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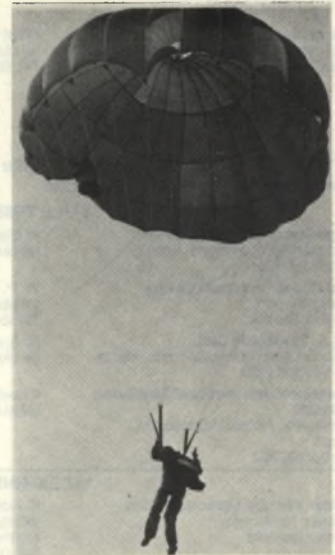
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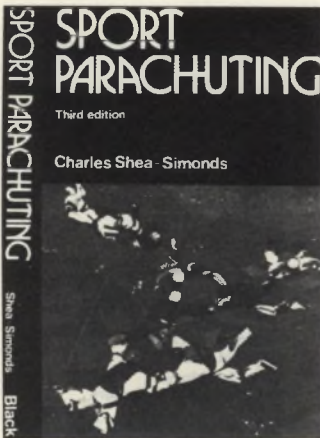
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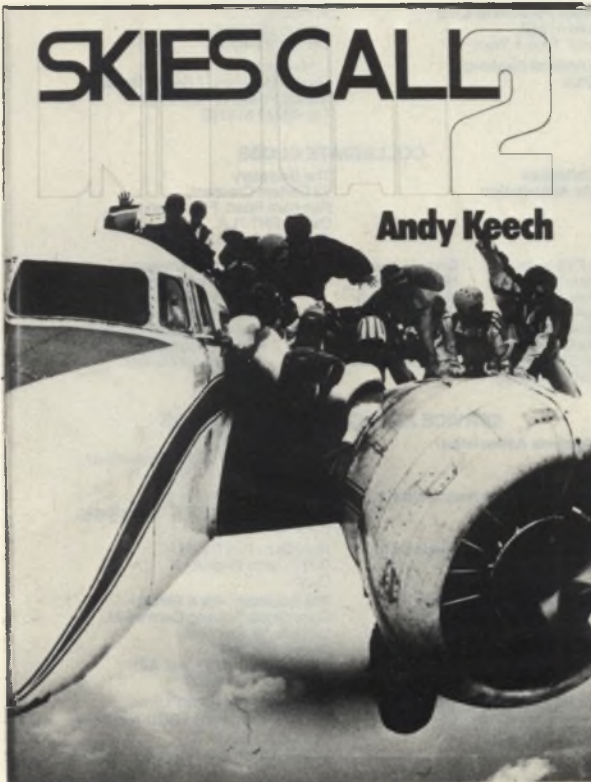


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Sheffield S12 2FS

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Vol. 17 No. 2
APRIL 1980

EDITORIAL

I made mention in my last editorial about 1980 being the 75th Anniversary of the F.A.I. and that the Royal Aero Club are recognising this by instituting a year of Co-operation between Aviation Sports. What have you done about this?

There are only 60,000 sporting aviators in this country whether they be jumpers, pilots, balloonists or parascenders. We **must** work together to cope with environmentalists and other common problems.

Why not hold an Aviation Sports Evening at your club? Invite the local gliding club or hang gliding club along and learn of their problems.

Let us not be parochial in this year of Co-operation between Aviation Sports. Let's get together and fight common problems together.

Blue skies and soft landings,

Charlie

Editor's Note

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



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

Copy date for the next issue — Monday, 19th May

Cover photo — Premature opening by Leo Dickenson.

THE DROP NEWS

Calendar of Events 1980

May 12-16	Exam Course 2/80	Brunton
May 19-23	PI Course 2/80	Brunton
May 24-26	Sibson TRAC Meet	Sibson
May 28-June 5	Army Championships	Netheravon
June 9-13	Scholarship/Progression Course	Sibson
July 3-13	National Championships	Sibson
July 19-25	RAPA Championships	Bad Lippspringe
August 9/10	POPS Meet	Weston
August 23-25	Round Canopy Meet	Shobdon
August 16-30	World Championships	Bulgaria
Sept. 13/14	Radio Trent Meet	Langar
Sept. 15-19	Exam Course 3/80	Sibson
Sept. 20/21	9th Duck End Farm Meet	Abbotsley
Sept. 22-26	PI Course 3/80	Sibson
Sept. 27/28	Shobdon Meet	Shobdon
Oct. 6-10	Scholarship/Progression Course	Headcorn
Oct. 25/26	Shobdon POPS Meet	Shobdon

□ □ □

CONGRATULATIONS TO:

John Meacock, for being awarded the Royal Aero Club Silver Medal for seventeen years of inspired involvement in our sport.

Dane Kenny, Geoff Sanders, Rob Colpus, Will Grut, and Jackie Smith, for winning the Prince of Wales Cup for the best aviation team of 1979.

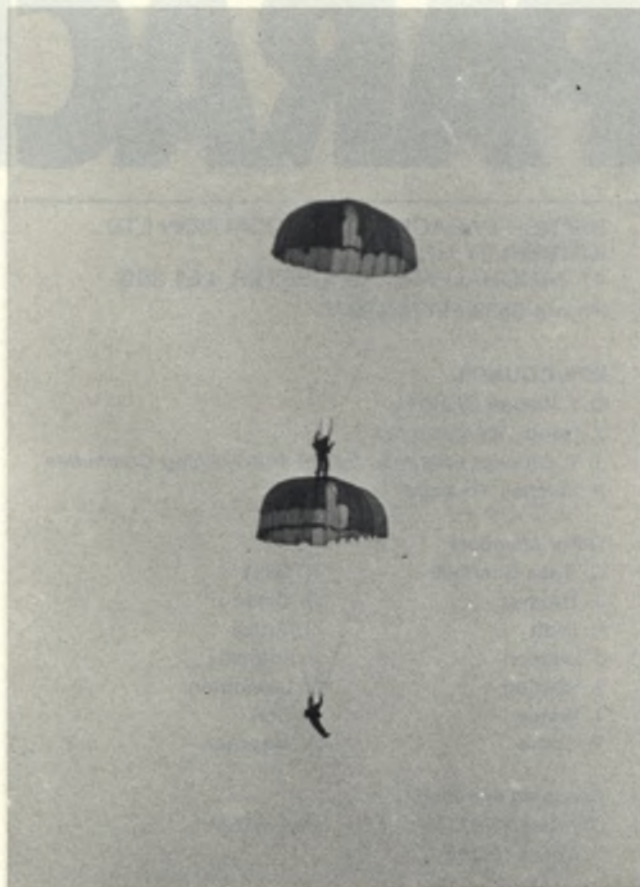
[Details of both these awards will appear in the next issue.]

also to:

Dick Kalinski, Gary Douglas, Dane Kenny, Mike McCarthy, Ian Marshal, Gary Lawry, Bob Charters, Paul Appelgate, and Graham Copestake, who in that order built a European record 9-man canopy plane over Netheravon during the Easter weekend. This equals the current World record.

□ □ □

Major Gerry O'Hara, one time Red Devils Team Commander, takes over as Commandant of the Joint Services Parachute Centre at Netheravon early next month. We wish him lots of success.



Paul Widdicombe sent this photo of the Grindale 'Knon-Sense' Canopy RW Team who have not been seen since this, their initial success!





"Rectory Farm, Abbotsley? Yes, just follow that Cessna 180!"



Ken Guest sent this photo taken at the recent wedding of POP No. 19 Mike Timon to Kathy Ould; congratulations both!



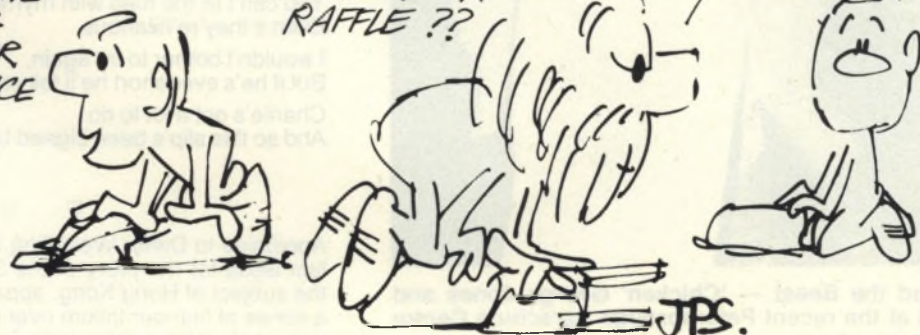
John Laing, having received his MBE at Buckingham Palace, is seen here with his daughters Paula and Julie.



"Grape!" Les Carroll enjoys some local talent after a display in Cyprus.

... I HEARD THAT JOHN MEACOCK HAS BEEN AWARDED THE ROYAL AERO CLUB SILVER MEDAL FOR OUTSTANDING SERVICE TO THE SPORT!

HAPPEN TO HAVE HEARD WHETHER OR NOT I WON ANYTHING IN THE B.P.A RAFFLE ??





BPA PI Course 1/80 at Netheravon.



George Gnapp heavily into stockings and other interesting harness ware at a recent charity 'do'!



Beauty and the Beast — 'Chicken' George Jones and Trish Bird at the recent Peterborough Parachute Centre Dinner/Dance where . . .



. . . Del appeared with his fan club!
photos — Nick Cullum

Draft of Sport Parachutist Rejection Slip

From: Charlie Shea Of the BPA At No. 47 Vaughan Way.

Charlie Shea
 Asked me to say
 He got your offering today.
 It won't get in;
 You've committed a sin,
 So he's chucked the damn thing in the bin.
 Your fault's below, marked with an X,
 So you can see why he rejects:
 You've missed next issue's copy date—
 This makes the Editor quite irate.
 Your writing's far too hard to read,
 So get it typed, the Ed would plead.
 You waffle on for far too long,
 So cut it short when your going strong.
 It won't get read if it's too high brow—
 Big long words he won't allow.
 It's a little vulgar, just a bit;
 You mustn't say "***&£***", or "**£&*@**", or "******@**".
 You say rude things about the Ed;
 Now Charlie can't let that be read.
 Charlie says your name's not Cookey,
 And he can't take rubbish from a rookie.
 There are times
 When he'd rather something serious
 You can't fill the mag with rhymes,
 Even if they're hilarious.
 I wouldn't bother to try again,
 But if he's ever short he'll tell you when.
 Charlie's got a lot to do
 And so this slip's been signed by SUE.

DAVE.

□ □ □

Apologies to Dieter Weideling for not giving him credit in the last issue for the piccy of the 3-man over Hong Kong — on the subject of Hong Kong, apparently the Marlboro team had a sense of humour failure over their pic. in the last issue . . . if you can't take a joke lads, you shouldn't have joined!



On his first jump for two months after a broken ankle, Steve Barlow tries again.

photo — Rick Jenkinson



"If you stop day-dreaming, there's still time for another jump!"

Paeon* Pringy

Us CCI
 Can really fly!
 You should see him track across the sky.
 But that's not why
 He's CCI.
 It's because he's got an eagle eye,
 And can spot anything that we might try.
 On him there is no single fly,
 In fact the guy
 Is rather fly.
 That's all from I.

Envoy

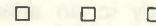
Prince, should you deplore the standard of this verse,
 Think on the author's jumping, which is worse.

DAVE.

*Pronounced, for the purposes of this poem, as 'PEE-ON'



It's one of your first-timers Chief – says he landed head-first into the farm muck-heap and does he qualify for a dirt-dive badge?!

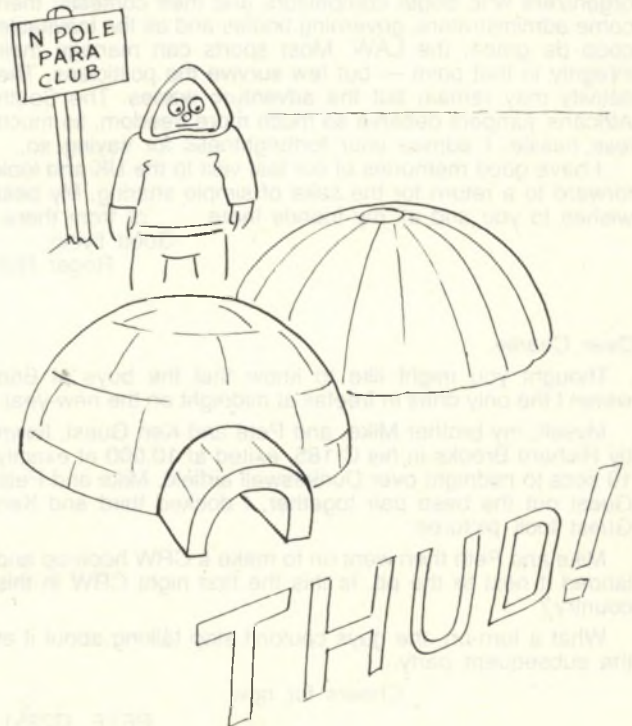
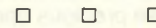


I fell in love with my instructor,
 Words of command at 2000 feet,
 Jumping for the Association,
 He came and swept me off my feet.

