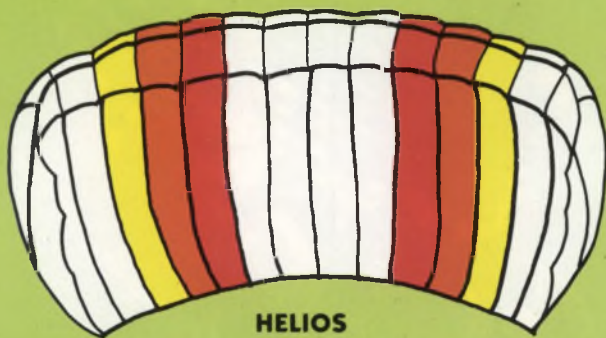


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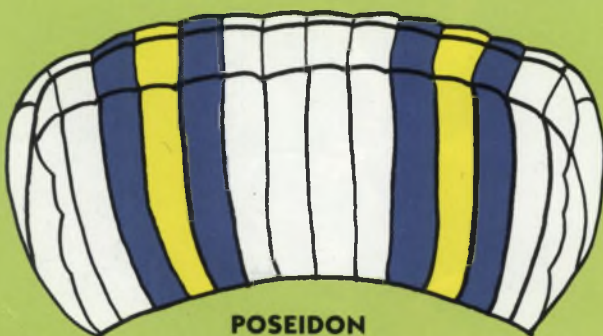


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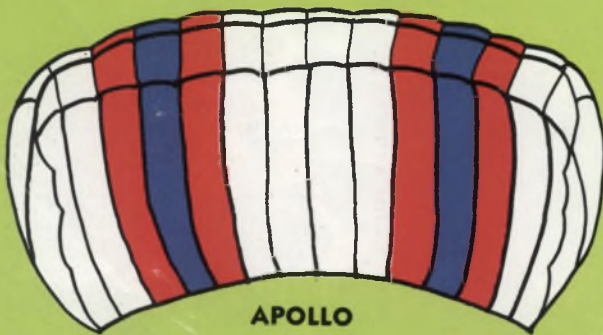
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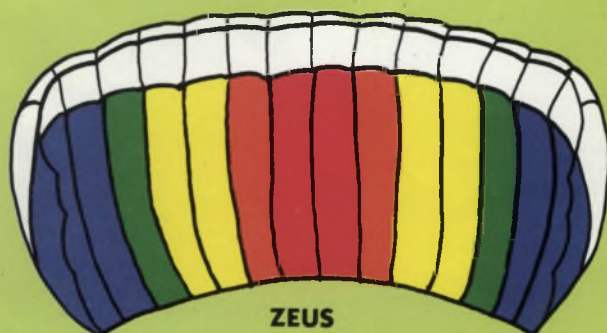
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The School of Free Fall Parachuting
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Centre, Pump Street, Stoke-on-Trent,
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Tel: Preston 720848

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SPORT PARACHUTIST



THE JOURNAL OF THE
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Vol. 16 No. 6

DECEMBER 1979



EDITORIAL

After my 'apathy' editorial in the last issue I have been flooded with copy — so much so that I can't get it all in this issue. Thanks as always on your behalf to all who contribute to this magazine and make it what it is — keep up the good work.

Opposite the Council Members' names in the adjoining column I have printed the number of Council Meetings (out of 9) that each has attended in 1979. Use your votes for the 1980 Council carefully — you get who you deserve — remember you don't have to use all 18 of your votes.

We have plenty of problems facing the sport in the coming year — let's all work *together* as a united and spirited British Parachute Association in fighting for what we love dearly — the most fantastic sport in the world.

Have a great Christmas and plenty of safe enjoyable skydives in 1980—

Take care,

Charlie



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

Copy date for the next issue — Monday, 14 January 1980

Cover photo — 42 man over Zephyr Hills by Paul Proctor

Editor's Note

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



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THE DROP MAN

Calendar of Events 1980

Jan. 5	Instructors Convention, A.G.M.	Leicester
Jan. 28, 29, 30	CIP Meeting	Paris
Feb. 18-22	PI Course 1/80	Netheravon
Feb 25-29	Exam Course 1/80	Netheravon
May 12-16	Exam Course 2/80	Brunton
May 19-23	PI Course 2/80	Brunton
May 28-June 5	Army Championships	Netheravon
July 3-13	National Championships	To be notified
July 19-25	RAPA Championships	Bad Lippspringe
Aug. 16-30	World Championships	Bulgaria
Sept. 15-19	Exam Course 3/80	Sibson
Sept. 22-26	PI Course 3/80	Sibson

CONGRATULATIONS TO:

Symbiosis for winning the 8-man Sequential and for being part of the runner-up teams in the 10, 16 and 20-man Events at the recent Pumpkin Meet at Zephyr Hills. (More of this in the next issue— I hope! — Ed.)

also to:

John Parker, Micky Boys and Colin Kendrick for being the first Brits. to do a Cliff Dive at El Capitan — the latter, Colin, was, in company with B. J. Worth, the first to do it at NIGHT!

and to:

John Laing on being promoted RSM, representing BPA as a judge at the Zephyr Hills Pumpkin Meet and participating in a record night 24-man while he was there.

and finally to:

John and Sally Williams for the arrival of their first born — 7 lb 6½ oz Joelle.



Islander exit

photo— Collin Bruce

OVERHEARD AT CARK

The Tiger Moths and Barratts Free Fall Teams were to do a combined demo at Keswick using two aircraft out of Cark. The lead aircraft was to be flown by Arthur Bird, a 60 odd year old ex-Lancaster pilot, the trail aircraft by 20 year old Tim.

Say's Tim to Arthur 'Do you think you'll be able to find Keswick alright Arthur?'

Arthur gives Tim a quizzical look and replies 'If I can find Berlin at night time I don't think I'll have much trouble finding Keswick in daylight!'

SUPERFLY

YOU FIX FOR US TO THROW
A BIG CHRISTMAS PARTY FOR
YOUR ROTTEN SKYDIVER FRIENDS

... I END UP DOING ALL THE
PREPARATIONS
... WHAT DO YOU DO !!



HUH!
TYPICAL!





BPA PI Course 3/79 at Sibson.



"I'd better warn you dear, one of your presents is a Hot-Dog with a rather strong spring!"



Nigel (Pink) Panther on a back garden job.



BPA Exam Course 3/79 at Sibson.



Terry Crows sent this photo of the 182 and 172 now regularly in use at Tilstock.





"I see that on your hundredth jump, you turned a full series in under eleven seconds . . .



... I did it quicker than that on my forty-fourth jump!"



Fiwetz

"Yes, but mine was intentional!"



Congratulations to Bill Campbell and Jean Jones on their recent wedding — seen with members of the Hereford Parachute Club who jumped into the reception.

□ □ □

Another wedding — congratulations also to Steve Eversfield and Paula Laws, both of the Peterborough Parachute Centre, on theirs.



SEASON WITH THE TEAM

The year is over. The demo's done.
For me this is the final one.
Cause I won't do, I've quit the scene.
Another season with the team.

No more a summer of sweat and strain.
To risk my neck in wind and rain.
And drives that made a rally small.
To find we could not jump, at all.

Now jumps at centres are all the same.
And every one is really tame.
At least to me that's how they seem.
Another season with the team?

With balding pate and clacking teeth,
I'm creaking at the seams,
And I've heard it said I'm much to old
To still be wearing jeans!

But when I think of that great roar.
As I dropped on 'Old Trafford's' Floor.
And laughs till all our throats were sore.
Should I partake this cup no more?

Still, I don't much like being guilty-sad.
When daughter says 'Where is my dad?'
Cause getting lots of demo's in.
Means weekends lost to wife and kin.

Hell! 'Barratts' have gone mad with loot,
And bought us each a brand new 'chute.
Plus magic kit beyond our dreams.
Can I forsake this team of teams?

I'll strain my marriage one more year.
I'll lie and cheat and scheme.
But man I've simply got to have,
Next season with the team.

KEN HOLT

**GIVE THE LADIES A WELL
EARNED NIGHT OUT — SUPPORT THE
BPA DINNER/DANCE
4th January, 1980**

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IF SO CHARLIE IS ORGANISING A
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Contact him on 0980-52601 (W), 52543 (H)**



Happy Christmas Children! Father Christmas on exit heavily disguised as Paul Hick.



Nigel (Pinky) Panther with his fan club and overleaf in free fall.

photo— Chris Thomas





Dear Charlie,

Grovelling in the safety of my arm chair, I read George Harrison's letter (October '79 Journal), laughed and realised that I have all the qualifications to be a Member of his CLODS or SLUGS. But surely he omitted to include one other qualification, that of landing on one's head — his letter indicates that he has had this experience — sorry George.

Let it be known that I for one love my static-line, and refuse to become a Free-Fall Skygod. Frankly I admire them, but somehow I was never blessed with such courage and skill. One day my Instructors will breath a sigh of relief, permitting me to do my first pull, then rest assured I will revert to the static-line for keeps.

At the ripe old age of 58 years (POPS membership applied for) I am enjoying my Membership of Headcorn Parachute Club, the high standards set by Dave Parker and his team, and most of all the friendly, helpful attitude of all the Members. Watch this Club — I predict that it will soon head the field and be a name to be revered.

Sorry George, you are too late, the CLODS/SLUGS already exists, no Badge needed, our actions speak for themselves.

LES HOWELL
BPA No. 69350

Dear Charlie,

Would you kindly allow me through the BPA Journal to express my thanks to all concerned in the help I have received from your members and instructors.

At the age of 54 years I was introduced to Sport Parachuting, although I must admit I have had many years of 'strap-hanging' in the Services. I feel that I have missed out on many years of a good class sport. Now I find that I have a new lease of life and hope to continue for many years yet.

Special thanks are due to Phil and Sally Corr, Ray Hill-Cousins of the Spreadeagles, Mr. Laing at Netheravon and last of all to your good self when I had the privilege of being dispatched by you over Netheravon on Sunday, 5th August, 1979. In fact I found all the Staff at Netheravon and other Clubs very friendly and only too willing to help. My advice to anyone contemplating taking up this sport is to really listen to the instructors, ask as many questions as you can, you will find that they will help in every way possible. I have found many good friends through this activity. Incidentally I found your book *Sport Parachuting* to be invaluable.

Once again my thanks to everyone for the help and confidence they gave me.

Yours faithfully,

KEN HILL

Dear Sky-Gods + All Others,

Thank you all for the kindness you have all shown since Pat's death. I hasten to add also the friendship prior to this.

It was a great turn-out at the funeral, one which would have touched Pat deeply, which the rest of the family found really amazing.

I think that one of the most remarkable points was when an aircraft flew over during the Service. Apparently, I've been told since, many were expecting the engines to cut (fools).

At the pub afterwards a Rapide also flew over, as well as other aircraft. Not surprising really as we were right next to Booker Airfield.

Anyway what can I say to all of you, but thank you, for the flowers, letters, and just being you. An additional thanks to all Pops who attended the Shobdon Pops' Meet straight after the Service. I enjoyed myself as did many others.

See you all on various DZs. Happy and Safe Landings,
MELANIE

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The RW Speedstar Meet — Weston Sept '79

Well RAFSPA did us proud once more at Weston. If you remember we had an April POP's meet. But due to bad met. we had to postpone the RW till September.

With Ray changing the rules, no doubt to prevent those pairs who had been practicing for the last meet and since. Instead of pairs we had threes joined together. Another factor was that numbers weren't as high as first anticipated.

I arrived straight from work on the Friday evening as did many others. On Saturday morning the cloud base was down to 5 grand. So after the briefing it was all a matter of getting kitted up and getting on with the competition.

By 7 on the Saturday evening three rounds had been completed with the exception of one team: which were at this point laying 2nd: Mike Timon — Richard Atherton and Ken Knight — They all needed to get their 3 man in 6 seconds.

I offered to lace their drinks with the lethal Vodka, but no-one took me seriously. Just as well as Vodka supply dangerously low — in fact we ran out.

Prior to the disco — we had a film show to allow those more fussy individuals to wash and brush up. The disco itself was great with twenty POPs plus all their families and naturally all RAFSPA and guests.

Pat had taken the food for granted. Luckily we noticed the error the week-end prior to the Meet. So all thanks to Donny for arranging the food at the very last minute. This preventing many moans from hungry POP's and staff.

Micky Free-fall being master of ceremonies again with the Raffle

1st Prize — was some 'Rele-Estate'. A sod of Weston

Grass, Gravel from the pit and a large bottle of Phyllosan also a ticket to 11,000ft.

2nd Prize — Pat Work's book — 'United we fall' given by SKYSPORTS.

3rd Prize — Bottles of whisky given by a POP, thanks and Dave.

4th Prize —

The bar finally closed at two. Though I'm sure I was still drinking at this time and later.

Sunday morning the met man at Brize Norton hadn't lied cloud base yet again Low. At 1 pm the team managed to get their lift up. Though still only getting 5 grand.

The presentation was amusing. Pat asked Cookie to give the prizes, so he should thank RAFSPA with a subtle hint that all POPs would appreciate to return to Weston next Year — How about it?.

Gold — John Norris, Gerry Cooper and Graham St. Clair, Graham also gaining a Geelan Jumpsuit for being best Cat. 9.

Silver — Mike Timon, Richard Atherton and Ken Knight.

Bronze — Mike Geelan, Pete Best and Barney Cudd.

