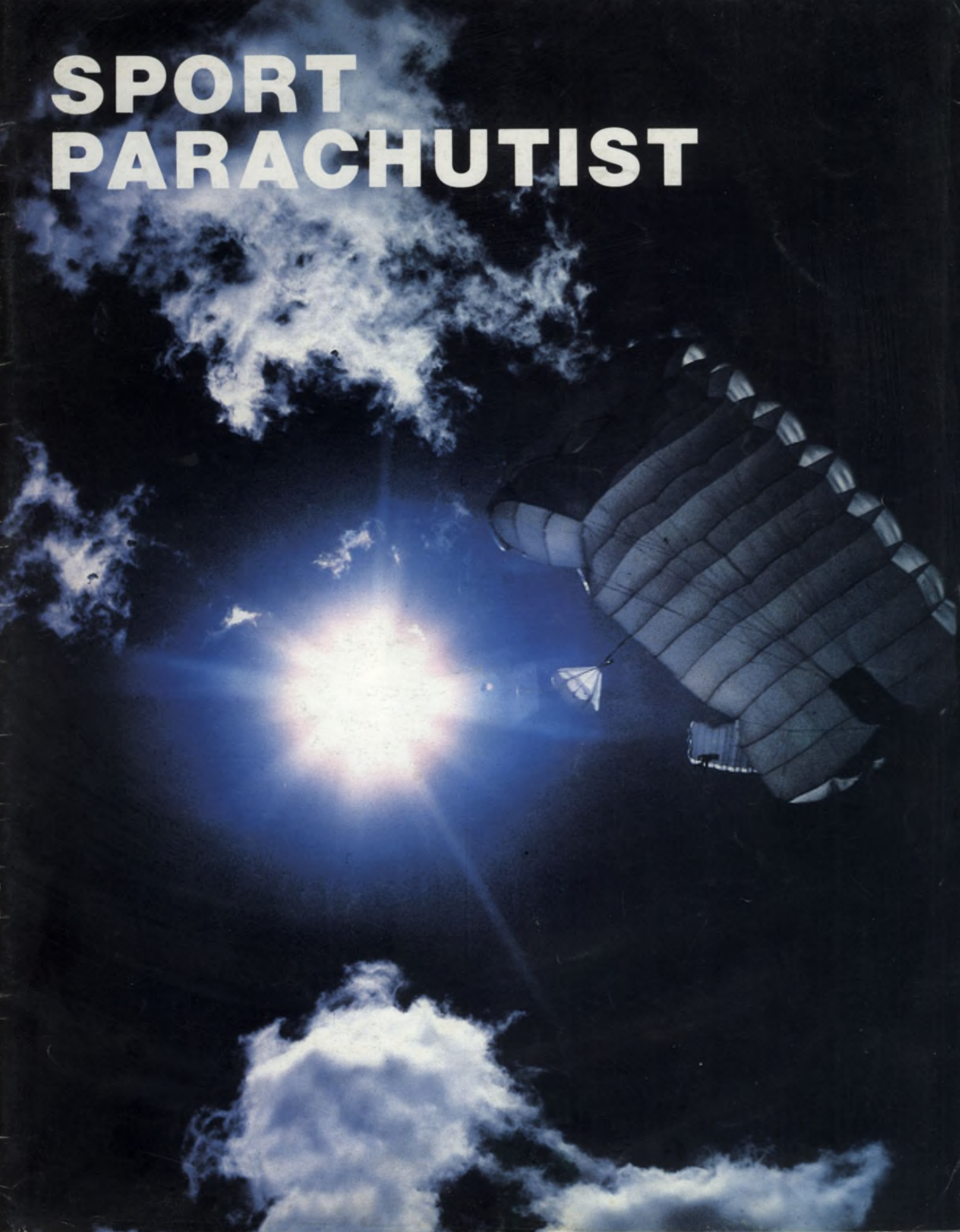


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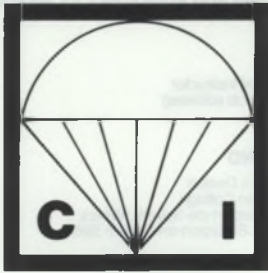
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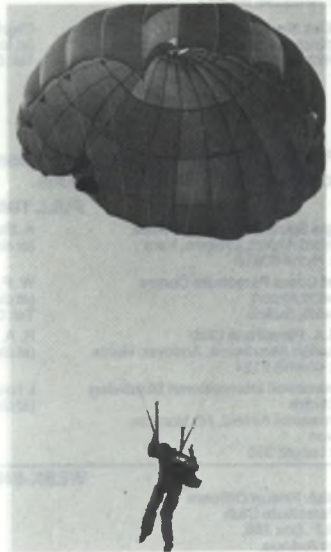
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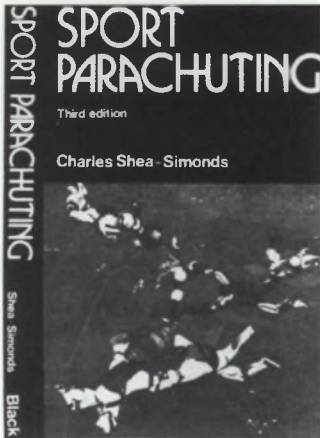
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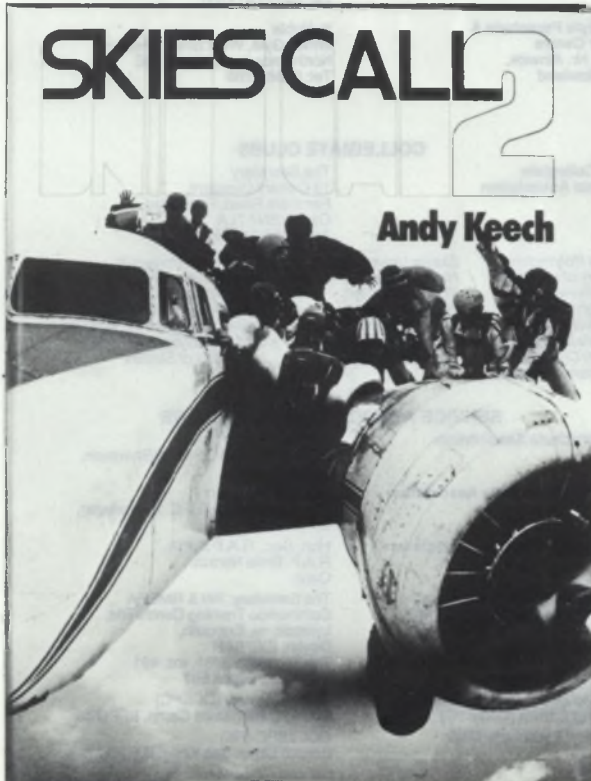


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Vol. 17 No. 3
JUNE 1980

EDITORIAL

I've recently been to three excellent competitions — the Thruxton Novice RW & Accuracy Meet, the Sibson TRAC Meet and the Army Championships. They were all thoroughly well run and supported competitions and reflected much hard work by the organisers and enthusiastic participation by the contestants. Write ups and photos on all three will appear in the next issue of S.P. In respect of the Army Meet special congratulations to current National Champion, Scotty Milne, for being Army Champion again for the umpteenth time.

On the other end of the scale — What has happened to B.C.P.A.? (The British Collegiate Parachute Association). This organisation has done some good work for the sport in the past — don't tell us that APATHY has killed B.C.P.A. — particularly when it represents the best of the youth in our sport. Maybe these words will provoke a revival — I hope so.

Take care now, Blue skies

Charlie

Editor's Note

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

CONTRIBUTING PHOTOGRAPHERS

Carl Boenish
Leo Dickinson
Arthur Gibson
Andy Keech
Dave Waterman



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

Copy date for the next issue — Monday, 21st July
Cover photo — Dave Howerski

THE DROP

CALENDAR OF EVENTS 1980

July 3-13
July 19-25
July 29-31
August 1-3
August 9/10
August 23-25
August 16-30
Sept. 13/14
Sept. 15-19
Sept. 20/21
Sept. 22-26
Sept. 27/28
Oct. 6-10
Oct. 25/26

National Championships
RAPA Championships
RW Seminar
RW Scrambles
POPS Meet
Round Canopy Meet
World Championships
Radio Trent Meet
Exam Course 3/80
9th Duck End Farm Meet
PI Course 3/80
Shobdon Meet
Scholarship/Progression Course
Shobdon POPS Meet

Sibson
Bad Lippspringe
Shobdon
Shobdon
Weston
Shobdon
Bulgaria
Langar
Sibson
Abbotsley
Sibson
Shobdon
Headcorn
Shobdon

Back to the drawing board
or
If at first you don't succeed . . .

Is that the 'pox' on Peter Fox???,
His nose all red and scabby.
It can't be 'that', 'cos he's *never* sinned,
But his teeth are loose and knuckle's skinned
And his knee's all fat and flabby.

The story goes, he'd had this thought,
That to practise style he really ought
And spending days and nights of toil
Was making 'things' by midnight oil.
This harness rigged from his garage roof,
Was well thought out but needed proof.

The day arrived, well would it work?
He's off, a turn, a sudden jerk,
His style it improved not at all,
As he bounced and hit the garage wall.
A moment's free fall and what is more
A backloop as he hit the floor.

The answer clear, the conclusion tough,
He hadn't made it strong enough!!!

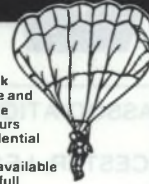
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Hartley who
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be for the Irish
Parachute Club!

Enquiries welcome from Clubs and Societies.

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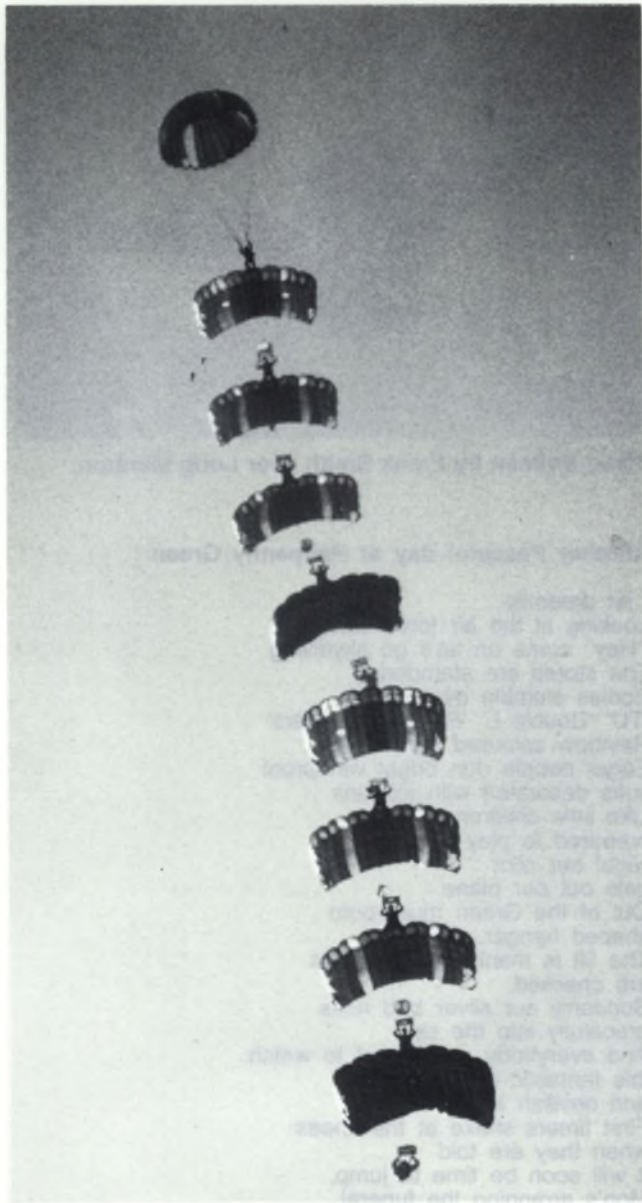
The Barretts Team seen recently complete with Jet Ranger and Santa Claus!

IT'S GOING
TO RAIN
TODAY.

SUPERFLY

HOW D'YOU
KNOW?

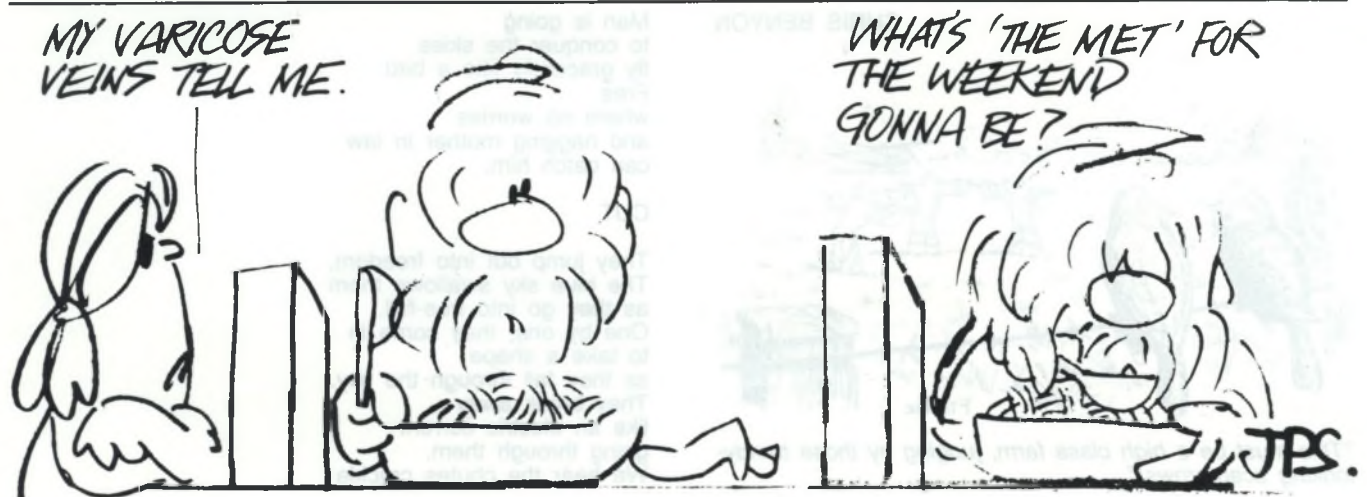




Nine Man over Netheravon by Leo Dickinson



Arthur Gibson records Terry Coombes over Netheravon at opening time. Notice the canopy slump.





Filwelz

"I'm worried about Nigel's loss of form. It looks as though our choice of fourth man is a toss-up between him and the mascot!"

AT THE DROP INN

I've just done a job, my first on't P.C.
The brief was as brief as brief could be,
"Get over the packing area and do as I say"
Bob Parry assured a soft landing that day.

So out to the jump ship I did not dally,
The Shaw, The Browell, Me, bottle & Sally,
Off we did climb to somewhere near three,
and there running in I was bursting to pee.

I did the spot and took it quite deep,
out, count & crank and my heart did leap,
a tug, and a check, the P.C. opened on time,
now, where is Bob Parry to give me a sign.

I was over the packing area, I'd done it you see,
so I looked for The Parry, Oh where could he be?
Away in the distance I spotted Bob Parry,
waving at a P.C. and talking down Sally!

So I sank down to land, and crashed onto earth,
feeling as big as a Pringe or Smurf,
winded, pride hurt, threw P.C. over head,
Cavanagh had shouted "Bens dented D.Z."

CHRIS BENYON



Filwelz

"This must be a high class farm, judging by those trendy-looking scarecrows!"



Steve Notman by Frank Smith over Long Marston.