I trained as hard as any student,
 P.L.F's on stony ground,
 I thought my exits would impress him,
 But found my theory was unsound.

He fell in love with a "Classiflyer",
 Falling in an upward curve,
 He thought of me as nothing special,
 And, now, I'm just a packed reserve!

M.





CORRESPONDENCE

Charlie,

Your August issue of *Sport Parachutist* arrived today after nearly traveling 'round the world, and it was welcome reading. I am presently in an attack squadron (A-7Es), aboard the aircraft carrier *Midway*, off the coast of Iran. Because we are permanently homeported in Japan and spend most of our time at sea, I've not even been near a drop zone in some eighteen months. In fact, we have not even set foot on land now in over 60 days and probably won't until we get our hostages back, one way or the other.

So word of the world's finest sport is mighty welcome indeed. I continue to be grateful for your gratuitous subscription, one for which I ought to be paying. I enjoy the news and views.

By the time I finish this tour (a year from now) I would need to turn the tables if I returned to Britain and learn from you and your other jumpers what's happening and how to do the latest stuff. I do feel a bit left behind.

I was impressed and supportive of your editorial in the August issue. I suppose we can never really separate sport and state except in those precious opening moments when a sport is newly innovated. Adventurers are followed by organizers who beget competitors and their contests; then come administrators, governing bodies and as the inevitable coup de grace, the LAW. Most sports can manage their integrity to that point — but few survive the politicians. The activity may remain but the adventure wanes. The South Africans' jumpers deserve so much more freedom, so much less hassle. I admire your forthrightness for saying so.

I have good memories of our last visit to the UK and look forward to a return for the sake of simple sharing. My best wishes to you and all my friends there . . . or from there.

Good flying,

Roger Hull

Dear Charlie,

Thought you might like to know that the boys at Brid weren't the only ones in freefall at midnight on the new-year.

Myself, my brother Mike, and Pete and Ken Guest, flown by Richard Brooks in his C-185, exited at 10,000 at exactly 10 secs to midnight over Dunkeswell airfield. Mike and Pete Guest put the base pair together, I docked third and Ken Guest took pictures.

Mike and Pete then went on to make a CRW hook-up and landed it next to the pit. Is this the first night CRW in this country?

What a turn-on, the guys couldn't stop talking about it at the subsequent party.

Cheers for now,

PETE, D2251.

Dear Charlie,

May I take up your apathy theme? I was shocked to find on reading the last issue of S.P. that only 356 BPA members out of nearly 20,000 voted for the 1980 BPA Council. How can so few people be interested?

To those who didn't vote I say: "keep arguing and blaming others about the state of the BPA," and remember the following excuses:

- a. Could not get to the polling booth (post)
- b. Did not like nominees.
- c. Could not find alternative nominees.
- d. Could not afford postage.
- e. Caught the dreaded disease of APATHY at birth.

Hope you all recover soon,

MICK HARRIS.

Mick—

The Association's membership is made up of the following four bones:

1. There are the wish bones — who spend all their time wishing someone else would do the work.
2. Then there are the jaw bones — who do all the talking and very little else.
3. Thirdly there are the knuckle bones — who knock everything down that anybody else has tried to do.
4. Finally there are the back bones — who take on the load and do the work.

The first three are sadly all too common, the last something of a rarity.

CHARLIE.

Dear Charlie,

On a recent continental tour I had the opportunity to stay a day with a small parachuting club at Schiwenningen on the edge of the Black Forest. Nothing unusual in that although I made my first para' jump outside of England, but the way they do things there compared with BPA standards, was absolutely flabbergasting.

The log book was studied and the parachutes inspected. I had done 42 jumps and was at 15 secs. delay. I was told to make as many jumps as I wished and to do whatever pleased me. The plane a Dornier 27 would take me to either 3000, 6000 or 9000ft the highest I had ever gone up to was 4,200ft, so I carefully made exits at 3000 and, unexpectedly, 3,600ft of 8 and 10 seconds respectively. No one checked me out before entering the plane. The biggest shock came first before take-off, when finding myself in the plane with two round trippers and two parachutists no more experienced than myself. I was

expected to do my own spotting, which not unusually I had no idea about. I felt like a baby in arms suddenly abandoned by its mother. However, my first landing was very near the pit (pure beginner's luck) and the second on the edge of the airfield.

Later, the plane needed some repair, we all sat together, comparing British and German para' practices and rules. There a would-be parachutist must pass examinations in navigation, meteorology and heaven knows what else before being given a certificate by the Government to *use air space as a traveller*. Only then can he start to parachute. One is taught how to spot from the very first jump onwards. There was the reason why I was supposed to be an experienced spotter at 42 jumps. I did not hear any of the students shout the count either.

I thoroughly enjoyed my day at Schweningen, where I couldn't have been made more welcome, but a timely warning to would-be German 'air travellers' can only be helpful.

Blue skies and best wishes.

EDITH SUMMERS
BPA 33411

POPS 14

P.S. — A great fuss was made of my age, which as you know is 58. It has never caused any surprise here — Gott sei Dank.

Dear Charlie,

On or about jump No. 200 I exited a 182 following a 20 second student to do an aerial critique. I watched the student doing turns and was so intent on student that when I came in for the pull I was too relaxed.

I had a rather hard pull and my handle came off my thumb the ripcord was rather long and I found myself with a handle floating about near my helmet. My first reaction was to grab, but I resisted this and ran my hand down my ripcord housing.

My thoughts at that time were if no main deployment, then straight for reserve. I found myself under a Papillon at 1500ft. If that had been a rotating mal on a square then my reflexes would have had to be a lot sharper than they were.

The lesson is obvious be switched on *all* the time and before grabbing at anything **LOOK AND THINK!!**

On a Christmas present given to me at Cark:

An instructor's a creature you meet on a Drop Zone — Don't give him a second look.

Cos he'll give you a slaggin' while pulling the bag in and write lots of crap in your book.

ROY HARRISON, D2294.

Dear Charlie,

It's March again and the beginning of another season. I see from my log book that it's 10 years since you, Ronnie, and Bobby took a ride in a Tri Pacer to 4000 feet to check a rookie jump pilot out. It took 15 mins, and cost 37/6d. I paid, it would have been 12/6d per jumper, it costs that to start a jump ship nowadays!

The two jumpships at Cark (182a and the 'Rocket') have both got 'In Flight Doors' fitted recently this year. Last month I checked out four new jump pilots, and I heard one complain about the draught through the in flight door in the closed position!!!

"Draughty in flight door" I said, "You're lucky, when I learned to jump fly we didn't have a bloody door, we were lucky to have wings and an engine on the aircraft! I had to pedal the 172 up to 7000 feet and it took a week, part of the 172 kit was a crow bar to prise the pilot's cold fingers off the control column when he landed. The CCI used to wake me up half an hour before I went to sleep, beat me to death with a

crust out of the kitchen then chain me to the 172 for 26 hours of the next day, I was only let out of the aircraft for a 'Pee' when the cloud got so low that the CCI bottled out of exiting, . . . or, the wind was out of limits (the telemeters being blown over) . . . or, bad visibility. (CCI can't see wingtip of aircraft from cockpit.) . . . or, the aircraft needed the stuff that makes the engine go . . . You're Lucky." Incredulous looks from all in the flying club. "I mean, you've even got spare pilots!!!"

I enjoyed my little outburst, especially as next week if I get my Class I medical I can send off for my C.P.L.! 10 years 2 months after P.P.L. issue.

Well Charlie, must go—see you at the Nationals.

CHRIS BENYON.

P.S.—one jump pilot was 'Hitler' Allan Johnson and another, Mike Johnson. One of Logan's gang.

THE AMBULANCE IN THE VALLEY

*'Twas a dangerous cliff, as they freely confessed,
Though to walk near its crest was so pleasant;
But over its terrible edge there had slipped
A duke, and fall many a peasant.
The people said something would have to be done,
But their projects did not at all tally.
Some said 'Put a fence 'round the edge of the cliff',
Some, 'An ambulance down in the valley'.*

*The lament of the crowd was profound and was loud,
As their tears overflowed with their pity;
But the cry for the ambulance carried the day
As it spread through the neighbouring city.
A collection was made, to accumulate aid,
And the dwellers in highway and alley
Gave dollars or cents — not to furnish a fence —
But an ambulance down in the valley.*

*'For the cliff is all right if you're careful,' they said;
'And, if folks ever slip and are dropping,
It isn't the slipping that hurts them so much
As the shock down below — when they're stopping.'
So for years (we have heard), as these mishaps occurred
Quick forth would the rescuers sally,
To pick up the victims who fell from the cliff,
With the ambulance down in the valley.*

*Said one, to his pleas, 'It's a marvel to me
That you'd give so much greater attention
To repairing results than to curing the cause;
You had much better aim at prevention.
For the mischief, of course, should be stopped at its source;
Come, neighbours and friends, let us rally.
It is far better sense to rely on a fence
Than an ambulance down in the valley.'*

*'He is wrong in his head,' the majority said;
'He would end all our earnest endeavour.
He's a man who would shirk this responsible work,
But we will support it forever.
Aren't we picking up all, just as fast as they fall,
And giving them care liberally?
A superfluous fence is of no consequence,
If the ambulance works in the valley.'*

*The story looks queer as we've written it here,
But things oft occur that are stranger.
More humane, we assert, than to succour the hurt
Is the plan of removing the danger.
The best possible course is to safeguard the source
By attending to things rationally.
Yes, build up the fence and let us dispense
With the ambulance down in the valley.*

(reproduced by kind permission of the General Aviation Safety Committee.)

Z HILLS — 11th Annual Pumpkin Meet

'Zephyrhills', the name alone conjures up mental pictures of blue skies, large aircraft, lots of people, and most important of all, lots of skydiving.

The 1979 Pumpkin Meet proved to be no exception to this rule.

The vans started to arrive a couple of days before the start of the meet, filled with skydiving bums from all parts of the States and the rest of the world. As usual the majority of divers, as yet not arranged on teams, immediately began cruising around during the practice days before the meet, trying to lurk slots on potentially 'hot' teams. Some of the more established teams of course were already decided well in advance. The 'Slots' for instance, many times winners at Z'hills were naturally present, albeit without their long-time captain, Mike 'Beanpole' Barber, who had made a break with the team to dive with different people during the meet. Craig Fronk, Gary Carter and Steve Mayes of Mirror Image were amongst the 'names' being lurked upon by hopeful skydivers with visions of coveted trophies in their mind's eye.

Only two DC3s were present this year as opposed to about five in 1977. This was due to the size of the Meet being reduced by the splitting of the Pumpkin Meet and the Turkey boogie into two separate occasions, one at Hallowe'en and the other at Thanksgiving.

Jim Hooper made the decision to cut down the size of the Meet after the huge 1976 and 1977 Meets, which had grown to immense proportions (110 ten-man teams in '76).

'Mr. Douglas', the fantastic, blue tinted picture windowed, stereo equipped DC3 from Deland arrived mid-week to help out when engine trouble plagued the other two DC3s.

The competition started with the 16-man speed formation event. Four teams were entered. Symbiosis had amalgamated with Fronk, Crater, Beanpole, Larry Bagley, and others to form 'Noah's Ark 16'. The name was chosen by Digger Dave Flood, because of the international flavour of the team. After two rounds it transpired that 'Slots 16' had won the event by 8.2 seconds, 'Noah's Ark' second, with 'Odyssey' in third place.

The 20-man speed round star event was next. Again with four teams. We had picked up Digger Dave and Chris Bramhill from Australia, Rainer Rhostar from Austria (a familiar face at most international meets) and Mike 'Silly' Cerasoli of 'Focus' team fame.

The 20-man event turned out to be a real eye-opener. The two 'favourite' teams, our own 'Noah's Ark' and 'Slots', both turning fast times around the mid 20 second mark, had problems with grips and both blew a dive scoring either a 19-man or a slow 20 after reclosing a grip. Meanwhile a team from New Orleans calling themselves 'We'll discuss it in the morning' alias the 'Coon Arses' went ahead to build two slow but definite 20-mans to win the event. They immediately went out and produced team T-shirts to advertise their victory, and the vibes were high.

