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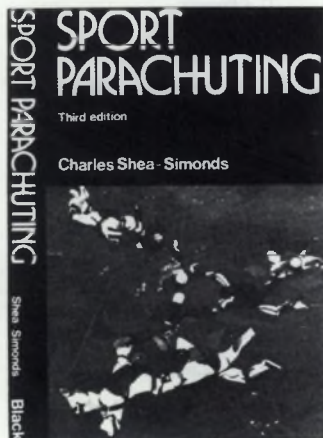
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**Headcorn Parachute Club**  
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The Secretary  
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**British Skysports**  
Bridlington Aerodrome, Bridlington,  
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Chief Instructor  
(at club address)  
Tel: 0262-77367

**Hereford Parachute Centre**  
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Warks.  
Tel: Stratford-upon-Avon 297959

### WEEK-END

Dave Deakin  
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J. Hitchin  
46 Newlands Drive,  
Sheffield S12 2FS  
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30 Green End Road,  
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Tel: 061-928-6918

P. H. Evans  
3 Dunham Grange, Delamer Road,  
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8 Tavistock Court,  
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Chesterfield

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Rawdon, Leeds 19 0532 506930

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# SPORT PARACHUTIST



THE JOURNAL OF THE  
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## Vol. 17 No. 5

OCTOBER 1980

### EDITORIAL

A young British girl was tragically and unnecessarily killed parachuting recently in the USA. Had she followed the advice of her BPA instructor in this country she would still be alive. His advice was that the sport really wasn't her scene and that in her own interests she should pack it up. She went to California where she was told her lack of ability and confidence was due to the inhibiting BPA Category system. She was needlessly killed after a failure to deploy the main parachute and non-activation of the reserve by either her or the AOD. She had been progressed at an alarming rate.

This editorial is dedicated to all student parachutists who think they're progressing too slowly and who wish to go abroad to remedy it. The BPA Instructor qualification system is the most lengthy and comprehensive anywhere in the sport parachuting world. The BPA Category System has come about through considerable development and experience over many years and has given us the best safety record anywhere in the sport parachuting world. Please trust your BPA Instructor and his implementation of the BPA Category System.

Now everyone please read page 14 (top half) most carefully.

Go safely now,

*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.*



R.Ae.C.

Copy date for the next issue — Monday, 17th November.  
Cover photo — Chopper Exit by Chris Thomas



# THE DRAGON

## CALENDAR OF EVENTS 1980

Oct. 25/26  
Nov. 3-7  
Nov. 10-14.  
Jan. 9/10 '81

Shobdon POPS Meet  
PI Course 4/80  
Exam Course 4/80  
BPA Dance and AGM

Shobdon  
Aldershot  
Leicester



Nigel Slee sent this artistic photo; believed to be of Cyril Knowles.



The two appropriately registered RAFSPA aeroplanes seen recently at Weston on the Green.

Photos by POPS 189 Charlie Bell



**SUPERFLY**

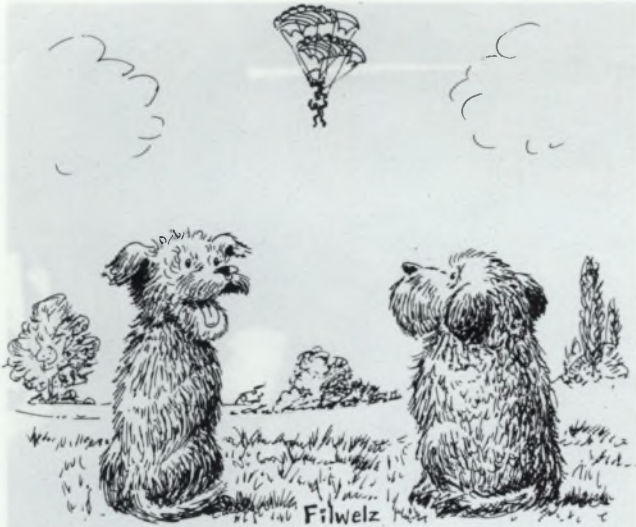
IF ONLY  
I COULD  
GET RICH



I COULD GET A NEW  
CAMPERWAGON  
... A NEW  
WONDERHOG







"That's a neat way of dodging the old 'bucket-of-cold-water' treatment!"



Hungarian photographer, Laszlo Angyal, sent this photo of Jury Baranow (USSR) and Jozsef Varga (Hungary) who made their 10,000th and 5,000th jumps respectively on 1st July.

### The First All Pilot 8 Man

On the sixth attempt on Sunday 7th September at Sibson eight pilot's licence holders built an eight man snowflake from the PPC Pilatus Porter from 12,000 feet. After much organisational effort by Jeff Ward, a number of pilots/parachutists spent the weekend of 6/7 September at Sibson and built a five man, 2 sixes, 2 sevens and an eight on the last and final attempt. The final eight were Jeff Ward (PPL), Ed Sturmer (PPL), Nick Cullum (PPL), Pat Hodgson (PPL), Steve Eversfield (PPL), Charlie Shea-Simonds (PPL/QF1), Dick Kalinski (Military Rotary) and Paul Tyminski (ATPL). Mike Johnson (PPL) and Gerry Margiotta (Military Fixed Wing) also took part.



The photo shows the final eight with Mike Johnson instead of Steve Eversfield. For the statistically minded the final eight had a total of 6,300 parachute descents out of 50 different aircraft types and 6,210 hours command time on 45 different aircraft types. Thanks to Jeff Ward for organising it all and to John and Sue Meacock for hosting it.

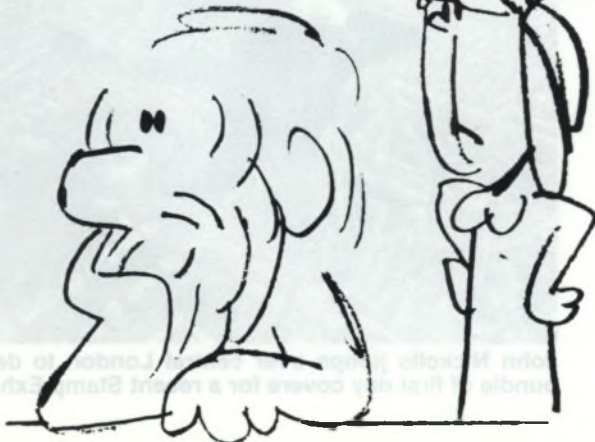
### CONGRATULATIONS TO:

APA Chairman, Brigadier Joe Starling for being appointed ADC to Her Majesty the Queen.

BPA Chairman, Dave Waugh, and his ex-Brit Team member wife, Jane, for producing their first born — a son. . .

Co-opted BPA Council member, Peter Ritchie, and his ex-jumper wife, Jan, for pulling off exactly the same trick!

... A NEW CANOPY  
... NEW JUMPSUIT



HEY! WHAT ABOUT ME?

... A NEW WIFE







Dave Hickling gives Langar Mascot, Sylvester, a good talking to before ...



...dispatching him on his first jump ...



... and observing him making a cock-up of it!

Photos — Bob Lings



"Don't look yet! The bad news is that the clutch on the mower needs repairing.

The good news is that I've made a start on short-lining your P.C.

Like you were thinking of!"



John Nickolls jumps over central London to deliver a bundle of first day covers for a recent Stamp Exhibition.





Not El Capitan, but Trollveggen in Norway, recently conquered by four Finns led by Jorma Oster. For details contact him at Suursuontie 21, 00630 Helsinki 63, Finland, phone 740021.



James Lowe records Jim Sharples, CCI at Long Marston exiting on his 2000th jump before . . .



. . . being pied for his achievement.



Ged O'Reilly records Steve Bell exiting on a display over Hull.





It's been a recent trend to knock the BPA Category System. Claire Thomas, above, has shown it's no problem. 36 jumps to achieve Category VIII and 47 to achieve Category X, she has also just qualified for her BSCR. Well done indeed!



Claire on exit over Sibson



... and still with the fairer sex, congratulations to Felicity Morton, Maureen Toward and Annie Isats for building the first 3-girl over Northumberland at Brunton on 5th July.



A relaxing day at Waterbeach which is sadly no longer available to the Cambridge Club who are currently searching for a new DZ.



Ex-Brit jumper Paul Baird, sent this photo of the Australian Strongbow Skydivers which includes ex-Brits, Lee O'Regan and Ian Crewe plus Aussie, Chris Campion.



Amanda Redfearn of Cark fame recently got 'spliced' and the Tiger Moths jumped in to the wedding. We haven't been informed of the identity of the lucky guy. Congratulations both.



## A DROP OF SCOTCH

I've come to watch our 'Para' boys  
Jumping from the skies  
For as they jump with grace and charm  
I know that they're one man short  
Because Tony's broke his arm.

Ah here they come, but to my surprise  
I see there's three of them  
I wonder who the third one is  
As the chutes sway and tilt  
Why goodness me I do believe  
It's someone in a kilt.

Well now I do believe I think I've seen the lot  
For to make up the team they have asked a Scot.

I know they do this for a thrill and also to amuse  
But instead of jumping in his kilt  
He should be wearing trews.

What's that I see as I gaze into the air  
My word I'll bet he's proud of them  
They look a lovely pair.

Ah I see them better now  
As they swing round in the breeze  
I can see them quite plainly  
As they hang somewhere by his knees.

They seem to get much bigger  
As they get nearer the ground

They make me feel quite nervous  
As they swing round and round.

I'll bet John and Denis  
Haven't got a better pair  
Still I expect their's are older  
And had a lot more wear.

As they get near the ground  
And thus complete the jump  
Jock comes down rather fast  
And sits down with a bump.

Now I get a real good look  
Yes they are a smashing pair  
I told Jock how they caught my eye  
As they dangled through the air

If you are wondering what this is all about  
I think I'd better tell you  
And let the secret out.

I watched them several times  
Descend with their chutes and  
seen some thrilling falls  
But I'm sure I've never seen  
A better pair of

— BOOTS?

Stan White



Frank Smith, Tony Butler and Tony Butler over Long Marston.

Photo - John Carter





Dear Charlie,

May I, through the medium of a letter to the magazine, convey my sincere thanks to parachutists from all over the country, for their sympathy and support after our recent tragedy. Thanks, also to Doug Peacock for his help and encouragement and a very special 'thank you' to Dave Parker of Headcorn: it's nice to have such good neighbours.

We're continuing to operate full-time at Ashford, with a 206 and a Reims Rocket, up to 9 grand. So come all ye faithful, down to Eagle Parachute Centre, we'll be pleased to see you.

BETTY BLACK  
Eagle Parachute Centre

Dear Charlie,

I would very much appreciate you finding space to squeeze my little thankyou note in the mag.

Approximately 3 weeks, 1 day, 16 hours and 27 minutes ago I was carried into hospital and hope to be out by Christmas.

I smashed my right leg up badly whilst HANG GLIDING!! (A few seconds silence whilst everyone smiles.)

Considering parachutists are made up of a random motley collection of high spirited individualists not renowned for volunteering for St. John Ambulance or running the local Boy Scouts, I have been totally amazed at the thoughtfulness, kindness, time and help they have given me.

They have restored my faith in the basic unselfish goodness of human nature.

Just about every parachutist I know (and literally some I don't) has been in to see me, sent me rude cards and dirty books (including Dave Howerski).

I would like to thank each and every one of you.

You're a great group of people that I am now even more proud to be part of.

Cheers, Bish  
IAN D. BISHOP, C3259.

P.S. I'll see you around the South West D.Z.s next Aprilish.

Dear Charlie,

With reference to Pete Coombes letter of last issue, I assume that he now relies on the rattle of undersized batteries in his Paralert to indicate break-off height. Those of you who intend trying this please note that this rattle is not adjustable and occurs at all altitudes.

Seriously, the battery types that he quoted are physically too small. Examples of the correct type are RAYOVAC RY42, DURACELL 101L 14B2 and BEREC 44H. These larger batteries are between £1-£2 each, go for the more expensive brands as these will last longer.

Dick Sanders D2326

Dear Charlie,

You're not the only one wondering about the demise of the BCPA! The Secretary seems to protect himself with a conspiracy of silence and all activity to have ceased long ago!

Sad though that is, I think you'll find that the individual collegiate clubs are still very active. In particular, the Oxford Students' Parachute Club has jumped 129 first-time students on courses since January. With an average of around 25% returning to jump again, four members on free-fall and two Cat. 6 and above. I think you'll agree that's quite encouraging for a club that's only nine months' old and a real tribute to the CCI, Jim Sharples, and all the instructors and regulars at the Midland Parachute Centre, our DZ. Even though our club faces particular difficulties, most important of which are an eighty-mile return journey to the DZ (with my vintage 'Moggy' Minor as club transport!), the lack of a resident instructor in Oxford and the refusal of the university to give our club any form of grant, we're still very much alive and jumping.

I'm sure there are many other collegiate clubs as active as ours, and I'm equally sure that the BCPA can be revitalised providing someone who is very dedicated and patient can be found to organise it.

Yours,  
Chris Pomery, 39673.

Keble College,  
Oxford, OX1 3PG.

[Chris Pomery has volunteered to take on the job of Secretary of BCPA — see the Club Page. This is great news. All collegiate parachute clubs and parachutists please write to Chris offering ideas and support — Ed.]

### SIBLING SKYDIVERS

The only answer for the DZ timewaster in the last issue of S.P. has been submitted by John Gleave, a jumper at Tilstock — it is:

Alan	Age 31 years	638 jumps
Belinda	Age 29 years	682 jumps
John	Age 22 years	899 jumps







The competition season in the UK is now drawing to a rather windy close with both the Cark and Langar Meets being blown out completely. The latter has been re-scheduled for the weekend of the 11th and 12th October and, as I write, the Duck End Meet is yet to come. Hopefully we can salvage something from this series of Club Meets, all of which have been very well supported. Thanks are due to all club officials and committees who go out of their way to organise these sessions. Competition jumping at all levels gives a sharply defined purpose to the Sport and these Meets provide an invaluable testing ground for our future international competitors.

The two most recent international competitions involving our members may be deemed unqualified successes. An outstanding competition at Bad Lippspringe produced a lot of high class and enjoyable jumping whilst the 15th World Parachute Championships in Bulgaria set new standards in terms of organisation and presentation. The accuracy results gained there only served to re-emphasise the essentially uncertain nature of this event and to bring home the fact that under the pressure of a World Meet there are no foregone conclusions. In the women's event, Canada's Kathy Cox took the gold medal with an eleven centimetre total, whereas in the men's accuracy only eleven jumps were needed to sort out the top four placings. Two years ago the respective results were 0.00 total (Jackie Smith) and sixteen jumps were necessary to separate two East Germans and one Russian at the top. There is certainly plenty of mileage left in the accuracy event in its present form yet.

