

SPORT PARACHUTIST



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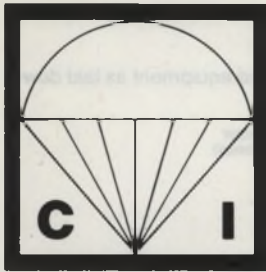
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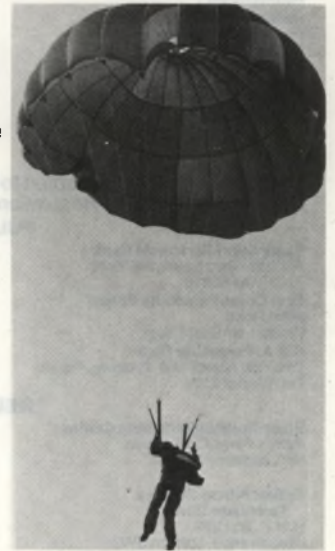
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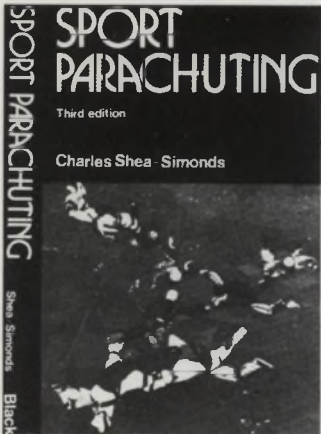
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The PISA 26' LoPo Reserve



*Parachute Industries South Africa

SPORT PARACHUTING — 3rd Edition — Signed by the Author — £6.95

REVIEW

The Best of Sport Parachutist

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

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

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

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

DOUG PEACOCK

National Coach & Safety Officer

only £8.50 a copy
(plus p & p £1.45)



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* 176 pages

* 12 full colour
pages

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and entertainment

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SPORT PARACHUTIST



THE JOURNAL OF THE
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ASSOCIATION

(A company limited by guarantee)

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Vol. 18 No. 2
APRIL 1981

EDITORIAL

BPA Council have decided, very fairly, that I should not continue as Editor of S.P. whilst Chairman of the Association. I have done the job for eight years (49 issues) so it is probably time for a change, but I shall be sad that it's coming to an end. The job has given me much pleasure, has been very rewarding and has made me many friends, particularly those BPA members who contribute regularly and who really make the magazine what it is. I shall also miss dealing with Fishers, who print the S.P. — they have been fun to work with and have always done a totally professional job. Thanks sincerely to all who have made the job of Editor such a stimulating and satisfying commitment.

I now leave you in the capable hands of Dave Waterman, assisted by Andy Meysner, who I'm sure will present you with many refreshing editions of Sport Parachutist in the future. I'm sure you'll support them the same way as you have done me in the past.

Blue Skies,

Charlie

Editor's Note

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



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



R.Ae.C.

Copy date for the next issue — Monday, 18th May
Cover photo — Happy Landing by Alan James

THE DROP

CALENDAR OF EVENTS 1981

May 2-4
 May 11-15
 May 18-22
 May 26-29
 June 8-12
 June 22-25
 June 26-28
 June 16-25
 July 4-12
 July 18-25
 July 27-31
 Aug 10-14
 Aug 17-21
 Aug 29-31
 Aug 29-31
 Sept 12/13
 Oct 9-18

TRAC Meet
 PI Course 2/81
 Exam Course 2/81
 CRW Seminar
 Scholarship Course 1/81
 Collegiate Progression
 BCPA Championships
 Army Championships
 National Championships
 RAPA Championships
 RW Seminar
 PI Course 3/81
 Exam Course 3/81
 10 Man Event
 Round Canopy Meet
 10th Duck End Meet
 World Championships (RW)

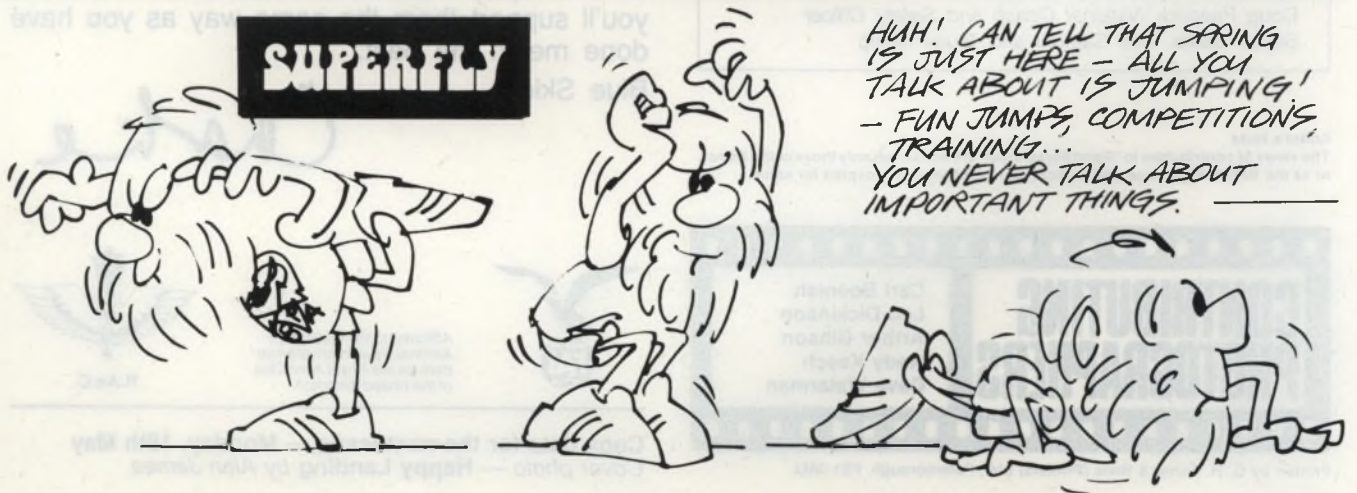
Sibson
 Bridlington
 Bridlington
 Shobdon
 Thruxton
 Sibson
 Sibson
 Netheravon
 Netheravon
 Bad Lippspringe
 Shobdon
 Sibson
 Sibson
 Sibson
 Shobdon
 Abbotsley
 Zephyrhills, USA



Simon Ward getting down over Netheravon.

Phil Ledwards catches Margaret Kirk on an excellent 2nd jump over Tilstock.

SUPERFLY



HUH! CAN TELL THAT SPRING IS JUST HERE - ALL YOU TALK ABOUT IS JUMPING! - FUN JUMPS, COMPETITIONS, TRAINING... YOU NEVER TALK ABOUT IMPORTANT THINGS.



Filwelz

"I know it's your first jump mate, but you'll have to relax a bit if I'm to get you in the 172!"



Brian Greenwood posing as a fairy with pilots Joe and Bob at a recent Bridlington orgy.

Royal Engagement

On the occasion of the Royal Engagement the following telegram was sent to Buckingham Palace from the Association:

HRH THE PRINCE OF WALES
PRESIDENT, THE ROYAL AERO CLUB

THE CHAIRMAN, COUNCIL AND MEMBERS OF THE
BRITISH PARACHUTE ASSOCIATION SEND LOYAL
GREETINGS AND WARM CONGRATULATIONS TO YOUR
ROYAL HIGHNESS AND LADY DIANA SPENCER ON THE
HAPPY OCCASION OF THE ANNOUNCEMENT OF YOUR
ENGAGEMENT.

The Palace replied:

PRINCE CHARLES AND LADY DIANA SEND YOU
THEIR WARMEST THANKS FOR YOUR
EXTREMELY KIND AND THOUGHTFUL MESSAGE.
PRIVATE SECRETARY

OH TO BE A STUDENT

Oh to be a student
Now that April's here.
Climbing thro the system
Consumed with mortal fear.

For a student's jumps are frantic.
So full of grief and fun.
An epic of endeavour
Something new, on everyone.

Now a student who is successful
Can in time become an ace!
But something will go missing
When there's nothing left to chase.

So don't envy the DZ Sky God
As he jumps and jumps all day.
For the comments in his log book
He has nothing left to say.

Then the drive begins to falter
When the magic's wearing thin
And what he's getting from it
Isn't worth what he puts in.

So if you are a student
And keeping stable is a strain
Just enjoy this time you're living
It will never come again.

KEN HOLT

ALRIGHT! OKAY!
I'LL TALK ABOUT
THE IMPORTANT
THINGS!

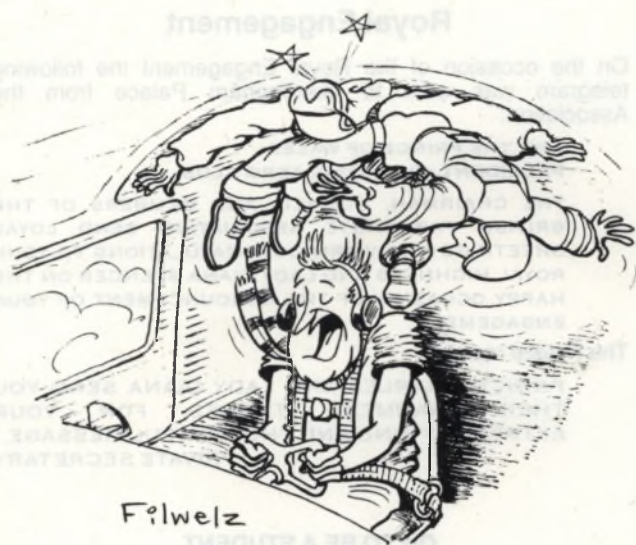


WHAT DO YOU
WANNA TALK
ABOUT?



JPS.

**Ode to Parapilots
or Owed because of Parapilots**



*"I've gotta lose height quick to get below this cloud!
Whoever's spotting be ready with that door!"*

The tragic tale of Phil Cavanagh's teeth!

He, being Liverpool born and Liverpool bred
With hardly a tooth inside his head.
Being somewhat skint and short on wealth
Had 'partial dentures' on the National Health. (illfitting)

He, would take aloft, uzz pilot Ben
Who's struggling hard for his category ten.
"We'll do some rele', a base and pin".
At Ben's cavortings he has to grin
He opens his mouth to raise a shout,
The wind blows in, his teeth blow out.

Frantic searching on the ground,
The 'ghostly smile' can not be found.
No more do we see his cheeky grin
As his top lip rests on his hairy chin.
The moral to this toothsome tale.
'Don't open your mouth when it's blowing a gale'.

Cookey



Pete Lambson poses for Andy Guest over Dunkeswell.

There it was, our new acquisition,
On the runway, at the emplaning position.
Made in America in fifty nine
But it had stood the test of time
An old, straight finned Cessna 182
Resplendent colour scheme of black, white and blue
I remember that day, four years past
With pride our investment we thought it would last.
For ever and ever. Why! We'd made certain of that
We had briefed up the pilot and bought him a hat!
I recall the pilot who flew us at first,
He walked with a limp and had a terrible thirst.
"It's like an old lady," "Needs lots of respect"
"If it's flown right, you won't get a defect."
"Get on wit manifest, leave flying to me
"I'll sort it out" he stated with glee.
So we did, and it worked just like he said.
He flew gentle and safe, using his head.
Our maintenance bills were down to rock bottom
And any perks going we made sure he got 'em.
But all good things must surely end.
This Blackpool lad followed the trend.
Down to Oxford CPL to acquire,
Leaving us in the mire
Said he "Never mind" I have just checked out
Tim Hall from Preston, he knows all about
Take off and climb and coming down right
And he won't take big circuits that go far out of sight.
He's young and keen and willing to try
And what's more my beer he's promised to buy.
And so we agreed to try out Tim Hall
He came up to Cark to have him a ball
Zoom take offs, high gees, stall turns of the top
VNE? With figures he was never much cop.
In his predecessor's footsteps, to follow he tried hard.
Till one night with firmness he was shown the yellow card.
"We are on to a winner" the maintenance crew gloated.
As out of the sky bits of aeroplane floated.
Flaps, prop, starter. Is there no end at all?
And just for good measure he taxied down a hole!
So Tim we know it's hours you want to log.
And when we treat you just like a dog.
It's no good trying to blame it on Ben
We all know

It's that bloody Tim again.

PRINGY



Lyn George captures Sue and Phil over Headcorn.



Incoming Editor of Sport Parachutist Dave Waterman receives his Sports Photographer of the Year Award (runner-up in the colour section) from Allan Wells . . .



... while outgoing Editor, Charlie Shea-Simonds, receives the 1980 Dawn to Dusk Trophy from H.R.H. Prince Philip, Duke of Edinburgh.

MYSTERY

Friends ask me why I leap,
 Into the Blue of airy space;
 What benefits or joys I reap,
 From falling at a fatal pace.
 "What if your parachute should fail
 To halt your headlong scorching trail?
 Why must you venture forth so bold,
 What madness keeps you in its hold?"

Such things they say, but all along,
 I hear an envy in their words;
 They too have sensed a distant song
 That draws us to the life of birds.

Reply wells up from deep inside,
 But leaves them still more mystified:
 "Not for boast or childish pride,
 Do we go on a flying ride:
 But to experience the great creation
 Of mud and sky, of wind, salvation.
 For a pell-mell sizzling downward chase,
 We know in seconds that we have touched a seam,

Of Man's eternal wistful dream.
 Our spirits soar in pure delight,
 And all around unfolds a sight
 That never fails to reignite.