The two tankards given by the Sunday Telegraph or Express? for Star Years went to Mick Geelan and Pete Best.

With Lofty adding his normal wit — when Mick collected his tankard Lofty said 'So now you have two things to Polish'.

That wraps up the Weston '79 — Meet — But none possible without all the help we receive from RAFSPA and naturally without POPs being there to compete.



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The POPS at Shobdon

As one guy said to me "All you POPS seem to do, is crack in a couple of lobs, hand out prizes and then have a whale of a time."

Well so it seems, because there we were, at it again, this time at Shobdon only a few weeks after the POPS RW at Weston. What had started out as just a fun weekend for the oldies (before the onset of the winter twinges), had turned into a competition of sorts, lots of prizes and of course the inevitable shindig afterwards.

To a degree, the proceedings were overshadowed by Pat Keeley's tragic and untimely death, only the week before. Our first reaction was to cancel the weekend, but on reflection and bearing in mind the terrific amount of work, which Pat and Paddy Mulvey had put in, we decided to go ahead. Pat's daughter Melanie was wholeheartedly in agreement with this. So like I said, there we were . . .

Mac M'Carthy and his gang had everything laid on, two aircraft and a fairly loose set of rules. Thus on the Saturday we managed to complete the accuracy competition of three rounds, three categories, flat circulars, P.C.s and squares. Following some fairly intensive barracking round the pit by L/cpl Harrison and myself, we managed to totally destroy Gladys Geelan and Mike Timon (up to this, hot favourites), who both zapped on their last jump. This enabled Peter Prior to nip in smartly and pip the first prize. The inevitable squeaking and irate demands for a rejump were very sensibly ignored by the judges.

Archie (The Lad) did a lob and on drifting across the DZ at about 1500 feet, (all eight stone of him, under a huge T10), disappeared from view into a farm of sorts, hotly pursued by half the membership of POPS UK and an irate BBC producer and camera crew. He returned later somewhat chastened, and not exactly smelling of roses, having executed a neat PLF into a sewage tank. Thus completely cocking up a BBC epic for Nationwide, which had been two days in the making. Much later, his dedicated consumption of Malt whisky, was not to drown his sorrows but was, he informed me, "To kill off any bugs which I might have picked up." What a guy!!!

The culmination of the days' events was to be a POPS 5

man, Tom Morrison Top Pop US, Mick Geelan, Mike Timon, Richard Atherton and myself. By the time we reached 10,000 feet it was very nearly dark. We managed a three man and a glimpse of R. Atherton drifting by in his enormous, new Balloon suit, like some ghostly parody of The Flying Dutchman. At one stage I felt a furtive plucking at my leg, which I can only assume was Mike Timon. Alas, the best laid plans etc. . . . On landing it was hell bent for the buffet, booze up and disco and finally everybody legless and so to bed.

Following the usual pattern of Pops weekends, Sunday dawned absolutely bloody awful. This has happened on each of the Pops meets, I think it is a direct result of the clouds of beer fumes rising from the area and the intensive praying of the guys who happen to be in the lead at the end of day one. Consequently the Almighty becomes so confused, that he just pulls the plug out.

So into the tent to distribute the prizes. Peter Prior had donated several bottles of brandy, each mounted on a model of a wooden rocking chair, superbly appropriate for the occasion. Having won one of these himself, he then very generously handed it over to Archie. Tom Morrison the Top Pop US gave many pens and mementos, and gave us an insight into the Pops scene in the States. As a direct result of this we are going to arrange a trip to the first Pops Meet in the States in 1980, details will be sent out to members via the newsletter. So it went on, prizes from Mac, Steve Talbot and many many more. I think we all felt a bit choked when Melanie Keeley stepped forward to receive the prize won by Pat and his team at the Shobdon Round Canopy Meet. Dave Howerski then offered to donate £1.25 to Pops funds for every copy of his book 'Body Flying' which is purchased by a member of Pops. Already we have received £11.25 in royalties, many thanks Dave.

It was with genuine regret that people started to make tracks, there had been a lot of open hearted generosity, a load of laughs, more than a touch of sadness and a feeling of great comradeship prevailed. Something about these occasions seems to bring out the very best in people and if that is all we ever achieve, then surely it's all worthwhile.

COOKEY

BUZZ'S CANADIAN COLUMN

The World Championships have come and gone, and brought some surprises. As anticipated the United States took the eight man, while Canada, with the same four from 1977 still together, repeated in the four man. The surprises from our point of view were the performance of the Chinese, who surely must have set some kind of record performance for a country in its first world championship, and the placing of our eight man team, who were essentially a pick up team formed just before the Nationals. Pleased with the prospect of a bronze medal, the posting of the French ninth round score of one, having been busted on the first interim on what had seemed to be a five point dive, caused a certain amount of pandemonium and excitement.

The fact that Canada had again won medals at a world championship increases the interest in hosting such a competition in this country. Last March, Pierre Forand was given the responsibility of setting up a committee to research the feasibility of hosting a world championship. After a disagreement with the BOD in connection with a commercial centre in Quebec, he resigned from the job, having accomplished precisely nothing. The CSPA BOD

asked me to take over from where Pierre had left off, meaning that I could start where and how I chose. I accepted the challenge, not without some reluctance as I see the job as a three or four year project, if it is carried through to a conclusion.

It has been my experience that 95% of the work and organisation should be completed before the opening day of competition, and that once jumping starts a well organised meet functions with a minimum number of problems. With a world meet this is of extreme importance, simply because of the fact that it is a world competition. The only thing that a competitor or official should be able to complain about is the weather, something over which no one has any control.

There are three fundamental items to be resolved before a decision can be made to go ahead. These are:

- i Location and site
- ii Availability and source of funding
- iii Events (style/acc or relative work)

The requirements for a site are numerous and include; freedom from air traffic control, sufficient accom-

modation within reasonable distance, close to a major airport with a scheduled air service, good weather etc. It may be difficult to appreciate but notwithstanding the size of the country, the number of suitable sites in Canada is limited. The regular drop zones are generally wholly unsuitable, while other likely airports have too much air traffic or are in controlled airspace and given the current paranoia of Air Traffic Control in this country, blanket clearance for a parachute meet is unlikely.

Funding is always a problem, since the entry fees can never go very far to covering the cost of a world championship. We should be able to access two sources of funding — federal and provincial. The federal brings up the problems associated with the federal government's policy towards apartheid and sport. They will not provide funding for any event which allows participation of teams from South Africa, Rhodesia etc. In theory the FAI requires the host to guarantee entry for all FAI countries, which include South Africa. However the last three world championships have had problems in this regard. Australia would not issue visas nor would Yugoslavia in 1978 nor France in 1979. The situation of course puts the FAI on the horns of a dilemma. If it insists on full participation then there will be no hosts for world championships; if it goes the other way then it violates its own code of conduct. The latter is unfortunately the only choice the FAI can realistically make and each host Aeroclub must wrestle with its own conscience as to whether it wants to host a meet excluding certain countries.

CSPA has to face that question.

In choosing between style/accuracy and relative work, one has to recognise that relative work is far easier to organise both from a parachuting and political point of view. I can make no prediction at this time as to which way CSPA will go.

BUZZ



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Action over Netheravon.

photo— Arthur Gibson

THE CARL WHITBREAD ACCURACY MEET - 1979

This year's meet was held over the weekend 22/23 September and after a week of terrible weather in the area we were lucky to hold the competition at all. However fate went our way and Saturday morning dawned bright and clear in very respect if a little cold. Two aircraft were in use, Carl's C182 and the Reims Rocket belonging to Don Sidebottom. The meet kicked off at 0900 hours when Doug Peacock made the draw after an introduction by Meet Director, Gerry Wilkinson. This year's entry was a staggering seventeen teams from all over Great Britain.

Everyone made their way to the pit for the WDI lift which went off without a hitch once the BPA Caravan had been removed from the windline. The wind at this stage was negligible and the electronic scoring pad was in use. Chief Judge was Doug Peacock with Biff Burns, Martin Rennie and assistance from Amanda Redfern. Round One commenced with the Golden Lions jumping first and B. Charters and D. Forester both being granted re-jumps when the pad failed to register their scores. However after such an ominous start things soon settled down and Round One got well under way. The first disc of the meet was taken early on in this round by Arthur Collingwood whose team, 'Two plus Proprietors', was soon re-christened the 'Golden Oldies', other members of his team being Dave Prince, Alan Morris and Tracy Rixon. Other discs in Round One were taken by Bob Hull, (Peterborough Reserves), Brian Shaw (NWPC A) and Neville Howard (North East Load Show). At the end of the round the situation was fairly close with prominent scores as follows: NWPC A — 0.96; The Golden Oldies — 1.06; Peterborough United — 1.11; Peterborough Reserves — 1.25 and the Golden Lions with 1.29 after their rejump.

We went straight into Round Two with all teams jumping again in order. During this round Andrew Morris established himself as a strong contender for the Best Round Title when he brought his total score to 1.71 with another daring approach. Neville Howard took a second disc, the only competitor to do so putting himself into the lead for the Individual Title closely followed by Bob Hull with 0.05. The only other disc in Round Two was taken by Peter Fox (Every Chance). NWPC A had a team score of 0.73 but the Golden Oldies took 0.36 to put them up into the lead. Peterborough United emulated their Round One score of 1.11 and Peterborough Reserves took 0.68 to leave them lying third. The Golden Lions had a score of 1.71 on this round and many teams dashed what could have been promising scores by taking larger scores and zaps. At the end of Round Two the contenders for the titles were fairly well established.

The wind started to change direction and increase slightly and the final round started shortly after 2pm almost certain to be completed that day. The Golden Lions brought their total score to 3.61 and Every Chance were next to go with Peter Fox being awarded a rejump after a malfunction. Golden Oldies, the current leaders, emplaned and the NWPC and Peterborough teams gathered around the pit to watch. Tracy Rixon and Arthur Collingwood took 0.34 and 0.25 respectively and Alan Morris got a disc. As Dave Prince came in the pad failed to register his score and he was awarded a rejump. Frantically working out scores in their heads, NWPC A emplaned and then took a total of 0.24, suddenly jubilant when they realised that this put them into first place whatever the outcome of Pringey's rejump. They were followed by Peterborough United with 0.42 and Peterborough Reserves with 1.64 which left Peterborough United in third position. North East Load Show emplaned and everyone was waiting to see if Neville Howard took a third disc but he had a steering line malfunction which left

a lift of re-jumpers to finish the competition. Bob Hull had already scored a disc on his Round Three jump as had Brian Shaw, Denis Garner and Ray McGuire. After a quick repack the last lift came in and Peter Fox, Dave Prince and Neville Howard all took a disc each, a fitting end to a good competition and one which left Neville Howard in first place for The Individual Trophy after being the only person to disc out.

After the successful completion of the meet in the one day, a disco and buffet was held on the Saturday night at the adjacent caravan site and attended by all. Credit must go to Joyce who arranged the evening and to one of the local pubs, The Rose & Crown for preparing such an excellent spread. The presentation of trophies and prizes was made half way through the evening by Cooney and a BPA Certificate was awarded to Tim Hall for completion of 200 hours of jump flying. AND NOW THE CREDITS...

In conclusion a vote of thanks must go to everyone who worked so hard to make such a successful meet:

Pilots: Tim Hall, Colin Dawson, Joe Alanby, Brian Laithwaite & Chief Pilot Ben.
Judges: Chief Judge Doug Peacock, Biff Burns, Martin Rennie & Amanda Redfern.
Recorders: Gwen, Carol and Stevie Kenny.
Manifester: Ann Wilson.
Meet Director: Gerry Wilkinson.

Thank you also to Joyce and Doreen for supplying food all day and also to the competitors, many of whom travelled considerable distances. We hope to see you all again next year.

OFFICIAL RESULTS

TEAMS:

1st & £100 — NWPC 'A'
2nd & £60 — The Golden Oldies
3rd & £40 — Peterborough United

INDIVIDUAL:

1st, Whitbread Trophy & £50 — Neville Howard
2nd & £30 — Bob Hull
3rd & £20 — Ray McGuire
Best Round Canopy & £20 — Andrew Morris
Best Lady & £20 — Tracy Rixon.
Lack of photos— Nick Cullum *Words by Amanda Redfern*

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GLIMPSE INTO THE PAST

This article was sparked off by the photograph below appearing in the July issue of the USPAs 'Parachutist' with the caption: 'US Team . . . at the Fourth World Parachuting Championships in Bratislava, Czechoslovakia in 1958. . . two British jumpers (the whole British Team that year).' Knowing that this was simply not true I wrote to Sue Philips, (Sue Burges as she was then),



the gorgeous girl in the photo, for her comments. I quote from her letter that introduced the article that follows:

Re your question regarding the 3rd World Para. Champs. at Bratislava, what actually happened was this. It was decided to hold the "first ever British National Champs." on Saturday 12th, 1958 at Coventry . . . same day and venue as the National Air Races, I see from old newspaper cuttings. How many entered they don't say, and it's so long ago that I can't remember. On the day, it was simply pouring with rain and apparently "blowing a gale", and we had to jump from Tiger Moths — which as you probably know, involved "riding" up to height whilst sitting astride the edge of the front cockpit with one foot on the seat and one on the catwalk outside.

It had previously been decided by "the powers that be" that the first 4 should represent GB in Czechoslovakia. I do have cuttings here from 'The Royal Aero Club Gazette' together with letters saying that we had been nominated by them, but that may have just been "official sanction" after the event . . . I don't know.