As for the style, the introduction of a D penalty for any deviation in excess of 25° went a long way to eradicating dirty style. In fact, from some 720 jumps there were only two requests for TV replays by the judges and the overall impression gained was that the majority of jumpers were concentrating on improving times by legitimate techniques rather than by cutting corners. A further commonsense rule that will undoubtedly emerge is the raising to 9M/SEC the wind limit for future Style (and RW) events.

So much for the generalities; as far as the British performance was concerned the long hours of training, dedication and sheer professionalism paid off for Doug Young and Scotty Milne who finished 7th and 10th respectively in the individual overall classification. Scotty, of course, took the bronze in the men's accuracy after a jump off with Douggy. Both were backed up by Dave Tylcoat, Deke Wright and Paul Slaughter who each gave one hundred per cent effort all the way. Remember, a jumper enters his first World Meet to take part, it is only on his second or third time round that he truly begins to compete.

Competition training is a long hard road, demanding total dedication from the jumper if he is to compete at this level. British competitors have now returned from the last three World Meets — Zagreb 1978, Chateauroux 1979 and Kazanluk with medals. It is up to us all now, both in Committee and on the Drop Zones to do all we can to

encourage and foster effort in Classic and RW disciplines and to ensure that the momentum so far gained is not lost. One excellent example is the support shown for our CRW team shortly on their way to the first World Cup in this new event.

In conclusion, a few words concerning the instructional standards. As the student membership continues to grow, so must the efficiency of our training methods continue to improve. From the evidence of recent examination courses this trend towards increased professionalism is becoming welcome apparent. Chief Instructors, however, must remember their responsibilities toward the Potential Instructors working for them. In some cases it is obvious to the Examiners that the PI has received little or no help from his CCI on lecture content or technique during his probationary period and has consequently been most ill-prepared for his final examination. The probationary period is the most important phase of a PI's training and he must receive correct guidance throughout. All CCIs are busy men, they have, however, a vital role to play in ensuring the flow of good instructors to meet the increased demand.

Safe jumping to you all.

DOUG

## REVIEW

# A DROP TOO MANY

MAJOR-GENERAL JOHN FROST



Published by Cassel Ltd., 35 Red Lion Square, London WC1R 4SG — £8.95.

Major General John Frost is probably our most famous wartime airborne soldier. He commanded D Company, 2 PARA, for the brilliantly executed Bruneval Raid in February 1942 and went on to command the battalion in the bitter fighting in North Africa in late 1942 and early 1943. In September 1944 he dropped with 2 PARA at Arnhem and the story of their subsequent seizure of the bridge and the desperate battle they fought to hold it is now well known. John Frost now tells the whole tale from his point of view in a modest and enlightening way. His opinions are often outspoken but they are most convincing. You will find his story of the courage and fortitude of parachute soldiers a humbling experience. I commend it to you. C. S-S.



# OUR SPORT — DO YOU REALLY CARE?

Last year I wrote my annual editorial about the election of the BPA Council and it provoked a tidal wave of total apathy. Of a membership of over 20,000 only just over 300 members took the trouble to vote for the 1980 Council. If only those three hundred were responsible for the: "what's the BPA doing about this?" or "the BPA shouldn't have done that" comments one hears around the drop zones — fine. But they aren't — it's normally the guys who didn't nominate a candidate for election or who didn't vote who are the most scathing in their attacks on the Association. It's no secret that the future of the Association and consequently the sport is entirely in the hands of you, the membership. **DO YOU REALLY CARE?** The sad answer, proven by the elections for this year's Council, is sadly: no. The reason is really quite simple — so long as Mr Average Weekend Jumper can turn up at his local club and get half a dozen jumps a month he's happy. It's only when his personal parachuting is in jeopardy that he starts to make a noise. It doesn't bother him that the Safety and Training Committee are constantly striving to make his sport safer; it doesn't bother him that the Finance Committee is seeking to find the best use for the Association's money for the growth of the sport; it doesn't bother him that the Competitions Committee are working flat out for medals at the next World Championships. Yet the moment his club gets thrown off its airfield, or his magazine doesn't plop through the letter box exactly when he expects it to, he blames the BPA.

I believe we live in an age when it's the norm to take what one can, give little in return and then take pleasure in having a go at those who do put themselves out for the organisation. This is the kind of attitude which could kill the Association and, ultimately, the sport itself. The secure future of our sport is dependent on a strong, united and energetic British

Parachute Association — and the answer to achieving that ideal rests firmly in the hands of every BPA Member.

So what can you do? You can simply take the time and thought to nominating and electing the very best people onto the Council of the Association. Not only is the Association involved in the practical side of promoting the sport but it is a limited company with substantial financial turnover. So what kind of person are we looking for? Ideally he should be an active parachutist who's been around long enough to understand basic problems facing the sport, who has a past record of working for the sport and who has a certain amount of sound business sense. Surely every club has a number of such people? It's now up to you to persuade those in your club so qualified to stand for election. (The nomination forms are included in this issue.)

In the Christmas issue you will receive your voting papers and the write up on each nominated candidate. Read these write ups carefully — what has the guy done for the sport so far? (What he **has** done is a proven record, what he promises to do is an entirely different matter!) Is he a taker or a giver? If he was on this year's Council, what has his attendance been like? More important, what has he contributed? (Look at the minutes of the meetings reproduced in this journal.) And, if you're in any doubt, only vote for those you know personally — you don't have to use all your votes.

Finally, once you've voted for an individual and he's elected onto the Council, keep on top of him; find out what's going on in the promotion of the sport and, most important of all, please feed him ideas to benefit both the Association and, ultimately, the sport.

The future of the sport in this country is squarely in your hands — **DO YOU REALLY CARE?**

C S-S.

## BUZZ'S CANADIAN COLUMN

The 1980 Canadian National Championships were held at Winchester, 30 miles south of Ottawa, our national capital, during the week of July 12-20. Our Governor General was invited to the opening ceremonies, but did not show up, saying that he had more important things to do (what could be more important?). The week was plagued with bad weather, as ten rounds of accuracy took four days to complete. Style was completed the first full day of competition. Of the 190 style jumps made by 38 competitors, only one had a base time (6.3 by Brenda Blue) below 7.0 seconds and only one competitor (Craig Winning) averaged below 8.0 seconds. It seems that competitors in training are not subject to critical judging and so do not fully appreciate or know the flaws in their style technique, so that when subject to the scrutiny of the best judges in the country, the so called 'incredible training times' become somewhat more realistic and down to earth. In addition the tension of competition is bound to give rise to some caution thereby giving slower base times. Notwithstanding such mitigating circumstances, the general level of style this year was much lower than in previous years — 1976 and '78.

The accuracy event provided a great deal of tension and excitement as the composition of the men's team was not finally decided until the last accuracy load had completed their jumps. There were seven men with a serious chance at the team when the competition started; one put himself out of effective contention with a ninth place in style. The other six were in places 1 to 7, with a non contender (surprisingly) in 5th place. Accuracy placing was therefore all important and

was not decided until the last load. As it turned out, 6th and 7th place in style came 4th and 3rd respectively in accuracy, which when the placings are squared gives the higher standing to 6 and 4. Craig Winning took first place in style, accuracy and overall; a long time coming and well deserved. The women's team was basically a foregone conclusion, provided their parachutes opened fifteen times, as only five of those entered had done any training and had pretensions to a team place.

In the final analysis it appears that the 1980 team could be contenders for medals in accuracy only, unless something approaching a miracle occurs with style in the month before Kazanlak.

Relative work also suffered from bad weather as we managed to complete only minimum rounds in 4 way (6) and 8 way (3). The old world champions have split up and a new, strong contender for the title has emerged, consisting of Mike Zahar, Graham Taylor, Claude Marchand and Mark Vincent. They scored 55 points over 6 rounds and have done 14 and 15 formations in time during practice. Given another twelve months they will be averaging ten, eleven or twelve points.

We were able to use a civilian Caribou tailgate aircraft (\$575 per hour) carrying seven 4 way teams or four 8 way teams. Apart from two emergency exits when one engine had to be shut down things went well. The second shut down occurred the last day, so that the last four 8 way dives had to be done from two Cessnas — shortly thereafter it started raining, so that was that. All in all a successful competition.

In March the BOD decided that rather than purchase an



available ready made video system from the US, CSPA would build its own system; the reason being that it would cost less in the long run?? The system we now have was available at the Nationals, but could not be used for judging or for back up for two reasons — lack of a trained operator (although we have some very willing and enthusiastic volunteers) and unsuitable lenses and mounting system. The lens used was 500 mm doubled to 1000 mm, which is suitable for style but not for relative work. The mounting system balance and construction was such that it would be extremely

difficult for a trained operator to keep the jumper steady in the centre of the picture. We also had a video system from West Point, brought by judge Tom Bennion, but did not use as it was good only for style. In any event much experience was gained and we hope and intend to have a video system operating next year suitable for prime judging of all events.

My next column will be after the World Meet; if I survive the experience of being Chief Judge.

BUZZ.



**El Capitan — Is illegal again! One of the last Brits to jump it (legally!) was Frank Donnellan caught in this magnificent photo at the moment of exit by Jan Wildgruber.**





# XVTH WORLD CLASSIC PARACHUTING CHAMPIONSHIPS



**KAZANLAK  
BULGARIA  
AUGUST  
1980**



## THE TRAINING CAMP

*Before beginning, I would like to publicly thank the team for the dedication, hard work and no-nonsense effort you all put into the 1980 training camp. You were all a pleasure to work with and I personally enjoyed your company and appreciated your efforts immensely. Those of you who continued to the World Parachute Championships were a credit to your country and I was privileged and very grateful for the opportunity of accompanying you and witnessing your achievements.*

*Kingy*

Well folks we've just completed a nineteen-day training camp with mid-afternoon temperatures constantly in the upper nineties/low hundred degrees Fahrenheit and each team member has something in excess of 100 training jumps under his belt. We leave Gene Paul Thacker with 182s, a hangar, a car and a garage requiring major repair work following a storm you wouldn't believe.

It all started on the afternoon of 23rd July 1980 when the team training squad met Charles Port at Heathrow to collect our tickets and board flight BA179 bound for Kennedy Airport, New York, USA.

Everything went smoothly until Paul Slaughter made a baggage check and found the bag with all his money was still on his living room floor at home! Some rapid telephone calls were made and the complete Metropolitan Police swept into action to retrieve the bag just in time to miss our flight, but to place it on Concorde for our collection at JFK the next day. Thanks for arranging that (and thanks to British Airways).

The flight took off promptly at 6.15pm BST and plenty of amusement was provided during the flight by a charming lady in her mid/upper sixties with peroxide blonde hair who complained constantly and loudly about everything and everybody for the entire trip which turned into the longest one I had ever experienced.

Jim Coffey made a bit of a record by receiving two dinners from British Airways, one of which he ate, the other he received up-side-down in his lap during the film show when a steward ducked under the screen. Luckily Jim's trousers were the same colour as the gravy and being "airborne" in every sense of the word he was able to cope with the heat.

Much to our relief we descended twenty minutes early towards JFK and I had just remarked what an uneventful flight it had been when the clear sky outside went very dark. With gear and flaps down we descended towards a storm over New York, which we discovered later killed 13 people,



**Some of the teams who trained at Raeford.**

and were amazed at the constant and continuous lightning and the pilot's practice for the 1981 world aerobatic championships which scared the living daylights out of me! Relief came when the engines surged and the nose pointed skywards again. The pilot informed us that was due to severe turbulence and a 55 knot ground wind we were all going to Boston.

Now I've never been to Boston, but I've always wanted to see what the Americans did with all that tea! Unfortunately we were not allowed to leave the aircraft but we were given a 40 minute sauna then we took off again for JFK where we arrived and cleared customs just in time to see all the taxis go off duty. The few vehicles still available were more than just reluctant to take us the few miles to the hotel so it was some considerable time later after resorting to bribery that we obtained transport to the hotel.

The hotel receptionist's jaw dropped when he saw our party and counted to eight, and he twitched nervously when he showed us the booking made. One twin room was booked for two people, one named Kingslaughter and the other named Tylcoatmilnebyrneyoungcoffee. After an interesting discussion he found two twin rooms with two double beds in each and as you guys back home rose for work at 7.00am BST your eight man training squad cuddled down two to a bed for a rather overdue 3½ hours sleep.

After breakfast the team departed for La Guardia airport



leaving Paul in New York to collect his bag from Concorde and follow on a later flight.

Boarding of the Fiatville flight was delayed a few minutes while an enormous lady in a wheel chair made from the chassis of a Sherman tank was loaded into our aircraft. The wheel chair jammed in the aisle and the lady was stuck fast until engineers were finally called to unbolt and remove passengers' seats from the aircraft floor to free the lady. At last we were off and reached Fiatville with considerable relief where we were welcomed to Raeford by Gene Paul Thacker, his wife Billy and their two boys Tony and Jimmy.

Jumping began in earnest on the 24th July and in the first four days at this training camp most team members had completed more jumps than anyone had totalled for the entire 1976 training camp at Bergerac!

Scottie, Dave and Dougie immediately settled into some consistent accuracy in very, very difficult conditions, though in the early stages Dougie's foot placement was letting him down a little. However, his style was going from strength to strength and continued to do so throughout the training camp. By the end of the training camp, Scottie had increased his total number of dead centres by 71, Dave by 62 and Dougie by 57 (all on the BPA electronic pad) and Dougie finished the season with a fine string of dead centres.

Paddy Byrne (known throughout the USA as Murf!) took first prize for the hardest openings of the training camp causing most of the video watchers to cringe and suck their teeth each time he released his pilot chute. By the end of the first week he had just about qualified for his riggers licence due to the constant repair work he was having to carry out on his canopy following those explosive openings.

For the early part of the training camp he was having to confine himself to just turning a half set in order to flare early and pluck up enough courage to pull. Later he fitted the canopy with a rapier and this eased the problem considerably.

At this time Jim Coffey was working on half sets and beginning to look good and I was privately convinced both he and Murf would be in the team to go to Kazanlax in Bulgaria.

On 1st August we were delighted with the arrival of the US team who had also chosen Raeford as their training venue. All of the style coaching was carried out by Gene Paul Thacker for both teams and in spite of the fact that he became ill with sickness and diarrhoea which lasted for more than a week, he was always at the video camera and never missed a load. We all owe Gene Paul a tremendous vote of thanks.

Bill Hayes (a familiar face to us blokes from the '72 Team) was acting as US accuracy coach and due to his efforts the American girls' team accuracy improved out of sight of their first day's performance. In the last few days (though we don't admit to it easily) they actually took some beer off the British in a one round handicapped team accuracy jump.

