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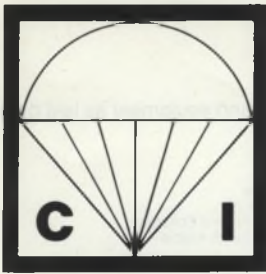
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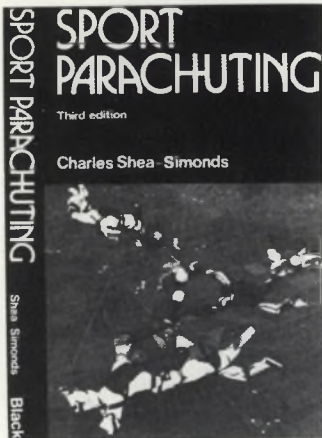
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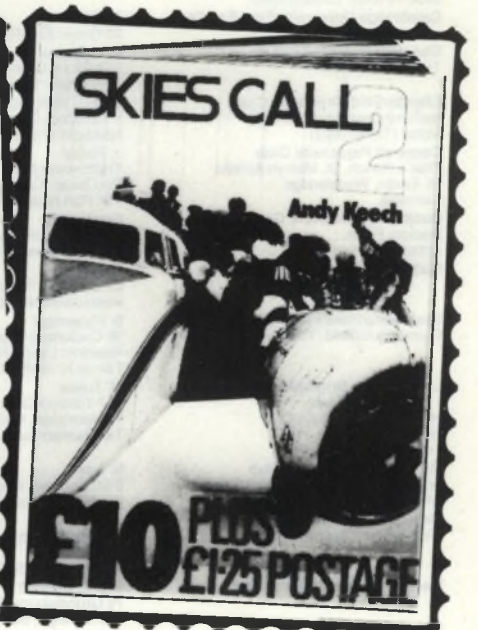
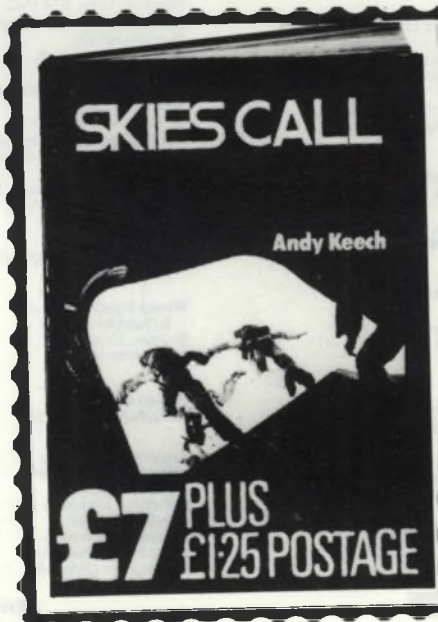


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SPORT PARACHUTIST



THE JOURNAL OF THE
BRITISH PARACHUTE
ASSOCIATION

(A company limited by guarantee)



Vol. 17, No. 6

DECEMBER 1980

Editorial

The Army CRW Team achieved dramatic success at the 1st World Cup in CRW at Zephyrhills. We congratulate them. There is, of course, a full report in this issue as there is of the splendid cross-Channel jump by a joint military team.

By Council members' names on this page is recorded in brackets the number of Council Meetings out of 9 so far that they have attended. This may act as a guide to those who are standing for re-election. I can't stress how important your vote is if you care about the way the BPA is run; the voting papers are with this issue — the future success (or failure) of the BPA is squarely in the hands of all of us who are proud to be members.

In spite of the recession and fearful weather during 1980 we have achieved some important successes — particularly at the World Championships and at the World Cup in CRW. Recognition of our standing in aviation sport was highlighted at the recent Royal Aero Club Awards presentation by HRH The Prince of Wales when John Meacock received the Silver Medal and Symbiosis — the Prince of Wales Cup. This is all tremendously exciting — let's hope and work for even more in 1981.

Finally a word of thanks on behalf of all of you to Fishers who continue to produce a real quality magazine for us with enthusiasm and professionalism — I would hate to do the Editor's job without them.

Please have a truly happy Christmas and let's go for maximum enjoyment and safety in our great sport in 1981.

Blue Skies,

Charlie



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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
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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, 22nd January
Cover photo — Action over Weston on the Green by Dave Waterman

THE DROP MAN

CALENDAR OF EVENTS 1981

Jan 9/10	BPA Dance/AGM	Leicester
Feb 9-13	PI Course 1/81	Netheravon
Feb 14/15	CRW Seminar	Netheravon
Feb 16-20	Exam Course 1/81	Netheravon
May 2-4	TRAC Meet	Sibson
May 11-15	PI Course 2/81	Bridlington
May 18-22	Exam Course 2/81	Bridlington
June 8-12	Scholarship Course 1/81	Thrupton
June 16-25	Army Championships	Netheravon
July 4-12	National Championships	Netheravon
July 18-25	RAPA Championships	Bad Lippspringe
Aug 10-14	PI Course 3/81	Sibson
Aug 17-21	Exam Course 3/81	Sibson
Aug 29-31	10 Man Event	Sibson



The recent BPA Scholarship Course at Headcorn.



The Guards Free Fall Team practise ground proximity CRW in Cyprus.

photo - Andy Guest



John Norris records Steve Scott, Gerry Cooper, Joe McCready and Garry Wakefield over Weston on the Green.

SUPERFLY

DID YOU HEAR 'THE MOUNTING MEN'
TOOK THE 8-WAY GOLD
AND 4-WAY SILVER
AT THE Z-HILLS
CRW MEET?





ROYAL AERO CLUB AWARDS — 1980



John Meacock receives the RAeC Silver Medal from HRH The Prince of Wales whilst . . .



. . . HRH looks on as Symbiosis proudly display the Prince of Wales Cup he had just presented.

CONGRATULATIONS TO YOU ALL!



Gary Lawry took this photo 'T.C.', Nigel Panther and Gary Douglas over Netheravon.



Chris Rushton sent this happy pic. of South Staffs Skydivers, Derrick Orton, Pat Walters, Dave Majors and Dave Cox celebrating after a recent display.





Congratulations to 60 year old Rev. Maurice Collins, seen here at Netheravon with instructor Gary Douglas, who made nearly £5,000 for his church bells by doing a sponsored jump.



Reproduced by kind permission of PUNCH



The British Prison Officers Parachute Club recently held their first annual Dinner/Dance. It was enjoyed by all as is evidenced by the photograph.



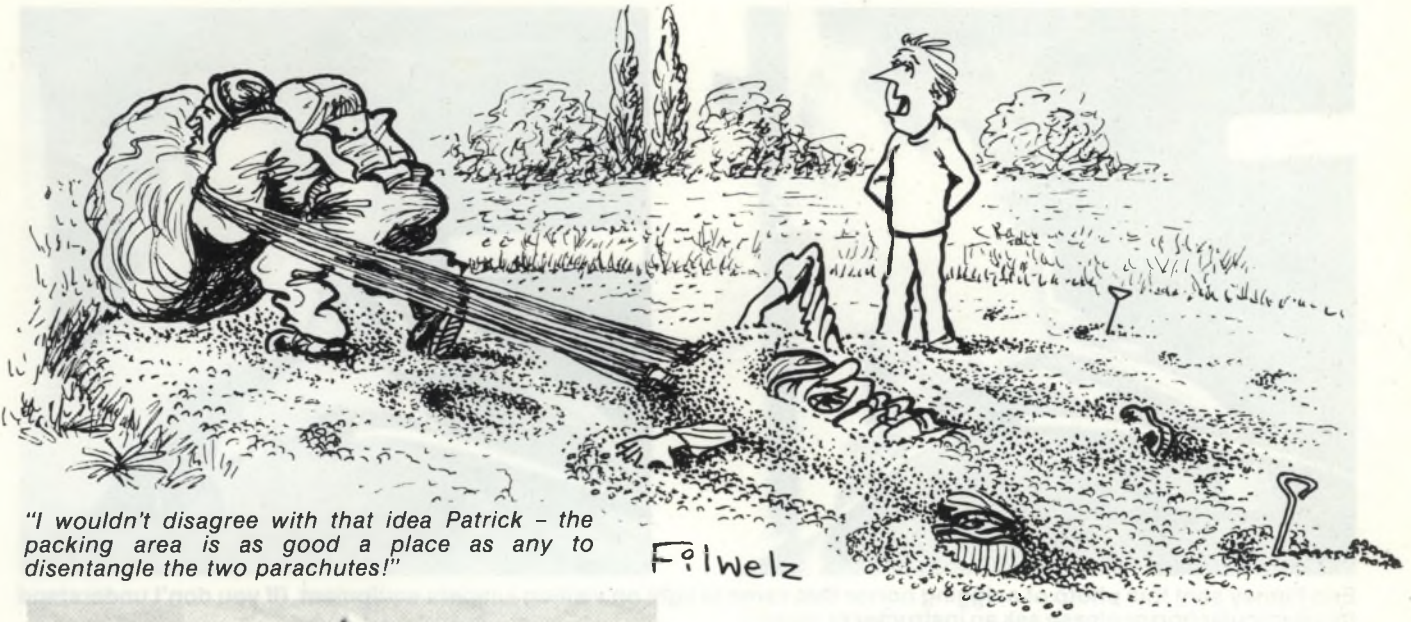
"It must be your lucky day - this is the last one we've got in your size!"

□ □ □

Congratulations to Lott members, Arthur Gibson for passing out top on his Army Helicopter Course and Wally Wallace for recently marrying Donna Howe. All are regular jumpers at Netheravon.



Trevor Newberry catches Dave Richard and Ronnie Taylor in action over Strathallan.



"I wouldn't disagree with that idea Patrick - the packing area is as good a place as any to disentangle the two parachutes!"

Filwelz



George Crow, photographed by Lyn George over Headcorn, advertises on the first cover of 'CB Radio'.

□ □ □
Cookey asked for volunteers to organise a meet:

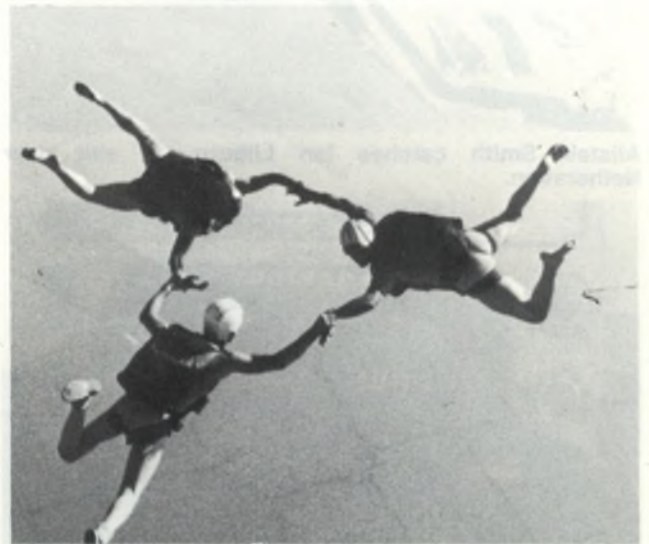
There was a tall fellow from Brid
who said 'I'll arrange it' and did,
but his birds of a feather
complained of the weather
which blew half a gale and pid
died down all night.

The Top Pop came over from Cark
for a 'couth' BALL, now that was a lark
Edith's conduct was best,
and she even stayed dressed,
but poor Laurel was goosed in the dark.

P.S. the Oxford Universal Dictionary defines 'couth' as:
Kind, Agreeable, Snug and cosy



'OK Doc, so I've got some back trouble — just fix me up so I can attend the next POPS meet!'



□ □ □
A 3-man 'bare-arse' over Long Marston featuring Tony Butler, John Davies and Alan Ashton. A cheeky photo by Nick Perks.



Eric Finney sent this photo of a rigging horror that came to light on visiting jumpers equipment. (If you don't understand this particular horror please ask an instructor or rigger.)



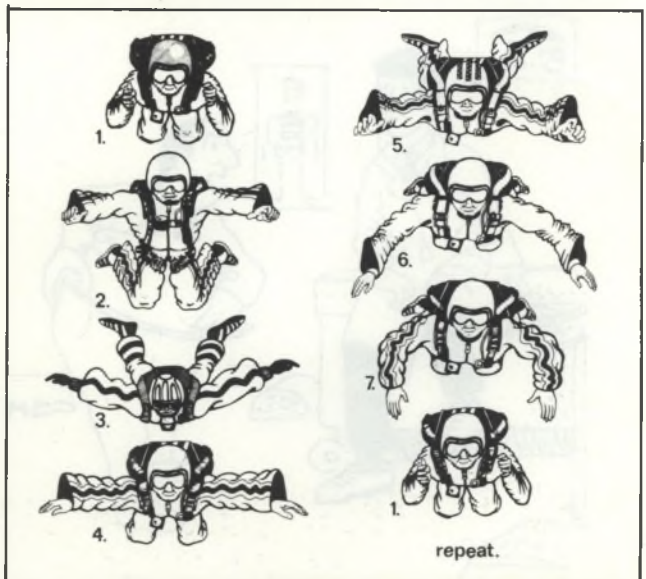
Alistair Smith catches Ian Lilburn on exit over Netheravon.



Chris Francis sent this photo of the two Eagle Sports jumpships over Ashford.



The last RW load by the Cambridge University F/F Club over Waterbeach.



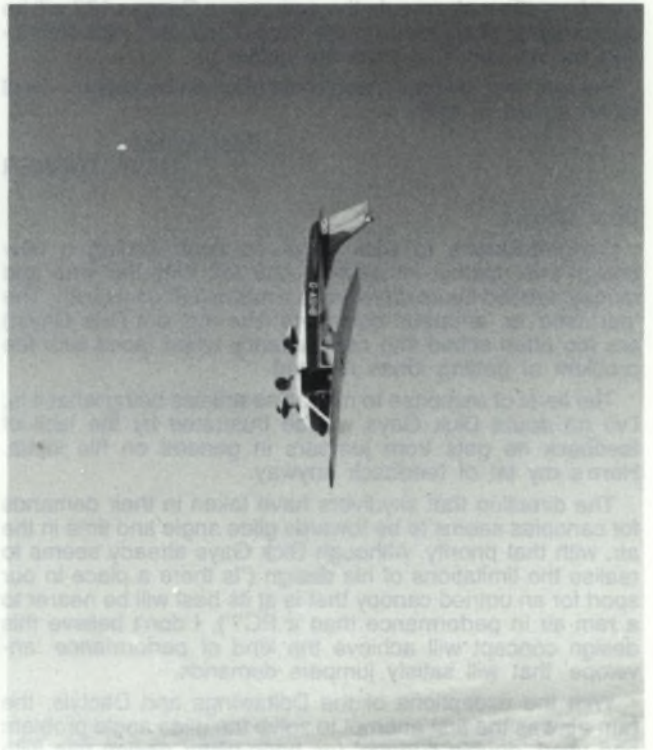
Solo Sequential by Alan James with apologies to 'Body Flying' by Dave Howerski.



After being rude about John Lines' inverted RW in the last issue Jim Lowe managed to get this photo of him the right way up—for a change!



Lunar accuracy by Alan James.



Not a Stuka, but Alan Gray, jump pilot at Sturgate, getting down in a hurry.



CORRESPONDENCE

Dear Charlie,

I would like to announce to the membership the establishment of a new parachute centre. The centre is called the Shropshire School of Sport Parachuting, and will incorporate the first National Collegiate Parachute Centre. This centre will open at Montford Bridge airfield, three miles west of Shrewsbury, on the 22nd November 1980, jumping weekends and Wednesdays in 1980 and full-time from January 1981.

This centre is being run on a **Commercial basis**, and is being financed by a Midland based Limited company. The NCPC will not be run on behalf of the BCPA, but is a centre affiliated to both BCPA and BPA two years ago. The aim of this centre is to provide a competitive and extensive facility for the local population and for all BCPA clubs. This centre is not connected in any way with any other Collegiate parachute centre or body.

The centre is to be run on a progressive basis, and all BPA members are welcome. In the new year a Cessna 182 will be permanently positioned on the Drop Zone, and RW instruction will be available from the outset.

We are new, dynamic, and most of all enthusiastic — well worth a visit in 1981.

Best wishes,
DAVE TURNER

Dear Charlie,

Congratulations to Dick Gays on even getting a new design into ripstop, let alone in the air! With the time and money needed these days that's a mean feat on its own. The 'part-time' or 'amateur' designers (like me, not Dick Gays!) are too often stifled into complacency when faced with the problem of getting ideas realised.

The level of response to magazine articles being what it is, I've no doubt Dick Gays will be frustrated by the lack of feedback he gets from jumpers in general on his ideas. Here's my bit of feedback anyway.

The direction that skydivers have taken in their demands for canopies seems to be towards glide angle and time in the air, with that priority. Although Dick Gays already seems to realise the limitations of his design ('Is there a place in our sport for an untried canopy that is at its best will be nearer to a ram air in performance than a PC?'), I don't believe this design concept will achieve the kind of performance 'envelope' that will satisfy jumpers demands.

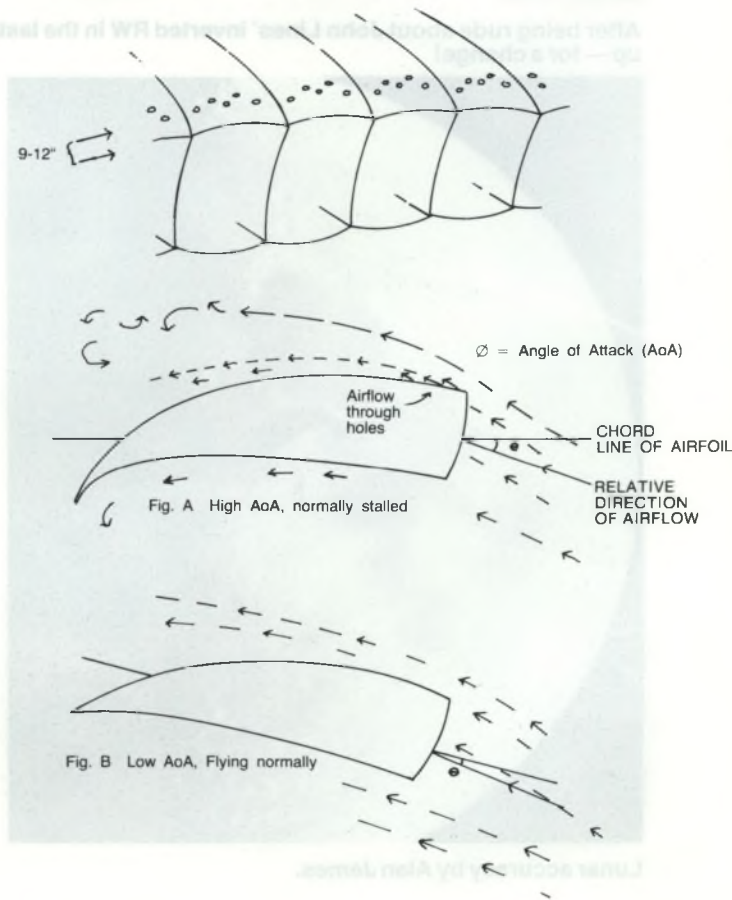
With the exceptions of the Deltawings and Dactyls, the ram-air was the first attempt to solve the glide angle problem and used 'double surface' (as hang-glider design has with 35-40% double surface producing the best performance). So the single-layer design seems to me to be a retrogressive

step. In cross section it is reminiscent of the early designs in aviation, when the idea was 'the more airfoils, the better' (development finally led from quadra-, tri-, and biplanes to monoplanes).

