to D. D. Orton was discussed at some length. D. D. Orton read the letter which he had sent to all members of S.T.C. over which the letter from R. A. Young and Pearce was sent to him. The Chairman read the letter from R. A. Young and Pearce, and commented that never before had any letter or comment made at an S.T.C. Meeting drawn such a response. He felt that if this sort of thing caught on then it could inhibit discussion at the S.T.C. Meetings.

It was again re-stated that Langar Free Fall Club was affiliated to the B.P.A., but that British Parachute Schools was not. British Parachute Schools is the proprietary name of several incorporated bodies namely:

Nottinghamshire School of Parachuting
Southern School of Parachuting
National Collegiate Parachuting Centre
Northern School of Parachuting

Steve Thomas, Secretary of the B.C.P.A. stated that the B.C.P.A. did not support the British Parachute Schools, and that it was under the auspices of Mr. Turner that this had been started in the past. G. C. P. Shea-Simonds stated that, in his opinion, the B.P.A. ought not to become involved in personal legal complications on matters arising in this type of situation. J. T. Crocker disagreed on this point as in his opinion this letter in fact is threatening action arising out of a letter written to S.T.C. perhaps asking S.T.C. to look at the rules to see whether the use of TU's should be restricted to certain categories and whether this should be made mandatory or left to the judgement of the Chief Instructor. He pointed out that, though from time to time discussion became heated, at the end of the day there was one aim in mind, namely the safety factor for parachuting and a first class system that

operates at grass roots level on the drop zone. This sort of problem could inhibit the workings of the S.T.C. J. T. Crocker said that he would write a letter as Chairman of S.T.C. saying that he did not consider that the letter from D. D. Orton impugned Mr. Sawyer or the British Parachute Schools. It was agreed finally that J. T. Crocker would in fact reply to the letter from R. A. Young and Pearce. W. J. Meacock felt that perhaps the B.P.A. and the Langar Free Fall Club had been together too long and perhaps the time had come for the two to part company for the mutual benefit of both parties.

J. T. Crocker felt that it would be a retrograde step for any B.P.A. members at Langar to have B.P.A. benefits withheld. G. C. P. Shea-Simonds said that it would be completely wrong to come to any decision without hearing the opinion of the Langar Club. S. Thomas of the B.C.P.A. re-stated the fact that the B.C.P.A. do not deal with the British Parachute Schools, and they do not have a fixed base and it is most certainly not Langar. It was pointed out that it is unconstitutional to unilaterally withdraw affiliation from any Club. J. T. Crocker agreed with full agreement of Council, to write to these people stating that there was no intention to impugn anyones reputation.

Item 58/79

SPECIAL PROJECTS

1. G. C. P. Shea-Simonds introduced the representatives from Deesons Press Services. T. Halter brought Council up to date with the situation regarding the National Championships. He requested that in future the P.R. Questionnaire be completed by all competitors well in advance of the Championships in order that maximum coverage could be given.

2. It was agreed to form a working party in the form of a sub-committee to prepare a paper on the purchase of aircraft for parachuting.

Proposed by J. T. Crocker Seconded by D. I. Waugh that a sub-committee be formed under the leadership of D. Prince to prepare the relevant papers. The sub-committee would draw upon the expertise of any one willing to help. Carried Unanimously

59/79

WORLD CHAMPIONSHIP — ENTRY FEE

It was agreed that the entry fee be paid by the Association, but final costs could not be ascertained until the Competitions Committee had met on Sunday 24th.

Item 60/79

SECRETARY GENERAL — TENURE OF EMPLOYMENT

It was proposed by D. I. Waugh and seconded by C. Bruce that the Secretary General be confirmed in his appointment as the six month probationary period had now been completed. Carried Unanimously

Item 61/79

NATIONAL CHAMPIONSHIPS DISBURSEMENTS FOR STAFF

It was unanimously agreed that J. Laing be authorised to arrange disbursements for the staff who had helped at the National Championships.

Item 62/79

On behalf of the A.P.A. Brigadier Starling thanked the B.P.A. for the loan of the National Coach, the mobile control vehicle and also the members who came to help at the A.P.A. Championships.

Item 63/79

On behalf of the Council J. G. Starling expressed sympathy to the Royal Air Force following a parachuting fatality.

Item 64/79

The Chairman said that he had written to Mrs. Paul expressing the Council's sympathy following the heart-attack suffered by Sqn. Ldr. W. Paul.

Item 65/79

A vote of thanks was proposed to the President and Members of the A.P.A. for allowing the National Championships to be held at the J.S.P.C. Netheravon. Special thanks were due to J. Laing as Meet Director, who in the opinion of all concerned, had organised and directed a first class meet.