A competition was scheduled at Raeford for the 2nd and 3rd August which included individual accuracy, team accuracy and style, so seven Brits and Laury Sams of the Australian team combined to form two four-man teams.

Jim Coffey finished second in accuracy, Scottie third in the accuracy and fourth overall with Dougie Young finishing a creditable second in the style and 5th overall. To all of our amazement Paddy Byrne unfortunately zapped a style jump receiving 16.0 seconds and Jim Coffey developed a problem with his back loop which continued to recur during several subsequent style jumps.

Deak Wright came first in the loudest reserve opening contest with the only British malfunction of the training camp. Deak had a total malfunction on the bottom of the stack which



#### Paul

blew the apex cap out of his reserve and later forced him to take a day off jumping with a bruised chest.

Paul Slaughter too had to take a day's rest with a pulled shoulder muscle following a hard opening.

During the meet the American team retired to a nearby drop zone to continue with their training where a really charming young lady member (and a great favourite of the Brits) Raylean Wilson had an unfortunate main canopy malfunction. She cut it away and quite naturally the canopy drifted as far as it could out into the middle of a swamp and hung itself in the tallest tree in the area. No one could retrieve it until three days later the Golden Knights four-man RW team kitted out with jungle gear mounted a mission. Unfortunately, in the process one member of the party stumbled into a hornets' nest and had to spend the next day in bed.

Highlights of the training were Scottie Milne's 3000th jump, Paul Slaughter's 1000th jump and a visit to Raeford by Dane Kenny and the lovely Jackie Smith who was asked to rub feet with all the members of the British men's team!

It was during their visit we had to put Scottie to bed with a 24-hour tummy bug. We had started the day with style and were continuing in the afternoon with team accuracy.

#### The Storm

Now every time we tried to put Paddy Burne (Murf) on a team stack the wind immediately leapt to 7 mps! So this afternoon we checked carefully the anemometer and the horizon and sneaked Murf into a team jump. Immediately the 182 was airborne a huge black cloud appeared on the horizon and as the 182 ran in two such clouds were exchanging lightning bolts. The team just landed and got under cover when the squall hit — and what a storm!

Most people had taken shelter in the snack bar and were watching rain, twigs, branches and the odd bough pass horizontally in front of the window when the Golden Knights' yellow and black competition windssock (last seen at the pit)



made a low pass of the snack bar heading for the parked aircraft at about 90 mph. Two brave lads made after it in a futile effort to catch it before it struck the aircraft. Almost immediately afterwards an umpteen thousand dollar Piper Lance tore free of its pickets and began an unscheduled and unpowered taxi towards about fifteen other aircraft. The team led by Chase (one of the pilots) galvanised into action and overtook the Lance before travelling too far and escorted it to a new picket. The rain was torrential causing a misty spray 12 or 18 inches from the ground across the entire area and everything was beginning to flood. Paul Slaughter had put the final touches to the Lance's new lashings and we were casually walking back to the snack bar absolutely drenched, when lightning struck within spitting distance of us with an incredible "BANG"! Everyone ducked and the sprint back to the snack bar would have made the Coe/Ovett 1500 metres look like a tortoise race. My only regret was that I had been wearing shorts and not long trousers with cycle clips!

Back at the snack bar Dane Kenny was still cursing and shaking his hands. It seemed that he had been watching our efforts from the bar standing beneath the television aerial and eye witnesses reckon he lit up when the lightning struck!

On the other side of the airfield Dave Tylcoat had just retired to his tent for a little eye lid inspection when camping became interesting. As the flysheet shredded and disappeared he relinquished his vice-like grip on the windward pole and headed for the hangar as fast as those little Tylcoat legs would carry him and arrived just in time to be hit over the head by a falling ladder. He was presented with the spectacle of corrugated panels being ripped from the hangar doors and a door tearing open, scraping along and flattening the leading edge of the first of Gene Paul's two 182s. As Dave tried to restrain the door he also received an electric shock. Nice one Dave!

Back at the snack bar people were moving to high ground as the floor slowly disappeared under several inches of water when the second 182 tore its picket lines and turned on its side. Once more the team headed for the aircraft with Dougie Young arriving first and swinging on the port strut. With three of us our combined weight was sufficient to right the aircraft but the starboard wing tip (which had been resting on the ground) was bent upwards with the main spar damaged. Across the other side of the tarmac lay a Piper Cub on its back with one wing twisted through 180° and its underside still picketed to the ground.

We tried to coax the damaged 182 into a lean-to hangar and found a sliding door reluctant to move. While delivering some heavy persuasion to the door, a beam came down and struck yours truly across the back.

Dougie Young left with some additional rope to reinforce the picket lines holding down Gene Paul's 185 and in the process became the third person to receive an electric shock.

Jim Coffey appeared clutching his forehead and dripping blood. When we enquired what horror had befallen him, he explained that he had been taking a shower when the lights went out. When he bent down in the dark to retrieve his flip-flops he hit his head on the sink.

Finally at about six thirty the storm subsided leaving the snack bar and kitchen under two inches of water, a lake in the parking area, two trees torn down, a garage resited, three aircraft damaged and one completely smashed with branches and debris just about everywhere!

Scottie Milne appeared at the bunk house door rubbing his bleary eyes and stopped dead. Looking round he exclaimed "I didn't know it had been raining"!!

The training camp was over — it was time for Scotty, Dougie, Dave, Deke, Paul and I to set off for Bulgaria to meet up with the road party and for the World Meet itself.

KINGY.

## THE WORLD MEET ITSELF



**The Delegation**

Saturday 23rd August dawned overcast but warm and for the British Team at the XV World Parachuting Championships in Bulgaria it was to prove a day of intense excitement. So far six rounds of men's accuracy had been completed with Dirk Boidin (Belgium), Craig Winning (Canada) and Dougie Young (GB) leading the field with 6 discs. Nikolay Usmaev (USSR), Cliff Jones and Matt O'Gwynn (USA), and Scotty Milne (GB) were hot on their heels with a 0.01 cm total.



**Scotty**

Round seven and all seven score discs — no change. Round eight the leading three disc out but Usmaev and O'Gwynn drop 0.01 each to put them out of the running. Into round 9 and the electronic readout records 0.00 for the top 5 — no change. By this time the excitement amongst the Brits is building — but Dougie's never had more than 9 consecutive discs — can he break this barrier? Scotty is first to jump and



XV-TH WORLD PARACHUTING CHAMPIONSHIPS  
 BULGARIA KAZANLAK 15. - 28.08.1980

M F N  
 OFFICIAL RESULTS

#	N	NAME	NAT.	POINTS		PRECISION JUMP											
				SUM		1	2	3	4	5	6	7	8	9	10		
1	78	DIRK BOIDIN	BELG	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	81	CRAIG WINNING	CAN	4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	86	SCOTTY MIIN	GR	9	0.01	0.0	0.01	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	108	DOUG YOUNG	GR	16	0.01	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.01
5	44	NIKOLAY USMAEV	USSR	25	0.02	0.01	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.01	0.0	0.0	0.0
5	94	CLIFF JONES	USA	25	0.02	0.0	0.0	0.01	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.01
5	97	ALOYS RIESENBFCK	FRG	25	0.02	0.0	0.02	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



**Dougie**

bang his foot hard into the centre of the pad — 0.00 (total 0.01 for the 10 rounds). Meanwhile Cliff Jones is out of the medal hunt having dropped 0.01 on his final jump. Boidin and Winning go next and produce their tenth consecutive discs. It's hard for the rest of the British delegation to watch Dougie on his tenth jump — we're assured of a medal but what's it going to be and who's going to win it? He makes his final approach; it looks good; he stabs at the pad — 0.01! What a situation — Winning and Boidin to jump off for the gold with the two Brits, Scotty and Dougie to jump off for the bronze. Into the jump off — an unsteady looking Winning drops 0.05 and Boidin, looking totally unconcerned, makes sure of the Gold with another disc. Dougie goes next and, having had a fabulous event, drops another 0.01. It's now up to our National Champion and Scotty proved his title by smashing out another disc to win the Bronze — a magnificent achievement.

★ ★ ★



**Dave**



**Deak**

Kazanlak, Bulgaria is situated geographically in the centre of the country and from 16th August 1980 is to play host to the XVth World Parachuting Championships. It's obvious from the outset that, because of their close affinity with the Russians, who allegedly saved them from the Turks in eighteen hundred and plonk, and because of the latter's hosting of the 1980 Olympics, the Bulgarians are going to do it in style — (and accuracy!) — oops — sorry! 123 men and 58 women from 26 different nations are gathered together for what proved to be an excellent World Championships. Naturally the communist nations are hot contenders. The Russian team average 4,820 jumps per man with Nikolay Usmaev, ultimate 1980 World Champion, having 8,300 total! The Bulgarian team, who average 3,960 jumps per man, have been on site for 3 months and have completed 500 training jumps each!



**Hotel Kazanlak, built specially for the meet.**



The first pleasant surprise was that the team were accommodated in a brand new 4 star hotel which had been built specially for the championships — this together with the piles (literally) of excellent food and supporting facilities produced a first class environment for the competition.



**The Panel of Judges.**

Before the team had arrived the forty odd judges assembled for their briefings. Buzz Bennett (of Buzz's Canadian Column fame) was the Chief Judge and he quickly selected Doug Peacock as the Style Event Judge which proved an excellent decision. Ken Mapplebeck was the second British Judge with Roger Flinn and Martin Rennie taking part in the Training Judges Seminar. Language problems were reduced by a gaggle of interpreters who did a fine job throughout. One memorable moment occurred during the judges' briefing when Buzz stopped for his interpreter to translate; the interpreter remained silent.

"Why don't you translate?" queried Buzz.

"Because it's not important," came the reply which produced a cheer from the assembled judges.

Buzz could only retort: "EVERYTHING I say is important!"

The British Team's interpreter, little Miss Daisy Cwetanowa, did a fine job throughout.



**Intentional Bulgarian hang-ups from the AN-2s during the opening display.**

After each team had carried out its one statutory training jump on Saturday the official opening ceremony took place the following day. This was very impressive with displays of parachuting, gliding and aerobatics together with traditional dancing, hundreds of children in local costumes presenting bunches of roses to everyone and launching a large flock of

surprised pigeons, one of which neatly christened Dougie Young — a good omen perhaps!



**Cheryl Stearns scores 0.01 on her first jump.**

I suppose it was inevitable that the first day of the competition itself, the Monday, was wiped out through rain but on Tuesday it did get under way with Ladies Accuracy running concurrently with Men's Style. Throughout the competition the accuracy conditions were not easy and Jackie's 1978 total of 0.00 never looked like being equalled. Barbara Bucholz of DDR came closest with seven consecutive dead centres but dropped eleven centimetres on her eighth jump. The day ended with 2½ rounds of ladies accuracy and one round of men's style completed. Dougie Young was just ahead of Scotty Milne with a clean 7.5 against Scotty's 7.9 which included 0.6 worth of penalties.



**Team coach, Kingy with Chief Judge, Buzz Bennett.**

Paul Slaughter produced 8.67, Deke Wright 9.83 while Dave Tylcoat was unlucky to blow his last back loop to score a maximum 16.00. On Wednesday these two events continued with Usmaev taking the lead in the style with a 6.62 average. Dougie's average after two rounds was 7.8, Scotty 7.85, Paul 9.14, Deke 9.83 and Dave 12.69. In the Ladies Accuracy Cheryl Stearns (USA) (1978 World Champion) was battling it out with two DDR girls and the day finished with 6½ rounds complete.

On the Thursday the Ladies Style was started and finished with Aleksandra Chvatchko (USSR) in first place with 28.60 total followed by Cheryl Stearns 0.17 behind and Irina Walkoff (DDR) 0.23 behind her. One of the Chinese girls, Li Rongrong, finished 8th with a 32.2 total in her first World Championships. By the end of Thursday the men had completed 6 rounds of accuracy and, as already related, Doug Young was equal first with 6 discs with Scotty 0.1 cm behind.





**Kathy Cox, Canada, World Ladies Accuracy Champion.**

Friday saw the completion of the third round of Men's style with our order unchanged with Dougie Young in 25th and Scotty Milne in 28th place. The Ladies Accuracy completed with Cheryl Stearns scoring a disastrous 0.32 cm on her final jump which put her from 1st place down to 9th and, not only lost her this event, but also the World Championship. It was a bitter blow which she accepted stoically. Georgeous Kathy Cox from Canada won the Ladies Accuracy with a 0.11 cm total.



**The lads disc out in the second round.**

Saturday 23rd opened with the Ladies Team event with both the DDR and the Chinese discing out on the first round. The day finished with Scotty's bronze and appropriate celebrations in the British Camp that evening. Sunday alternated between the Men's and Women's Team events which did not prove too brilliant for us. Deke's first round score of 0.27 effectively put us out of the running but Dougie's disastrous 1.13 in the third round confirmed it. The lads did have the satisfaction of discing out in the second round and only scoring 0.01 in the fourth. Dave Tylcoat

produced the best individual score of the team with a 0.00 total. DDR won both the Men's and Women's Team events with 0.02 and 0.05 totals respectively.



**The display into the town square before the closing ceremony.**

The final day of jumping was the second Monday which saw the wrapping up of the Men's style. Usmaev won the event with 25.81 total with Christian Lubbe (France) second with 26.27 total. Dougie Young was 22nd with 31.14, Scotty Milne — 25th with 31.43, Paul Slaughter — 69th with 36.17, Deke Wright — 85th with 39.49 and Dave Tylcoat — 99th with 44.7. The Russians, Usmaev, Tjorlo and Dino took 1st, 2nd and 3rd overall with Dougie Young 7th and Scotty Milne 10th. These are the highest overall placings achieved by British Team Members and are truly splendid results. Dave Tylcoat finished 70th overall, Paul Slaughter — 89th and Deke — 98th. Obviously our Team Accuracy placing of 18th pulled us down in the Overall Team placings where we finished 16th but there is no doubt that the team jumped really well and produced some very excellent results. It was a privilege to see them in action and, apart from the credit due to them individually, much is due to Bob King who did an outstanding job as team coach. Our thanks to the Bulgarians for running a first class World Championships, to Gene Paul Thacker for all his assistance during the training camp, to Steve Stephenson for the splendid team jump suits and to the Sports Council, Sports Aid Foundation and all BPA members who contributed so much to make it all possible.

*Words and photos — C. S-S.*



**Our hero, Scotty, on the podium with his richly deserved trophy and medal.**



... AND A PAGE FOR THE MEN — WHAT YOU MISSED AT KAZANLAK ...



Di Rutledge was the only competitor from New Zealand. And there were gorgeous girls from:



... Italy ...



... Czechoslovakia ...



... Germany ...