The drag seems to be the biggest problem. With this many slots, the form and induced drag will deteriorate the glide angle at speed, rather than improve it.

The values of **any** new design are not to be underestimated. We **always** learn something, and they can reaffirm the direction designers need to take; and even if they are failures, they can accelerate progress in design. I can only hope that future designs will receive the same energy, enthusiasm and financial support (BPA?) to see it through, so we can **all** gain, rather than suppress it with our apathy.

ALAN JAMES

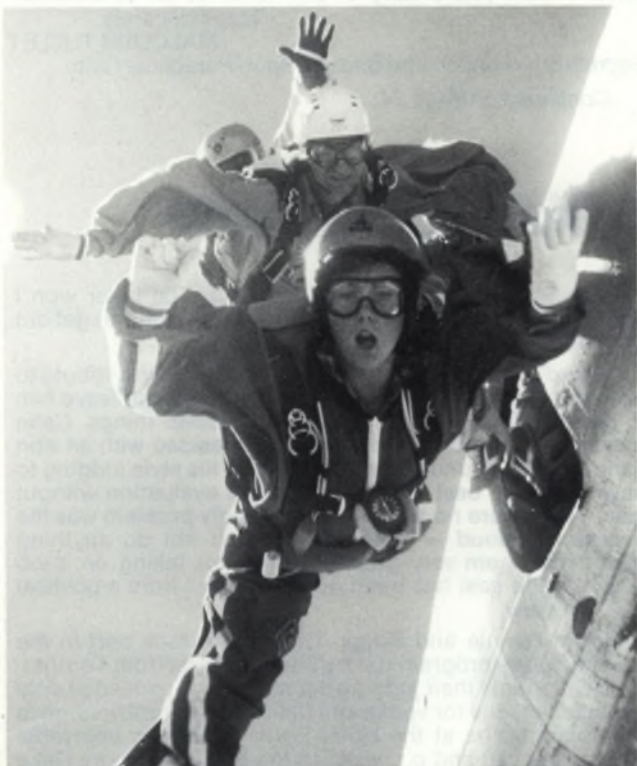


P.S. Seeing as I'm harping on about design, here's one of mine — Anti-stall Holes. At full-drive, the airflow is more or less directly past the holes (about 5-10mm in diameter, 9-12" back from the leading edge, in rows). At high angles of attack, or near the stall, the air passes from the high pressure area in the cells, to the low pressure upper surface, and flows laminarily rearwards, maintaining lift to higher angles of attack.

This should produce a gentler stall, and better slow speed handling especially for slow, flat turns, when the inside cells are flying so slow. They have been successfully used in hang glider design (Vortex, Predator, Cyclone).

Dear Charlie,

Having digested and agreed with your editorial in the last magazine, this may seem an inopportune moment to send you a few photographs which I took during a visit to Perris, California, this summer.



However I know that you would be glad to hear that the few British students who turned up at Perris during the summer were concerned to adhere to the BPA category system. In almost all cases they trod cautiously with respect to the potential pitfalls of early high performance canopy and RW jumps, (in the latter case working one to one on 'pins', 'pin-backloop-pins' and eventually on closing third, as laid out by the BPA).

I feel their mentality was not one of avoidance of the BPA category system but an eagerness for the weather, altitude and the related unlimited jumping.

However Perris, among some other US DZs, is largely geared to RW, and especially at weekends the British students sometimes found it difficult to find experienced jumpers to work with. This is one of the reasons that it would be better and less frustrating for a low category British student, having started jumping in the UK to continue to master the basics within the relative familiarity of the BPA DZ. concerned with student progression.

Apart from the basic disciplines of turns, tracking etc. surely the key to safety in jumping lies in 'awareness'.

For most people 'awareness' is bred by experience. One might argue that experience is related to freefall time and altitude which is freely available abroad. 'Awareness' in RW however, entails the ability to concentrate on body control, altitude and the presence of other parachutists all at the same time.

The BPA progression system provides a firm, proved, foundation of experience, concentrating on basic techniques one at a time till Category 8. From this arises the confidence and beginnings of 'awareness' necessary for more advanced jumping.

The pros and cons of the category system have been reviewed in detail in papers produced by Doug Peacock, Dave Howerski and others, which were circulated at the last AGM and reprinted in the February '80 issue of the magazine.

Suffice to say, my advice to early students considering going abroad to the States, to jump, would be; not to regard the American jumping scene as a student Utopia.

Since I am a fairly recent graduate of the BPA category system myself, I hope that you won't regard the included remarks as unsupported, but would it be a compromise beneficial to all, where experienced British jumpers could enjoy their skydiving excursions abroad and return with appreciation for their initial gains from our own system?

Yours faithfully
FRANK SMITH, D3244 BSCR 116



Dear Charlie,

I should like to take this opportunity of thanking both David Parker and Mr Charles Port. Firstly, David Parker for allowing the the London Fire Brigade and British Prison Officers Parachute clubs to hold what is to become their 'annual parachute challenge award' at his club on the 15/16th October and also Charles Port for turning up to ensure fair play!

Needless to say, not many of you have heard of the LFB Para' club, this might possibly have something to do with the fact that the club has only recently become affiliated to the BPA. However, I feel certain that you will all hear a great deal more about us, as the club has now some very keen members.

Anyway, more to the point, our recent competition. The idea was first thought up when Ted Higgins (BPOPC) came along to one of our meetings to help us 'get off the ground'. Mr Higgins has in fact contributed greatly to the organisation and administration of our club, since, I believe the Prison Officers were in the same situation themselves only about a year before ourselves. Both, being services of a uniformed and disciplined nature and necessarily thinking alike the

gauntlet was thrown down at our first confrontation. Unfortunately, the venue was arranged a little late in the year and it was left to the mercies of the British weather. You guessed it, the second day was rained off. Still one and half rounds were completed which left the Prison Officers the victors by sixteen points overall. This being a very close run contest.

The friendship and atmosphere that was built up during the day, and a bit, was taken back to Holloway Prison the second night where the BPOPC opened the social club for a disco and presentation night. Mr Port again performed for us and gave away the team prize together with another Port, Mr Stuart Port of Ind Coope Ltd who provided the trophy. (Watch out Prison Officers, we'll lock it away next year!)

Finally, once again, I would like to thank Charles Port and all the staff at Headcorn Parachute Club who together made the two day competition a professional and extremely enjoyable event, and I'm sure everyone will see the event listed in next year's diary of events in 'Sport Parachutist'.

Yours sincerely

MALCOLM TULLET

Secretary — London Fire Brigade Sport Parachute Club.

... Continued on Page 24 ...

GOSPODIN'S CANADIAN COLUMN

It is certainly nice to be a prophet with some credibility. In my last column I said that the Canadian team could be contenders in accuracy at the World Championships and they come up with two medals. Kathy Cox won the women's accuracy with a total of 11cm, while Craig Winning took second place in the men's accuracy after a jump off for first place. Unfortunately, the other performances did not measure up to the same standard and the overall results were rather disappointing. Congratulations are in order to Scotty Milne and Doug Young for their accuracy performance.

Being Chief Judge at a World Championships is a funny experience in that one does no judging at all. I did manage to watch just two style jumps and had an argument with Doug Peacock about the penalties that should be called. Turned out that I was right; one up for me (sorry Doug). I spent my time in organisation, negotiation, diplomacy and protocol made all the more interesting with the need to continually use interpreters. The inflexible bureaucracy, typical of the eastern bloc, gave us some amusing and semi-frustrating moments.

The memorable experience was made more so by the Brit contingent. Doug Peacock and Ken Mapplebeck are a couple of characters it is impossible not to like. We made a couple of jumps together on the Sunday afternoon after the opening ceremonies, the organiser having decided that competition could not start until Monday thereby committing the cardinal sin at parachute meets of not using the weather. Relative work from 3000 metres with no jumpsuits, only track suits, which made for an interesting adjustment. Doug and I took a chance and left the spotting to Ken, who went base. I pinned him on both occasions, while Doug had a fine time trying to keep up to us as we fell fast. The first time he did 3-D relative work on my backpack. The second jump Ken and I watched him two feet away, in the tightest position possible to stay with us, spend about 15 seconds with fingertip control to close the three way. The 'gripped' look on his face was worth the price of admission. To round things off Ken and Doug did some CRW — both firsts at Kazanlak '80. Two very enjoyable and relaxing jumps. Ken went on to distinguish himself further on an accuracy wind drift load in a friendly discussion with

Helmut Shlecht as to who should spot. The latter won I think, followed by Doug doing hurdles over Ken to get out of the door. Doug should tell that one.

I asked Doug to be style event judge and it is a tribute to his ability and imperturbability that I was able to leave him to get on with it while I worried about other things. Calm prevailed over the style centre as he presided with an iron hand to keep all under control. I believe his style judging to have been the best ever — consistent evaluation without bias. There were no protests and the only problem was the occasional cloud — even Doug could not do anything about that. I am very grateful to him for taking on a job which in the past has been quite sensitive from a political point of view.

Martin Rennie and Roger 'Doc' Flynn took part in the training judge program run by Snoopy Priest from Toronto. By all accounts their judging capability was exceeded only by their capacity for vodka and their sterling contribution to the social scene at the Hotel Zornica. Equally enjoyable were my social and p.r. visits to the Brit tent, where Deke Wright managed to pass C/J inspection with clean boots. As in Zagreb, Bob King proved himself to be both a gracious host and the best tea-maker in Bulgaria. Charlie was his usual self, behaving with aplomb as a 2nd Vice Pres of the CIP properly should. The two of us made a memorable jump together with BJ Worth.

Charlie and BJ, as befits a member of the Jury, fulfilled their responsibilities of checking out all phases of the operation by requesting the Chief Judge's presence on the last style drifter load. Two floaters outside an AN-2 are easy to see at 2000 metres and Doug (horrible chap) let them hang for a while. I had decided that we had better go, when he gave us the green light. Charlie closed third to make a three way line which faced the judges, and waved. We then dumped off. A jump to remember.

I understand that readers of this column would like some information about Canadian drop zones etc., instead of my usual drivel. So starting next time I will have some hard facts to give you.

Stay dry.

GOSPODIN BUZZ



Thanks to Freddie Laker, our jumpers are now able to participate virtually all year round. A recent survey at Zephyrhills showed the Brits outnumbering the locals by about twenty to one for one period. This increase in jumping intensity and exchange of ideas can only serve to raise standards generally although I remain firmly convinced that our newer members should be at least qualified as Category 7 before they should contemplate jumping in a freer environment where progression generally tends to be faster than our own system dictates. Until the basic skills of vertical fall and accurate turns have been mastered it is a waste of time trying to do anything else — a lesson that was tragically brought home in a recent fatality to one of our jumpers visiting the States. Remember that, before progressing to tracking, a student should be able to:

1. Maintain vertical stable fall on heading in a reduced position.
2. Perform a set of alternate 360 degree turns at terminal velocity.
3. Pull accurately at 2200 feet using altimeter.
4. Recover from deliberately induced instability.
5. Perform a clean dive exit.
6. Self-spot the aircraft and achieve reasonable accuracy.

If an instructor settles for less than this, he is not doing his job and is certainly not doing his student any favours. Verb sap.

On the competition side, the decision to postpone rather than cancel the Langar Accuracy Meet paid off with an excellent jumping session on a perfect October day. Eight

SSPA TRAC MEET 80 Glenrothes Airfield

Not to be outdone by the Sibson event held earlier in the year the SSPA decided to hold a fun meet run on the same basic outline. The main differences were that: (a) it was a three way event and; (b) it was also a student progression meet with Cat 9 jumpers gaining invaluable experience from jumping competitively with Cat 10 jumpers.

The original dates (6th/7th Sept.) were blown out and the meet was postponed until the following weekend. The meet organisers namely Billy Forrester, Billy Sommerville and Dinger Bell hand picked the teams in order to make it as evenly balanced as possible.

Saturday was again blown out and the Met for Sunday was pretty bleak. As usual however the Met men were wrong and jumping went ahead. Nine teams started competing strongly and after two rounds all the teams were in contention. By the end of the day three complete TRAC rounds and two student accuracy rounds had been completed, thus we were able to call it a meet. The prize-giving was held and fun had by all.

The final results were:
 Team RW: 'Airgasm' — Billy Sommerville, David Logue, Ken M'Crae.
 Team Accuracy: 'Sookmaplums' — Dinger Bell, Tam Taylor, Charlie O Loan.
 Team TRAC: 'Airgasm' — Billy Sommerville, David Logue, Ken M'Crae.
 Individual Accuracy: Gordon McConachie.
 Ladies Accuracy: Mary Keith.
 Novice Accuracy: Barry Allison.

teams had completed six rounds by mid afternoon with the OLD BUFFERS (Andy Meysner, Brian Shaw, Steve Treble and Bobby Hull) taking top honours and the £250 first prize — donated, incidentally, by British Parachute Schools as the Radio Trent sponsorship was not available. Congratulations also to the Netheravon 8 and 4 way CRW team for their excellent medal winning performances in the recent World Cup. This coming season we shall be seeking further support for our international jumpers from the Sports Aid Foundation. The SAF have assisted considerably with training costs over the past two seasons, although it is worth reiterating that strict performance criteria have to be met before grants are awarded. This inevitably means that the competitor has spent most, if not all, of his or her own money through months and years of training jumps in order to reach the standard required. SAF grants are not freebees, they have invariably been hard earned.

A further example of the increased public awareness of our Sport was provided by the recent Royal Aero Club awards to John Meacock and the 1979 Symbiosis 4 way team. Congratulations to Jackie, Dane, Will, Rob and Jeff as well as to John on their awards which have been hard earned by virtue of total commitment. Early next year the BPA are hosting the CIP conference at the Bisham Abbey National Sports Centre. Credit for this initiative must go to Charlie Shea who, as the UK Delegate and second vice-president of the CIP has done so much to keep us on the international map. Which brings me full circle back to my opening comments. We must all strive not to settle for second best at any level of safety or training. Only in this way shall we continue to improve individual standards and maintain a solid foundation for the Sport in this country. One final example to think about comes from East Germany, where some 300,000 sport jumps are performed annually. I was speaking to their National Coach and he told me that they had not had a single fatality for the past five years. This must surely be a goal to emulate. Safe and successful jumping to you all.

DOUG.

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The first World Cup in Canopy RW

April 14th 1980. I did my first CRW 4 way rotation jump with the Mounting Men CRW team. It was a normal weekend fun jump at JSPC Netheravon, just to make a change from RW or despatching students.

We managed to make one rotation each, then Graham Copestake and Bod Charters managed a 2nd dock each before having to break off. We scored 4 points on that jump, one for the 4 stack then one point for each successful re-dock within 5 minutes. A far cry from World Competition Standard that would be required at Z-Hills 7 months hence. But it was only the first for me of 87 CRW training jumps prior to the first World Cup of Canopy Relative Work.

The Mounting Men very soon became a growing group of jumpers interested in doing CRW, trying to put together bigger stacks, turn more rotations, build canopy formations and drink lots of beer at each 'FIRST'. One of which was naturally the dreaded number. Mounting Man 1 Graham Copestake, 2 Ian Marshall 3 Bob Charters and 4 Graham Pierce and so it went on.

As new blood arrived the stacks got larger and rotation times faster. Different methods of rotation were tried and a host of ideas from everyone and his dog to knock off a second here, a faster plane there.

On the 4th rotation jump 12 rotations were made scoring 8 points in time and it was quickly pointed out by John Laing that Jack Gregory's 'Plane Old Folk' won the 1979 Turkey fun CRW meet with the same score. Everyone now knew that in October 1980 Jim Hooper had been cleared by the CIP to host the first World CRW meet at Z-Hills. What if ...? Get packed we'll go up and do it again, but we didn't, the Big Stack record previously planned took priority. So the first British 8 Plane was built over Netheravon on 5th April, the last jump of the day. Sunday dawned claggy and stayed all day. Two speed 4 planes from 2,500 and another from 2,800 with two rotations for good measure and joined the fun accuracy competition in the pit with Graham Copestake winning it on the bottom as the 4 plane sunk into the peas. The clag cleared long enough for another crack at Weston's stack record of 8. It was Ian Marshall's 1000th jump so we built him a 9 plane.

The World records, like the beer, began coming with monotonous regularity and jumpers around the DZ were heard yawning and 'Oh not another World Record'. It cost us a fortune.

April is the time of the year when all good demo jumpers hit the road and it was with this that we lost any more serious attempts at big CRW stacks. The ideal opportunity for more 4 way Rotation. By June, the 8s, 9s and even 10 points in time were becoming consistent. By this time such methods as spiralling and front rising had been put aside in favour for applying brake and stalling over the back of the stack. A method that when done correctly caused much adrenaline to flow, but times of 10 seconds from off the top to re-docking were not uncommon for some; quote from log book:

19th TEAM JUMP

Went directly over the back of the stack. Seems to work a lot smoother that way and faster. I think I'll be sticking to that method.

BUT IT'S EARLY DAYS YET.

The end of August marked the arrival of three new f111 Units; these canopies proved a great asset in building a far more stable 4 stack. The f111 Unit's capability to fly through the turbulent air behind the stack amazed us all, and it was soon quite apparent that the individual rotation times were a

lot faster with the new canopies. After only a few training jumps with the new f111 Units it was decided to keep Graham Copestake on top with a heavy weight Cloud, the idea being to eliminate the skill of two identical canopies wasting time getting the pin and base together by using the 'Lead pursuit curve' method. This method of docking was proving to be time wasting. Instead the Cloud was comparatively easily caught by the Units superior speed ensuring a fast crash and burn dock. It was more a controlled collision, but a technique which the pin and base weighed off to a fine art. It was at this time already known that John Laing had accepted an invitation by Jim Hooper to go to the World Meet as Chief Judge; it was also rumoured that 3 members of his staff had procured 4 sets of handcuffs to ensure themselves the job of escorting their illustrious RSM safely across to sunny Florida, accompanied by one other should they by chance find the opportunity to enter the CRW meet.

By the beginning of September the 4 man team had received backing from both the Army and the BPA. It was recognised as an official British team and after several other good CRW jumpers had volunteered to pay their own way. A 2nd 4 way team was organised to combine and enter the 8 man event. With one month to go before the competition the 4 man team were scoring 15s and 16s. As the demo teams finished their seasons we had the return of the Freds and Marine jumpers which enabled us to make some 8 way speed stacks. By the beginning of October the team had broken the 8 speed record five times and thrown a 13 plane in for good luck before leaving for Florida.



Participants in the record breaking 13-Man.