Another Peaceful day at Halfpenny Green

I sit dreamily
Looking at the air force blue sky
"Hey" come on let's go skydiving
The stores are stampeded
Bodies stumble over chutes
'TU' 'Double L' 'Paracommanders'
Rainbow coloured parachutes
Eager people don bright windproof
suits decorated with slogans
Like little children
prepared to play.
Nigel our pilot
gets out our plane
Out of the Green mushroom
shaped hangar.
The lift is manifested and rigs
are checked.
Suddenly our silver bird rises
gracefully into the sky,
And everybody comes out to watch
this fantastic feat of bravery
and devilish act.
First timers shake at the knees
when they are told
it will soon be time to jump,
Mon's arranging the funeral,
girlfriends weep.

Man is going
to conquer the skies
fly gracefully like a bird
Free.
where no worries
and nagging mother in law
can catch him.

CUT

They jump out into freedom,
The blue sky swallows them
as they go into free-fall.
One by one, they come in
to take a shape
as they fall through the sky.
They break away
like an electric current
going through them.
We hear the chutes crackle

as the wind rushes into them
to inflate those nylon squares like
slender pieces of silk.

They aim themselves at the DZ
like bullets from a gun
fired, one by one,

They've landed.

LISA NICKLESS (14)

Nine Plane over Netheravon

Wistful watchers
seek out
nine stars
falling so high
too difficult to distinguish.

Descent arrested
nine stars
blossoming
into billowing canopies.

Nine stars
flying

quickly forming.

Pin and bast
together merge.

Nine minds attuned

recall success

and pray to Zeus

for perfection.

Falling

Rising

Smoothly docking

Into a cadence of canopies

A kaleidoscope in the clear sky.

Light fading

Vacant slot.

One remains

Spiralling,

Skidding across thermals

Then —

gently

precariously

collectively

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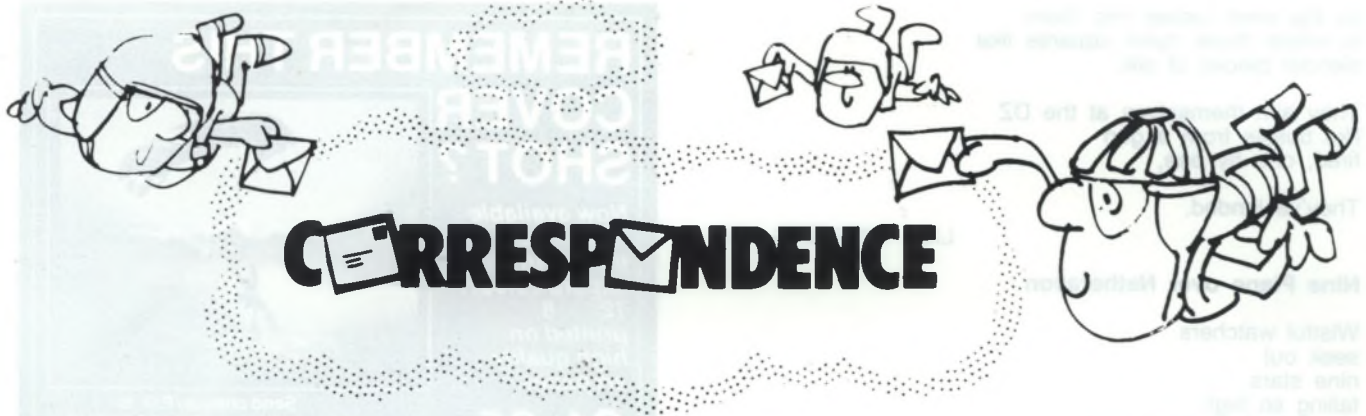
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the aerial jigsaw is complete
Countdown begins
Eyes turned upwards
Not daring to breathe
Hold
Hold
Hold on! Don't break!
Perfection slips
The silhouette veers
A sharp intake of breath
Majestically
Nine minds and canopies
Stabilise.
Exhilarated voices
Scream into the distance
Joyous whooping
Reverberates towards the watchers
Who stand like sentinels
admiring and envious.
— Break off —
Nine stars
earthbound
have reached heaven.

POLLY



Langar's three display teams sponsored by Hitachi, Subaru and Radio Trent.



Dear Charlie,

BSCR, BSCS, BCRW Awards

Very early on this year, I was fortunate enough to spend some weekends jumping the Pilatus Porter at Sibson. It was painfully obvious that the Porter was giving jumpers something that hadn't been heard of since the Skyvan days many years ago.

Suddenly, here was an aircraft that would take 10 jumpers to 12,000ft for £5.50 (now £6) and very fast, around 13 minutes. Formations of 8, 9 and 10 were being done by people who only weeks previously, had only dreamed of such glory. Or had to go to the States to achieve the same ends.

Application forms were being written out for SCRs and SCSs like they were going out of fashion. Quite obviously the awards really meant a great deal to every newcomer to reach the goal. It was then that I decided to approach Council as to their opinion of starting a British award for achievements attained in this country. That was the 7th February. The decision was for me to sort out the details and report back to the next meeting on 27th March.

Well, the guy I contacted was Tony Butler of the Midlands Parachute Centre for some ideas on artwork, as I knew he was rather a dab hand in design and drawing, also, I frequented the club as often as possible and we could talk to some length the next time I came over. Finally, I came up with the following idea, and although it follows the American system, I was rather keen on a memorial award to the first guy who died whilst involved in relative parachuting — Lou Johnson.

Lou died on the 19th August 1973 at Halfpenny Green whilst photographing The Royal Green Jackets. An ex para, he started sport jumping in 1964 and became an active member of the Hardass 8 way team in '71. It wasn't long before he took an active interest in freefall photography and his excellent pictures graced many magazines. The first British 10-man was recorded on film by Lou, and the fact that he closed 13th at break off altitude in '72 simply amplifies his own flying ability.

To the many people who knew Lou personally, is a memory of one of those rare amiable guys, who drift through life without a single enemy and only ever saw the best side of all and sundry. Hence:

THE LOU JOHNSON MEMORIAL AWARD BSCR

The following has been passed by Council as the criteria for BSCR and BSCS:

BPA Member British Isles only. Anyone who has participated in a formation of at least 8 persons that has been held for 5 seconds whether the formation is built larger or not — BSCR.

Anyone who has closed 8th or later on any formation that is held for 5 seconds, whether the formation is built larger or not — BSCS.

Numbers to start at 101 and the first 8 numbers automatically being given to the first 8-man round starting in reverse order of entry into the star. This was The Royal Green Jackets on 17th October 1970. 1 to 8 numbers going as follows: John Harrison, Terry Hagan, Tony Unwin, Guy Sutton, Jim Crocker, Mike O'Brien, John Beard, and John Shankland.

The whole month of June has been allocated to anyone to file their claim who already qualifies and numbers to be given in strict rotation of dates achieved. Applications after June will simply be in order of forms received.

CRW awards also start on a similar basis, BPA members and British Isles only.

Starting with a Four patch. Anyone having been in a 4 or larger formation that has been held for 60 seconds.

Canopy Crest Recipient (CCR) will have had to have been in a formation of at least 8 canopies and held for 60 seconds.

Canopy Crest Solo (CCS) for anyone to have closed 8th or later on a formation that has been held for 60 seconds.

The artwork carried out by Tony Butler is of a very high standard and impressed everyone vetting it on the Council. All application forms from the Secretary General, and for all those who will obviously have difficulty in getting all the evidence on their past achievements just do as much of it as possible.

Best wishes,

DERRICK ORTON

Dear Charlie,

I thought I'd drop you a line to warn the nation that the Gunners are on the loose! At long last the Royal Artillery has formed a full-time demo team, which glories in the romantic name: 'The Royal Artillery Parachute Team'!



The Team started forming in mid January and is based at the RA Depot in Woolwich, South London. Our ten members are: Len Melville (Team Commander), Tony Rose (Team Instructor), Melv Cooch, Shady Silverlock, Les Carroll, Nick Harrison, Paul Cook, Tim Pape, Jock Reid and myself, Rod Burgess (temporary Officer in Charge — they're joking!). We've been drawn from Gunner regiments in the UK and Germany and each man will serve a two to three year tour with us before returning to his regiment. We've an aggregate of some five and a half to six thousand jumps and well over sixty years in the sport, so at least we all know which handle to pull.

Contrary to popular belief not all military teams are rich. Only about half our rigs are Army owned, the rest of us jumping our personal kit. Team funds paid for twenty five jumps per man and the Royal Navy have done us proud, providing a free Wessex 5 'as available' (we averaged a dozen lobs). For those of you who have never had the privilege of jumping a Navy chopper let me say that their skill and professionalism are superb. After spotting the first load you just sit back and exit when the pilot says!

Our 1980 display diary is filling up nicely, despite our late start in the bookings race. Our shows are fairly well scattered about the country so we look forward to seeing some of you around. Our address is: Team Commander, Royal Artillery Parachute Team, RA Barracks, Woolwich, London SE18 4BB; Tel. 01-856 5533 ext. 417.

Blue skies,

ROD BURGESS

Dear Charlie,

I am writing this letter on behalf of the Scottish Parachute Club and hope that you can publish it in 'Sport Parachutist' as soon as is possible.

Rumours concerning the demise of the Scottish Parachute Club are greatly exaggerated and contrary to some of the gossip flying around Drop Zones south of the border we are still jumping on a regular weekend basis at Strathallan.

True, the airfield was declassified on March 31st of this year, but we still have the owner's permission to use the airstrip for parachuting purposes only. The club has the use of a Reims Rocket every weekend, and later on in the year, when demand warrants it, will be positioning a Cessna 185 on good-weather weekends.



Tony Smith, CCI, is 'floured' on the occasion of his 100th Jump.

From May 1st we will be introducing fixed jump prices to 8,500ft (anything higher on aircraft time). These will probably be cheaper than any other part-time club in the country. The club has plenty of student kit plus a few high-performance canopies for general use and new canteen facilities have just been installed at the famous Strathallan Aircraft Collection which jumpers can view for free.

All this under the watchful eye of our CCI Tony (Chief Gripper) Smith; not bad for a club that's folded!

Anyway, I hope this will encourage a few people to venture north of the border to jump in some really beautiful surroundings,

Yours,

PAUL NORMAN, C3765.

Dear Charlie,

I hope you can find time to publish this letter in the next issue of the mag., since I feel the subject is worthy of wider attention than simply the attention of those who attend Council either as members or observers.

The Midland Parachute Centre has recently fought and won a long, and expensive, legal battle with our local Council and the old question of Planning Permission to Parachute. The end result was that although we won our case, the resulting bill for legal expenses was, to say the least, frightening!

We decided at the club to bring this situation to Council's notice, and I am pleased to say that once Council were fully acquainted with all the facts of this matter, they felt able to offer us full grant aid to cover the cost of these extraordinary expenses.

I should perhaps emphasise that these costs were simply a reflection of the vast amount of work undertaken by our solicitor, and a salutary lesson to all who embark upon any type of legal battle, although in our case we had no alternative other than to lose our DZ.

The purpose of this letter is to show that, whilst many of us (myself included) see fit to ponder on, and criticise some of Council's decisions, it is good to know that at the end of the day the BPA is there to provide help to all and any of us, and in doing so further the cause of our sport.

On behalf of the members of MPC we offer our thanks to everyone concerned for their very tangible help at a time of real need.

Yours sincerely,

JOHN LINES, D2280

from: Brigadier J. G. Starling, MBE, MC
Chairman, Army Parachute Association

Dear Charles,

Members of the APA are often approached by senior members of the British Army who express regret that for various very good reasons they were never able to undergo military parachute training. John Laing and I decided it was time to offer the opportunity for them to put their money where their mouth is and laid on a three day course at Netheravon in early May in parallel with a Basic Course so that much of the training could be common to both. The only qualifications demanded of volunteers were that they should be over 40 and that all their parts should be in working order. Somewhat to our surprise we could fill the 16 vacancies we offered three times over so some inspired random selection was applied and 16 gallant gentlemen, whose ranks ranged from Major to Brigadier, duly appeared at Netheravon to try their luck.

They spent two days ground training under Gary Douglas, a BPA instructor and made two descents on the third day, without incident. Well, almost. One did get enmeshed in the water tower on his second jump.

They departed feeling a foot taller apiece and no doubt some at least will return to carry on with the sport. We can't have too many friends in high places — even in the Army.

Thought this idea might be of interest to others who have mature 'supporter's clubs' or extensive non jumping membership.

Yours aye,
Joe

Border Raids

Dear Charlie,

Having just completed an interesting trip round a few foreign (English) DZs I thought I'd drop a few lines about it. We are a bunch of students from Edinburgh University Parachute Club accompanied of course by our 'tame' instructor Trevor Newberry.

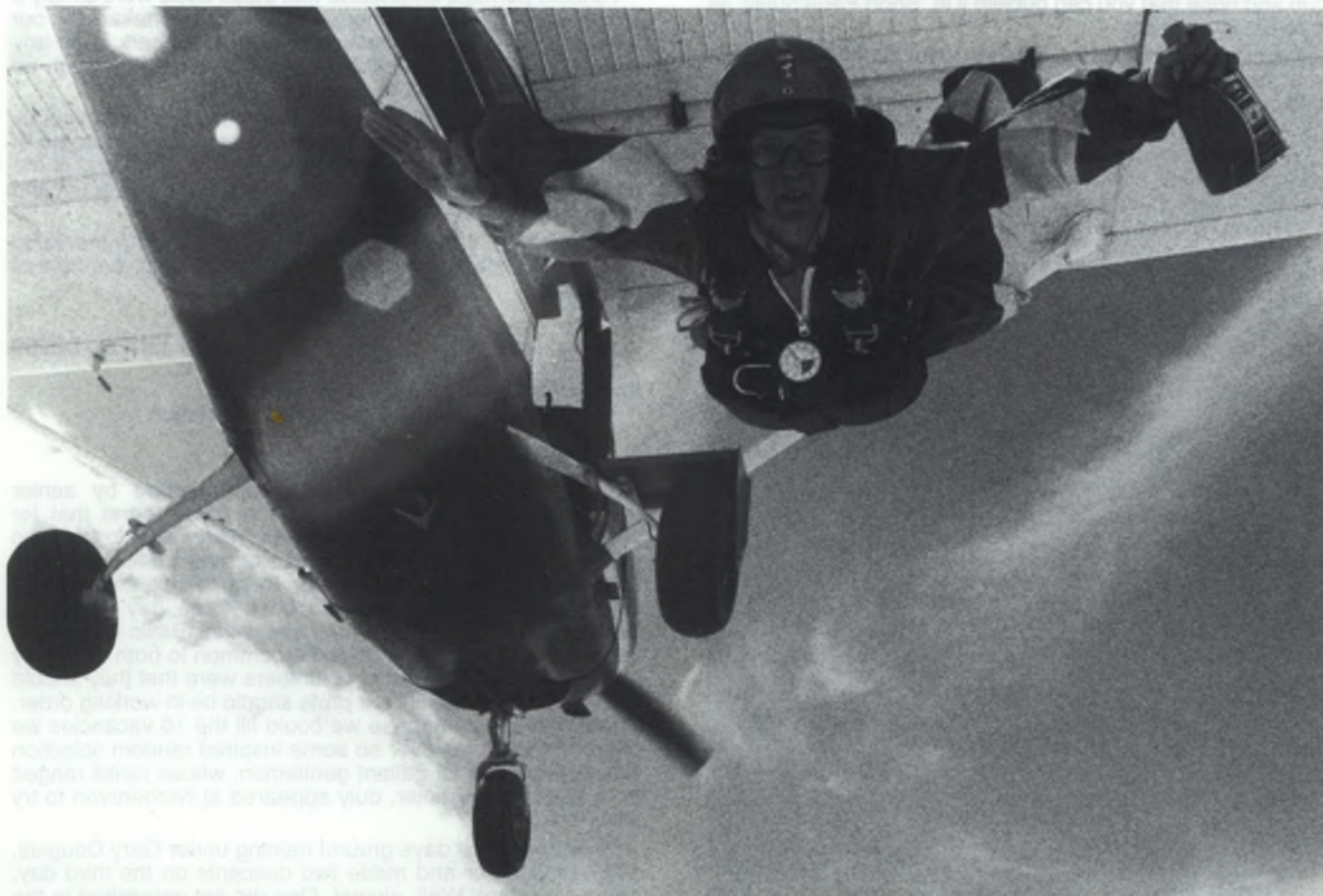
The idea was to visit four English DZs, nearly all new to us, in the four days over Easter. True to say that DZ hopping usually slows a student's progression but this seems largely due to continuously changing instructor rather than DZ and having Trevor along solved this problem for us. He also navigated, cooked, and drove the van for which we were all very grateful.