The next event was the 8-man sequential. This was the one that we were really waiting for. We had brought over from England seven people for the event and picked up Joanie Murphy, an excellent skydiving lady from Maryland. The team consisted of: Geoff Sanders, Dave Kenny, Tony Uragallo, Robin Mills, and myself, plus Jim Keery (having left Fred at home to do his work) and Sandy Spence from Scotland, making his first appearance with Symbiosis. At the team leaders' meeting the draw was made for jump order.

To my delight we drew No.1. This meant that we could go at our own pace, leaving the competition to worry about matching scores throughout the rounds.

We were reasonably pleased with our first round score of five points on a Set Sequence until we saw two sevens and a six click up on the score board for 'Slots', 'Deland Aerial Ballat', and 'Mission of Gravity'. After this we had to pull out

the stops. We were pleased with our four point score on Round 2, a difficult random round starting with Donut Cross, then the infamous Hope Diamond to Snowflake to In/Out to Bipole flake flake. The third round was the old Set Seq which includes 8-man Donut to 8 Cat etc., which we scored a very happy five on, and were then able to sit back and watch the opposition make their last dives. After the 'Slots' and 'Deland Aerial Ballat' canopies blossomed a huge roar of delight was heard for miles around, erupting from the Symbi camp, knowing then that we had taken the 8-man.

George and Evlene Laing were there to share in our euphoria. Geordie being a member of the judging staff, and Evlene partaking of some Florida 'Rays'.

The last and probably the most popular event of Z Hills, the 10-man speed, got under way straight after the 8-man.

A few teams turned up for this event only, which was completed in the usual efficient Z Hills manner with 'Slots' in first place for the umpteenth year running. Symbiosis came in second after picking up Digger and Chris to make a Symbi 10. In third place was the 'Raging Hormones'. The most memorable part of the 10-man event for us was the fact that we had scored the fastest 10-man of the meet, 13.3 seconds, which made us the winners of the Patterson Perpetual Trophy for the fastest star.

This year saw a new event at Z Hills, in the form of CRW. There were two events, a 4-man sequential and an 8-man speed octoplane event.

The standard was very high indeed with the winning 4-man team of Z Hills locals, which included a well-known face to Sibson jumpers, that of Jack Gregory, scoring eight smooth transitions on one dive. The 4-man CRW event entailed building a four stack, then the top guy had to let go and re-dock on the bottom.

The 8-man event was also spectacular with the winning team 'The Plane Old People Folk', which included the 4-man winners, scoring a 2½ minute 8-plane, which as you can appreciate is no mean feat.

The complete competition was sewn up with a few days to spare. The weather had been really kind to us, clear blue skies every day, much to the delight of everyone present.

The awards were presented by Bill Ottley of USPA and without any hesitation, people took to the skies again to make full use of blue skies, big airplanes, and good vibe fun jumps, to bring to an end an excellent Meet.

Rob Colpus, 'Symbiosis'

SCORES				
8-man Sequential				
Symbiosis	5	4	5	14 1st
Slots	7	3	3	13 2nd
Deland Aerial Ballat	7	3	2	12 3rd
Mission of Gravity	6	3	2	11 4th
Pelican Poofers	5	2	2	9 5th
Noah's Next	5	2	2	9 5th
Snort	1	0	0	1 7th
10-man speed				
Slots	15.1	17.6	16.2	16.3 1st
Symbiosis	19.4	17.9	13.3	16.8 2nd
Raging Hormones	19.7	20.1	15.6	18.5 3rd
16-man Formation				
	Rd. 1	Rd. 2	Totals	
Slots	16 — 25.916	— 22.332	— 48.2 1st	
Noah's Ark	16 — 32.816	— 23.732	— 56.5 2nd	
Odyssey	16 — 36.516	— 33.432	— 69.9 3rd	
Sky Scams	16 — 38.716	— 37.632	— 73.3 4th	
20-man Speed Star				
	Rd. 1	Rd. 2	Totals	
We'll Discuss it in the Morning	20 — 49.120	— 52.040	— 101.1 1st	
Noah's Ark	20 — 33.019	— 55.039	— 88.0 2nd	
Slots	19 — 55.020	— 41.839	— 96.8 3rd	
Rough Links Salvage Co.	19 — 55.019	— 55.038	— 110.0 4th	



Symbiosis and trophies

photo — John Laing



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BIG JAKE — CRW KING

Big Jake, Voice & Tits his beloved and the lugubrious Wilhelm Klaus are frenzied outa their minds by low cloud, absentee pilots, driven snow and intermittent attacks of parachute rot. After a few weekends of this they decide that boogie prospects over the winter are bleak so, flexible as ever, B.J. inclines towards canopy relative work as a better bet until the blue skies return, if ever. It is typical of B. J. that his first scheme is grandiose, bizarre even and what is worse involves me, his minder, as one of the four to carry it out.

The proposal is that Big Jake, V & T, Wilhelm and me go up, pile out at cloud base and open immediately. Then, from the four cardinal points of the compass, we are to fly our squares head on at each other in a new version of centre pointing. At the critical distance we are to fire our assorted three rings, R-3s, two shot capewells and the like, go into freefall again, make a four man round, break off, dump our Safety Fliers and — we haven't finished yet — with the Fliers we are to build a four man canopy stack and fly it in to a landing in the pit.

When word of this plan leaks to the Bee Pee Ay hysteria sets in. The Enn Cee Ess Oh does his conk at the very thought of it and foams at the mouth like a used up canister of shaving lotion, but to no avail. After all how do you stop B.J. in a thing like this if his intent is sufficiently solid? Little short of assassination will prevail. Mister Corker is consulted about the legal implications of such unorthodoxies but finds naught in the legislation to debar the attempt. He announces with due solemnity that he will ground us all for life if anyone so much as breaks a fingernail doing it.

B.J. reckons that we will need at least five grand to keep it safe and the winter weekends roll on with the occasional hop and pop to keep us in practice with a few canopy hookups. It is during one of these exercises that I have a close encounter with B.J. which weakens my resolve for the big one. We hop out at three grand and the plan is for Big Jake to dock on top of my canopy then biplane it down to land in front of the admiring throng who are stamping around the dee zed to keep warm. The approach looks good with B.J. pumping up from ahead and below as we turn into each other, but suddenly the toggles slip from my hands which have gone numb without me noticing, just at the point when B.J. is on maximum brakes. My canopy shoots forward into full drive straight at B.J.'s ankles. Instead of lifting his legs to let me go by B.J. determined as buggery hooks both feet into my cells and peels two cells all the way back from the leading to the trailing edge of the canopy. I hear this ripping noise, see the cell tops trailing out behind me like pennants and go straight for the three ring release. I fire it at two five hit a stable position and am just about to crank the reserve with my left hand when the maniac barstid B.J. appears in front of me in freefall trying for a link up. I shout "F--- Off!" which is heard on the dee zed, turn, track and dump which provides a very hard opening at one grand. B.J. also under his Safety Flier observes the no CRW below one grand rule and we touch down close together by the pit. B.J. explains in an ingenuous kind of way that as he knew I could of flown my main down with the peeled off cell tops he reckoned I was signalling him to practise for the big attempt, so he cuts loose and tries for a quick two man which he would of got had not I chickened out and pissed off like an enteritic bat. Opinions are split on the dee zed as to which was the more spectacular, B.J.'s swoop from his cutaway or my fear inspired track and its associated

vapour trail. It nearly puts me off the whole thing but Wilhelm and V & T plie me with booze, reassurances and in V & T's case motherly caresses which stuff my nose between her heaving bazooms in such a way that I can hardly breathe any more. Finally I agree to go ahead with it on the grounds that B.J. will be even less controllable if I am not along.

Eventually one weekend the cloud base lifts grudgingly to five grand and the attempt is on. Old Grizz our regular pilot is away on winter vacation in his biplane so we hire Captain Nebulous to take us aloft in his high winged spamcan, seating five one of whom is a photographer with a zoom lens who will fly around us for air to air shots.

In we go across the dee zed. The engine cuts and praying that my bottle won't be gone for ever, with palsied limbs and steamy goggles I hop out last and open immediately. There straight ahead is Wilhelm Klaus but he is pointing away from me. B.J. and V & T are head on to each other as planned both shouting at Wilhelm to turn his effing canopy. Wilhelm quickly comes round but he loses some height in the turn and to stay level with him I have to go on to front risers which causes the distance between us to close at an alarming rate. Big Jake and Voice 'n Tits meanwhile also have to go on to front risers to stay level with me and Wilhelm. All of this front risering puts a turn of speed into it which was not entirely anticipated. V & T seeing B.J. approaching like an express train shrieks in alarm, lets go of her risers and reaches for her R-3s. Her main course pops up in relation to B.J. and she goes clean through his lines cutting away as she does so. B.J. chops instantly and Wilhelm and me follow suit so close to each other that our momentum carries us together in a rough and tumble kind of dock which settles out level with B.J. who quickly makes it a three man. V & T has gone below us, tries briefly to come up then dumps her Safety Flier. We see this square coming up at us, break off immediately and dump clear of it which puts V & T above us. B.J. and Wilhelm are closest together so they manoeuvre in until B.J. hooks Wilhelm in good solid dock from below and I am front risering in with my canopy nudging B.J.'s waist at two grand. V & T is spiralling down upwind of us as B.J. hooks his feet into my front lines. The three man stack is oscillating slightly as V & T makes her approach too fast. She is on front risers and again misjudges the canopy's behaviour as she lets up. Her Flier leaps up and wraps itself round my face and body from behind causing instant blindness and confusion, not to say fear. I hang onto her canopy with both hands at first then try to clear my face with one hand. B.J. and Wilhelm are hurling imprecations from above in a steady stream of abuse and as some daylight appears I note with relief that my canopy and theirs are still flying properly. I clear more material away until I see that V & T's canopy is totally collapsed and B.J. shouts that we are down to eight hundred feet so we have little choice but to land this mess with me hanging on to V & T like grim death. V & T's language this while has been even less ladylike than that wafting from above. "For f---sakes Lowe keepa holda me till we land" she bellows. I comply with both hands locked into her canopy, feet and knees tight together for what is going to be an unusual landing. B.J. is calling the height out as we descend. Wilhelm is doing a valiant piloting job keeping us away from the trees and telephone lines, informing us that his arms are nearly knackered. When B.J. from his forward leaning position sees V & T's feet touch he is going to release me then Wilhelm will release him. In we go, one hundred feet, fifty,

thirty: "Release" yells B.J. and I tuck up hoping for the best. V & T's canopy bundles up again over my eyes, with a thump I hit the deck, roll a few feet and come to rest, spent, winded and near to honking. The dee zed vultures come rushing over ready with I told you so's and a stretcher, but apart from slight concussion V & T is okay. I feel like a steamroller has laundered me but manage to limp off to the club room with B.J. and Wilhelm who both got stand-ups. V & T makes the trip back sitting on the stretcher babbling inanely about how to make girdle scones, but she snaps out of it after a beer or two. The photographer

has some really fine shots of our screwed up canopy stack. The new carpet in the Bee Pee Ay office is partly eaten by demented officials hearing the news and seeing the pictures on telly. B.J. becomes quietly and later riotously arseholed wanting us to re-enact the stack by sitting on each other's shoulders in the bar with a curtain wrapped round us, but he becomes totally legless before this can be done, much to the relief of Wilhelm, V & T and yours truly. All we want to do is sleep and forget about it and eventually we do, wondering what the morrow's mail may bring.

LOWE PULLER



Break up!

photo — Chris Thomas

EL CAPITAN!

Seeing Carl Boenish's movie of El Capitan must make us all wonder if we would make that dive. I know for sure when I first saw the movie I didn't think that together with three other people, I would be planning that illegal descent of the largest granite rock in the world, a year later.

Travelling across the USA in a van can bring about some awe inspiring sights, and after spending some time at Z Hills I managed in true derelict style to secure myself a ride across to California with some friends, Mike and Fran Henderson, Bluebaker, Chris Bramhill, and Rob Colpus.

The trip was excellent, swampland in Louisiana; jazz bands in New Orleans; vintage World War II aircraft in Texas; burning sunsets, giant cactii and the Grand Canyon in Arizona; flashing neons, spitting one-armed bandits, money flowing fast, usually in the wrong direction, in Vegas; Death Valley in California where names like Furnace Creek and Funeral Mountains conjure up thoughts that bring you out in a sweat. But even these sights aren't enough stimulation for the average skydiver and it wasn't long before El Capitan vibes were reverberating around the van.