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, TUESDAY 26th JUNE 1979
held at Post House, Leicester

PRESENT

W. J. Meacock	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
P. Slattery	<i>ECPC</i>
P. Padley	<i>REME</i>
D. Tylcoat	<i>Headcorn</i>
L. N. E. St. John	<i>BPC</i>
J. Lines	<i>MPC</i>
J. L. Thomas	<i>Riggers</i>
D. D. Orton	<i>Staffs</i>
E. Hartley	<i>LBFFC</i>
A. Knight	<i>NCPC</i>
P. Young	<i>RSA</i>
D. T. Hickling	<i>Halfpenny Green</i>
J. Laing	<i>APA</i>
J. Hitchen	<i>Sheffield</i>
I. A. Louttit	<i>DISC</i>
R. J. Willis	<i>RAFSPA</i>
M. Winwood	<i>LIFFT</i>

OBSERVERS

P. Schofield	B. Jones
A. Young	D. Palmer
G. Evans	A. T. Ledwards
C. Bowen	Jenny Saunders
G. G. Peck	R. Gays
H. Curtis	P. Anderson
T. Butler	G. Tyson
N. Cullum	J. Hartley
R. Nevins	S. Russell
D. Barker	D. Turner
R. Hicks	

APOLOGIES

D. Prince
P. Hibberd
J. Crocker
C. Shea-Simonds
E. Finney

In the absence of J. Crocker, the meeting was chaired by W. J. Meacock

Item 1

C. TYSON INCIDENT — LANGAR

L. N. E. St. John opened the discussion by voicing his disquiet at the decision reached by the last meeting and by raising the question of the then de facto CCI D. Turner's fitness as an instructor. He based these doubts on D. Turner's report of the incident which contained errors of fact, particularly with regard to the position of power cables near the D.Z.

D. Orton requested that a sub committee be formed to re-examine the evidence on the incident.

Mr. G. Tyson, husband of the injured parachutist, was invited to speak. It was his contention that evidence of malpractice was not unsupported and he too requested the formation of a sub committee of investigation into the matter.

In view of the continued disquiet by members the NCSO was tasked to re-examine all the evidence and report back.

Item 2

REPORT ON RIGGERS MEETING

A Summary of decisions and recommendations made by the riggers sub-committee was presented by the NCSO. viz:

- a. The BPA approved equipment list was to be updated and circulated to Clubs.
- b. The paper produced by J. L. Thomas and J. Hiley (as amended) was to be incorporated in BSRs.
- c. Manufacturers/Riggers who required a BISO were to comply with the conditions laid down in this paper and to submit the equipment together with a log of the test programme for examination by the riggers sub-committee.
- d. Manufacturers/Riggers who wished equipment to be placed on the BPA approved list were to submit the equipment for examination by the riggers sub-committee.

These recommendations were considered and it was decided that:

- a. The amended BISO paper be circulated to CCIs for consideration.
- b. The final decision either for BISO or Approved list equipment rest with STC, taking due consideration of the technical

advice of the riggers sub-committee.

Item 3

ASSISTANT TO THE NATIONAL COACH, WITH SPECIAL RESPONSIBILITY FOR PARACHUTES AND ASSOCIATED EQUIPMENT

W. J. Meacock outlined proposals for an assistant to the National Coach, who would have specialist rigging qualifications and who would thus be able to advise STC and Clubs on standards of equipment. The matter was discussed and it was felt that in view of the revitalisation of the riggers committee no such appointment was appropriate at the moment.

Item 4

INSTRUCTOR MANUAL — LESSON 13 TEACHING OF BASIC TURNS

L. N. E. St. John was of the opinion that the teaching of turns from the full spread position was outdated and that turns should be initiated from a relaxed frog position. The consensus of the ensuing discussion was that it was normal practice to teach this anyway. The NCSO confirmed that this was also taught to PIs on Instructor Courses.

As the full spread position was not specifically referred to in Lesson 13, no amendment to the manual was necessary.

Item 5

INSTRUCTOR COURSE 2-79

The award of Advanced ratings to S. Woods and P. J. Byrne was confirmed. B. Wheller was confirmed as a member of the panel of Examiners.

Item 6

EXEMPTIONS

1. S. Russell, to act as CCI Martlesham Para Club. Exemption was sought from BSRs 2.2. and was supported by M. Purves. The exemption was granted.

2. R. Fisher, to act as CCI Paraclan.

In view of the fact that the integrity of an Instructor was at issue, observers were asked to leave. Allegations made by R. Fisher against the CCI at Glenrothes were then read to the committee. Counter allegations by CCI Glenrothes, G. Phillips were also read to the committee.

A letter from the Scottish CAA concerning alleged display malpractices by G. Phillips was also considered.