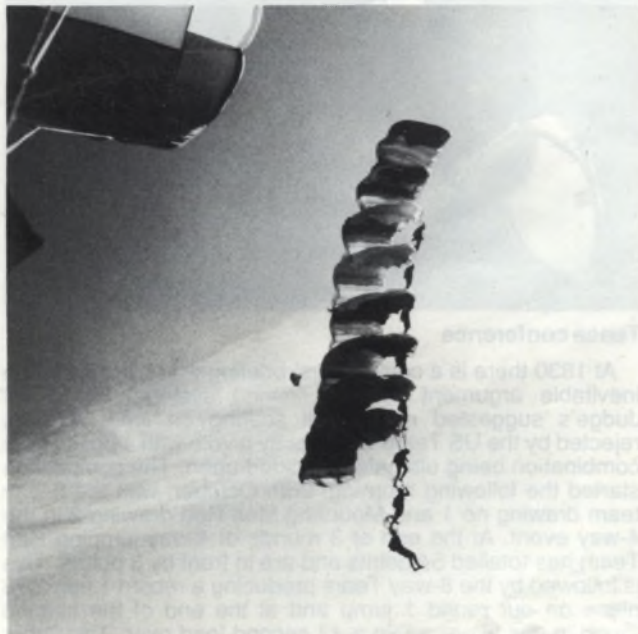
The girls give the guys a big send off the night before their departure for Florida!



The Team

With 72 training jumps under our belts we boarded Freddie Laker's Skytrain on 18th October, bound for Miami. Ten team members and the Chief Judge with little more than a para bag each and lots of suntan oil, shorts and T-shirts.

We were met at the airport by Aussy Matthews who had left Netheravon a few days previously, and as the flight arrived late in the evening, it was planned that the first night be spent in Miami Hotel. The following morning John Laing with Aussy left to collect two hired station waggons back at the airport and after some confusion managed to get on our way toward Z-Hills.



Dave Waterman records the 8-Man Team.

Arriving at the DZ for some was like returning to a second home. There were a lot of familiar Brit. faces to welcome us; the first being Dane Kenny and Jackie Smith. There were a lot of Hallos to old buddies and then get the kit on for the last lift of the day in the C47 as we watch Jack Gregory's team 'Plane Old Folk' put together an 8 speed stack in 1 min 46 seconds. By 2100 hrs we reached our Motel accomodation just across the road from the Bullseye Bar where we have to double up as we were on a tight budget.

The first day's training jumps were all 8 man speeds, the 2nd was a new World record of 1 min 35 seconds, the 3rd Pete Guest amused us by wrapping his canopy around Mac McCarthy 'Sorry Pete you're going to have to cut that away' 'What'

'You heard, you're going to have to cut away' 'O.K. Watch this ... SKYDIVE'

And he went, with 10 seconds between him and us, he throws a quick left turn, right turn and out came his National lopo accompanied by cheers, hoots and howls from the stack.



US FAI D1, Lew Sanborn, was there as a member of Jack Gregory's Team.

The following day was 4 way training, we had two teams, Red and Blue. The Red team still had to make a decision as to who would be the alternate and who would be the 4th member, Graham Peirce or Paul Applegate. Graham won.

Over the next two days we continued with 4 way training dives from the Cessna 195. On the 2nd day we had a small hiccup. We exited from 9500ft with a run in of 90mph. The exit was slow because Jim didn't allow floaters and there was no step or strut, we put together a 46 second base 4 and the rotations were going well the first time round. I found problems in stalling my canopy over the top. There was a lot of lift on the stack. As my backside brushed across the top of Apple's canopy I thought 'This one's going to be good'.

No sooner was the thought out of my head when the split bridle of Apples' canopy was up round my back and his canopy was trying to eat me. The stack stalled and the sky turned blue. I wasn't sure if it was curses from below or nylon around my head. As I let my canopy regain from the stall the three below me fell away at a great rate of knots, within 10 seconds there were three simultaneous cut aways and they looked really cool from above. The remainder of the day was spent sitting at the sewing machines in the Jump Shack modding our canopies with single bridle lines. On returning to the DZ I was just in time to witness Ray Ellis, on the last jump of the day, blow his canopy from front to rear on the lower surface, but he managed to land it.



The Stack from the bottom by Dave Waterman.

The next few days were taken up with training dives, interrupted by cloudy weather; the sunbats didn't get a chance. Some of the opposition were turning up in dribs and drabs, and making their training dives they looked good, but we noticed that they all had a variety of canopies and methods of rotation. One team admitted they had the smile wiped off their faces when they saw our first and second 8 way speed jumps. They were doing 8 stacks in the 1 min 40s and expected to win the eight way event. They started training hard but we clocked another 8 stack in 1 min 25 secs to keep them on their toes; that was 10 seconds off our last record. The day before the competition showed a disappointing number of entries with, in the 8-way event: 'Budweisers Plane Magic' USA, 'The Other People' USA, 'just Lurking'



John Laing and his team of judges.



The Z'hills 195

Belgium and 'Mounting Men' UK. ('just Lurking' was made up from 'Our Way' from Belgium plus a few others who had never jumped together before. The 4-way Rotation teams were as follows: 'Icarus' France, 'France 2' France, 'Considerable Difficulty' USA, 'Plane Old Budweiser Folk' USA, 'Mounting Men' Red & Blue Teams UK, 'Our Way' Belgium and 'Funnel Magic' USA. Budweiser are sponsoring the meet and they dished out free T-shirts to all competitors and officials. Ray Ellis appeared later in the day with a new f111 Unit which he can't afford, but it's either that or stay on the ground so it's an easy decision! After making only one jump on it his rotation times improve immensely.



Tense conference

At 1830 there is a competitors' briefing which produced an inevitable argument on the scoring system. The Chief Judge's suggested method of scoring on time alone is rejected by the US Team Leaders by a vote with a points/time combination being ultimately decided upon. The competition started the following morning, 26th October, with the 8-way team drawing no 1 and Mounting Men Red drawing 2 in the 4-way event. At the end of 3 rounds of 4-way jumping Red Team has totalled 54 points and are in front by 3 points. This is followed by the 8-way Team producing a record 1 min 22.8 plane on our round 1 jump and at the end of the second round in this event we've a 43 second lead over 'The Other People.' This is a good start and, declining party invitations,

we opt for an early night. The following day sees the completion of three more rounds of 8 and two more rounds of 4 and at this half way stage we lead the 8 by 55 seconds and the 4 by three points.



Bob Charters with new found friends in Disneyland.

The next two days were weathered out which allowed time for relaxing, shopping and the befriending of a number of grey squirrels which were lured into our room with brown bread by Graham Copestake. This latter diversion was fine until one squirrel, more adventurous than his colleagues, climbed up Pete Guest's bare leg digging in his claws in the process. Pete's reply to Graham's assurance that his furry friend was only looking for nuts is not printable.!

1		WORLD CUP		C R W		8		CANOPY		SPEED	
TEAM	SCORE	1	2	3	4	5	6	7	8	9	10
1	100	100	100	100	100	100	100	100	100	100	100
2	95	95	95	95	95	95	95	95	95	95	95
3	90	90	90	90	90	90	90	90	90	90	90
4	85	85	85	85	85	85	85	85	85	85	85
5	80	80	80	80	80	80	80	80	80	80	80
6	75	75	75	75	75	75	75	75	75	75	75
7	70	70	70	70	70	70	70	70	70	70	70
8	65	65	65	65	65	65	65	65	65	65	65
9	60	60	60	60	60	60	60	60	60	60	60
10	55	55	55	55	55	55	55	55	55	55	55

The all important score board.



The Silver Winning 4-Man Team.

Our first eight man jump the following day produced our ninth speed record with 1 min 18 and after another eight way jump we retained our lead after eight completed rounds by 44 seconds. On our round 6 four man jump we ran into cloud twice and were awarded two re-jumps. Our round 6 scoring jump (early the following day) was a disastrous 16 points which lost our three point lead leaving us neck and neck with 'Plane Old Folk'. Two more rounds eight man completed the event, and, although one of the US Teams managed to knock a second off our record 8 man time, we won the event conclusively. After another two rounds in the 4 way event we were still level with Jack Gregory's team having produced our first 20 pointer on round 8. This score the US Team duplicated on both their last two rounds whereas 'Mounting Men' could only produce 18 and 19 points — this meant the silver medal and only three points in it!



The Gold Winning 8-Man Team.

After the prize giving and photographs we were able to relax with some fun jumping and record attempts before returning by Skytrain to a magnificent champagne welcome at Gatwick by a whole bunch of Netheravon fans and wives. it simply remains to say a very sincere 'thank you' from: Pete Guest, Andy Guest, Ray Ellis, Andy Grice, Gary Lawry, Bob Charters, Graham Copestake, Graham Pierce, Paul Applegate and Mike McCarthy to all of you who made it possible. Let's hope for *two* golds next time!

photos — Graham Pierce

GARY LAWRY

EXERCISE COURAGE 80

THE CROSS-CHANNEL PARA-GLIDE

This is really a story that goes back to the early seventies. When the Strongbow Skydivers received their first square canopies in 1971, it became obvious that we had a whole new dimension of parachuting opening up for us. We had French Silver Clouds in those days, a beautifully constructed canopy with a 'rope and rings' pilot chute assisted deployment system. The openings were so hard that the jumpers' boots had to be tightly laced. In 1974 we started talking, jokingly, about crossing the Channel on Ram-Air and then, in 1975, Bulmers' PR department came forward with sponsorship proposals to make the Channel crossing possible. George Henderson took up the project and enlisted the team members from the SAS. George's planning and preparation was meticulous and detailed. The Institute of Aero Medicine at Farnborough produced an oxygen system better than any other around at that time. The canopies were purchased by Bulmers and serious training commenced. By July 1975 all the preparations were complete, the most difficult task being to find an aircraft that was cleared to 25,000 feet without a door. A Queen Air was found at Blackpool and the owners readily agreed to make it available for the attempt. Unfortunately, all of it came to nought when political considerations vetoed the attempt. We knew that, technically, the crossing was a doddle, but the whole project was reluctantly put on ice.

Then, in December 1979, Colin Osborne, who had moved from Bulmers to Courage Breweries, approached me with a view to reviving the project. Colin had never lost faith in the idea and had made the Channel crossing his personal crusade. Colin agreed to sponsor the attempt for £8,000, which, in the event, became a tight budget. A warning there for all you would-be high-altitude fliers! Initially, I was reluctant to take the thing on again, as I knew that the amount of work involved was daunting, to say the least. However, I toddled off to see Tony Slow at NATS to see if I could get an agreement in principle for use of the airspace. Tony immediately agreed to give me a block of airspace across the Channel, 25 miles long, 25,000 feet high and 5 miles wide. This in the busiest airway in the world! Without Tony's agreement all else would have come to nought. By now I had the bug (who wouldn't?) and started planning in earnest. I decided to go for a 6-man all-Service team, 2 x Army, 2 x Royal Marines and 2 x RAF. This would enable all three Services to pool resources and make administration easier. I must have been very naive!

The Army contribution was no problem — I selected Geoff Ellis who had been closely involved with me in the 1975 attempt. A telephone call to Derek White brought Derek post-haste to London to look at the proposals. Within a few minutes he had volunteered himself and Bobby Scouler for the attempt. Neither Derek nor Bobby had any high-altitude experience, but this proved no bar to their enthusiasm or determination. The RAF proved to be a little more sticky. They were not too happy about the safety aspects and in the end found themselves too over-committed to take part. I then had to cast around for two more team members and Mickey Munn from the Red Freds immediately contacted me and volunteered two of his guys. A visit to Aldershot secured the services of Ted Lewington and Ian Marshall, both vastly experienced in all aspects of parachuting. We now had a team that would be hard to better in this country in terms of all-round experience and dedication. In the meantime I had been beavering away getting the various clearances that are essential for this type of activity. Numerous departments in MOD had to give their respective blessings, all of which were

given, some more readily than others. Gordon Robinson from CAA raised his eyebrows a fraction, but after consultation with the STC gave us the exemption and his best wishes. IAM at Farnborough searched the cellars and found the original system devised for the 1975 project. It was dusted off, refurbished, and then we were locked away in assorted chambers for tests and drills. Peter Bartlett, bless his cotton Y-fronts, offered himself, his Navajo and Chris Cosgrove to transport us to 25 grand. Whether Chris was ever actually asked if he wanted to come along is open to doubt. Peter's blackmail is very subtle. Our target date for the take-off was 1st June 1980. This proved to be optimistic, but with almost superhuman effort on the part of all concerned we were ready on the appointed day.

There was obviously much discussion on the gear to use. In 1979 Geoff had done some high-altitude para-gliding in Norway using Strato Clouds with ropes and rings. However, we felt that the GQ Unit might have a slower sink rate so an order was placed with Lofty Thomas for six Units, six Security Lo-Po reserves all inside his Jetstreams. We were subsequently criticised for opting for sliders instead of ropes and rings, but more of that anon. GQ Hitefinders were fitted to the reserves. Our clothing was acrilan pile underwear, Mk 10 Immersion suits, boots, gloves and nylon balaclavas. Mk 14 lifejackets were acquired and fitted under the parachutes. Headgear consisted of RAF-type bone domes, with an inner cloth helmet fitted with oxygen bottle and mask. The radios and oxygen bottles were mounted on the front in specially designed packs. The whole ensemble was quite comfortable to wear with everything, including singlepoint release and reserve handle, easily accessible.

The shortest distance across the Channel is 21 miles, from Dover to Sangatte, just South West of Calais. This meant that we had to have a wind direction from around 300 degrees. I had worked out that the wind velocity had to be in the order of 60 knots at 24,000 down to 20 knots on the ground, to ensure a safe crossing. I had estimated 22 and 25 minutes for the crossing. Events will show just how close it had been estimated. Because our exit speed would be around 220 knots IAS we decided to take a six second delay to come down to a reasonable opening speed. Remember that nobody had ever opened a canopy with a slider system at this altitude. This would bring us down to 24,000 feet for opening. We received dire warnings of blown canopies, broken lines, broken bodies and other horrors. We had obtained permission to mount from Manston, which proved very fortuitous as the RAF have an SAR flight based there. Safety cover was immediately offered and gratefully accepted just in case anybody had to cut away or fall short into the sea. Customs and political clearances were left to the British Embassy in Paris, although in the end there was a slight breakdown in communications.

Heathrow Met Office had agreed to provide us with a daily met check tailored to our requirements. After June 1st we entered a period of waiting for the right conditions, with everyone's nails bitten down to the quick. We had two false alarms with everybody standing by only to have the wind or cloud conditions change at a late stage. ASBAH, the Spina Bifida and Hydrocephalus charity, had drummed up £50,000 worth of sponsorship and by August the charity staff were beginning to show signs of wear. I had been posted abroad on 1st July, but had a return ticket in my back pocket ready to catch the first plane back to Heathrow. Ted was now the anchor man for everybody to check with. As time went by

everybody had started to switch off a little until the daily check on Saturday 30th August. Even Ted the imperturbable sounded excited when he said 'looks good'. Poor Ted had been having a thin time trying to keep everybody on the ball for three months. By midnight everybody had arrived at Manston except Derek who had to come from darkest Somerset. Ian Marshall couldn't make it, so Mark Sheridan took his slot. NATS had given us airspace clearance between 5 and 6am which meant a 4.30am take-off. Additionally, we knew that a German jumper was waiting in Calais to make a similar attempt. We were now taking half-hourly met checks amidst a general air of apprehension. Still Derek hadn't arrived.

At 3.00am we decided to start kitting up.

3.30am brought the wind shifting around to the North.

4.00am Derek arrived to sighs of relief and started kitting up. The helicopter pilot worked out all the wind factors and gave us a go. Exit point would be South Foreland, just North of Dover.

4.30am Emplane and prepare for take-off. A message was received that the German had just taken off. Near panic setting in case he beats us to it.

4.40am Our Navajo and the Freds' Islander take off. The Islander is carrying the TV and press people. We all connect to the oxygen console at 8,000 feet so that the bale-out bottles will be full for exit. We leave the Islander, which is going to meet us at 10 grand on the way down!

5.15am Three minutes to exit. Ted is spotting as we run in from France towards South Foreland. Everybody onto bale-out bottles and disconnect from console. Hitefinder pins removed and stowed. As the Hitefinder is connected to the reserve ripcord, the pins will have to be replaced after opening, otherwise we will have two canopies at 5,000 feet!

5.18am **GO.** A slow, controlled stick of six jumpers exit, Ted first, Derek last. I am in front of Derek and watch four perfect deployments. So much for the horror stories. Throwaway out and dump and I am amazed at how soft the opening is. We had been warned to expect 12 Gs.

One brake released and starting to spin. Release the left-hand brake and check around. Four canopies in front of me, Derek above and behind. Now look down. Jesus! We'll never make it. The French coast is bloody miles away. Hitefinder pin. This becomes a bit fumbly as the cold is starting to get to the fingers. The pin is home and locked. Now, bring her down onto one third brakes to get maximum lift. Geoff has gone way out to the South heading for Cap Gris Nez. He looks like he just might make it. Ted is very high and way out to the front. Bobby and Mark are looking good. Hands getting colder and circulation to the fingers becoming restricted because of the soft toggles. Wish I had fitted the toggle extensions we made. Way below is a Sealink ferry heading for France and we are overhauling it at a tremendous rate of knots. The coast still looks miles away. Fingers are now hurting badly. The Islander is alongside and circling. That means we are down to 10,000 feet and the coast is still a long way off, although individual houses can now be seen. The pain in the fingers is now intense. Must get the oxygen mask off as it is restricting head movement. Another fumble to remove it. Geoff has come back and joined the group. I think we're going to make it. Ted looks as if he's there. Now dropping into thin cloud. Can't see anything but impression of speed as cloud billows go past. Out of the cloud. Christ, the beach is straight below with a village behind it. Where am I? Where are the others? Turn North. I can see Cap Blanc Nez with the monument a long way off. We have made it!



3 of the team walk off the DZ . . .

Start thinking about landing. The ground is rushing past. Beyond the village is open farmland, but this is really going to be a pig of a landing. Go into a hard spiral and try to get the last turn driving back into wind. The wind-speed is 35 knots on the ground. Hope to God I don't break anything — bloody inconvenient. Last hard turn and here comes the ground. This is a class canopy. She straightens up like a thoroughbred, races into wind and then stops just on touchdown. Unbelievable! The wind blows the canopy back over the top. Cutaway and look around. Parachutes landing all around. Bobby is 20 metres away. Everybody else within a couple of hundred metres. Then the pain starts. I've never known pain like it. Hands are just one big intense pain. The circulation is returning but agony. Bobby comes over and offers his armpits to warm them. These Marines are men of iron. I have to laugh even through the pain. All around are whoops of triumph from the lads. We've made it. The first people to cross the Channel by free-flying parachute. It is also the fastest ever crossing of the Channel except by powered aircraft. A subsequent examination of the map shows that we travelled approximately 27 miles in just over 26 minutes.



. . . before Ted signs a confession for the French Police!