Our first stop was British Skysports at Bridlington. We arrived quite late on Thursday night but this was no problem. Accommodation was soon fixed up and after a very comfortable night we woke to great jumping weather. Excellent organisation meant an early start and after getting used to the rather tight conditions of a Cessna 185 we all had a good three jumps. Especially good for one of our party,

Eoin Mekie, who did his first free fall.

Next stop was Langar. Again we arrived very late at night but had a rather different welcome. No lights were visible so we prepared to pitch our tents. Suddenly a large group of people appeared from the darkened control tower brandishing heavy implements. An uncomfortable moment until they realised we were jumpers, not aircraft wreckers. Instant friends and a place for our sleeping bags on the floor inside the control tower. The morning was again beautiful but things lacked the organisation of Bridlington. In perfect conditions with three aircraft it was near mid-day when things finally started happening. To be fair though, once started it was non-stop. Again three jumps for all and on to the next DZ, the recently opened Sturgate. Being a fairly short drive from Langar we were able to meet the Sturgate folk that evening and stay over in a portacabin on the DZ. The next day was the best of the trip — hot sun and no wind and the most relaxed day's jumping I've ever had anywhere. At one stage we realised there were enough experienced jumpers to put together a six man rele load. No big deal, the guys just sauntered out to the plane, dirt-dived it and went up. They didn't make it but everyone was so friendly and easy-going that it just didn't matter. With a forecast of poor weather from the west and having such a good time at Sturgate we decided to break our plan and stay another day rather than go on to Cark. High wind on Monday meant no jumping but we all agreed it was a terrific trip and we'll be back next year so watch out you sassenachs!

Blue skies,
ROBIN WINDSOR, B3740.



Ian Altken on exit from the S.P.C. Deims Rocket (plus Iron-Bru!)

photo — Trevor Newberry

Coach's Column

— Doug Peacock

The 1980 season started early with remarkable spells of fine weather in January and February. This has meant a lot of jumping and a curtailed winter break for the hard pressed CCI. It also meant I could start doing the rounds that much earlier. As I write (April) I have visited and jumped at a dozen of our Clubs and have been particularly impressed by the assured ease with which the new generation of jumpers carry out their parachuting and handle their canopies. The general standard of advanced RW is steadily improving and in this context I would remind all experienced jumpers not to forget to coach and encourage the Cat. 9s and new Cat. 10s on their DZ. Bringing along a new jumper is a very rewarding experience and you might be surprised at how much you learn yourself!



I am encouraged to see the hard core of Classic competitors working hard and to learn that several are following the path to Raeford at their own expense to prepare for the Nationals in July. For many Eastern and Continental countries, the Classics are the only World Meets they attend and you may be assured they are already well advanced in their preparation training. In 1978 we finished eighth overall team and I am convinced that our dedicated squad will be able to improve on that in the face of in depth Russian, East German and Czech opposition.

On the technical side, a few words on the Kevlar suspension lines introduced on the GQ unit. Conventional suspension lines account for 30% of the drag factor on Ramair canopies, the use of Kevlar promises a significant reduction. In addition these lines stretch very little and thus the possibility of asymmetrical flight due to line distortion is eliminated. On the debit side, the lines have a low abrasion tolerance and should be examined critically at potential wear points, particularly the connector links. Latest from GQ indicates that Kevlar lines are not standing up as well as hoped. In addition to the abrasion problem, the low stretch factor (Kevlar K49 is 1½% as opposed to the 15% of nylon line) is placing undue strain on the canopy fabric on deployment. Watch this space.

I have recently carried out a survey on the use of AODs on reserves at four centres in this country. This report has been distributed to Clubs but spare copies are available on request from the Office. For my money, the case for AODs for students is overwhelming and I urge all CCIs and Club Committees to give this matter their attention.

Finally, a point on operational procedures. The use of a target cross, which we were all always supposed to have, has now been spelled out as mandatory in BSRs. Its prime function is as a ground to air signal in the absence of, or as a backup to, radio communication with the aircraft. In my experience this has not always happened and an increase in windspeed has on occasion caught several people out, causing an unnecessary risk to the student. So — display a signal cross and use it. If you have to change the signals, assist the jumpmaster by firing a smoke to alert him to the change. Safe jumping to you all.

DOUG.

BILL PAUL

It came as an awful shock to learn of Bill Paul's sudden death over the Easter weekend. Bill was Secretary-General of the British Parachute Association for nearly ten years and was assisted for most of this time by his wife Dorothy. Bill was one of the original RAF Sergeant parachute jumping instructors at Ringway during the war and saw the pioneering days of military parachuting and the birth of airborne forces. He retired from the RAF as a Squadron-Leader to become Secretary-General of the BPA in 1969. Bill was a great family man and was proud of their achievements — it's to his family that we send our deepest sympathy in their awful loss.

SID HUGHES

To those of us who knew Sid after an illness of six months his tragic death was a great loss. At 49 he seemed to be in the prime of his life. He kept himself fit as a cross country runner, he was a captain on DC10's for Freddie Laker for whom he had flown for the last 13 years. Previously he had been in the RAF where he had a distinguished career. Indeed he started his parachuting career in the R.A.F. He completed several live ejection seat trials on the early Martin Baker ejection seat which was being tested in the first USAF fighter, the Sabre, to which it was eventually fitted.

He also ran a business which is how most of us knew him. He was an experienced parachutist with some 200 descents though time did not permit him many over recent years.

He loved the sport and his involvement in it. He had boundless energy and enthusiasm but his most endearing feature was his marvellous sense of humour. We will miss him. We extend our deepest sympathy to his family.

JUMP SHACK TO ATTEND BRITISH NATIONALS!

Perry Engstrom, well known to many British jumpers as Manager of the Jump Shack South In Zephyrhills, Florida, will be visiting the British Nationals at Gibson this year as well as, to jump with many friends. Part of this visit is to show British jumpers many of the new skydiving innovations available in the States. He will have some demonstration equipment for British jumpers to try. It is then intended that Perry will return to the USA to change over with Ian Head (British jumper), who will have attended the USA Nationals as the Jump Shack representative. Ian will return to the UK for two months and will be willing to advise on new equipment, etc., as well as visit as many drop zones as possible to show new equipment.

You may contact Perry Engstrom at Peterborough Parachute Centre from July 3rd to July 14th. Telephone Elton 490.

You may contact Ian Head at Tintagel 343 from August 3rd to October 3rd.

Royal Aero Club Awards — 1980

Nomination by the British Parachute Association for the Royal Aero Club Silver Medal — 1980

WILLIAM JOHN MEACOCK

JOHN MEACOCK started sport parachuting in 1963. Within a year he had obtained his BPA Instructors rating (he now holds a BPA Advanced Instructors/Examiners Rating) and was actively involved in training others to enjoy the sport of parachuting. He was Chief Instructor of the British Skydiving Centre at Thrupton from 1966-67 and founded the Duck End Farm Flying and Parachute Group in 1968. In the mid '60s John became involved in competitive sport parachuting and his achievements in this field are unequalled. He was National Champion in 1969, 1972, 1973 and 1975; he was Army Champion (as a TA Soldier) in 1966; he was National Style Champion (the most difficult competitive event) in 1968, 1969, 1970, 1971, 1972, 1975 and 1976; he was National Accuracy Champion in 1971 and 1972. He was a parachuting member of the British Parachute Team in 1972 and 1974 and was Head of Delegation to the British Team in 1978. He was elected to the British Parachute Association Council in 1968 and served for eleven years, the last three of which he was the elected Chairman of the Association — a position which gained him the respect of every BPA member for his forthright views and for the enthusiastic energy with which he applied himself to the guidance and service of the Association. He was Editor of the BPA Journal, 'Sport Parachutist' from 1971 to 1973 and was co-Editor of the recently published book — 'The Best of Sport Parachutist'. He founded the Peterborough Parachute Centre in 1971 — this full time centre, of which John is both Proprietor and Chief Instructor is now the largest civilian centre in the country employing two eight-place aircraft and a permanent staff of nine. The Centre has achieved over 75,000 parachute descents and has trained over 15,000 first time students in its eight years' existence. In mid December last John made his 4000th sport parachute descent which, in itself, is a U.K. record.

In the short history of the British Parachute Association no individual has made so much of a vital contribution to the sport in all its various aspects. So very many young people owe their enlightened and safe initiation to the sport to John's careful guidance and in this respect he has made numerous important innovations in instructional techniques and student equipment. It is for seventeen years of continued, selfless and inspired involvement in the promotion of sport parachuting that the British Parachute Association is honoured to nominate John Meacock for the Royal Aero Club Silver Medal 1980.

Nomination by the British Parachute Association for the Prince of Wales Cup 1980

THE BRITISH 4 MAN SEQUENTIAL RW TEAM — DANE KENNY, ROB COLPUS, GEOFF SANDERS, WILL GRUT and MISS JACKIE SMITH (Alternate)

The 1979 British 4-man Sequential Relative Work Team has been together since 1977 when they first won the National Championships. With four others they represented Great

Britain in the 8-man Sequential Relative Work Event at the World Championships in Australia later that year. The team finished in a creditable 5th place. They then entered the Australian National Championships as a 4-man Team again and won 1st place. In 1979 they started the year determined to gain honours for Great Britain in the World Parachuting Championships in the winter of 1978/79 they individually worked long hours to raise the necessary money to train in the United States. (One team member was averaging over 115 hours a week.) In April they journeyed to California to train — poor British weather necessitated this decision. Throughout April, May and early June they averaged six training jumps a day and also won the United States Pacific Coast Conference Meet 4-man Event competing against the top US team. In June they returned to this country to compete in the National Championships which they won with record breaking scores. In company with the British 8-man Team they then returned to the United States for further training prior to the World Championships. At the World Championships they performed better than any British Team yet entered, being placed second and winning the Silver Medal; they were only just beaten by Canada, the 1977 winners. But what made their achievement so remarkable was the very high regard in which they were held by all the other nations. A member of the World Champion US 8-man Team summed it up to the British Head of Delegation, "We sure have learnt a lot about sportsmanship from your 4-man team."

The team returned again to the United States in the winter of 1979 to compete, in company with members of the British 8-man team, at the International Zephyrhills Competition in Florida, which is numerically the biggest competition in the world with more than 800 competitors. They won the 8 and 10-man events and made up 50% of the team that won the 20-man event.

Team Alternate, Miss Jackie Smith, is worthy of particular mention for in 1978 she competed in the World Individual Championships as a member of the British team and became World Ladies Accuracy Champion by hitting the 10 cm target disc ten times consecutively — the first time this had ever been achieved at a World Championships. During the 4-man training she jumped with the team all the time filming them with a Polaroid camera as a training aid. At the World Championships itself, although still alternate for the 4-man team, she jumped as a member of the British 8-man team that finished in 5th place.

The Team's personal name is Symbiosis — an association of two or more organisms each mutually dependent on the others — which is appropriate for the way they conducted themselves in competition. Whilst they always show an aggressive determination to compete to the best of their ability, they always find time to give advice and assistance to others if required. The event in which they have achieved such outstanding success demands better than average weather for consistent training — in view of our U.K. weather situation their achievements are even more noteworthy.

The British Parachute Association is proud, therefore, to nominate the British 4-man Sequential RW Team for the Prince of Wales Cup in recognition, not only to their outstanding competitive achievements, but also for their being great sporting aviation ambassadors for our country.

[I'm sure all BPA members will join me in congratulating the above on their awards which will be presented by the Prince of Wales in December — Ed]

Aviation Sports Evening — Netheravon

To recognise the Royal Aero Club's year of co-operation between aviation sports as part of the 75th Anniversary of the FAI, the APA hosted an aviation sports evening at Netheravon on 26th April. Having been given Joe Starling's full support Gerry O'Hara and John Laing went out of their way to make the evening a success. The evening started with the



The Tiger Club Turbulent being walked to the pumps.



Mike McCarthy about to jump the Stampe.



Gerry Breen in his amazing microlite Eagle.



Kathy Applebee of Lighter than Air Ltd the Dinitrol Hot Air Balloon.

Tiger Club finishing their Spring Treasure Hunt at Netheravon and with Charlie dropping four APA members (one at a time!) from the Stampe. The hour long display was opened by a beautiful 9-man plane followed closely by an excellent Beaver display given by Captain John Ball, Army Air Corps (an old Thruxton jumper from way back!). Next on was Howard Jarvis, CFI of the Upavon Gliding Club, who gave a beautiful glider aerobatic display. Hot on his tail was Gerry Breen who enthralled everyone with his Eagle Microlite (powered hang glider); an amazing machine. British Aerobatic Team Member, John Harper, then gave a really fabulous display in his Pitts Special but unfortunately Kathie Applebee was unable to get airborne in her Hot Air Balloon because of high winds. A mass drop and fly past concluded the proceedings in the sky whilst the movement continued in the bar afterwards. Honour was satisfied for Kathy when she finally launched her balloon early the next morning.



John Harper gets airborne in the Pitts Special.

The evening enabled all who witnessed to see something of aviation sports other than their own and grateful thanks are due to all those who participated. You ought to try running an Aviation Sports Evening at your DZ — it'll provide a good deal of fun for everyone and go a long way towards our understanding each other's aviation sports problems.

Words — CS-S

photos — Arthur Gibson

RAM AIR

Ram Air Parachutes have been used around this country since 1970 on a limited basis, then into more general use with the Strato Star in 1975. Since then Ram Air parachutes have relegated the conventional round parachutes from advanced canopy to an intermediate canopy. This unfortunately is where a problem arises, not enough time and thought is given to teaching people how to properly use a high performance round, consequently the accident rate is high after the conversion from high performance round to Ram Air.

After five years of experience on Ram Air the standard and quality of canopy handling appears not to have improved with a good proportion of jumpers. We feel one of the causes may be due to inadequate teaching of the techniques for using Ram Air parachutes correctly. With this in mind at the Peterborough Instructors' Convention an idea was put forward to standardise a lesson which could be used by an experienced Ram Air jumper when teaching a parachutist prior to his conversion to Ram Air. We hope that you will be able to make use of this outline of a proposed lecture for beginners on Ram Air parachutes.

DICKY BIRD
JIM COFFEY

1. Introduction to the Canopy

- a) Before the lesson the jumper should have read the flight manual for the particular Ram Air canopy he intends to use on his first descent.
- b) Start the lesson by showing deployment sequence. Show the canopy, construction, terminology, brake settings, the reason why brakes are on for deployment and how to release the brakes after opening.