... USA ...



... Bulgaria ...



... and most talented of them all — World Overall Ladies Champion, beautiful Irina Walkhoff from East Germany.



# A DISPLAY WITH A DIFFERENCE

By PETER W. RITCHIE

*Team Captain, Harriers Free Fall Display Team*

When you run a Display Team you get used to receiving — I was going to say nutty but let's just say somewhat unusual — propositions (some on the subject of parachuting). So, when someone rings up and announces that he is in charge of the Edambusters, the only civilian Squadron in the R.A.F., and how would we like to be dropped instead of some cheeses, instead of dismissing him instantly as a loony, you reach for a cigarette (if you are a smoker which I no longer am, so I chew my finger nails instead) and ask, as politely as possible, for further details.

Anyway, the chap in question turns out to be one Eddie Smallwood, R.A.F. Retd., late of Amsterdam in the Netherlands, famous for, among other things, cheese. It appears that the Amsterdam branch of the RAF Association has, for many years past, raised funds for the RAFA Home for the disabled, "Sussexdown", at Storrington in Sussex. Each year these monies are delivered to the Home to the accompaniment of an aerial bombardment of cheeses, attached to small parachutes designed to enable the aforesaid Edams to touch down with the lightness of the proverbial feather. Except that is, for the one which impacted at line stretch on the roof, causing a large hole and a puzzled insurance agent.

This comestible cannonade is preceded by a formation flypast, usually of three aircraft plus a camera-ship, which, having deposited their cargo then ritually buzz, strafe and generally terrify the residents, not only of Sussexdown but of the whole village of Storrington as well. The pilots are all from Amsterdam and are accompanied by a large crowd of family, friends and supporters, including the Burgermeister of Amsterdam himself. The rest of the day, is then spent celebrating, not to mention handing over the cheque, which is the reason for the visit in the first place.

Eddie had got our names from Peter Dickerson, Senior Air Traffic Controller at Shoreham (also RAF), and his idea was that the Harriers Team (consisting of myself, Martin Humphry and Peter Wade) should jump out of the aircraft and surprise the crowd who were only expecting cheeses to be suspended from the canopies. The Team leapt (sorry) at the idea and it was agreed that we would have a lengthy briefing and work-out on the morning of the jump with the actual pilots involved. In the meantime, I went ahead with the usual formalities, notifying the Police and CAA etc., but stressing that the jump was to be a surprise. The Police-Sergeant to whom I spoke said that nothing that happened on Dutchday at Sussexdown would surprise him, and proceeded to relate how he had spent previous occasions chasing errant Edams up and down the length of the County.

Eddie then added a new element of surprise by suggesting that we took the funds in cash. Being a Bank Manager, the actual provision of the money was not too difficult to arrange, although my chief cashier obviously wondered what I was up to, ordering £4500 in one pound notes. I could see suspicions of a moon-light flit crossing her mind, so that was another person to be sworn to secrecy. The next problem that arose was that the cheque (drawn on Lloyds Bank International) was not due to land in the UK until the Friday evening for the presentation on the Saturday morning so (gulp) I had to give Eddie an overdraft of £4500. In order to preserve the Bank's security, however, we retained control of the actual cash!

After a long and sleepless night the Team, with ground crew consisting of Ivor Shears, my wife Jan and Peter's girl friend Rita Whistler (our usual commentator, Martin's wife



## Smoke on . . .

Janie would not be needed on this occasion), met up at Shoreham airport with Eddie Smallwood, whose first concern was, naturally, as to the safety of the money. He then introduced us to the other two pilots, both Dutch airline fliers, Anne-Cor Groeneveld of Transavia (known as Jimmy) and Cor de Bly of Martinair. Both (of course) spoke fluent English and we got down to the briefing. The Met was good, cloud base around 5000ft and winds 10-15 knots which would present no problems. The drop zone was 200ft above sea level so our altimeters would need adjusting accordingly.



## . . . Go!

The plan was that Eddie would fly the apex of the Vee formation with myself on board. Cor de Bly would fly on the left with Martin and Jimmy would take the right wing with Peter and a photographer in the back. We were thus able to enjoy the unusual luxury of leaving the seats in the aircraft, all Cessna 172s from Toon Ghose Aviation at Shoreham (Eddie did a bulk deal with Toon I hear!). Both Martin and I would throw wind-drift indicators and after the streamer run, the whole formation would do a wide climbing turn on to the jump run. We would wear two smoke flares each and I would get out on to the wheel as we approached the target, giving the order via Eddie over the radio to the other two to make

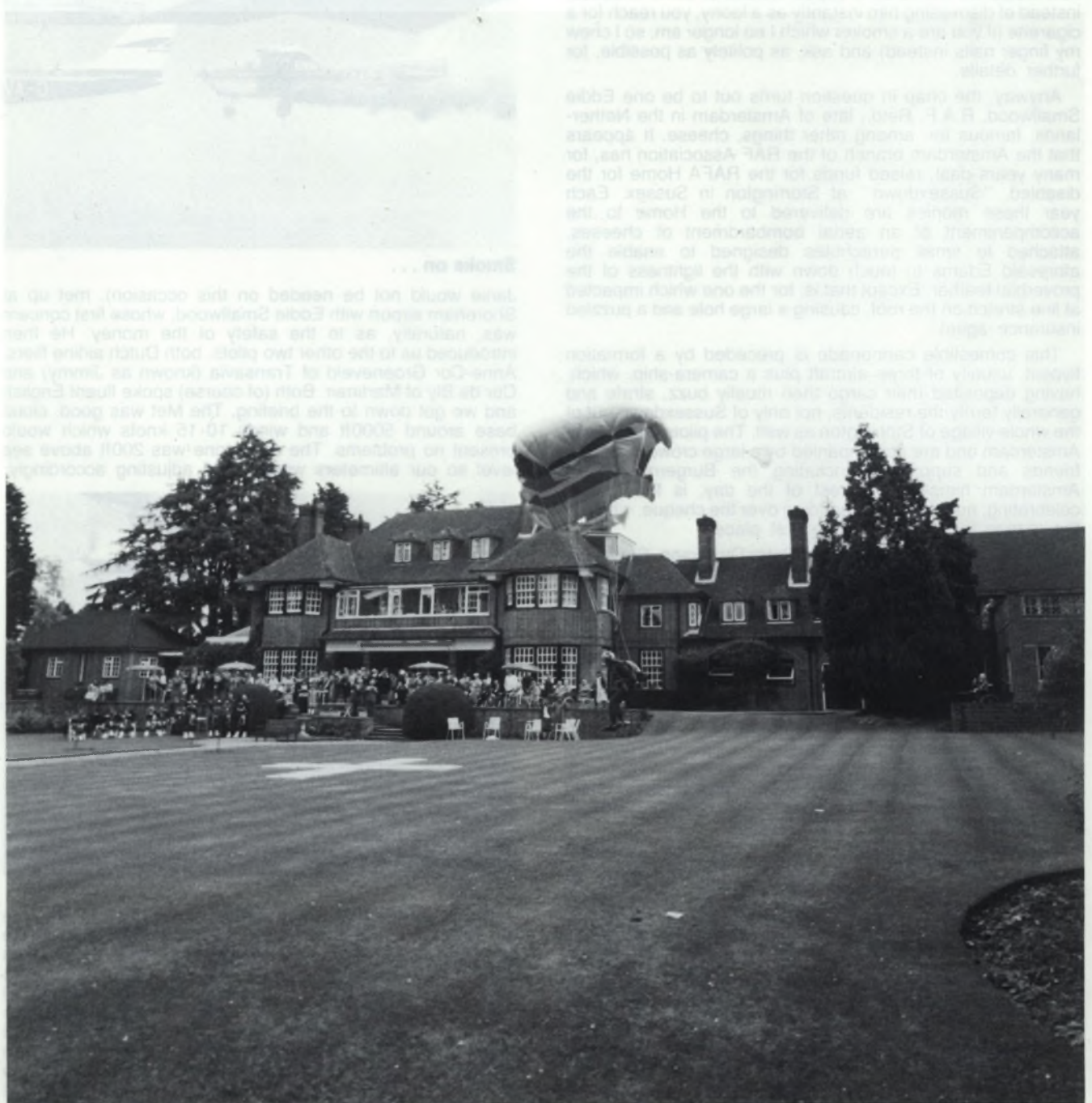


smoke. Spotting from the step I would then give a standard count, again relayed by Eddie and the other pilots so that we would leave simultaneously, taking a five second delay. The second smoke would be fired as usual at 1000ft under canopy.

We lined up the aircraft on the ground, switched on the radios and went through it a few times. Then we had half an hour to relax, stretched out on the grass in the warm sunshine. The feeling of being in a time-warp back to 1940, waiting at dispersal for the call "Angels One Five", was suddenly heightened by a Spitfire doing a low pass and then dropping in for the Shoreham 70th Anniversary Air Show that afternoon. In fact Jimmy would be doing a solo aerobatic slot

in his Fokker (which he kept insisting was really a Messerschmitt) during the flying display.

Then the time came to kit up. With £1500 stuffed down each of our jump suits we all made a mental note to keep a close eye on where the others landed. The take-off was cross-wind and rather bumpy and the whole approach flight was carried out at an altitude of 300-400ft, rather too low for comfort if you happen to be a skydiver. We all double-checked our reserve handles. Again, as a parachutist, it was a novel situation having the other aircraft so close that I could see the whites of the others' eyes. Martin was sitting half out of the plane, ready to bale out early if an emergency arose. Peter was safely strapped in. Suddenly we were low over the



A beautiful setting for the DZ.





Dame Vera Lynn receives the loot from Peter Ritchie.

## THE RW SEMINAR SHOBDON 1980

Well, it **was** advertised in the Mag three day RW Seminar and 43 Rele workers at various stages of development assembled at Hereford Para Centre on Tuesday morning at 09.00 hours for the initial briefing in dismal weather.

Most people travelled down on Monday in beautiful weather and all the omens looked good . . . the way of all carefully organised parachuting events the god of the weather decided to take a hand.

The format of the Seminar had been to lecture each morning and spend the remaining time jumping to a carefully worked out sequence of RW formations under the guidance of instructors Dave Howerski and his wife Susie, Frank Collins, Jim Mitchell, Brian Dyas and Mike McCarthy. The pilots Randy Caldwell and Keith "Crash" Jones had two 206s ready. The HPC instructors Mac McCarthy, Kipper and Chris were also there and lent a hand.



As stated, the weather Tuesday was dull and cloudy and most of the day was devoted to lectures. The Wednesday dawned slightly better and most people managed one or two jumps. Thursday was similar with again the same jump rate. Credit must go to the maniferster Rick Shaw who by his organisation maximised on what little jumping weather there was.

It has been said "there is no substitute for jumping" which is true. However listening to Dave Howerski's lecture on a

drop zone and could see the crowd waving from the terrace of the house. A wide turn, a transition into an echelon and we made another pass. Then it was out into the blue yonder to reform for the streamer run. After that it all went according to schedule apart from the fact that my smoke didn't fire on the step but went off when I hit the ground. The crowd that it was part of the act when I was suddenly enveloped in red smoke on landing. Apart, that is, from one unfortunate resident in a wheel-chair who was unable to get out of the way and nearly asphyxiated. Sorry!

Then Martin, and finally Peter touched down. Peter after having second thoughts about landing on the roof. We threw off our gear, unzipped our suits and handed out the money. Who should be there to receive it on behalf of the Home but Dame Vera Lynn. Then it was all eyes skyward again as the pilots did things with those Cessnas that I would have thought impossible. Finally they formed up again and disappeared back to Shoreham. More speeches and then a magnificent buffet lunch prepared by the staff of Sussex-down. To cap it all, we and our ladies, even our wives, were invited to join the Amsterdam Branch of RAFA and their guests for dinner at the Roundabout Hotel, West Chiltington. Dame Vera and her husband Harry were at the head of the table and the conversation and the wine flowed late into the night. As I think I said after dinner (it all got a bit hazy), we were only the delivery boys and we were only too glad to be a part of a memorable day.

We're still talking about it.

subject dear to his heart and on which he demonstrated his remarkable proficiency must rank close second. All RWs agreed that they gained something from the Seminar if only food for thought and the consensus was, even with bad weather it was certainly worth the effort.

Loads of credit must go to that delightful young lady Karen Hubbard for organising the whole thing, and a whole lot of thanks to the sponsors BPA, The British Sugar Corporation, and Hereford Parachute Club.



Dave Howerski in contemplative mood.

When there is a gathering of parachutists, certain likable characters come to the fore. We were amused by the "Scouse" humour of "Hissing" Sid Lippett and I am sure considered the advice freely and frequently given by Glib Fibbs RN.

In the final analysis one positive fact emerged Dave Howerski made a whole lot of new friends.

Let's have another Seminar soon.

Don Cullen



# PROGRESS REPORT ON A SIMPLE SINGLE LAYER SLOTTED SQUARE CANOPY

## FROM CONCEPT TO LIVE TESTING — Patent Application No. 8024181

The invention of what is believed to be an entirely new type of parachute canopy came about the following way:

Three different areas of thought had often occupied my mind in idle moments, the first being about the vast difference in performance between a flat circular canopy and an advanced canopy such as a PC or Papillon. The difference is almost entirely due to the aerofoil section of the various turn and drive slots. Now these slots occupy less than half the canopy area at the sides and rear, so why not have more slots to improve the performance still more? The turn slots are the most efficient so why not have them all the way round? They would all have to face the same way to avoid those at front and rear cancelling each other out, and if they all face the same way the canopy will have no forward movement but will rotate — fast! Dan Poynter's manual reveals the idea has been tried, the result called a Rotafoil is very stable, has a slow rate of descent, but with rotation quoted as high as 1,200 rpm, PLF's must be rather confusing.

Another thought concerns the fact that at very low air speeds, a wing fitted with leading edge slats and slotted flaps at the trailing edge will give far more lift than a simple aerofoil. The 20-25 mph forward speed of a ram air canopy may seem very fast the first time you jump one, but in aeronautical terms is very slow indeed, how many aircraft can fly that slowly? Several aircraft use slatted and slotted wings and even some of the early hang glider pioneers had limited success, the main problem being to get the right shape in the right place using a flexible air sustained membrane as the constructional material. The added problems of packing and deployment are no doubt why no ram air canopies have such features.

The final area of thought was about the efficient use of materials. For example a 28ft flat circular canopy is made from approximately 616sqft of material but it only inflates to just under 19ft diameter with a horizontal plane area of about 283sqft. The inflated area is only 45.9% of the surface area. The PC, a more efficient canopy in performance has a slightly better area efficiency at 46.2%, whilst the Strato Cloud, getting towards the ultimate in performance, only has an area efficiency of 37.8%.