Anyway, by some extraordinary fluke I got nearest the target — and you'll die laughing when you realise our respective distances in comparison to today's scores: me = 42 feet and Jim McLoughlin = 93; whilst I seem to vaguely remember that the next one up was 118', but then the 'chutes of those days were virtually unsteerable. (Excuses, excuses!!). So the team (in alphabetical order) was as follows:

Burges
Lee (Sgt. Denis)
McLoughlin (Sgt. Jim)
Reilly (Mike . . . I forget whether he was still in the Army).

World Parachuting Championships — 1958

The above event was memorable because it was the first occasion on which a team nominated by the Royal Aero Club took part. The team consisted of: Miss Sue Burges, the only woman member of the team; Mike Reilly (Captain) ex "Corps" member now at Loughborough; Jim McLoughlin, RAF PJI now stationed at Boscombe Down Experimental Station and Dennis Lee, a civilian who served with the 5th Bn. Parachute Regt (Scottish).



Sue Burges, Jim McLoughlin, Mike Reilly and Dennis Lee.

The venue for the Championships was BRATISLAVA in Czechoslovakia. The town borders the lower Carpathian mountains and is situated on the Blue Danube. Of course the team members insist that to be seen at its best, the surrounding countryside has to be viewed from a parachutist's 'stable' position. Bratislava is of historical interest, being the ancient seat of the Slovakian Kings of the Middle Ages.

Of more widespread interest were the vineyards, or rather the finished product from them, which — needless to say — was well and truly sampled by most of the competing teams.

The weather for the opening ceremony might have been a present from the British team, as the rain poured continuously, drenching all who were present. After this soggy beginning the gods relented and for the next week or so the conditions could not have been better.

Owing to some doubt as to the continuation of the good conditions, it was decided to increase the planned jumping schedule. This finally brought about the completion of the competition in eight days, instead of the 14 days allowed.

A full team consisted of 3 women and 5 men, but quite a few countries of the twelve who were competing were unable to provide this total. Belgium in fact having only one male representative. Russia and Czechoslovakia had

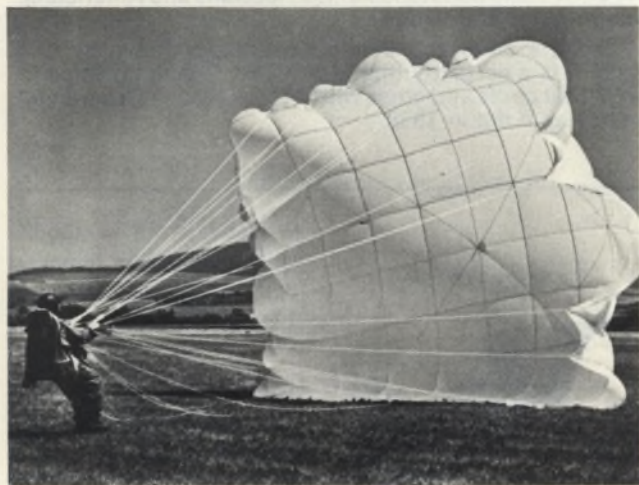
full complements, as did other of the Eastern European countries. This, coupled with their undoubted skill and experience, made them firm favourites. Russia finally did win each of the four team contests which made up the championships.

The aeroplane used was the Russian ANTONOV 2, AN-2 as it is normally called. A single engine aeroplane, it carried 8 parachutists, 1 judge, 1 photographer, plus pilot and co-pilot. The normal procedure being for the 'Czech' pilot to take off and land, and to hand over to the team's own pilot for the actual drops. The pilot for the British team was John Fricker, a journalist for 'Aeroplane' Magazine. He may be remembered by some of the more vintage members of the 'Corps', as he was an RAF PJI at Ringway during the War.

The AN-2 was notable for its ability to throttle back to 70 mph.

Exits were made 'facing' the engine, as this greatly assisted in obtaining a stable position as quickly as possible, an important point at Bratislava, as marks could be gained or lost for style.

The competition consisted of 4 contests, with each competitor being allowed two jumps at each contest; the points obtained being added together. Landings had to be made — in most cases — within a circle with a radius of 150 metres, in the centre of which was a cross roughly 20m in length.



Square parachute — circa 1958!



Sue Burges waits to go watching . . .



. . . others emplane.

Contest No. 1 consisted of: an exit from 1000m — 3100feet; an immediate opening; and a precision landing.

Owing to the high opening range — double what most of our team had been accustomed to — some of them failed to get in the circle, thereby receiving no score.

Contest No. 2 Involves exit from 1500m — 4920feet; hold stable position — a swallow dive one — facing direction of 'plane's flight, and not deviating more than 15 degrees left or right for a period of 15 to 23 seconds; open parachute, and precision landing as in (1).

Contest No. 3 is the most difficult one. Exit is from 2500m — 8180feet; hold delay — or 'stable' of from 35 to 43 seconds. For this contest one has to stable facing along a direction indicated by an arrow on the ground, doing so within 5 seconds. After 10 seconds, various signals from the ground will inform the parachutist what group of exercises he is to perform; these to be completed within 20 seconds. An example of the type of exercise would be: 1 turn left, 2 turns right, 2 left, 1 right. It should be mentioned here that a 'turn' consists of turning a 360° circle without losing one's stable position. At the completion of each turn the competitor has to be facing the direction of his indicating arrow. Marks could be gained or lost for early or late openings; the minimum opening under IFA rules being 1,350feet. This height gives sufficient time for the parachutist to throw his reserve if his main one should fail him.

Contest No. 4 was a team jump, with all members having to delay from 15-23 seconds and land as near to the centre of the cross as possible. Normally the cross was besieged by photographers, hoping to catch someone landing in the very centre of it.

Mike reported feeling the deepest chagrin when, on landing about 6 metres from the centre, he was the sole inhabitant of the cross — it seems they did not expect a British member to get so close! To add to his pleasure he was later informed that he had opened up 1.2 seconds too soon! The early opening being due to his having missed his starting lever on his stopwatch without being aware of it, and then having to estimate his height and rough estimate of his delay from his altimetre. His feelings can well be imagined — 1.2 seconds!

After Mike's clanger, Miss Sue (Burgeso) — as she was billed on the Czech score cards — presented one of the highlights of the championships.

Owing to wind, and using the American method of stabilizing, i.e. with arms swept back 'delta wing' fashion



Sue Burges after touchdown.

which gives a gliding effect to one's body, she eventually opened her 'chute about 2 kilometres, 1.2 miles (approx) past the circle. The many spectators, especially the parachutists themselves, sadly shook their heads at Sue's predicament; but the young lady confounded them all by landing 54 metres from the centre of the cross!

The Russians, with their appreciation of skill, were most vociferous in their praise of Britain's solitary woman competitor.

This, incidentally, was rated one of the longest controlled drifts seen by most of those present.

Sue obtained the top score in our team, followed by Mike, Jim and last, but not least, Dennis. When it is realised that Dennis had only completed 24 free falls prior to his Czech trip, with his longest delay being 20 seconds, it will be appreciated just how well he did perform.

To give some indication of how far Great Britain have to progress, if they are to compete on level terms with the top parachuting countries, let us consider a remark made to Mike on his 'clanger' landing. The Russian, who was later to win the individual honours, patted him on the shoulder and said, 'Don't let it worry you, there is no substitute for 1000 descents' (!!) It was later found that the most experienced of the Russian girls had over 1,500 descents to her credit.

Lee Sanborne, the American of 'Elastic Band' fame has over 800 jumps to his credit.

Compare Great Britain's averages.

Mike has 197, Sue 65 (approx), Jim McL. undoubtedly a great number of static line descents — which do not add to your skill at stabilizing or performing air exercises — but not nearly sufficient free falls.

Sanborne's 'elastic band' tag was given to him in the 3rd World Championships two years ago. To try and ease the opening shock of his parachute, and thereby allow him to obtain full control over his drift as soon as possible, he had fixed some simple elastic bands around the upper end of his rigging lines. These were supposed to gradually stretch until they snapped, and in the process minimise the opening shock. This was no crazy stunt either, because it had worked before; but during the competitions Sanborne was seen to hurtle earthwards past the height at which he should be opened up his main; finally his reserve 'chute mushroomed out. Wondering why it was necessary for him to use his reserve, the crowd were treated to his classic remark, 'Gee, to many 'lastic bands!'.

This time, no such haphazard tricks from the Yanks. They were the best equipped and smartest team at Bratislava. Our team endeared themselves to everyone there by presenting something of a 'Nick Stuart' picture; as they were conspicuous by their lack of uniformity in dress, and complete lack of worry in the face of officialdom. The latter tendency seemed to almost over-awe some of the communist teams.

No, Great Britain did not get anywhere near winning, but as the team said, 'we learned more in those two weeks than in the last two years. The mistakes made through lack of knowledge and experience will be rectified, and the advice and assistance of the Russians and Americans, will be put into practice'.

With the drive and keenness already shown by this team, it is a certainty that at the next Championships in 1960, that circle and cross will not look as small from 2,500 metres as it did in 1958.

R.R.

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SAFETY

A BULLETIN PUBLISHED BY THE INTERNATIONAL PARACHUTING COMMITTEE

Volume 1 — No. 4 — December 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

99.9% of all accidents are caused by simple human failure. Unless we have the necessary humility to admit our mistakes so that others may learn from them, the pursuit of safety is worthless. "Accidents will always happen — so why not accept the fact?" — Garbage! Accidents CAN be eliminated by constant, relentless dissemination of safety information.

SWISS SAFETY REPORT

Today, technique in sport parachuting and the evolution of equipment are so well developed that no unfortunate incident should happen. Nevertheless, fatal accidents do happen again and again. Although we have extensive command of our skill and our abilities, we are not yet good at the human approach to unexpected situations. An analysis of the twentyone fatal accidents over the past twenty years in Switzerland proves that the origin of most of them is human failure. The following is a list of these fatalities, classified by their reasons:

(a) no opening at all	5
(b) low opening with impact	5
(c) malfunction of main canopy, no or low opening of reserve	3
(d) drowned	2
(e) landing at high wind speed	1
(f) incorrect packing of main canopy	1
(g) landing with malfunctioned, not fully inflated canopy	1
(h) entanglement of main and reserve canopy	1
(i) impact after malfunction of main canopy and being equipped without reserve	1
(j) lack of oxygen in high-altitude-attempt	1
	21

As far as it concerns this list we do not want to point out that human failure cannot be calculated at all or in any cases and that we are not able to fight against this phenomenon. Quite the contrary, we believe that this problem can be identified through research. It is a pity that most jumpers do not talk frankly about emergencies, much less train in emergency procedures.

It is not only quite obvious, but even proved, that well trained parachutists — in Switzerland para-troopers

especially — face an emergency procedure with accuracy and thoroughly considered approach because they come to an understanding with the relevant problem and their behaviour is reflected by their reactions. As a matter of fact, not even one fatal accident has occurred in 40000 military jumps (most of them under unfavourable conditions), but there is one in 13500 in sport parachuting.

When a parachutist is taken by surprise and confronted with an emergency, it might be possible that, as result of a raised stress, he does not think of the procedure necessary to be taken. Even as a consequence of the additional stress he might show a reaction diametrically opposed to any logic. This perception demands not only the discussion of emergencies but above all the evolution of generally practicable emergency procedures. However, as far as this will not be considered as the only one or best solution, it will be at all times the safest one. A very specific behaviour can be attributed to each incident in the huge variety of which results a great number of different procedures. Experienced jumpers may show an outstanding ability for sudden reactions and correct decisions whereas the less experienced and the student lack this skill. In every case, time plays a very important role whenever a parachutist has to react in case of emergency immediately.

The following are some of the safety principles:

- (1) control of folding and packing in conformity with instructions and regulations
- (2) control of equipment
- (3) opening altitude (1800-2400ft)
- (4) minimum opening altitude (1500ft)
- (5) altitude of decision: in case of a malfunction which could not have been eliminated successfully and the emergency procedure has to be taken immediately
- (6) altitude control: an altimeter is needed

These are some of the great many safety rules, but they are fundamental to safety.

CONCLUSION

Every parachutist has to come to terms with the subject of safety. He has to discuss it with his team-mates and to ask advice from his instructor. Training of emergency procedures is an absolute necessity and should be carried out so often that it becomes instinctive.

'Only practice makes perfect!'

Urs Frischknecht/fm

RESERVE AT 400ft

The planned dive was a 3-man sequential, jumping at Sibson from the Islander at an altitude of 10000ft. We had planned 9 random manoeuvres with no contact between each. The exit wasn't so good but after sorting that out we proceeded to complete 6 manoeuvres breaking off at 2500ft!!!, an altitude I was fully aware of.

On tracking off I released the hand deploy on my Wonderhog II and waited for the bag packed Viking to open, it didn't but streamed instead. At this point I thought 'Damn, this isn't happening to me,' though having said that I realised I would have to cut away and did so promptly.

On operating the single point release I threw it away as I flicked onto my back. I then spent several seconds regaining stability before I located the reserve handle and pulled it. I glanced up to see the pilot chute grab air and deploy my National 26' reserve canopy. I had just enough time to operate the 4-line chop and turn into wind before landing. Ronnie O'Brien estimated that I was at an altitude of 400ft!!! under a fully inflated reserve.