What a ride! The Islander is circling us, Jenny Osborne in the jump seat keeping the DZ party informed. The DZ is actually well to the North but what the hell! We've done what we set out to do. Everyone is jubilant, including the chopper crew who land to pick us up and ferry us back to the DZ. The first three to be lifted are Ted, Geoff and myself. On arrival back at the DZ, the lads from the Freds have the beer cans already open and are surrounded by an excited crowd of British tourists (at 6.30 in the morning!) and an enraged farmer who has called the Gendarmerie to arrest trespassers on his land. The chopper has returned to the others to lift them back to the DZ but has gone U/S. Another chopper is called for and Derek, Bobby and Mark are ferried back direct to Manston.

As we leave the DZ to go back to Calais airport, the Gendarmes arrive and escort us, not to the airport but to Calais police station. Statements are made, and the media are delirious. This is better copy than the jump itself! Colin does some sleight of hand with Courages Best and the Gendarmes waves us goodbye as we are led by the British Consul to Calais airport where we meet Peter and Chris and a very despondent German crew, who in fact had never taken off as their oxygen system had gone U/S. Our commiserations go out to them.

It had been a tremendous adventure and as far as all the lads are concerned the pinnacle of their respective parachuting careers. I have doubts that it will ever be done again as the difficulties with regard to airspace clearance and equipment are almost insurmountable. I consider it a great honour and good fortune to have taken part in this enterprise and cannot think of a better bunch of jumpers to have done it with. They were superb and responded to all the setbacks with fresh determination and purpose. None of it would have been possible without the support so generously given and I would like to pay special tribute to those marvellous people who gave their unstinted help:

Tony Slow — NATS.
 Gordon Robinson — CAA.
 Dr MacMillan — IAM Farnborough. And Mike Tyllyer.
 SAR Flight — Manston
 Judy Kay — ASBAH, who moved mountains when asked.
 Peter and Chris — two outstanding pilots.
 The Red Freds ground crew.
 Heathrow Met Office — they provided us with a unique service.

Finally, of course, Colin Osborne and Courage Breweries, without whose financial backing there would have been no jump. Our heartfelt thanks to all those concerned — you made it all happen. The jump was the easy bit! Incidentally, Judy Kay and Madelene Legg from ASBAH went down to Lympe to do a jump to see what it was all about. Two very gorgeous and delightful ladies who may yet be converted into taking up the sport.

A word of warning to anybody who may be thinking of high-altitude para-gliding: don't cut corners on the kit. We had what we consider to be the best gear around. The cold is intense, stay away from soft toggles and watch out for the decompression sickness. It can be very painful. Ensure your boots and gloves are adequate for job. Seek out and take expert advice. Most of the jumpers in our descent were experienced altitude parachutists, but when we started listening to IAM we realised that we knew very little about the physiological problems involved in this type of jump. To sum up, we were presented with a rare opportunity that comes to a jumper only once in his lifetime. I am now in the autumn of my parachuting career and next year will qualify for POPS. I will, of course, be applying for membership to that august body. I will look back on Exercise Courage 80 as *the* highlight of my jumping days.

BOB WALTERS
 D 804



Norman Davis doing RW with himself over Long Marston

- composite photo by James Lowe



COLLEGIATE NEWS



Following Charlie's appeal in the June edition of this magazine, Charles Port wrote to myself and asked if I would again take on the role of secretary of the BCPA in order to try and get the association back on to its feet — so here I am putting pen to paper to produce the first Collegiate news page, since August 1979. So what's the news?

In order to bring the association back into full working order, we must convene a general meeting of all collegiate clubs, where officers can be elected and our plan of campaign for 1981 sorted out. For this purpose, Charles Port has kindly set aside the Rutland Room at the Centre Hotel on 10th January, the morning of the BPA AGM. It would be great to see as many collegiate parachutists as possible, if we can, someone representing every college club. Chris Pomery, of Oxford University has already volunteered to take office, and the more people, especially freshers and second years, who put their names forward, the stronger and more practical association we shall have in 1981.

Following their absence this year, one of our first objectives will be to re-introduce the National Collegiate Parachute Championships to the skydiving calendar of 1981. I have re-opened our international connection with Al King, Director of the United States Collegiate parachute league. I feel it is important that we must if possible, be represented annually at the largest open collegiate parachute meet in the world, the NCPL Championships. Again this year they are to be held at Marana in Arizona, between 27th and 30th of December. I know that this is very short notice, but someone somewhere may be going to California for Christmas and Marana is only three hundred miles or so East of Perris, to quote Al's recent letter to myself: 'it goes without saying, that any students from Great Britain, who wish to attend our championships, will be more than welcome.' And I can personally vouch for the warmth of Al's hospitality.

One of my own personal on-going campaigns is one to promote a Collegiate Parachute Centre for the use of all Britain's college students, a centre which could offer you, our association's members a better deal than you probably get from a regular parachute centre. Hopefully, this time we've cracked it, and all being well, the National Collegiate Parachute centre will be starting operations at Montford Bridge Airfield on the week commencing 22nd November — this facility is there for your use, please don't hesitate to contact me at 5A Waterloo Terrace, New Hampton Road East, Wolverhampton for further details. By the spring of next year, this centre should be operating full-time allowing colleges unique midweek use.

During the past year, I am rather horrified to have to report that one of our university clubs has been the subject of a rather serious criminal investigation with regard to the use of funds. This sad fact reflects the differing attitudes which college athletic unions have towards sports society budgets. Some colleges I know for a fact budget a set figure for a society and then give them free access to finances allowing

the society its own bank account. Other unions such as my own require an itemised budget, and dispense payment by cheque from the union accounts office.

I feel that it ought to be us, the collegiate jumpers, who should take the initiative and produce a paper giving guidelines to unions on the cost of first jump courses, equipment, weekend jumping, affiliations etc. I hope that next year, we can work out an acceptable format for such a document.

Talking about affiliations, most letters I have received since September have been from clubs wanting to know how to affiliate themselves to the BCPA. Unfortunately, I alone cannot fix a fee and conditions for affiliation, this is a matter for the AGM, therefore details will be published in the February edition of Sport Parachutist. This year I propose that the BCPA produce certificates of affiliation for each athletic union, and again that each member union has one representative on the committee of the BCPA.

Finally, I must wind-up by mentioning Steve Thomas, the last BCPA secretary, Steve was posted to Germany earlier this year with BAOR. He was unfortunate enough to miss our glorious British summer, and doubtless had to skydive a lot more than us. Steve was unable because of his military commitments to devote as much time to the BCPA as I know he would have wanted during the latter part of his appointment. I feel that we owe him our thanks for all the good work he did for our association, particularly in organising that last collegiate championships.

I'd like to wish all you skydivers everywhere a happy Christmas, hope you all get jumpsuits and boogie boots in your stockings, and frap hats to keep your ears warm in the snow (funny how people give me silly looks walking through Wolverhampton). And remember, be hot or be cool, but be there!!!

DAVE TURNER

... and Chris Pomery writes:

Many thanks to all those club officials and individuals who've written to me over the past weeks, and my apologies to those whom I haven't been able to reply yet. In the past few days I shall be sending an exhaustive questionnaire to all those clubs who've written to me already, and I'd be grateful if all those who **haven't** could drop me a line soon so that I can send them a copy also. It would be easier to have this background information collected before the AGM in January when the first decision about the BCPA will be made. I know there is some antagonism to the BCPA still in certain quarters around the Country, but I'd like to feel that **everybody** was working towards creating a new, active and involved Association; it's yours, use it!

Blue skies,

CHRIS POMERY

4 Edith Road, Oxford, OX1 4QA
0865-41271

✉ CORRESPONDENCE ✉

CONTINUED . . .

Dear Charlie,

I have just read your extended editorial in this month's Mag. And felt I had to reply, in defence of the AVERAGE! jumper. Who you accuse of 'apathy', as far as the BPA is concerned.

I was one of those three hundred who voted at last year's election and, after only being a member for one year at the time of voting. I felt just a little presumptuous at doing so because after such a short time in the sport, I did not know anyone, had not been anywhere else other than my home DZ. And also knew very little about the sport or the BPA set up.

When I joined, the membership stood at around 15,000. So on that count, and the fact that it now stands at 20,000, means that there are 5,000 who are in the same boat as I was. And are still relatively new to the sport and establishing themselves. That leaves 15,000 members, who, by rights should be taking an active and constructive interest in the BPA. Now, after having moved about a bit and talked to lots of people at DZs other than my own, I think the amount of members involved in the sport on an active level must total around 5,000, give or take a few. That is from the Top, right down to the DZ parties and the folk who brew the tea at clubs up and down the country. How else do we account for the large membership, and the excellent progression within that membership . . . When you think over the last few years of the results, obtained by those people. It makes the mind boggle . . .

So, when those same hard working people in the sport can only muster at the most, three hundred voters at the annual BPA election — THEN Charlie you have something to worry about!!!

Given the fact that the BPA has of course been running the sport and has been involved in everything from competition to training and our progression — why is there so much mass abstention as to the nomination and election of Council Officers of the BPA by the senior 5,000 members of the Association?

I don't think that is 'Apathy! from the average jumper' Charlie, rather a massive vote of no confidence from 4,700 keen and dedicated members of our sport for some of the aspects and methods of the BPA. And, YES, you are right, unless we tackle that problem then we could kill off the association; or worse, an alternative organisation could spring up run by people who feel their subscription to the BPA is also a waste of time.

As to the average jumper, as you put it, any organisation, whoever they are or whatever they do have average members, and are so because they have at this moment in time many other calls on both their time and their money; be it education, careers, a house and mortgage, wives and families or whatever, the list is endless. And if they see us unable to govern ourselves with an Association that is elected and run in a correct and proper manner, then we will, when they have grown into their other various commitments and have time and energy to spare, have lost them, not as an average six jumps a month jumper, as you put it, but as keen above average jumpers who want to invest their time and energy into assisting the BPA.

What do we do about it Charlie? I don't know. What I do know is that after moving about the various DZs I have visited I have spoken to lots of senior members in the sport and they have raised some very serious questions. I'll list a few, and when you print them in the Mag, hopefully we will get lots of good ideas in. They are in special order; I've just put them down as they come to mind.

1 How many people involved in council work, etc., have vested interests in parachuting, that is, any income obtained from the sport of parachuting? [*This isn't as important as you might think - in 12 years on the BPA Council I can't remember when this has been a problem - Ed.*]

2 If there are some, should this information not be available on their nomination paper at the time of their election? [*Yes - if you think it's important - personally I don't think it is - Ed.*]

3 Better still, should anyone with a personal interest financially, be allowed to stand for council? [*Of course - if not you'd only have about four Council Members - where do you draw the line on 'vested financial interests'? - Ed.*]

4 Why could not each individual club elect their own representative to the BPA council? [*They can under the present system but many clubs just don't bother - Ed.*]

5 Would not the last suggestion elicit much more interest in the running of the BPA than has hitherto been generated? [*It hasn't done so far - Ed.*]

6 Why is BPA membership again on the point of being asked for an increase in subscriptions at the next AGM when a healthy surplus was announced for 1979/80? [*It's not! - Ed.*]

7 How is it that personal loans are made available to some, when the general membership have to use the open market, at commercial rates? [*Loans are only available to clubs for use specifically for the benefit of the sport - Ed.*]

8 Why was a DZ forced to close thus depriving many people of that DZ, because of a breakdown in communication between one man and the BPA? [*If I knew which DZ you were talking about I might be able to answer, but Council has kept many DZs open in the past and this is a major priority - Ed.*]

9 Why is more not done by the Council to rationalise club areas, etc., with research into overlap, club tenures and alternative sites, etc.? [*Wot? - seriously Council can't produce 'rabbits out of hats' - we need input and ideas from clubs - Ed.*]

10 Why was the post of Treasurer not put out to the general membership of the BPA instead of just two names put forward by Council? [*Peter Richie was co-opted only as an interim measure - the post of Treasurer is now up to the general membership - Ed.*]

11 Why could not the Council be elected after the AGM by the whole of the membership, when all who attend the AGM could be introduced to the candidates on a platform basis, when they could all have their say, and put into their own words, their reasons for nomination, etc.? [*What about BPA members who can't attend the AGM? - Ed.*]

12 If it worked like that at least those who attend the AGM could go out to clubs and inform the ones who couldn't, about the nominees, and lift the election from just names on pieces of paper. [*Which proves my point in last month's mag: only vote for those you know will do a good job - Ed.*]

Well, Charlie, I've gone on long enough. I hope you print it as I think it will provoke lots of reaction! Who knows: a whole mag filled with letters and lots and lots of nominations. I hope so.

Blue Skies . . .

BARRY JOSS, BPA 49058

[*Barry - Thank you for your provocative interest - but it still comes down to the fact that the election and ultimate success, or failure, of the BPA Council depends on the nominations and votes of you, the membership - Ed.*]

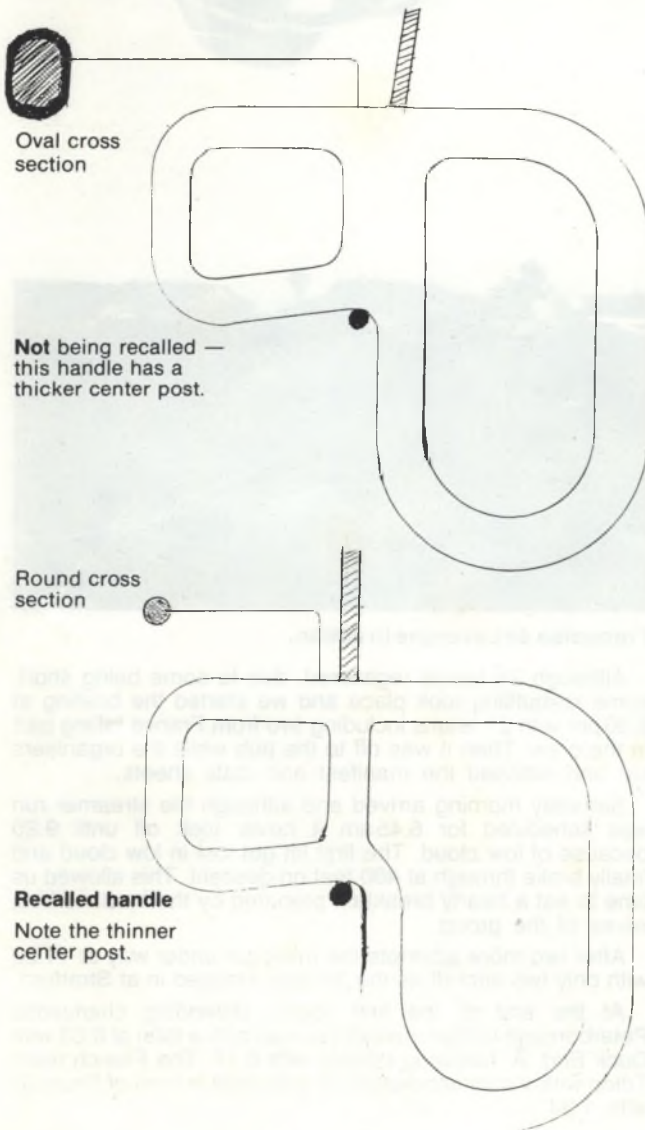
Relative Workshop Inc., 1050 Flight Line,
Deland, Florida 32720, USA

Dear Sir,

We would like to issue a recall of certain plastic reserve ripcords shipped with Wonderhogs during the first few months of 1979. We will replace the ripcords with ones with metal handles at no charge to the owner. The type we are recalling is made of tan nylon, has a round cross section and a smooth finish. The ripcord cable passes through a post that has the same diameter as the rest of the handle.

Wonderhogs were also shipped with a different type of plastic handle which is not suspected of being inadequate, as per enclosed diagram.

Wonderhog owners that have the type of ripcord being recalled should send the entire ripcord to the Relative Workshop together with the following information: the name and mailing address of the owner; the serial number and date of manufacture of the rig (this information is on the TSO tag that is tucked behind the back pad at the top of the container); the name of the person from whom the rig was purchased, and whether the rig was purchased new or used.



For Wonderhog owners who are not able to supply the above information, or obtained plastic handles from another source, such as blast handle conversions, we will provide replacement ripcords with a metal handle for five dollars, if they return the old ripcord.

We have issued this recall after learning of failures of two plastic handles in the air. The failures did not involve Wonderhogs, but we feel it may be a possibility, and in the interest of safety, we would appreciate your printing this information in Sport Parachutist.

Sincerely yours,

LARRY M. RIDDLE, Master Rigger

Dear Charles,

I had much interest in reading the October issue of the BPA Journal and the editorial comment regarding the tragic death of Jane Houghton. My Journal arrived on the morning when I returned from the USA after visiting Perris Valley. The comments contained in item 5 of the STC meeting dated Wednesday 30th July 1980 are certainly to be noted by all persons of student category who attend the USA. The one of particular note: the training of the cut-away system which is taught to all students from their very first jump and which is applied in every case of a main malfunction etc. The general attitude seems to be, 'when in Rome', which is quite understandable, however the rate of progress is much faster than in the UK and one should stop and ask the question — am I progressing too fast compared with the BPA category system?

I personally enjoyed my holiday in the USA and at Perris Valley in particular and would say in closing, exercise caution and common sense if you attend the USA and seek the advice of your CCI before going.

Kind regards,

E. J. HIGGINS
General Secretary BPOPC



Static Line descent over Perris Valley.

photo — Dave Turner



9th Duck End Accuracy Competition 1980

After missing 1979 due to the move to the new DZ at Abbotsley, the 9th Duck End Meet took place on 20th and 21st September.

Months of preparation and hard work were to be put into action and the nagging doubts due to the close proximity of pit and runway were either to be realised or dispelled forever.

It was decided to leave the format as at the last meet — 4 person teams with 3 aircraft over 4 rounds of accuracy. The classes would be the usual individual and team overall plus best 500-1000 jumps, up to 500 jumps, 'C' licence, round canopy, ladies individual, foreign team and foreign individual. This required careful planning and co-ordination and the BPA ground to air radio became invaluable in the competent hands of Bob Styles who kept the aircraft flowing magnificently.



Howard Becker discs out on his home-made 'Aggressor II'.

Friday was practice day for the competitors and panic day for Duck Enders. As the winds subsided for practice jumps to commence out of the club's 180, so the panic subsided as the Marquee and other essentials began arriving. One of the big problems was going to be supplying water as the farmhouse was too far away for ferrying purposes. This was overcome when Rick & Jane arrived with brother-in-law's Fire Engine. What a boon this turned out to be. Once the beer arrived and the Cambridge Free Fall club's coach-cum-clubhouse complete with generator, lights and gas stoves we knew that once again we could be self contained for the weekend.



Francoise de Lavergne in action.

Although 23 teams registered, due to some being short, some reshuffling took place and we started the briefing at 8.30pm with 21 teams including two from France taking part in the draw. Then it was off to the pub while the organisers sat and finalised the manifest and stats sheets.

Saturday morning arrived and although the streamer run was scheduled for 6.45am it never took off until 9.20 because of low cloud. The first lift got lost in low cloud and finally broke through at 400 feet on descent. This allowed us time to eat a hearty breakfast prepared by the hard working wives of the group.