Some parachutists are always after the latest, smallest and lightest gear. Manufacturers try new materials to bring the weight and bulk down but this always sends the cost up. If it were possible to make a canopy similar in size to the modern ram air machines, but with only a single layer, thus doing away with say the bottom surface, all those cell walls and perhaps the stabilisers as well, a saving of 60%, yes, 60% of the canopy material in bulk, weight AND COST would be possible. Any saving of manufacturing time due to a simplified construction would help keep the cost down.

After much thought and a number of experiments on more or less conventional lines trying to design a canopy to combine the three features mentioned, an unconventional answer became apparent, to use slots in a way they have not been used before.

Every jumper who has used a PC or similar canopy will be familiar with the two types of slots used. The rear slots have their openings along chord lines, whilst the turn slots have their opening along a radial seam. The common feature of these slots is that the upper or outer edge of the slot, being longer than the lower or inner edge, billows out to form a crescent shaped opening, the size and shape of which is determined by the relative lengths of the material on either side of the slot, and the difference in air pressure on either side of that material. Normally the edges of the slots do not bear any direct load except that small load imposed when a steering line attached to one of the upper edges is in actual use.

A forerunner of the PC type of slots was the Derry Slot in which both edges were of the same length, one with a steering line attached. With no load on the steering line, both edges were level with very little escape of air. When a load was applied through the steering line causing a downward displacement of that side of the slot, air was allowed to escape in the desired direction causing the canopy to rotate.

As far as I can discover, no canopy has ever had load bearing suspension lines directly applied to the edge of slots, but this is the whole secret of my simple single layer slotted square canopy. The idea came suddenly one afternoon at work, that evening a model was made and hurled aloft, it opened first time, was stable and had a noticeable forward speed.

As all single layer canopies must be, the inflated model was distorted. If a full size canopy was to be made, that distortion must be measured and an allowance made for it. The distortion could be calculated by taking a photograph and working it out from the known length of the lines and their measured angle. Throwing the model up and then trying to get a photo is likely to waste a lot of film, a wind tunnel is needed so that the model would stay still to have its picture taken. Not even the Peterborough Parachute Centre has a wind tunnel, and since standing behind an aircraft with its engine running didn't appeal to me, alternative technology was used. A long arm was lashed to the roof rack on my car, in such a position that the model canopy would fly a few feet to the side of the passenger window. Then at night, a quiet drive in the country lanes allowed my son to take photos of the model using a flashgun. The use of flash allows very fast exposures and also illuminates all background due to its limited range.

The distortion worked out, a full size canopy was designed, the original design called for four long panels of material some 42in wide. I could buy a very cheap material at 36in width, so the design was hastily modified to five panels of that width, because I was too idle to do all the cutting and joining.

Fig. 1 shows the five panels in their respective places before being joined together. Each panel is straight off the roll of material, but having a slight curved taper where the edges are joined at the tips to form stabilisers, and a sharp cut away at leading and trailing edges of the stabiliser, as well. All edges are tape reinforced, and a similar reinforcing tape crosses each panel at the nine places where they join, the edges between these cross tapes are not joined and therefore form a slot. The cross tapes overlap the edge of the panel they are sewn to so that they can also be sewn to the adjoining panel on assembly. These panel joining overlaps are marked PJ. The line attachment points marked LA are midway between the panel joints on the leading edge of each panel, also on the trailing edge of the rearmost panel and on the stabiliser tips.

CANOPY COMPARISON CHART					
canopy	material area	inflated area	area efficiency	number of panels	number of shapes
flat circular	616sq ft	283sq ft	45.9%	112	4
PC mk 1	595sq ft	275sq ft	46.3%	116	23
strato cloud	634sq ft	240sq ft	37.8%	31	4
lots of slots	453sq ft	288sq ft	63.5%	5	2

The next step was to approach the Safety and Training Committee to seek their permission to dummy drop and live test the canopy without actually revealing any details of it to them. Indeed, I told them the canopy I wanted to test was designed and made by myself and that I had never designed or made a canopy before and had no qualifications to do so,



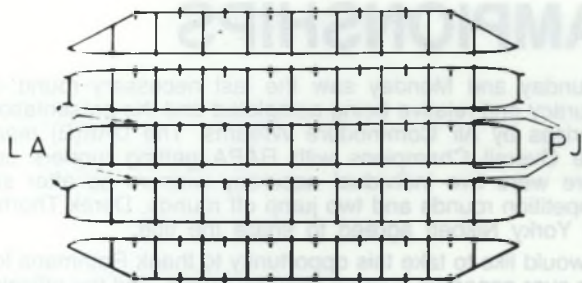


FIG 1

Fig. 2 shows a section through the lateral axis of the inflated canopy at a position where adjacent panels join, the section changes between these points.



FIG 2

Fig. 3 shows a section of the inflated canopy on the longitudinal axis at a point where the lines are attached, the section changes between these points. The arrows illustrate an ideal airflow through the canopy, a situation not likely to be achieved.



FIG 3

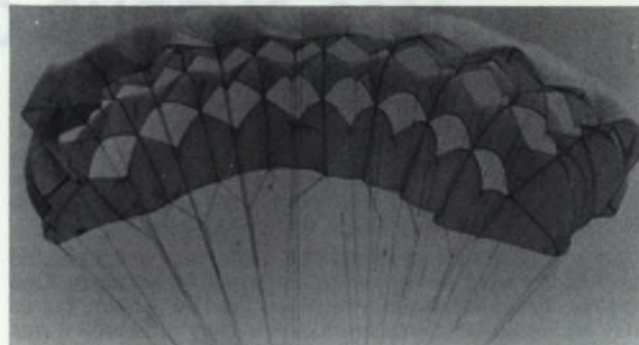
and mentioned that it probably would be neither safe nor airworthy due to the inferior material and workmanship. Not only did the STC listen courteously and offer good advice, but they also gave the permission sought and requested news of further developments.

A dummy was made containing 150lb of sand and the canopy made ready for its first static line and bag drop from 600ft. Two very successful dummy drops were made and a very valuable lesson learnt from them: It is bloody hard work carrying a 150lb dummy out to the aircraft, and a bloody sight harder still carrying it back across muddy fields, clearly a more mobile dummy would be required for further tests — me.

The first live test was from the Islander at 5,000ft, still using the best possible deployment device, the static line and bag. No slider was used on the dummy drops because the dummy could not be programmed to pump it down. I didn't use a slider either but not for the same reason. I knew the canopy would work without one so that's how I jumped it.

Using my own cut away attachment on my old rig, but with a borrowed student reserve left nowhere to mount my ICAN altimeter, so Fred Ryland and Neil Townsend, my observers/rate of descent indicators were asked to give me a shout at three grand which would be decision height *re* cutting away, if I hadn't already done so.

The opening was far quicker than expected and a bit on the hard side though no damage was caused to me or canopy. Fred and Neil were some way off having retrieved the static



line before following me out. We steered towards each other and it was soon obvious they were slowly sinking out on me — great!

Suddenly Fred and Neil went frantic making me think something was wrong, but it was only the three grand signal. Things looked good, the canopy was stable, under control and descending slowly. The forward speed and rate of descent wouldn't frighten an old lady, but the canopy was rigged to be docile at first. There was clearly no need to cut away. It would be a lie to say there was no anxiety as height slipped away. but this disappeared on finals when it dawned on me just how slow the descent was. Not my most accurate jump, having spent nearly all the time looking up at MY creation, I hadn't a clue where I was going, but the DZ was less than a mile away. Derk Boersma arrived by van to save me the walk back so what could be better.

For the next live test a slider was fitted, the static line and bag still being used. No sudden hard opening this time, just a nice gentle pull to the upright position, a bit of fluttering going on up above, but that is only because the @£&! (/slider hasn't slid and the canopy hasn't opened. I didn't need any signal at three grand this time, my Papillon was being aired for the first time for ages by then.

One of the problems with any new canopy is to get all the line lengths just right. Lofty recommends parascending as a quick cheap way of getting the trim just right. It certainly makes sense, no need to repack after an adjustment, no waiting, straight up and down, readjust and off again. With this in mind and the possibility of my new canopy being suitable for that other sport, I took it down to North Weald where John Harbutt and Andy Crawley of Harley Chutes nervously ascended it, allowing me to take some inflight photos one of which is shown here. I'm not converted to parascending any more than I'm converted to throwing sand bags out of aeroplanes, both have their place in my test programme.

It is far too early to predict the future for this canopy, more research and development are needed, probably more than I can do. Canopy number two is designed but not made, canopy number three is more than a germ of an idea. Is there a place in our sport for an untried canopy that at its best will be nearer to ram air in performance than to a PC?

The extreme simplicity of construction and the economic use of material can be seen from the canopy comparison chart. If low bulk, low weight and dare I say low cost, can outweigh a second rate performance, then there could be a future for it, but not until development and testing prove safety and reliability. I don't regard one malfunction out of the first two live tests as only 50% success, the reason for the mal is now understood, the canopy didn't have a chance. It was a mistake to expect an existing deployment retarding device to be directly compatible with a new type of canopy.

Finally, as no short reasonably descriptive name has been thought up for this invention, any suggestions would be most welcome.

DICK GAYS.



# 1980 CYPRUS CHAMPIONSHIPS

The 1980 Cyprus Parachute Championships were held between the 11th and 19th August with two perfect weather practice days on the 9th and 10th. The first lift on the 11th had to wait until the fog cleared but by 08.30 the sun was making itself felt and the first canopies were in the air. A few rounds of accuracy and relative were completed before the winds got up and everybody stood down for the day.

On the 12th once more we had a little fog, which cleared fairly rapidly but the winds were a little high for accuracy. One relative lift was managed, which was the RAPA team, but as they ended up being scattered over a fairly wide area it was decided that the winds were too high and that we would stand down until they improved. They didn't and at 10.30 we called it a day and went home.

Next day, the 13th, saw the aircraft (Cessna 182 and 172) being prepared at 05.30 with no sign of fog or breath of wind. The wind drift indicator run was airborne by 06.00 and it was possible to complete a round of accuracy and a round of relative before the winds once again forced a halt.

Thursday was a far better day for us and it was possible to catch up on the backlog of accuracy and relative. The day ended with the UAE and RAPA close together.

Next day, once more was much improved and by 07.15 we were well into the 3rd round of accuracy and 2nd round relative. Sally Goodacre was here once more discovering that downwind landings on a PC are not so good if you miss the pit. Jacque Wright was competing in one of the Cyprus teams and also won the leading Lady Trophy. (There I promised I'd give you both a mention!) Derek Thorne spent some of his free time covering various females in ice while they were held down by other enthusiastic helpers.

This year there were 3 Cyprus teams competing for the Cyprus Team Trophy and at the end of the 2nd round very little separated them. Very soon though experience began to show and the 'A' team emerged the clear winner.

Sunday and Monday saw the last necessary round of accuracy and relative being completed and the presentation of prizes by Air Commodore Williams. The UAE(B) team were Overall Champions with RAPA getting runners up. There were two individual accuracy winners as after six competition rounds and two jump off rounds, Derek Thorne and Yorky Nisbett agreed to share the title.

I would like to take this opportunity to thank Rothmans for their ever generous support with the prizes, and the officials, Gerry O'Hara, Tom Oxley, Pete Sherman and Tracy Rixon for all their hard work. Also a special thank you to Jim Ades and Mike Winwood and all the help that the Cyprus Members gave.

## RESULTS

Overall Champion Team — Winners	UAE(B)
Overall Champion Team — Runners-up	RAPA
Individual Accuracy — Winner	Thorne Nisbett
Individual Accuracy — Runner-up	Issa Moh'd
Individual Accuracy — Round canopy	Haylock
Team Accuracy — Winners	RAPA
Team Accuracy — Runners-up	UAE(B)
Team Relative — Winners	UAE(A)
Team Relative — Runners-up	UAE(B)
Novices Individual Accuracy — Winner	Channings
Novices Individual Accuracy — Runner-up	Toombs
Novices Individual Accuracy — 3rd	Curan
Water Accuracy — Winner	Cooch, RA
Water Accuracy — Runner-up	Skelly, JSPC(N)
Leading Cyprus Competitor	Ellingworth
Leading Lady Competitor	Wright
Leading Cyprus team	CCSPC(A)



The winning UAE Teams.

After 2 rounds of relative the UAE(B) team were equal first with the UAE(A) team, then followed RAPA equal with the RA.

Saturday was the water jump, with the usual spectators on the beach. After the wind drift indicator run, the first few lifts were all fairly close and many got within a few metres of the buoy. By the 4 lift the spot had somewhat shifted and some of us, on PCs were pushed to get within 300 metres. One lift very nearly became the first to miss the Mediterranean (no names Paddy). All enjoyed the jump for the fun and experience it gave.



Bob Lings records Ian Parsons, Dick Petters and Ray Perkins in a quadplane over Langar.



# LIPPSRINGE REVISITED

Some twenty years ago there appeared in these columns an account of the epic Rhine Army Competition masterminded by Major Tom Oxley at his famous DZ bordering the heathland of the Senne in the province of North Rhine Westphalia. On that occasion it may be recalled that the shone with a consistency only equalled by the enthusiasm of over one hundred competitors, who managed some 1400 jumps within the space of five days and completed a most memorable Meet to the great satisfaction of all concerned. How to follow it was the question. We had to wait until last week to find out the answer.

Tom limited entries to one hundred and fifty — absolutely and definitely. Two hundred went into the draw and it was obvious that an international meet of major proportions was in the offing. There were thirty three four way teams, forty four accuracy teams and some seventy style competitors. Ten nations were represented from such diverse origins as Dubai and Denmark. A further possible complication was the current weather situation. It had been raining almost without intermission in that part of Northern Germany for the last six weeks. The increased entry demanded a programme of over three thousand jumps which appeared rather ambitious, even to the most optimistic. Aircraft support consisted of two BN Islanders, the Partenavia and a CH 53 belonging to the Bundeswehr. One hoped they would all be fully employed. The manifesting team consisted of Majors George Clark and Mike Branch assisted by Jamie Fowler. It was intended to run two events simultaneously, using all four aircraft and the manifest section was obviously to be of key importance. The judges were split into two teams, Ron Sinclair being responsible for the accuracy event assisted by Ken Railton, Anne Fowler, Heidi Rosener, Roy Marker, Rena McGregor and Dagmar Schang, John Laing was run the RW and Derek Thorne the Style, with telemeter judges Gunther Rosener, Pete Sherman, Jack Fowler, Doc Flinn and Jan de Graaf. Tom was the Meet Director; so the stage was set for the grand opening.