This is why we brave our fright,
 This is why we dare so bold;
 We hunger for the Tale Untold . . .

Pinocchio

POP THREE ZERO

This little guy of phorty three,
 Doesn't look a POP to me,
 He's so athletic, fit and slim,
 What's your tippie, scotch or gin?

At Halfpenny Green he made his start,
 When kitted up he looked the part,
 With sun quite low he made his jump,
 With butterflies and heart a-thump.

But that was quite some time ago,
 When Gerry J. first gave him go,
 For now in 1979
 He's progressed from the static line.

This mini master of the skies,
 And for an old 'un really tries,
 In '79 now, who can tell?
 He may progress from Double L!

With reference to verse number one,
 Now that Christmas, been and gone,
 Athletic shapes not what it should,
 He's filled it up with ale and pud!

C.S.M.

SEASONAL INSTRUCTORS WANTED

Contact Eric Finney
 British Skysports 0262-77367

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We're manufacturers of the Silly Suit and new Sequence jumpsuits, and the Rapid Transit System and Lady Astra rigs.

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A COLOURFUL TALE

On a recent visit to a certain 'loft' in Bridlington, I spotted the elderly proprietor, his wife and various out of work itinerants, lounging about the place, all wearing thick, quilted DZ jackets, in shades of colour varying from Crushed Strawberry to Bile Green. Over in one corner hunched over a sewing machine, working by candlelight, (no wonder she's colour blind) was the one time famous, Sheila Cooper of 'SOOPER SWOOPER' jump suit fame.

The jump suit job being a bit quiet, the aforementioned, elderly proprietor had the poor girl slaving away, making, yes you've guessed, quilted DZ jackets.

So I ordered one for my son . . .

Shy, retiring, Sheila Cooper,
My son's new coat is rather super.
The niftiest thing I've ever seen
But you'd hardly call it Emerald Green.

His first clear choice was Burgundy Red
But failing that, he clearly said
That Emerald Green, lined through with Black
(With perhaps some sequins up the back).
When sold at such a modest price
Would quite suffice.

There is no doubt, the coat is Green
But the yukkiest green a sort of in between
Cowclap khaki and Nectarine.
But in the dark it's true to say
That all the cats are turned to grey.
So I guess it'll have to be OK.

Cookey

FINANCIAL NEWS

Subscriptions are going up 15p immediately.

I was going to give you the good news first and the bad news later but following the Chancellor of the Exchequer's latest Budget this rise doesn't look too bad and it represents a real benefit to the members.

The reason is that we have improved our third party Public liability Insurance cover both as to the amount, now up to £500,000 and the breadth of cover i.e. the type of incident for which individual members are insured.

Under the old policy, insurance cover started when the member climbed into the 'plane and ended when he took his harness off after the jump. Now the cover starts when he arrives at the Club or Parachute Centre and is operative throughout his stay. It covers social events, including catering, ground training, member to member liability, packers and riggers.

Experience has shown that amounts of awards made in the courts for damages as a result of injuries have been rising to alarming levels and it was felt prudent to increase the maximum amount of the cover to £500,000.

For another 15p a year we think it's good value so please make your cheques out for £7.25 and not £7.10. No doubt, like the Chancellor, I shall get blamed personally but I'm told it's part of the job!

PETER RITCHIE
Hon. Treasurer



Christine Lash exits the Tilstock 182

Photo — Phil Ledwards



In the past few months we have had three separate applications to STC for jumpers to make high altitude descents. As the Civil Aviation Authority restrict all descents from above 12,000 feet without oxygen (BSRs 14.6) all these applications are subject to a checkout of systems and operational procedures by STC.

The three main problems encountered in flying at and jumping from altitudes in excess of 10,000ft are: reduced partial pressure of oxygen in the lungs, reduced atmospheric pressure and cold. The human body requires a constant supply of oxygen for its functioning. Brain cells in particular will cease to function if deprived of oxygen for a few seconds and will die in a few minutes. The term used to denote the condition of the body which exists when the oxygen supply to the tissues is insufficient to meet their needs is hypoxia. The severity of this hypoxic condition is measured in time of useful consciousness, which ranges from 10 minutes at 22,000ft without oxygen to 30 seconds at 40,000ft. These times vary from individual to individual and will be reduced by 50% in conditions of moderate activity. The following table summarises oxygen requirements for progressively higher altitudes.

Altitude levels	Oxygen requirements
GL — 10,000ft	Normal air can be breathed (below 4,000ft at night)
10,000ft — 33,600ft	Progressive oxygen enrichment is required.
33,700ft — 40,000ft	100% oxygen must be breathed.
Above 40,000ft	100% oxygen must be breathed at increased pressure above ambient.

In practise, an on-board oxygen system will be sufficient for altitudes up to 16,000ft. The jumper can simply go off oxygen immediately prior to exit. Above this altitude a bailout bottle should be used to ensure an adequate supply of oxygen to the jumper in freefall. At heights above 25,000ft, because of considerations to be outlined in the next section, 100% oxygen must be breathed. This in return requires an airtight oxygen mask (RAF type P or Q) as opposed to the H type used for breathing airmix. At altitudes above 35,000ft a pressure suit must be worn as 40,000ft is the maximum altitude at which one can operate on 100% oxygen alone. This is the threshold of pressure breathing above which 100% oxygen must be supplied at progressively higher pressures above ambient pressure in order to maintain this "40,000ft lung equivalent".

The second factor to be taken into account is the effect of reduced atmospheric pressure on the body as a whole as opposed to its effects on the respiratory system. This becomes significant at altitudes in excess of 25,000ft and causes the release of nitrogen bubbles into the tissues and joints. Nitrogen is present throughout the human body in solution, but reduced atmospheric pressure causes it to come out of solution and give the problem of decompression sickness, one symptom of which is pain arising in and around

certain joints in the limbs, known as the bends. Parachutists intending to go higher than 25,000ft therefore should pre-breathe 100% oxygen for an hour before takeoff to flush the nitrogen out of the system and it follows that they cannot subsequently revert to airmix.

The third limiting factor is cold. Temperatures of minus 50 degrees are common at altitude, to which must be added the extra chill factor from windblast. Further complications arise when spotting. With altitude, the true airspeed of the aircraft increases and with it the throw forward. Upper winds can be in the region of 60 knots plus, making it necessary to be particularly careful in calculating the exit point for a lengthy delay. All of which adds up to a bit more than sticking on an extra set of thermals, sucking on a walkaround bottle and taking her up till she smokes. Minimum considerations for jumping above 12,000ft must include:

Medical examination and a run in the decompression chamber with a hypoxia test — unless you know what the tingles are, you're in trouble.

Appropriate oxygen systems for all jumpers and the pilots. The presence on board of a non-jumping crewman to check out the parachutists' equipment and physical condition.

The provision of Automatic Opening Devices.

As far as altitude records are concerned, the rules are laid down by the FAI in the Sporting Code Section 5 Chapter 3.2. This states that the record performance shall be the distance of the freefall in metres and that it shall be measured by a barograph fixed to the jumper's equipment. The performance must be certified by at least one FAI judge and an altitude record shall be beaten only if there is a difference of at least two per cent greater altitude. All attempts at altitude records may only take place after prior medical examination which must include a decompression test. The current world record (male) was established in November 1962 by E. Andreev (USSR) at Volsk in the Soviet Union. The freefall distance was 24,500 metres (79,625ft). The women's record is also held by the Soviets. In October 1977 E. Fomitcheva made a 14,800 metre (48,100ft) freefall at Odessa. No official British records have been registered with the Royal Aero Club, although in January 1962 a team of eight SAS jumpers exited a civilian Dart Herald at 34,500ft above Salisbury Plain. Keith Norry was killed on this attempt. Four years later, six RAF instructors jumped from a Hercules at 41,380ft altitude. These were certainly the two highest record attempts in this country.

So, good people, this is what you are up against when you aspire to fly high. Any jumper requiring more detailed information can contact me at the office. In conclusion I would like to thank Flight Lieutenant Pete Smout of No. 1 PTS for his considerable assistance in the preparation of this article.

Go safely now,

DOUG.

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Charles,

I thought you would like to hear some news about the only Parachute Centre in Cornwall. The **Cornwall Parachute Centre**.

Now I have a little story to tell you about some members of the Cornwall Parachute Centre. I am a Corporal in the United States Marine Corps stationed at RAF St. Mawgan near Newquay, Cornwall. One of my Marines came to me one day in July of last year and asked me if I knew of anywhere around to learn how to parachute. I did not know of any such place, but I told him that I would check into it. After a few phone calls around the camp to some of the training offices I got the number of a Mr. John Fisher who is the secretary of the Cornwall Parachute Centre. Anyway, I called up John and asked him about the Parachute Centre, and in a matter of days we had a Student Course locked on for the weekend for about 20 Marines including yours truly. I made my first parachute descent on July 31, 1980. Since that day I have continued in this wonderful sport of jumping out of planes and I don't think that I can ever stop now. Also due to the very personal training and instruction from John I can proudly state that I went free fall on my 7th jump. John was really good with all the Marines and we continue to go to the Parachute Centre. It provides the Marines with something to do besides go into town and get drunk and chase women. John and all the members of the centre are all very good to us and I have become very close friends with them all. I invited the members to our annual Marine Corps Birthday Ball on November 10, 1980 and they all came to the very formal event, and we all got drunk and had a hell of a time.

Well recently, on February 14, 1981 I married a little Cornish girl who I can say proudly now she is my wife. She is very good to me and understands why all my spare time is spent with skydiving. At first she did not want me to jump, but I got her up in the plane once and she watched us go out on exit and thought it was a very beautiful sight. Well when I was planning the wedding for my end of the deal, John brought the idea up of a parachute display into the church at my wedding. I thought that would be great. So we did it. And it went off better than we expected it to. Also as far as we know it was the first such event ever in Cornwall. But I guess you would know about that. The wedding and the jump were also covered by a BBC television crew and the whole thing was shown on the BBC1 *Spotlight* show on 16 February 1981. I hope you will like the clippings. But the main reason that I have wrote you to all this extent is to thank you and all the wonderful people who promote the Sport of Parachuting. I can't think of anything now that I would rather do in my free time away from the Marine Corps. I thought that you might publish this letter in your next issue of *Sport Parachutist*.

Very Respectfully,
B. G. BAKER, Corporal, US Marine Corps, BPA 92243

Dear Charlie,

I have recently returned from a three week jumping holiday over Christmas and New Year at Eustis, Florida. During the three weeks (of which one week was bad weather) I made 150 jumps, generally five a day. In fact, other more hardy jumpers were making 7 or 8 jumps a day (and on one particular day four of them went for a personal record and made 11, including a night jump, having started at 7 am).

Eustis is a fantastic centre, relaxed and friendly. They have a Twin Beech, holding 13, and two Cessnas, a C-180 and a C-182. It caters for both advanced jumpers and students, having a number of static line rigs. For those not interested in the really big formations, but more into the 2-man up to 13-man type of RW, Eustis is just the ticket. I had no difficulty in finding someone to jump with and the 5-man wedge, 8-man snoflake, 4-man donut, plus umpteen rounds with sequential moves were examples of the sort of jumping I did which I get little opportunity to indulge in over here, and which practically blew my mind. While everyone else goes to Z-Hills and has to queue to get on lifts, at Eustis you can put in as many jumps as you like. In fact, the only problem was making the money last (and that was only achieved by borrowing \$130 from an English jumper who had come for a few days and was about to depart for home!). They charge exactly the number of dollars for the thousands of feet, i.e. \$5 for 5,000, \$10 for 10,000 etc., so if you only want a hop and pop to try out new gear, it only costs \$3 or \$4. Not bad at the current rate of exchange!

Eustis is 30 miles from Orlando in mid-Florida, the home of Disneyworld. During the Christmas period (apart from the bad week) it was mostly warm in the daytime with temperatures in the 60s or 70s, but cool at night. They have a bunkhouse that sleeps 12 at \$1 a night (can't be bad!), and hot water and shower facilities. Nearby is motel accommodation for those with plenty of loot — though even that was very reasonable at \$96 per week for a twin-bedded room, with cooking facilities.

Jimmy Godwin, the CCI, is a qualified rigger in case you need some work done, and Jimmy goes out of his way to make everyone welcome. In fact, on Christmas Day, the whole DZ was invited to his house for dinner, and I can't describe the enormous spread that was laid out for the benefit of all the jumpers. When I say there was lots of food left over (and remembering the tremendous appetites of most jumpers) that in itself should indicate the extent of Jimmy's hospitality, not forgetting, of course, the hours of preparation and the culinary expertise of his good lady, Wilma.

Yes, a visit to Eustis is a must if you want to progress and, while doing so, have a super time. I was there twice last year, in March for the POPS Meet, when I got in 20 jumps, and in December with another 50. Both times I stayed in the bunkhouse and I can recommend it.

Drop a line to Jimmy Godwin at Paragators, Star Route 1, Box 1462, Eustis, Florida 32726, and he will tell you anything you want to know. Be assured, you'll go out to Eustis a Turkey and come back a Sky God!!!

Sincerely,
LAUREL KINBRUM

Rhine Army Parachute Championships — 1981

The ever increasing popularity of the RAPA Meet over the past few years has presented a problem which is very difficult to overcome. Namely that of satisfying the demand of the number of teams and individuals who wish to enter and compete.