Packing: The jumper should then be shown how to clear and pack correctly. (Although the jumper has been shown how to pack it would be wise for an experienced Ram Air jumper to be on hand to do normal packing checks for the first few descents.)

2. Theory of Flight

- a) The difference between drag and Ram Air parachutes is vast and **must** be explained to the novice Ram Air jumper. Explain basic aerodynamics, the difference between ground and air speed and the effect on parachutes. Explain the stall and causes, braking and its effect, turning and how it is achieved.

3. Opening Characteristics and Minor Problems and How to Deal with Them

- a) The novice must be warned of inconsistent openings on Ram Air parachutes on Terminal and sub Terminal openings.
- b) Explain to the novice what to expect i.e.
 - End cell closure
 - Slider or brake problems
 - Broken control lines.

How to steer the canopy using risers, use of front and back risers for initial avoidance, pilot chute entanglement on both front and back of parachute.

4. Malfunctions

- a) **RECOGNITION:** the parachutist must quickly find out if he can control the parachute and try to assess his rate of descent as with all malfunctions a decision must be made quickly.

5. Various Types of Malfunction

- a) **TOTAL:** as with any parachute.

- b) **STREAMER:** as above.
- c) **PARTIAL:** can sometimes be corrected, brief the jumper on various types of partial malfunction and ways he may be able to correct, again a decision **must** be made quickly.
- d) **STALLING:** if stalling cannot be corrected landing with the parachute in this condition could cause serious injury or worse.
- e) **ROTATING:** normally caused by premature release of one brake on deployment. The first check should be **brakes**, find out if one is off or broken, if not this should be followed by checking to see if there is equal inflation of the parachute. Another check should be to locate the position of the pilot chute. If the pilot chute is entangled in front or rear of parachute instruct the jumper on the possibility of releasing the pilot chute with use of brakes.

Twists. Instruct the jumper on the difference between twists above and below the slider.

6. Cutaway Procedures

- a) At this stage the jumper must be briefed on cutaway, use of reserve and main — reserve transfer on the **particular piece of equipment he is using.**

7. Control and Handling

The early jumps should be a series of exercises to learn the flying and controlling of the Ram Air parachute i.e., stalling, turning, full flight turns, half brake turns, full brake turns, stall turns, the use of brakes and how to achieve the sink, also how to recover from the stall.

8. Handling in Nil Winds and High Winds

The jumper must be briefed on how the canopy is likely to behave in the particular conditions he will jump in. Turbulence will be encountered more on a Ram Air parachute. The jumper must be made aware of the effect that this will have on his canopy. The jumper must be briefed that all exercises must stop at 1,000 feet. No accuracy must be attempted until a minimum of 20 good jumps has been carried out.

LANDINGS

Prior to the descent the landing must be correctly planned, explain the use of a down wind leg, a base leg, and a final approach and heights they should be started. The use of the flared landing and how to achieve it. Landing without flaring i.e. good parachute position and landing with half brakes applied. If a flared landing is to be used the jumper must be briefed on how to reach full flare as the feet touch the ground.

All initial jumps must be watched and the parachutist receive a full brief and critique. All safety violations must be dealt with severely.

DICKY BIRD
JIM COFFEY

CESSNA 206 AVAILABLE FOR DEMOS

Contact

Jim Crocker	021 778 1401 (W)
	079 981 698 (H)
or	021 429 1379 (W)
Jim Payne	021 427 2127 (H)

RELATIVE WORK BOOGIE, PARACLUB MOORSELLE, BELGIUM. EASTER 1980

On a bright April morning two cars loaded with lads, lasses and paragear left Dunkeswell for Moorselle, Belgium.

Within a few minutes of arriving on foreign soil Steve Shillitoe, leader, narrowly failed in an attempt to wipe out a 2CV but after that decided to practice non-contact RW at roundabouts and junctions.

An hour's drive from the port of Ostend brought us close to the airfield, but the DZ proved elusive so in response to a phone-call CCI Herman Tavernier came right over and fixed us up with an hotel for the night.

The next morning, Good Friday wasn't. It was blowing well and grey, no different from Dunkeswell we thought. However we soon found it was "Oh ve jump in 30mph vinds and radar spot over ze clouds", we were told by Herman. This I just had to see . . .

Jumping was not due to start until late afternoon and by this time Brits from Headcorn and Shobdon had turned up. Both wind and cloud were sensible when, after a WDI had been found and dusted off, we climbed into the 206 for the first lift of the weekend, with the promise of a night jump if conditions continued to improve.



The Dunkeswell Contingent.

Facilities for the night jump were excellent, the pit lit by floodlights with a five metre ring of fairy lights and a huge arrow of fluorescent tubes indicating the run-in. First out was Lyn George followed by Mike Kempson and Steve Shillitoe, all on ten seconds as it was their first night jump. Bish and I went up to eight for a bit of 2 man stuff.

From the ground our lights could be clearly seen, coming together, linked, backloop, coming together again, tracking away, one open the other still falling, still falling, a chorus of "Get it out!" went up in several languages — IMPACT, then two canopies could be clearly seen in the sky and realising it was only a torch dropping the CCI was heard to say "You British, you have a bloody funny sense of humour".

We were then shown how it should be done with both the local teams Our Way and Condors doing at least four sequential manoeuvres.

The next day dawned to be a beauty, steady wind, clear skies and a Twin Beech. By now teams had arrived from all over Belgium, France and Holland and the real jumping got underway. Bish was invited to take part in the club's attempt



Dirt diving the milk float or "Have you the bottle for this jump?"

at their record which stood at about eight, no one seemed quite sure. They were to attempt a ten man flake with me filming, this built well to about seven when it was taken out. Bish took the brunt of the blame, at which he strongly protested his innocence but the others did not seem to understand English anymore. Hopefully the film will vindicate him.

Student progression is interesting and confusing, they do at least 10 jumps on S/L with unmodified canopies before going freefall, then for 5sec delays they use Paps or PCs.

In one hairy incident a student on an unmodified T.10 well set up for the car park was seen frantically pulling at his risers, all to little effect, after landing he proudly pointed out the two long brown streaks down the side of a caravan, which he insisted, were made by his boots.

There is an entirely different attitude towards experienced jumpers, over there they are left to look after themselves, not always a good idea. Drinking, flying helmetless, bumspotting, all seemed to be acceptable. It was not unusual to see canopies so far off that they could not find the DZ. However, the locals are very good at giving lifts back, I know, Mike Kempson told me.

Needless to say the bar was well patronised with the welcome for the Brits being specially friendly, although I am sure Norman Maclean had something to do with this. He is a wonderful character, an ex bomber pilot who is pro parachutists especially British ones, and it was he who made the trip possible. Many thanks from all of us.

Thanks must go also to Herman Tavernier, the CCI, for a hassle-free weekend and all the others at Paraclub Moorselle, the officials, pilots, and of course the jumpers. Thanks to the rest of our party, Mrs. Bish, Jenny, Cheryl and Martin-the-leg for their good company.

To anyone considering Belgium for a jumping holiday, stop considering it; do it. Jump costs may be a bit high but accommodation is cheap and food reasonable. The Twin Beech should be there every third weekend, so contact Herman at (056) 756334 for details and a genuine welcome.

Closing comment attributed to Mike Kempson after his first attempt at Canopy rel, "Now I know what CRW stands for . . . Combat Relative Work".

ANDREW FARROW

The POPS go West

It's like I said in the last POPS newsletter, "If you miss the trip to the States . . . well."

Twelve intrepid POPS set off from Heathrow for Miami; Evil Brian Warburton, 68 year old Wynn Davies, L/Cpl Harrison, Richard and John Atherton, Les Melhuish, John 'enry 'itchen, Laurel Kinbrum, Peter Best, Peter Barlow, myself Top Pop Cooney and Don Cullen brought along his wife Pam and son Guy.



The Ancient Brits and friends.

We arrived in Miami in a rainstorm, planes had been stacked up for hours, when we finally landed it took the better part of two hours to clear Customs and Immigration, and a further hour trying to sort out the hire cars. In desperation we abandoned the hire car situation and took a minibus to the luxurious Ramada Inn Hotel.

The newspaper headlines read:

Snow in Florida. Worst weather in four decades . . . Oh no!! When we got to our room the lights had fused . . . this must be the biggest cockup since Caen . . . things can only get better . . . and they did!!

Literally within two minutes we had an electrician knocking on the door, the lights were fixed, we showered, shaved, shampooed, had a sit down, then shot off to the restaurant, where Harrison tried out his well rehearsed interpretation of John Wayne, to the total mystification of the waiter, who thought we were Germans.



The Brits 4 Man Team.

Next morning we picked up the cars and headed 200 miles north for Eustis and the site of the American POPS meet. In convoy, 55mph, travelling through completely flat countryside, the monotony was to some extent relieved, by the more

moronic members in the leading car mooning at the guys in the car behind. This brought about swift retaliation . . . and so, the populace were treated to the sickly sight of pale, putty coloured British buttocks . . . not a pretty sight, at any time I expected to hear the scream of sirens. So much for the British abroad!!

We were booked in at The Mount Dora Motor Lodge, which was to be our home for the next eight days and which was literally a stone's throw from the D.Z. Excellent food, swimming pool and bar, pleasant courteous staff, packed four to a room ('itchen counting as two) it was a little crowded, but tolerable.



Always popular with the ladies — Hitchen's body!

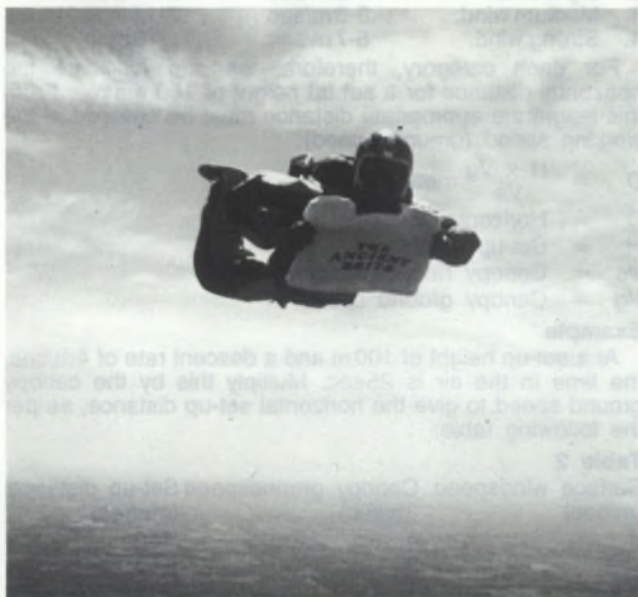
Monday morning saw us swanning around Eustis, buying up large bottles of sun oil, chatting up all and sundry, including the local police sergeant, who invited us on a conducted tour of the Police H.Q. We were shown all the paraphernalia and equipment of a modern police force and even a trip to the old cells, much to the very obvious discomfort of a certain 'criminal type' member of our party. When it was explained that they had direct contact with Scotland Yard and could have information through within seconds, the aforementioned criminal type started legging it for the door muttering something about . . . supposed to be on -----g holiday!!

Tuesday and down to the serious business of jumping. The D.Z. at Eustis (C.C.I. Jimmy Godwin) had all the basic requirements, packing shed, iced drinks machine, equipment shop, rigging room, bunkhouse, two pits, plenty of aircraft but most of all, SUPERB WEATHER, we had quite a bit of wind but the temperatures were mostly in the high eighties and on one occasion reached 94°F. We mostly jumped the Twin Beech or the 182 (with in-flight door), 8,500 feet for about £4. They even had a Beaver but I only saw it jumped on one occasion and with nine jumpers aboard, it was very, very slow.

There was a good turnout of POPS, Warren Searle actually drove 1,800 miles down from Canada, Bernie from Australia who'd spent two years saving up for the trip and of

course our party of 12 from the U.K. With 71 competitors in all, the meet took the form of three accuracy jumps (in a 25 knot wind), one hit and rock and two R.W. jumps. A highly competitive spirit prevailed and the first two events were won by the ex American accuracy champion, with consecutive D.C.s and the R.W. event was also won by an American team.

In a subsequent conversation with American Top Pop, Tom Morrison and ex Top Pop Bob Rhyne, I explained the British attitude to POPS meets, where excruciating rules apply, whereby we can change the rules as we go along, to prevent the Aces winning all the prizes, that the British Pops meets were strictly for fun. The idea was received with great enthusiasm by Bob Rhyne and to a more cautious degree by Tom Morrison. The outcome is likely to be a very much more relaxed POPS meet next year, they certainly seemed willing to give it a tryout. The meet was climaxed by a splendid buffet type meal at a swish country club and everyone vowed to return next year.



Lover Boy Harrison advertising the Ancient Brits.

Everywhere we went we were afforded great kindness and courtesy, service and food were superb, everything we priced seemed to be about half what we pay in the U.K. The people seemed genuinely keen to talk to us and in most cases eager to explain their own links with the U.K. Our bright red complexions and short back and sides quickly established us as Anglophiles, whilst my own appearance in shorts, knotted handkerchief and monocle seemingly marked me as one of the aristocracy. (Quality cannot hide.)

We did all the usual plebian things, rubbernecking our way round Disneyland, where a Mickey Mouse type member of our party had his photograph taken with Minnie Mouse!! Later we went to the Space Centre at Cape Kennedy, followed by a trip to Silver Springs to ogle the alligators.

At this stage our party split up with some going to Deland and some going to Indiantown but most of us went to Zephyr Hills to jump the D.C.3 (actually it's a C.47 cargo type). Here we were greeted like old friends by Jim Hooper, the C.C.I., who quickly produced a bottle of Glenfiddich malt whisky, a bottle of Captain Morgan rum, some local coffee liqueur, and a seemingly unending supply of cans of ale. (We were later to find out where this seemingly unending supply of cans of ale actually comes from!!) After all this liquid refreshment we found that we really were old friends and then Jim proceeded



Cookey, UK Top Pop, with Tom Morrison, US Top Pop.

to take us all out for a steak dinner, a compliment which we returned the following evening. Over the next three days, Wynn Davies progressed on to free fall, Don Cullen got his S.C.R., Les Melhuish got his S.C.R. and his S.C.S., as did John 'enry 'itchen, who also closed third on a canopy stack and 10th on a 12 man. (The last two items of irrelevant information I have included under duress.) I have since been informed by Laurel Kinbrum that she was involved in her first 4-man (charming) as also was Peter Best.

Not to be outdone by these stupendous achievements I asked Jim Hooper if I might try for my S.C.R., he quickly arranged a sixteen man group, with two still cameras and a cine cameraman included and then just to add a little spice to the occasion, ordered us to go 'skinny', to prove how easy it all was. The ensuing 12-man resulted in me blowing all my fuses and ultimately finding out where all the (previously mentioned) seemingly unending supply of cans of ale come from. Your first 'whatever' means you buy a case of sixpacks. On completion of the days jumping Jolly Jim had laid on the usual liquid refreshment and as a final touch of style, a large cooler chest full of fresh oysters. Such is the gist of our visit to Z. Hills . . .

However all good things must come to an end and it was with a feeling of profound sadness that we left to return to the U.K., with its low cloud and sub zero temperatures.

I know that our English girls have lovely complexions due to our damp climate and watery sun, I also know that too much hot sun causes the skin to wrinkle, I also know that when a body reaches a certain age and the old joints start to creak . . . I have therefore decided to apply to the State Department for the status of Illegal Immigrant.

As I said earlier, 'If you missed the trip . . . well.

COOKEY

Variations in Target Approaches

by Igo Tjorlo (USSR) Overall World Champion 1978

Translated from *FLIEGER REVUE* by Doug Peacock,
National Coach and Safety Officer to the British Parachute Association

Translator's Note:

1 m/sec is approximately 2.25 mph. 100 metres is approximately 110 yards or 330 feet.