What I should have done upon deciding to cut away was to visually locate both the reserve handle and the cutaway handle, then actually holding them both operate the cut-away closely followed by the reserve, regardless of the free fall position i.e. unstable or stable. Instead I became pre-occupied with cutting away because of a dread of doing just that. I must point out at this stage that I have not had occasion to cut-away before. On cutting away I was not prepared for the next sequence of events which delayed me even further from deploying my reserve, a delay which came very close to killing me!

After much thought I feel that the two main reasons for this incident are related to each other and are outlined below:

(1) *Complacency*: A euphoric attitude of 'Well I have not had a malfunction in 400 plus jumps, it always opens.' Parachutes DO MALFUNCTION on occasions for whatever reasons and they always take you by surprise.

(2) *Unfamiliarity with reserve drills*. It was not a total lack of practice that caused this, but it obviously had not been enough. Do not allow yourself the luxury of *thinking* you are familiar with your reserve drills, practice them until you *know* you are 100% versed with them.

This incident happened on my 657th jump and nearly killed me. Do not let this happen to you.

DAVE STEPHENS
D1897

INCIDENT REPORT FROM BELGIUM

1. *Date*: January 1979.
2. *Time*: Afternoon.
3. *Place*: Airfield of Moorsele, West-Flanders, Belgium.
4. *Altitude*: of jump: 10000ft. Of incident: 2800ft.
5. *Weather conditions*: Strong winds, clear sky.
6. *Parachutist*: male, 21 years, 3½ years in sport, ± 600

jumps, member Belgian National Team 1979 (Châteauroux) and Reims 1978.

7. *Equipment*: Rig: SST Racer with pull-out and 3-Ring-Circus. Main: Stratoflyer (Free-pack). Reserve: 19' Piglet II reserve (Bias).

The concerned jumper also wore a camera helmet (Canon AE-1).

8. *Description of the incident*: After a normal separation between 3500ft and 3000ft approx. (RW-Camera jump went uneventful) Jumper pulled main canopy and experienced an immediate left riser(s) separation (from the harness). Jumper almost instantly cut away (3 ring circus soft handle) and opened reserve uneventful shortly thereafter. Landing was hazardous, because of very hard winds and wearing of camera helmet. No injuries sustained, however.

9. *Examination of gear*: On examination of the left main riser pair, it appeared that one end of the (white) closing loop of the 3-ring circus had slipped out of the transverse ('circular') webbing, which is meant to hold it in place. This little transverse webbing was undone by us, which showed that the loop had only been held in place by the (large, 'ran') stitches, which held the webbing. *The Loop had not been separately stitched to the riser assembly.*

10. *Further consequences of the incident*: (a) We passed a word to the clubs to have 3-ring-circus rigs checked (especially SST racers). There was not another faulty rig found up till now.

(b) I've had a rigger stitch over my own 3-ring-riser loops (on another SST-Racer) since:

(i) It was a new gear, and

(ii) I didn't want to go through the action of tearing the risers apart, just to know whether the loops had been stitched or not.

(c) I talked about the incident with Bill Booth, inventor of the 3-ring-circus (as you all know) and he assured me that it was the first incident of its kind he had knowledge of (which incited me to write 'Safety') and that normal manufacturing procedure includes stitching of the loop to the riser, *before* the transverse webbing goes onto it. This procedure is said to be known to all manufacturers, who produce 3-ring-circuses under licence (A.O. The Jump Shack, manufacturer of the SSTs)

(d) The technical committee of the 'Vlaamse Liga van Paraklubs', our parachuting government body, decided that some of the responsibility of the incident should be inflicted upon the 'free-pack' method in use by the concerned jumper, packing method which, effectively, gives much higher opening shocks and, consequently, higher strains on the elements of the 3-ring-circus.

11. *Conclusion*: Most probably this incident was caused by one singular faulty rig, combined with a particular packing method. We do not think that there are other faulty 3-ring-circuses around.

ACCIDENT AND INCIDENT REPORT

Place: Corowa, border of NSW/VIC. Australia.

Date: August '79.

System: Wonderhog. Throw-away pilot-chute, mounted on leg strap.

Jumper: Male, 28 years, two years in sport with 120+ jumps.

After a relative load, jumper reaches for the plastic top of pilot-chute and fails to locate it (the third time on this system for this jumper in two months). Electing to use reserve, in preference to searching for throw-away, pulls the ripcord and finds the pilot-chute has emerged but sits in the burble. The jumper decides to clear it by going into a delta. This tactic did eliminate the hesitation, but then the pilot-chute tangles with the foot. The canopy proceeds

to clear the container and he scores a horse-shoe streamer. Much frantic leg shaking manages to clear the hinderance. Pilot-chute steers clear of canopy and develops.

On inspecting equipment and packing card, it was found that the jumper had packed the reserve although he wasn't certified to, but claimed to have followed common packing methods. The major problem that he utilized the "bridle stowing loop" that is used with the Wonderhog which:

- (a) was a 36 in (90cm) and not the 60 in (130cm) as is recommended in the manufacturer's "packing manual".
- b. that the bridle itself was stowed too short, 12 in (30 cm) below the base of the pilot-chute, hence the "BURBLE".

The jumpers corrective action also raises the eye-brow of the Knowing. Where did he get that gem from? "I kinda liked the idea at the time. . . ." 'Kinda' makes you wonder about his earlier instruction as a student!!!

The question of the 'lost' plastic top was asked, due to this frequency, and it appears that he is slightly paranoid of the possibility of the pilot-chute catching on something on the way out or down and shoves it further into the pocket every time he thinks of it. Unfortunately, this occurs every thousand feet or so.

Back to the gear, when he purchased the said gear he required a new bridle as the original couldn't be found, and then bought it or from an established dealer.

When it was first packed, the loop wasn't used as there was a rumour going around at the time. But the shortness of the bridle escaped the Senior Rigger's attention.

As in most of the Accident and Incident Reports which are circulated, there is always more than one attributing factor.

CAN YOU SPOT THEM ALL ? ? ? C'MON, HAVE A GO.

CORRESPONDENCE

Dear Editor,

In response to your request for data for 'Safety', I am submitting, this, a First Person 'Incident Report', and including some suggestions, which, in view of my being a 'fledgling' of only six weeks, and 21 jumps, I hope you do not find too presumptuous.

Firstly, I feel that I should attempt to introduce myself, as, I think in a safety portfolio, such as you are attempting to compile, a character profile may be of some significance.

I'm Mike, a 33 year old catering officer in the British Merchant Navy for the past ten years, ex-draughtsman, ex-research engineer, ex-hotel manager, ex-croupier, etc. In short none too stable. I arrived at Parachuting/Skydiving for several reasons, primarily, there was the sheer 'adrenalin pumping' appeal of the sport, but the secondary reason proved just as important — the discipline of the sport, for after many years in the alcohol induced, near euphoric state all too common in the passenger division of the B.M.N., I emerged to reality with a bruised ego, and a near complete lack of self-confidence. I had become, what the Arabs term a 'nebbish', a curious word that doesn't translate readily into English, approximately it means 'a physical vacuum', you probably know one, the person who can leave a room and it seems to fill up. Anyway to cut the story short, I needed not just a sport, but a character building discipline, and in parachuting I think that I have found one.

So, back to the report, which I hereby give you right to publish in part or whole, if you so desire or require, although I would prefer to remain anonymous, if possible.

Incident Report 68652/1

1. Date: 8th September, 1979.
2. Time: Approx. 9.00a.m.
3. Place: British Skysports, Grindale Aerodrome, Bridlington, East Yorks, England.
4. Height: 2,800ft.
5. Weather: 3-4 knots wind, blue skies, cloud ceiling 20 grand +.
6. Parachutist: Self, student for six weeks, 21st jump, 3rd 5sec delay, (Log Extract) 4 G.A.T.W. S/L, S/S. 1st D.R.C.P. went for reserve instead of dummy, bottled, returned to S/L. S/S. for next six jumps, then eight D.R.C.P.s, 1st F/F. went unstable on pull, next G.A.T.W. then incident.
7. Equipment: C.9.LL. main, I24, reserve, single pin R/C, Cessna 180.
8. Injuries: None.
9. Description: J/M. Critique, 'Good exit, release, position, count and pull, then rolled onto back before recovery. (Thrown lines, reserve deployed late, then brought back in after line cleared.)

I was subsequently grounded for 24 hours, and put back on D.R.C.P.s

Self critique: Although I hadn't much to drink, I'd stayed until 5.30a.m. reading, (*unknown to instructors*), and on rising at 8.00a.m. was feeling far from alert, I manifested, and was put on second lift. When I went out on wing I had poor mental control, and when I pulled R/C I rushed my right hand and my left hand went out of phase hence rolling me left on to my back, from which position I watched canopy deploy through my left armpit, I froze momentarily and then did poor recovery. On checking main canopy I discovered 6 or 7 lines over and spent several seconds debating line clearance before checking my relative ground position by which time I had started slowly rotating although my descent rate appeared acceptable. I immediately, if somewhat belatedly, deployed my reserve, but had poor throw owing to not first clearing some line from the bungees, I then shook my lines vigorously and the canopy inflated at the same time stealing the air from the main allowing its lines to slacken whereupon it inverted and inflated completely. I did a thorough check of both canopies then took restock of my relative ground position and found myself directly over Grindale village, making very little way, if any, but pointed in the direction of a field with several combine harvesters and tractors going 'hell for leather'. I was very worried about my landing position and after rechecking my main, elected to bring my reserve back in (as the lesser of the two evils). This I did and landed successfully on the safe field that I had opted for. I had of course to employ reverse steering.

10. Conclusions:

- (a) Sleep is of paramount importance for concentration. 'Don't attempt to jump 'dead tired', you might just end up that.
- (b) More emphasis should be put on R/C recovery.
- (c) More emphasis should be put on the clearance of some line before throwing in a manual deployment reserve system.

N.B. In no way in this report do I intend any slight on my instructors whom I consider excellent in every way.

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

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

INTERNATIONAL INCIDENT REPORT FORM

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

Please send supplementary diagrams and photographs.

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

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



Review — The PISA LoPo Reserve

Few people can have the foresight of knowing what to expect from their reserve canopy on its first deployment — even fewer would contemplate a deliberate reserve ride just to see how it would perform; but having recently taken the PISA 26' LoPo Conical for a 'test-drive' it would seem appropriate to record a word or two for potential purchasers.

First of all bear in mind that I'm not a paid up or lapsed member of the test-jumpers fraternity, nor for that matter a sky-god of vast repute . . . just an ordinary jumper who happened to be in the right place at the right time with nothing better to do.

The PISA 26' LoPo is light, only 7.1lb, manufactured from 1.1 calendered to LoPo Ripstop Nylon by Parachute Industries, South Africa, with twin steering slots and is easily accommodated in all/most reserve containers currently in use. The demonstration canopy is housed in a PISA 'Springhog' piggyback system, rigged for conventional bag deployment and ably assisted by a Hot Dog type pilot chute. The 'real' reserve being an identical canopy.

With a terminal deployment you get as positive an arrest as you could expect from a simulated reserve opening, with an oscillation-free descent of around 17 fps (with 175lb suspended weight at sea level). Directional control, whilst appearing slow to respond, is only a reflection of my use of high performance canopies and is in no way a criticism. For those of you who can remember C9 landings, then this canopy will bring back memories. My only criticism, not on the canopy itself or its performance, but on the length of the bridle cord on this particular piece of kit. Reducing its length by six or eight inches would prevent the pilot chute from fouling the lower lateral band.

I wouldn't mind finding the PISA 26' LoPo reserve in my Christmas stocking, as long as there was enough room for my Forum Annual 1979, Polaroid SX70, bumper-pack of 400 asa film . . . and at around £175.00 it's not expensive either. Seriously folks, if you are considering buying a new reserve the PISA 26' LoPo is a nice canopy, but don't take my word for it, contact CI Parachuting for a 'test-drive'. And whilst we're on the subject — when did you last re-pack your reserve!

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* Parachute Industries South Africa

THE SEC GEN'S COLUMN

The year is drawing fairly rapidly to a close and for me, at least, the time has flown by. As you know I only came to the job in January, and have never been in the position where I have learned so many different things so rapidly. During this time I have met many members of the Association and managed to visit a few clubs, although I wish that there had been more time available to visit many more. Perhaps next year I will be able to get out and see some of you.

At long last the administration situation appears to have stabilised. Since the end of August the memberships have been going out, in the main, by return of post, and hopefully this situation will continue. I sincerely hope that with a full complement of staff, there will not be a repeat of the backlog of membership and allied paperwork that has arisen this year. Having now been through the trauma of renewals etc. I think that we should be able to plan ahead sufficiently well so that all the paperwork is dealt with fairly quickly. In retrospect I feel that forward planning is a must in the organisation of the Association's affairs, and I already have many of next year's jobs lined up well in advance. Nomination papers for Council were sent out in the last issue of the magazine and in this issue voting papers will be included. Please use your constitutional right to vote.

The annual Dinner Dance is to be held at the Centre Hotel, Leicester, on the 4th of January 1980, tickets are on sale and can be booked via the BPA office. There are a limited number of places available so please book early to avoid disappointment. If anyone has any preference as to seating, 'whom with whom', please let us know well in advance so that arrangements can be made.

The Annual General Meeting is to take place at the Centre Hotel, Leicester, on Saturday the 5th January 1980, in the downstairs conference room. I hope that as many members as possible will be able to attend.

Both Sue Bates and Susie Sambhi have completed their ground training, but to date have not been able to make their first jump (well you all know what the weather has been like).