In 1980 it was decided that 150 competitors was the maximum we could cope with. Adding officials, accompanying friends and families, we estimated that we would be administering approximately 250-275 people. The Meet started with 200 competitors, plus 180 extra people, total 380. Good luck with the weather and the generosity of the German Army in providing a CH53, with excellent crew, enabled us to conduct a very successful Meet. It could have been a disaster had either the weather or the aircraft availability gone against us.

Clearly we cannot continue with the system of extending an open invitation for parachutists world-wide to enter the RAPA Meet. We have already received sufficient enquiries and requests about the 1981 Meet to close entries now. It has therefore been decided that entry to the RAPA Championships will be by invitation only. We will be as fair as possible in the selection of teams and individuals and the intention is to extend invitations across as wide a field of nationalities as possible. Clubs will be restricted to 1 x 4-man team, plus 1 x alternate and 1 x Novice. As we are a military centre, we must give priority to Service teams, particularly British Service teams and we aim at a final entry of 160-170 competitors.

It is hoped that those good friends of RAPA who do not receive an invitation will be understanding. In the circumstances, it is unfortunate that we have so many good friends. No doubt if we tried to accommodate everyone, the resulting chaos would ensure that we lost some of them.

Invitations for the 1981 Meet have now been dispatched and we have asked for confirmation of acceptance by 30 April. Should any of the invited teams be unable to accept, we will then offer the vacancy to someone else. If you have not received an invitation, all we can say is 'sorry' and better luck next year.

T. E. OXLEY, Major Cmdt.

Dear Charlie,

I would like to take advantage of the correspondence pages in Sport Parachutist to broadcast some good news. The R.S.A. Parachute Club is alive even though the recession has affected us.

At the recent BPA AGM several people asked me 'what I'm doing now that Thruxton has closed down'. A number of candidates on the recent PI course at Netheravon were also under the impression we had become history.

Our Dove has been away for some time due to a cracked crankcase but we hope to have it back by the end of March, all being well. In the meantime we are carrying on with our Cessna 180 and/or hired aircraft as events dictate. The 1981 Thruxton Boogie is planned for the weekend, 23rd-24th May, and we have a bar, cafeteria and accommodation. We are also hosts for the June BPA scholarship course.

Thank you,
MALCOLM

Dear Charlie,

I would like to take this opportunity of using your mag to thank all the Instructors and members of the Leeds/Bradford Free Fall Club, for their encouragement and friendly attitude for first time students and beginners alike.

I have been helped and encouraged to gain the full benefit and enjoyment of the sport by everybody involved in the club and I am sure, thanks to them, that I shall have many enjoyable years in the sport.

I wish the club many happy years of skydiving, and encouragement to carry on helping students like myself and many others that come up through the club, and go on to be great skydivers like themselves.

Thank you all again,
JANE MELLOR, 83536

Dear Charlie,

The Aircraft Purchase and operation paper in December's Issue, I found informative. I presume many weekend clubs found it useful to compare costs particularly repairs, maintenance and checks which like a motorist's MOT may be open to 'rip-off' charges.

One of the advantages of belonging to the BPA is its collective strength and I suggest all weekend aircraft owning clubs input their actual costs to the BPA such that the best reliable aircraft maintenance outfit and charges can be established.

Yours sincerely,
T. E. JOHNSON, BPA 49819

Dear Charles,

Everyone is aware that spiralling costs, especially for fuel, are making life difficult for even the most efficient jump centres, whether weekend or full time.

As the centres charge a fairly 'high price' for what should really be the 'low cost' end of the sport, i.e. the beginning, I feel they and us parachutists are losing income and, even more important, future ardent parachutists and members of our 'club'.

How can I justify these comments? Well, Charles, as you know from personal experience we here in 4 PARA have certainly the most lucrative recruitment area for sport parachutists as well as soldiers. Over the past 18 months we have attempted to run four courses (2-jump) for 60 students on each. All four courses were well subscribed prior to commencement of ground training. At this time the students discovered how much it would cost (£30-£35). To my dismay numbers dropped considerably, and two courses had to be cancelled.

Because of this, I produced a questionnaire asking everyone what they thought would be a cost they could afford, remembering that the local populace are also having a hard time. Based on the 115 questionnaires returned, the sum everyone would be willing to pay was £20-£25. (Isn't it amazing how £10 breaks the camel's back!!)

Gentlemen, may I suggest you look carefully at the cost of student courses and cut your costs back to the bare minimum for **ONE COURSE ONLY** and see how many students you get. I believe you will increase your applications and attendance by doing so. (How many times do you give information over the phone to would-be-students and because you mentioned costs, never heard anything again?)

I am sure you have tried this before and believe you are at present running at the minimum to keep your heads above water — but are you!!

We here in 4 PARA are trying out a lower-priced course to run over 7/8 March and gentlemen, we are **turning students away**. You might say that we should turn the 'turned away' students to your clubs — and we will, if you are priced the same as ourselves.

Give it a go Gents, even for one course: it could work, and by doing so you will without a doubt have future regular attenders who will be willing to pay whatever price you ask because you have given them a 'bit of the action'.

Well, Charles, there you have it; I believe it can be done, and if anyone replies "Balls, he doesn't know what he's talking about", please forward them to me as I would be interested to see their reasoning.

NOTE: British Rail and National Coaches are at present running a cut-price scheme for people, i.e. '£1 Anywhere' tickets, etc. Their business has increased, even though you might say that the train and bus had to run in any case, whether empty or full. But aren't we in the same boat? We have buildings, equipment and aircraft: the only difference is that ours don't have to run, but by not doing so our clubs will find their backs to the wall in the not too distant future.

Yours Aye,

MALCOLM

**METROPOLITAN POLICE PARACHUTE CLUB
OPEN ACCURACY MEETING**

**Saturday/Sunday
27/28 JUNE 1981**

at

**EAGLE PARACHUTE CENTRE
ASHFORD AIRPORT, LYMPNE, KENT**

For details contact:
KEN MATTHEWS

01-647 7488

Dear Charlie,

A note of explanation. The insurance company have 'written off' the Porter and the search now begins for another.

With the exception of Dave Gardner all of the injured have been released from hospital. Dave will be in for another six weeks recovering from a fractured femur. He is in good heart.

We have been overwhelmed with letters and telephone calls offering help and encouragement — to those — my grateful thanks, the messages were greatly appreciated.

We shall press on with the year's programme using the Islander and a hired 206. The competitions of the 2/3 May and 29/30 August will go ahead, perhaps modified to take into account the aircraft available — eight in a 206? (A joke. A joke.)

Finally, on a happier note. I am sorry you are having to give up Sport Parachutist. Congratulations on bringing it to its present consistently high standard. Well done.

Best wishes,

John Meacock.

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A-8010 GRAZ, AUSTRIA, EUROPE**

BPA PHOTOGRAPHIC COMPETITION 1981

This season, in conjunction with Hanimex (UK) Ltd., and What Camera Weekly, the BPA are running a photo competition.

There are over £2000 of photographic prizes to be won.

The competition will have two classes:

- (1) A freefall class
- (2) An open class.

BPA members are eligible to enter both.

The competition will run from 1st May to 31st October, 1981. Every two months a selection of entries will be published in What Camera Weekly and Sport Parachutist. A prize of Fuji Film will be given to the entries published.

The freefall class is self explanatory, any photograph taken by the photographer in freefall.

The open class is of any aspect of sport parachuting. The photographs can be taken on the ground, in aircraft, from aircraft of exits etc., at parachute displays or of accuracy competitions, CRW, etc.

The general public are to be encouraged to enter this class via What Camera Weekly.

WHAT TO DO!

As soon as you have a picture you want to enter, send it to me — Dave Waterman, c/o BPA Office, giving some basic details, e.g. How, What, Why, and When and Where for instance. Colour transparencies or prints will be acceptable. If the photograph is selected for publication you will receive a prize of Fuji Colour Film.

In any event, the photo will go forward to the grand judging early in November. A panel of judges including some eminent photographers will make the final choice. The major prize in each category is the top of the range Fuji Cameras AX5 and lens with auto winder, Zoom lens 75 — 150mm and flash, value at £500 plus. Other prizes include top of the range Hanimex Slide Projectors, calculators and film.

One final point, once the competition has been publicised in What Camera Weekly, we must expect a certain amount of photo interest in the sport. After all that was the reason for us getting involved in the first place. So, CCIs and Display Team Leaders and Judges at our competitions, please co-operate as much as you can and give as much facility as you can safely afford.

Best wishes to all you budding David Baileys and remember, Faint Heart Never Won Fair Photo Competition. So let your imagination loose.

GLIMPSE INTO THE PAST

This extract from Mike Reilly's book "Alone in the Sky" (reprinted by kind permission of Robert Hale) records a recollection of sport parachuting in the late 1950s. Sue Burges, (now Sue Philips) will be presenting the prizes at the National Championships this year. Mike Reilly was the first Chairman of the British Parachute Association.

Whatever Happened to Sue?



Sue Burges and Mike Reilly.

In British and foreign parachuting circles one often hears the question, "What became of Sue Burges?" For two years, between 1957 and 1959, she was the foremost British woman parachutist and was a popular participant at air-displays all over the country. During the World Championship of 1958, she made a great impression as the least experienced woman competitor, and the Czechs still inquire fondly after "Susanna".

The story of her departure from parachuting is a sad one, but one which has had a happy ending. The accident that occurred on her last descent was the result of a whole series of minor errors, none of which would have been dangerous on its own; but in combination they were to prove tragic. The writer must bear some of the responsibility for this, so perhaps the story should be told in the first person.

We had taken off in two Tiger Moths, flying in close formation for the climb to 10,500 feet. This would be Sue's highest drop to date, but she had often jumped from 8,500 feet during competitions and displays. The day was a crisp sunny Sunday in early May 1959, and the surface breeze at the moment of take-off was approximately fourteen miles per hour. At this stage of the sport, most British jumpers selected the moment for leaving the aircraft by making a timed run-in across the airfield with the aid of a stop-watch, and calculations made before take-off. The revolution in parachute design had not yet occurred, and I was wearing a 'chute with only one blank-gore; whilst Sue had a gaily coloured canopy in which the bottom half of two gores had been removed side by side.

During the climb 'Bish' and 'Bengie', our two pilots from the Tiger Club, kept beautiful formation and we could enjoy our own silent little community in the sky. There was no point in trying to communicate by hand signal until we reached dropping altitude, and, meanwhile, we could each settle back and enjoy the beauties of the Essex countryside unfolded beneath us.

At 10,500 feet, 'Bish' turned into wind about one mile short of the airfield and commenced the final run-in. 'Bengie' tightened up the formation so that the wing-tips were almost

touching, and Sue and I altered our positions so that we perched on the sides of our respective cockpits preparatory to moving out on to the lower wing.

My calculations on the ground had indicated that we should jump thirty-eight seconds after passing the target; by which time we should have travelled approximately 700 yards upwind. I clicked the watch as we passed above the cross and made a last check at the signal square outside the club-house, in case the cancellation signal was displayed. Everything appeared to be in order, and, although the windsock was only a yellow streak from this height (giving no assistance with assessing changes of wind direction) I could see from the way that aircraft were landing far below that the airfield controller had not altered the signal 'T'.

The watch-hand reached thirty-eight seconds, and I waved to Sue in the pre-arranged signal before stepping backwards off the wing. I had time to glance across at Sue, falling just a few yards to one side and a little above me, before turning my attention to the ground. To my dismay, I realized that we were only about 400 yards upwind of the cross and were, therefore, likely to overshoot the target by approximately 300 yards (the headwind at jumping height had obviously been stronger than that forecast). Still there appeared to be no great cause for alarm: an overshoot of 300 yards would deposit us safely inside the airfield and we would have a shorter walk to the club-house.

Nowadays, one would simply adopt the 'dereve' tracking position and make up the necessary lost ground during free-fall, but at that time none of us in Britain had even heard of the 'dereve'. I swept my arms back into the delta-shaped posture which we had learnt from the Americans the year before, and hoped that it would be effective enough to correct my error in aiming. As my vertical speed increased I glanced over my shoulder at Sue and saw her performing lazy graceful turns of 360°. Either she had not recognized the error of our position, or she was confident that her new parachute would enable her to correct it once we had opened.

It soon became obvious that the upper winds were too strong for my flying technique, and I was being swept across the sky. When I finally opened, at 2,000 feet, I was in line with the target and about 300 yards to the left. A split second later, Sue opened her parachute at least 500 feet above me and a little further downwind. As though there were not enough complications already, the breeze chose this moment to swing through an arc of 90°, and we were both swept away from our planned line of drift.

By combining the techniques of blank-gore steering with violent tugs on the rigging lines, I was able to 'slip' off sufficient height to obtain a gentle landing in a paddock just outside the airfield boundary. Sue, being much lighter and having opened higher than planned, was swept into the distance. She considered one field after another as possible landing spots, but rejected all of them as being unsuitable, and used her blank-gore to blow further away from these hazards towards a particularly inviting open space.

Her final approach took her too close to a large oak tree,

and she turned the blank-gore round in an effort to leap-frog this obstacle. Unfortunately, fast turns with a blank-gore result in a momentary increase of vertical speed: her feet hit the top branches of the tree and she was arrested. In this split second, the parachute canopy — with all weight removed from it — collapsed, and at the same instant the branch of the tree snapped! Sue fell from a height of approximately thirty-five feet on to her back and compressed two lumbar vertebrae.