**A clutch of judges.**

The multitudes assembled for briefing in the Nissen hut which once housed the office of the great Mick Turner. They had waded the few hundred metres from the island city laughingly designated as a camp site strung out along the edge of the airfield. Tom raised his voice above the drumming of the rain on the tin roof as a mini typhoon raged without. Prominent among the competitors was a team representing the German Bundesmarine underwater assault swimmers. One hoped they would not be called upon to act in a professional capacity. Tom, as ever, was smiling. At the end of his briefing he received a spontaneous burst of applause; such is the measure of the man.



**John Laing and Peter Sherman were there . . .**

The next day, Sunday 20th July dawned somewhat reluctantly. It resembled nothing so much as a mildish November morning although, significantly enough, the wind was down. The met report was of sufficient complexity to baffle Einstein, but the wind was still down, so, somewhat sceptically, round one Accuracy was launched at half past eight and by nine that evening we were into round four with over eight hundred jumps having been completed. Sixty eight sorties had been flown using two Islanders, the CH53 and a friendly visiting Scout. In the lead were the German Airborne School followed by the Dubai Parachute Team and the Dutch Army. The bar was full of happy jumpers and Tom's grin was a fraction wider. At six thirty the following morning the judges gathered. The meeting was rather akin to a reunion of the local sub aqua club. The 2000ft wind was 40 knots and the cloud base was 500ft. Tomorrow, we were assured, should be better. It would need to be.



**. . . as were his lads from Dubai in good form.**



The next day, Tuesday the 22 July, the summer began. The RW DZ was set up and the event commenced by mid morning with 4/8 cloud cover; accuracy had been going on since half past eight. Using both Islanders and the CH53, two and half rounds of RW were complete that evening. Jerry McCauley and Patrick Long were doing a great job flying the Islanders and the jump total at the end of two days had reached 1370. Maybe we could crack it after all. Wednesday morning was perfect. At six o'clock the air was warm, the sky was cloudless and smoky wraiths of mist clung to the fir clad slopes of the Teutoberger. The met man confirmed AOK all day. By mid afternoon, in a mild southerly breeze, five aircraft were operating and the jumpers were going flat out. The day finished with 7 accuracy rounds and 5 RW rounds complete, along with the first round of style. Thursday saw all style complete by midday with Stubler of the German Airborne School ahead of Mikrut (Aero Club Lodz) and his own colleague Hooze by one second over 3 rounds (total 24.54). The Accuracy was finished shortly after, leaving Bran Lasschuit (Dutch Army) a clear individual winner with a 3cm total over eight rounds on the electronic pad. The team event was taken comfortably by the German Airborne School with 1.85 and Pete Sherman's Dubai Parachute Team a worthy second with 8.94, two centimetres ahead of the local Munster Club. Round 7 RW was complete and there was still half a day in hand.



CH53

The final day was something of an anti-climax following the tremendous tempo of the previous three. It needed until one o'clock to finish the RW in hazy conditions with a tricky cloud build up. The Belgian Our Way under Johann van Stappen totalled 58 points to take the gold, a comfortable 13 points ahead of Wermer Glose's 27 Luftlande Brigade. The local boys, RAPA came in a worthy fourth, a praiseworthy achievement in the face of such opposition — bearing in mind the main task of the RAPA team is the training of student jumpers and opportunities for team training are extremely limited. The Meet finished shortly before two o'clock with a judges' twelve man load which turned out to be an absolute zoo and a happy jump off for first place BAOR Accuracy between Tim Andrewes and Paddy Ritchie who exited the tailgate of the CH53 in a linked exit making appropriate gestures to the rest of the load. Having established a mutually satisfactory separation, they got down to the business in hand, with Tim Andrewes making sure with a button and Paddy having to be content with a 3cm strike for the silver. The prize giving was preceded by a 30 man mass drop and was then conducted by Brigadier Peter Chiswell, Chairman of the Rhine Army Parachute Association. Needless to say, the end of meet party was well up to standard and the final question must surely be asked, how are we going to follow this one? Only Tom has the answer.


In conclusion, thanks are due to all concerned for making the Meet an unprecedented success — to all the competitors, pilots Gerry McCauley, Patrick Long and Franz Micus; manifestors George Clark and Mike Branch who overcame all crises with smooth and urbane efficiency. (Nice debut, Mike.) Jamie Fowler who did the legwork; judges Ron Sinclair, Ken Railton, Anne and Jack Fowler, Heidi and Gunther Rosener, Roy Marker, Jan de Graaf, Derek Thorne, John Laing, Pete Sherman, Doc Flinn, all ably abetted by Rena McGregor, Dagmar Schang, Michelle Steele, John Flowers, Ty Smith, Jane Fowler and Utte Gudella. Finally, as always, there was Gaby who ran the stats and scoring section single handed with the most charming efficiency. Thanks to all, it was a privilege to be part of it.

Statistics: Jumps 3000+  
Working Time: 4½ days  
Beer consumed: 8000 bottles.

DOUG PEACOCK  
National Coach and  
Safety Officer.

**PRIZE WINNERS — RHINE ARMY CHAMPIONSHIPS 1980**

<b>OPEN INDIVIDUAL ACCURACY</b>		<b>OPEN STYLE</b>	
1st Lasschuijt	0.03 Dutch Connection	1st Stübler	24.54 German A/B School
2nd Glose	0.18 27 LL BDE	2nd Mikrut	25.53 Aero Club Lodzski
3rd Hooze	0.19 German A/B School	3rd Hooze	25.76 German A/B School
<b>OPEN OVERALL CHAMPION</b>		<b>OPEN NOVICE ACCURACY</b>	
1st Stübler	German A/B School	1st P. Mansell	Halfpenny Green
2nd Hooze	German A/B School	2nd Schappherder	
3rd Lasschuijt	Dutch Connection		
<b>OPEN TEAM ACCURACY</b>		<b>OPEN 4-MAN RELATIVE</b>	
1st German A/B School	1.85cm	1st Our Way	58 points
2nd Dubai Para. Team	8.94cm	2nd 27 LL BDE	45 points
3rd Munster FSC	8.96cm	3rd SFC Dortmund	31 points
<b>BAOR TEAM ACCURACY</b>		<b>BAOR 4-MAN RELATIVE</b>	
1st JSPC (L)		1st JSPC (L)	29 points
2nd Cannon Balls		2nd Cannon Balls	
<b>LADIES ACCURACY</b>		<b>LADIES STYLE</b>	
1st Witt	SFC Berlin	1st Rapalska	Aero Club Lodzski
2nd Hawkins	Night Wings, USA	2nd Bednarz	Aero Club Lodzski
<b>LADIES OVERALL</b>		<b>ROUND CANOPY — ACCURACY</b>	
1st Rapalska	Aero Club Lodzski	1st Bednarz	Aero Club Lodzski
2nd Bednarz	Aero Club Lodzski	2nd Winiarek	Aero Club Lodzski
<b>BAOR ACCURACY</b>		<b>BAOR STYLE</b>	
1st Andrewes		1st Andrewes	
2nd Ritchie		2nd Spencer	
3rd Spencer		3rd Cox	
<b>BAOR OVERALL CHAMPION</b>		<b>BAOR NOVICE ACCURACY</b>	
1st Andrewes		1st Daykin	
2nd Spencer		2nd Channings	
3rd Cox			

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**BRITISH PARACHUTE ASSOCIATION  
COUNCIL MEETING, WEDNESDAY, 6th AUGUST, 1980  
held at Kimberley House, Leicester**

**PRESENT**

D. I. Waugh	<i>Chairman</i>
J. T. Crocker	<i>Chairman Safety and Training Committee</i>
P. G. Mitchell	<i>Chairman Finance Committee</i>
A. J. Meysner	
G. C. P. Shea-Simonds	
J. D. Prince	
D. D. Orton	
J. L. Thomas	
J. H. Hitchen	
C. Bruce	
R. E. Gays	
J. R. H. Sharples	

**CO-OPTED MEMBERS**

J. Norris	<i>POPs</i>
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**IN ATTENDANCE**

D. Peacock	<i>NCSO</i>
C. W. Port	<i>Secretary-General</i>
Miss J. Sword	<i>Deeson Press Services</i>

**OBSERVERS**

J. Peck  
D. Howerski  
M. McCarthy

**APOLOGIES**

J. G. Starling, MBE, MC	
J. Laing, MBE	<i>Vice Chairman</i>
R. Hiatt	
P. Byrne	<i>Chairman Competition Committee</i>

Item 36/80

**MINUTES OF PREVIOUS MEETINGS  
Council Meeting — 26th JUNE 1980**

The matter of non-attendance at Council Meetings was again brought up by G. C. P. Shea-Simonds, he had asked about this situation at the Council Meeting of the 26th June and was unable to find any reference to this in the minutes of that meeting. At his specific request the Secretary General had gone back through the Council Minutes to 1976 and could not trace the actual resolution, he undertook to resurrect the minutes prior to 1976 to try to find the item referred to.

Note: 7th August 1980 — The Secretary General had now unearthed the specific resolution which is produced verbatim below:

*Minutes of Council Meeting of 19th February 1975, Page 6 — Other Business.*

**“Absence from Council Meetings**

Mr. O'Brien proposed and Mr. Crocker seconded that there should be an understanding within the Council that any Council member failing to attend at least 50% of Meetings during the first six months from being elected to Council should be requested to resign.

In support of the understanding Mr. O'Brien pointed to the lack of attendance by certain elected members in past years and that the same members allowed themselves to be nominated for re-election. The proposal was carried”.

After some discussion the Chairman agreed that as it was the wish of Council he would write to those who had had a poor attendance record.

D. I. Waugh requested that item 32/80 be amended from line 3 starting “This was due . . . . to problems”. That that sentence be deleted.

Proposed by G. C. P. Shea-Simonds and seconded by D. D. Orton that the Minutes of the Council Meeting of 26th June 1980 be accepted as a true record, subject to the above amendments being made.

Carried unanimously

Colin Bruce brought to Council's attention that an emergency Council Meeting was held at Sibson on 13th July in order to call the 8 way competition after the completion of 5 rounds instead of six. Those present were P. Byrne, C. Bruce, J. T. Crocker, G. C. P.

Shea-Simonds, A. Meysner, J. Laing, W. J. Meacock was present as Meet Director.

The motion to call the Competition after 5 rounds was carried.

**Minutes of an Extraordinary Council Meeting, 17th July 1980.**  
A. Meysner wished the following amendment to be incorporated within the Minutes of the above meeting. Page 4 after “Competitions Committee” insert:

A. Meysner said that he thought that Charles had misunderstood him.

G. C. P. Shea-Simonds replied that he had not misunderstood at all.

It was proposed by R. E. Gays and seconded by A. Meysner that subject to the above amendment the minutes be accepted as a true record.

Carried unanimously

**MATTERS ARISING**

**(a) P.R. Update by Miss J. Sword of Deesons Press Services**

Miss J. Sword reported on the results of the P.R. relating to the National Championships and World Championships.

The following is some of the media coverage of the National Championships, BBC Radio Blackburn, TV Norwich, BBC TV (Going Places), BBC TV Manchester Day by Day. Overall it had been fairly successful. G. C. P. Shea-Simonds' major complaint was that the results of the Nationals had not been relayed to Miss Sword until 48 hours after they were known.

A blanket release concerning the World Championships is to be sent out on the 8th August. She requests that as soon as the World Championship results are known they should be passed to her for circularisation.

There was good liaison between herself and A. Meysner in relation to the TRAC Meet at Sibson.

Unfortunately there had been insufficient notice given by P. Corr regarding the Award of Merit. Miss Sword asked that as much notice as possible be given in relation to any P.R. requested.

G. C. P. Shea-Simonds reiterated that as much notice as possible be given, but that at all times any requests for P.R. should be channelled through the BPA Office.

**(b) BSCR Awards**

In answer to a question by G. C. P. Shea-Simonds the Secretary General said that he hoped to be able to send the badges and certificates during the next 14 days. (The Certificates are expected back from the Printers very shortly).

The Secretary General had already sent a note to all clubs on this matter.

**(c) Aircraft Purchase Paper**

D. Prince was able to inform Council that the first draft had been completed and circulated to various people for their comments. The second draft was in preparation. When complete he would send it to the office for typing and thence to all Council. G. C. P. Shea-Simonds said that in his opinion it was a first class paper. The intention is that it will be incorporated in the instructors manual.

**(d) Proxy Voting**

J. T. Crocker informed Council that the use of PROXY VOTING did not need incorporation in the Articles and Memoranda of Association.

**(e) Dunkeswell**

With effect the 17th August 1980 the Civil Aviation Authority are to suspend the parachuting exemption for the Dunkeswell International Skydiving Centre.

**Extraordinary Meeting — 17th July 1980**

**Matters Arising**

(a) G. C. P. Shea-Simonds enquired as to the position of Martin Bird in relation to grant received from the Sports Aid Foundation in view of the fact that he was no longer considered for British Team training. The Chairman replied that progress reports on all those receiving grant aid would be forwarded to the Sports Aid Foundation in the



normal course of events. In the case of Martin Bird the Sports Aid Foundation would be informed that he had unfortunately been precluded from competing in the National Championships by virtue of an injury sustained during parachute training.

(b) Following the extraordinary meeting, G. C. P. Shea-Simonds had found out that some Council Members had not been telling the truth regarding the discussion relating to Martin Bird's selection. He asked for the following to be recorded in the minutes: "I believe that we ought to be strictly honest in a situation like this and if we support it we say so and if we don't support it, and talk to the guy about it then we tell him. But when Council members tell lies afterwards then it is a sad state of affairs".

The Chairman agreed with him absolutely.

Item 37/80

## COMMITTEE REPORTS

### 1. Safety and Training Committee Meeting, 30th July 1980.

The Chairman of STC, J. T. Crocker invited comments and questions on the meeting of 30th July. He drew attention to Item 5.3. Cessna 206 number of S/L Jumpers allowed.

Application had been made by W. Street to allow 5 static line jumpers plus J/M in his Turbo Cessna 206.

The Meeting reiterated the decision of the January STC Meeting, viz: From aircraft drill considerations, the maximum number of static line jumpers allowed in a Cessna 206 is FOUR PLUS JUMPMASER.

The number of free fall jumpers was also to be reviewed. Some Centres allowed six and others only five. It was stated that with six jumpers on board there was a possibility of C of G limitations being exceeded, even though the all up weight was within limits.

C. Shea-Simonds was to study the flight manual for this a/c type and report to the next meeting, when a final decision was to be made. W. Street was to be informed.

#### Item 10.2.

It was proposed to ask the Finance Committee to fund some form of aid in the development of the new canopy designed and built by R. A. Gays.

It was proposed by J. L. Thomas and seconded by J. T. Crocker that the STC Minutes of 30th July be accepted as a true record and ratified.