It was decided that:

- a. No exemption could be issued to R. Fisher on his unsupported application. NCSO to write.
- b. The NCSO was to write to G. Phillips re the CAA complaint.
- c. Copies of all correspondence were to be forwarded to SSPA for comment.

Item 7

INCIDENT AT DUNKESWELL (Royal Marines Club) 20 MAY.

The report, which concerned injury to a student jumper with a malfunctioned main and entangled reserve was read to the meeting.

The recommendation of the CCI that reserves be fitted with kicker springs was noted.

Item 8

PREVIOUS MINUTES AND MATTERS ARISING

It was proposed by D. Orton and seconded by P. Padley that the previous minutes be accepted. There were no matters arising. Carried.

Item 9

ANY OTHER BUSINESS

1. **Standardisation of Instruction in the use of Capewells.**

A letter by D. Tylcoat was read and it was decided to schedule this as a full Agenda item for the next meeting.

2. **British Parachutists In France**

L. N. E. St. John requested that the situation regarding

jumping in France be made known and that representations be made to the FFP regarding anomalies between the treatment of British jumpers in France and French visitors here. In particular he stated that the sum of F175 (approx £20) for a 'Licence Etranger' was required before one could jump there. Furthermore, the French medical certificate was valid for 12 months only and a British medical certificate older than this was not accepted.

It was decided that the Secretary General write to the FFP to clarify the following points:

- a. What insurance cover did the 'Licence Etranger' provide?
- b. If Third Party, our insurance was valid world wide.
- c. If Medical, then reciprocal arrangements already existed between the NHS and France.
- d. What exactly were the legal, financial and medical requirements for jumping in France?

3. Incident at Grindale

Bren Jones described a hang-up from a Cessna 172 which occurred during a programme run by the Leeds Bradford Club. The strop attached to the static line had been incorrectly routed through the single loop which held the container closed. J. Laing stated that three serious incidents — two hang-ups and a premature deployment had occurred as a direct result of this single loop container type, and that in his opinion it should be removed from the Approved Equipment list. J. L. Thomas stated that this type of container had been in wide use for the past five years and that the incidents were the result of incorrect usage rather than inherent design defect. The Chairman summed up by saying that all equipment had limitations and that users in general and instructors in particular should be well aware of these. B. Jones was to forward a report of the incident plus photographs for publication in the BPA Journal. Summary as follows:

T.S.E. Static line bay system.

This incident occurred because the strop (short static line) had been larkheaded direct onto the loop through the bungee which held the container closed. It should, of course, have been larkheaded to the stitched loop at the FREE end of the static line. All users to note.

The strop had been incorrectly attached by a PI, M. Fisher. After the hang-up occurred, all his emergency actions were carried out in a cool and alert manner. Nevertheless, it was felt that, as the originator of the incident, some disciplinary measure was appropriate. It was proposed by R. Willis and seconded by M. Winwood that M. Fisher's probationary period be compulsorily extended for the minimum six months to nine months. Carried Unanimously.

4. Low pull incident at Sibson

A report on a low pull incident at Sibson was read to the meeting by the Chairman, The jumper, Steve Wilson BPA 41374 had been grounded as a result for six months. The Chairman requested that this grounding be made general within the Association, but that the period be reduced to three months. Carried Unanimously.

5. D. Palmer described an incident where a 3 ring circus release fired after landing. The swaged terminal fitting had again become detached. Previous safety notice applies.
6. N. Cullum — reinstatement of instructor rating after lapse of 3 months. Granted.
7. A. Murray — to make a parachute descent 2 weeks before his 16th birthday. Applied for by R. Willis (RAFSPA). Granted, subject to insurance requirements not being invalidated.
8. J. McCready, a D licence holder with 1500 jumps and an RAF PJI to act as jumpmaster on Displays. J. McCready is not BPA Instructor rated. Granted, with the proviso that all C licence holders on such displays be selected by CCI RAFSPA, and that all displays are controlled by RAFSPA.

BUZZ'S CANADIAN COLUMN

Not having much Canadian news to write about, since nothing out of the ordinary has happened in the last two months, I thought I would give you some views on my visit to the US National Championships held in Richmond, Indiana in June. I was honoured to be asked to serve as a principal judge for the Style and Accuracy portion, held from June 18 to 24.

Having carried about 80lb of telemeter tripod and head by plane, bus and cab, (with resultant blisters and strained muscles), I arrived to find that the decision had been made, (within the last week at it turned out), to use video as the prime judging means for both style and relative work. The latter caused me no concern since video for relative work was well accepted. Having been involved in the discussions at CIP meetings where the decision was taken not to use video as primary judging means at a World Championship, only as a back up to telemeters, I was naturally concerned and initial discussions did nothing to convince me. However the decision had been made and I had to go along with it. I was very nervous about the whole thing although I probably managed to hide it, given the fact that I had very negative views from previous experiences and that I had never judged style with video. I was able to allay some of my doubts during the practice day (raining) by reviewing a training tape provided by Bill Knight of the Army Parachute Team, who was style event judge.