After two more attempts the meet got under way at 11.20 with only two aircraft as the 3rd was clagged in at Stratford.

At the end of the first round, defending champions Peterborough United were in the lead with a total of 0.03 with Duck End 'A' following closely with 0.17. The French team Triton with a commendable 0.59 was third in front of Seagulls with 1.34.

No fewer than 12 people had disced on the first round. All but one of these in the over 500 jump category and that one was Sean Broadbent of Fubar II. In the 'C' licence group Steve Bartholomew (Paralax) had a creditable 0.17 followed by Steve Crabtree (2 Squared) with 1.25. Leading lady was Jane Buckle (Annies Team) with 0.46. At this stage the 3rd aircraft flew in and the pace increased accordingly keeping Biff Burns, Roger Flynn, Amanda and Chris McGuire busy in the pit.

Peterborough disced out to remain at 0.03 while Duck End 'A' picked up 0.02 to go to 0.19. Seagulls 0.01 passed Triton when Didier Piveteau zapped and 2 Squared moved into 4th place with R. Artillery close behind. Four of the 12 leaders dropped marks at this stage leaving eight joint leaders. The under 500 category leader Broadbent dropped 0.16 and Tim Pape (RA) took the lead with a total 0.02 with Howard Collins (Super Hews) on 0.18.

Crabtree closed the gap slightly on Bartholomew, 1 metre separated them at the halfway stag.

Surprise in the ladies section was that Francoise De Lavergne (CEPO La Roche) 1.94 took the lead from Jane 2.08 and also the round canopy section.

Round 3 saw Seagulls pick up 0.05 and Duck End 'A' 0.13. All eyes were now on Peterborough United who were in a commanding position. But the suspense had to wait when Steve Eversfield was awarded a rejump while the others scored 0.08.

2 Squared scored 0.44 while the RA went down with a disastrous 1.54. Then came Eversfields (PU) re-jump and a very uncharacteristic 0.21 put them level with Duck End 'A' at 0.32.

Two more dropped points in the individual still to leave a six way tie for first place.

The lead in the up to 500 class also levelled when Pape scored 0.18 and Collins 0.02 to even things at 0.20.

Bartholomew surrendered the lead in the 'C' licence by scoring 1.83 to Crabtree's 0.20 while Buckle regained the ladies lead.

Another of the French team Louis Olivier took the round canopy from De Lavergne by 0.02 so things were really hotting up.

The first team on the fourth round just managed to get their lift before failing light brought procedures to a close on the first day.



Winning Peterborough United and Duck End A.

With everyone elated with a good day's jumping, a two course dinner was consumed in the Marquee followed by films and slides with plenty of beer and chat.

The Sunday morning dawned with clear skies and the winds sitting just over limits. Another breakfast was enjoyed in the Marquee while waiting for the Met.

The winds unfortunately stayed with us and knowing it would take two hours to jump the fourth round, the meet was called at 3 rounds at 3 o'clock.

However after much discussion it was decided to wait until 4 o'clock to see if the jump offs could take place to give us a decisive winner.

Although the winds were dropping, gusts in between made it impossible to start the jump offs and so the prizegiving took place at 4 o'clock round the pit.



The Six — all disc scorers.

The trophies were presented by David Hipwell on whose farm we jump, and to whom we are indebted for allowing us to continue the Duck End Meet.

May I just take this opportunity to thank everybody, judges, cooks, pilots, manifestors, helpers and competitors for turning our first meet at the new farm into a success even though a satisfactory result was not obtained.

We hope you enjoyed our company as much as we did yours and would be delighted to show you our hospitality and some good jumping any weekend in the year. Hope to see you all before our 10th Annual Meet next year.

Thanks again
JOHN LOOKER (Meet Director)
D.2136

P.S. Our apologies for no group photo this year.

1st Team	Peterborough United	0.32
	Duck End A.	0.32
3rd Team	J L Seagull	1.40
1st Individual		
B Shaw	G Lilly	
S Milne	B Higgins	0.00
T Uragallo	R McGuire	
Circular Canopy	L Olivier	3.39
'C' Licence	S Crabtree	1.58
Under 500	H Collins & T Pape	0.20
500-1000	G Lilly & R McGuire	0.00
1st Woman	J Buckle	3.02
2nd Woman	F De Lavergne	3.41
3rd Woman	T Rixon	3.66
Best Foreign Visitor	m Mocquard	0.02
Best Foreign Team	Triton	8.95

The Pat Keeley Round Canopy Meet Shobdon

Firstly thanks must go to Mac and all the staff of the HPC including Jenny for the organisation and hard work which they all put into the meet.

Due to a misunderstanding Mac, changed the initial date for the Round Canopy Meet, so attendance was low from other club's. So we do apologize to all those unable to compete due to this. But we now have Mac's assurance that the Meet will be held every August Bank Holiday in the future. We look forward to seeing you next year.

The competition got off to a very slow start due to the bad weather on the Saturday. The first lift was on Sunday morning, with ten teams competing. The manifesting and flying going very smoothly throughout. We wound the competition up at 18.00 hrs. With several amusing incidents throughout the day.

With Mac insisting on being in the pit for 60% of the time. I hasten to add whilst he wasn't competing. Merely to try and put the other competitors off. Jenny finally managed to evict Mac with very little verbal comment from Mac himself.

Liz Charlton Mac's charming and efficient secretary, being exceptionally versatile, not only managed to understand and work with Mac's loose filing system, but exercised her judgment in assisting in the pit along with Jenny, Kein and Simon.

The presentation as normal was held in The Aero Club Bar, during the evening. Before the final results one has to congratulate Linda Saul who was placed 5th overall, Linda has only been in the sport for a few months.

1st TEAM consisting of Mark Owens, Huw Parry and Simon



photo — Paul Roberts

Nichols, received The Pat Keeley Round Canopy Trophy, which was kindly given by POPs UK. — This to be competed for each year. (Thanks also to Tom for arranging delivery of Trophy.)

2nd TEAM Don Macarthy, Paddy Mulvey and Helen Chrestony. (Better luck next year Mac).

3rd TEAM Joyce Worne, Lorna Gibbons, Dennis Byrne.

4th TEAM Amanda Cheeper, Tony Evans and Pat Kipplewright.

INDIVIDUAL

1st Huw Owen **2nd** Don Macarthy **3rd** Helen Chrestony
4th Mark Owen **5th** Linda Saul **6th** Kipper

Glimpse into the Past

The following account is of a parachute descent with a difference — not only was it the jumper's first but it was a 'cutaway' into the bargain. It was made nearly 60 years ago in 1922 and the jumper, who went on to make numerous parachute descents both as a barnstomer and under emergency situations when flying the US Air Mail, became a legend in his own lifetime. He was Colonel Charles A. Lindbergh who made the first solo Atlantic crossing from New York to Paris in 1927. This account is from his classic book 'The Spirit of St. Louis' and is reproduced by kind permission of the publishers: John Murray, Albermarle Street, London. — Ed.

I watched with amazement the transition of my daydream into the reality of me, my mind, my body, in the front cockpit of an airplane climbing up through empty space into which I was to throw myself against the instincts of a thousand generations. The stiff, double-canvas straps of the harness dug into my legs and pressed down on my hipbones. The big parachute bag lay awkwardly out on the right wing, its top lashed to the inner-bay strut's steel fitting. To the uninitiated eye, it might have contained a bushel of potatoes. It was a long way out along that panel, but you had to be sure the parachute would clear the plane's tail surfaces as you jumped. How secure the cockpit of the airplane seemed! How strong wings, struts, and wires had become, now that I was giving up their citadel of safety for cords and cloth!

The sun was low in the west, the sky clear, the air smooth. The day's puffy wind had dropped. The plane's nose mounted high on the horizon, climbing. I looked down at the group of minute figures on the field — the president of the

Corporation, the parachute maker and his wife, Bud Gurney, and a half dozen passers-by who had stopped to watch us prepare the 'chutes. How carefully that preparation had been made — just to think about it gave me confidence. We'd stretched the parachutes out full length on grass, their shroud lines running straight from skirt to ring. The canopies were packed in free, accordion folds. Each reversing turn of cord was separated by a paper sheet. Each lip of cloth was laid to grab the wind. Tangle? — there was no chance for those lines to tangle; once loosed, the 'chute must unfold, string out, billow on the air.

Those parachutes had been used before, time and time again, and they'd always brought their human freight to earth in safety. I should have confidence in them. I *must* have confidence in them, for I'm to jump when we reach two thousand feet. But it's hard to see safety inside that dirt-smearred canvas sack bulging on the wing. My heart races. My throat is dry. Minutes are long.

The nose drops, the wing lowers, the plane banks toward the field. The nose dips, rises, dips again. That's my signal. I look back. The pilot nods. Thank God, the waiting time is over! Unbuckle the belt — get a firm hold on center-section struts — rise in cockpit — leg over side — lean into the slipstream's blast — Air wedges between my lips, rushes down my sleeves, presses against the forward motion of my arm — A too-long strap on my helmet whips my throat —

The pilot throttles back a little more; that's better — Careful of the wing — I must keep my feet on the narrow walk next the fuselage — Now, out along the spar — Give up the safety of center-section struts — Nothing but wires to hold onto —

their slenderness gives no substance to the hand's grip, no confidence to flesh leaning over space — Heels off nose ribs — follow the spar with soles — fabric dents with a touch. The blast of air drops down — that's the slipstream's edge — I reach the inner-bay strut — Remember to hang on at top or bottom — never at the center, lest it snap.

The pilot opens his throttle. We've been losing altitude too fast — Pressure of air builds up again — I sink down on the wing — buttocks on spar — legs dangling on top of patchwork fields — I unsnap a parachute hook from the landing wire — snap it onto my harness — now the other — The parachute bag shifts forward on the wing — I look back — the pilot nods — I let myself down on drift and flying wires — they bite into my fingers — Nothing but space — terrible — beautiful — swinging free beneath the wing.

Now I *must* jump. It's impossible to get back on the plane. The flying field — I'd forgotten about it crawling out — is more than a mile ahead. It's too soon to jump. I'll have to wait till the pilot cuts his engine — that's to be the signal. I dangle under the varnished, yellow wing panel. Two ropes from my harness run up above my head and disappear into the parachute bag. A bowknot holds the bag's canvas lips together. It's like the knot I tied this morning on each boot. It's all that holds me to the plane. Eyes dry in wind. Clothes flutter against skin. I slant tailward over space, leaning on the turbulence of air.

The roar of the engine dies — the nose drops slightly — *Now!* — no hesitation — I force my hand to reach up and pull the bow's end — Tightness of harness disappears — the wing recedes — white cloth streaks out above me — I'm attached to nothing — I turn in space — I lose the sense of time — My body is tense in a sky which seems to have no place for tenseness —

Harness tightens on legs — on waist. My head goes down — muscles strain against it — tilt it back — The canopy is pearshaped above me — It opens round and wide — There's the plane, circling — There's the field, below — I swing lazily, safely on the air. The sun is almost setting. Clouds have reddened in the west.

But there's a second jump to make. I must leave plenty of altitude. The ground has already risen — fields are larger. I reach over my head for the knife-rope; a pull, and it will cut the line lashing the second 'chute to the first. I glance at the earth — back at the 'chute — and — *yank* — The white canopy ascends — I'm again detached from old relationships with space and time — I wait — I turn — but my body is less tense — have experience — I know what to expect — The harness will tighten — and — But why *doesn't* it tighten? — It didn't take so long before — Air rushes past — my body tenses — turns — falls — good God —

The harness jerks me upright — My parachute blooms white — Earth and sky come back to place — I'm controlled by gravity once more: I'd never realized the security of its

oriented pressure. 'Mother Earth' had been only a figure of speech to me before, a tongue's lightly tossed expression. Now, in a sense, she holds me as the arms of a mother hold a frightened child. I have disobeyed her laws, strayed too far, and yet I find a welcome on return.

Now, danger is behind. There are no more parachutes to open. And the ground is still several hundred feet below. I swing gently, the white canopy above me rippling, indenting, refilling with the air. I have a small camera in my pocket; I pull it out and photograph my 'chute's silhouette against the sky. There's still a little time to practice gliding. You must learn how to glide a parachute so you can miss trees and buildings. I reach up and take two groups of shroud lines in my hands — Pull — The skirt drops — the big canopy deforms and slips ahead — I swoop down — let go the shroud lines — cords burn across my palm — I swing up the other side — The ground is rising — must stop the swing — Pull down on top lines — glide the 'chute back overhead — too much — the other lines — too much again — no more time — I'm going to miss the flying field — I'll hand on the golf course — so fast, these last few yards — Sod rushes up — I brace to meet it — It clumps against my feet — I crumple sidewise — thigh and shoulder hit — earth presses hard against me — I feel its security — its strength.

Harden, Gurney, and two strangers come running up. Page is a little way behind.

'Slim! That was *some* jump!'

'Did you get much of a jerk?' Harden asks, out of breath.

'Not too bad,' I reply, trying to appear calm.

'I sure didn't like the way the second 'chute came out,' he continues. 'I was afraid the break-cord was too light — but it's all we had. Well, it turned out all right. That's the longest fall I've ever seen one of my 'chutes take.'

I learned later that Harden's usual procedure was to tie the vent of the second 'chute to the shroud ring of the first with a piece of twine. The idea was that the 'chute would string out its full length before the twine snapped; then it would leave the plane in the best possible position for a quick opening. But he'd forgotten to put twine in his pocket, and a hunt around the field produced only a piece of old white string. He used that, doubled two or three times, but it apparently broke during the packing. When I pulled the knife-rope, the second parachute came free in a wad, and several hundred feet of air were required to straighten it out.

'Slim, that was just grocery string,' Bud told me as we rode back to Lincoln. 'It was so rotten you could pull it apart with your finger. I cut off a piece to try.'

How soundly I slept that night — as I always have after jump! I simply passed out of mortal existence a few seconds after my head hit its pillow; and when I became conscious again, the sun had risen. There wasn't a dream in memory.

The 1980 International POPS Meet

The recipe is really very simple, you gather together a number of mature parachutists, lay on an aircraft, lots of prizes, plenty of liquid refreshment, music and food, then just stand back and let them get on with it. The only other ingredient is that sometimes elusive, charismatic, feeling of goodwill that only comes about when people of a like mind are together, thoroughly relaxed and enjoying themselves.

The 1980 POPS Meet at Weston on August 8/9th, like all the other POPS Meets which have gone before, was a great success. The actual format was very simple, hit and rock accuracy with lots of built-in penalties, with five rounds spread over the two days, easy and relaxed, with no hassle. The organisation by CCI Ray Willis and his gang was

superb, the catering was excellent and the bar prices, as ever, were modest.

An added refinement this year however, was that apart from the entrance fee of £5 (which was paid to RAFSPA to cover their expenses) every competitor was obliged to donate a prize. The legal definition for this is 'extortion'. A number of these prizes were allocated to the various lunatic prize-winning categories which are peculiar to POPS Meets. The remainder were put up as prizes for what must be the best raffle of all time, which ultimately resulted in a sum of £50 going into POPS funds.

Yet again Mr. John Thomas (is that really his name?) was

up amongst the prize-winners. He won the prize for 'The Best Excuse for a Cockup', having landed so far away on his 9 cell Paragon that it looked like a Strato Star. The subsequent slagging he received did absolutely nothing to remove the silly smirk from his face and it was only after intensive questioning he admitted that; not only was this his wedding anniversary but that he had had a definite 'promise' from the long suffering Grace. We all wished him well and expressed the hope that his accuracy would improve. He was later to regale us with the broad outline of his nocturnal calisthenics and the look of sublime contentment on the face of his wife lent some credence to his raucous boastings. Later at the prize-giving ceremony he received a bar of 'Stud' soap (which is 50% Plaster of Paris) for 'service above and beyond the call of duty', whilst his wife got a prize for 'the best supporting role'.

Elliot Langman travelled over from Philadelphia especially for the meet and qualified for a clutch of prizes; the farthest travelled, the most horrendous canopy opening and farthest away on a square. Despite all this, he enjoyed his visit and has threatened to return next year, bringing along strong reinforcements.

Trophies and medals were awarded for the rounds, intermediates and squares.

Gladys Geelan, still smarting over not getting a prize last year (he demanded a rejump) was seen slinking up to the prize-giving and was promptly awarded a tin of prunes for his total lack of support for the meet. His frantic and belated offer of 10% discount on all kit sold to POPS was seen as merely a desperate attempt to curry favour with the membership. When the aforementioned John Thomas hinted that he might give even more discount on kit, poor old Gladys was really miffed.

On the Sunday afternoon an attempt was made on a POPS 8 man which only built to a five, Harrison and I didn't get in but then we weren't even on the lift. The climax of the whole weekend (apart from Lofty Thomas) was when the RAFSPA Instructors together with Symbiosis built an 11 man canopy stack, which will no doubt be reported elsewhere in the mag'.

There were no malfunctions, no one landed in anything smelly and we all survived, all fairly straightforward really.
COOKEY



Dave Turner records Barry Joss about to exit the wing of the Halfpenny Green Cessna 205.

Aircraft Purchase and Operation

Every club, ideally should own its own aircraft, but before purchasing one there are a lot of factors to be considered.

The aim of this paper is to outline all of the factors that **must** be considered both before and after purchasing an aircraft.

These factors fall into roughly four categories:

1. Club/Centre situation and viability.
2. Choice of aircraft.
3. Operation and maintenance.
4. Finance and costing.

Let us now consider the breakdown of each category.

1. CLUB/CENTRE SITUATION AND VIABILITY

(a) Has the Club got a lease or written agreement to operate at the airfield? If so what period and security of tenure does it offer?

It's no good buying an aircraft one week and getting thrown off the week after!

(b) Do you need planning permission?

The question of planning permission is a tricky one and seems to be rearing its ugly head with greater frequency as the Sport grows, due no doubt to the increase in noise associated with intense parachuting activity (if you have a planning problem don't hesitate to contact the BPA).

(c) Will you have enough punters to keep the aircraft flying? Remember, that the principle of buying and operating parachuting aircraft is no different from that of buying and operating a DC10, or for that matter, a JCB:

IF IT IS WORKING, IT MAY BE PAYING ITS WAY,

IF IT IS IDLE, IT IS LOSING MONEY (providing always of course that you have the costings right!!!).

(d) Will you have enough Club members/staff who are prepared to work hard at keeping the aircraft flying?

To get maximum utilization from an aircraft on a good parachuting day you need, not only the punters to fill it, but also a good ground organisation — people to marshal, dispatch, manifest, refuel, etc. If the ground organisation falls apart, the aircraft will stop flying.

(e) Are refuelling facilities nearby?

If fuel is available on the Drop Zone — great, but ferrying an aircraft to even a nearby airfield to uplift fuel can be a costly and very time-consuming operation. The transportation of petroleum spirit by road regulations virtually rule out the ferrying to and fro of drums of fuel.

(f) Will there be any restrictions of your flying or parachuting activities?

The growing of crops could be just one restriction, other aerial activity could be another.

Maximum utilisation is a must.