Carried unanimously

### 2. Competition Committee Meeting

There had been no Competition Committee Meeting, but there would be a complete "washup" at the next Committee Meeting.

### 3. Finance Committee Meeting 25th July 1980

(a) The Chairman of the Finance Committee gave a run-down of the accounts. He said that due to good housekeeping on behalf of the Association by the Secretary General he was able to announce a healthy surplus for the financial year to 31st March 1980. There is nothing extraordinary about the accounts to report but he would give a complete 'run down' on the accounts at the Extraordinary General Meeting in October. Subscription Income was up on the previous year due to volume increase. World Championship expenses were up, due to that year being the Relative Work Year which is inherently more expensive than the classics.

(b) *Editorial Expenses* — After some discussion it was proposed by D. Prince and seconded by J. T. Crocker that the recommendation to set the editorial expenses at £1000 per year payable equally per issue be accepted.

Carried unanimously

(c) *CRW Championships* — Following the request from J. Laing for £1000, plus team track suits for the CRW team, it was proposed by J. Hitchen and seconded by D. Orton that the recommendation to grant £1000 plus track suits be accepted.

Carried unanimously

(d) *Loans to Clubs* — It was proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that a sum of £2000 be made available to "The Black Knights" club upon the receipt of adequate security of the loan and repayment method. It was further proposed that the ceiling of loans at any one time be set at £12000 total.

Carried unanimously

(e) *Purchase of Radio* — D. Peacock agreed to prepare a paper on this item including:

1. The need for a radio
2. The reasons for purchase
3. Estimates of cost from other sources

(f) *Certificate Holders* — The Finance Committee did not recommend going ahead with this project. However, G. C. P. Shea-Simonds asked that the Secretary General investigate the cost of a 'credit card' type of membership document.

(g) *Kicker Springs* — Proposed that D. Prince be authorised to contact the manufacturer so that a mandril could be manufactured. The £100 cost to be taken from the development fund.

#### (h) Annual Staff Salary reviews

i It was pointed out that Miss Sambhi had been awarded a pay rise in 1979 in two parts. The second part payable from January 1980 had not been paid, this was due to an administrative mistake. The Secretary General would remedy this situation with immediate effect.

ii With effect 1st September 1980 Miss Bates' salary was to be increased to £3087 per annum.

iii With effect 1st September 1980 Miss Sambhi's salary was to be increased to £2778 per annum.

iv With effect 1st September 1980 Miss Kemp's salary was to be increased to £1825 per annum. With effect 1st January 1981, and with Council approval this salary would be increased to £2188.

v With effect 1st September 1980 Mrs. Mantykiewicz's salary was to be increased to £1.50 per hour.

Proposed by J. L. Thomas seconded by R. E. Gays that the above be accepted.

Carried unanimously

At this point the Secretary General, NCSO and observers were asked to leave the meeting during the discussion on senior staff salaries.

On return the following increases were awarded by Council.

vi D. Peacock. The Council accepted the Sports Council regrading to Grade II Coaching Scale. With effect the 1st September the salary was to be increased to £8000, with an increase of £750 payable with effect the 1st January 1981 dependent upon satisfactory progress being maintained. The loan to the NCSO was to be repaid at £100 per month with effect the 1st September 1980.

vii C. W. Port. With effect the 1st September 1980 the salary was to be increased to £7430, with effect 1st January 1981 the salary to be increased to £7700 dependant upon satisfactory progress being maintained.

At this point the Treasurer P. G. Mitchell intimated to Council that due to pressure of work he would be unable to stand for re-election to Council nor accept the post of Treasurer. He felt that he could not take up a Council nomination when he would be unable to give the necessary time to the position. He did say however that he would always be available, by 'phone should the Association feel they could use his knowledge. The Council unanimously agreed that the Treasurer had carried out his function in an unrivalled way, his efforts and expertise had been a tremendous asset to the Association and would be difficult to match. The Treasurer suggested that Council should begin to search among the membership for a replacement, as soon as possible. G. C. P. Shea-Simonds said that he had approached Mr. P. Ritchie, a bank manager, who had intimated that he might be able to take on the job. D. Peacock made mention of Mr. G. Gnapp who he agreed to contact.

Council agreed that these two gentlemen should be approached and asked to come to the next Council Meeting where they could be asked their feelings on the subject. In the meanwhile J. G. Starling has offered to act as deputy treasurer.

Item 38/30

## WORLD CHAMPIONSHIPS

The Secretary General updated the situation. The team was going very well. Bob King had passed details of style and accuracy to this office. The training squad would be returning to UK on the 12th August and the British Team would leave for Bulgaria on 14th August at 1320.

Item 39/40

### 1. Extraordinary General Meeting



The date for the Extraordinary General Meeting was set for 28th October 1980. The venue to be the Post House. Details would be sent out as an insert in the August edition of Sport Parachutist.

**2. Photographic Competition**

G. C. P. Shea-Simonds put forward the idea that the Association should promote a National Photographic Competition around Sport Parachuting, open to Amateur photographers both BPA and non-BPA members. He suggested that there should be decent prizes and a professional be asked to be on the panel of judges. He agreed to produce a paper on the subject to be submitted to the Finance Committee for consideration and recommendation.

**3. Affiliations**

Applications has been received for affiliation from:

(a) Saudi Army Free Fall Club

The affiliation being in order it was proposed by J. T. Crocker and seconded by D. D. Orton that affiliation be granted.

Carried unanimously

(b) London Fire Brigade Sport Parachute Club

Proposed by J. T. Crocker and seconded by G. C. P. Shea-Simonds that affiliation be granted.

Carried unanimously

It was further suggested that an agenda item for the next meeting be — "Classes of Affiliation".

**4. BPA Plaques**

It was suggested by G. C. P. Shea-Simonds that the Association should have small wall plaques made for presentation and resale. The Secretary General would investigate costs and

quantities and report back via the Finance Committee as to cost and resale price etc.

**5. Insurance**

It was suggested that the Association should be in a position to have a watching brief on claims against the Association's Insurance policies. J. T. Crocker offered to draft a letter for the Secretary General to send to the present brokers.

It was further suggested that the time was now ripe to begin insurance negotiations for the forthcoming year 1981/82.

**6. Hereford Parachute Club — Competition**

A request had been received from the Hereford Parachute Club for £100 grant towards defraying the cost of holding a round canopy meet on 30th August. Unfortunately this competition did not meet the criteria laid down.

The details of the criteria for grant to be circulated to all clubs.

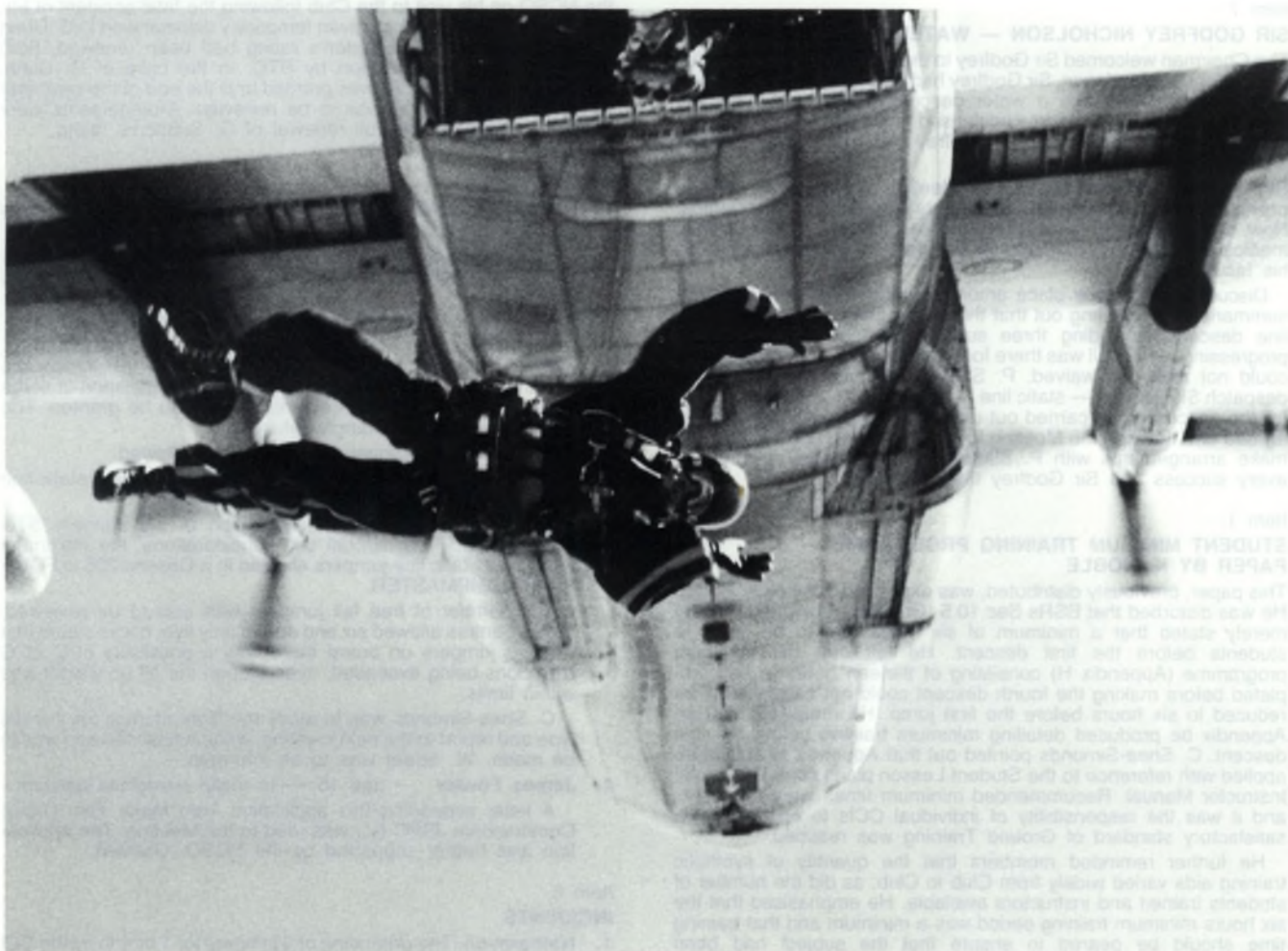
**7. Disposal of Anemometer**

The NCSO said that there had been interest expressed in the old anemometer. It was agreed by Council that a circular be sent to all clubs regarding the sale of the anemometer and a request for bids over £200 be sent to the BPA Office.

**8. Airfields Environment Federation**

A letter on this had been received from P. Howell. The Chairman apologised for the fact that it had only just been handed to Council but he had only recently received it. Council agreed to think about the matter and raise it as an agenda item at the next meeting.

In the meantime the Secretary General would write to the Federation to elicit more information.



Peter Prior, Chairman of Bulmers, proving that civilians *can* get on RAF HALO Courses.

Photo — Chris Buchan



**BRITISH PARACHUTE ASSOCIATION**  
**SAFETY AND TRAINING COMMITTEE, WEDNESDAY, 30th JULY, 1980**  
**held at Kimberley House, Leicester**

**PRESENT:**

J. T. Crocker	<i>Chairman</i>
D. Peacock	<i>NC SO</i>
D. Palmer	<i>LIFFT</i>
D. McCarthy	<i>HPC</i>
P. Padley	<i>REME</i>
G. C. P. Shea-Simonds	<i>Co-opted</i>
A. Rose	<i>RAPT</i>
A. G. Knight	<i>NPC</i>
W. J. Meacock	<i>PPC</i>
M. Snook	<i>RSA</i>
K. Noble	<i>Windy Gyle</i>
J. L. Thomas	<i>Riggers</i>
D. N. Parker	<i>Headcorn</i>
R. Willis	<i>RAFSPA</i>
J. Barnes	<i>TWPC</i>
J. R. H. Sharples	<i>MPC</i>
P. Slattery	<i>ECPC</i>

**OBSERVERS:**

J. Davis, Vera Davis, N. Harrison, Lynn Hubbard, Sir Godfrey Nicholson, Bart, Sam McLeod, M. Cawood, J. Peck, J. Hiley, B. Pushman, F. Mallabone, R. Taylor, J. Cordell, I. Higgins, J. Lines.

**APOLOGIES FOR ABSENCE:**

E. T. Lewington, E. Strawson, P. Corr, M. Beynon, D. Orton, J. Laing.

Item 7

**SIR GODFREY NICHOLSON — WATER DESCENT**

The Chairman welcomed Sir Godfrey to the Meeting and outlined the reason for his attendance. Sir Godfrey had contacted the Association with a request to make a water descent (3 sec delay, manual opening). Clubs had been circularised and P. Slattery had responded with an offer to train Sir Godfrey and supervise a static line descent into water.

Sir Godfrey then addressed the Meeting, stating that he had previously made eight static line descents including two water jumps. Now, at the age of 78, he wished to make a free fall. He held a valid medical certificate for parachuting and was in full possession of all his faculties.

Discussion then took place among members and the Chairman summarised by pointing out that the requirement to make six static line descents, including three successive good DRCPs before progressing to free fall was there for the protection of all jumpers and could not really be waived. P. Slattery had offered to train and despatch Sir Godfrey — static line — and the STC were quite happy for the descent to be carried out under such auspices. Sir Godfrey agreed and thanked the Meeting for their attention and promised to make arrangements with P. Slattery. The Chairman wished him every success and Sir Godfrey then withdrew.

Item 1.

**STUDENT MINIMUM TRAINING PROGRAMME — PAPER BY K. NOBLE**

This paper, previously distributed, was expanded upon by K. Noble. He was disturbed that BSRs Sec 10.5 (Ground Training of Novices) merely stated that a minimum of six hours had to be given to students before the first descent. He felt that the minimum programme (Appendix H) consisting of thirteen hours to be completed before making the fourth descent could not satisfactorily be reduced to six hours before the first jump. He requested that an Appendix be produced detailing minimum training before the first descent. C. Shea-Simonds pointed out that Appendix H should be applied with reference to the Student Lesson plans contained in the Instructor Manual. Recommended minimum times were laid down and it was the responsibility of individual CCIs to ensure that a satisfactory standard of Ground Training was reached.

He further reminded members that the quantity of synthetic training aids varied widely from Club to Club, as did the number of students trained and instructors available. He emphasised that the six hours minimum training period was a minimum and that training time should be geared to ensure that the subject had been thoroughly learned.

The Chairman concurred and added that dogmatic adherence to rigid schedules was neither practical nor desirable. He felt that, within the framework of BSRs and the Instructors Manual that the discretion and responsibility of the CCI should be exercised at all times.