In tables 1a and 2a these figures have been converted to usable equivalents in mph and yards. Elsewhere, the original metric calculations remain unsullied.

Introduction

There recently appeared in the Soviet aeronautical magazine *Kriija Rodiny* an article written by Igor Tjorlo, the 1978 World Champion. This article was a direct result of the revolution in the development of Sport Parachuting techniques and of the experience gained during training, and described different target approach techniques as applied using military and Sport Ram air canopies. Apart from the specific advantages to be gained using this method, the paper forms a basis for the whole theory of target approaches and takes into account all relevant factors including most importantly, the personal safety of the jumper. It is no longer necessary to arrive on the disc on full drive or in a full stall configuration, at the risk of life and limb. On the contrary the jumper, already approaching at the correct angle, can concentrate on a safe landing under all conditions. There follows a summary of the Soviet Sportsman's article.

In the past few years, the Ram air canopy has finally come into its own on the international sporting scene. Its glide ratio is in the order of 2 or 3 to 1. The high forward speed of such canopies, in excess of the competition windspeed limits allows approaches to be made at ultra low groundspeeds, permits the forward speed to be braked down to zero and, given control in the longitudinal and lateral axes, further allows the canopy to be worked right down to the disc by judicious decrease of sinkrate. The Canopy, in short, can virtually be flown in a hover configuration. These characteristics combine to provide the jumper with optimum conditions to land with precision and safety.

The most commonly used working speed (airspeed \pm windspeed) of the Ram air canopy is between 1.5 and 2 m/sec. In nil wind conditions, or when windspeed is in the 5 to 7 m/sec bracket, the maintenance of this working speed is admittedly coupled with steering difficulties. It can also happen that under such extreme conditions we come close to the limits of the canopy's performance for example when we select our working speed of 2 m/sec in nil wind conditions. Should the target approach be too steep, the superfluous height cannot be safely braked off. Under such conditions, an optimal working speed of 4 m/sec should be preferred. On the other hand, stronger winds in the region of 5 to 7 m/sec practically compel us to maintain a working speed of around 2 m/sec. This results in an almost vertical approach to the disc.

These two examples encompass virtually the entire scale of possible target approach speeds for competition accuracy. The target approach on each individual jump should so be set up — according to the actual conditions — that a good score is the most likely outcome.

From practical experience we know that the likelihood of a good result diminishes as we approach the limits of the wind cone and correspondingly the tactical limits (cross wind capability) of the canopy. It is therefore harder to score well under nil wind conditions than with medium winds. Under strong wind conditions, between 5 and 7 m/sec the jumper must work well within the cross wind capability of his canopy. The jumper can use the high inherent speed of his canopy to

correct spotting errors, just as it can be utilised to correct mistakes in estimating the wind strength (\pm 1 m/sec) on final approach; thus it is no longer absolutely necessary to select an approach height above the 100 m circle for each individual windspeed. (Translator's note: Eastern European accuracy tactics were slavishly based on a varying set up height above the 100 m circle according to the windspeed, which used at one time to be displayed in the target area.) We can divide the windspeeds into four categories.

Table 1

1. Calm:	x 0 m/sec
2. Light wind:	1-3 m/sec
3. Medium wind:	3-5 m/sec
4. Strong wind:	5-7 m/sec

Table 1a

2- 7 mph
7-11 mph
11-16 mph

For each category, therefore, we can calculate the horizontal distance for a set up height of 100 metres. From this height the appropriate distance must be covered at the working speed (ground speed).

$$D = \frac{H \times V_g}{V_s} \text{ metres}$$

D = Horizontal distance to target

H = Set-up height

V_s = Canopy rate of descent

V_g = Canopy ground speed

Example

At a set-up height of 100 m and a descent rate of 4 m/sec, the time in the air is 25 sec. Multiply this by the canopy ground speed to give the horizontal set-up distance, as per the following table:

Table 2

Surface windspeed (m/sec)	Canopy groundspeed (m/sec)	Set-up distance (metres)
0	4	100
1-3	2	50
3-5	1	25
5-7	0-0.5	0-10

Table 2a

Surface windspeed (mph)	Canopy groundspeed (mph)	Set-up distance (yards)
0	10	110
2- 7	5	55
7-11	2	30
11-16	0-1	0-10

Under light wind conditions there is no problem in arriving at the prescribed set-up point. The jumper flies past the target area at a height of between 250 and 300 metres and at a distance of 70 to 100 metres to one side, makes a 90° turn and flies in the 'parking zone' between the 100 metre and 50 metre circles and trades off superfluous height (Fig. 1).

Under nil wind conditions, the parking zone may well be 150 metres from the target. The exact approach line is determined by the surface wind direction. Should we be slightly off the wind line, an increased working speed will enable us to break through a slight crosswind. The situation is considerably more difficult under strong wind conditions. Turning too late at a given height, without taking the windspeed into consideration can put the canopy outside the envelope of its capability. It is advised, therefore, to test out the actual windspeed in relation to canopy speed before reaching the set-up point. This first test should be carried out at a height of 300 metres approximately 150 metres in front of the target. (Fig. 3, point 1.) Once the jumper has turned

through 180 degrees, he should check the holding capability of his canopy once more at a height of 250 metres in area 2. Should the jumper satisfy himself he still possesses an adequate reserve of speed, he carries on to points 3 and 4 at heights of 200 and 150 metres respectively still checking his holding capabilities. These extended figure of eight flight patterns (see diagram) permit the loss of unwanted height whilst ensuring that the jumper does not leave his tactical working area.

Should the canopy drive be very little, or non-existent then the jumper may remain with his back to the target, apply full brakes and allow himself to back up until he is over the disc (Fig. 3, Points 3a and 4a). The alternative should be avoided if at all possible, as the risk of landing injury is increased.

Point 4 in Figure 3 shows the jumper at height, 15 to 20 metres to one side of the disc. With no canopy forward speed, this situation can be salvaged by pulling on the rear risers to increase penetration and by side slipping on to the disc.

Similar figure of eight flight patterns are flown under medium wind conditions. In contrast to the technique employed in strong winds, the holding power of the canopy is checked not on full drive but at an (adjusted — translator) working speed of almost zero. These into wind tests continue until arriving in the target area at a height of 300-250 metres (Fig. 2, Point 2). All subsequent manoeuvres are flown entirely behind the target area. They are flown at medium speed from 250 metres down. Progress from one point to the next is made by a series of 90 degree turns, whilst a constant check on wind direction is made to determine the final set-up point. Excess height is flown off in the 'parking zone' between the 50 and 25 metres circles.

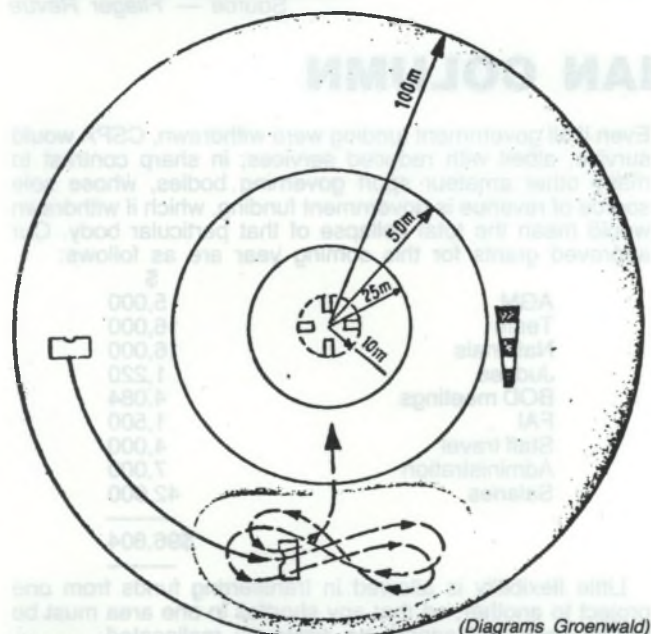


Figure 1
Approach tactics in light wind conditions. The parking zone is between 70 and 100 metres from the disc. Under calm conditions it is advisable to lose height about 150 metres from the target.

In the case of very strong winds aloft, in excess of the forward speed of the canopy, the holding capability must be checked out well in front of the target area, practically at the opening point. At a height of at least 300m, the angle should be such that a plain canopy would drift directly onto the target. The canopy is then flown from this area at top speed downwind into the target area. We accomplish the transition

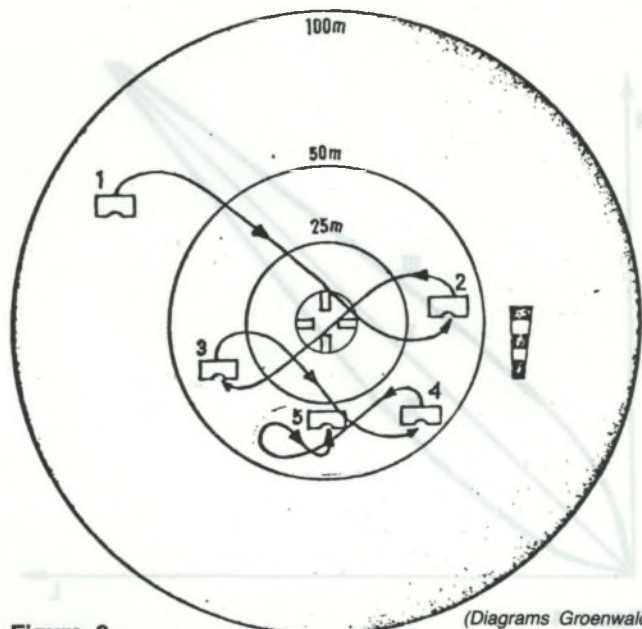


Figure 2
A typical approach in medium wind conditions. The holding capability of the canopy is checked at a height of 300-250 metres. The parking zone is inside the 40 metre circle.

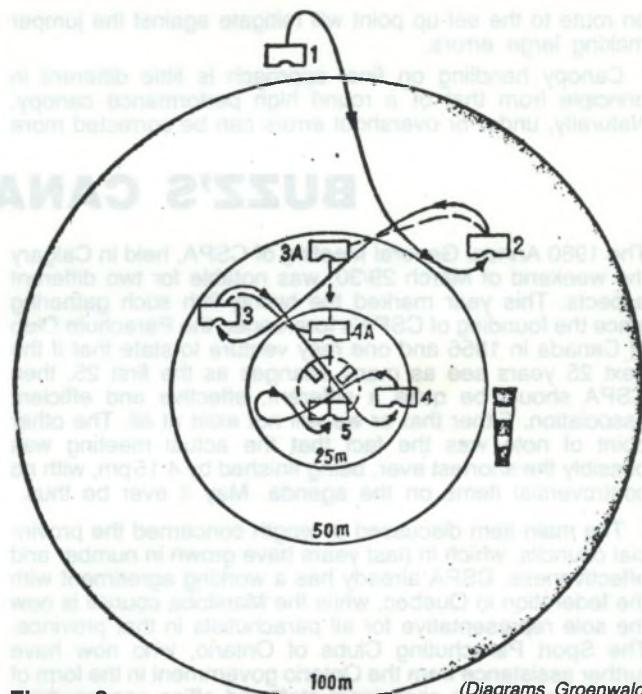


Figure 3
Strong wind conditions. The approach is made correspondingly high. The jumper checks his holding capability for the first time at a height of 300 metres (Point 1), the second check is carried out at about 250 metres (Point 2). Should the jumper have enough speed reserve, he can fly to his set-up height via points 3 and 4. Should he have no forward speed he can as a last resort steer backwards onto the target (Points 3a and 4a).

from the downwind leg to the final approach by means of a 180 degree turn. Great care is needed to determine the exact turning point as the radius of the turn is extended because of the increased speed and any errors made are thus compounded. The methods described above, employing figure of eight flight paths and a succession of wind checks by stages

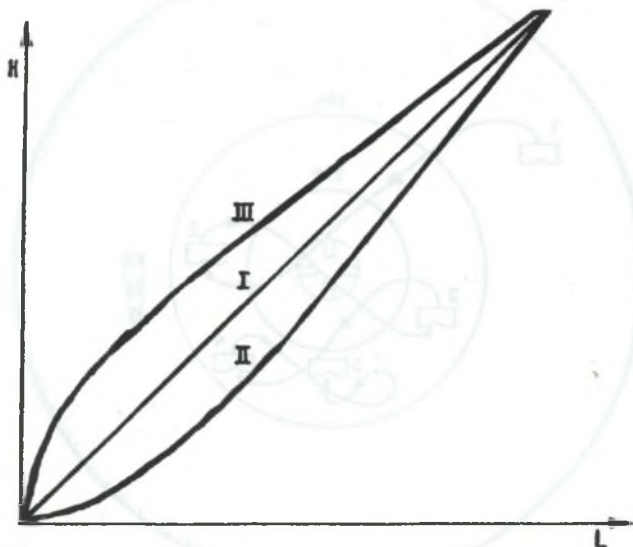


Figure 4
Diagrammatic approach angles. Recommended are Paths I and II. Path III renders the canopy susceptible to sideslipping.

en route to the set-up point will mitigate against the jumper making large errors.

Canopy handling on final approach is little different in principle from that of a round high performance canopy. Naturally, under or overshoot errors can be corrected more

easily. There remain difficulties in correcting lateral errors close to the ground on a steep approach. The only possible action in such situations is a sharp depression on the appropriate toggle. This must only be carried out close to the ground, when there is no time left for a turn and then with the utmost caution. The resultant sideslip is followed by an oscillation which can be most unwelcome to the jumper. A few observations on thermals: the Ram air canopy reacts differently under such weather conditions from, for example the UT-15 or RL8 (PC type). As round canopies approach downwind, they move in the same direction as the thermal currents. This causes a potential overshoot, which can only be corrected by heavy braking. The situation is different with Ram air canopies, which approach into wind. They are therefore affected for a relatively short time by the thermal and this phenomenon only exerts a small influence on the final approach. Also, a downdraught normally follows the updraught of a thermal current, which easily compensates for the previously experienced lift. Excess height can be corrected when calm air is reached. Braking off forward speed when caught in a thermal carries the risk that the canopy has slowed down too much when it hits the downdraught and insufficient height remains for the final approach.

In conclusion, a few comments concerning the setting up of approach paths. The recommended approaches are those flown at constant or slightly increasing speeds along paths I or II respectively (Fig. 4). The canopy remains very stable in such configuration. By contrast, on descent path III the airspeed drops off to such an extent that the canopy is very liable to sideslip and for this reason such approaches should be avoided.

Source — *Flieger Revue*

BUZZ'S CANADIAN COLUMN

The 1980 Annual General Meeting of CSPA, held in Calgary the weekend of March 29/30, was notable for two different aspects. This year marked the twenty-fifth such gathering since the founding of CSPA's forerunner, the Parachute Club of Canada in 1956 and one may venture to state that if the next 25 years see as many changes as the first 25, then CSPA should be quite a different, effective and efficient association. Either that or we will not exist at all. The other point of note was the fact that the actual meeting was possibly the shortest ever, being finished by 4.15pm, with no controversial items on the agenda. May it ever be thus.

The main item discussed at length concerned the provincial councils, which in past years have grown in number and effectiveness. CSPA already has a working agreement with the federation in Quebec, while the Manitoba council is now the sole representative for all parachutists in that province. The Sport Parachuting Clubs of Ontario, who now have further assistance from the Ontario government in the form of access to full time secretarial staff and office service, wish both to work towards being masters of their own destiny and to assist CSPA in administrative ways. The membership directed the BOD to look into means in which SPCO could do this, ensuring that no such arrangement would in any way be detrimental to CSPA's best interest. It must be shown that the particular council is stable and of a permanent nature before membership records and the like would be turned over to their custody.