All the above factors must be investigated and talked over with the people concerned and definite arrangements agreed upon.

If all the arrangements can be worked out you then have to decide on:

2. THE CHOICE OF AIRCRAFT

I suppose one could write a book about the pros and cons of various aircraft and their suitability for parachuting, but for a first purchase it is usual to spend only a modest sum perhaps investing more heavily at a later date, having proved the operation, at which stage you shouldn't need to read this paper!!!

Several factors must be considered before selecting the **TYPE** of aircraft:

(a) How long is the runway? If the runway is short, you will

need an aircraft with STOL characteristics; remember in most cases the aircraft will be taking off at, or near, the all up weight allowed in the flight manual.

(b) Is the runway grass or tarmac, rough or smooth?

If the runway is rough, a very robust undercarriage is called for — a tailwheel aircraft is generally considered better than a tricycle undercarriage for rough strips.

(c) Is there anyone qualified to maintain it at your maintenance unit/company?

It would be a serious oversight to buy an aircraft and then find out you had to ferry it fifty miles every time you wanted an oil change.

Listed below are a few of the more popular choices of aircraft for parachuting. This list is by no means comprehensive, nor is it meant to be.

PIPER

Tripacer — Cheap, quiet, easily maintained, but fabric construction, **must** be hangared; slightly underpowered; will carry 3 parachutists.

Tricycle undercarriage. Fixed prop.

Cherokee 6 — (260hp or 300hp versions available). 260hp **NEEDS A LONG RUNWAY** at all up weight; will carry 5 parachutists, 6 with little fuel.

Tricycle undercarriage. All metal. Easily maintained, constant speed prop. Rather expensive to purchase.

CESSNA

172 — Cheap, quiet, slightly underpowered. All metal, tricycle undercarriage, fixed prop, easily maintained, room for 3 parachutists.

182 — The most popular choice, ideal first purchase. All metal, tricycle undercarriage, constant speed prop. Easily maintained. Will carry 4 parachutists with less than half tanks; good climber. The pre 1963 models use the 180 fuselage and climb better than the post 1963 models.

206 — More expensive and noisy, but good climber. All metal, tricycle undercarriage, constant speed prop, will lift 5 parachutists, 6 with little fuel — but watch the C of G. Easily maintained.

180 — Same as 182, except tailwheel. Ideal for rough or grass runways.

185 — Same as 180, but bigger engine, very noisy. Will lift 5 parachutists.

172 Reims Rocket — Built under licence in France. Slightly less powerful than a 182. Constant speed prop, fuel injected, tricycle undercarriage, easily maintained.

NOTE: NEW PILOTS SHOULD APPROACH THE CESSNA 180 AND 185 WITH THE CARE DEMANDED BY ALL TAILWHEEL AIRCRAFT.

3. OPERATION AND MAINTENANCE

Let us first consider the **MAINTENANCE** of an aircraft.

All light aircraft in the UK are maintained on the Light Aircraft Maintenance Schedule (LAMS) within which there are various categories. A parachuting aircraft falls into the **private category**, if it is owned and operated by the parachute club. If it is hired out for reward it must be maintained in the public transport category which makes it more expensive to maintain and hire.

In the private category an aircraft will be issued with a Certificate of Airworthiness (C of A) which is valid for a period of 3 years and then has to be renewed (a paperwork exercise), but every 12 months the aircraft has to undergo an inspection (annual check), also the aircraft has to have 50hr and 100hr checks. A 50hr check is known as a Check I, whereas a 100hr check is known as a Check II.

To summarize:

- Aircraft is issued with C of A —
- 50hrs — Check I
- 100hrs — Check II
- 150hrs — Check I
- 200hrs — Check II
- 1 year later — Annual Check

And so on for a 3 year period, then the C of A has to be renewed and a Check IV carried out — (make sure that the C of A and this Check IV don't get out of phase).

The airframe is not 'lifer' as such, but the older the aircraft the more likely the necessity of repairs.

Engines are a 'lifer' item. Take, for example, a Cessna 182/180 engine which is a Rolls Royce Continental 0470 which has a manufacturer's recommended life of 1500hrs. However, providing that (a) the aircraft is in the LAMS private category and (b) that the engine passes certain test criteria: the engine life can be extended up to 20%, and even thereafter at the discretion of the maintenance engineer.

Another point to bear in mind is that an engine will need a 'top overhaul' at about half life to 1000hrs, especially a parachuting aircraft which is spending more time at higher revs than one that is used for normal cruising. A 'top overhaul' can be quite expensive.

A fixed pitch propeller is not a 'lifer' item, but a constant speed propeller is. Most McCauley props have a life of 1100hrs, whereupon they must be at a special propeller maintenance facility, but beware!! — there is also a 'Notice 75' which has to be complied with. This states that 'a constant speed propeller shall be **inspected** at a propeller maintenance facility every 3 years', and the two may not coincide.

Radio equipment has to be checked on an annual basis by a 'Licensed Radio Engineer'. But providing the aircraft has no navigational aids on board, the maintenance engineer can sign out the communication equipment on the first annual check after the C of A.

On top of this mandatory maintenance, there are always the seemingly endless snags to be rectified.

Ask around to find a good reliable aircraft maintenance outfit; remember that the cheapest way may work out the most expensive in the long run. You want your aircraft IN, FIXED, AND OUT AGAIN as soon as possible, to minimise the down time. (Don't accept maintenance bills as a matter of course, labour is very expensive and the hours spent working on your aircraft should be checked carefully. Find an outfit that will allow a mechanically minded person to act as a grease monkey, it can help to keep costs down.)

OPERATION

The first requirement of good aircraft operation is a good pilot, so get hold of an experienced parachute pilot and make him chief pilot. You will find it almost impossible to operate with just one pilot, so use the chief pilot to train up others.

Let's just try to analyse what you are trying to do with the aircraft and then you can have a clearer idea of how to operate.

You are lifting a load to a predetermined altitude as quickly as possible, and then returning to the ground as quickly as possible. Easy! you might think. All you do is climb at maximum power and descend at maximum speed. WRONG!! If you did that over a period of time you would inevitably finish up with engine trouble of some sort. The problem is that the engine would undergo rapid heating in the climb and rapid cooling in the descent. This means excessive expansion and contraction, usually resulting in a cracked cylinder head. It can now be seen that a cylinder head temperature gauge is a must for a parachuting aircraft. The gauge can be monitored by the pilot and flight adjusted accordingly. Mixture control is also very important particularly using 100 LL and climbing to

altitude. An exhaust gas temperature (EGT) gauge is a must and should be understood by all pilots. You'll also cut down on fuel. Consult the flight manual and determine the manufacturer's recommended climb power settings and airspeed and **use the settings**. Tell the pilot to resist the temptation to climb in a steeper attitude with a lower airspeed; to do so will give the impression of climbing at a faster rate because of the nose up attitude; but this is just an illusion. The recommended climbing airspeed should provide enough airflow around the engine to prevent overheating; reduce the airspeed and the engine will get excessively hot, especially in an extended climb.

Likewise the descent has got to be monitored on the CHT gauge and excessive cooling prevented by application of power, and/or reduction of airspeed and the closing of cowl flaps (where fitted).

With the door removed some aircraft experience airframe buffet in the rear fuselage, this can be minimised by the use of a deflector, or better still, an in-flight door.

COSTING AND FINANCE

The costing of an aircraft is an attempt to estimate how much per flying hour it will cost to operate over a period of time (usually 12 months). This can be updated at any time to take into account rising fuel costs, etc.

Unfortunately, certain items involved in the calculations have to be estimated but other items can be calculated with reasonable accuracy.

The first estimate is 'How many hours will I fly in a year'? A lot would depend on the intensity of your operation, but 250 hours per year should be managed by most weekend clubs. You will now have to take into account the annual fixed charges i.e. insurance, hangarage, depreciation and interest; divide the total by 250 and add that to the hourly running costs. Hourly running costs take into account fuel and oil, maintenance (be generous), prop overhaul and engine overhaul/renewal.

The following sample figures are only a rough guide and the itemized amounts may have to be adjusted to suit your own particular operation/aircraft.

Assuming the purchase of an aircraft with a new C of A and a half life engine and prop at £15,000.

Annual Fixed Charges		£
Insurance		1,000
Hangarage		400
Interest (say)		1,000
Depreciation 10% p.a.		1,500
Maintenance Checks		1,500
ANNUAL TOTAL		5,400
Hourly Cost		£
Fuel and Oil (11gal per hr)		22.00
Prop Overhaul 500		1.00
2 Yrs		
Engine Renewal		5.00
Routine Maintenance		3.00
	Total Hourly	31.00
250	5,400.00	
	21.60	21.60
TOTAL COMBINED HOURLY COST		52.60

We now have an hourly figure of £52.60 per hour and provided that we fly 250 hours per year we should break even over a 12 month period.

*An older aircraft will now depreciate in value but it is **your** decision whether to include it or not.

To summarise, it should be possible to purchase your own aircraft providing you can guarantee more than 200hr per year.

NOTE

The history of Aviation is littered with bankrupt optimists. Don't fall into the same trap — be pessimistic when costing an aircraft, and if any of the costs alter, then adjust the rate per hour to include it, and don't forget the VAT!!

FINANCE

The best way to finance an aircraft is on a straight overdraft, where the interest is charged on a daily basis. A quick glance at the costings per hour will make it abundantly clear why. The money charged per hour for engine renewal, prop overhaul, maintenance and depreciation, can, from day one of the operation, go straight into the bank and help reduce the overdraft. You will of course have to use the money eventually, by which time your financial situation should be a lot healthier.

Do your homework and tackle the Bank Manager with all the figures and a convincing argument and you could be mildly surprised at his willingness to co-operate.

The Sports Council can be approached for a grant.

The BPA will supply on request a prepared paper on how to apply.

The BPA also have a loan scheme to affiliated clubs.

Contact the Secretary General for further details.

WHAT TO LOOK FOR WHEN BUYING AN AIRCRAFT

1. Airframe Condition

Have a look for missing rivets, corrosion, etc.

2. Airframe Hours and Age

The older the aircraft and the more hours it has flown the more wear and tear it has been subjected to. An aircraft previously used for parachuting will have had a hard life. But on the other hand it should have been maintained regardless of cost.

3. Corrosion Proofing

Most aircraft are corrosion proofed at manufacture, some older ones have not been. The climate in the UK demands a corrosion proofed airframe.

4. Engine Hours

Obviously you will want an aircraft with a lot of hours left on the engine. But it may be worth considering buying an aircraft with an airframe in very good condition and an engine with a few hours left, provided the price is right.

5. Spares Availability

It's no good buying a rare aircraft, dirt cheap, only to find that you can't get spares for it.

6. C of A Renewal

The longer to run the better. A new C of A gives you a 3 year breathing space.

7. Date of Last Check

If the aircraft has been laid up for some time, insist on a check being completed before purchase.

8. Prop Overhaul and Notice 75

Find out from log book when they are due.

9. Avionics

Avionics are not usually needed for parachuting, just a comm. box will suffice. However, if you are operating in controlled airspace, more may be needed. Ask the engineer and pilots.

LASTLY, you will be spending a large sum of money, so spend a small sum first on a survey, conducted by a licensed engineer. This could prove to be a very worthwhile investment.

Having bought the aircraft, treat it like a lady: *Gently and with Respect*. Good Luck.

PRINGY



The docking of the second formation over Sibson

photo — Phil Ledwards

BRITISH PARACHUTE ASSOCIATION LIMITED
COUNCIL MEETING, 25th SEPTEMBER 1980
held at BPA Office, Kimberley House, Leicester

PRESENT

D. I. Waugh
 J. Laing MBE
 J. T. Crocker

Chairman
Vice Chairman
Chairman Safety and Training
Committee

P. J. Byrne
 C. Bruce
 P. Corr
 R. E. Gays
 J. H. Hitchen
 R. Hiatt
 E. T. Lewington
 A. J. M. Meysner
 D. D. Orton
 J. D. Prince
 J. R. H. Sharples
 G. C. P. Shea-Simonds
 J. L. Thomas
 J. G. Starling MBE, MC

CO-OPTED MEMBERS

D. Hennessy *RAFSPA*

IN ATTENDANCE

C. W. Port *Secretary General BPA*
 Miss J. Sword *Deesons Press Services*
 Mr P. Ritchie

OBSERVERS

P. Carroll
 Mrs S. Corr
 T. Butler
 D. Deakin
 J. Peck
 W. Grut
 R. Colpus

APOLOGIES

J. Norris *POPS*

Item 40/80

Minutes of Previous Meeting

Proposed by D. D. Orton and seconded by R. E. Gays that the minutes of the Council Meeting of 6th August be accepted as a true record.

Carried Unanimously

Matters Arising

1. Minutes Ratification, Meeting of 13 July 1980

With one amendment, that the name of G. C. P. Shea-Simonds be deleted from those members making the decision it was proposed by E. T. Lewington and seconded by R. Hiatt that the decision reached to call the 8 way event at the National Championships after 5 rounds be ratified.

Carried Unanimously

2. Council Meeting Attendance

The Chairman reported that he had written to those members involved.

3. PR World Championships

A letter had been received from Deesons which had been circulated.

Miss Sword began by mentioning that she had heard that there had been complaints about the lack of National Publicity following the recent success in the World Championships.

It was stated that the apathy both Deesons and Association have to combat is from the media who still do not consider Sport Parachuting to be a sport. For example the Managing Director of the Daily Telegraph presented the prizes at the National Championships and yet no mention was made in that well known newspaper.

Basically it seems that good news is not newsworthy. G. C. P. Shea-Simonds suggested that perhaps the slant towards sports editors is wrong, perhaps we should slant towards the news editors. However Miss Sword stated that both news and sports

editors are circulated. His second point was on the idea of photographs. It would be impossible to have action photographs transmitted back from World Meets, but he thought that there should be a stock folder of photographs to call on. So that 'live' photographs could be taken of the team before leaving UK, and then the file could be used for action photographs. These could be sent out as the results appear from World Meets.

4. BSC Awards

The Secretary General apologised to the members for a mistake in the issue of award numbers. However everyone involved had been informed and the situation was now cleared up. To date there have been 112 awards sent out. BSCR 44, BSCS 26, BCCR 8 and BCCS 11.

5. Aircraft Purchase Paper

The aircraft purchase paper had been sent to all Council. The Editor of the journal stated that the paper would be reproduced in the next issue of Sport Parachutist. For inclusion in the Manual it would need to be slightly amended. Council was of the opinion that J. D. Prince's effort was first class.

6. Kicker Springs

J. D. Prince anticipated picking up the prototype on Tuesday next. It was proposed by J. T. Crocker and seconded by J. G. Starling that if the prototype was given the go ahead by STC then the Association would buy in an initial quantity of 500.

Carried Unanimously

7. Mr P. Ritchie

The Chairman explained the situation regarding the retirement, due to pressure of work, of P. G. Mitchell. Mr Ritchie had been approached with a long term view of treasurer, should he be elected next year. Mr Ritchie had accepted the invitation to attend this meeting. Mr Ritchie explained his involvement in that he had been in parachuting for some four years, and organised a display team. He had made some 320 jumps in total. He had been in the banking world for 20 years and as a manager for ten. When he had been approached to be co-opted he was honoured and surprised and he now said he would be pleased to serve on Council.

It was proposed by G. C. P. Shea-Simonds and seconded by P. Corr that Mr P. Ritchie be co-opted (with his agreement) onto Council to understudy the present treasurer, and that he should be accepted as a candidate for the next Council. Also that he should be co-opted to serve on the Finance Committee.

Carried Unanimously

8. Photographic Competition

G. C. P. Shea-Simonds, having read the Finance Committee recommendations, thought that the Association would be underselling at the prizes suggested. Miss Sword also thought that a minimum of £1000 first prize would be more in keeping with such a national competition. J. G. Starling did make the point that the money recommended by the Finance Committee was only an idea, and it was also stated, that though omitted from the minutes, the feeling of the Finance Committee had been that if there was a good response then the prizes could be increased. It was agreed that C. Bruce (having volunteered) would head up a sub-committee and liaise with Deesons and other people to bring together a viable proposal. In the meantime Deesons agreed to carry out exploratory talks with possible sponsors.

9. Classes of Affiliation

There was a great deal of detailed discussion on this matter. It was felt that the time had come for a differentiation in the types of clubs which are now affiliated to the BPA. It was suggested that the term Associated be added. The Chairman stated that there was no immediate rush to come to a decision at this meeting, but that it would be a better idea if members considered all the arguments for and against any change, which could then be implemented next year. J. T. Crocker felt that one had to be careful not to give second class status to any club. Perhaps there should be thought given to the present wording of Approved and Affiliated. Even though as G. C. P.

Shea-Simonds pointed out, the differentiation, as stated in the magazine, is not denegratory. The situation has arisen in the past where people are under the impression that the word 'Approved' casts doubt on the Affiliated clubs. Whereas the only difference is that an approved club has slightly better facilities than those that are affiliated. The Secretary General said that he had on numerous occasions had to explain this point to people making enquiries about clubs. The Secretary General would unearth the criteria laid down for approved clubs and circulate with the minutes.

10. Insurance

a) Watching brief — unfortunately J. T. Crocker had been away but he agreed to send a draft letter to the Secretary General on this matter.

b) Pilots

More information was required by underwriters on this matter. The Secretary General had circulated all clubs with a request for details. As soon as these had been received he would have the market explored.

c) Riggers

The situation with the insurance for riggers producing for bodies outside the BPA is such that a large premium is envisaged by brokers. As there are only five people involved the cost could be as high as £600 each. If all riggers became involved then it could cost some £35 each. The Secretary General had spoken to a couple of the outside organisations who state that they do not have a block indemnity as does the BPA. The insurance indemnity is left to individual members. It would therefore mean that an agreement would have to be reached with each individual for whom a rigger produced.

It was decided that the Secretary General should conduct a complete reappraisal of the insurance situation for the Association. J. T. Crocker pointed out that the cheapest is not always the best. Moreover it could be in the interests of the Association to agree to a £100 (as an example) excess on any claim. This could mean in the long term that the premium would be kept down. As far as renewals are concerned, the Secretary General pointed out that as the Association is only half way through the year no-one could give a firm quote. However the Secretary General was in the process of canvassing the insurance market. Special emphasis is being placed on ensuring that any future insurance should be via companies having good introductions to Lloyds. It was also pointed out that the reputation of the Association depended upon the speed and efficiency with which the insurance claims are met.

11. Anemometer Sale

Only one bid had been received for the anemometer and the equipment was therefore sold to Northern Parachute Centre.

12. Airfield Environment Federation

The Secretary General had written twice to these people and was still awaiting a reply to the second letter.

Item 41/80

Committee Reports

1. Safety and Training

Comments on the minutes of the above meeting were invited by the Chairman J. T. Crocker. He brought the following item to the attention of Council.