Unfortunately at this time we had lost Bluebaker who had over-dosed on the desert. We left him staring into the sunset at Coolidge, dreaming of the oncoming Xmas boogie.

Yosemite National Park lies 130 miles east of San Francisco and our attempt to enter it from the western side was to no avail, the road entering the park was closed due to snow, which I suppose was to be expected, as it was mid-December. Not being put off by this meant that we had to make a 250 mile detour around the park and enter from the east side.

The first sight of El Capitan from the valley floor towering above tall pine trees, its sheer face staring at you certainly gets your adrenalin pumping, the challenge is on.

That night in the quiet of the campsite I was awoken by angry screaming and snarling. Was that Rob and Chris 'cracking up' in the tent beside mine? Not so, as we found out the following morning, some young bears had made their way into the camp looking for food. In their search they had kicked out some tent pegs from Rob's tent, obviously not impressed with the munchies in there.

The weather was exceptionally good for the time of year, in fact the morning dawned beautifully, nil winds and blue skies. We managed to get a map from the visitors' centre without looking too much like skydivers. The map showed us trail routes throughout the valley including the trail around and to the summit of El Capitan. This turned out to be most necessary as at points the trail is lost by avalanche falls and as we found out later by snow in a valley near the top. We made a point of taking a water container (there are streams on the climb), and some energy food, nuts and dried fruit, these were definitely needed.

Fran drove us to the start of the trail and planned on meeting us that afternoon at a clearing in the pine trees near El Capitan meadows. This turned out to be a mistake as Fran was being watched by rangers most of the afternoon and had we jumped we would have been caught. The van waiting at our landing point was a giveaway. Luckily for us we got sidetracked on our trek and missed a fork we needed to take in the trail. The cause of the sidetrack was seeing the only person we saw in two days of our climb. He was sitting on a log, long black hair, beard, rolling a cigarette. He didn't say anything, just looked at us, and nodded a greeting. In our panic to hide our rigs (we looked like four hunchbacks, with our jackets over our rigs) we missed our fork off trail. By the time we realised our mistake it was too late to make the top that afternoon. We had to make the journey down. It wasn't an easy decision after doing ten miles but we had no sleeping bags or tents and the thought of spending the night on the

mountain without vital equipment wasn't advisable. Apart from this Fran was waiting for us to jump that afternoon, if we didn't meet her by midnight she would have to inform the rangers in case any of us had been injured.

That night around the camp fire, listening to Fran's story about the rangers around the landing area, we realised what a help our silent friend had been. We later heard from some friends who did the dive some time before that they had made the top of El Capitan late afternoon, tired, there they had met a quiet man, long hair and beard, who let them share his tent and food. They made the dive the next morning, refreshed. Could this man be the skydivers' God?

Knowing now that the rangers were watching the landing area, we had to decide if we could do the dive without being seen, after a long discussion we decided to do it. The fact that we had left our kit half way up the mountain had nothing to do with it.

We set off again, the first half of the climb was much easier without the weight of rigs, the trail is generally good but some areas of it are hidden by avalanche which have to be crossed. We soon made it to our turn-off point where we recovered our rigs hidden under some logs. We had a short rest and began to read some graffiti carved into a log, things like, Z HILLS —, FIRST NITE DIVE, we knew this was the turn-off point.

The second half of the climb was more difficult, steeper and very tiring. Our rigs were beginning to get heavy on our shoulders and I tried to occupy my mind thinking of all the previous skydivers that had felt the same. Colin Kendrick, John Parker and Micky Boys, three Brits that had climbed some months earlier. Two skydivers made the jump back in 1966 using round canopies and ended up being blown back into the cliff face and receiving bad injuries, one of them is still in a wheelchair. Two jumpers from Sweden made a dive onto the rock, repacked and jumped off, at this stage I was beginning to think they definitely had their shit together. The climb really needs a full day, we did it in 5½ hours but only because we miscalculated and had to rush to make the top that dusk.

The walk from the top of El Capitan to the exit point is a 500ft decline, a walk you could never forget. The valley to both sides and to the front of you, a whisp of faint cloud at 2800ft, Half Dome with the sun illuminating the top of its peak. Snow clad mountains trailing off to the horizon, the green carpet of pine trees below, grey solid mountains opposite us.

We made our way down and found our exit point, this was at 3000ft, it was a 45 degree ramp which couldn't have evolved into a better shape for skydiving off. There is more than one safe exit point; we later found out that we had taken a different one from most people we talked to, so to satisfy yourself take a rope and check it out.

We waited for dusk to arrive, the weather was still excellent, this time Fran wouldn't be waiting below and we were going to try and fly to a sandbar over and beside the Merced river, where we would be able to reach the safety of the pine trees and hide if need be. The road that side of the river is 'one way' back towards the Lodge, therefore giving us a good chance of hitching a quick ride. We were already equipped with black laundry bags to stuff our rigs into and hide as soon as we landed.

We decided on a no-contact three man wedge for the exit, Rob at the point and Mike and Chris both wing men, as far as we know they are the first Australians to do the dive and this was going to solve the problem of who was going to be the first. I was to photograph the exit but as it turned out even with a fast film, jumping that late in the afternoon caused a disappointing shot.

The shot might have been disappointing but the visuals certainly weren't, watching three skydivers standing on the edge of a mountain waiting to run down a ramp, looking like they were waiting for a report from a starting pistol was unreal. Silence for a while, a few last minute kit checks then, 'Shall we go?', 'O.K.', 'What now?', 'Yes', 'You mean right now?', 'Yes'. Well let's do it then. Then a hushed 'SKY-DIVE!!', four bounding skips down the ramp and the three have gone, like eagles leaving the nest. I see Mike and Chris already turning slightly to track off diagonally, all getting control straight away. As I'm fumbling to put my camera away, buzzing, excitement? fear? I hear the welcome sound of canopies opening. The feeling one gets standing on the edge of El Capitan waiting to take those last four steps after two days of hard work is dynamite. The rock now meant more, what had started out as an opponent, something to respect and be wary of had turned out to be a stairway to an ecstatic skydive. A feeling of abandoning the norm, reaching out beyond those castle walls that encase us at times.

The bounce down the ramp, and from the moment you leave that granite rock, it's a visual impact. The valley floor, dark, below the roads and river winding their way through. The mountains opposite lit up by the last rays of the fading daylight. I'm in a backsliding position and pull my arms back

and push my legs out. The view between my legs is breathtaking, the cliff face accelerating away from me, solid and immense. Below me as I flare out after tracking for about eight seconds I see the other three canopies cruising to the landing area. After opening a feeling of delight, trying hard to control an urge to scream and yell. The rangers hadn't seen us as far as we knew, and as I cruised into the sandbar, the scurrying figures of Rob, Mike and Chris running into the pine trees in the darkness was akin to a commando exercise. I joined them quickly and breathlessly, we hid our rigs and made it to the road. With cameras around our necks we looked like 'your average tourist'. We hitched a ride, and ten minutes later were in the bar with Fran, celebrating. We went back and recovered our rigs a few hours later. The dive is still illegal due to the danger of not picking a correct exit point and also if you fail to deploy a main canopy you will have giant pine trees to deal with. Those that have been caught by the rangers have had their rigs and cameras confiscated until after their court cases. Sixteen have been caught so far, and as far as I know about seventy or eighty have made the dive. So if you do it plan it well and be assured the energy put in will be repaid.

GEOFF SANDERS

Attention 3-Ring Owners

3-Ring Release System Required Periodic Maintenance

The Booth 3-Ring Release System has been in use for three years, with excellent results. Although the system is at least as durable as the rest of the harness/container assembly, it requires periodic maintenance and inspection to ensure proper operation.

Feedback from riggers and some of the thousands of users has made it possible to publish this set of maintenance and inspection instructions. It must be followed exactly.

Generally, it is NOT recommended that the risers be attached to the harness when new and "forgotten". Like all skydiving gear, the 3-Ring Release should be carefully inspected and cycled (operated) on a regular basis.

Specifically, the procedures below should be done at least every month. This is especially important if the rig has not been used for a month or more (such as during the winter). Immediate inspection is required if it has been subjected to some abuse such as a drag across the runway, a water landing, or exposure to a lot of dust or sand.

1. **Every month operate the 3-Ring Release System** on the ground. Extract the release cable completely from the housings and disconnect the risers.
2. While the system is disassembled, **closely inspect it for wear.**
 - **Check the white locking loops** (the ones that pass over the smallest ring and through the grommet) to be sure they aren't frayed.
 - **Check the Velcro** on the release handle and main lift web to ensure that it adequately holds the handle.
 - **Check the stitching**, including that which holds the large ring to the main lift web and the hand tacking that prevents the release housings from sliding through its

keeper. (This keeper is located a few inches above the padded release handle.)

3. **Take each riser and vigorously twist and flex the webbing near where it passes through each ring.** The idea is to remove any set or deformation in the webbing. Failure to do this might make the release hesitate when activated in response to a low-drag malfunction such as a streamer.
4. **Check the inside of the release housing** for gravel or other obstructions. Use the cable to do this. Inspect the housing for dents or other damage (this is very unlikely unless the rig was smashed in a car door or suffered similar abuse).
5. **Clean and lubricate the release cable** with a light oil such as "3-in-1." Put a few drops on a paper towel and firmly wipe the cable a few times. A THIN invisible film should remain — too much will attract grit and dirt. Failure to do this could require a higher-than-normal force to extract the cable during a breakaway.
6. **Inspect each release housing and assembly.** There are two kinds: an older hand-tacked one (with a flexible grommet) and a newer swedged version. It is recommended that the older type be replaced. Kits are available from the Relative Workshop at \$5 a set.
7. **Re-assemble the system properly**, ensuring that it is done in accordance with the *Owner's Manual*. Double check it. Make sure the risers aren't reversed.
8. If any wear is found, consult the manufacturer or a rigger immediately.

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A CLIP ON CUTAWAY

Having decided to try to photograph all the malfunctions a student can encounter in order to assist in training him to recognise them, it was obvious a cut-away rig would be needed.

No one had such a rig to lend me at my centre and being reluctant to buy one, my thoughts turned to adapting my own rig in some way, so long as it wasn't necessary to make any alteration or permanent addition to it. What was wanted was a cut-away canopy, container and deployment system that could be clipped onto my rig as easily and securely as my front mounted reserve.

The logical place for the cut-away container is beneath the main as a sort of seat pack. So many ways of attaching it there are possible depending on the type of harness in use, that a description of this part is hardly needed.

Attaching the cut-away canopy to the main harness can be done by getting a rigger to make up a new set of risers with female capewell housings sewn on just above the males. Because this would mean changing the risers or having the extra hardware present on non cut-away jumps, this idea was rejected.

By experiment it was found possible after sewing a looped strop of type 12 webbing to the female cut-away capewell, to attach this assembly to the main risers by means of connector links.



Fig.1 shows the complete cut-away rig, seat pack with risers, tie downs and throw away deployment system; the female capewells with strop sewn on and the "speed" connector links used to attach them to the main risers.

Fig. 2 shows how the webbing strop sewn on the (upper) cut-away capewell is threaded through the main riser capewell lug from the front, then doubled back upwards at the back, with one 'finger' of the connector link through the loop, and the other across the front of the strop, thus enclosing the front of the strop, the complete main riser and one side only of the loop at the back. It should be noted that there is very little clearance between the strop and the main capewell dust cover and operating lever and that a strop made of anything thicker than the double type 12 webbing COULD RENDER THE MAIN CAPEWELL INOPERATIVE.