She spent months in hospital, and was finally released with a metal plate attached to her spine. Some months later she returned to hospital and had this plate removed, so that the doctors declared she was as good as new. In the intervening

period she had spent every available moment at the Tiger Club's headquarters learning to fly Tiger Moths, and at the time of writing is considered to be a better-than-average aerobatic pilot.

Very sensibly, she decided not to return to parachuting. Her back is quite strong enough to withstand the stresses of flying, but one bad parachute landing might undo all the good work of surgeons and hospital staff. Romance too finally caught up with her, in the form of a handsome aerobatic pilot, and by the time this appears in print she should be a domesticated (?) housewife.

Thanks for everything, Sue! 1957 to '59 were vintage years.

BUZZ'S CANADIAN COLUMN

Continuing to give information about Canadian drop zones, this article deals with Ontario, which is our most populous province and if not as well organised as Quebec from a parachuting point of view certainly is close. There are only eight drop zones in the province, most being in the south near the centres of population, and all are affiliated with the Sport Parachuting Clubs of Ontario, Inc., which serves as the provincial council. This has permanent premises and full time staff in the Ontario Sports Administration Centre in Toronto. Its address is 160 Vanderhoof Ave, Toronto, M4G 4B8; telephone (416) 429-7701, and that is obviously the place to go for up to date information.

The eight drop zones are:

- South Western Ontario Organisation of Parachutes (SWOOP) at Grand Bend
- Borghese Parachute Centre at Simcoe
- Hamilton - St. Catherine's Parachute Club at Wainfleet
- Parachute School of Toronto at Arthur
- Coldwater Parachute School at Midland
- Cambrian Sport Parachuting at Warren
- Gananoque Sport Parachute Centre at Gananoque
- Ottawa Skydiving Centre Limited at Winchester.

I will not give any phone numbers as they may change, but current information can also be obtained from CSPA in Ottawa.

Winchester is probably the best known to you as we have held two previous Nationals there in 1978 and 1980. It is located at Winchester AirPark, about 30 miles south of Ottawa on Highway 31. Operated by Joe and Clare Chew as a full time centre, it has a Cessna 206 and 182 and two runways, one tarmac and the other of grass. Similar to most other drop zones in the country it cannot take large aircraft unless they be of the Twin Otter, Caribou type. Beeches and DC3s are definitely out, so the centre tends to be student oriented.

Gananoque is the home of experienced jumpers of all kinds in Eastern Ontario, being run by Tom McCarthy, an Ex National Team member and Team Leader for this year's team. This of course encourages the style and accuracy jumpers to go to train there. In addition the relative workers are attracted by the Beech 18 owned by Ottawa jumpers. The centre is located at the Gananoque airport, which has three hard runways, and is about 20 miles east of Kingston and some hundred miles south west of Ottawa.

The Hamilton - St. Kitt's operation is a club operation with a Cessna 180, located on the north shore of Lake Erie about 20 miles from Niagara Falls (that infamous tourist trap). Being on the lake it has typical wind patterns, onshore breezes during the day switching to offshore in the evening. I know the drop zone well, having started jumping there in early

1966 from a Cessna 172. I have not been there for many years but I understand that the facilities have certainly improved since my day. The airport with one long grass strip is owned by the Masterson family. You may know that Glenn Masterson was one of the founders of the Parachute Club of Canada (now CSPA) back in 1956 and was holder of license D-1. He was awarded the Paul Tissandier Diploma by the FAI for his contributions to Parachuting just before he died several years ago. Glenn also founded the St. Catherine's Parachute Club in 1947 which makes it the oldest parachute club in the Commonwealth.

The Parachute School of Toronto is owned and operated by Lloyd Kallio on 200 acres of land near Arthur about 75 miles north west of Toronto and is reached by using Highway 9 west of Orangeville. Lloyd took over the planes owned by the Parachute Club of Toronto about four years ago and now also owns a Beech 18. Using television advertising he is training over 1500 students a year. His latest development is a 'satellite' drop zone at Stanhope, which is north east of Toronto in what is known as 'cottage country'. If you can negotiate the traffic jam at the weekend, it is open seven days a week in the spring and summer months.

SWOOP is operated by Bob Wright as a full time centre at Grand Bend airport west of London, which itself is a hundred or so miles west of Toronto on Highway 401, a freeway all the way. The others I do not know too much about and so cannot do other than confuse you if I tried to supply any information.

The trip to China turned out to be a great success with the women doing far better than the men. Auspex, the relative work team, placed second with 99 points to the Chinese 105. More details next time.

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COLLEGIATE NEWS



And I'm glad to say it's nearly all good news, but keep praying about the weather! The most important item is that the 1981 BCPA Championships will be held at Sibson from Friday 26th June through to Sunday 28th. There will also be a progression course running for the four days before the Championships begin, starting on Monday 22nd, and designed to help all collegiate jumpers of Cat. 3 and above progress through the Category system and prepare for the meet. There will be six events:

1. Novice Accuracy: 4 rounds (B-licence minimum)
2. Senior Accuracy: 4 rounds (C-licence minimum)
3. Style: 2 rounds (C-licence minimum)
4. 2-Way RW: 4 rounds (Cat. 8 minimum)
5. 4-Way RW: 4 rounds (Cat. 10 minimum)
6. "Static-line elegance": 4 rounds (Cat. 3 and above).

Basic details of all these events have already been circulated to clubs, and comprehensive details will be finished early next term. It is hoped that the BCPA can select a team on the basis of this meet to represent us at the open meet in the USA next Christmas, so there's plenty of incentive for those who desire competition. In fact the "static-line elegance" event is every bit as important as the others, and I hope it will be the largest too. This will be arranged on an informal basis, with marks for style of exit, spread position, pull and recovery, canopy control and quality of PLF, and will enable everyone who hasn't reached the B-licence qualification to compete as well. I hope as many clubs as possible will join in and make this a really enjoyable and exciting meet. Further details about the Championships from me or from Dave Turner, 4a Waterloo Terrace, Newhampton Road East, Wolverhampton, WV1 4BA (0902-23389). I'd like to thank Dave for doing the work for this, and John Meacock for offering us the Peterborough Centre's facilities and good-will.

Two other collegiate events will miss the copy date for this edition of the magazine, but I hope to include news of Frank Smith's 8-way attempt at Weston and Steve Kentish's informal DZ meet at Headcorn in the next collegiate page. Steve (Sussex Univ.) has organised a S/L fun competition among the collegiate clubs at Headcorn and extended an invitation to other clubs in the area. I think this is an excellent idea, and to promote other meets like this I've sent out a list of clubs, contacts, addresses and DZs to clubs to make it easier for us to co-ordinate these events in the future. Perhaps some inter-DZ competitions might flourish too; I think they'd be relatively easy to organise and good fun, but I leave that to your imagination . . .

Bad luck though for Nigel Francis and the Bristol University club whose 4-man demo for the Rag procession was held off by bad weather: still, all good publicity in the long run. Also a projected Easter meet with the POPS was politely declined; personally I think this would have been great fun, but there's always next year . . .

Good news too is that another seven clubs have contacted me recently asking for information about the PCPA, including well established clubs like Liverpool Univ. and University

College, Cardiff. Checking back over the files that have been forwarded to me from all parts of the country, and which I know are far from complete because none of my past correspondence is included in it, there are letters (in some cases three years old) and references to the following clubs I know nothing about: Kingston Poly, Leicester Univ., Leeds Univ., Welbeck College London, Keele Univ., Bath Univ., and Hatfield Poly (all affiliated clubs), and Goldsmith's College London, Thames Poly, University Coll. London, Whiteland Coll. London, Sheffield Poly, Kent Univ., UEA Norwich, Sheffield Univ., Loughborough College, UWIST, UMIST and Bangor (mentioned in old correspondence). Also I've heard rumours of clubs at Hadlow Agricultural Coll., Manchester Poly, and Westfield Coll. London; and I've heard nothing from clubs I *know* exist at Aston Univ., Durham Univ., Newcastle Poly, St. Andrew's Univ., Stirling Univ., Strathclyde Univ., Edinburgh Univ., Sunderland Poly, and Lanchester Poly! I'd dearly love to hear news of these clubs so that I can send them details of BCPA activities . . . so if anyone knows anything about these clubs I'd be really grateful if they could nudge them into dropping me a line!

In the last collegiate page I promised a finance advisory paper to be circulated to clubs to help them negotiate with their unions over grant allocations. I've left this for a while because I've not really received enough information yet to make it worthwhile. Meanwhile can I ask those clubs who haven't returned their questionnaires to do so, and thank those who have, and ask for affiliation fees as soon as possible? I will present full details of BCPA activities at the next meeting, to be held at Sibson on the evening of Thursday, June 25th, together with a full report on all the information derived from the questionnaire and what we can do with it. In the meantime, if any club needs a letter from the BCPA don't hesitate to contact me. At the moment I'm looking into the possibility of kit price reductions, and getting a new BCPA logo designed ready to print sweatshirts and T-shirts in time for the Nationals.

Finally I ought to offer an apology for not replying to every letter I've received as promptly as I would like to have done, and for being conspicuously absent from MPC and other DZs I would have liked to have visited this year. By way of excuse all I can offer is the news that my college have kicked me out and taken my LEA grant away (so my car is off the road and I haven't jumped for six months!), and that in the month before the Nationals I'm standing in Student Union elections, threatening my college with legal action and taking Finals! And the moral of the story . . . ?

Keep Jumping!

CHRIS POMERY

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C.I.P. MEETING - 1981 -



In January this year the annual conference of the International Parachuting Committee (CIP) was held at the Bisham Abbey National Sports Centre on the banks of the Thames near Marlow. The three day Conference was hosted by the British Parachute Association, masterminded by our CIP Delegate and 2nd Vice President, Charlie Shea-Simonds. These conferences are usually preceded by an informal get-together of sub-committee members who meet to finalise their brief for the main sessions to follow. Charlie suggested Netheravon as a venue for this gathering of half a dozen of the chaps on the weekend prior to the conference and Centre boss Gerry O'Hara was naturally happy to oblige. In the event, numbers escalated somewhat and by Sunday some twenty five of the forty delegates were happily enjoying the hospitality of the APA, getting a few jumps in and generally evening out the strain. Charlie's car and the BPA van ran a shuttle service from Heathrow, Buzz Bennett was one of the first arrivals whilst some latecomers took their chance on British Rail. BJ Worth, already twenty four hours late from Seattle, finally called up from Salisbury station. Transport was waiting for him at Andover but friend BJ had cocked up the exit there, being unable to work out how the carriage door opened. Beckmann was almost caught in the same trap whilst Gillard and Bermingham (Australia) plus Jean Polis (Belgium) navigated themselves with uncanny accuracy to the Swan at Enford in a hire car, arriving just before last orders. All of which Gerry and John Laing took in their stride, providing accommodation, a curry supper, beer, sandwiches and parachute jumps for a seemingly ever-expanding overseas clientele. The weather was kind and the whole thing added up to a first class weekend which augured well for the conference to come. On Sunday evening, a coach had to be hired to transport the visitors and their kit down the M4 to Bisham.



Delegates pose outside the Abbey . . .

Once arrived at the Abbey, guests were booked in by the Secretary General assisted by Susie Bates and Council members Lofty Thomas (with Grace) and Bobby Hiatt. Centre Director Brian Lee presided at a reception for the delegates and after dinner a further welcome party really put

the show on the road. Monday saw the start of the official business when all three sub-committees (Classic, RW and Sporting Code) presented their respective recommendations to the delegates for finalisation before formal ratification at the plenary session next day. All delegates were guests that evening at a dinner given by the Association in the Elizabethan banqueting hall at the Abbey. Guests included John Coughlan of the Sports Council, Chairman of the Royal Aero Club Ian Scott-Hill, FAI Delegate Ann Welch, Gordon Robinson of the CAA and Mrs. Robinson and Centre Director Brian Lee with Mrs. Lee. Incidental music was provided from the minstrel gallery by a piper from the Scots Guards as the guests tucked into traditional roast beef under the patrician gaze of former members of the English aristocracy whose portraits adorned the oak panelled walls, whilst threadbare standards from the Napoleonic wars provided the final touch of atmosphere. After the speeches and the loyal toast proposed by Brigadier Joe Starling the assembly retired en masse to the bar where the entente cordiale was definitely maintained.

Tuesday was devoted to the formal proceedings of the plenary session: a report on the 1980 WPC was given by Chief Judge Buzz Bennett who expressed praise for the organisation and for the work of the judges, in particular for the fact that there were only three protests in the course of the Meet. This technical summary was followed by a report by the delightful Maria Veltcheva on behalf of the Bulgarian Aero Club. Statistics included a jump total of 4,982 and expenses were reported as being five times as much as the entry fees received, which should put an extra levy or two on the local rates.

Next on the agenda was the 1981 WPC at Zephyrhills. Organiser Jim Hooper confirmed all preparations were well under way. Dates were 9 — 18 October and three DC3s had been booked. Three video systems would be on site for the International panel of Judges. Charlie Shea-Simonds was appointed Chief Judge, with Lowell Bachmann as his assistant. Biff Burn was to run the Training Judge programme and the UK nominated Judge was John Hitchen. The programme of eight way and four way dives remained virtually unaltered from 1980. Hooper also gave notice of a second DZ only thirty minutes drive from the WPC site for the use of visiting jumpers while the World Meet was in progress.