Hereunder are the results of the first two draws of the BPA Lottery.

Draw Number One

First prize	D C Schofield	Ticket Number 128847
Second prize	P Dyer	Ticket Number 174516
Third prize	Forde	Ticket Number 032600

Draw Number Two

First prize	P Flanagan	Ticket Number 031872
Second prize	L J Chesney	Ticket Number 051147
Third prize	Y Milne	Ticket Number 162804

There is still the third draw to come followed by the Grand Finale for the jackpot prizes to be drawn at the AGM. Please keep the counterfoils and money rolling in.

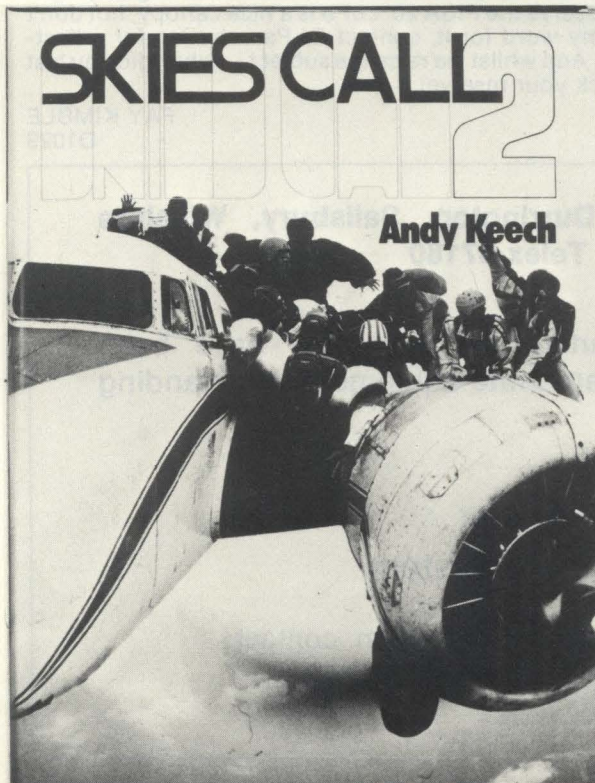
Finally may I say a personal thank you to everyone who has helped me through this first difficult (for me) year in the 'hot seat'. I really am most grateful for all the advice and guidance that I have received from Council and all members who have taken the trouble to write or telephone whether with a query, complaint or advice.

I look forward to seeing many new faces and to renewing acquaintances at the Dinner Dance and Annual General Meeting.

Yours Aye,

CHARLES PORT

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BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, WEDNESDAY 8th AUGUST 1979
held at Post House, Leicester

PRESENT

J. Crocker	<i>Chairman</i>
D. Peacock	<i>N.C.S.O.</i>
M. J. Stanton	<i>R.M.R.N.S.P.A.</i>
L. Melhuish	<i>Wales & West</i>
N. Addison	<i>Paraclan</i>
D. Orton	<i>Staffs</i>
M. Winwood	<i>L.I.F.F.T.</i>
R. J. Willis	<i>R.A.F.S.P.A.</i>
I. A. Louttit	<i>D.I.S.C.</i>
P. Young	<i>R.S.A.</i>
D. McCarthy	<i>Hereford</i>
J. Laing	<i>A.P.A.</i>
W. J. Meacock	<i>P.P.C.</i>
C. Shea-Simonds	<i>Co-opted</i>
J. H. Hitchen	<i>S.F.F.P.</i>
J. Sharples	<i>M.P.C.</i>
G. B. Shone	<i>Riggers</i>
A. Collingwood	<i>Headcorn</i>
L. N. E. St. John	<i>B.P.C.</i>
B. Nelson-West	<i>B.P.S. Langer</i>
A. G. Knight	<i>N.C.P.C.</i>

OBSERVERS

Sue Guppy	G. Keeble
P. Briggs	A. Young
D. J. Matchett	D. J. McCullough
G. Evans	P. T. Ledwards
J. Davies	Q. Rigby

APOLOGIES

E. Finney	P. Padley
-----------	-----------

Item 1

CONSIDERATION OF BTSO PAPER

Discussion of these proposals made by the Riggers Sub-Committee brought out the following points:

- a) The standards laid down in Annex A to the riggers paper were satisfactory.
- b) No provision for subsequent quality control of manufactured equipment was incorporated.
- c) STC was in receipt of evidence of poor quality workmanship currently being turned out by certified riggers.

In view of b) and c) the STC were reluctant to approve the scheme at the moment. The onus was therefore placed upon the riggers to show evidence that the standards laid down in Annex A to their paper were indeed being adhered to. The matter was to be reviewed in six months' time.

Item 2

STANDARDISATION IN THE USE OF CAPEWELL CANOPY RELEASES

D. Tylcoat proposed that the use of Capewell releases in specific emergency situations be introduced into the basic student training programme.

A paper by M. Winwood, summarising his training methods in this field was also read to the meeting. There was general discussion the outcome of which was as follows:

- a) The function of the Capewell releases was being taught by all CCIs.
- b) The teaching of the use of Capewells to student parachutists in emergency situations varied according to such factors as type of aircraft used and hazards peculiar to different DZs.
- c) The matter was one for the discretion of individual CCIs as to the teaching Capewell release drill in specific situations, i.e. canopy hangups on the tail or tail wheel; landings on the roofs of buildings; dragging situations.

It was proposed by C. Shea-Simonds and seconded by D. Orton that the matter remain at the discretion of CCIs as per (c) above. Carried by ten votes to seven.

The NCSO stated that guidance on this subject was incorporated into PI Courses.

Item 3

QUALIFICATION FOR CAT 9 TO INCLUDE AN INTENTIONAL CUTAWAY DESCENT

This proposal, by A. Smith, was read to the meeting and it was unanimously decided that such a regulation would be inappropriate.

Item 4

NSCO REPORT ON C. TYSON INCIDENT

This report was distributed to the meeting and discussion was deferred until the next meeting as the instructor concerned was not present.

Item 5

INCIDENTS

1. **M. Dunford, low pull at BCPA Championships**

Observers were asked to leave the room and a report on the incident was given by the NCSO. This was followed by a report by CCI Netheravon of previous incidents concerning this jumper in May, which had resulted in his being grounded for four weeks.

M. Dunford then addressed the meeting, saying that he now realised he had been seriously in error on two occasions.

It was unanimously decided that in the interests of his own safety and also to emphasise to all jumpers the dangers of low openings that M. Dunford be banned from parachuting worldwide for 12 months w.e.f. 13 July 1979 and that he recommend jumping from Cat. 1.

Lt. Dunford then thanked the Committee for their consideration of his case, fully accepted the decision and voluntarily surrendered his documents to the office. He stated it was his intention to start afresh in 12 months' time.

2. **Tandem pack supplied by Skysports**

This equipment has been supplied to Miss Sue Whitehouse and incorporated several potentially dangerous design faults which were demonstrated to the Committee by the senior rigger present, G. Shone. It was stated that the equipment had been designed, manufactured and marketed by R. Mills who was not a certified rigger.

The following actions were decided upon:

- a) A letter of severe warning was to be sent to R. Mills, with promise of further action in the event of future breaches.
- b) A letter to his employers, Skysports, reminding them of their supervisory obligations and of their responsibility for the content of their advertising was also to be sent.
- c) Full Council should discuss the larger question of the bona fides of advertisements appearing in the journal.
- d) An immediate Safety Notice should be sent to Clubs warning them of this equipment.

3. **TSE Jetstream**

Dissatisfaction at one of these models was expressed by K. Noble. It was decided that the list of faults be sent to the manufacturers for comment. The customer had been unable to do this personally as the manufacturer was currently out of the country.

W. J. Meacock was concerned over deterioration in the swaged eyelet of the Canopy releases supplied with a similar model.

This complaint was also to be forwarded.

Item 6

EXEMPTIONS

1. **N. Addison to act as CCI Paraclan, exemption from BSRs 2.2**
 N. Addison stated he would be responsible for all Paraclan parachuting at all times. His application was supported by the full Committee of Paraclan.

He has previously been granted exemption, not being an Advanced Instructor, to act as CCI Halfpenny Green and Scottish Parachute Club.

It was proposed by W. J. Meacock and seconded by D. McCarthy that such exemption be granted.

Carried by 11 votes to 5.

2. **R. Presgrave — Australian Instructor to attend Exam Course 3-79**
Proposed by J. Hitchen, seconded by J. Laing that a PI Course be waived and that Presgrave attend for examination purposes the Course 3-79.
Carried by 17 votes to 1.
3. **Daughter of P. Padley to jump 10 days prior to her 16th Birthday**
A REME Course was being run at the time in question. Proposed by D. Orton and seconded by C. Shea-Simonds. Carried with one vote against.

Item 7

PREVIOUS MINUTES AND MATTERS ARISING

Item 6.2 (b) This matter had been satisfactorily resolved between G. Phillips and CAA (Scotland).

The minutes were then passed.

With regard to the minutes of 3 May Item 10.1, concerning the use of TUs by student parachutists the following addendum is made:

'The situation at Langar is that D. Fisher, CCI stated that TU canopies currently in use would be phased out'.

Item 8

ANY OTHER BUSINESS

1. **Proposal to amend BSRs Sec 16 Para 8 to allow two Cat. 10 parachutists to jump with two Cat. 9 parachutists**
Made by T. Smith in the interests of more intensive instruction and consequent economy in jump costs. After some discussion, no change in the current system was deemed appropriate.

2. **Aviation Instructors Conference, Monday 1st October 1979**
Details of this Conference, to be held at the LORCH Conference Centre, High Wycombe, were given by C. Shea-Simonds. A provisional number of 20 vacancies at a cost of £5.30 per head had been allotted to BPA Instructors. It was unanimously agreed that, in the interests of full representation, Council should consider the funding of instructors attending.
3. **Letter from J. Hooper, CCI Zephyrhills**
A letter had been received by C. Shea-Simonds expressing a desire by J. Hooper to co-operate with BPA in the honouring of any grounding agreements. He was, however, concerned about certain adverse comments regarding safety standards at his DZ which had allegedly been made by some BPA members. The Chairman emphasised that the BPA had full confidence in current safety standards at Zephyrhills and that the odd remark filtering back to J. Hooper should in no way be interpreted as being the view of the STC.
4. **Application on behalf of I. King and D. O'Shea to jump ram air canopies without first making 25 high performance round canopy jumps**
Made by D. Howerski, by letter on the grounds of the applicants previous parascending experience. Not approved.
5. **Permanent grounding of Mark Sansom**
Applied by K. Noble on the grounds of dangerous practices by this first time S/L student. Agreed by the student. Agreed by STC.
6. **Re-instatement of D. Gillies as Instructor after rating lapsed through injury**
Recommended by W. J. Meacock. Unanimously agreed.

CLASSIFIED ADVERTISEMENTS

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

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Para Plane Cloud in Mini System, plus reserve tray—£230.00 contact Ian Haylock 0325-53715

Mk 1 PC in Mini System, plus reserve tray—£200.00 contact Ray Saunders, 25 Whinsmoor Drive, Carlisle, Cumbria.

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TU and T10A in Mini System—£230. Mk 1 PC and T10A in wedge and flat containers—£250. Allimaster II — £40.00. Paralert — £40. contact Steve Bartholomew 01-493-1114 (W) 0322-63295

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**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, THURSDAY 6th SEPTEMBER 1979
held at Kimberley House**

PRESENT

W. J. Meacock	<i>Chairman</i>
P. G. Mitchell	<i>Treasurer</i>
J. T. Crocker	<i>Chairman S.T.C.</i>
E. T. Lewington	
P. J. Byrne	
D. D. Orton	
J. L. Thomas	
J. Norris	
P. Slaughter	
J. Sharples	
R. E. Gays	
G. C. P. Shea-Simonds	
J. G. Starling	
S. Thomas	<i>Secretary BCPA</i>
D. Hennessy	<i>R.A.F.S.P.A.</i>

OBSERVERS

D. Howerski
Miss S. McCarthy
I. McTavish

IN ATTENDANCE

C. W. Port	<i>Secretary General</i>
D. Peacock	<i>N.C.S.O.</i>
D. Deeson	<i>Deeson Press Services</i>
T. Halter	<i>Deeson Press Services</i>

APOLOGIES

D. Prince	<i>Vice Chairman B.P.A.</i>
D. Waugh	
C. Bruce	
J. Hitchen	
J. Laing	

MINUTES OF COUNCIL MEETING 31st JULY 1979

Item 77/79

MATTERS ARISING

D. Kenny and A. Uragallo asked if the BPA would accept the trophies, on behalf of both teams, to be displayed in the Association's Office. The offer was gratefully accepted.

Proposed by J. T. Crocker and seconded by P. G. Mitchell that a vote of thanks and congratulations be made to both teams on their hard work and success.

Carried unanimously.

Item 68/79

- 1(i) The Extraordinary General Meeting would be held at the Post House at 6.30 pm on 30th October 1979. This was the only available date that the Post House could offer.
- 2(i) The Special Projects Officer, G. C. P. Shea-Simonds, had spoken to M. Lacher regarding the requirements for jumping in France. M. Lacher was, in fact, dealing with this matter at source.
- 2(ii) The letter to the Chairman of the ASP had not yet been sent, but would be in the post during next week.
- 2(iii) The name of D. D. Orton had been erroneously entered for the responsibility of forming an Aircraft Purchase Sub-Committee, it should read — 'D. Prince', the minutes would be altered accordingly.