Careful study of Fig. 2 will reveal that there are four thicknesses of type 12 in the area of diagonal stitching on the strop, but only two thicknesses where it passes under the connector link. Note also that the cut-away female

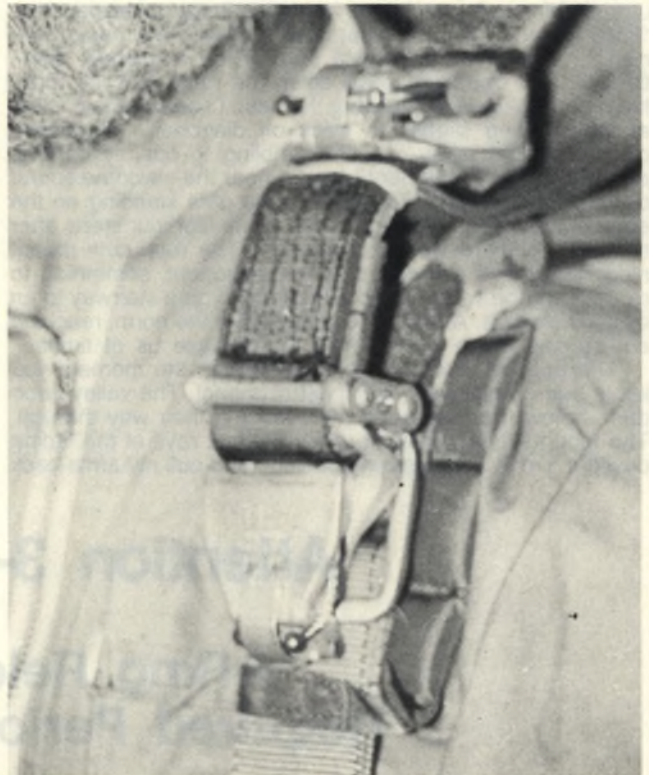


Figure 2



Figure 3

capewell housing is prevented from falling over the main capewell after activation by a restraining tie round the strop and main riser.

Fig. 3 shows the general arrangement of the whole assembly, the cut-away risers being sewn to the top and bottom of the main container side flaps by a double 9lb thread break tie to keep them in position until deployment.



Fig. 4 shows an alternative single riser with flaps sewn on for tucking under the pack opening bands to achieve the same result.

Fig. 5 shows how the cut-away container tie downs can be attached to the 'V' rings on the harness leg straps (in this case a B4 harness).

This cutaway assembly can readily be adapted to fit any harness using capewell releases, and when used on a B4 rig can be fitted ready to jump in less than 10 minutes and removed again in 5, leaving no evidence that it was



ever there. The only stitching employed in attaching it is if the risers are sewn as described above.

The making of any parachuting equipment such as this is clearly a rigger's job. The equipment described was not made by a rigger but made to prove an idea. It was then shown to two riggers who both were of the opinion that it was safe to use by an experienced jumper, so far, this has proved to be the case.

Using the equipment for what it was intended has provided some interesting jumps and a new insight to student malfunctions. It is worth knowing that a blown periphery reduces the volume of air in the canopy, reduces the filling time and increases the opening shock which at terminal produces a few holes and tears, a severed lower peripheral band, several lines pulled from the lower peripheral band and quite literally a pain in the neck that was unable to support the weight of the camera.

Exact details of the strop described can be supplied but only if you will get a rigger to make them for you.

DICKGAYS.





Carlbou Exit

photo — Alan James

BUZZ'S CANADIAN COLUMN

The 1979 Canadian Parachute Team which performed and represented us so well in Chateauroux was awarded the Sports Federation of Canada 'Team of the Year' award for their gold and silver medal performance. The annual award is one of several handed out by the SFC and was won by the team in 1977, only to be withdrawn following the publicity surrounding the Australian trip. The award is well deserved.

I returned from the annual CIP meeting rather bemused with one decision and very dismayed at another development, which if allowed to continue unchanged will not only slow the development of parachuting but may well damage the respect that the international parachuting community has for the CIP and the FAI.

In 1978 the Brazilians came to Paris with an informal offer to host a world relative work championships. The emphasis was more concerned with sun and carnivals. They were asked to return the following year to present a more formal bid, but did not attend that subsequent meeting. At Chateauroux however a proposal was submitted by the Brazilian delegate to the CIP representatives and was apparently incomplete. They were again asked to present a formal bid for the 1981 competition at the meeting just recently held. This they did; the aircraft being a DH Buffalo, the price 1800FF (about 540\$Cdn at current exchange rates) and a 30% discount from Varig to get to Rio. The only unknown was the Brazilians' ability to organise a large parachute championships.

In the meantime the USA decided to bid for the 1981 championships, based on Zephyrhills. This bid was notable for the price and the fact that many of the ancillary services, normally provided, would specifically not be available (i.e. banking, postage, laundry, etc.). The bare minimum required by the Sporting Code would be the order of the day. To top that the price is: 575\$US for one event and 795\$US for both events; far higher than for any other previous championships.

Contrast that with Bulgaria which is \$440 per person. Even this price had been reduced as a result of a pre-meeting backroom negotiation.

The vote was taken by secret ballot and when the result was announced, the meeting was somewhat stunned. It is understood that the vote was close. The easy acceptance by the meeting of such an 'inflationary' entry fee, (whatever the other merits of holding the championships at Zephyrhills) may mean that other organisers will feel at liberty to push up fees even more. Hence my bemusement at the decision.

The FAI General Conference requires that the Sporting Code for each discipline may only be changed every four years. We have found this to be wholly inappropriate and restrictive. The situation came to a head this year as we wished to make important and fundamental changes to the International Judge rating system, the Jury composition and add a canopy relative work category to the world records. When these amendments were presented to the plenary session, we were grandly informed by the Director General that no changes could be made as the General Conference had recently reaffirmed the four year rule. His attitude was totally negative and obstructionist and one has to wonder at his suitability for the post he holds, as the prime responsibility of the FAI is the development of aviation sports, not the narrow bureaucratic stifling of necessary change. Parachuting is a dynamic sport and the regulations which govern its conduct must be allowed to be amended as necessary.

The four year rule may be good for other disciplines, but for parachuting and the CIP it is bad and must go. The same must be said for the Director General, whose obvious antipathy towards parachuting affects his professional conduct. Hopefully CIP delegates will be working towards the achievement of both.

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REVIEW

The Best of Sport Parachutist

*Edited & Published by John Meacock and Charles Shea-Simonds
 price — £8.50*

Anthology (n.) — a choice collection of passages from literature. Late GK. (*The Concise Oxford Dictionary*).

Who better, indeed, to choose a collection of passages from the literature of British parachuting than John Meacock and Charles Shea-Simonds. Not only have they, in succession, edited the journal for the past nine years but have also made a massive personal contribution to the history of the Sport in this country during the lifetime of the journal. As friends and as sporting adversaries I have watched the progress of these two gentlemen over the years with, as they say, considerable interest.

I have no hesitation in recommending to all jumpers this their latest contribution to the parachuting scene. I confidently predict it will be a sell out with the generation who were in at the beginning and will prove equally popular with the newcomers to the sport by virtue of the premise that history is the key to the understanding of the present. The compilation provides a balanced assortment of technical information, history and humour over the period. Contributors range from Vladimir Gurnij on Style to Roger Hull on the philosophy of Sequential RW training. Humour abounds — anecdotes, from the early Rapide days to the more improbable activities of Big Jake being prime examples; whilst personalities spanning the time from Dumbo Willans to Jackie Smith are featured. This book mirrors the British parachuting scene over the last sixteen years — the expeditions, competitions, demos, triumphs and near misses. Above all, it reflects the humour and camaraderie of the British jumper. Being one of those jumpers you will no doubt try to beg, steal or borrow this book. I suggest you buy it, even if it hurts.

DOUG PEACOCK
National Coach & Safety Officer

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**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, THURSDAY 7th FEBRUARY 1980
held at BPA Offices, Kimberley House, Leicester**

PRESENT

D. I. Waugh — *Chairman*
J. Laing MBE — *Vice Chairman*
P. G. Mitchell — *Treasurer/Chairman, Finance Committee*
J. T. Crocker — *Chairman, Safety and Training Committee*
P. J. Byrne — *Chairman, Competitions Committee*
P. Corr
C. Bruce
R. E. Gays
J. H. Hitchen
R. Hiatt
A. J. M. Meysner
D. D. Orton
J. D. Prince
G. C. P. Shea-Simonds
J. G. Starling, MBE, MC
J. L. Thomas
E. T. Lewington

IN ATTENDANCE

C. W. Port — *Secretary-General*
J. Norris — *Representing POPS*

OBSERVERS

Melanie Keeley, John Peck, Martin Doughty.

APOLOGIES

J. R. H. Sharples
D. Hennessy, RAFSPA

Item 5/80

MINUTES OF PREVIOUS MEETINGS

1. Council Meeting 27th November, 1979.
 - a) Item 92/79. The Cheshire Parachute Club had requested that the litigation be continued.
 - b) Item 95/79. 1b) 6.4. The Chairman had written to the proprietor of Eagle Sport Parachute Club and the matter is the subject of S.T.C. Minutes of 16th January 1980.
Proposed by E. T. Lewington and seconded by D. D. Orton that the minutes of the Council Meeting of 27th November 1979 be accepted.

Carried Unanimously
2. Annual General Meeting 5th January 1980
 - a) Item 2 — at the end of the Financial Situation add 'Carried Unanimously'.
Proposed by J. T. Crocker and seconded by J. G. Starling that subject to the above addition the minutes of the Annual General Meeting of 5th January 1980 be accepted.

Carried Unanimously
3. Council Meeting 5th January 1980.
Proposed by J. T. Crocker and seconded by C. Bruce that the minutes of the Council Meeting of 5th January 1980 be accepted.

Carried Unanimously

Item 6/80

COMMITTEE REPORTS

1. Minutes of STC Meeting of 2nd January 1980/16th January 1980.
Matters arising
 - a) Item 3 — The NCSO to be tasked with providing an addenda to the Instructors Manual regarding the changes in the Category System.
 - b) Item 6 — Proposed by G. C. P. Shea-Simonds and seconded by J. L. Thomas that this Association defray the cost of £6.00 per head for BPA Instructors attending the Royal Aero Club Instructors Conference.

Carried Unanimously

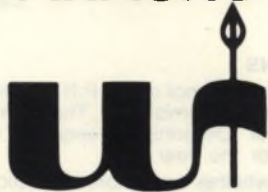
The minutes of the S.T.C. of 2nd February 1980 and 16th January 1980 were ratified by Council.
2. Minutes of Competitions Committee Meeting 21st December 1979 and 23rd January 1980.
Matters arising
 - a) It was regretted that civilian competitors would not be able to take part in the APA Championships as there were problems relating to the use of aircraft. J. G. Starling said that as it was the birthday year many organisations had been invited and the Centre would be unable to cope with any more people. A.P.A. had already agreed to host the National Championships every other year and were unfortunately fully committed this year.
 - b) The Secretary General was tasked with ensuring that the VISA situation was processed well before the 'team' went to the U.S.A., and to check on the difficulty liable to be experienced with VISAS for Bulgaria.
Proposed by J. T. Crocker and seconded by R. Hiatt that the minutes of 21st December 1979 and 23rd January 1980 be accepted.

Carried Unanimously

3. Finance Committee

Matters arising
P. G. Mitchell apologised for the absence of minutes for the Finance Committee but the Committee had held the meeting at 2.30 on the day of the Council Meeting.
a) **Computerisation of Membership and Allied Administration**
P. G. Mitchell gave the Council a broad outline of the proposals to transfer the membership and allied administration to a Leicester based Computer Bureau.

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**UNITED STATES PARACHUTE ASSOCIATION
806 15th Street, NW., Suite 444, Washington DC 20005, USA**

- i) The system is basically an addressing service with the ability of 'tacking on' several statistical analysis.
- ii) The membership records would be put onto a computer, using simple input forms, provided by the bureau on the basis of the renewal forms as they come in.
- iii) The actual analysis requirements would be the subject of decision.
- iv) The system would supersede all the scriptomatic cards, the volume of which is becoming too unwieldy for the staff to administer. If the present system was kept it would mean that fairly soon the Association would need to employ an extra member of staff. In the present stringent economic climate the Sports Council would not be able to fund an extra member of staff so that the whole cost would have to be borne by the Association.
- v) The rationalisation of membership agreed at the A.G.M. will only buy us some six months of time. Thereafter the sheer volume will be too great for the staff to cope with at present manning levels.
- vi) The proposal is that as the membership renewals come in, the bureau, at no cost to this Association, will write these onto the input forms and then place the information onto the computer. Once these are done, the remaining forms of membership will be added.
- vii) The costings given in the paper prepared by the Secretary General show a genuine saving to the Association. The main output will be all the labelling for the magazine envelopes. These will be labelled by the bureau, sorted into postal codes as required by the Post Office. This will enable the Association to obtain a large rebate on postal costs up to some £1400 per annum. The only way to obtain this rebate is for the envelopes to be sorted into the required areas. There is no way that this can be done under the present manual system.
- viii) C. Bruce gave the idea a clean bill of health having questioned the director of the bureau at some length. He said that the two important fields were those affecting the area postal codes. It was here that our saving on postal charges would be made. Added to this was a great saving on the work-load of the office staff. It must be remembered that this was in essence, a mailing system with extra facilities added on for us. We must be careful not to expect too much from this system.