Financially CSPA is in extremely good shape, having finished the year in the black to the tune of some \$15,000 and that in spite of certain extraordinary one time expenses. Gross revenues approach \$250,000, of which two-fifths come from federal grants to cover such items as salaries, travel assistance to the nationals, etc. and three-fifths from membership fees, merchandise sales, licence fees, etc.

Even if all government funding were withdrawn, CSPA would survive, albeit with reduced services; in sharp contrast to many other amateur sport governing bodies, whose sole source of revenue is government funding, which if withdrawn would mean the total collapse of that particular body. Our approved grants for this coming year are as follows:

	\$
AGM	5,000
Team	16,000
Nationals	16,000
Judges	1,220
BOD meetings	4,084
FAI	1,500
Staff travel	4,000
Administration	7,000
Salaries	42,000
	\$96,804

Little flexibility is allowed in transferring funds from one project to another, so that any shortfall in one area must be turned back and cannot be arbitrarily reallocated.

For the first time CSPA has taken over the organisation of the National Championships. In prior years we have always relied on a club or drop zone operator to organise the championships, mainly because CSPA was in no position to provide, let alone devote, the time and resources necessary. The organiser was responsible for the direct costs, while CSPA covered many of the costs of administration; judges, officials, etc., thereby allowing the organiser the opportunity to at least break even or perhaps make a small profit. Like farmers they would never admit to ever so doing. This policy has met with varied success and in many cases the promises fell far short of actual delivery. This year we will have only ourselves to blame.

The membership also directed the BOD to issue a life membership (at no cost) to John Smyth, who for six years was a dedicated executive director, guiding us with skill through some of our most eventful developments.

The competition scene has entered a new era, with the holding of two large paraski meets, which although not the first to be staged, represent a watershed as one was granted the designation 1980 National Paraski Championships. Held at Invermere, BC, the location meant a small entry, but with a \$1000 first prize, next year promises to be much better. The second was held in Ontario and attracted double the number

and provided a high level of competition. This meet next year will constitute the Paraski nationals which will alternate from east to west. The rules for these meets have now been adopted by CSPA as official.

Canada's international standing was honoured twice at the CIP meeting as John Chemello was awarded the Leonardo da Vinci diploma for services rendered and I was appointed Chief Judge for the upcoming world championships in Bulgaria. Both honours a first for Canada.

Have a good jump season.

BUZZ

SIMULATING SKYDIVING

During a recent visit to America I was impressed as most visiting skydivers are by the high quality of performance of the average American jumper. Much can be attributed to the better weather which allows continuous skydiving but an important and I believe overlooked aspect of the American scene is their professional approach to ground training for relative work. Here in cloudy UK weeks can elapse between skydives and skills which are developing can decline during the waiting periods. What can be done about this? How can we use the bad weather days in a way that will minimise loss of skydiving skills and perhaps even enhance future performance? The answer I believe lies in developing cheap and effective simulation techniques.

The best way to learn RW is to go up there and do it, but more often than not the opportunity is denied to us by low cloud, high winds, lack of aircraft, bottle trouble and all the other ills that skydiving is heir to. The next best way would be realistic simulation using very expensive equipment like a vertical wind tunnel big enough to build RW formulations in freefall. Before you dismiss this as too fanciful consider the Apollo astronaut training programme. The astronauts had only one chance to get their techniques right when needed and virtually everything had to be simulated in training. It was simply a matter of priority and expense. If they had needed skydiving techniques and hadn't suitable weather they would have built a huge vertical wind tunnel. They would also have devised a simulator like those used by airline pilots where a skydiver suspended in a harness would try to dock on a formation on film (like Wings or Skydive) with penalty bells for going low, taking out a formation, missing break off, pulling low and so on. The capital outlay makes it unlikely that a facility of this kind will be developed in the near future, but if anyone at Farnborough has any bright ideas about a cheap way of doing it please let us know!

The opportunities available to the average club are much more prosaic. To some extent you can simulate RW in water with swimming and diving. Your base can lie in the water and you dive in to link up as pin. You can practise back-ins if the catcher remains stationary and the backer in swims up with enough momentum to convert the forward speed into a turn. Trampolining has possibilities too. If a pair of skydivers equip themselves with helmets and find a large size trampoline they can lie prone, head to head and generate enough bounce to get airborne simultaneously and practise docking while in the air. Dirt diving is already used at most airfields but not with any dedication. How many RW novices would think of spending a wet morning dirt diving? Not many, and fewer still experienced skydivers would do it because of the gap between the practice and the payoff in an actual dive. But could they be missing valuable opportunities to enhance their skydiving performance?

Acquisition, retention and loss of perceptual-motor skills sounds quite a mouthful but it is a subject of great concern to anyone involved in the training of skills for industry or for sport. The acquisition of perceptual-motor skills is what RW training is all about. Professor John Annett of the Department

of Psychology, University of Warwick has produced a report called 'Skill Loss: a Review of the Literature and Recommendations for Research'. In this report there is food for thought about skydiving simulation techniques. Annett has found that:

1. Well learned perceptual-motor skills are generally well retained over long periods without practice. (So if you want to retain a technique do it often enough to gain mastery of it.)

2. More organised, coherent or integrated motor tasks seem to be better retained. (So if you are dirt diving a sequence to go through the whole sequence again and again even if there is no immediate prospect of live practice.)

3. Rehearsal during the retention interval facilitates retention. The more closely the rehearsal task resembles the criterion task the better the retention. However practice using simplified tasks or symbolic representations of the task and even purely 'mental' practice has been shown to have some worthwhile benefits on retention. (This is why simulation techniques are so important. You can help retain and possibly develop your skills by repeated viewing of skydiving films, provided that you know what to look for and get coaching advice related to the film. The 'mental' practice referred to by Annett can be witnessed on any aircraft load in USA where you will see skydivers sitting, eyes closed, picturing the jump to come, thinking their way through all the moves to completion of the dive. So it may even pay to sit for some time each day in a kind of meditation, flying your way through dives which you can try when the weather clears up.)

4. There is no evidence that age, within the normal span or working life, has any systematic effect on the long term retention of skills. (Good news this for the long toothed POPS brigade. Keep at it lads; if you learned properly in the first place you won't forget it, even if you do have difficulty remembering where you left your dentures.)

In skydiving we tend to be rather narrow in not looking to other sports for transferable ideas. I think that the answers to some of our simulation and coaching problems may lie in other sports and I am pursuing the matter further with the help of the Scottish Sports Council. The ideas contained in this article are very tentative at present. They need a lot more thinking through and more and better brains than mine applied to the task.

What is certain is that our weather prospects are not going to improve. There are going to be days and weeks when skydiving is impossible. While I don't advocate fanatical ground practice wouldn't it be better to use some of the dead time at weekends and perhaps during the week to try out simulation techniques which give better value for the time and money spent in the air. It's your money and your skydives, so you decide. If your ideas can help develop the theme let's discuss it further.

TOM DICKSON

GLIMPSE INTO THE PAST

JUMPING THROUGH THE HOLE

December 1943

The sergeant sat with us, ten of us in the back of the Air Crew 'bus that had jolted the twelve miles or so to Tatton Park, and viewed us wryly — he was middle aged, and there was not one us over twenty — he was self assured, grimly souled and clinical, and we were cold as the morning mists about us, and had a little flutter of fear that would not disappear with the first rays of the morning sun as it rose to view the hundred odd acre stretch of parkland, dominated by two balloons moored with their winch and gas lorries and cupolas suspended below them.

We sat each holding tenderly, oh, ever so tenderly, on our knees, our statchutes, — never since have I held anyone quite so tenderly, be it girl or baby, to touch or brush it was unthinkable — to drop it, the ultimate crime.

As the engine of the lorry stopped, and the view of the park came to us, as would the view of the guillotine to a French aristocrat coming round the street corner tied in his farm cart, so the sergeant made his little joke, — he chose the time well: — "There are two first time experiences in life you never forget — one is the rookies first parachute jump, and, —" he added with a leer, "I'm married and I know!"

We were marched over to the balloons and formed up — it was early days for paratroopers, the first plane drops were from Albermarls aircraft, with a significant coffin shaped aperture that one tended to catch one's chute on, and this mishap sent one spinning in the slip-stream, and this wound up the statchute lines so much that it frequently became ineffective — making two courses of action necessary; these were explained to the 'new' boys with cruel levity — one, was to allow 10% casualties without court of enquiry, and two, it was solemnly explained, that in the event of this happening, one crossed one's legs to enable the falling body to be screwed into the ground to facilitate burial!

The R.A.F. Warrant Officer numbered us off crisply, and informed the balloon teams — "Up seven hundred, five to

go", and I realised from my numbering, that the dispassionate 'five' that were to go was to include me. We helped each other don our chutes, and checked and re-checked, and climbed, with the now necessary bravado and cryptic repartee, into the cupola of the balloon with the instructor, — the winch whined, after the tug tug of the engaging of the dog clutch that jerked the basket, the earth receded fast, much faster than an aeroplane taking off, and it at 700 feet, with a dry mouthed soonness, and I shifted from one buttock to the other, and wished I had gone to the lavatory when I last had a chance.

I knew by misfortune of rank, that I had to be first. The trap door was always open — the troops and crews below were so little, and sympathy was little white faces wondering or knowing what I felt like — could they really know how the 'me-ness' of me reacted to calculated fear — calculated by someone for us to overcome?

"Action Station", the quiet reserve of the sergeant's voice had the rising inclination of voice in a race starters: "Ready — Steady", but he despatched me with a bellowing "Go!", that was kind — I went — the earth tilted and convulsed, the sergeant's face conveyed, as it disappeared behind a billowing jumble of white, that I had NOT jumped well — he had his nose in his left hand, and indicated in mime, the pulling of a lavatory chain, to convey to me that my exit had been as distastefully unskilful as the manual operation of a water closet.

There was a 'frump' and jerk, and I was splendidly isolated in space, briefly ecstatic — a bird, wraith-like, ethereal, disembodied, drifting, until the tree tops passed me, and suddenly I was breathlessly embodied again, — I rose, and briefly tested each limb, and slowly, quietly, yet somehow ecstatically triumphantly, I folded my chute to watch the agonies of others, as they took their turn at jumping through the hole.

ADAM WEST

ROBIN HOOD LIVES, AND IS JUMPING AT LIPPSRINGE!

If the weather is immaculate, as it was last Sunday, but you don't really want to spend the day in the same old boring routine of jumping until your log book's as full as your wallet isn't, and fancy doing something **really** interesting, then we might have just the thing for you.

All you need is one canopy, any canopy will do. Malfunctioned mains are just perfect. Now, find yourself a tree . . . but make sure you pick a really tall one, anything less than 40 feet doesn't count, and just stick the canopy on the very top of it (that way everyone else who hasn't caught on to this new sport can have something to look at on their way up to jump height), and you have everything you need for endless hours of good clean fun (well, it was when we started). Extra enjoyment can be had if you can find a few well-meaning Germans around to lend you short ladders and lots of knotted string plus volumes of incomprehensible advice (but don't forget to make sure that each sentence ends in a shoulder shrug), and everyone **loves** an appreciative audience. Scene set?

Well, there we were; one tree, one canopy, just Howard, Bob and me. We had some brilliant ideas, real Einstein stuff, was a shame that none of them seemed to work. We did everything imaginable to that tree, and even some things that would stretch the imagination. We pushed it, pulled it, kicked



Howard and Bob plus Robin Hood kit!

it, swore at it (in German and English, just in case), we even tried to climb it. Call the Fire Brigade? What us! Never say die, lads! We'll have just one more try then we'll call them . . .

Three hours later and neither brute force nor blind ignorance had worked, so we had to resort to sheer cunning. It was like a summer fair and Christmas all rolled into one. With the aid of lots of string, complete with knots, and Howard's toolbox we had our own little sideshow. The trees for miles were littered with hammers, wrenches, spanners, screwdrivers, and lots of bits of knotted string, all firmly stuck. Back to the brute force to retrieve Howard's tools, and back to the DZ for liquid refreshment, and a **conference**. Believe it or not, Howard had an idea (wish I woz brainy like wot he is).

So, back to the canopy armed with enough rigging line to keep half England in boot laces for years. Howard didn't say what the idea was, but just disappeared into the woods mumbling something about Friar Tuck and Maid Marian

(though I wouldn't like to say what we thought he was mumbling!), to re-appear after much grunting and heaving (did he really say Friar Tuck, or was it something else?) carrying a sizeable piece of an innocent relative of the tree that had my canopy in its grip.

Robin Hood would have been proud of that bow and arrow (well, almost). Never can I hope to see such a sight again. Fourteen stone of Yorkshire Brickie eighteen feet up in a tree with a four foot bow ranting about this being what beat the French at Crécy! It took a few attempts, but some five hours after our first attempt we got the canopy down amidst roars of applause, and undamaged too.

Trees? nay problem lad, we've done the course!
Don't ring us, we'll send you an arrow.

SIMON NORTH, D2099.



Alan Derbyshire records an all camera-man dive over Zephyrhills, Florida.



Norbert Meier sent this photo he took of the first 14-man over RAPA's DZ at Bad Lippspringe. It includes 4 Brits, 1 Yank and 9 Germans. Norbert is the first German BPA Potential Instructor.

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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, 27th MARCH 1980
held at BPA Office, 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*
G. C. P. Shea-Simonds
P. Corr
C. Bruce
R. E. Gays
R. Hiatt
A. J. Meysner
D. D. Orton
J. G. Starling, MBE, MC
J. L. Thomas
E. T. Lewington

IN ATTENDANCE

C. W. Port — *Secretary General*
D. Peacock — *National Coach and Safety Officer*
Dr. Deeson
Miss J. Sword *Deesons Press Services*

APOLOGIES

J. D. Prince
J. H. Hitchen
J. Norris P.O.P.S

Prior to the Meeting G. C. P. Shea-Simonds announced the following nominations of Awards from the Royal Aero Club. W. J. Meacock — awarded the Royal Aero Club Silver Medal for 1979. The British 4-man team (Symbiosis) awarded the Prince of Wales Cup for 1979 for the Best Sporting Aviation Team of 1979. Both awards are subject to Royal Aero Club Council final approval.

Item 20/80

MINUTES OF COUNCIL MEETING 7th FEBRUARY 1980

Proposed by J. T. Crocker and seconded by G. C. P. Shea-Simonds that with the following amendments the minutes of the Council Meeting of the 7th February 1980 be accepted.

- (i) Item 9/80 to include:
Deesons were tasked with publicising the Churchill Fellowship award made to P. G. Slaughter.
- (ii) Item 17/80:
Delete in toto the first paragraph.

Carried Unanimously

MATTERS ARISING

Item 3/80(a) Computerisation

The Secretary General was pleased to report that the computerisation of membership records and allied administration was well under way. To date some 2000 renewals had been introduced into the system. Details of all CCLs, Instructors, Examiners, etc., were now on file. Also included were the details of all provisional members due to receive magazines for the next issue date. It had been possible for the bureau to sort out the postal codings for those members who had not included it on their renewal forms. The Post Office contract had been vetted by J. T. Crocker and had now been signed by both parties, it will come into operation in time for the April edition of the journal. All that remains now is for the final contract between the Association and Remagate to be drawn up and signed by both parties.

Item 7/80 Articles of Association

J. T. Crocker informed Council that a company search had been made and the necessary inclusions had been sent by him for incorporation into the Articles and Memoranda.