Discussion was then initiated concerning migratory novice students who, having been trained and made one descent at one centre, then travel to other centres for continuation training and subsequent descents. The Meeting felt that the acceptance or non-acceptance of such students was a matter of policy for the individual centres concerned but that generally it was in the best interests of continuity and progression that students should be encouraged to remain at their initial Centre until a reasonable experience level had been reached.

Item 3

**STUDENT PROGRESSION COURSES**

The NCSO stated that two student progression courses were run each year. He felt that it would be advantageous to increase this to four, each of five days duration. Clubs would be invited to host such courses and independent instructors were to be invited to assist. The Meeting agreed a go-ahead on a trial basis for 1981.

Item 4

**EAGLE SPORT PARACHUTE CLUB**

The Chairman referred to a report (distributed to Council) given by the NCSO on his visit to the Club following the fatal accident of Mr. Alex Black. The NCSO had given temporary dispensation to G. Dunn to act as CCI and G. Sugden's rating had been renewed. Both decisions required ratification by STC. In the case of G. Dunn, dispensation to act as CCI was granted until the end of the year after which time the situation was to be reviewed. Arrangements were already in hand for the full renewal of G. Sugden's rating.

Item 5

**EXEMPTIONS**

1. **J. Peck**, C Certificate holder, to make display jumps into areas less than 150 yards diameter.

This was supported by D. Gays and was granted subject to the other conditions appertaining to C Licence holders being upheld.

2. **P. Mulvey** — to make static line display jumps using a PC.

This application was supported by D. McCarthy and D. Palmer. Considerable discussion ensued and the consensus was that it would not be in the best interests of the sport or of the jumper concerned if such exemption were to be granted. The application was accordingly refused.

3. **Cessna 206** — number of S/L jumpers allowed.

Application had been made by W. Street to allow 5 static line jumpers plus J/M in his Turbo Cessna 206.

The Meeting reiterated the decision of the January STC Meeting, viz: From aircraft drill considerations, the maximum number of static line jumpers allowed in a Cessna 206 is FOUR PLUS JUMPMASTER.

The number of free fall jumpers was also to be reviewed. Some Centres allowed six and others only five. It was stated that with six jumpers on board there was a possibility of C of G limitations being exceeded, even though the all up weight was within limits.

C. Shea-Simonds was to study the flight manual for this a/c type and report to the next meeting, when a final decision was to be made. W. Street was to be informed.

4. **James Fowler** — age 15 — to make parachute descent.

A letter supporting this application from Major Tom Oxley, Commandant JSPC (L), was read to the Meeting. The application was further supported by the NCSO. Granted.

Item 6

**INCIDENTS**

1. **Netheravon**. The grounding of 3 jumpers for 1 month by the CCI for low pulling was noted.



Item 8

**DZ Recce — Adlington**

This had been carried out by the NCSO and was cleared for C and D Certificate holders only. The CAA stated that the issue of the exemption was now subject to the concurrence of the Woodford ATC as the proposed DZ was within their boundaries.

Item 9

**PREVIOUS MINUTES AND MATTERS ARISING**

**Item 2 C.** Shea-Simonds stated that I. Louttit's membership of the Association and his affiliation had now been withdrawn by Council. The implications of this decision had been explained to the CAA at a meeting attended by himself and J. Laing on behalf of the Association.

The CAA have now suspended I. Louttit's Display Exemption and his Club Exemption is suspended w.e.f. 17 August pending an investigation by the CAA.

There were no further matters arising and the minutes were passed.

Item 10

**ANY OTHER BUSINESS**

1. G. Gnapp to attend September examination course after four months PI. Supported by W. J. Meacock (PCC). Agreed.
2. J. Field to attend September examination course after four months PI. Supported by M. Snooks (RSA). Agreed.  
Both these applicants have been working full time at the respective centres.
3. B. Gover and G. Jeans (Spreadeagles) to attend the September PI Course. Both are currently 26 jumps short of the 150 minimum and 3 weeks short on time. Supported by P. Corr. Agreed — subject to the 150 jump minimum being attained before the Course.
4. **BLESIA Water Jump** — E. Lewington had informed the NCSO that he was running a water descent programme at Southsea for members of the British Limbless Ex-Servicemen's Association. Such programmes had been previously run successfully. The Committee appreciated this information, but were uncertain, in view of recent team appointments, who was now responsible for student training at the Parachute Regiment Free Fall Team. The NCSO was to write to ascertain the position.
5. **Queens Avenue DZ** — C. Shea-Simonds stated that, in view of recent publicity surrounding descents carried out on to this DZ by Members of Parliament, including one out landing, he had received several letters expressing concern about the size of this DZ. In his view, the DZ did not conform with BSRs Sec. 13.5. He felt that application should therefore be made for an exemption to use this DZ for student dropping. The CCI Red Devils had been precluded from attending this meeting through Display commitments but was invited to the next meeting to explain the nature of the operation.

6. **Cranleigh DZ** — M. Snooks wished to drop 4 student jumpers on a one-off basis at this location. In view of the time scale (3 days) this DZ was to be checked out by BPA Examiner A. Rose. (NOTE: This DZ was NOT cleared for student use).
7. **Low pull incident — British Skysports** — A letter from the CCI. E. Finney, was read to the meeting. This concerned a student on a 5 second delay failing to deploy the main and opening the reserve extremely close to the ground (canopy time stated to be one second). The student had been grounded for one month and was to be retrained from static line. A recommendation from E. Finney that all students up to Cat. 6 should be equipped with AOD. was noted.
8. **Reserve parachute (hog back assy.) with no pilot chute fitted.**

This item was included at the express request of the supplier, J. L. Thomas. It was stated that, due to a misunderstanding over the telephone, this rig had been despatched to a customer with the reserve packed and the bridle cord left hanging outside the container awaiting the fitting of the pilot chute.

When the equipment was inspected by the Hereford CCI, the bridle cord had been tucked inside the container and was no longer visible. J. L. Thomas stated that in future all orders despatched from his Loft would either be:

- a) Fully packed and serviceable, ready for jumping or
- b) Rigger rolled with the container left open.

The Chairman thanked J. L. Thomas for raising the matter personally and reminded ALL jumpers of their absolute responsibility under BSRs Sec. 8.6.f.

"Parachutes which are not in every respect fit for immediate use must NEVER be packed with the appearance of a serviceable parachute".

Item 1

**SLIDE PRESENTATION OF NEW CANOPY — D. GAYS**

D. Gays treated the Meeting to an illustrated progress report on the test programme of his new design of parachute. Following dummy drops, live descents had been carried out at Sibson and further evaluation made in the parascending mode. The stated advantages of the canopy were simplicity of manufacture — only 5 panels involved in the construction — increased efficiency of the flying area — some 60% as opposed to the 46% of the PC. and a corresponding decrease in weight, bulk and cost.

Problems remained in the deployment/slider system and a further progress report was envisaged.

On behalf of the meeting the Chairman thanked R. Gays for the presentation and expressed his admiration for the detailed and original research and hard work which had been devoted to the project. He promised to recommend that Council provide some financial assistance for the furtherance of the test programme.

**BRITISH PARACHUTE ASSOCIATION  
SAFETY & TRAINING COMMITTEE, WEDNESDAY, 17th SEPTEMBER, 1980  
held at Kimberley House, Leicester**

**PRESENT**

- J. T. Crocker
- D. Peacock
- E. Lewington
- N. Law
- D. Palmer
- P. Corr
- J. Sharples
- C. Shea-Simonds
- P. Padley
- J. Hitchen
- T. Knight
- W. J. Meacock
- D. Parker
- D. McCarthy
- A. E. Rose
- L. Hitchcock
- A. Collingwood
- M. Beynon
- J. Barnes

- Chairman*
- NCSO*
- Red Devils*
- MFFC*
- LIFFT*
- Spreadeagles*
- MPC*
- Co-opted*
- REME*
- Sheffield*
- NCP*
- PPC*
- Headcorn*
- HPC*
- RAPT*
- RGJ*
- Eagle Sports*
- SCPC*
- TWPC*

- K. Noble
- J. L. Thomas
- M. Snook

- Windy Gyle*
- Riggers*
- RSA*

**OBSERVERS**

W. Kearios, R. Humphreys, J. Davis, J. Diamond, J. Hoper, S. Saunders, P. Davies, S. Corr, M. Kinsella, G. Evans, K. Toyer, G. Rigby, D. Silverlock, P. Kibblewhite, J. Lines, D. Gays, J. Peck, L. Higgins.

**APOLOGIES FOR ABSENCE**

- A. Chandler, L. Melhuish.

Item 1

**REPORT ON RIGGERS MEETING**

The main points of this report were summarised by the NCSO. It was agreed that the Lofts listed in the report be granted Approved status. It was further agreed that Advanced Riggers be granted authority to sign packing certificates. J. L. Thomas was accorded voting rights on STC in his capacity as spokesman for the Riggers Sub-Committee, with the proviso that his vote be valid on rigging matters only.



Item 2

**CESSNA 206 — LOADING CRITERIA**

As the Flight Manual for this aircraft was so far not available for study, it was agreed that the matter be held over until the next meeting. The NCSO was to obtain a copy of the Turbo 206 Manual and liaise with C. Shea-Simonds on the matter.

Item 3

**QUEENS AVENUE DZ**

E. Lewington stated that the area in question measured 520 yards x 900 yards and agreed that this was short of the minimum 600 yards diameter required by BSRs. He said that the DZ had been used for students since 1970 and requested an exemption to enable this operation to continue. He emphasised that Team SOPs for this DZ demanded a strictly controlled operation in that students were dropped on single passes and were equipped with helmet radios. In answer to a question, he further stated that winds aloft were taken into consideration before a dropping programme was authorised.

It was proposed by C. Shea-Simonds and seconded by J. Laing that the Queens Avenue DZ be designated a student DZ under the conditions outlined above.

Carried Unanimously.

C. Shea-Simonds stated that the original question of the status of Queens Avenue DZ had been raised informally by the CAA. His purpose in bringing the matter to the attention of STC was to regularise the situation to avoid potential embarrassment to the operators and to the Association.

Item 4

**JUMPS PILOTS CHECKOUT**

A letter from Chris Beynon regarding the checking of pilots with less than 100 hours PI had been sent to the NCSO. It was pointed out that there was no problem in such pilots dropping experienced jumpers for check purposes as the trainee pilot was in the number two seat anyway.

Item 5

**USPA FATALITY REPORT — JANE HOUGHTON**

The details of this report were given by the NCSO. It was decided that the NCSO should write to the coroner requesting details of the failure of the Sentinel AOD. A second letter was to be forwarded to USPA in refutation of certain inaccuracies in the report concerning BPA training methods. Copies of the system of student progression and the lesson plan for 5sec delays were to be enclosed. The consensus of opinion was that CCIs were to advise any of their students contemplating a visit to American Drop Zones that training methods there were not necessarily in accordance with BPA doctrine and that students should be made well aware of the undesirability of a too rapid rate of progression.

Item 6

**PREVIOUS MINUTES AND MATTERS ARISING**

There were no matters arising and the minutes were passed.

1. **Instructor Course 3-80**

Details of results obtained on the PI and Examination Course were given by the NCSO. A full course report would be circulated. As a result of his work on these courses L. Melville was recommended by R. O'Brien for upgrading to Examiner status. This was supported by the NCSO and was unanimously agreed by the meeting.

G. Margiotta had been unable to attend the exam course because of service commitments. He had failed to complete his initial exam course because of severe illness. He had taken a written and practical examination at the Peterborough Parachute Centre in August and as a result was recommended for an Approved Instructor Rating by W. J. Meacock, R. O'Brien and the NCSO. In view of the circumstances this was unanimously approved.

2. An application by K. Toyer, Approved Instructor to be CCI of the Tilstock club was considered by the Meeting. The application was supported by A. G. Knight and K. Toyer intended to attend an Instructor Course for upgrading in the near future. The application was unanimously approved. Apropos this last item, J. Laing suggested than an up to date list of CCIs and Clubs be on permanent display in the office. It was agreed that this should be implemented.

3. **STC Voting Rights**

The following applications were approved:

K. Toyer	TAS
A. Candler	RCT
N. Law	Manchester

4. **Pilot's Exemption — M. Newall**

Requested by K. Noble. M. Newall has 80 hours PI including 12 hours on type (C182). In view of the fact that he would only be operating under the supervision of the regular jump pilot and only on his own DZ (Brunton) the application was granted.

5. **Robert Thorne — Under 16 to Make a Parachute Descent**

This application was made by his father, Derek Thorne who is an Advanced Instructor. The training would be carried out at Long Marston when Robert was 15 years and 6 months old. Robert Thorne made his application personally and the required exemption was granted unanimously.

A suggestion that the age be reduced to 15 years received little general support and it was decided that the present system was functioning perfectly adequately — only four applications had been received in the past two years and had been fully justified by results obtained.

**THE BRITISH PARACHUTE ASSOCIATION LIMITED  
ANNUAL GENERAL MEETING**

Notice is hereby given that the Fourteenth Annual General Meeting of the Association will be held at:

**The Leicester Centre Hotel, Humberstone Gate, Leicester on  
Saturday, 10th January, 1981 at 16.00 hours**

**AGENDA**

1. To consider, and adopt if approved, the Report of the Council.
2. To fix subscriptions payable by members for the ensuing year.
3. To discuss any Special Business.
4. To Elect the Council.

C. W. Port  
Secretary General

September 1980

**Note:** Members are reminded that under Article 30 of the Articles of Association only such business as is notified to the Secretary General in writing at least 30 days prior to the date of the Meeting can be included under item 3 — "Special Business".

**PROGRAMME OF EVENTS — A.G.M.**

**Friday, 9th January, 1981**

Dinner Dance —  
Albermarle Room, Centre Hotel,  
Leicester at 20.00 hours.

Tickets available from BPA Office — £7 per single.

**Saturday, 10th January, 1981**

Instructors Convention —  
1100-1230 and 1400-1530 hours.  
Annual General Meeting — 16.00-1900 hours.

Followed by: Final Draw of BPA Lottery. Films.  
Bar extension to 23.30 hours. Buffet available.

Accommodation at the Centre Hotel for Friday and or Saturday should be booked direct with the hotel — telephone Leicester (0533) 20471, Telex 341460.)

**Election to Council** — your nomination paper (an insert with this issue of the Journal) must reach the BPA Office by not later than Wednesday 8th December 1980, but do please submit as soon as possible, typewritten if possible please.

**Ballot Papers** — these will be sent out as an insert with the December issue of the Journal.



## CLASSIFIED ADVERTISEMENTS

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

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## 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.

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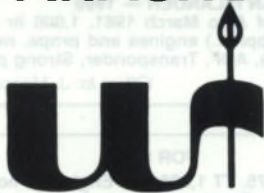
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