We then moved on to dates and venue of the 1982 Classic World Meet, which were confirmed as 6-20 August in Lucenec (Czechoslovakia) — an airfield some 250 miles southeast of Prague close to the Hungarian border. A bid by Canada to host the 1983 WPC (RW) was made and then withdrawn after it was made clear that such bid was unacceptable to the meeting in that one condition was the specific exclusion of South Africa. A decision on this Meet was held over until next year — a possible bid by Pete Sherman's UAE (recently elected to FAI) could be in the offing. Looking further ahead to 1984, bids for the 17th Classic WPC from the Soviet Union, France and Austria were on the table.

The Conference then accepted the updated version of the



... and at the Knight's Tavern In Windsor.

Sporting Code. This has to be validated by the General Conference in the autumn of this year and will come into force on 1 January 1982. The following were the main changes:

1. The diameter of the disc is reduced to 5cm. This proposal by Sweden and Austria was carried unopposed.
2. Wind limits for Style and RW are increased to 9 metres/sec. Accuracy limits remain at 7 metres/sec.
3. All Accuracy world records will now be made using electronic measurement.
4. In the interests of flexibility, certain sections of the text have been transferred to a series of Annexes. The reason is that the content of annexes may be changed annually without reference to the General Conference.

John Laing, Chief Judge at the CRW Meet in October gave a technical report. It was decided that the first official World

Cup in CRW should take place in 1982, either in France or in South Africa. The meeting concluded with the voting on awards and the election of officers for 1981. Colonel Wolfgang Pfliegerl (Austria) was awarded the Gold Medal while Gligor Ivascenko (Yugoslavia) was successfully nominated for the Leonardo da Vinci Diploma. The CIP Officers elected for 1981 were as follows:

<i>President</i>	Horst Brandl (DDR)
<i>First Vice-President:</i>	Uwe Beckmann (BRD)
<i>Second Vice-President</i>	Charles Shea-Simonds (UK)
<i>Technical Secretary</i>	Madame Odette Rousseau-Balesi (France).

It was anticipated that the next Conference of the CIP would take place in January 1982 in Strasbourg.

The day was rounded off by a visit to Windsor as the guests of GQ Defence Equipment Ltd. This proved to be a suitably convivial evening and the delegates returned to Bisham happy with a most successful and enjoyable two days work. The following morning was departure time and the coach left for Heathrow just before lunch, leaving behind only a couple of itinerant Australians who sportingly remained behind to help out the Poms with the remainder of the beer drinking for a further week. Great meeting you again, Claude and Gene and congratulations on the award of the Australian Order of Merit to Claude.

In conclusion, the thanks of the Association must be expressed to all concerned who worked so hard to make the Conference the undoubted success it was. Charlie Shea, whose idea it was in the first place, Council Members, BPA staff, Gerry O'Hara and all the Netheravon staff, Graham Davis and Arthur Harrison of GQ Defence Equipment, Bisham Director Brian Lee and finally to his assistant Suzanne who coped with all crises almost single handed with the most willing and charming efficiency.

DOUG PEACOCK



Mike Newton and Rod Davis exiting the Netheravon 206.

Photo — Simon Ward

SURVIVING THE MOVE TO NEW GEAR

Everybody gets the gear scares sometime. Usually, beginning parachutists share the concern that their main won't function correctly . . . that's the gear scares. This is about the milder form of gear scares that creeps up when you switch gear.

Confidence breeds contempt. After you watch/feel your main canopy deploy perfectly for a while, the novice gear scares disappear, and you quit practising your emergency cut-away procedures, 'cauz you're too cool for that, ya know?

I mean . . . it feels weird to be standing in an arch, eyes closed, shouting your count whilst you wave your arms in the break-away practice.

If you are jumping conventional gear with the reserve on the front, or an older tandem system, your first big move toward being a skygod will likely be the purchase of a new-era tandem system. Often you'll buy the fanciest, most advanced system because you plan to jump it for a long time. The fact that it requires a 1,000-jump yoga master to deploy the main canopy in less than 1,000 feet doesn't bother YOU.

You don't have many jumps. You aren't very experienced yet. But you see lots of other skydivers wearing the same exotic gear. If they can do it, so can you, you figure. You don't see them making a big deal about knowing where the ripcord is, checking out the cut-away system, or otherwise planning for and practising for a high-speed emergency. If they don't, should you worry?

If you've ever seen anyone bounce, if you had ever heard the broken watermelon thump of terminal impact, felt the horror, talked to stricken family . . . then, oh yes, then you would pay a lot more attention to your gear. Without question you would learn to operate it before you jumped it.

Here is what I think you should consider when moving on to more advanced gear. By paying attention to these things, you will improve your survival potential. And since survival is the only condition that allows you to make more high-energy, fun-filled skydives, it's worth the time and effort.

Besides, swooping through the blue sky, giggling through loops and rolls, relating to your freefalling friends is too much solid fun to have to waste attention on learning to operate your gear while you are actually in freefall. Maximize your joy — learn your gear on the ground before you take to the air with it.

When are you ready to jump new-era gear???

There are lots of rules governing when YOU can start jumping new-era gear. However, most of these rules themselves violate the first rule of RW:

"The only rules of RW are those of clear thought."

If you can handle yourself well in freefall, you will likely do OK with proper practice on the ground first. Handling yourself in freefall doesn't mean to be "Good" at RW. It means that you can stay stable, or not worry about being unstable while you are in freefall. Try this . . . put your right hand on your right hip in freefall for 3-5 seconds. Can you handle it? Did you stay stable? Do you realize that it is OK to pull unstable?

When you have a choice of either pulling or regaining stability, the wise jumper will pull. It is considered very poor form to go in without pulling; you get zero points for stability if you fail to pull.

Can you walk and chew gum at the same time? In other words, can you contemplate the possible new location of your ripcord whilst counting off the passing time whilst watching others track to pull when you are already low to start with?

Are you familiar with your new rig? Did you wear it around

the house for awhile on several days last week? Did you spend time over several days touching the important parts while you were wearing the rig?

Make a familiarization jump by yourself. Plan to pull at 3,000 feet on at least a 30-second delay. A jump spent increasing your survival potential is NEVER a wasted jump.

Don't rush your first pack job on the new rig. Have several competent people verify your assembly of the pack job will likely work. It is far better to catch a silly packing/assembly error on the ground than to have to dump your reserve on your first jump on the rig.

Generally, the surviving jumpers of new-era gear will have these characteristics:

- Be current.
- Have practiced with the new gear a lot at home before coming out to the DZ.
- Know it is packed/assembled correctly.
- Make a familiarization jump alone.
- Be briefed on how to use the gear prior to the day of the first jump on it.
- Not make your first jump on new gear with a jumpsuit which is also new to you.
- Practiced cutaways on a suspended harness.
- Go through the pilot chute drills for:
 - wrapped around you . . .
 - in tow . . .
 - in your burble . . .
 - with a trusted jumpmaster observing and assisting.

Procedure for checking out yourself in new-era gear:

1. Be current. Don't make your first jump in many weeks on borrowed or new gear without a good ground-practice session with it.
2. Put the new rig on over your jumpsuit, just like you plan to jump it. Can you see the ripcords? Can you find them by feel? Does the ripcord feel like part of your harness or jumpsuit so that you might confuse them in freefall?
3. Practice standing or laying down . . . imagine you are in freefall. Go through the motions of pulling your main. Any problems there? Practice pulling your cut-away and then your reserve. Did you use the same hand? If so, can you pull your reserve with the cut-away handle in your hand, too?
4. Did you remember to look down for canopies below you before cutting away?
5. Will you actually remember to count? Time can seem to compress or expand in a tense situation. There is no way that you can keep track of altitude without counting. Nearly getting your reserve out before impact is not enough. Count.
6. Do you plan to tug on the risers to clear the malfunction? This has worked sometimes for some people. Many, many have died looking up and trying to sort out a mess as they thunder into the dirt. Don't play with it; get rid of it.
7. How will you handle a pilot chute in tow? Is a double malfunction really worth having a hand-deployed pilot chute? How will you pack to ensure you will not experience pilot-chute-in-tow? What sort of pin check will you need with your new rig?
8. What will you do if the hand-deployed pilot chute wraps around your hand, arm, neck or foot?
9. How should you get your hand-deploy off of your burble? If you have to pull your reserve for what feels like a total (pack closure), how do you know it is not a pilot chute in tow? How do you know that it is not just hesitating in your burble, ready to leave with your reserve?
10. What is your procedure when you can't find your main

ripcord handle? How long do you plan to look for it? How do you know when it is time to give up and use your reserve?

11. What will you do if someone pulls right under you?
12. When you are involved in a canopy entanglement, what will you do?
13. Let's say you were doing RW with some friends and everybody forgot the altitude until the ground rush started getting fierce. What will you do?

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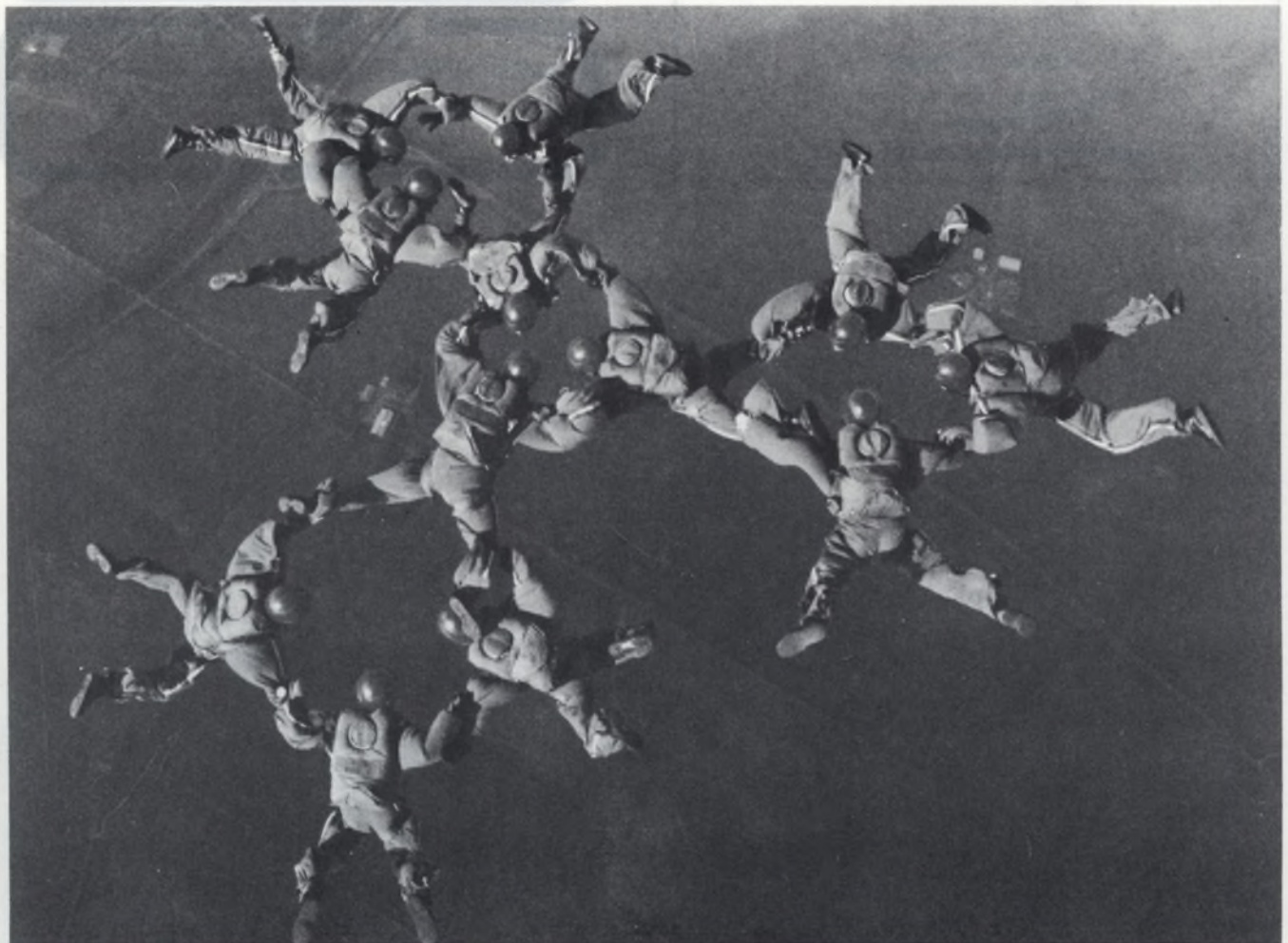


Phil Ledwards records Derek Thomas dumping out over Sibson.