G.C.P. Shea-Simonds expressed some concern as to the requirements of the Post Office of a set publication date. The Secretary General had been in contact with the P.O. who have stated that they are fairly flexible as to the publication dates. However, before any contract was signed it was to be sent to J. T. Crocker for his comments and judgement.

Several members were worried about the fact that we would not have full records in the office. The Secretary General stated that the membership forms would be passed to the bureau for processing and then returned to the BPA Office where they would be stored in the normal way. Thus we had a full back-up in the event of any major catastrophe.

In answer to the question by J. D. Prince, the Secretary General said that, in accord with several requests, full and provisional membership forms would be sent to all clubs, who would also be given blocks of BPA numbers, so that clubs could give jumpers immediate membership of the Association. Provisional members could then convert to full without the long delay of applications coming in, membership forms being sent out and then conversion forms being sent in. All that the clubs would be asked to do would be to send in application forms and the relevant monies as is the usual form, and to send in any other money when provisional members convert to full membership. It was agreed that this was a good idea and should be implemented.

G. C. P. Shea-Simonds asked whether there would be a list of addresses etc., kept in the BPA Office. Following further discussion with Mr. Gladders, 8th February 1980, the Secretary General is able to report that a) we will have all the information we need in the office, b) that we will be able to have an alphabetical list of members as well as a full list by BPA number.

The Secretary General would liaise with C. Bruce and J.T. Crocker in order to draw up a contract between the bureau and the Association.

Proposed by P. G. Mitchell and seconded by C. Bruce that the computerisation scheme go ahead as outlined.
Carried Unanimously

b) B.P.A. Diaries

Replies are still awaited from clubs as to volume before any further progress could be made.

c) Salaries for NCSO and Secretary General

The Secretary General withdrew from the meeting for the duration of the discussions.

P. G. Mitchell gave the decision of Council. The Council on the advice of the Finance Committee decided as follows:

i) Secretary General

The salary of the Secretary General with effect the 1st of the month will be increased to £6,350, the top of the present point on the scale. He was instructed that, when the time came, to apply for regrading on the Sports Council Scales.

ii) NCSO

The salary of the NCSO with effect the 1st February 1980 was to be increased to £6,500, the top of his present allowable salary on the Burnham Scales. There are two courses of action now open, a) to become assimilated and graded on the Sports Council Salary Scales and to bring to Council's attention the result. The intention being that Council will approve his salary within the recommended scale. b) The Secretary General to discover what possible re-grading can be given to him on the Burnham Scale and that those be implemented if available sooner than Sports Council Scale.

'The Council make these recommendations as a vote of confidence in both the Secretary General and the NCSO'.

'Council is looking favourably on recommended scales which are fully fundable via Grant-in-Aid and that as soon as any changes in scales are notified, these changes should be brought to the attention of Council immediately. But that any voting of changes in salary regardless of scale will remain the prerogative of the Council'.

Item 7/80

ARTICLES OF ASSOCIATION

J. T. Crocker said that basically there was nothing wrong with the Articles and Memoranda of Association. He said, however, that it would be politic to conduct a company search in order to see what was in fact on record at Companies Houses regarding the Association.

Proposed by G. C. P. Shea-Simonds and seconded by J. G. Starling that the search be conducted by J. T. Crocker.

Carried Unanimously

Item 8/80

LANGAR

There was much discussion concerning the whole situation. It was agreed that the time had come when the differences between this Association and A.S.P. be settled, and that we again become one united Association. The Chairman was requested to write to Mr. Sawyer putting forward the Council's point of view.

Proposed by J. G. Starling and seconded by E. T. Lewington that the above action be taken.

Carried Unanimously

Item 9/80

PUBLIC RELATIONS

Mr. D. Deeson updated Council on the P.R. situation. Articles were to appear in Penthouse and Hemisphere. The intention was at the next Council Meeting, for Deesons to acquaint Council with their forthcoming plans for the year.

J. H. Hitchen asked whether it was normal practice for a P.R. service to charge a magazine for the privilege of publicising a sport. It was stated that major articles took a great deal of time to write, and that in this instance the magazine editor had requested that a major article be supplied. Therefore the cost of this had to be borne by someone, and in this case the magazine was billed for the work involved. It was requested that in the future, any major article be vetted by the

NCSO or in his absence by G. C. P. Shea-Simonds, in order to ensure the accuracy of the content in respect of technical and statistical detail.

Item 10/80

ROYAL AERO CLUB MEETING

G. C. P. Shea-Simonds gave his report on the R.Ae.C. Meeting. This year is the 75th Anniversary of the F.A.I., and it was agreed that the R.Ae.C. initiate 1980 as a year of co-operation between Aviation Sports. It was agreed that those at club level could invite other aviation sporting bodies to their clubs for informal 'get togethers' in order that common problems could be discussed and so that other bodies would be able to see what our Sport was all about. The A.P.A. is promoting one such evening in April.

Subscriptions to the R.Ae.C. are to remain the same as for last year.

Item 11/80

C.I.P. CONFERENCE

The C.I.P. Conference report was presented by G. C. P. Shea-Simonds who invited comments. The Secretary General offered his personal congratulations to G. C. P. Shea-Simonds on being elected as second Vice President. The Chairman D. I. Waugh expressed the congratulations of Council to G. C. P. Shea-Simonds on his appointment, and also that of the NCSO to the Sporting Code Subcommittee.

Item 12/80

ENGLISH SCR, SCS, CRW AWARDS

D. D. Orton suggested that the time was now ripe for the B.P.A. to make these types of awards. He was asked to draw up a plan of the system to be used, and was asked to bring it to Council's attention at the next meeting.

Item 13/80

ASSISTANT FOR NCSO

D. D. Orton suggested that it was time to re-open the discussion of an assistant for the NCSO. He thought that the work load might now warrant an assistant.

In the absence of the NCSO, the Secretary General raised the following points on his behalf:

- 1) The NCSO felt 'there was no specific need for an assistant at this time'.
- 2) 'He is enjoying 100% support from his fellow instructors'.
- 3) 'He would not know what to do with an assistant if he had one'.
- 4) 'The situation might be worth reviewing in 2 or 3 years time'.

The Secretary General stated that in the present economic climate there would be no salary funding aid from Sports Council for an assistant.

Item 14/80

R. BROOKES — LITIGATION

- i) Mr. Brookes, a pilot who is a long standing parachute pilot, is engaged with defending a suit brought by a jumper concerning an incident which occurred in 1974. It is alleged that the pilot was responsible for the incident. The result of this litigation could affect those pilots who drop parachutists.
- ii) It was proposed by G. C. P. Shea-Simonds and seconded by J. D. Prince that in principle, the Association should:
 - a) Afford some sort of financial aid to Mr. Brookes to defray some of the litigation costs.
 - b) The Chairman of A.P.A. (who had volunteered to do so) would write to the Royal Marines Club at Dunkeswell where the accident occurred, to acquaint them with the role being played by the Association and to ask what they would be doing themselves.

Carried Unanimously

- iii) There was much discussion as to the form and amount of aid which should be given.

Proposed by G. C. P. Shea-Simonds and seconded by J. D. Prince that a sum of £500 be set aside to help defray the cost of Mr. Brookes litigation.

For 11 Against 6

The motion was carried by a majority of 5.

Item 15/80

A.P.A. CHAMPIONSHIPS

J. G. Starling formally requested Council's agreement for the NCSO to act as Chief Judge at the A.P.A. Championships.

Agreed

Item 16/80

APPROVED CLUB STATUS — BRITISH SKYSPORTS

Proposed by E. T. Lewington and seconded by J. H. Hitchen that the recommendation of the NCSO be accepted. The British Skysports approved status not be renewed but that an application for re-instatement be made in six months time and that the Chairman write to the Club.

Carried Unanimously

Item 17/80

MIDLAND PARACHUTE CLUB — PLANNING PERMISSION

J. T. Crocker appraised Council of the situation regarding the planning problems experienced by the Midland Parachute Club. This is the follow up to the 'Council Phone Round' agreement to pay an initial sum of £300 towards the cost of fighting an enforcement order.

The Midland Parachute Club was faced with an enforcement order which, had it gone through, would have closed the drop zone, and also would have meant that there would have been no facilities for parachuting in the region. Another important factor is that this is the second time that an authority have accepted the fact that planning permission is not needed in order to parachute.

It was proposed by G. C. P. Shea-Simonds and seconded by P. Corr that 75% of a maximum bill of £1300 (i.e. £975) be paid by this Association towards the costs of the action.

For 6 Against 9

The motion was defeated.

It was proposed by J. Laing and seconded by J. G. Starling that 50% of a maximum bill of £1300 (i.e. £650) be paid by this Association towards the cost of the action.

For 8 Against 4 Abstention 3

The motion was carried.

It was proposed by C. Bruce and seconded by J. H. Hitchen that a sum of £650 (in addition to that amount agreed in the foregoing motion) be the subject of a loan to the Midland Parachute Club subject to the normal loan securities etc. should they wish to take it up.

For 14 Abstention 2

The motion was carried.

Item 18/80

R. BROAD

On behalf of the POPs, John Norris, their elected representative, brought to Council's attention the plight of the family of Mr. Broad who died on New Year's Day at Clacton. The family is in financial trouble and he asked Council whether they would be in a position to offer any assistance to them. After much discussion among Council the following was proposed.

Proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that a sum of £100 be sent to Mrs. Broad. The Chairman was asked to write a covering letter from the Association.

Carried Unanimously

Item 19/80

ANY OTHER BUSINESS

1. J. L. Thomas asked whether the Association would be prepared to pay the air fare of C. Thomas's visit between Los Angeles and Chicago and return, in order that he could be given the check out on packing 'Safety Fliers' and then be able to legally examine people in the UK.

Proposed by J. L. Thomas and seconded by D. D. Orton that £120 be set aside to pay the air fare as mentioned above.

For 1 Against 14 Absention 1

The motion was defeated.

2. T. Uragallo

T. Uragallo had approached the British Embassy in Washington with a request that he receive medical attention to remove a silver pin from his knee and replace with another. It was stated that he had said he was captain of the British Team and if he did not have this treatment then there would be no team training for the British Team. It was felt that there may have been a misunderstanding somewhere along the line and a copy of the

signal should be sent to T. Uragallo and that his comments on the subject be invited.

3. J. H. Hitchen brought up the matter of 'write-ups' for Council nominations. He had been asked to enquire whether these 'write-ups' were in any way vetted. The Secretary General stated that in some instances these were re-written due to; a) the fact that on occasions the writing was indecipherable, b) these had to be turned out so they could be read, c) duplicated information was taken out.

The Council decided that in future the 'write-ups' should go out as they were received, and that the names of the proposer and seconder be included at the end of the write up. The Secretary General should also check that details are correct and that those proposing a candidate should have the write up typed.

It was also asked that nomination papers be sent to service members well in advance of the Xmas postal rush to enable them to get their votes into the office in time for the closing-date for ballot papers.

4. **Trip to U.S.A. — A. MacFarlane**
The Secretary General had been asked by J. McCarthy to ask

Council whether they would be prepared to donate £115 (the same amount as Shobdon were donating) towards the cost of A. MacFarlane's trip to the U.S.A.

Council said that they were delighted that Mr. MacFarlane was going on a trip sponsored by POPs and helped by Shobdon but felt that they were unable (in this instance) to use the Association's funds to help defray the cost.

5. **Ian Louttit**
The letter from I. Louttit had been acknowledged by the Chairman. However the Council decided that the content was a matter for STC. G. C. P. Shea-Simonds said that he would be prepared to help out, if requested, via the magazine.
6. **J. D. Prince**
It was agreed that £50 be set aside to 'build' a prototype of the kicker spring, and a further £50 be made available if necessary. The money to be taken from the development fund.

Agreed Unanimously

G. C. P. Shea-Simonds reminded Council that matters concerning expenditure must go to the Finance Committee before Council are asked to give a decision. This point was noted by all Council.