Item 68/79

- 3(ii) The bid for DYMAR RADIO telephones was to be made as soon as the NCSO and Secretary General had finalised the proposals.

Item 71/79

The Secretary General brought Council up to date on the staff situation. An Office Junior, Miss T. Kemp had now been engaged and was settling into the office quite well. Mrs. Mantykiewicz had been employed as the part time book-keeper and she also was settling in well. Following representations from the Secretary General, a letter had been received from The Sports Council confirming that they were prepared to fund both new members of staff in place of Miss Blunt, who had now left the employ of the Association.

The question of membership was raised by G. C. P. Shea-Simonds, the situation now is that memberships are almost up to date. The Secretary General had circulated a letter to all clubs explaining the reasons for the back-log of memberships. Briefly the reasons were that there had been an increase, to 31st July of some 40% in memberships alone, there had been a lot of staff problems and the sales from the BPA Shop had also increased dramatically. It is anticipated that in future this back-log will not recur. The request was made that the situation, where both the NCSO and the Secretary General were away from the office at the same time be kept to a minimum. The Secretary General assured Council that he was away from the office only when absolutely necessary. There had been some complaints that Miss Bates had not been as efficient as possible and that the outer office, upon occasions was knee deep in paper. The Secretary General stated that so far as he was concerned Miss Bates was perfectly capable of running the outer office, and that at the times when mountains of paper were in evidence that it was all connected with the back-log and the paperwork was all part and parcel of the 'catching up' that was in progress.

Item 75/79

It was decided that the wording of this item be changed to read, 'approved status would not be granted because, all students did not take out immediate membership and that the CCI was not an advanced instructor'.

Item 76/79

Loan applications for Windy Gyle, and Northern Counties were being processed.

E. T. Lewington brought up the subject of the SAE grant to Mr. M. Bird. The situation was fluid last time, and M. Bird did not know whether he was going to rejoin the Army or not. The situation is that Mr. Bird had now rejoined the Army. E. T. Lewington stated that M. Bird was now back on the competition squad and that the grant from the SAF should now be paid as he was now in training for the 1980 World Championships. This was agreed.

Proposed by J. L. Thomas and seconded by D. D. Orton that the minutes of the Council Meeting of 31st July be accepted.

Carried unanimously.

Item 78/79

1. Minutes of the STC Meeting held on 8th August 1979

Item 5 a) b) d) — The NCSO had written to R. Mills regarding the tandem pack.

Item 5 c) — It was agreed that the Editor should be left to decide upon the bona-fides of advertisements.

Item 5 3) — J. L. Thomas would reply to the letter sent to Skysports.

It was agreed that the minutes of the STC Meeting held on 8th August 1979 be accepted.

2. Finance Sub-Committee Meeting held on 3rd September 1979

- i) The Treasurer, P. G. Mitchell, presented the draft accounts to the Council. The surplus for the year stands at £7,689, this is the final audited figure that will be in the final printed documents. The audited accounts will be printed and distributed to members as soon as is possible. A notification of the E.G.M. will also be sent at the same time.

It was felt that the ceiling on loans should be increased and that the Finance Sub-Committee therefore recommend that the following be implemented.

- a) The maximum loan at any-one time should be £2,000.
- b) That a maximum of £10,000 be on loan at any one time. However it was pointed out that Council could, if the situation arose, increase the amount of single loans.

Proposed by G. C. P. Shea-Simonds and seconded by J. Sharples that the recommendations be implemented.

Carried unanimously.

ii) Mileage Allowance

The new rates of mileage allowance as set out by the AA are 16½p per mile. The Council agreed to the recommendations of the Finance Sub-Committee that the mileage allowance be raised from 8p to 12p per mile.

Proposed by J. Sharples and seconded by D. Orton that the mileage allowance be increased to 12p per mile.

Carried unanimously.

iii) **Data Science International**

The proposals put to the Association by Data Sciences International were mentioned. Following the Secretary General's recommendation to the Finance Sub-Committee that the Association ought not to become involved at the present, the Finance Sub-Committee recommended that the Association should not go any further with this matter. Agreed.

iv) Due to the inflationary condition in the Country and the fact that there is a slippage in the fees over income. The Finance Sub-Committee made the recommendation that fees should be increased. However it was decided that the whole Council should look at the increases recommended and that this matter would be brought up for discussion and decision at the next Council Meeting.

The Secretary General was to write to the Scottish Association outlining the plans for an increase.

v) **Salary Increases**

The Secretary General and NCSO were invited to leave the Meeting while the matter of salary increases were discussed. A supplement for this item will follow.

Item 79/79

DEESON PRESS SERVICE

T. Halter and D. Deeson briefed the Council on the PR situation. It was with great concern that they informed Council that only one newspaper had taken up the information circulated to all newspapers concerning the results obtained by the British Teams at the World Championships. It was, they said, a matter of educating newspaper editors, that Sport Parachuting was indeed a sport and should be reported. Deesons produced copies of the *Reveille* in which there had been a large article printed. They also informed Council that there would be a large article in the next edition of *Penthouse*.

The Secretary General appraised Council that he had managed to arrange for a 1500 word introduction on Sport Parachuting to be in the magazine *Hemisphere*, to be followed by a 5000 word article in the following edition.

The suggestion was made by D. Deeson that the local clubs might be inclined to become involved with some large charity organisations. In this case there would be a wealth of publicity in their magazines which have a very large circulation. Deesons also have accounts with many house organisations, i.e. Metropolitan Hotels, this is a very large captive audience and offers a prospective membership.

Item 80/79

SPECIAL PROJECTS

It was proposed by G. C. P. Shea-Simonds and seconded by J. G. Starling that the Association defray the cost of the entry fee of Instructors attending the Aviation Instructors' Conference.

Item 81/79

LANGAR

It was agreed that while the situation regarding Langar was still fluid, people recommended for PI Courses would continue to be admitted.

The NCSO was to write to Langar requesting that Display Teams inform the local police before displays are made.

Item 82/79

FATAL PARACHUTING ACCIDENTS

It was agreed that Wing Commander Johnson be afforded access to records in order that he could compile a new paper on fatal parachuting accidents. The one rider being that the paper should be submitted for vetting by NCSO and STC.

Item 83/79

BODY FLIGHT

D. Howerski introduced his book to the Council and it was agreed that the Association buy in 100 copies for resale. Re-stocking would depend on the sale of the book.

Item 84/79

'A.O.B.'

i) **Midland Parachute Club — payment of 'Approved Club Status' grant 1978/79.**

It was agreed that the payment be made when the Secretary

General had checked to see whether the grant had already been paid. Secretary General also to send new forms for approved status to the Midland Parachute Club.

The NCSO to make a check on the status of the approved clubs.

ii) **Report on World Championships**

G. C. P. Shea-Simonds gave the Council a verbal report on the World Championships. He said that the organisation of the competition itself was very good, and that the standard of 'judging' was very high, in fact it was a 'no protest' meet. However the organization, administratively was disgusting. One major problem was accommodation, but eventually this was sorted out by himself and the NCSO. Once the competition began the situation became less of a problem. J. Laing did an outstanding job as the British judge. Bob Burn, single handed, ran the training judges seminar and did an excellent job. G. C. P. Shea-Simonds would be bringing this up in his report to the C.I.P. Of the two trainee judges J. Hitchen qualified as an International Judge. The Fiat van was a great help and some photographs of the team standing by the van were taken. Colliers provided the clothing, however G. C. P. Shea-Simonds felt that blazer and flannels as part of the team attire were a waste of money as the majority of Nations merely made use of track-suits. However, some photographs of the team in the outfits supplied by Colliers were taken and would be sent to them. He has written to thank APA for giving J. Laing, T. Andrews and M. Smith time off to take part, and they were invaluable members when morale was low. He has also written to R. Jeeps, Sports Council Chairman, T. Wilkinson, Liaison Officer, and to A. Weekes of the Sports Aid Foundation. He has also thanked the two team captains for their work.

iii) It was decided to see whether the time was now ripe to invite HRH The Prince Andrew to become President of the British Parachute Association.

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**BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING, THURSDAY 27th SEPTEMBER 1979
held at Post House, Leicester**

PRESENT

J. T. Crocker	<i>Chairman</i>
D. Peacock	<i>N.C.S.O.</i>
G. C. P. Shea-Simonds	<i>Co-opted</i>
R. O'Brien	<i>P.P.C.</i>
D. Tylcoat	<i>Headcorn</i>
I. A. Louttit	<i>D.I.S.C.</i>
M. Winwood	<i>L.I.F.F.T.</i>
M. Benyon	<i>S. Cotswold</i>
D. Orton	<i>Staffs</i>
J. L. Thomas	<i>Riggers</i>
G. B. Shone	<i>Riggers</i>
J. R. Nickolls	<i>Riggers</i>
D. T. Hickling	<i>Halfpenny Green</i>
J. Laing	<i>A.P.A.</i>
D. Prince	<i>N.W.P.C.</i>
P. Padley	<i>R.E.M.E.</i>
J. Sharples	<i>M.P.C.</i>
R. Willis	<i>R.A.F.S.P.A.</i>

OBSERVERS

R. Reiter	D. Thomas
J. Davis	Vera Davis
P. Walters	Diane Winkle

APOLOGIES

P. D. Young	L. Melhuish
J. Hitchen	W. J. Meacock
L. N. E. St. John	K. Noble

Prior to item 1, the facts relating to the fatality at Weston on the Green were given to the meeting. The formal report of the Board of Inquiry was to be submitted to the next meeting.

Item 1

REPORT ON DUNKESWELL (RN & RMSPA) INQUIRY — A. BURTON, PRESUMED DROWNED

The circumstances of the accident were related to the meeting, and a summary of the Board's conclusions and recommendations was given.

The recommendations were as follows:

1. DZ control for specialised descents, i.e. night and water where recovery considerations are paramount, must be under the DIRECT supervision of an Advanced Instructor.
2. Water drills as recommended by the STC (Meeting of 20 July 1976) be updated and incorporated into BSRs.
3. Lifejackets worn for intentional water descents must be fitted with serviceable CO₂ bottles or similar automatic inflation device.

Recommendation 1. was accepted.

Recommendation 2. was accepted, subject to the said updating and to this end the NCSO was to re-distribute WO Lewington's original paper for finalisation at the next Meeting (Annex A attached).

Recommendation 3. was accepted with the following addendum: 'Alternatively, the lifejacket must be fully inflated prior to exit, or be of an approved type of permanent buoyancy (cork, kapok, etc.).

Observers were asked to leave the meeting and questions arising out of the Board's report were put to the CCI RN & RMSPA (B. Wheller) and to the jumpmaster (M. Stanton). These two instructors were then requested to retire and the incident was discussed in camera. As a result of these deliberations, it was decided that the following disciplinary action should be taken against the two instructors concerned.

B. Wheller: His Examiner rating be withdrawn with immediate effect for a period of two years and that in order to be re-instated he should have to requalify as per BSRs. Sec 4.2.

M. Stanton: Was barred from applying for an Advanced Instructor rating for a period of two years w.e.f. the date of this meeting and was similarly barred from applying for an exemption to act as a CCI under Sec 2.2.

These instructors were then recalled and informed of the decisions. They were reminded of their right to appeal to Council in this matter.

Item 2

REPORT ON C. TYSON, INCIDENT — LANGAR

The report submitted by the NCSO was studied by the Meeting. It was decided that, as the incident occurred some eleven months previously no useful purpose would be served by discussing it further. The report was to be filed.

Item 3

EXAM COURSE 3 — 79 RESULTS

Details of this course were given by the NCSO. From a total of nineteen candidates, fourteen were successful and five were advised to submit themselves for re-examination. A full report would be circulated and CCIs of unsuccessful candidates would be written to.

Item 4

DELETED

Item 5

RECIPROCITY OF INSTRUCTOR RATINGS WITH THE AUSTRALIAN PARACHUTE FEDERATION

The APF were to be contacted for full details of their Instructor qualification scheme before a decision could be made.

Item 6

INCIDENTS

1. **R. Rigby — Netheravon**

The actions of this PI, a civilian working with the APA at weekends, were discussed. Whilst acting as Jumpmaster he exited the aircraft leaving inside a Cat 4 student whose equipment had become unserviceable. It was decided that R. Rigby's PI period be compulsorily extended from six months to nine months.

2. **Headcorn**

Student parachutist on first descent cutaway one side of perfectly deployed canopy after 15-20 secs of descent. (In attempt to cutaway both sides.)
IN EXPLANATION SHE STATED SHE THOUGHT SHE WAS HUNG UP FROM THE TAIL OF THE AIRCRAFT.
She deployed her reserve successfully but sustained crushed vertebrae on landing. The student was grounded as being unsuitable. D. Tylcoat, representing Headcorn, stated that instruction on the use of capewells by students at the Club was being revised.

Item 7

EXEMPTIONS

1. Helen Crestofi (Sec 27.2) passed riggers course October 1978 and given Advanced Packing Certificate June 1979. Riggers rating approved.
2. Deleted.
3. N. Harrison Appendix B.1.c(1) completed four months as PI at full time centre (APA Netheravon) Passed exam course 3—79. This result was ratified.

Item 8

PREVIOUS MINUTES AND MATTERS ARISING

Item 1 BTSO Paper

Details of the riggers proposals apropos this item were summarised by the NCSO. It was agreed

- a) that minutes of the riggers' meeting be circulated to all CCIs.
- b) that these proposals for an inspectorate system be put before Council along with a shortlist of proposed inspectors.