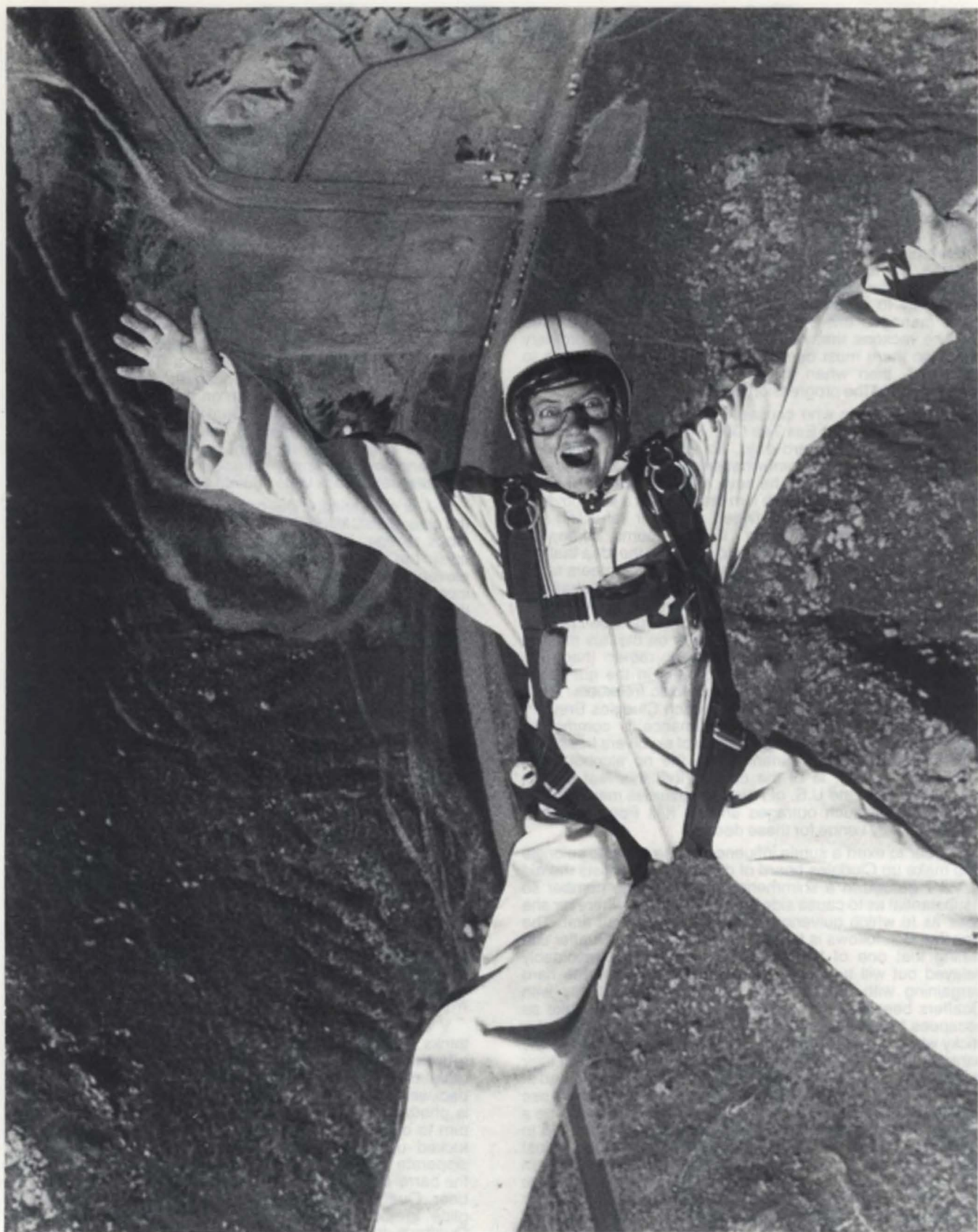


Jacques Gellen records the Dutch Team in action.

BOB SOUTER



Bob Souter sent this photo of the Falcons in training over Weston-on-the-Green.



Steve Bartholomew sent this photo of Cheryl Cochrane exiting a hot air balloon over Perris Valley, USA.

Big Jake at Poop Valley

Big Jake is toying with the idea of running for Chairman of the Ess Tee Cee. He has some innovations in mind for instructor courses like having the candidates demonstrate their ability to do stand up landings with their squares on back to front like he did inadvertently once after putting his rig together with the risers twisted. It was only a timely shout from Voice & Tits, his beloved, of "F--F--Flare ya crazy barstid!" that caused B.J. to yank down his toggles while craning backwards so that his bum swung high in the still air and he dropped on to his feet from about six feet up with a resounding thwap! He also advocates that they demonstrate their ability to do an outside loop with a square. B.J. has never managed this one but on account of his demented logic he reckons that he, Big Jake, is a sensible ordinary fellow, so there must be some other bugger daft enough to achieve it, then when the technique is known it should become part of the progression system.

It is Quaffer Jim who causes B.J. to deviate significantly from his plans for the Ess Tee Cee. The rubicund Quaffer is an admirer of St. Bernard dogs, an avid gargler of ale and lager and a skydiver of somewhat erratic ability. Quaffer is at an airshow one day when he sees a demonstration of air to air refuelling and it clicks with him that there is a link, obvious when you think about it, between air to air refuelling, St. Bernard dogs and skydiving. If this seems somewhat tenuous read on. Quaffer rushes to B.J. with the idea that we try air to air refuelling of skydivers. Quaffer volunteers to be the tanker diver with a keg of Cludgies Blue Barrel strapped round his waist with a hose that he can crank out to refresh any passing skydivers who care to call. B.J. lights up instantly at this bizarre suggestion and descends on me, his minder, with an enthusiasm which is virulent rather than just infectious. I get that sinking feeling deep in the gut which usually heralds another of Big Jake's toxic freakouts. Right reason or none B.J. decides to approach Cludgies Brewery with a view to snowing them to finance a commercial featuring their beer refuelling a gaggle of skydivers freefalling in formation, totally at variance with the no alcohol while skydiving rule. B.J. is of the opinion that this feat is best consummated in the U.S. of A. where attitudes may be more liberal towards such outrages and he has Poop Valley in mind as a likely venue for these deeds.

In order to exert a subtle influence on the choleric colonels who make up Cludgies board of directors B.J. enlists the aid of V & T garbed in a shimmering decollete little number so insubstantial as to cause side bets to be placed wherever she goes as to which quivering knocker will jump out first. The ploy that B.J. follows is to go in first with me and Quaffer Jim stating that one of his colleagues has been unavoidably delayed but will turn up in a nonce. We get into the hard bargaining with the colonels who find some affinity with Quaffers beer belly but clearly regard me and Big Jake as escapees from some orifice in the black lagoon. It gets very sticky when one of the colonels announces that he was in the paras during the war when they had things strapped to their legs so why can't Quaffer have the barrel on his leg instead of round his waist. B.J. mutters a few dark comments about gee of gee and stability informing me in what is supposed to be a whisper that he may at any moment unstrap what is tied to his leg and stick it in the colonel's ear. The balloon is just about to go up when the secretary knocks and ushers in V & T. She is radiant and bouncing, full of "What a pleasure to meet youse" so in no time at all the colonels are goggling at her, surreptitiously placing side bets and not a little distracted from the matter in hand. B.J. regains his cool with the diversion, we show them a five minute video film of

Sysoibimus doing style and accuracy and V & T persuades them that not only will their investment be safe with us but she hints with something approaching a leer that there may be more in it for them than meets the eye. We get the funds for the four of us to spend a fortnight at Poop Valley with our cameraman Theo Crumpetson.

B.J.'s antics in downtown San Francisco are wild enough to fill a book but altogether too disreputable to publish until the libel and pornography laws have eased off a shade, so let us proceed to Poop Valley where the action is at. The little town of Poop is out in the canyon country, dotted around with lakes, streams, speakeasies and the occasional rural knocking shop. It sports a municipal airport with a skydiving school run by a one eyed Australian name of Shithouse Sid and his uproarious mate Goober, a Texan who does a worthwhile simulation of a American Big Jake. They have this decrepit looking DC-3 with rust on the engine cowlings and kapok stuffing hanging out of what used to be the upholstery. They allege that the engines are new and the airframe is good for another four thousand hours. By the look of it four thousand hours of simply sitting still in the hangar would see it disintegrated back to its original components.

B.J. is enthralled at the prospect of lifts to twelve grand in the clear blue California sky, which will be on tap as soon as it stops raining. We have arrived during an unseasonal wet spell, but the frogs are enjoying it. Quaffer has toted an eleven gallon keg past bemused immigration officials and incredulous customs men; knocking on it hollowly to prove that it is empty. We are to tank up on the real thing at Cludgies American bottling plant when we have worked out our refuelling techniques.

We start into the skydives on day three after jetlag has subsided and the rain has hissed to a stop. The first problem is with the hose. Quaffer plans to hold the nozzle of the hose in his hand, set up a no contact base with the recipient and let the consumer skydiver latch on to the nozzle to suck his fill; Cludgies have fitted a one way valve which snaps shut automatically when the sucking ceases. On the first dive B.J. wishes to pioneer the gargling role so he follows Quaffer out of the DC-3 with V & T, Theo and me in close attendance ready to witness history in the making. What we see is Quaffer losing his grip on the hose which smartly belts B.J. round the back of his helmet, smashes his Paralert then takes to executing a cat o' nine tails job on Quaffer that Cap'n Bligh would have been proud of. Quaffer divines that the only thing to do before total destruction sets in is to take his knife out and hack off the hose which goes whipping out of sight like a king cobra with convulsions. Theo gets it all on instant film and we spend the evening in hysterics re-running the flogging of Quaffer and B.J., which is particularly gratifying when run backwards.

V & T suggest a modification of the gear which Quaffer thinks will work. Instead of a flexible rubber hose we will use a twelve inch length of stiff plastic tubing. This will protrude out of the bung hole which can be fixed up facing forwards or backwards according to what is easier for docking and what is photogenic. We start with it facing forwards and it is my turn to dock on it. Quaffer goes off in a big spread with me tucked up in a high speed pin dive on account of our disparate weights. I am really honking down to keep up with the barrel laden Quaffer who is carrying water to simulate the beer. Quaffer hauls out on his swoop cords; I level off but glide in too fast and too low. My head passes below Quaffer's, the plastic prong bounces offa my helmet which is lucky or it would have taken my eye out and goes down the back

of my neck between my tee shirt and jumpsuit. Something has gone wrong with the valve system because it is leaking more like spraying water into my jumpsuit so my wings fill up with it and slosh soggly up and down in the slipstream. Quaffer is too busy trying to stay stable to be of much help at this time so it is left to B.J. and Voice & Tits to come to the rescue, one on each leg as they backslide me away from Quaffer. This results in the total evacuation of water from the barrel; something to do with pressure differentials so Quaffer has this gusher blowing up past his head like one of the great whales spouting from the depths. His goggles are forced off by the stream, his ears fill up inside his helmet so he dumps out at five grand leaving us tracking off completely cracked up at the sight of his discomfiture which is recorded for all time by Theo's magic eye.

It is V & T's turn next. She opts to have the spout pointing backwards between Quaffer's leg so that she can dock from behind on to his legs and take her fill at her leisure. Even during the dirt dive it becomes apparent that there may be problems. If she gets too close she may take Quaffer's air and precipitate a backloop or even total instability. Quaffer's main fear in this venture is of an upside down opening and the barrel tearing off his harness to cause devastation in the pasture lands below. To provide V & T with a straight in approach Quaffer dives off this time with V & T on his tail. Theo reckons he will get his best shots from below so he is rear floater departing half a second before Quaffer. Big Jake and I dive out to observe as much as possible with our hawk-like eyes. What we observe looks good at first with V & T sliding gently in towards the protruding spout. Theo is lined up nicely for the camera shots about three feet below Quaffer and off to one side. V & T docks and latches on to this object sticking out between Quaffer's legs. Suddenly we realise that it looks like some quaint diversion that the tourists gather to observe in the back streets of Cairo; most unlikely to gratify the shareholders of Cludgies when they see it for the first time as a T.V. commercial. The transfer has worked this time and V & T lands with a pint of water gurgling around her insides, so at last we have the technology if the act can be cleaned up.

B.J. orders the beer in for the *pièce de résistance* and declares that since Quaffer has had all the hassle so far, he, Big Jake, will carry the barrel on the next one to let Quaffer, whose idea it was in the first place, drink his fill. We take off with a beer laden B.J. drooped over his barrel half way up the fuselage. There is some trouble with turbulence which causes B.J. to roll to and fro with the barrel while we try to restrain it and him. B.J. takes on a bilious hue causing V & T

to coo endearments to him along the lines of: "If ya puke in this plane B.J. I'll kick the ass offa yer jumpsuit". B.J. in normal circumstances would shrug off the airsickness at such a challenge and take V & T down the back of the plane to validate her there and then before reaching jump run. But on this occasion he just groans and coggles gently backwards and forwards on his barrel. The turbulence subsides; B.J.'s normal swarthy hue returns and we are all set for the run in. This time for aesthetic reasons we have the spout facing forwards and we are going to fly a tee off the DC-3 with B.J. centre floater, Quaffer in pin position and me and V & T as front and rear floaters respectively. Theo will come out fifth. I struggle into the slipstream aided by Quaffer pushing. I am having a hell of a job to hang on. V & T is out then out comes B.J. just as I lose my grip and I wipe them both off the plane. Theo says later that Quaffer is just setting up grips on B.J. when this happens and he is left staring into space empty handed. Theo pushes Quaffer out and they gyrate down the propblast to where us three are trying to get sorted out. B.J. is face down but the barrel has set up some kind of gyro effect so B.J. is rotating at high speed in a flat spin like a seal on a beach ball. Quaffer decides that we have a full scale emergency at hand, chases down after B.J., gets in the way of one of his legs and grabs on. Such is the force of B.J.'s spin that Quaffer is initially carried with it but with grim determination claws his way up B.J.'s leg, out with the trusty blade and slices through the webbing which holds the barrel on to B.J.'s harness. The barrel drops off, flashing down between me and V & T its valve defective again, spraying an amber rain of beer across the Californian sky. We all open up high after sorting ourselves out and watch fascinated as the barrel after its two mile plunge hits square in the middle of one of the lakes sending a geyser skywards towards us.