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE WEDNESDAY 16 JANUARY 1980 at 1900 hours

PRESENT

G. C. P. Shea-Simonds	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
D. Orton	<i>SSS</i>
P. Slattery	<i>ECPC</i>
T. Rose	<i>RAPT</i>
W. J. Meacock	<i>PPC</i>
A. Collingwood	<i>Headcorn</i>
E. T. Lewington	<i>Red Devils</i>
P. Padley	<i>REME</i>
J. Hitchen	<i>SOPF</i>
E. Finney	<i>British Skysports</i>
S. Wood	<i>RNRMSPA</i>
J. L. Thomas	<i>Riggers</i>
P. Corr	<i>Spreadeagles</i>
J. Barnes	<i>TWPC</i>
R. Willis	<i>RAFSPA</i>
D. McCarthy	<i>HPC</i>
E. Strawson	<i>RGJ</i>
D. Palmer	<i>LIFFT</i>
J. Lines	<i>MPC</i>
P. D. Young	<i>RSA</i>
G. Pierce	<i>APA</i>

OBSERVERS

D. Parker, P. Leighton, J. Curtis, B. Dowling, R. Burgess, P. Kibblewhite, D. Cox, P. Walters, M. Jeanes, E. Broadfield, P. Anderson, J. T. Payne, T. Butler, A. Young

APOLOGIES FOR ABSENCE

J. T. Crocker (Chairman), J. D. Prince, J. Laing, A. Riddick

In the absence of J. T. Crocker the Chair was taken by G. C. P. Shea-Simonds.

Item 1

FATALITY AT CLACTON

.1 Suspension of Examiner and Advanced Instructor Rating — P. Slattery.

The NCSO in his capacity of Chairman of the Board of Inquiry outlined the circumstances leading to the drowning of Bob Broad at Clacton on New Year's Day and distributed photographs of the Drop Zone for the information of members. He then read out the findings of the Board which were, *inter alia*, that the Chief Instructor, P. Slattery, had been negligent in that he did not ensure lifejackets were worn by the jumpers when parachuting within 1500 yards of open water. Questions from members were then put to P. Slattery, after which all observers were asked to leave the meeting. P. Slattery then made a statement in which he claimed that he had made an error in measuring the distance of the DZ from the sea on the Ordnance Survey map used in his original DZ recee.

Having made his statement, P. Slattery was asked to retire from the meeting.

Further questions in amplification of the Report were asked of the Board. Board members stated that they had had the full and frank co-operation from P. Slattery during the course of the Inquiry and a letter in his support from C. Francis was read to the meeting. The Chairman then made a summing up of the factors involved and propositions from the floor were invited.

It was proposed by E. T. Lewington that all P. Slattery's Instructor ratings be removed.

This proposal failed to attract a seconder.

It was then proposed by D. Orton and seconded by E. Finney that: P. Slattery's Examiner and Advanced Instructor ratings be suspended for an unspecified period.

Such suspension to take effect from 3rd January 1980.

This proposition was carried by 12 votes to 3 with 4 abstentions.

.2 Recommendations of the Board of Inquiry

In its Report, the following recommendation was made by the Board 'That all future Drop Zones intended for regular parachuting use (including airfields) be inspected by the National Coach and Safety Officer in company with another independent instructor'.

It was proposed by T. Rose and seconded by E. Strawson that this recommendation be endorsed.

This was carried *nem con* with one abstention.

Basic Safety Regulations are to be amended as follows:

Sec 13.3 (Approval of DZs)

Delete first three lines and substitute:

Approval

With effect from 16th January 1980 all Drop Zones intended for regular parachute use (including airfields) must be inspected by the National Coach and Safety Officer in company with another independent instructor. Final approval must then be obtained from the Civil Aviation Authority who require the following particulars with applications for their use at least 28 days before the DZ is required for use. Remainder of para 3 stet.

P. Slattery was then recalled to the meeting and informed of the decision made. He promptly made application for exemption from BSRs Sec 2.2 to act as CCI East Coast Parachute Club in his capacity as BPA Approved Instructor.

Following some preliminary discussion, P. Slattery was again asked to retire from the meeting. His application was then put to the vote:

Proposed by D. Orton

Seconded by S. Woods

That P. Slattery, a BPA Approved Instructor, be granted exemption from BSRs 2.2 and be allowed to act as CCI East Coast Parachute Club.

This was carried by 12 votes to 6 with 2 abstentions.

P. Slattery was then re-admitted and informed of the decision. The observers were then re-admitted.

Item 2

SCHOLARSHIP COURSES

A paper on the subject, previously distributed, was read by the NCSO. It was agreed that such advanced courses should continue under the following conditions

1. STC should vet all future applications instead of the Competitions Committee.
2. The qualifying period (reaching Cat. 8) should be reduced from 18 months to 12 months.
3. The jumps should continue to be on a no cost basis to candidates.
4. Instructors assisting on the Courses should receive financial assistance and the total budget should be cast to include this item.

Dates and venues of two courses this year were to be organised by the NCSO.

(Two Clubs, Peterborough and Headcorn, subsequently volunteered to host Courses in 1980).

Item 3

THE CATEGORY SYSTEM

Proposals to reduce the numbers of descents from 5 to 3 in respect of Categories 4, 5, 6 and 7 (from Derrick Orton) were considered in conjunction with a paper on existing training criteria produced by the NCSO. Each category was then considered singly and the following was decided:

Proposed by D. Orton

Seconded by A. G. Knight

that Appendix F to BSRs be amended as follows:

Cat. 4 (5 sec)

- a. Has performed a minimum of THREE stable 5 second delayed openings (counting throughout) remainder stet.

Carried by 13 — 6

Proposed by D. Orton

Seconded by A. Collingwood

that the following amendment be made to Cat. 5 (10 secs)

- a. Has performed a minimum of THREE stable 10 second delayed openings (counting throughout) remainder stet.

Carried by 18 — 2

Proposed by D. Orton

Seconded by P. Corr

that the following amendment be made to Cat. 6 (15 sec) lines 3 and 4 to read:

- (1) ONE flat stable (counting throughout)
- (2) After instruction in the use of instruments, TWO flat stable descents using instruments but continuing to count throughout.

This proposal was defeated by 11 votes to 10.

Proposed by D. Orton

Seconded by D. Palmer

that the following amendment be made to Cat. 7 (15 sec)

- a. Has performed a minimum of THREE controlled 20 seconds delayed openings. Remainder stet.

This was carried by 11 votes to 10.

The NCSO then expressed concern at the arbitrary lowering of training standards. He agreed that it was unnecessary for an exceptional student to carry out a set number of delays once the skill had been learned merely in order to conform to the book, and that in such cases flexibility was desirable. He maintained, however, that the amount of work to be done in categories 6 and 7 was such that it could not be carried out properly in 3 descents at 15 and 20 secs respectively. The Chairman then ruled that, in view of the closeness of the voting on Categories 6 and 7 that these decisions should not be actioned and that the matter be re-discussed at the next meeting. The same ruling applied to a further proposal by D. Orton to delete the forward loop requirement from Cat. 9.

Item 4

INSTRUCTOR COURSE 4-79

This report was expounded upon by the NCSO. The upgrading of P. F. Smout to Examiner status was proposed by E. T. Lewington and unanimously endorsed. There were no further comments arising from the course report.

Item 5

INSTRUCTOR CONVENTION 1980

The Chairman gave a summing up of this successful convention. He felt that the formula of inviting guest speakers should be continued. The same venue had been booked for 1981.

No comments were forthcoming regarding the Convention.

Item 6

INCIDENTS

.1 Spreadeagles

An incident report concerning a first time jumper experiencing a main malfunction (S/L sleeve deployment system) and surviving an extremely rapid descent was read to the meeting. The CCI P. Corr stated that as a result of this incident he had now converted to the S/L bag system. A proposal by D. McCarthy arising out of this incident to the effect that the bag system be made mandatory for all static line jumping (Cats 2 and 3) was deferred for further consideration at the next meeting.

.2 RAPA

An incident at Bad Lippspringe concerning a Protector canopy deployed at terminal velocity by an unstable jumper was read to the meeting. The canopy which had suffered extensive burn damage was now being inspected by RAE Farnborough.

E. T. Lewington was to report back on this canopy. (Date of manufacture September 1978.)

Item 7

EXEMPTIONS

1. All successful candidates on September 1979 PI Course to attend February Course (5 months interval).

Carried Unanimously

2. P. Hewitt (Approved Instructor) to act as CCI Cambridge University FFC.

Proposed by P. Slattery

Seconded by E. T. Lewington

Carried Unanimously

Item 8

PREVIOUS MINUTES AND MATTERS ARISING

1. Item 8.4

The position apropos G. Dunn and G. Sugden was outlined by the NCSO. Council had agreed that G. Dunn be allowed to attend Exam Course 1-80 for assessment. The NCSO and another examiner were to visit Eagle Sport to check out G. Sugden, whose Approved rating had lapsed.

P. D. Young then raised the question of who was the CCI at Eagle Sport. It was decided that this would be resolved once the respective ratings of G. Dunn and G. Sugden had been regularised.

2. Item 8.12

The NCSO stated that there were currently 14 clubs operating under an Approved (as opposed to Advanced) Instructor. Of these 14, 10 had been operating under these conditions for at least 2 years. The NCSO was to write to those concerned regarding their intentions of applying for upgrading.

The minutes were then approved as a true record.

Item 9

ANY OTHER BUSINESS

1. Carl Bowen to act as jump pilot, having 89 hours PI. This pilot had made 60 descents.

The application was made by N. Law and supported by C. Shea-Simonds.

Carried Unanimously

2. J. Orr (PI Course 3-79) to be examined independently of formal examination course.

On the grounds of his involvement as a medical student could not take time off to attend an Exam Course.

Proposed by W. J. Meacock

Seconded by S. Wood

Carried 18 — 2

The NCSO to make appropriate arrangements once the probationary period was up.

3. B. Wilson to act as CCI Golden Lions.

It was stated that this Approved Instructor had attended Course

4-79 with a view to upgrading and had been unsuccessful. It was further stated that the Golden Lions were to assume responsibility for the Glenrothes DZ vice Paraclan and would be training *ab-initio* civilian jumpers.

Proposed by E. T. Lewington
Seconded by A. G. Knight

that no dispensation be granted in this case.

Carried unanimously.

The NCSO was to write to Paraclan to ascertain the position.

4. G. McLane (Hong Kong) extension of PI rating by six months. This application was supported by his CCI A. Sinclair. Granted.
5. P. Southgate (Approved Instructor) to act as CCI Leeds/Bradford Free Fall Club.
Proposed by J. Hitchen
Seconded by W. J. Meacock
Carried by 12 votes to 4 with 4 abstentions.
6. Royal Aero Club Instructors Conference.
This was to take place at the Post House on 28th March. C. Shea-Simonds promised to produce a finalised programme for

the next meeting. The cost was expected to be under £5.00 per head and it was proposed by E. T. Lewington and seconded by P. Padley that the Association pay the cost of BPA Instructors attending.

This proposal was carried unanimously.

7. HUPRA
A design, by E. Finney, for a Hung Up Parachutist Release Apparatus was to be circulated to members for consideration and input in time for the next meeting.
8. Suspension of Advanced and Examiner Ratings — I. Louttit.
It was confirmed that such suspension was to run from the date of the Board of Inquiry — 25th November 1979.
Further to the meeting of 2nd January, the NCSO stated that R. Briggs had now resigned as CCI Dunkeswell, and that I. Louttit was urgently seeking a replacement. The NCSO was to monitor the situation.
9. Renewal of Annual Exemptions.
A reminder had been received from the CAA that all Clubs should apply for renewal of Annual Exemption before commencing operation in 1980.

BRITISH PARACHUTE ASSOCIATION SAFETY & TRAINING COMMITTEE, THURSDAY 28th FEBRUARY 1980, held at The Post House, Leicester

PRESENT

G. C. P. Shea-Simonds
D. Peacock
E. Strawson
P. Slattery
P. Corr
R. Willis
W. J. Meacock
A. Collingwood
J. D. Prince
A. Knight
P. Cavanagh
E. T. Lewington
P. A. Padley
T. Rose
D. Palmer
P. A. Southgate
J. Lines
P. Walters
J. Hitchen
E. Finney
G. Douglas
M. Beynon
P. D. Young
J. L. Thomas

Chairman
NCSO
RGJ
ECPC
Spreadeagles
RAFSPA
PPC
Headcorn
NWPC
NPC
Black Knights
Red Devils
REME
RAPT
LIFFT
LBFFC
MPC
Staffs
SFFP
British Skysports
APA
South Cotswold
RSA
Riggers

'Has demonstrated his ability to perform backloops'.

Category 9
delete sub-para b.
Sub-para c becomes para b.
Category 10
No change.

Item 2

COMPULSORY USE OF THE S/L BAG SYSTEM

In view of the fact that the proposer was not present, this item was held over to the next meeting.

Item 3

AOD TRIAL PROGRAMME

This item was also held over to the next meeting.

Item 4

HUPRA

The concept was supported by A. G. Knight and J. L. Thomas. It was decided that the system be checked by the riggers sub-committee and that E. Finney be cleared to carry out dummy trials. The NCSO was to monitor progress.