The video system was supplied by Gene Thacker of Raeford and used a 1000mm lens which was more than adequate for the job. The aircraft would be controlled by Gene with ground to air radio. A judge was assigned to a set of telemeters placed next to the video unit, with the responsibility to track the aircraft so as to ensure that the exit command was given at the same ground angle for each jump. The command relayed through Gene was given at 55° so that the jumper was observed at a ground angle of 60-65°. If any problems occurred with the video or the aircraft heading the aircraft would be told to go around. This probably prevented unnecessary rejumps. The observing judge was also responsible for assessing drift and the reasons for it and any other conditions that might detract from the jumper's performance. Apart from a few go arounds the only problem was that several jumps at the beginning of one round were not seen by the judges as the electrical connection broke between the camera and the TV monitor sets used for judging. No rejumps were necessary as we simply replayed the jumps later.

The judging was done in a small hangar with five principal

judges viewing their own TV screen. No backup is needed as there can be no 'not observed' jumps. If the jump is tracked by the video all the judges see the jump. Both time and penalties were taken from the TV. Because the judges were sitting close to each other in the hangar, it was necessary to:

- a) do one's own recording, which took some getting used to and
- b) ensure that the judges did not compare notes or discuss any part of any jump until all reviews had been made.

A judge could request a review and watch the jump at normal speed until he was satisfied with his evaluation. Usually only one review was needed to satisfy ourselves, but on occasion where the jump incurred many penalties, I found it necessary to review the jump three or four times, not to change my evaluation but to ensure that it was recorded in the correct manner on the score sheet. Every effort should be made to ensure that each judge has the same type of TV monitor so as to standardise the picture and these should be of the highest quality available. Depending on the sun angle and the type of TV set used, some pictures were almost undecipherable and the judge had to review on another set to make his first evaluation.

My opinion about video judging of style has certainly changed as a result of my experience in Richmond. I believe that the procedures used seem to solve the main objections to video style judging. Each jumper was viewed from the same ground angle. Drift was monitored by a judge using telemeters. The judge could concentrate on judging, not having to worry about picking up the aircraft, getting a sore back, neck and eyes etc, all of which detracts from the judge's effectiveness. The jumpers accepted the video judging and one heard no remarks about lack of confidence etc.

I believe that the fact that each judge watched the same picture in a controlled environment ensured a high standard of judging, with a fair and uniform evaluation. The stylist who turns clean fast style will not be hurt by the use of video, while the stylist who is sloppy or cutting corners will no longer be able to get away with it. That I think is the objective we seek. I believe that in a controlled situation such as the US or Canadian Nationals, video style judging is the way to go. For many reasons, I do not recommend that it be used for the World Meet except as a back up to telemeters.

BUZZ



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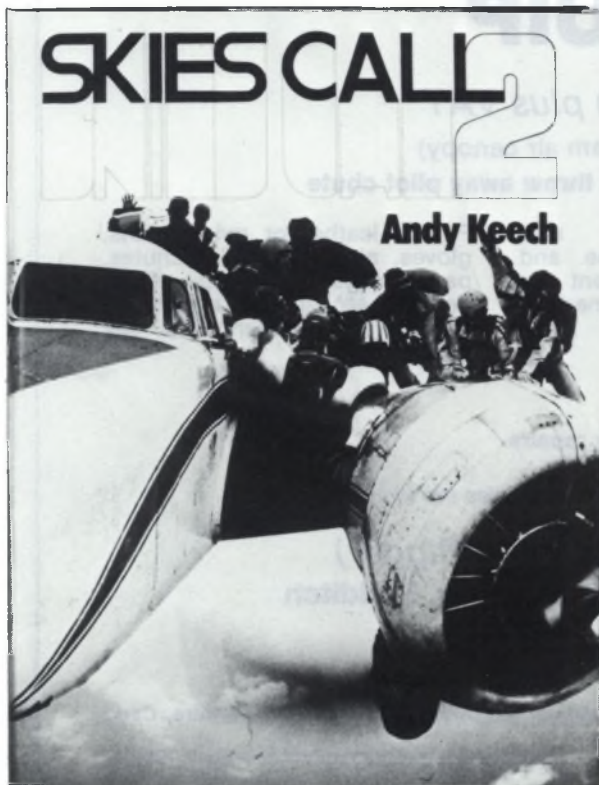
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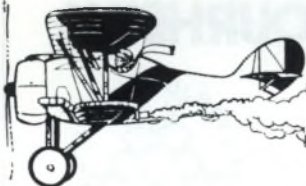
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