It is the end of the line for air to air refuelling of skydivers. Cludgies are so insanely furious at the loss of their barrel and commercial that they try to reclaim all the funds from our group. But you can't get blood out of a stone or money out of Big Jake once it is spent, so it all simmers down eventually after B.J. is banned from every pub owned by the company. Theo makes a handsome return taking his film of our antics round the States and U.K., garnering booze, food, free skydives and loose women. B.J. reverts to his earlier preoccupation about getting on to the Ess Tee Cee and I look forward to a week or two of quiet living before B.J. is seized by his next grand passion.

LOWE PULLER.



Cameraman Phil Ledwards records Cameraman Alan Derbyshire.

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, THURSDAY, 12th FEBRUARY, 1981
held at Kimberley House, Leicester**

PRESENT:

G. C. P. Shea-Simonds	<i>Chairman BPA</i>
J. Laing, MBE	<i>Chairman Safety & Training Cttee</i>
L. W. Melville, QGM	<i>Chairman Competition Cttee</i>
P. W. Ritchie	<i>Chairman Finance Cttee</i>
J. T. Crocker	<i>Vice Chairman BPA</i>
P. Corr	
W. Grut	
R. Hiatt	
J. H. Hitchen	
D. C. Kenny	
E. T. Lewington	
R. O'Brien	
A. E. Rose	
J. R. H. Sharples	
J. G. Starling, CBE, MC, ADC	
J. L. Lewis	
D. J. Tylcoat	
D. Waterman	

CO-OPTED MEMBERS:

Vice Chairman	<i>RAFSPA</i>
D. Hennessy	<i>RAFSPA</i>
C. Pomery	<i>BCPA</i>

IN ATTENDANCE:

C. W. Port	<i>Secretary General</i>
D. Peacock, AFM	<i>NCSO</i>

OBSERVERS:

Miss C. Pyper	A. J. M. Meysner
Miss S. Riley	F. Scates
B. Gover	R. Colpus
M. Sheridan	

APOLOGIES:

J. Cook	<i>Parachutists Over Forty</i>
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Item 1

Chairman's Opening Remarks

The Chairman thanked all Council for attending the Meeting.

The Chairman then welcomed the observers, especially A. J. Meysner, an ex-member of Council. He also welcomed Wing Commander F. Marshall, the Deputy Chairman of RAFSPA, deputising for Group Captain Walker, Chairman of RAFSPA, who had written to say that he was delighted to be co-opted onto the Council of the BPA but was unfortunately unable to attend tonight's meeting due to pressure of work. He then asked everyone to join with him in congratulating Brigadier Starling on being awarded the CBE in the New Year's honours list. Also congratulations to D. Waterman who is the runner up this year in the colour section of the Sports Photographer of the Year, and also to Neil Harrison, a BPA member, who processed the pictures.

The Chairman brought Council's attention to a file which he has opened, "The Chairman's File" which contains copies of correspondence he had had which he thought would be of interest to Council, it would be available at all meetings for members to read.

Minutes

Item 6/81

Deesons Press Services

All Council had received a copy of the report from Deeson Press Services.

The Chairman invited Dr. Deeson to present the report.

Dr. Deeson said that on the basis that all Council had read the report, he would go through section by section and would invite questions as he went along.

There was considerable discussion on the subject of celebrities carrying out parachute jumps. On the one hand it was felt that this was not really what the Association needed. On the other hand it was said that any form of publicity was good for the Association as a whole and more especially for local clubs.

It was also felt that rather than local publicity, National Coverage should be the aim.

Further, it was said that overall the Association had had good value for money and Deesons had done the best they could.

Dr. Deeson said that what they needed above all else was effective liaison with a deputed member of Council who could give the job some time, there had to be an input from the BPA.

The Chairman said that if things had been going wrong it was to a certain extent the fault of the Association and there had not been the liaison which there should have been. His suggestion was that as D. Waterman does know the media, and is also a photographer he could cover two areas where we have had problems. He had been asked if he would consider taking this on, and it was suggested he be provided with a budget for photographs as and when Deesons required them.

Another suggestion was that a free-lance PR person could be employed who could give more time to the Association's affairs. Dr. Deeson commented that free-lance agents do not always carry on and the continuity the Association was seeking might not materialise.

One major point was that the Association had no one ready to step in to replace Deesons. It was the general feeling that the limited budget available should be channelled into specific areas.

It was also suggested that if the Association did not re-appoint Deesons, unprepared with an alternative as it was it could be a mistake. Keeping the Association in the public eye had the twin advantage of doing just that and also producing students, Deesons should be retained and a vote on this taken now. But they must have the back up from inside the Association, and copies of all Meetings, Council and Committees should be sent to them.

It was proposed by J. T. Crocker and seconded by R. Hiatt that the Association retain Deesons for 1981 at the suggested fee, with D. Waterman agreeing to act as the liaison between the Association and Deesons.

In favour — 6, Against — 9, Abstentions — 2.

The motion was defeated.

A formal vote of thanks was given to Deesons PR Services for the work they had done for the Association in the past.

Dunkeswell

The Chairman read out the letter from Mr. Louttit intimating that he would be attending the Council Meeting

Mr. Louttit was invited to join the meeting.

The Chairman invited Mr. Louttit to tell Council the situation regarding the Centre at Dunkeswell, and what he would like from the Association.

Mr. Louttit said that the present situation was that Dunkeswell was operating as a Club with himself as CCI, obeying all BPA Rules other than that of a BPA CCI running the Club. What he wanted was for the Club to be back in the BPA. "I have been instructing on a regular basis, I feel I am a very good instructor, the centre will continue to operate within or without the BPA. During the long period of time before this situation arose I was a full supporter of the BPA even before their first jump. The present situation is that to maintain my livelihood I have had to run the Centre outside the BPA."

The Chairman asked Mr. Louttit his present situation with regard to the Civil Aviation Authority.

Mr. Louttit said that he was furnished with an exemption on a 1 or 2 month basis.

The Chairman asked if he had an exemption at this moment.

Mr. Louttit said he had spoken to Mr. Smith (CAA) on Tuesday and had been told there was no problem, and to carry on jumping. There had only been one period of 3 days when he had had no exemption. Mr. Smith seemed to put some weight on the fact that the club should be within the BPA, because there is no other body to police the activities of the Club.

The Chairman asked if any Council Member wished to ask Mr. Louttit any questions.

J. T. Crocker asked to be reminded of the date when Mr. Louttit had his rating removed. This was 24th November 1979, and the rating was removed for a two year period.

At this time the Chairman asked the observers to retire while the matter was deliberated.

J. Laing asked whether there was any foundation in the rumour that there is to be a new club, that the airfield is up for sale, and that a new club was to be set up.

Mr. Louttit said that there had been these sort of rumours for some considerable time. He knows, himself, of nothing concrete. To his knowledge there are no plans for immediate sale. He knew no details of a new club being set up. He had not been told that any move was to be made to create a new club etc. The tenure was a verbal agreement made 9 years ago which had been reinforced over many years.

J. T. Crocker thought that there was one pertinent question which had to be answered by everyone and it was that Mr. Louttit lost his advanced instructor rating with the proviso that he would not be given an exemption to act as a CCI, as some approved instructors are. The rating was lost for 2 years from the 24th November 1979 and it was a specific proviso that he would not be granted an exemption to act as a CCI. So all that had to be decided was whether some sixteen months or so having gone by since the effective loss of the advanced rating, whether in the light of what you have been told, you want now to abridge the remainder of the suspension of the advanced rating or alternatively without abridging the suspension give him an exemption to act as CCI.

"I feel there are bigger considerations than what Mr. Louttit wants to do, and that is the solidarity of the Association. I don't feel it is good for the Association that it should have a major club, whether it is going to remain a major club remains to be seen, but it was a major club, and I think it is a shame when we lose a major club from the Association. Having said that I feel there is a danger in letting it be seen that we will back down rather than lose a club. A major matter to consider is that we want this club within the BPA. I know also from first hand knowledge that the directorate at the Civil Aviation Authority would like us to help as much as possible in bringing the club back within the fold of the BPA, and I for one would support it being brought back in on stringent terms, but terms which would enable him to act as CCI. Those I can suggest in more detail if we reach that stage, at the moment you must decide whether you get to the stage where you want to upset the STC decision of the 2nd January 1980."

R. O'Brien thought that it was really STC business. "They took the rating away it is their business to give the rating back and not ours."

J. Laing pointed out that there was also the matter of the affiliation of the club.

The Chairman, G. C. P. Shea-Simonds, asked the then Chairman of STC, J. T. Crocker, whether he felt the matter ought first to go to STC then back to Council.

J. T. Crocker said that he felt not, it would be going a long way round again. The Chairman of the present STC, J. Laing, was at the meeting. He felt that Council could deal with it and the Association status could only be enhanced, by giving a humanitarian decision, but being careful that the power of the STC and Council was not abrogated.

There was considerable further discussion on the matter among Council members.

Proposed by J. T. Crocker seconded by E. T. Lewington that Mr. Louttit be granted an exemption to operate as Chief Instructor without an advanced rating on the proviso that his exception is renewed at every STC Meeting and the operation is policed by the National Coach and the Chairman of the Safety and Training Committee, and providing the club is operating only at Dunkeswell. We also accept that his affiliation is valid provided he completes the necessary forms, and on his undertaking to afford the National Coach maximum co-operation in any enquiries being made by the National Coach in relation to the running of the club.

For — 14, Against — 2, Abstention — 1.

R. O'Brien abstained and requested that the abstention and the following comments be included in the minutes.

"I do not feel it is our business to do this, I feel it is the job of the STC."

Mr. Louttit was invited back, and the Chairman explained the situation to him. He said that the decision had not been reached easily and it had been taken with regard to our relations with the Civil Aviation Authority and with regard to the concept of having clubs operating within our Association and for it, rather than outside and against it. "We noted the fact that you were not prepared to compromise but we did not feel that we should respond in a like matter. We have come up with a compromise which is:

"An exemption will be granted for you to act as CCI of your club without an advanced rating with the proviso that the National Coach and Safety Officer reports to every Safety and Training Committee Meeting between now and when your term of suspension from advanced rating is complete, which is November, that you are fit to carry on on those terms. So that it will be reviewed at every Safety and Training Committee Meeting, and subject to suitable policing by the NCSO and Chairman of STC, and will be valid providing that you are operating at Dunkeswell only. Having said that, we require an undertaking from you that you will co-operate with the NCSO and Chairman of STC in this policing of your activities, we stress that the original ruling of the STC that you re-qualify for your advanced rating remains as it is."

Mr. Louttit agreed to the foregoing with no reservations.

The Chairman asked that Mr. Louttit provide the Secretary-General with a completed application form for re-affiliation, it would be granted so long as the relevant criteria were fulfilled. We will also be reporting to the Civil Aviation Authority as to why this decision was made.

Item 8/81

Minutes of Previous Meetings

A) Minutes of Meeting 11 Dec 1980

Council unanimously agreed these were a true record.

Matters Arising

(i) Accident R. Marker

The Chairman had written to R. Marker expressing the sympathy of the Association and Council. An extremely courageous reply had been received and the Chairman read some extracts to Council.

(ii) Planning Problems — Spadeagles

P. Corr said that to date there had been no intimation of the cost involved in the appeal. At the moment they had obtained most of what they wanted on the planning side, other than having to operate 3 weekends out of four. What they would like would be to let the weather dictate the weekend when no jumping was to take place. He also said that the projected idea of a 'planning paper' would be of tremendous help to people.

(iii) Photographic Competition

Collin Bruce is unfortunately no longer able to carry on with the organisation. D. Waterman has agreed to take this on.

The Editor of *What Camera* has now made a jump and is very keen that Fuji should become involved, he feels that Fuji can come up with a better deal, in co-operation with *What Camera* and would incur less outlay by the Association.

D. Waterman said that he would need approval for ideas etc., in principle as he now had to start talks with Fuji. The situation now is that all the association would need to put up would be prizes for the BPA members taking part. The competition would be run on two levels, one open to BPA members in what is a free fall category, and a second category open to the lay public and also BPA members for anything on the ground or in an aircraft, exits etc. The Association to put up the money for the BPA prize and Fuji putting up the money for the general category prize, Fuji would pay the costs of PR and the liaison with *What Camera*, leaving the Association to find something in the region of £500 or thereabouts.

The concept of the idea was agreed by Council, the Chairman asked that D. Waterman come up with some solid costs for Council to see via the Finance Committee.

P. Ritchie proposed that in accordance with the Council Minutes of 28th October, D. Waterman be given the bargaining power up to a sum which he considers reasonable but no firm commitment be given until he had reported back to Council via the Finance Committee.

Agreed

B) Minutes of the 10 Jan 1981

Matters Arising

(i) International Parachute Committee Meeting (CIP)

The Chairman said that the total cost of the Meeting was £438, this is about the same as it cost the Association to send delegates to France for the Meeting. Basically there was a break even on the costs of hiring Bisham Abbey. There was a grant given by Sports Council. The Secretary-General had a complete breakdown which would be presented to the Finance Committee.