Item 5

PI COURSE BAD LIPSPRINGE

A report on this course was presented by the NCSO. Advanced Instructors T. Oxley and D. Jones had been recommended for upgrading to Examiner status. Both upgrades were endorsed.

Item 6

ADVANCED INSTRUCTOR COURSE REQUIREMENTS

A proposal to incorporate a briefing on Ram-Air parachutes as a compulsory section in the Advanced Instructor examination (Paper by M. Winwood) was unanimously accepted.

The NCSO was to implement this for future Courses. It was not felt appropriate at this stage to incorporate a formal brief in the Instructors Manual.

Item 7

NET VANE PILOT CHUTES

It was re-emphasised that the prohibition on net vane MAI Pilot Chutes applied to chest mounted reserves only.

Item 8

INCIDENTS

1. Headcorn
A jumper had become suspended from the step of a Cessna 182 by the snagging of a baggy jump suit leg. This had eventually

OBSERVERS

Some thirty observers were present.

APOLOGIES FOR ABSENCE

J. T. Crocker (Chairman), J. R. Sharpies, J. Laing, D. Orton, N. Law, A. J. Smith.

Item 1

THE CATEGORY SYSTEM

1. Proposals by D. Orton
These proposals to change the minimum number of jumps for Categories 6 and 7 were reconsidered by the meeting. It was decided that no changes should be made.
2. Proposals by T. Dickson re Categories 8, 9, 10.
This paper, having been previously distributed, was discussed at some length. The general consensus was that forward loops and barrel rolls were no longer relevant to the training system and that they should be retained as optional exercises only.
It was also felt that backloops should be incorporated into Category 8, thus completing all solo activity by Category 8 and leaving Categories 9 and 10 clear for RW instruction.
Following a summary by W. J. Meacock, the following amendments to the Category System were approved.
Category 8
add new sub-para d.

torn free and he made a normal descent. The Chairman reminded the Meeting of a similar accident reported from the United States (DC3) and emphasised the basic necessity for elementary precautions to be taken on exit.

2. Hereford

A jumper experienced a malfunction of a Strato Cloud canopy and attempted to cutaway (R3 system). One side only released, the failure on the other side occurring through over-stretching of the elastic which resulted in a totally inoperable binding. Cutaway was eventually completed by breaking the elastic. The jumper deployed his reserve and landed without further incident. All jumpers are reminded of the importance of maintenance for ALL items of equipment and the necessity for periodic checks on R3s.

Item 9

EXEMPTIONS

1. D. Tylcoat, Approved Instructor to act as CCI Headcorn.

It was stated that D. Tylcoat had already attended one course with a view to upgrading and that he intended to qualify as an Advanced Instructor as soon as the minimum two year period was up. In view of the fact that he had been employed as a full time Instructor for the past twelve months and had made over 1000 descents he was considered fully capable of carrying out the duties of CCI. It was proposed by J. Hitchen and seconded by M. Beynon that the exemption be granted. This was carried with 2 votes against.

2. M. Snook to act as CCI RSA.

This exemption was requested by P. D. Young. It was proposed by W. J. Meacock and seconded by E. Strawson that such exemption be granted. The matter was put to the vote and the application was rejected by 9 votes to 4 with 8 abstentions. The Chairman then requested the reason for so many abstentions. Subsequent discussion revealed a strong feeling against arbitrary exemptions which were not adequately presented. W. J. Meacock then spoke on behalf of M. Snook, stating that from personal knowledge he considered him to be eminently capable of running a Drop Zone unsupervised. It was further stated that M. Snook would make every effort to obtain his Advanced Rating.

The Chairman then asked the meeting to reconsider their earlier decision and the vote was re-taken. This time, the proposal was carried by 12 votes to 5.

3. B. Wilson

A letter from Major G. O'Hara, asking for an exemption for B. Wilson (Golden Lions) to act as CCI was read to the meeting. Major O'Hara stated that B. Wilson would not be responsible for the activities of the civilian club Paraclan, but that the exemption was required to enable him to supervise the training of *ab initio* military students as potential recruits to the team. E. T. Lewington stated that there was no requirement in APA Regulations for the Chief Instructor of a Military Display Team to be an Advanced Instructor and that he had been misquoted in Major O'Hara's letter. It was decided that B. Wilson be granted dispensation to act as CCI Golden Lions providing he was not responsible for supervising the training of civilian student jumpers.

4. B. Pickersgill — 3 months

5. B. Dowling — 6 months

6. S. Critchley — 3 months

7. R. Flowers — 6 months

The above named Potential Instructors requested the extension of PI ratings as above to enable them to sit the Final Examination. The applications were supported by the respective CCIs. The extensions were approved.

Item 10

INSTRUCTORS ATTENDING CLOSED SESSIONS

It was agreed that, in the absence of the proposer (D. Orton) that this matter be discussed at the next meeting. The separate question of voting rights at STC was also to be included on the Agenda.

Item 11

CRW SEMINAR

Details of a proposed European tour for Jack Gregory (Z Hills) to hold CRW Seminars in this country were contained in a letter from D.

Howerski. He requested that such a tour be part funded by BPA. It was decided that: a) the Royal Marines team be approached first with a view to conducting a seminar and; b) D. Howerski be informed that the matter was under consideration.

Item 12

ROYAL AERO CLUB CONFERENCE

This was to take place at the Post Hotel on 28th March, commencing at 0930 hours. The programme was outlined by the Chairman and is attached to these minutes. It was stated that all BPA Instructors would attend free of charge.

Item 13

STUDENT WRITTEN EXAMINATION

A letter from Mr. Peter Prior on this subject had been received by the NCSO. Such examination for itinerant students was the practice on several Australian Drop Zones and copies were available from the office on request.

Item 14

PILOT BRIEFING RE BAILOUT HEIGHTS

A letter on this subject had been received from Chris Benyon. It was decided that there were too many factors in any emergency situation for any hard and fast briefing to be formulated.

Item 15

PREVIOUS MINUTES AND MATTERS ARISING

Item 1

W. J. Meacock desired to know what action, if any, had been taken by the BPA to recognise the actions of Mr. Roland Jarrold who effected a single handed rescue of a jumper from the sea at Clacton on New Year's Day. The question was referred to Council.

Item 8.1

P. D. Young again raised the question of CCI Eagle Sport. A letter on the subject from Alex Black was read to the meeting to which the NCSO was to reply.

Item 16

ANY OTHER BUSINESS

1. Mark Miller, D. Certificate holder, requested that 10 hours flying under instrument instruction count as PI time. This was granted.

2. Instructor Course 1-80

As a result of this Course, A. Collingwood and G. D. Pierce were recommended for upgrading to Examiner status. This was unanimously endorsed. Australian jumper, J. McKie had passed the Course and had been recommended for an Approved Instructor rating. This was to be held over pending a report from the BPA Medical Adviser.

3. A letter from R. Gays, requested clearance to test a newly designed canopy was read to the meeting. R. Gays amplified this letter and explained the stages the proposed testing would follow. He was cleared to test the parachute by dummy drops and was asked to report back on this phase to STC.

4. Exemptions

In a letter, I. Louttit requested an exemption to drop students at Dunkswell. He stated he had advertised for a CCI without success. It was proposed by W. J. Meacock and seconded by M. Beynon that Council be approached with a view to partial re-imburement by the BPA of any instructor prepared to take on the job. I. Louttit was to be invited to attend the next Council Meeting. Meanwhile any Instructors desirous of working at Dunkswell for the DISC were invited to contact I. Louttit.

5. C. Nixon to make a parachute descent six weeks before his 16th birthday. He is the son of BPA Instructor R. Nixon and has the full support of the CCI J. Barnes.

This was carried with 3 votes against.

6. P. Leighton, to act as CCI RN & RMSPA for six specified periods in the absence of the CCI S. Woods. This was granted, subject to written confirmation of the request by S. Woods.

7. Incidents at Clacton

Two incidents of out landings at the Clacton DZ were reported by P. Slattery. These involved one experienced jumper and one first time student. No comments were arising.

8. The Chairman reminded Examiners of their responsibilities with regard to the signing of Instructor Renewal Certificates.

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THE VERY POPULAR G.Q. UNIT

Smooth reliable **FREE PACK** Openings weighs only
8.4lb with F III material **Only £399.00**

NOW AVAILABLE WITH "KEVLAR" LINE
Weighs only 7.3lb **Only £400.00**

We at T.S.E. Jump and Recommend this canopy.

Match this with one of today's ultra lite reserve and you
have got a really light tidy Kit.

RAM AIR CANOPIES

Strato-Cloud EL 260 sq ft	£463.00
Strato-Cloud Lite	£432.00
252 Lite	£418.00
Pioneer Merlin	£422.00
G.Q. Unit. F-III material	£399.00
with "KEVLAR" lines	£400.00

RAM AIR RESERVE CANOPIES

The Safety Flyer

The world's safest reserve canopy unsurpassed in
reliability and performance. Here at T.S.E. we have the
first person in the U.K. to hold an American F.A.A. Ram
air reserve packing certificate. Get safe — buy yours
now and have your rig converted properly to Safety
Flyer specifications.

Safety flyer bag and Pilot 'chute	£317.00
Conversion to your rig	£15.00

Coming soon the new **SAFETY STAR.**

ROUND RESERVE CANOPIES

Preserve III weight 5 lb	£230.00
G.Q. Security SAC weight 5.4 lb	£207.00
G.Q. Security 26 ft Lo-Po	£195.00

PILOT CHUTES

Hot Dog	£21.00
Hand Deploy	£17.00
36 in Security (MA.1 Type)	£18.00

T.S.E. RIPCORDS

1 pin ripcord	£4.90	3 pin ripcord	£5.60
2 pin ripcord	£5.25	4 pin ripcord	£5.90

Coming soon the new **COMET 7 Cell Canopy** weight
7.4lb with bag and risers.

T.S.E. JET STREAM

The Jet Stream is a cross between a Wonderhog and a
Classiflyer; it features the Wonderhög Reserve
Container and three ring circus, and the Classiflyer
Main Container and leg strap hand deploy with a
curved pin closure of the main container.

JET STREAM **£165.00**

T.S.E. CHASER

The T.S.E. Chaser is a completely new style of
container system in the T.S.E. range, featuring the
SST Racer style POP top reserve and main container,
it has added features in a full bull comfort Pad and
hand deployed pilot chute on the leg strap, with a
curved pin main closure. All T.S.E. Rigs have three ring
circus and are manufactured in Cordura Fabric. We
use only swaged pins on our Jet Stream and Racer.

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T.S.E. Static Line Bag System	£155.00
T.S.E. Freefall Bag System	£176.00
Includes new Inner and Outer Bags, new customer harness and C.9 LL Canopy.	
T.S.E. Student harness	£48.00

HELMETS

Cebe	£12.35
Loubsol	£9.80

GOGGLES

Boogie	£2.20
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ALTIMETERS

Altmaster 2. Altimeter	£58.60
Altmaster 3. Altimeter	£58.60
Para-Lert	£51.00
Altimeter Cushion Pad	£2.75

THE S.C.S. R.W. SUIT

This R.W. Suit is custom made to your size
S.C.S. made in Acrylic **£50.00**
Camera stripes, chevrons, or plain stripes.
No extra charge for Rainbows.

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Prices correct at time of going to press

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RESERVES

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SECURITY SAC 5.7 lb £209

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PEGASUS 220 sq ft 8.7 lb £415
MERLIN 200 sq ft 8.2 lb £409
UNIT 200 sq ft 9 lb £400
XL CLOUDLITE 260 sq ft 11 lb £449
MINI FOIL 180 sq ft 8.5 lb £345
'252' LITE 252 sq ft 11.5 lb £419

Add these weights to the latest rigs at under 5 lb.

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From Z-hills, The Steve Anderson Custom Sodfarm.
Custom colours, 3 ring, Hand deploy, Pop Top, all for only £188

WONDERHOG 3 ring, H/D, £219 Complete rig weight now under 18 lb.

The **DIAMOND acrylic RW jumpsuit** now available in 7 body and trim colours £47 + £1.50 p&p

Sale items SST Racer P.O.P. £169

EAGLE Tandem P.O.P. Single Point £174

CLASSIFLYER

Hand deploy £169

STRATOFLYER Still the smallest £265

Canopy Features Strato-Cloud Lite Weighs only 11½ lb
7 cell 230 sq ft only £427

CRUISAIR

Weighs only 10 lb 7 cell 200 sq ft only £415

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26 ft LoPo Bias cut, 4 line or tri-vent £199

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