Item 5. Fatality Report on the death of M. J. Houghton, The report blames the BPA progression system for the fatality. Whereas the true situation is that this jumper had been parachuting very intermittently and had been advised to give up the sport because she was temperamentally unsuited to carry on. At the drop zone in America she had been carrying out 'buddy jumps' and during one of these the fatality had occurred. The Committee felt that the author of the report had got it wrong. G. C. P. Shea-Simonds had spoken to Mr J. Hooper, who is concerned about it and will look into the matter. M. J. Houghton was wearing a Sentinel 2000 AOD which failed to activate and a letter has been sent to the coroner's office to see whether the equipment can be inspected because very ominously the equipment was not then available for inspection. The situation pertaining in the USA is that the DZ operator carries out any board of enquiry. Generally reports coming from DZs in the USA are very good, but in this case that is not so. Proposed by

G. C. P. Shea-Simonds and seconded by E. T. Lewington that the minutes be accepted.

Carried Unanimously

2. Competition Committee

The Chairman asked P. Byrne whether he wished to present the minutes in view of the fact that he had resigned as Chairman or whether he would prefer another member to present them. P. Byrne said he would be quite willing to present the minutes.

G. C. P. Shea-Simonds on behalf of Council asked P. Byrne to reconsider his decision to resign the Chair of the Competition Committee, he pointed out that he had himself made the mistake of resigning from Council almost a year ago which he had thought, at the time, was the right decision. He felt that the Council should ask him to change his mind and carry on as Chairman of the Competition Committee. The Chairman, D. I. Waugh fully endorsed these sentiments and asked P. Byrne to reconsider. P. Byrne said that he had thought about the decision and regretfully felt that he could not change his mind.

C. Bruce brought up the fact that no progress had been made on the re-siting of the unfinished 4 man and team competition which had been mooted following the failure to complete these competitions at the National Championships.

G. C. P. Shea-Simonds stated that, although the minutes did not reflect it, this matter had been discussed and J. Laing had offered to hold the 4 man events at Netheravon, but commitments had meant that he had to withdraw the offer.

The Secretary General made the point that all clubs and team leaders had been asked a) who would be able to hold the meet and b) when was anyone available. The replies had been disappointing in the extreme, very few people had in fact replied. Those replies received had been passed to the NCSO for collation and action via the Competition Committee.

G. C. P. Shea-Simonds stated that he would, via the NCSO, ensure that the matter was on the agenda for the next Competition Meeting and would be treated as a matter of urgency. J. T. Crocker felt that in future years it might be an idea if once the dates for the Nationals had been arranged then a standby date could be set aside for completion of any events which might be weathered out. This idea to be discussed by the Competition Committee. Any more replies from DZs or team leaders should be collated and if a date and venue could be arranged before the next Competition meeting this would be done.

Proposed by J. L. Thomas and seconded by J. G. Starling that the minutes be accepted.

Carried Unanimously

After some discussion it was agreed that the NCSO should act as caretaker Chairman till the end of the year. J. Laing pointed out that for the first time the planning had been well carried out in preparation for the World Championships. Council congratulated the whole British Team, and those connected with it, for the fantastic results which had been obtained at the World Championships. The chairman also wished to make particular mention of the Team Coach — Bob King, for the professional way in which he had carried out his job.

3. Finance Committee

In the absence of the Chairman, P. G. Mitchell, J. G. Starling presented the minutes of the Finance Committee.

Item 21/80

Development Grant

Council, after some discussion agreed to the recommendation that a one off development grant be made to R. E. Gays in connection with the planning, and developing of a new type of canopy. J. T. Crocker said that it was immaterial whether the canopy was not very good nor whether the Association was to gain commercially. Both the STC and the Finance Committees felt that the design should be supported because a vast amount of work had gone in to hand-producing a canopy which it was believed, rightly or wrongly would be a canopy which might suit heavier people in our Sport, and that the amount of work put in without looking or asking for a reward should be encouraged, because it is the ideas men who at the end of the day ensure progress and who also get things done. The safeguard against exploitation is through the STC, Finance and finally Council. Proposed by J. T. Crocker and seconded by A. J. M. Meysner that a grant of £350 be made.

For 16, 1 Abstention (R. E. Gays)
Motion Carried

Item 22/80

Radio Purchase

The recommendation to purchase Terra TPX10 units was proposed by A. J. M. Meysner seconded by R. E. Gays and accepted unanimously.

The Secretary General informed Council that E. Finney had contacted him with an even better discount than that obtained by the NCSO. The proviso being that 5 units were purchased. The Secretary General suggested that he circulate all clubs, as a matter of urgency to ascertain whether any other club would care to join the list. The outcome to be decided by the next Council Meeting.

Item 23/80

Photographic Competition

This matter had been discussed at length under matters arising.

Item 24/80/1

Royal Aero Club Award Night

It was proposed by J. Laing and seconded by J. H. Hitchen that the Association make a £50 grant each to D. Kenny and Jackie Smith to help defray the cost of their attendance at the Award Night as they had to come back from the USA for that night. It was further agreed that as only two tickets per award were being made, the cost of the remaining tickets for 3 members of Symbiosis should be paid for by the Association. Also it was agreed that the Association pay the cost of tickets for those members of Council wishing to attend plus the following, Chairman BPA, Royal Aero Club representative, NCSO and Secretary General. E. T. Lewington was sure that the Red Devils might also help to defray the costs of the journey of Jackie Smith and D. Kenny.

24/80/2

Wall Plaque/Shields

The recommendation that the Association buy in 100 shields at £580 for resale was unanimously agreed. The Secretary General suggested that a shield be presented as part of any award of merit that was presented.

Proposed by E. T. Lewington, seconded by J. L. Thomas.

Carried Unanimously

Item 24/80/4

National Championships

It was the considered opinion of the Council that any club hosting the National Championships should not be subject to a loss of earnings. It was proposed by E. T. Lewington and seconded by J. L. Thomas that the sum of £1250 be paid to the Peterborough Parachute Centre. This was due to the loss made by the Championships being curtailed due to bad weather involving underutilisation of aircraft etc.

Item 42/80

Visit by Representative of the Egyptian Aero Club

J. L. Thomas brought to Council's attention the visit by two representatives of the Egyptian Aero Club on an itinerary arranged by G. C. P. Shea-Simonds which was excellent. The main comment made by J. L. Thomas was the lack of information on this visit which had been made available to Council.

The point was made that ideally any business of this nature should be channelled via the Council.

J. T. Crocker said that it might be an idea in future that if anything like this came up again, and it was not possible for Council to discuss it, then for instance the Finance Committee could sort it out there and then. This would effectively obviate any one person having to make a decision on behalf of Council and if they made the wrong decision being held responsible.

Item 43/80

President of British Parachute Association

J. G. Starling had again contacted the Palace to invite HRH The Prince Andrew to be President of the BPA. Her Majesty the Queen did not consider that HRH The Prince Andrew had completed his training and could not take up this sort of commitment at this time.

Item 44/80

Youth Employment Scheme

The Secretary General explained to Council that he had made an approach to the relevant body to discover whether, in the present economic and unemployment situation, the Association could manufacture an extra post in the office to give an unemployed young person work experience. J. T. Crocker agreed that the purpose of the scheme is to offer training to people who have left school and been

unemployed for a period of two or three months. The whole idea is that the employer gives up time to give these people work experience and Government pay the wages.

The Secretary General's scheme was endorsed by Council and he was to go ahead.

Item 45/80

Nomination Paper Draft

Council endorsed the change to the nomination form for Council Elections.

Item 46/80

Hereford Parachute Club

A letter had been received from the above club intimating that the club was unhappy with the administration entailed with providing provisional 2 jump and 4 month memberships at club level. One point of contention was that the club could obtain insurance for 2 jump people at 25p per head. The Secretary General pointed out that that was all well and good for a club with a smaller throughput than the Association as a whole. Also that the present insurance covered not only 2 jump students but 4 month, full members, renewals, riggers, packers, instructors etc. all at a 'one price' premium.

It was agreed that the BPA office would administer the provisional memberships as was the case previously.

On the question of sliding scales of memberships, the Secretary General had been tasked with rationalising the different forms of membership, which he had done. He felt that a return to the old system was a retrograde administrative move, and suggested that new members should be allowed to renew on their anniversary date, however Council did not endorse this move as it gave no indication, budget wise, on the probable membership income for the year.

The Chairman was tasked with writing to the Hereford Parachute Club to explain the situation more fully and to set out the more intangible benefits afforded by BPA membership.

Item 47/80

Affiliation

It was proposed by J. T. Crocker and seconded by J. L. Thomas that the T. A. S. Parachute club be afforded affiliation to the British Parachute Association Ltd.

Carried Unanimously

Item 48/80

Relative Work Instructors

C. Bruce was concerned that there was no apparent instruction on RW once one had attained Cat. 10. One major problem seemed to be that of the cost of teaching. He put forward an idea that some form of grant be made available from Association funds to defray the cost of a group of RW jumpers helping in this matter, on a 1 to 2 or 3 basis for some 25 jumps.

G. C. P. Shea-Simonds agreed wholeheartedly with the idea and said that it was an area of concern. However he felt that at the outset it was a matter for the Safety and Training Committee. He suggested that the matter should be put to STC for ideas and input. On a question of cash the matter would need to go via the Finance Committee after STC had considered the situation.

J. T. Crocker said that this problem had been raised as long ago as 1973, and it had been found that the more one looked at it in respect of organisation and money the more complicated it became. It had been felt that the CCIs were the people who would promote this side of teaching by allowing those jumpers they knew to be competent the opportunity to teach. It was decided that it could go directly to the Finance Committee. The Secretary General would write to those bodies concerned with grants and pursuits of excellence to discover whether there was any possibility of funds being made available for what is a rather grey area in the training of top class jumpers. C. Bruce asked if people would write to him with ideas in order that a scheme could be put forward.

Item 49/80

Affiliation to European Clubs

C. Bruce brought up the matter of affiliation to European Clubs, in the main those operating in France. G. C. P. Shea-Simonds said that he had had discussions on the problem areas experienced in France, with M Rogervit and had been assured that if everyone goes to a French club armed with an FAI Certificate, BPA Membership and Medical Insurance then one is allowed to parachute there. J. T. Crocker suggested that a letter be sent to say in effect that 'we understand the situation is as stated but in order to assist our

members could they let us have a list of those clubs in France which actively support their Federation's policy'. G. C. P. Shea-Simonds agreed to write the letter on this matter and report back to Council.

Item 50/80

Any other business

1. **Dunkeswell**

The Secretary General was to write to Mr Louttit regarding his resignation from the BPA, and the Council decision of 26th June 1980.

2. **Saudi Free Fall Club**

A request had been made by D. Howerski asking whether the NCSO could be available to run a potential instructors' course in Jeddah from the 5th to 20th Dec 1980. The Chairman had spoken with the NCSO who said that due to the BPA duties and family commitments he would be unable to take this PI Course. On his return from holiday the NCSO will write to D. Howerski personally.

Council endorsed the NCSO's decision not to attend the PI Course. G. C. P. Shea-Simonds suggested that the Association write to D. Howerski and say that though the NCSO cannot go, we are delighted that he would wish him to conduct a course, and that we would be delighted to see any of his people over here.

3. **Presentation to Cross Channel Team**

A letter had been received from Courage to the effect that they would like to make a presentation, at the AGM, to the team which carried out the cross channel jump. It was agreed that this was an excellent idea and a letter would be sent to this effect. The Sec Gen would make the necessary arrangements.

4. **Leefman Appeal**

A letter had been received via W. J. Meacock from B. Leefman and would be discussed at the next finance meeting.

5. **Mrs D. Paul**

Mrs Paul had contacted the Chairman, to ask that her very grateful thanks to the Association be recorded.

6. **Affiliation TPA Parachute Centre**

The affiliation forms being in order it was proposed by J. T. Crocker and seconded by D. D. Orton that the TPA Parachute Centre be afforded affiliation to the BPA.

Carried Unanimously

7. **Magazine Editorial**

The Chairman had passed to Council some letters which had been sent in regarding the Editorial in the August edition of the journal. There was considerable discussion both for and against the Editor's right to publish personal views in an editorial. It was finally agreed that the matter be dropped without further correspondence.

8. **CRW Championships**

J. Laing thanked BPA for the financial aid given to help the team to train for the above Championships.

9. **Turkey Meet**

R. Hiatt asked that the Council offer some assistance to the 8 man team who were to take part in the above meet at Zephyr hills. It was agreed that this matter should go to the Finance Committee for discussion.

Proposed by G. C. P. Shea-Simonds and seconded by A. J. M. Meysner that the 8 way team be approved as the British Team at the above meet.

Carried Unanimously



Vic Logan pulling down his corner over Sibson

photo by Alan Derbyshire, caption by Ronnie O'Brien

**BRITISH PARACHUTE ASSOCIATION LIMITED, KIMBERLEY HOUSE, LEICESTER
EXTRAORDINARY GENERAL MEETING, TUESDAY 28th OCTOBER 1980 6.30 p.m.
held at The Post House, Leicester**

PRESENT

D. I. Waugh *BPA Chairman*
P. G. Mitchell *BPA Treasurer*

IN ATTENDANCE

C. W. Port *Secretary General*
D. Peacock *NCSO*

Sixteen members present

Item 1

Audited Accounts and Balance Sheet — Year ended 31st March 1980

The Treasurer, P. G. Mitchell, presented the Audited Accounts of the Association (as previously distributed). 'Once again I start with the essential arithmetic of the Association affairs, that of the growth of subscription income against the rise in administration costs. This, I feel, is the essential balancing act that has to be carried out. In the previous year subscription income had grown by 31% whereas expenses had risen by some 44%. I am pleased to report that this year, although subscription income has only risen by 24% expenses have risen by a mere 8%. Due to stringent economics in the office and careful financial control this 'good housekeeping' has improved on the dire warnings given last year that we would be lucky to reach a break-even point.

No expense, other than P.R., has moved more than £1,000 which in times of rampant inflation is evident of very good housekeeping. The biggest, and best surprise was an increase in grant-in-aid from the Sports Council amounting to some £8,250. Despite saying categorically, last year, that there could be no increase, in fact it would be cut back slightly. Thus the bottom line of the profit and loss account

shows a surplus of £13,000, some £8,250 from Sports Council and the remainder from excellent housekeeping. Of the surplus of £13,000 some £6,500 was turned round as loans to clubs, some 50% of the surplus. The cash resources at the end of the year stood at some £51,000 at that time of year the liquidity is always higher than during other periods. The current cash resource is some £37,000 and the total outstanding loans is £12,000.

I am pleased to report that the Association is in a very sound financial position. The future, as always, is unknowable, the new subscription rate, brought in, in April this year, will show in next year's 'profit and loss account'.

The Treasurer called for questions. From the floor G. C. P. Shea-Simonds asked what amount of the total money was held in Building Society Accounts.

The Building Society Accounts at present stand in the region of £27,000.

There being no further questions the treasurer proposed that the membership receive and adopt if approved the annual accounts and the auditors report thereon for the financial year ending 31st March 1980. The motion was seconded by G. C. P. Shea-Simonds.

Carried Unanimously

Item 2

Re-Appointment of Auditors

The Treasurer proposed that 'Edward Moore and Sons' be re-appointed as Auditors for the Association for the ensuing financial year and that Council be authorised to arrange their remuneration. Seconded by J. L. Thomas.

Carried Unanimously

**BRITISH PARACHUTE ASSOCIATION LIMITED
COUNCIL MEETING, TUESDAY 28th OCTOBER 1980
held at The Post House, Leicester**

PRESENT

D. I. Waugh *Chairman*
P. G. Mitchell *Treasurer*
G. C. P. Shea-Simonds
R. E. Gays
J. G. Starling MBE, MC
J. H. Hitchen
J. R. H. Sharpies
R. Hiatt
P. Corr
P. J. Byrne
J. L. Thomas
E. T. Lewington
A. J. M. Meysner
C. Bruce
D. Prince

CO-OPTED MEMBERS

P. Ritchie
D. Hennessy *RAFSPA*

IN ATTENDANCE

C. W. Port *Secretary General*
D. Peacock *NCSO*

OBSERVERS

J. Peck
S. Davies
Mrs S. Corr
R. Colpus
M. McCarthy

APOLOGIES

J. T. Crocker *Chairman STC*
J. Laing MBE *Vice Chairman BPA*
D. D. Orton

Item 51/80

Minutes of Previous Meeting

Proposed by R. E. Gays and seconded by E. T. Lewington that the

minutes of the Council Meeting of 25th September 1980 be accepted as a true record.

Carried Unanimously

Matters Arising

a) **Kicker Springs**

J. D. Prince had now taken delivery of the first spring. This would be looked at by STC, if the spring meets with Committee approval the Association will buy in 500 for resale.

b) **Photographic Competition**

It was agreed to hold this item over until the minutes of the Finance Committee Meeting were discussed.

c) **Classes of Affiliation**

Council had been asked to give this matter some thought. R. E. Gays had produced a paper which was circulated to Council.

G. C. P. Shea-Simonds made the suggestion that as in other sports, clubs could pay an affiliation fee. The sum involved would depend upon the support given to the Association by clubs in the matter of requiring students to take out, at least, 2 jump provisional membership of the BPA.

Council agreed to defer any decision until members had had the chance of putting any ideas they might have on paper for circularisation before the next Council Meeting.

d) **Airfield Environment Federation**

A letter had arrived from the above body. After some discussion it was decided that the Association would not become involved at the present time.

e) **Radio Purchase**

There had now been a firm commitment for 7 TPX10 units. The Secretary General would now process the order at the most advantageous rate possible. A check would be made to discover the exact crystal frequencies required by the purchasers.

f) **Hereford Parachute Club**

The Chairman, D. I. Waugh, had replied to the letter

received from Mr Charlton, Chairman of the HPC Management Committee. He welcomed D. McCarthy as the official representative of the HPC. Mr McCarthy put the case for simplification of the administration required for 2 jump memberships. He pointed out that only some 1% of 2 jump students carried on with Sport Parachuting once they had completed their jumps. He suggested that, in the case of 2 jump memberships, no form filling was required. It would be sufficient to send a list to the BPA office of names and membership numbers once per month. The main trouble was that the present system was cumbersome and cost clubs money and time to administer. He stated that the HPC always had and would continue to support the BPA in every way possible.

After discussion it was agreed that a new system be introduced. The Secretary General would prepare the new system in time for presentation and discussion by Council for the next meeting, with a view to an implementation date of 1st January 1981.

Briefly the system would operate in the following way. Clubs would be sent a block of numbers, typed out in advance in sheets of 25 or 50 numbers. These could be paid for in advance or invoiced at a later date. At the end of each month the club would submit the list together with payment (if appropriate) to the office. Provisional 4 month and full memberships would continue to be dealt with in the existing way.

G. C. P. Shea-Simonds made the point that it had to be made clear to clubs that they should tell their students that the money they paid was not merely for insurance but that it gave them provisional membership of the BPA with all the benefits it entailed, and in this way they were helping to keep Sport Parachuting alive.