Item 8/80 Langar

A confirmatory letter from Mr. Sawyer is awaited to confirm the fact that the A.S.P. has been disbanded.

Item 9/80 P.R.

Dr. Deeson introduced Miss Jane Sword who is taking on the Association's account following the departure of Tony Holter. Council

had been circularised with the proposals made by Deesons for the coming year and Dr. Deeson invited questions.

In response to a question by the Chairman, Dr. Deeson explained that they were asking for a fee of £2,400 this year as opposed to £2,000 last.

J. T. Crocker commented that P.R. was very necessary and it was often very difficult to see a visual result which was measurable in terms of outlay and return, but that P.R. works in a quiet sort of way. It was agreed that in future, Deesons should prepare proposals for the year in advance to allow discussion by the Finance Committee in time for the first Council Meeting of the year. The Treasurer stated that in view of the minimal increase in fees he was convinced that the Finance Committee would have endorsed the suggestions.

Proposed by D. Waugh and seconded by J. T. Crocker that the Association continue to employ Deesons at the cost submitted and also accept their plans of action for the coming year.

For 11 Against 2

Motion Carried

There was some disquiet voiced by J. L. Thomas over the matter of the fee paid by Hemisphere to Deesons for an article of 6,000 words to be published. Dr. Deeson replied that in this case Hemisphere had come to them with a request for the 6,000 word article, and had been told that it would need to be paid for. Before Deesons were able to contact the B.P.A. Hemisphere had contacted the firm and offered to pay for the production of the Article. It has since transpired that Hemisphere have ceased operations, the fee for the completed article had not been paid and it was extremely unlikely that Deesons would be able to recover their fee.

Item 12/80 SCR, SCS, CRW

D. Orton invited comments on his published paper concerning the above awards. There was some discussion on minor aspects, but the only amendment agreed was that it should be open to BPA members only. Congratulations were offered to D. Orton for the presentation and also to the artist involved in producing the artwork. J. Laing was not happy with the name being the Lou Johnson award, he thought it should be the BPA award.

It was proposed by D. Orton and seconded by G. C. P. Shea-Simonds that the paper as published should be accepted and that the artwork submitted and chosen be accepted. Finalisation to be made in discussion between D. Orton and the Secretary General.

Carried Unanimously

Item 14/80 Litigation Mr. Brookes

The Chairman read a letter of appreciation from Mr. Brookes.

Item 17/80 Midland Parachute Centre — Deferred to Finance Committee report.

Item 19/80 (2) T. Uragallo

The Chairman read a letter from T. Uragallo explaining what had happened, the matter is now considered closed.

Item 19/80 (6) Kicker Springs

In the absence of J. D. Prince the Secretary General gave a progress report on the situation. The final design has still to be agreed but the project is well under way and a result is expected shortly.

Item 21/80

COMMITTEE REPORTS

1. Safety and Training Committee

Item 16.4 aid to I. Louttit was deferred to Finance Committee report.

Proposed by D. D. Orton and seconded by C. Bruce that the minutes be accepted.

Carried Unanimously

2. Competitions Committee Meeting 24th February 1980

a) Item 2/2 — The Secretary General reported that the rules and regulations for the Nationals had been produced and distributed.

- b) Item 3 1/2 — Ratification to be deferred until after the next Competition Committee Meeting 18th April 1980.
- c. Item 3/4 — The Secretary General reported that the bookings had been made for vehicular travel.
- d) Item 3/5 — All flights to USA and Bulgaria were booked and confirmed. Details would be promulgated. The minutes were accepted.

3. Finance Committee

The Treasurer apologised for there being no minutes of the Meeting held at Kimberley House on 27th March 1980. It was agreed that in future Finance Meetings would be held in time for the Council to be appraised of financial matters and recommendations. It was agreed that in this instance the Council would be prepared to go ahead with the report even though there were no minutes.

Computerisation

a) The computerisation was under way, the bureau were running a check on information to ensure its accuracy. The Post Office contract had been signed. The contract between Remagate and the Association was in preparation and must include the fact that the records were our property so that there would be no possibility of the Association losing its records.

b) Salary Scales

The situation regarding salary scales was explained to Council. Each point on the scale was an annual incremental salary increase and as such did not need a re-grading, but it was reiterated that the Secretary General should apply for regrading to the Senior Executive Scales.

c) Holidays — Secretary General

Due to pressure of work it had not been possible for the Secretary General to take his holiday entitlement. Council agreed that payment in lieu of holiday should be made. The Secretary General thanked Council for this and stated that the payment would be made using the salary pertaining at that time.

d) AGM/Dinner Dance

The proposals on the AGM/Dinner Dance were agreed to by Council including the subsidy and cost of tickets. J. L. Thomas requested that the Secretary General arrange that the main room on the Saturday plus the bar remain open for use until 23.30.

e) Audit Fees

The Treasurer explained the situation regarding the audit fees and stated that a higher disbursement than expected was needed due to the extra work carried out at last year's audit, this was due to the inexperience of the Secretary General in relation to the Association's book-work and the fact that no requests had been made for the compilation of schedules. It is expected that the work load will be much less this year, the book-keeper and the Secretary General would be producing all the schedules. The Council endorsed the recommendation of the Finance Committee that we pay the disbursements for last year and agree the costings for the coming year. The Secretary General to write to the Auditors on this matter.

f) Sports Council Grant Aid

The Secretary General had been able to inform the Finance Committee that an inflationary supplement had been paid to this Association over and above the Grant Aid already allocated for the year 1979/80. The Secretary General would write to the Sports Council on this matter.

g) S.A.F. Grant

The outstanding sums of S.A.F. Grant would be paid to Messrs. Milne, Coffey, Bird and Young. The amount to be paid from Association funds on the understanding that the progress of these competitors was duly monitored and that they used the money in the manner intended.

h) Budgets National Championship/World Championships

The Secretary General had compiled and distributed the budgets for the above events, listing the various fundable and non fundable items. It was recommended by the Finance Committee and endorsed by Council that these budgets be accepted. The only proviso being that should there be any untoward increases then the Finance Committee should be informed as soon as possible. The Secretary General stated that the bids for Grant Aid to Sports Council for the World Championships had been submitted and these were being actively considered.

Proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that the budgets be accepted.

Carried Unanimously

i) Headcorn — Application for Loan

J. T. Crocker was invited to read the letter he had written on the above matter:

"In my opinion it would be totally wrong simply to allow the equipment to be used as security for the loan. I have made this point on too numerous occasions to specify and I now formally warn Council of the inherent dangers involved in simply allowing equipment to be used as the security. In my respectful opinion allowing equipment only to be used as security is gross negligence on Council's part and has been the only cause in the past of money loaned to clubs being lost to the Association.

"Having made the above points, I must make it clear that I support 100% any form of assistance to clubs which helps them improve their facilities."

The Finance Committee recommended and Council endorsed the fact that the loan to Headcorn should be made but subject to adequate security being offered, such security to be vetted by Finance Committee and J. T. Crocker. The Secretary General to write to Headcorn concerning this matter.

Proposed by G. C. P. Shea-Simonds and seconded by J. L. Thomas that the loan be made subject to the above mentioned conditions.

Carried Unanimously

The Secretary General was to check on the Wessex Club outstanding loan. If it is statute barred it is recommended that the debt be finally removed from the accounts. It has in fact been written off but has been shown in order to remind members how careful one must be when granting loans. Should it be possible to find the proprietor of Wessex Club then Council would make a final decision on this matter.

j) Item 16.4 S.T.C. Minutes

The Finance Committee were unanimous that they could see no reasons whatsoever for making a contribution towards the cost of financial aid to I. Louttit to engage a C.C.I. There was some discussion on the matter of the S.T.C. Minutes. The outcome was that Ian Louttit was advised to attend the next S.T.C. Meeting to clarify his own position and to discover whether any form of help could be afford to Ian Louttit.

k) Midland Parachute Club

The Treasurer outlined the background on this item.

October/November of 1979 there had been a request from the M.P.C. that the Association afford them a grant of £300 to defray the initial costs of fighting an enforcement order. The Secretary General "rang round" the then Council and there was unanimous agreement that the money should be forthcoming. At that time J. T. Crocker stated that M.P.C. would be coming back to Council once the situation became clear following the fight to remain open. The next phase was a request by M.P.C. at the meeting of 7th February 1980 for help to pay for the disbursement involved in winning their action. It was agreed at that time to pay 50% of the disbursements of £1300 — a sum of £650. Following this meeting it suddenly dawned on the Secretary General that the Association had already paid £300 to the M.P.C., it was not clear to him from the minutes whether the sum of £650 should be paid or whether the sum of £650 — £300 be paid to M.P.C. The problem arose because all Council and the Secretary General had forgotten about the first sum of £300. (The Secretary General apologises to Council for not bringing the matter to their attention, and in future any decision reached on a "phone round" would be followed by a memorandum to all members.) The Secretary General then telephoned the Chairman of the M.P.C. and explained his dilemma. The matter was then passed to the Treasurer the difference of £350 be paid at once, and a letter to be sent to the Chairman of M.P.C. explaining the problem and requesting that he bring the matter up at the next Finance Committee meeting which is what has since transpired.

Bearing in mind the above the Finance Committee recommend to Council that the first £300 paid should not affect the second payment of £650. It does have the effect of making the total grant up to 75% of the sum of £1300 which was an alternative proposal put before Council at the last meeting. There will no doubt be a debate as to whether the Association should pay more.

J. T. Crocker then stated that the initial request for £300 was for money already spent. On the second front the £650 was granted towards the disbursement of £1300 outstanding at that time, therefore the two sums were not in any way connected.

Council unanimously agreed that the sum of £300 as stated be paid to the M.P.C., to make up the grant agreed at that time to £650.

The Chairman stated that in the normal course of events once a matter had been fully discussed, voted upon and a decision reached it should not be brought up again. However in this case where there had been such a mix up, and where feelings were running very high it was his opinion that the matter should in this instance be re-introduced for further discussion and decision.

J. T. Crocker wished to make clear that he would fight 100% for any club trying to keep its drop zone. Council agreed that the battle won by M.P.C. was of vital importance to all clubs and all members. It is true to say that this important victory will be a mainstay in any future troubles of this nature. It is important to realise that air space is in short supply and we must be in a position to fight to stay in operation.

It was proposed by G. C. P. Shea-Simonds and seconded by A. Meysner that, "we as a Council support the M.P.C. to 100% of disbursements which they had to pay i.e. 100% of £1300. This negates the decision made at the Council Meeting of 7th February 1980, Item 17/80. The amount to be paid being the difference between £1300 and the £350 already paid, an amount of £950".

For 12 Against 1 Abstentions 2

This motion was carried.

The comment was made by G. C. P. Shea-Simonds that it was a very courageous thing to do for those people who had changed their minds to do so. The Chairman, D. I. Waugh, endorsed G. C. P. Shea-Simonds thoughts and further said that it bore out his comments that Council were magnanimous enough to change decisions when it was thought necessary.

I. Finance Matters/Committee Work

The Treasurer asked Council to endorse the view that all matters financial, emergencies excepted, must be in the first instance be brought to the Finance Committee for their discussion and recommendation in all cases.

J. L. Thomas congratulated the Chairman of the Finance Committee on his acumen in fixing upon all the aspects of finance.

Item 22/80

C.I.P. MEETING BISHAM ABBEY

G. C. P. Shea-Simonds presented his paper on the C.I.P. Conference to be held at Bisham Abbey in 1981, for Council's attention. The matter of the financial detail would be a subject for discussion at the next Finance Committee Meeting. The only major costs would be for a dinner, which would be at £6 per head, the cost of transport and secretarial help. The only other costing is for the travel and accommodation of the F.A.I. Director General and C.I.P. Technical Secretary from Paris. He requested that Council think about the following points:

- (a) Do we host a dinner with a suitable guest of honour?
- (b) That Council authorise him to organise the event in conjunction with the Secretary General and NCSO, alternate delegate.
- (c) It is hoped to organise a dinner on the second night from an outside organisation.

Proposed by J. G. Starling and seconded by J. T. Crocker that G. C. P. Shea-Simonds should carry on with the organisation of this event.

Carried Unanimously

Item 23/80

AWARD OF MERIT

It was proposed by P. Corr and seconded by J. G. Starling that the B.P.A. Award of Merit be given to Mr. David Hosford, the owner of the land for all his help to the Spreading Eagles Club.

Carried Unanimously

The Secretary General to liaise with Deesons for maximum publicity.

Item 24/80

AFFILIATIONS

The following affiliations have been granted and the NCSO will visit the Centres at a later date to monitor operational procedures.

Glenrothes School of Parachuting
Sturgate Parachute Centre

Item 25/80

TRAC MEET AT SIBSON

It was agreed that the TRAC Meet at Sibson go ahead as an official meet to attract Association aid. Deesons to be informed of the event via A. Meysner.

Item 26/80

A.O.B.

- 1) The aircraft purchase paper was mentioned by G. C. P. Shea-Simonds. On behalf of D. Prince the Secretary General said that due to pressure of work the paper had not yet been completed but would be finished in the near future.
- 2) G. C. P. Shea-Simonds mentioned the Pilot Qualification idea mooted by C.A.A. Both Doug Peacock and himself would be meeting with the C.A.A. in April for discussion on this matter.
- 3) J. G. Starling said that it had been agreed to host the 1981 Nationals at Netheravon, the dates to be finalised.

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BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING, 13th MAY, 1980 held at Kimberley House, Leicester

PRESENT

D. I. Waugh
J. Laing, MBE
P. J. Byrne
G. C. P. Shea-Simonds
A. J. Meysner
R. Hiatt
D. D. Orton
J. R. H. Sharpies
P. Corr
J. L. Thomas
J. G. Starling, MBE, MC
C. Bruce

Chairman
Vice Chairman
Chairman, Competitions Committee

CO-OPTED MEMBERS

J. Norris *POPs*

IN ATTENDANCE

C. W. Port

OBSERVERS

J. Peck
W. J. Meacock

APOLOGIES

R. E. Gays
P. G. Mitchell
J. T. Crocker
E. T. Lewington
J. H. Hitchen
J. D. Prince

Item 24/80

MINUTES OF PREVIOUS MEETING

It was proposed by J. G. Starling and seconded by D. D. Orton that the minutes of the Council Meeting of the 27th March 1980 be accepted as a true record.

Carried unanimously

Matters Arising

Item 8/80 — Langar

The Secretary General reported that to date no letter had been received from Mr. T. Sawyer officially indicating that the ASP was no longer in existence.

Item 12/80 — BSC and BCR Awards

The Secretary General brought Council up to date with the progress so far. The badges had been ordered, and nearly all the basic paperwork, application forms, award certificates, etc. had been produced by the Secretary General. In order to keep costs to a minimum the Secretary General had prepared and put together all the artwork for the various award applications and certificates, these would be printed in the office. D. D. Orton, as prime-mover of the scheme expressed satisfaction with the various forms and certificates.

It was suggested that a poster be sent to all clubs to inform everyone that those people who had already completed the formations in past years should apply before the end of June. Publicity would also be given to these awards in the next issue of the magazine.

Item 9/80 — Deesons - P.R.

G. C. P. Shea-Simonds expressed concern that the attempt to publicise the parachute jump into Kensington Palace gardens by John Nickolls as publicity for Stampex '80 had gone very wrong. The intention had been that, dependent upon prevailing weather conditions, a parachute descent would be made on the Monday, Tuesday, or Wednesday. Miss J. Sword had arranged a press release and also a stand-by information service to alert the media as to the actual day the descent would be carried out. It appears that the person involved let Deesons down by not keeping them informed as to the time and date of the descent. The Secretary General was tasked with discovering why the whole project went wrong, and also to ensure that in future these people requesting the service and their projects were investigated rather more thoroughly. The Secretary General agreed to find out what had happened.