Item 5.2.a Skysports

The NCSO stated that to date no reply had been received from either R. Mills or S. Hughes. It was stated that R. Mills was no longer employed by Skysports. The NCSO was requested to write a further letter to S. Hughes on this matter.

Item 5.3 TSE Jetstream

In reply to the complaint lodged with STC, J. L. Thomas made a point by point refutation of the allegations. It was decided that no further action was appropriate.

The minutes were then passed.

Item 9

ANY OTHER BUSINESS

1. D. Orton requested permission to take riggers packing test and pack the Safety Flier.

J. L. Thomas stated that himself and D. Thomas were currently qualified by the manufacturers to pack the Safety Flier, but were so far not qualified as examiners in this respect.

It was decided that BPA policy in this area should follow the established philosophy viz:

'People that can pack are authorised to teach other people to pack'.

D. Orton was authorised to implement this decision.

2. **Kangol Helmets**

S. Talbot showed three Kangol Helmets to the Meeting and requested that they be approved for use.

Helmet 1, without ear protection, was rejected.

Helmet 2, lightweight was approved for use by Cat 10 jumpers only.

Helmet 3 was approved for general use.

3. **New Zealand Instructor — R. J. Caldwell**

This instructor had qualified in June 1975. It was requested that PI status be granted to enable him to work at Headcorn, and that he be allowed to attend the November Course for examination. This application was supported by C. Shea-Simonds. Granted.

4. **TSE 2 Stage Deployment Free Fall System**

An application by George Phillips, having made 12 descents with this equipment, for other selected Cat 10 jumpers to use it, was granted.

5. **D. Palmer**

An application by M. Winwood that D. Palmer (Approved Instructor) be allowed to act as CCI LIFFT was unanimously approved.

TO ALL CLUB CHIEF INSTRUCTORS (ANNEX A)

INTENTIONAL AND UNINTENTIONAL WATER DESCENT DRILLS

REFERENCE

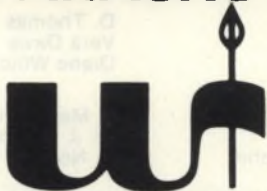
- A. JATE TASK 095/73 dated 14th November, 1973
 - B. JATE TASK 073/74 dated 13th November, 1975
1. References A and B above are military reports dealing with water descents and were only written after very extensive and detailed trials had been carried out. Reference A deals with unintentional entry into water, and Reference B with intentional entry into water. In both reports the drills are the same, and have subsequently been approved for use by all parachutists serving in H.M. Forces.
 2. The drills as far as sport parachutists are concerned make good sense and can quite easily be used without too much modification. A suggested sequence is listed below:
 - a. Goggles up
 - b. Secure ripcord
 - c. Secure gloves
 - d. Undo helmet chin strap
 - e. Release reserve parachute on one side
 - f. Both capewell covers down (unless 1 shot)
 - g. Release chest strap
 - h. Inflate life jacket
 - j. Both hands remain on control toggles until feet touch the water
 - k. Release both capewells
 - l. Move clear of parachute and rigging lines.
 3. To summarise I would like to stress certain points:
 - a. When operating within 1500 yards of water lifejackets must be worn by all parachutists. This must also apply when

flying over open expanses of water.

- b. Regardless of drills the parachutist must have the lifejacket inflated as the feet touch the water.
 - c. Once in the water all haste must be made to capewell the canopy and move clear.
4. In conclusion I would point out that Captain Tom Oxley and WO2 McQueen have already adopted these procedures at RAPA where they are now being taught to both students and experienced parachutists alike.
 5. Other points in conjunction with this paper which you may like to consider are:
 - a. A re-write of water procedures in the Regulations.
 - b. A central pool of lifejackets purchased by the Association and held at Leicester for use by Clubs as and when required.
 - c. If not these drills, then some drills must be enforced and made mandatory.

E. T. LEWINGTON
Chief Instructor -
The Red Devils

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Bob Tyson goes into Manchester United Football Ground — with that crowd it must have been an important game, Bob!

**BRITISH PARACHUTE ASSOCIATION
EXTRAORDINARY GENERAL MEETING, 6.30pm TUESDAY 30th OCTOBER 1979
held at The Post House, Leicester**

PRESENT

W. J. Meacock — *Chairman and 25 other members*

IN ATTENDANCE

C. W. Port — *Secretary General*

D. Peacock — *National Coach & Safety Officer*

APOLOGIES

D. Prince
J. Norris

P. Slaughter
J. Laing

Item 1

AUDITED ACCOUNTS AND BALANCE SHEET — YEAR ENDED 31st MARCH 1978

The Treasurer, P. Mitchell, presented the Associations Audited Accounts (as previously distributed). The income growth, in terms of subscription income is up by some 31 percent, and the gross amount of administration costs has grown by some 44 percent. It is a fact that the Association's administration costs grow faster than subscription income. Subscription income does not benefit in any way from inflation whereas the administration costs are adversely affected by inflation. Every year gross expenditure and the subscription income, which should be matched, draw further and further apart. It is with this fact in mind, and a probable limit on the amount of increase to be available from Sports Council Grant Aid and that there will be high inflation, that your Council is actively considering a rise in subscription rates this coming year to bring back the back log. No decisions have yet been made, and an attempt is being made to rationalise the subscription structure which will give some saving in administration costs. The surplus for the period is some £7,689. Other income contributes some £11,500 compared with £7,400 for the previous year which represents some 50 percent increase. Other cost — the major costs are a total of £10,800, and after grants leaves a cost of some £5,100 which compares with £14,000 for the previous year.

The Balance sheet shows our liquidity to be in the region of £48,000 in cash and deposits, this is due to squeezing everything out of the working capital. If we paid the creditors down to the normal level the liquidity would be in the region of £35,000. The current state of cash and deposits is in the region of £40,000 net. The Treasurer, drew the attention of members to the loan

accounts, where the Wessex debt of £600 is still shown together with a full write-off provision against it. Though this debt has been written off it is kept there a reminder of how careful we must be about these debts, and until such time as the debt proves to be finally unrecoverable the Treasurer is unwilling to have it taken out of the Accounts, it must be universally acknowledged as a debt which the Association wants to recover.

Loans at present are in the region of £5,500, the Council raised the ceiling on loans to £2,000 together with a ceiling on the total to be on loan at any one time. If full advantage was taken of the loan facility the accounts would always show some £10,000 lent out for aircraft and kit purchase etc.

The membership continues to grow, and thus also does the subscription income and the cost of serving the increased membership. The expectation is some twenty two thousand members by the end of the A.G.M. compared to a total of seventeen thousand five hundred to the same period last year. The Treasurer is fully confident about the Associations financial viability but this statement will only remain true if the membership, at the A.G.M. gives full support for the recommendations made by Council for the new subscription rates.

G. C. P. Shea-Simonds from the floor, asked the Treasurer to acquaint members as to the last time there was an increase in membership subscription. It transpires that there has been no increase for three years.

It was proposed by G. C. P. Shea-Simonds and seconded by R. E. Gays that the Accounts and Balance Sheet for the financial year ending 31st March 1979 be adopted, accepted and approved. The motion was Carried Unanimously.

Item 2

RE-APPOINTMENT OF AUDITORS

It was proposed by P. G. Mitchell and seconded by Brigadier J. G. Starling that 'Edward Moore and Sons' be re-appointed as Auditors for the Association for the coming year and that Council be authorised to arrange their remuneration. Carried Unanimously.

There being no further business the Extraordinary General Meeting closed at 7.00pm.

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, 7pm TUESDAY 30th OCTOBER 1979
held at The Post House, Leicester**

PRESENT

W. J. Meacock — *Chairman*

D. I. Waugh — *Vice Chairman/Chairman Competitions Committee*

J. T. Crocker — *Chairman Safety Training Committee*

P. G. Mitchell — *Treasurer*

G. C. P. Shea-Simonds — *Special Projects*

C. Bruce P. J. Byrne

R. E. Gays J. H. Hitchen

E. T. Lewington D. D. Orton

J. R. H. Sharples J. G. Starling

J. L. Thomas

IN ATTENDANCE

C. W. Port — *Secretary General*

D. Peacock — *National Coach and Safety Officer*

APOLOGIES FOR ABSENCE

J. D. Prince J. R. Norris

P. G. Slaughter J. Laing

Item 85/79

MINUTES OF COUNCIL MEETING 6th SEPTEMBER 1979

MATTERS ARISING

1. It was suggested by G. C. P. Shea-Simonds, following an idea by W. J. Meacock, that there was a case for considering whether in the light of volume of provisional membership applications the following system might be followed. That the

clubs could possibly buy a set of membership number cards. These cards would be manufactured so that the club would type in the details of a member, keep one half and then send the other half to the BPA Office for file and action in the normal way. The half retained by the club gives immediate membership to the applicant.

The Secretary General agreed, with alacrity, to investigate the possibility and feasibility of this proposal. It would seem at first glance that it would eliminate quite a lot of administrative work.

Item 76/79

LOAN APPLICATIONS

2. It was regretted that there had been an inordinate delay in processing these two applications. It was a case of circumstances beyond anyone's control. However the Secretary General was able to inform Council that he had now managed to formulate and send off the necessary forms, and the money was on its way to the people in question.

It was suggested that J. T. Crocker, who agreed, draw up a 'General Loan Application' form in order that loans to clubs could be processed speedily. It was further suggested that when any loan application came in the Secretary General was to ascertain the degree of security available, check on names and addresses of guarantors etc.

Item 71/79

MEMBERSHIPS

3. The Secretary General was able to assure Council that membership processing was now up to date and was being dealt with on a daily basis.

Proposed by D. D. Orton and seconded by E. T. Lewington that the minutes be passed as read. Carried Unanimously.

Item 86/79

COMMITTEE REPORTS

1. Minutes of the STC Meeting held on 27th September 1979

Matters Arising

- a. J. L. Thomas asked for clarification on the matter of Council members being asked to leave a Committee Meeting. It was agreed that any Council member, as a duly elected representative of the Membership, was able to sit in on any Committee Meeting. So long as the member realises he does not automatically have a vote.

2. Competitions Committee Meeting held on 12th September 1979

Matters Arising

- a. Replies have been received from the SAF thanking the Association for the letter acknowledging the help the SAF had given in the form of grants. Our Liaison Officer with the Sports Council, T. Wilkinson had also written in a similar vein, 'the Sports Council was delighted to have been able to help with the preparation training.'
- b. Budgets are ready for the Competitions Committee to consider at their next meeting.
- c. There will be a bid made with the full support of the USPA for the 1981 World Championships to be held at Zephyrhills.
- d. There was general agreement that the members of the Silver Medal winning four man team be invited as guests to the Annual Dinner Dance.

3. Finance Sub-Committee Meeting held on 12th October 1979

Matters Arising

a. Training Aids

It was agreed to spend a sum, in the region of £112, for perspex for training aids

- b. The Council endorsed the action taken by the Secretary General in purchasing the 16mm projector, the saving made by purchasing at that time was some £190 on list price.

- c. Council decided that the mileage allowance paid to staff when engaged upon Association business should be set at 16½p per mile. The official AA rate.

Proposed by D. I. Waugh and seconded by J. G. Starling that the minutes of the Finance Sub-Committee be accepted as read. Carried Unanimously.

4. Special Projects

G. C. P. Shea-Simonds brought Council up to date on:

a. Aviation Instructors Conference held on 1st October 1979

It was felt that the conference had been an overall success despite the fact that not all the allocated places were taken up by the various bodies. If the cost of the BPA Instructors attending were coupled with the other cost to the Association, the conference had cost the Association £344. It was agreed by all those attending that this sort of conference should be held as a regular event. Mr Wilkinson of the Sports Council thought that in future it should be possible to Grant Aid such conferences. It was also felt that there should be involvement by the Royal Aero Club. The feeling was that an understanding was reached between the aviation bodies. Also the way in which other bodies conducted their training. In future discussions should include items such as noise, environment and planning etc.

Royal Aero Club Council Meeting

- a. Annual Conference will be held in Cyprus.
- b. King's Cup Dinner and Award Ceremony is to be held on the 18th December. Costings:
Award Ceremony — £8.00 per person
Dinner — £14.00 per person
- c. Royal Aero Club Xmas Cards are now ready. The Secretary General was asked to put in an order for these.

d. P.R. Deeson Press Services

T. Holter, Deesons Press Services gave a report on the P.R. situation to date. The December issue of Penthouse was to carry an article on Sport Parachuting.

Following the ground work put in by the Secretary General with the Editor of Hemisphere magazine, a 1500 word article has been printed and this issue will be available shortly. A follow-up major 15000 word article, with pictures is to appear in the January issue of the magazine. The magazine editor has suggested that if the BPA can let them have a list of members, they are prepared to distribute complimentary copies to all BPA members. The Council felt that there should be some form of safeguard as to member lists. It was left with T. Holter to discuss this matter with the people concerned and report back to Council, via the Secretary General, at the next Meeting.

Item 87/79

LANGAR

Following the decision by Council to invite the Chairman of the Association of Sport Parachutists to their Council Meeting, Mr Fletcher was invited to join Council for a full and open discussion and debate on the situation pertaining to the setting up of the ASP.