D. I. Waugh reiterated the statement agreed by clubs when 2 jump provisional membership were introduced... 'if an acceptable formula and price was agreed then they (the clubs) in total would support their students being members of the BPA'.

g) **RW Coaching**

It was agreed to hold this item over until Finance Committee Minutes were discussed.

h) **Dunkeswell**

A further meeting with the CAA had been necessary because Mr J. Blanchard had now passed his responsibilities to Mr Smith. The chairman of STC and G. C. P. Shea-Simonds attended the meeting. The situation at DISC is that the exemptions are being issued to Mr. Louttit on a weekly basis, no means happy with the present situation. Mr Smith is to invite Mr Louttit to approach the Association with a view to his re-association with the BPA. Mr Smith wanted to know whether the Association would look upon this matter favourably if such an approach were to be considered. It is now up to Mr. Louttit to open negotiations.

Item 52/80

Committee Reports

1. **Competition**

The Chairman of the Competitions Committee, D. Peacock, introduced the minutes of the meeting held on the 15th October 1980. He brought the following points to Council's attention.

a) **Novice and Intermediate Events for the 1981 National Championships**

- 1) Classic
- 2) RW

Council agreed with the recommendation of the Competitions Committee on these matters.

b) **Judges for 1981 WPC**

It was anticipated that G. C. P. Shea-Simonds would be formally approved as Chief Judge at the next CIP Meeting. R. K. Burn was to be asked to conduct the training seminar once again. J. H. Hitchen was to be nominated as the British Judge. Nominations for places as trainee judges would be taken next season once the composition of the delegation was finalised.

c) **Judges List**

The list has been drawn up by the NCSO and all details would be finally checked.

Proposed by J. G. Starling and seconded by E. T. Lewington

that the minutes of the above meeting be accepted.

Carried Unanimously

J. G. Starling stated that the CRW 4 way team were at present in first place.

2. **Finance**

P. G. Mitchell made the point that on some matters before the Finance Meeting the principle had not first been determined by Council and the Finance Committee found themselves in a position of being asked to pronounce not only on Finance but also on policy. However in the event they had come to a financial decision in each case and left it in the hands of Council to either ratify, overturn or reach a compromise solution.

The Chairman agreed and said it was unfair that the Chairman of the Finance Committee should have had to make the point. The problem arose at the end of a long meeting when matters in question came up under AOB.

a) **R. Leefman**

The letter was carefully considered and much discussion surrounding this item ensued.

The Secretary General brought to Council's attention the existence of the Mountbatten Memorial fund which was in part set up to give aid to disabled people for study etc. It was agreed that the Chairman would write to the fund administrators on behalf of R. Leefman. The Secretary General would elicit the address and forward a draft letter to the Chairman.

b) **Symbiosis — Grant**

Considerable discussion ensued on the matter of the proposed cash aid to Symbiosis to attend the Turkey Meet at Zephyr Hills. Some Council members thought that as they were the top team they should receive backing in cash as well as being called the BRITISH TEAM. Other members felt that as in the past where teams had been designated, BRITISH TEAM, and no money given then the situation should remain the same in this case.

The question of the cash grant for the CRW team was raised. It was made clear that the CRW Championships is a World Cup fully approved by the CIP and is being used as a proving competition with a view to inclusion as a World Championship Event in its own right in a similar manner that RW was introduced in the past. Thus as a World Cup event the CRW Championship merited a cash grant.

The recommendation of the Finance Committee was that... though as in many previous years the team taking part in the Meet, were to be called the British Team, and that the Association, as in the past was prepared to lend its support to the team, they felt that there should be no cash given. It was felt that once begun this type of grant to teams could get out of hand. The recommendation therefore, based on previous precedent, was that no grant be given.

In favour of the recommendation 9, against 5. The recommendation was ratified.

c) **PPC Extension of Loan**

The situation was that the PPC had repaid £2000 of the outstanding short term loan of £5000. The financial climate which now prevails has necessitated the club asking for an extension of the repayment period. The Council had agreed to pay the Centre £1250 to help ameliorate the losses sustained when hosting the National Championships.

After some discussion the Finance Committee recommended that:

£750 of the £1250 be paid to the PPC now. The remaining £500 be used to cut the overall loan down to £2500. The outstanding sum to be repaid as follows, £1000 by 30th November 1980, £1000 by the 31st December and the outstanding balance by the 31st January 1981. The above to be subject to discussion if necessary. The Council unanimously agreed to the recommendation.

N.B. The Secretary General contacted W. J. Meacock with the above proposal (28.10.80). He said that he would like his thanks to the Association to be entered in the minutes, and that he felt that he could adhere to the terms suggested.

d) **AA Rate**

The standard AA mileage rate had gone up to 26p per mile.

There was unanimous agreement that the mileage rates to set as follows:

Staff — 18p per mile
Council etc. — 15p per mile

e) **Staff Xmas Bonus**

It was unanimously agreed that the staff Xmas Bonus be as under:

Secretary General and NCSO	£75
S. Bates	£50
S. Sambhi	£30
T. Kemp	£30
Mrs. Mantykiewicz	£50

(in view of minimal salary increase).

f) **Store Room Shelving**

It was unanimously agreed that the Secretary General purchase shelves for the Store room in the region of £120.

g) **VAT on Sport**

As from January 1981 — VAT will be levied on all entry fees to all competitions. It was agreed that members be asked to write to their Members of Parliament voicing disquiet at this situation.

h) **Research Grant — D. Turner**

Unanimous agreement was reached that any form of Grant of this nature was inappropriate.

i) **RW Coaching**

C. Bruce had made some very preliminary costings on the above matter. He considered that it would merit at least £7,000 per year as a minimum. To date he had not finalised all the detailed costings etc.

It was agreed that two main points should be borne in mind.

i) That if at all possible the scheme should be self financing.

ii) That if money were approved then there would have to be cash limits, i.e. once a capital sum had been set aside for 1 year, and that that sum had been spent there would be no more money available in that year.

G. C. P. Shea-Simonds said that the scheme had been tried in the SSPA and had not worked due to abuse and was no longer in operation.

It was agreed to defer this matter until a costed scheme could be presented for discussion.

j) **Photographic Competition**

Colin Bruce gave Council an update on the situation to date. He had contacted 'What Camera' and the editor had said that they were prepared to run the competition. They would run a 3 page spread in April, a further two pages prior to the National Championships and a further 1 page spread towards the end of the competition period. Their suggestion was that a sum in the region of £2,000 be set aside for prizes etc. The magazine would ensure maximum local publicity was given to all local parachuting events etc.

G. C. P. Shea-Simonds had carried out an investigation on the subject with reference to the Journal. 'What Camera' is now a weekly publication with some 85,000 copies printed each month.

Some members of Council were rather worried about the cash outlay proposed in that they wondered whether there would be an adequate return on the outlay via new memberships etc.

Proposed by A. J. M. Meysner that C. Bruce be given the authority to test the ground further with a bargaining power up to £2,000, without giving final commitment until he had reported back to Council. Seconded by J. G. Starling.

For 9, against 4. Motion Carried.

k) **Electronic Pad**

The recommendation of the Finance Committee to purchase a new electronic pad was unanimously endorsed.

Item 53/80

CIP Meeting

G. C. P. Shea-Simonds brought Council up to date on the situation. Firm bookings had now been finalised with Bisham Abbey, letter would shortly be sent out to all delegates.

Item 54/80

Dinner Dance

The Secretary General was able to tell Council that he had arranged a deal with the hotel that overnight accommodation had been agreed at £10 per person.

The Council were asked to think about whether there should be a guest speaker for the evening. Input would be sent to the office.

Item 55/80

AOB

1. **Films**

The BPA film library is well out of date. The Secretary General agreed to discover the cost of new films. The present films would be checked for quality. A list and prices would be compiled by the Secretary General and passed to Finance Committee for consideration.

2. **Length of Minutes**

It was agreed that the minutes of the last Meeting be condensed prior to insertion in the magazine. They were, of force, lengthy but were too long for the magazine.

3. **APA Championships**

J. G. Starling formally requested that the NCSO be allowed to help out the APA Championships.

Agreed.

4. **Sport Parachutist**

The Chairman D. I. Waugh made the point that he considered the article on page 14 of the latest issue of the journal to be an excellent piece of writing and offered his congratulations to the Editor.

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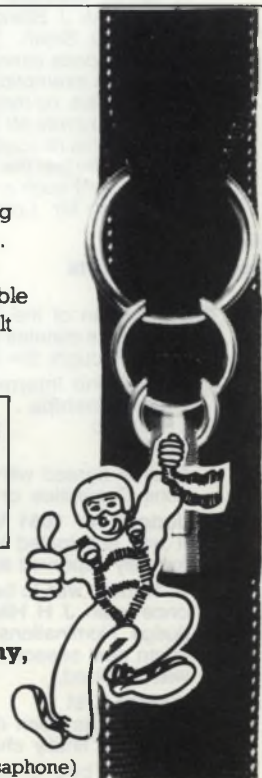
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BRITISH PARACHUTE ASSOCIATION

SAFETY AND TRAINING COMMITTEE, 1900 hrs THURSDAY 6th NOVEMBER 1980

held at The Post House, Leicester

PRESENT

J. T. Crocker	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
K. Noble	<i>Windy Gyle</i>
J. D. Prince	<i>NWPC</i>
J. H. Hitchen	<i>SFFP</i>
E. T. Lewington	<i>Red Devils</i>
D. Palmer	<i>LIFFT</i>
D. T. Hickling	<i>Langar</i>
J. L. Thomas	<i>Rigger</i>
R. Hicks	<i>Halfpenny Green</i>
J. Barnes	<i>TWPC</i>
M. Snook	<i>RSA</i>
M. Beynon	<i>South Cotswold</i>
K. Toyer	<i>TAS</i>
A. G. Knight	<i>LBFFC</i>
J. R. H. Sharples	<i>MPC</i>
A. Collingwood	<i>Headcorn</i>
A. Rose	<i>RAPT</i>
G. C. P. Shea-Simonds	<i>Co-opted</i>
W. J. Meacock	<i>PPC</i>
K. Cameron	<i>Guards</i>
L. R. Hitchcock	<i>RGJ</i>

OBSERVERS

J. Hiley	J. Nickolls
D. Turner	L. Melville
Leesa Nickless	Penny Wilson
A. J. Nickless	T. Geraghty
I. Johnson	M. Mortlock
Q. Rigby	S. Treble
J. Davis	P. Platt
Vera Davis	J. Lines
D. Cox	Bromwen Wren
L. Higgins	J. Curtis
S. Broadbent	J. Peck

APOLOGIES FOR ABSENCE

R. Willis	P. Corr
D. Orton	P. Padley

Item 1

Instructors Convention 1981

This Convention is scheduled for 1100 hours on Saturday 10 January at the Leicester Centre Hotel. Agenda items for the convention are to be submitted to the NCSO by 19 December at the latest. It was suggested that the following guest speakers be invited to address the Convention:

G. H. Robinson	<i>Civil Aviation Authority</i>
R. Campbell	<i>AOPA</i>
R. Washbourne	<i>West Mercia Insurance Co.</i>

The NCSO was to write and extend invitations to these guests.

Item 2

Airmiss Report

An incident at the National Championships had resulted in an Airmiss Report being filed by one of the glider pilots who was encroaching the Sibson Drop Zone. This Report had been studied by the Joint Airmiss Working Group and its findings and conclusions were published (Airmiss Report 132/80/JAS)

This Report and subsequent correspondence between W. J. Meacock and the Chairman of JAWG were considered by the meeting. After considerable discussion the following points on the JAWG Report were made:

- The Report did not emphasise sufficiently strongly that gliders should not penetrate an active Dropping Zone.
- The STC could not agree with the conclusion of JAWG that the action of the glider pilots had been merely 'imprudent'. The action of these pilots had been downright dangerous and should have been condemned as such. In order that the implications of the incident be afforded maximum publicity the NCSO was to forward a letter to the leading aeronautical publications, Flying Clubs and Gliding Clubs expressing the views of the Association on the incident and subsequent report.

Because of the absence of radio communication between DZ Control and the offending gliders, it was agreed that a Very pistol be purchased to augment the radio equipment in the BPA Control Vehicle. The NCSO was to investigate and report back on this item.

Item 3

Cessna 206 Loading Criteria

Weight and balance figures for the Turbo 206 had been supplied by RAFSPA. These figures confirmed that six jumpers could be carried in the aircraft, PROVIDED THE MAXIMUM FUEL LOAD WAS DOWN TO 22 IMPERIAL GALLONS. It was emphasised that these figures referred to the Turbo 206 and that the maximum loading for the standard model remained at 5 jumpers. It was reiterated that for both types of C206 the maximum permissible number of static line jumpers was four.

Item 4

Obligation of Clubs to train students to Category 10 standard

It was proposed for consideration by the Chairman that the future condition for affiliation to the Association might be an undertaking from Clubs to train their students up to Category 10. The meeting felt that such undertaking might be better expressed as a declaration of ability (i.e. qualified instructors and suitable free fall equipment) for continuation training of ab-initio students. The matter was to be discussed further at Council.

Item 5

Kicker Spring purchase

J. D. Prince had volunteered to investigate the manufacture and provision of Kicker Springs for use in reserve parachutes. He had received a quotation of £1.50 + VAT per spring for a quantity of 500. J. L. Thomas could provide a suitable cover for these springs at a cost of £3.63. Total cost of the unit ready for use would be £5.35 (VAT included). This spring was shown to the meeting, and was stated to be a strength of 27 lb.

J. Nickolls (Irvins) then showed the meeting the Kicker Spring which had been developed by his company for use in the military PR7 reserve parachute.

This reserve incorporated several modifications to the canopy and line stowage in addition to the Kicker Spring. Military tests indicated that the PR7 would deploy cleanly under a fully developed 32' plain canopy and also under the GQ 22' steerable. Both these main canopies were in current use by Airborne Forces.

The meeting considered the Irvins Spring in isolation from the reserve modifications. The cost of the spring, covered and ready for use, was £21.00. The strength of the spring was 55 lb.

Discussion ensued as to the relative merits of the two items of equipment. It was decided that, before a final technical recommendation could be made, J. D. Prince was to ascertain the cost of a longer spring with a strength of 50 lb. D. Prince agreed to make further investigation on behalf of the Association.

He was thanked from the Chair for the effort he had already put into the project. The NCSO was to seek further information on the test programme.

Item 6

FXC 12000 Test Chamber Purchase

It had been proposed by J. D. Prince that the Association purchase a Test Chamber from the FXC Corporation, to be located at the BPA Office, for the use of clubs using these AODs. The NCSO had received quotes from FXC. The test unit was available at a cost of US\$1610.00. Details were also given of a cheaper version (without altimeter) costing \$375.00. It was decided to recommend purchase of the Military version (\$1610.00) on the grounds of superior performance and sophistication.

It was further felt that a need might exist for a Sentinel Test Chamber. The NCSO was to circularise Clubs to determine the demand. Should such exist, then a Sentinel Test Chamber should be purchased.

Item 7

Scholarship

The NCSO reported on this Course, which had been held at Headcorn from 6-10 October. Eleven candidates had attended and a total of 204 descents made in 43 sorties. Thanks were expressed to

the Headcorn Parachute Club and to all the Instructors who had contributed to a most successful course.

Item 8

Exemptions

Pat Walters to act as CCI S. Staffs.

This was recommended by D. Orton and in view of the experience and qualities of P. Walters the recommendation was unanimously endorsed by the meeting.

P. Walters was to attend an Instructor Course in the New Year for upgrading.

Item 9

Incidents

Sturgate

This item was included at the request of J. Hiley. A jumper had cutaway and operated his reserve during a descent on the DZ. The reserve modification was in front of the jumper. The reason for this was that the canopy had inverted on deployment. This was confirmed by the jumper (B. Pickersgill) and by the rigger (J. Hiley).

Item 10

Previous minutes and matters arising

Item 5 — USPA fatality report.

Letters written to USPA had been acknowledged and forwarded to USPA STC. A technical report on the AOD failure had been requested. This request had been forwarded to the FAA by the local coroner.

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

Item 11

Any other business

1. R. Cooper to attend November PI Course before attaining Cat. 10.

This request was not granted, attendance on the Course was dependent on his reaching the requisite standard beforehand. NCSO was to write to R. Cooper and to his CCI (S. Russell).

2. D. Deakin — to take Instructor Examination outside normal Exam Course.

This report was made by J. Sharples on the grounds of D. Deakin's problem in obtaining time off from his school teaching commitments. The request was granted by the Committee and the NCSO was to liaise with J. Sharples as to the venue and conduct of the examination.

3. Exemption from the 16 year minimum age rule.

This request was made by R. Hicks on behalf of Leesa Nickless, (age 15). Leesa had made a written request and also was present to answer questions from the meeting. She was an enthusiastic member of the Halfpenny Green Club, assisted with packing and attended lectures. She had full parental support for the venture. Taking into consideration her enthusiasm and mature outlook, the request for exemption was unanimously endorsed.

4. R. Gays — permission for any D Certificate holder to use his experimental canopy in a cutaway rig. Granted.

A further item for discussion — i.e. criteria to be fulfilled before the experimental canopy could be used as a main in conjunction with only a reserve — was to be placed on the agenda for the next meeting.

5. Airphotos

The NCSO stated that airphotos of airfields and DZs could be obtained by contacting:

J. Hamilton-Smith, Esq.
J. A. Storey and Partners,
92-94 Church Road,
Mitcham,
Surrey.

Tel: 01-640 1971

Print size was 9" x 9" and minimum order was £10.00.

6. 11kV Cables

The NCSO drew the attention of the meeting to BSRs 13.9 (High Voltage Power lines near DZs). Regulations presently in force (current regulations) prohibit routine parachuting where power lines run within 1000 yards of the target. Exemption to this ruling had been granted on several occasions, bearing in mind such factors as run in direction, numbers on one pass, and other factors over/undershoots etc. It was felt that a system of granting exemptions to such a fundamental safety regulation was broadly unsatisfactory and that the terms of the regulation should be reconsidered. It was stated that some centres had gone to the expense of having these cables insulated by the local Electricity Board. The item was to be included on the next agenda and members input was requested.

7. A request from S. Knipe for extension of his PI rating was considered. He had qualified as a PI in May 1978 and had taken the exam in September 1979. This he had failed. The extension was requested on the grounds of long absences at sea. It was decided that, because of the long time span, S. Knipe should attend a further PI Course. His PI rating had now expired. The NCSO was to write.

8. D. Turner requested permission to act as CCI of the shortly to be formed National Collegiate Parachute Centre. This was cleared, providing he gained his Advanced Instructor rating on the November Instructor Course.

In conclusion, the Chairman expressed his heartfelt thanks to all CCIs and Instructors for their support and hard work on the Safety and Training Committee during his tenure as Chairman. Having held the post for the past nine years, he felt it was time for a change and said therefore that he would not be seeking re-nomination as Chairman of the STC 1981.

G. C. P. Shea-Simonds, replying on behalf of the Meeting, proposed a vote of thanks to Jim Crocker for his outstanding service as Chairman since 1971. This vote of thanks was unanimously endorsed and the Chairman retired amid prolonged applause.



Endpiece: Ray Hill-Cousins and Paul Tyminski caught in action by Arthur Gibson over Netheravon.

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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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