Item 26/80.2 — CAA Meeting

It appears that the CAA are suggesting that there should be a mini CPL for all forms of aviation, i.e. Glider tow pilots, aerobatic pilots, jump pilots, etc. This being the situation, the Royal Aero Club are taking the matter up at the highest level.

G. C. P. Shea-Simonds has been asked by the Royal Aero Club to co-ordinate a meeting with the CAA which is taking place on the 21st May 1980, at which all bodies will be represented. G. C. P. Shea-Simonds was asked to keep Council up to date with situations as it develops.

Aircraft Purchase Paper

In the absence of J. D. Prince the Secretary General explained that he had been in touch with J. D. Prince who assured Council that the paper was nearing completion.

N.T.F.

The Chairman was pleased to inform Council that D. Waterman had made a gift of £200 towards the NTF, which was part of fees received following publication of the 'Best of Sport Parachutist'.

Item 25/80

PROXY VOTING

Following the Competitions Committee Meeting of 18th April 1980, item 3 — "... the question of proxy voting generally was to be considered".

There was much general discussion on the subject both in relation to Committees and Council. Various points of view were expressed from the floor, including letters read by the Chairman from J. T. Crocker and R. E. Gays.

In the final analysis it was generally felt that this situation must be resolved at once and in pursuance of these views the following proposition was made.

It was proposed by D. I. Waugh and seconded by A. Meysner that: Bona-fide members of Council and properly constituted Committees would be able to make a proxy vote on the condition that it was made IN WRITING via the Chairman of the Council or Committee in question. Committee decisions will still be subject to Council ratification.

For 11, Against 1

Item 26/80

COMMITTEE REPORTS

1. Safety and Training Committee 10th April 1980

In the absence of the Chairman, J. T. Crocker, the minutes were presented by G. C. P. Shea-Simonds.

Item 1/1 and 1/2: Voting rights.

- "Club Chief Instructors who are Advanced Instructors or nominated representative."
- "Any other individual instructor who applied to STC and was accepted."

Council agreed that the above recommendations be accepted as they stood.

Item 9.16.4 Ian Louttit

Mr. Louttit was to be invited to attend the next STC Meeting to explain the current situation at Dunkeswell.

Proposed by D. D. Orton and seconded by G. C. P. Shea-Simonds that the STC Minutes be ratified.

Carried unanimously

2. Competitions Meeting 18th April 1980

The letter from Mr. Stephens, Managing Editor of the Daily Telegraph was read to Council. Mr. Stephens accepted the invitation to present the prizes at the Nationals. The only problem being that he cannot at the moment be certain of attending. Council requested the Secretary General to write to Mr. Stephens, thanking him for his letter and to ask whether in the event of Mr. Stephens being unable to attend, he could nominate his deputy to take his place.

P. Byrne was arranging filming via Leo Dickenson.

CRW Competition

There is to be a World Cup (CRW) to be competed for in Florida in October. The Army was already in training for this event. It was the feeling of the Meeting that if anyone else feels that they have a chance of bettering the Army team's times etc., then they should contact G. C. P. Shea-Simonds or the NCSO. In the meantime a poster should be sent to all clubs so that teams can challenge for the place of British Team, all requests to be with the above named by the end of June. It was further agreed that the Association would provide team track suits and give full moral support to the team, which would be allowed to be called "The BRITISH TEAM".

Item 3/2 — Women's Team to the WPC 1980

There was much discussion on this subject. Papers had been submitted by R. Hiatt, J. T. Crocker, W. J. Meacock and R. E. Gays.

R. Hiatt was of the opinion that a full women's team should be sent to these Championships. His feelings were that more incentive should be given to the ladies in Championship situations.

A. Meysner agreed in principle with R. Hiatt's views but thought that we ought not to just send five ladies *per-se*. He felt that the criteria should be reviewed. The consensus of opinion from other members was that for this year the Association should adhere to the criteria already approved.

It was agreed that the status-quo be maintained for this year but the Competition Committee be asked to review the criteria for the future.

The Council unanimously agreed to ratify the Minutes of the Competition Meeting with the exception of the selection of the women's team as mentioned above.

3. Finance Committee 1st May 1980

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

Item 4/80 was referred back to the Finance Committee for discussion.

Item 5/80 — Increased Grants to Approved Clubs

There was considerable discussion on the subject of increasing the grant from £150 to £200. The matter was put to a vote and the recommendation of the Finance Committee was carried: For 6, Against 4, Abstentions 1.

Item 6/80

G. C. P. Shea-Simonds was not in agreement with the recommendations made by the Finance Committee regarding the charges to delegates and the proposed change of dates for the BPA hosted dinner.

It was agreed by Council that the final charge to delegates attending be finalised at a later date. The BPA hosted dinner would remain on the 26th January. G. C. P. Shea-Simonds had been able to obtain sponsorship from G.Q. Defence Equipment to host the outside dinner.

Item 7/80 — Adventure Sport Exhibition

The Secretary General was able to report to Council that the basic outlay for the stand etc., had been completely defrayed by sponsorship from various sources.

Items 8/80 and 9/80 — Increased Subsistence for Instructors on PI Courses, Increased Grant to participants on Courses

Proposed by G. C. P. Shea-Simonds and seconded by J. G. Starling that the subsistence be increased from £3 to £5 per day, and that grants be increased from £8 to £10 per course. The Secretary General would note the increases when submitting applications for Grant Aid.

Carried unanimously

Item 10/80

Proposed by G. C. P. Shea-Simonds and seconded by D. D. Orton that a fee of £150 be paid to A. Butler in respect of the artwork prepared for the BSC awards.

For 10, Against 1 — Motion carried.

Item 11/80 — Club Competitions £100 Grant

It was unanimously agreed that provided the competitions met all the criteria laid down by the NCSO then a grant of £100 be made to Clubs holding competitions. The grant was to be used ONLY for subsidising jump and running costs.

Item 12/80 — AOB

a) Following a request by Deasons that media personnel's training cost be met by the Association, it was unanimously agreed to ratify the recommendation of the Finance Committee that the application for payment be made by those concerned to the individual clubs concerned.

b) The Secretary General was able to inform Council that firm offers of Grant Aid had been received from Sports Council towards the World Championships 1980.

Item 27/80

LOANS TO CLUBS

Following a request from the Peterborough Parachute Centre. It was proposed by D. I. Waugh and seconded by J. G. Starling that a short term loan (four months) of £5,000 be made to the Peterborough Parachute Centre provided that all the required securities were available.

Carried unanimously

Item 28/80

ROYAL AERO CLUB

G. C. P. Shea-Simonds reported on the meeting of the Royal Aero Club.

1. At the AGM the Royal Aero Club expressed sadness at the death of Squadron Leader W. Paul, MBE.
2. Members were reminded that a social membership was available through the Royal Aero Club of the Steering Wheel Club at £15 per year.
3. Both awards, the Royal Aero Club Silver Medal for 1979 to W. J. Meacock and the Prince of Wales Cup 1979 to Symbiosis had been approved.

Item 29/80

AOB

1. Sport in South Africa

The Sports Council report on Sport in South Africa had been read by the Secretary General and G. C. P. Shea-Simonds, although no conclusions were drawn it was a good sign that matters were improving. G. C. P. Shea-Simonds thought that the time was approaching when a case for reviewing the Gleneagles agreement be made.

2. Lateness of Magazine

G. C. P. Shea-Simonds wanted to know why the magazine was not sent out during the month of publication.

On investigation, the Secretary General has discovered that the magazine did in fact leave on the 29th/30th April. This of course was very late, and was due entirely to the delay in the Post Office personnel in going to Fishers. As it was the first issue under the new bulk post rebate scheme, they felt that they should supervise the first bulk postage. They were in fact two or three days late in arriving at the printers.

The Secretary General would attempt to ensure that all future issues went out on time.

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**BRITISH PARACHUTE ASSOCIATION
SAFETY & TRAINING COMMITTEE, THURSDAY, 10th APRIL, 1980
held at The Post House, Leicester**

PRESENT

J. T. Crocker	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
A. Rose	<i>RAPT</i>
G. C. P. Shea-Simonds	<i>Co-Opted</i>
M. Snook	<i>RSA</i>
P. Padley	<i>REME</i>
D. Palmer	<i>LIFT</i>
P. Southgate	<i>Leeds Bradford</i>
J. Hitchen	<i>Sheffield</i>
D. J. Tylcoat	<i>Headcorn</i>
J. L. Thomas	<i>Riggers</i>
D. D. Orton	<i>Staffs</i>
J. Lines	<i>MPC</i>
M. Beynon	<i>South Cotswold</i>
A. Chandler	<i>RCT</i>
J. D. Prince	<i>NWPC</i>
A. G. Knight	<i>NCPC</i>

OBSERVERS

J. Nickolls, N. Harrison, R. Burgess, Sheila Cooper, D. Rawlings, Helen Wilkes, C. Benyon, W. Street, D. Hickling, Angela Hickling, D. Gays, J. Curtis, N. Matthews.

APOLOGIES FOR ABSENCE

J. Laing, R. Willis, W. J. Meacock, P. Corr, J. Sharpies, E. T. Lewington.

Item 1

STC VOTING RIGHTS

The suggestion was made that CCIs who were in charge of demonstration teams and therefore not student training oriented should perhaps not have automatic voting rights on STC. This suggestion was refuted by A. Rose, who reminded the meeting that most full time demo teams were heavily committed both to *ab-initio* and continuation training of student jumpers to ensure a ready source of new team members.

C. Shea-Simonds then raised the wider question of Approved Instructors who were granted an exemption to act as CCI.

Discussion continued on this point and it was proposed by C. Shea-Simonds and seconded by J. D. Prince that the following persons should be automatic voting members of STC:

1. 'Club Chief Instructors who are Advanced Instructors, or their nominated representative'.
2. 'Any other individual instructor who applied to STC and was accepted'.

This motion was carried by 7 votes to 2.

Item 2

INSTRUCTORS SITTING ON CLOSED SESSIONS

D. Orton queried the reasoning behind the exclusion of BPA Instructors, who were observing STC proceedings, from 'Closed' Sessions which normally occurred when disciplinary matters were being discussed. The Chairman replied that in some cases the presence of observers inhibited full and frank discussion of the matter in hand. M. Beynon further pointed out that the rights of the individual who was under discussion could better be preserved when such discussion was confined to those with voting rights on STC. After further deliberation the following proposal was made by P. Padley, seconded by D. Orton.

"That disciplinary or similar sessions be deemed 'closed' unless the individual concerned wishes such session to be 'open'".

Carried 12 votes to 4.

Item 3

CAA PROPOSALS ON BSRs

1. The CAA had written for clarification in BSRs regarding the compulsory use of the target cross. It was generally agreed that a target cross had always been mandatory both as a DZ marker and as a ground/air signal.

The NCSO was to amend the appropriate BSR to clarify this point.

Viz:

BSRs Part 1. Sec. 1.10a.

Add "These signals will be displayed whenever parachuting is taking place".

2. The CAA were further proposing to add to the wording in the Exemption and Permission Documents Para 2(d). The proposed addition is to read "and when the parachutists are able to remain clear of cloud and in sight of the surface".

This wording was noted and it was decided that the NCSO should examine BSRs in this context.

(Note the NCSO considered that Sec. 14.4 was sufficiently explicit on this point and was unable to detect any anomalies either actual or potential between BSRs and the proposed CAA text alterations.)

Apropos these last two items C. Shea-Simonds agreed that any ambiguities in our BSRs should be corrected, but requested that a reply to the Civil Aviation Authority should be deferred until the implications of their letter had been considered by Council.

Item 4

COMPULSORY USE OF BAG S/L SYSTEM FOR CATEGORY 2 AND 3 JUMPERS

The views of the proposer (D. McCarthy) were expressed to the Meeting by the NCSO. Little interest was evinced and no further action was proposed.

Item 5

FINANCE FOR AOD PROGRAMME

The Chairman felt that a test programme to evaluate various types of automatic opening device should be sponsored by the Association. The information obtained from such a programme would then be immediately available to any Club or individual wishing to purchase AODs. It was pointed out that several centres had already amassed a large number of descents using both Sentinel and FXCs. The NCSO was accordingly tasked with collating information from appropriate sources and preparing a paper on the subject.

Item 6

FINANCE FOR INSTRUCTOR/SCHOLARSHIP COURSES

The question of subsistence allowance for Instructors assisting on PI/Exam Courses and Scholarship Courses was raised by the NCSO. It was stated that the subsistence allowance had remained unchanged at £2.00 per day. This was considered inadequate and an increase to a minimum of £5.00 per day was recommended.

It was felt that such a sum was more realistic and would enable more Instructors to devote time to the training of Potential Instructors and promising young jumpers. As such, it was a legitimate case for submission for Grant Aid (Coaching). The item was to be placed on the Agenda of the next Finance Committee Meeting.

Item 7

BTSO APPLICATION — THOMAS JETSTREAM

This equipment and supporting documentation had been examined by the NCSO and J. Nickolls under the terms of reference given by the STC Meeting of 15 November 1979. All criteria had been satisfied and a technical report by the Inspector had been filed with the BPA.

It was proposed by A. Rose and seconded by C. Shea-Simonds that the report be accepted and that the TSE Jetstream be given the BTSO.

Carried unanimously

Item 8

EXEMPTIONS

1. B. Bias — six month extension to PI rating. Granted.
2. G. Margiotta — six month extension to PI rating. Granted
3. M. Mortlock — application to attend PI Course after 22 months in the Sport. Requested on his behalf by D. Tylcoat. Granted.

4. N. Matthews — Application to attend PI Course after 19 months in the Sport on the basis of 4 day per week involvement at the RSA Parachute Club. Requested on his behalf by M. Snook. Granted, provided the 150 jump rule was complied with.

Item 9

PREVIOUS MINUTES AND MATTERS ARISING

Item 16.3

R. Gays reported to the Meeting that he has successfully carried out three dummy drops with his experimental parachute and proposed to progress to live testing using a cutaway rig.

This was unanimously approved.

Item 16.4. Ian Loutitt

It was stated that the request for financial assistance to provide a CCI for I. Loutitt was not approved by Council. Furthermore, Ian Loutitt had attended the Council Meeting and stated he did not require such form of assistance.

It was then stated that Ian Loutitt was continuing to act as CCI at Dunkeswell and to train *ab-initio* students in contravention of the suspension imposed by STC on 2 January. In view of these allegations Ian Loutitt was to be invited to the next meeting of the STC to clarify his position.

Item 10

ANY OTHER BUSINESS

1. Cross Channel Attempt

S.Sgt. Walters, team leader of the Joint Services team who were attempting the operation gave details of the Safety precautions which were to be observed. He stated that the scheme was considered totally feasible in the light of military experience previously gained. In addition to on board oxygen, each team member was equipped with 20 minutes personal oxygen supply. Full communication facilities and sea support had been laid on. The canopies were to be GQ Units in TSE Jetstream containers. AODs were to be worn.

The Meeting thanked S.Sgt. Walters for his attendance at short notice, approved the operational plan, and wished the team every success in the attempt.

2. Deterioration in I24 Canopy

A. Chandler drew the attention of the Committee to a marked weakness in the fabric of a 1966 I24 reserve canopy. He stated that the parachute would be submitted to further lab testing. All Clubs were reminded of the advisability of making a tear test of reserves before repacking.

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