In response to direct questions Mr Fletcher stated that, over a period of time a vast amount of hostility had grown up and seemed to be vented at members who trained and jumped at Langar. So much so that when these people went elsewhere to jump they were made to feel very unwelcome.

G. C. P. Shea-Simonds stated that the Council do not condone this feeling, even though it might be in evidence at club level. W. J. Meacock said that the Council could not govern the feelings of other people. Further to other questions Mr Fletcher said that it is not made mandatory for any student to join the BPA nor the ASP but are made aware of their existence. It was noted that students who parachute at Langar do so under the auspices of the British Parachute Schools, and the Nottingham School of Parachuting is incorporated with the BPS, and is also affiliated to the BPA. It was restated that parachutists were made aware of BPA and ASP and were told they could join if they wished. Mr Fletcher felt that the stage had been reached where they felt they were getting no help from the BPA, and were also 'fed up' with the animosity. It was also felt that the clash between the BPA and the owner Mr Sawyer was not helping matters, thus they felt that the situation had been reached when they had to set up a separate body namely the ASP. At this juncture J. T. Crocker made the following observations. That in no way would personal feelings affect these people who jump at Langar. There is no argument with the members and they would not be discriminated against, whether they jumped at Langar or not. The aggression against people at Langar is alleged. He further went on to say that within a small community, such as parachuting, two entities become weaker than if they were acting together as one. A break-up is to the detriment of parachuting in general. Mr Fletcher was asked whether he agreed in principle that one Association was better than two, he did agree. It transpires that a healing of the rift depends very much upon the way the Association is prepared to deal with Mr Sawyer. The problem between the BPA and Mr Sawyer has rubbed off onto the members at Langar. To that, D. I. Waugh said, the jumpers at Langar are supporting Mr Sawyer rather than being annoyed at what the BPA is supposed to have done to the jumpers at Langar. Mr Fletcher agreed, he also agreed that it was really due to the BPA membership of Mr Sawyer being refused that the ASP was brought into being.

The Chairman thanked Mr Fletcher and asked Mr Sawyer to join the Council Meeting. Mr Sawyer was asked several questions the answers to which were open and frank. The culmination of these questions and answers resulted in the following proposals being put to both the BPA via its democratically elected council, and to Mr Sawyer and the ASP via Mr Fletcher and members by G. C. P. Shea-Simonds.

Firstly he said that, in his opinion, the ASP was not producing anything new or revolutionary. Secondly that parachuting must fight the coming battles of, cost of fuel, availability of fuel, of planning and retention of sites, **together**. He therefore puts forward the following for consideration to all parties, to be thought about and discussed before the next Council Meeting and that all parties come back to the conference table to talk again.

1. The ASP disband voluntarily with immediate effect.

2. That all ASP members automatically become BPA Members, Provisional or Full, depending on their experience, free of charge. (Obviously this doesn't include ASP members who have definitely quit the sport).
3. That all ASP funds are handed over the BPA on arrangement between Treasurers.
4. That the Chairman, Secretary and Treasurer of ASP all automatically become Co-opted Members of BPA Council (non voting) for the year 1980.
5. Mr Sayer be granted full membership of the BPA should he require it.

The above were seconded by E. T. Lewington. It was agreed by all parties that they now think about and discuss these ideas and return to finalise the situation at the next Council Meeting.

From the floor Mr M. Wardle posed the following question.

1. Is affiliation to the BPA maintained for members whether ASP is in being or not?
2. He had had no help from BPA when wishing to set up in Nottingham. What was the fuss about now?
3. Safety aspects at Langar were improved?
4. If Langar closed, what alternative steps did the Association have in mind to take to ensure that the jumpers in that area had somewhere to jump.

He agreed to leave these matters till the next Meeting.

Item 88/79

PARAQUIP

S. Talbot brought up the matter concerning the failure of a statement exonerating his equipment, to be published in the magazine. After much discussion the following seemed to be the situation.

It has been assumed that the communication would be a draft and would go to STC for approval then finally ratified by Council. It was finally agreed that a suitable statement be drawn up on agreement between S. Talbot and J. T. Crocker.

Referring to the matter of advertising G. C. P. Shea-Simonds said that there was no reluctance on his part to place the advert nor change it if requested. The whole problem again seemed to stem from a misunderstanding when initially requesting the advert to be placed. The system is that at the start of each year the Editor sends out to all advertisers a list of costings for adverts, i.e. if you place one full page ad. it costs £88.00 if you place it 3 times consecutively it costs £80.00 and if you place 6 times it costs £72.00. The Chairman suggested that in future, advertisers should send a full list to the Editor of their specific requirements and keep a copy for reference.

Item 89/79

LOANS TO CLUBS

1. Proposed by G. C. P. Shea-Simonds and seconded by D. I. Waugh that the Staffordshire Sky divers be afforded the facility of a loan of £400.00 to purchase telemeters. The loan would attract 5% interest p.a. and would be repaid in one year. The security of the loan to be the telemeters. Carried Unanimously.
2. **Hereford Parachute Club**
Proposed by G. C. P. Shea-Simonds and seconded by J. G. Starling that subject to approval regarding the security of the loan, the club be afforded the facility of a loan of £2,000 to be subject to 5% interest p.a. and to be repaid in one year. Carried Unanimously.

Item 90/79

PRESIDENT BPA

Brigadier Starling read a reply to a letter where he had asked about the possibility of Prince Andrew becoming President of the BPA. It was stated at this time he would be unable to take up this type of commitment while undergoing his training in the Royal Navy.

Item 91/79

APPROVED CLUB STATUS

1. Following the report to Council by the NCSO it was proposed by J. Hitchen and seconded by C. Bruce that Headcorn Parachute Club be afforded approved status. Carried Unanimously.
2. The NCSO had visited the Peterborough Parachute Centre and the Hereford Parachute Club and stated that both were up

to the standard required for renewal of approved status.

Proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that the approved status of the above clubs be renewed. Carried Unanimously.

3. The Finance Sub-Committee were invited to discuss the possibility of increasing the grant to approved clubs to £250.

Item 92/79

AOB

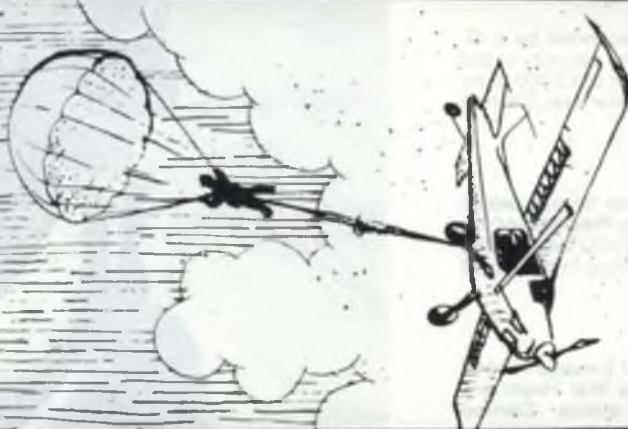
1. **Affiliations**
Proposed by D. D. Orton and seconded by P. Byrne that the Black Knights be granted affiliated club status. Carried Unanimously.
2. **Litigation — Cheshire Parachute Club**
The Secretary General was to contact J. T. Crocker with regard to this situation.
3. **Membership Subscription**
It was unanimously agreed that the proposed increase in, and rationalisation of membership fees be as suggested by the Secretary General. These changes would have to be ratified at the Annual General Meeting.



Ted Higgins (with beard) on exit (below) and (above) at an inaugural meeting of the British Prison Officers Parachute Club. Ted, who is Secretary, informs us that this nationwide club is really gathering momentum.



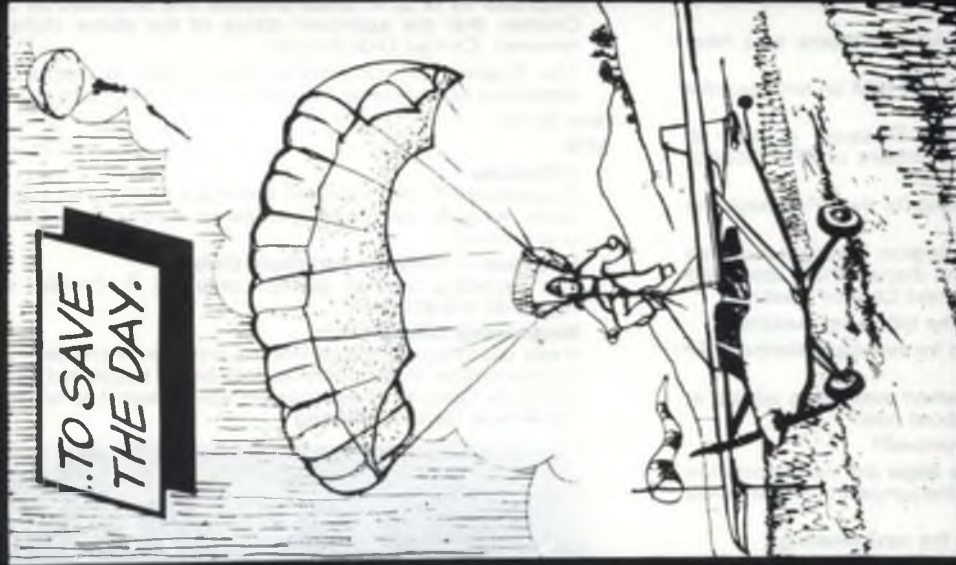
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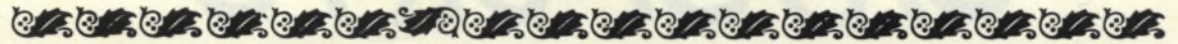
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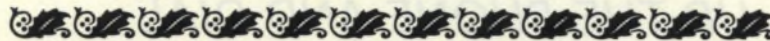
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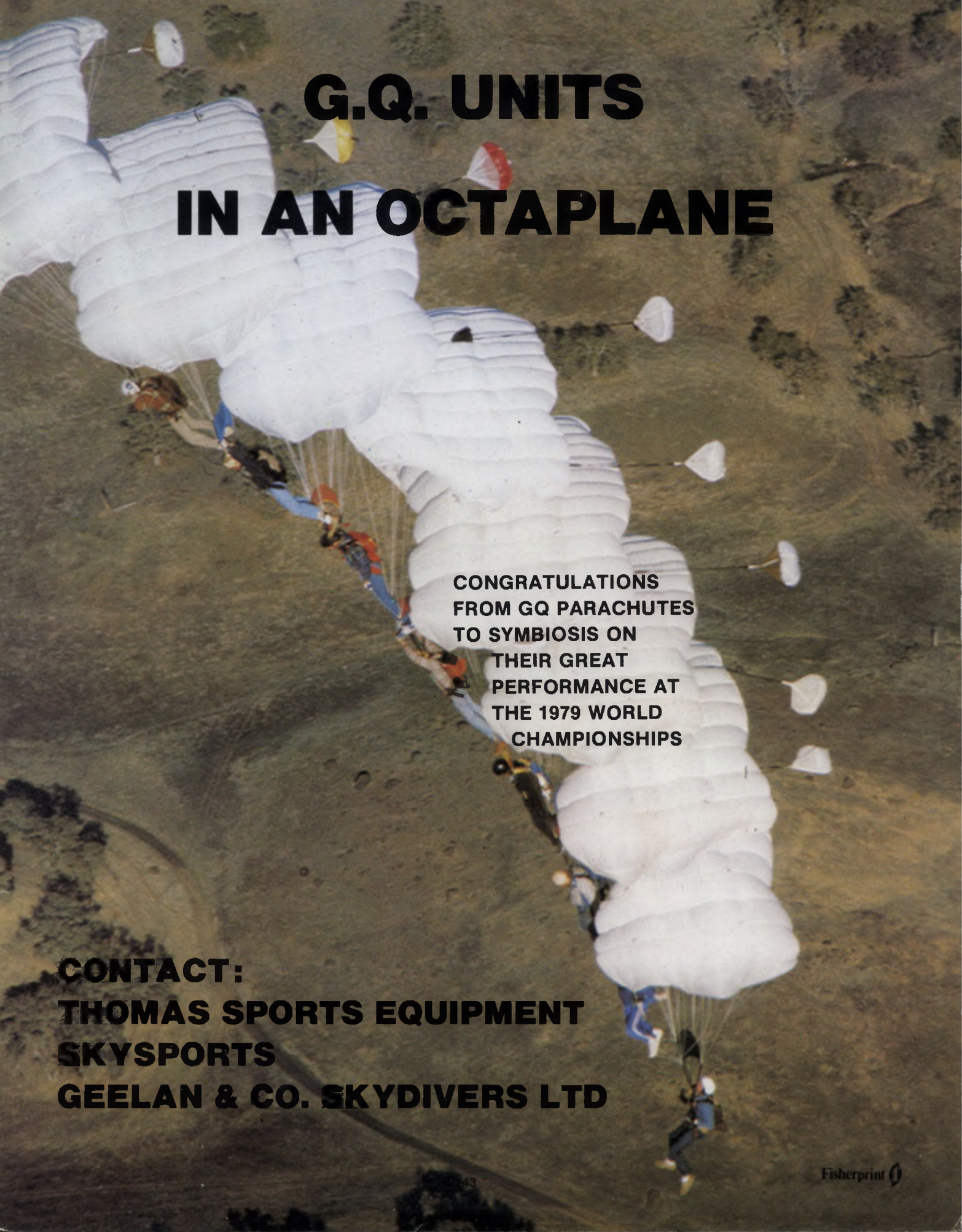
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