The NCSO pre-empted the Secretary-General to say that all

delegates without exception thought that it was the best CIP Meeting they had ever had, and the Chairman was the person who had set up the whole thing.

(ii) **Dinner Dance/AGM**

The above was firmly booked for next year, the dates to be 8th and 9th January 1982.

(iii) **Editorship of the Magazine. Royal Aero Club Representative. International Parachute Committee Delegate (CIP).**

The Chairman drew Council's attention to a letter from P. Corr regarding the Editorship of the Magazine. Due to a misunderstanding between the Secretary-General and P. Corr the letter had not been sent out prior to the meeting. The Chairman wished to say that as a general rule he did not agree with matters being discussed if they had not been sent out for Council to see prior to a Meeting, this was no reflection on anyone but just a general point.

Before handing over to the Vice Chairman, J. T. Crocker, the Chairman asked to make the following points.

1. The only job he personally thought was not compatible with being Chairman was the actual writing of the editorials in the magazine. If Council wished him to carry on as editor he would insist that guest editorials were written by members of Council.

2. The point had been made that he would not have time to do all the other jobs plus that of Chairman of the Association. He did not accept this and already this month, apart from being involved in the CIP Meeting he had put together an edition of the magazine therefore he did not accept that that was entirely valid.

But having said these things whatever Council decided would have his full support.

At this point the Chairman retired and the Chair was taken by the Vice Chairman, J. T. Crocker.

J. T. Crocker asked for input on the various tasks.

W. Grut who had attended the last Meeting of the RAeC with the Chairman said that in his opinion the Chairman was the man for the job. He knew everyone and his opinion was very much respected.

J. Laing said that the Chairman of the Association could be for one year only, whereas he had taken a long time to nurture these other functions. If the Chairman vacated these jobs there would be a loss of continuity. The only one possible in his opinion would be that of CIP Delegate.

J. T. Crocker said that in his opinion the post of CIP delegate should be retained. The Chairman had been re-elected as Second Vice President and could next year be elected First Vice President and it could be in the future that he might be offered the Presidency, he felt therefore that this post should be retained.

J. G. Starling said that he felt that the Chairman should retain the posts of CIP delegate and Royal Aero Club representative. The position we ought to be discussing was, he felt, that of editor of the magazine.

J. T. Crocker suggested that if Council decided that the Chairman keep the two posts (CIP and RAeC) would it not be a good idea to have an understudy to go with him, so that in the future a new person would not be going in to those posts blind, but would be aware of what went on and would know the people involved.

There was some discussion on the above and it was agreed that W. Grut should understudy the Chairman as Royal Aero Club representative.

It was also agreed that the NCSO remain as the alternate delegate as he had been for the last three years. He is also an elected member of the Sporting Code Sub-Committee. J. Laing had also been asked to attend on the CRW side.

The editorship of the magazine was then discussed, J. T. Crocker felt that there were two aspects to consider, the first being whether it was right for the Chairman to have control of the magazine. Secondly, would the standard suffer if the present editor was to be changed and by how much and is that in any event an acceptable temporary drop rather than a situation which could lead to criticism at a later date.

P. Corr had proposed that he take on the post of editor.

It was further proposed by R. Hiatt that D. Waterman take on the post.

P. Corr said that the matter had been brought to his attention and felt that between himself and his wife he could do the job.

D. Waterman said he had given the matter much thought, and did not underestimate the importance of the magazine. He suggested that together with A. Meysner as assistant editor he would be prepared to take it on, he had also talked to Miss S. Riley who is engaged in design who had agreed to give her help.

P. Corr withdrew his offer over the magazine in favour of D. Waterman and A. J. M. Meysner.

Proposed by R. Hiatt and seconded by E. T. Lewington that D. Waterman take over the editorship of the magazine with A. J. M. Meysner as assistant editor.

The motion was carried with only the abstention of D. Waterman.

It was further unanimously agreed that as a small gesture the Association present the retiring editor with a cheque for £200.

The Chairman took the chair again and the Vice Chairman detailed the Council's decisions regarding the above positions.

The Council were wholly unanimous in saying that the Chairman had done an incredible job with the magazine since 1973. Words are inadequate to describe how people feel about it. He then presented the cheque to the retiring editor in appreciation of the work he had done.

The Chairman thanked Council and said he gave the decisions his 100% support. He asked that he remain nominally Editor for the next issue in order to hand over to the new people, and asked that if they wished to change printers, with whom we have a very good relationship, they ought to come to Council, and the policy of having a four colour cover be retained. He wished them the best of luck and added that he would do all in his power to make the transition as smooth as possible.

Committee Reports

1. Safety and Training Committee

Some disquiet had been felt that the STC Meeting began in the afternoon so that some people were not able to attend the opening session. The Chairman of STC made the point that it was a once only situation.

The Chairman of STC, J. Laing introduced the minutes and asked for questions.

Item 8

The NCSO and R. Willis will visit those people who wish to make high level descents.

Item 11

TSOs.

The Chairman felt that there should be no trouble in the future.

Item 12.5

The Council unanimously agreed to purchase 50 Kicker Springs for evaluation.

The minutes of the 4th February 1981 were ratified by Council.

2. Competition Committee

The Chairman of the Competition Committee, L. Melville introduced the minutes.

J. T. Crocker asked whether any detailed costings had been carried out for the proposed European Competitions, as this was a new departure in that the Association wanted to part-fund these competitions.

The Chairman asked that detailed costings be made available for the next Finance Committee Meeting.

The BCPA had written to the Chairman, G. C. P. Shea-Simonds, to ask for help at their Championships, dates 26th-28th June. The Committee were asked to see if it would be possible to help.

D. Waterman brought up the matter of the co-option of R. O. King to the Competitions Committee. It was proposed by J. T. Crocker and seconded by W. Grut that R. O. King be a co-opted member of the Competitions Committee.

Carried Unanimously

The NCSO asked that his thanks be recorded to the staff of the APA and to Jackie Smith for producing the minutes. The minutes were ratified by Council.

3. Finance Committee

The Chairman of the Finance Committee, P. Ritchie presented the minutes of the meeting.

Item 6/81

Static Display

It was recommended by the Finance Committee that a sum of £740 be allocated to purchase and prepare a static display for the Association. D. Waterman had produced a model of the display and showed slides of the photographs he thought should be incorporated in the display. He said that as we are now becoming more involved in displays that the Association should present itself in the most professional way possible. The idea is to sell Sport Parachuting within the BPA.

The total budget amounts to £767. The display to be insured.

The item was unanimously agreed to.

Item 7/81

Building Society Deposits

It was unanimously agreed that the Association's surplus funds should be uplifted from Building Society accounts and placed on the Money Market, where more advantageous rates of interest were obtainable. It was further agreed that part of this money be used to put money on deposit in US\$. This is an advantage when the Association would be paying out monies in that currency. The length of deposit time and amounts to be arranged by the Treasurer and the Secretary-General.

Item 9/81

Subscription — Methods of Payment

Direct Debit — this is still in hand and the Secretary-General is in the process of obtaining quotations etc., from the Association's bankers. As it is too late to include this facility for this year's subscriptions the Treasurer said that he would come back to Council at a later stage with some concrete proposals.

Item 10/81.2

Subscriptions

It was agreed that the Finance Committee look again at the splitting up of the subscriptions during the year.

Item 10/81.2

Loan Application

It was agreed that if all the relevant criteria were available the loan to Staffordshire Sports Skydivers be granted.

Item 10/81.4

Films

The Finance Committee recommend that they look at the purchase of new films as they become available and report back to Council.

Item 10/81.5

Outstanding Loan

The Treasurer mentioned that Item No. 5 had unfortunately given offence to Mr. J. Meacock who had written to the Chairman about it. He explained that there had been no intention to harass Mr. Meacock, it was simply a question of obtaining information and the channel of communication was exactly that which had been used at the time of the previous extension of the repayment schedule.

In the event the Chairman himself had approached Mr. Meacock but he agreed that the actual wording of the minute was unfortunate and did not reflect the feeling of the meeting. He offered to apologise should Council think this necessary.

J. T. Crocker said that he himself was a member of the Meeting, he personally felt that the matter had not been dealt with as well as it might have been. He offered his personal apologies for the way in which the matter reached him. The minute was expressed badly.

The minute referred to did not reflect the feeling of the Finance Committee and they regret any distress that the minute may have caused. Council asked the Chairman to write to J. Meacock on the whole subject.

The minutes were ratified by Council.

The Chairman said that he thought that for three new Committees there were three excellent sets of minutes reflecting three lots of very hard work.

Item 9/81

Ballot Paper 1982

This item was deferred to the next meeting.

Item 10/81

Club Committee

It was agreed that the idea was excellent and J. R. H. Sharples agreed to Chair the exploratory Meeting and report back to Council. R. O'Brien, E. Lewington, P. Corr and J. Hitchen agreed to take part.

Item 11/81

Royal Aero Club Meeting

The Chairman said that he would report in depth on the meeting at the next Council Meeting. But wished to bring one matter to the Council's attention now. This was the matter of the annual subscriptions. He said that the subscription had not increased since 1977, our money goes towards paying the Royal Aero Club Administrative costs, the British Gliding Association who handle the administration of the Royal Aero Club but more importantly it is our subscription to the FAI and the running of the FAI in Paris. Our subscription now is £750 per annum, which represents a 12½% increase. He suggested that the Association pay this subscription but the Finance Committee look at the various FAI stamps etc., which the Association sell and see if these can be used to defray the cost of the subscription.

Item 12/81

Avgas/Mogas Trial

The British Gliding Association has done valuable work in running piston engine aeroplanes on Mogas instead of Avgas. Avgas is now £2.20 a gallon, in drums it is necessary to buy a minimum of 20 drums which costs £2.80 a gallon. It is a rip off it is difficult to obtain and if there is any way in which our aircraft can be run on Mogas it has to be a big step forward. The Association can benefit from these trials. The Chairman suggested that the Association put in enough money for another 100 hours' flying time. He asked the Finance Committee to look at this at their next meeting.

The Secretary-General apologises for not having the paper ready for Council. (It was sent off to all Council members on 13th February 1981.)

Item 13/81

Cornwall Parachute Club — Planning

The Chairman said that he would attend the planning meeting on 26th March.

J. T. Crocker said that the brief had only just arrived with him and so had not had time to reach any conclusions. The Chairman had said that the Association would afford the club all the help that it could. P. Corr offered to give any help that he could following his own problems. The Chairman said that clubs should approach the association as soon as any possible problems arose and not leave it to a late stage. P. Corr suggested that the club organise a petition in their favour. J. T. Crocker said he would keep the Chairman informed as to events.

Item 14/81

AOB

1. British Association of Parascending Clubs

The above are holding a development convention at Waterbeach on the 9/10th May. J. L. Thomas said that he would be going and agreed to answer their letter on the subject.

2. Travel to Florida (WPC)

The Chairman had spoken to a Mr. David Freeman on the subject of travel. Any group of jumpers, however small would have his support in getting to the area as cheaply as possible.

Contact name and address:

Mr. David Freeman
Passenger Sales Executive (Sports)
British Airways
Victoria Terminal
London, SW1W 9SR
Telephone: 01-821 4688

There will also be an insert in the February issue of the magazine asking people to write in if they wish to go to the WPC so that everything can be co-ordinated from the office. Mr. Harris has agreed to come in to help in organising the trip. The Chairman asked the Club Committee to look at this matter and perhaps ask Mr. Harris to join them to organise the travel of supporters etc.

3. Annual Insurance

A copy of a report by Mr. Washbourne has been distributed to all Council members. The Chairman asked that any input be given to the Finance Committee. The Secretary-General said that competitive quotes from other sources were expected.

Council agreed that Mr. R. E. Gays be approached to make a Gavel to present to Bisham Abbey.

BRITISH PARACHUTE ASSOCIATION
SAFETY & TRAINING COMMITTEE, WEDNESDAY, 4th FEBRUARY, 1981
held at The Post House, Leicester

PRESENT:

J. Laing	<i>Chairman</i>
D. Peacock	<i>NCSO</i>
A. Rose	<i>RAPT</i>
R. Charters	<i>APA</i>
D. Palmer	<i>LIFFT</i>
A. Collingwood	<i>Headcorn</i>
D. P. McCarthy	<i>Hereford</i>
M. Beynon	<i>S. Cotswold</i>
D. Chadwick	<i>RGJ</i>
J. H. Hitchen	<i>SFFF</i>
J. L. Thomas	<i>Riggers</i>
J. Field	<i>RSA</i>
D. T. Hickling	<i>Langar</i>
R. Hicks	<i>Halfpenny Green</i>
W. J. Meacock	<i>PPC</i>
P. Cavanagh	<i>Black Knights</i>
J. D. Prince	<i>NWPC</i>
R. Willis	<i>RAFSPA</i>
J. R. H. Sharples	<i>MPC</i>
E. T. Lewington	<i>Red Devils</i>
K. Noble	<i>Windy Gyle PC</i>

APOLOGIES:

J. Barnes, K. Toyer, M. Snook.

OBSERVERS:

C. Gillard, G. Bermingham (*Australian Parachute Federation*), Q. Rigby, J. F. Davis, A. Hickling, M. Mortlock, J. Cordell, G. Evans, R. Pary, R. O'Brien, M. Roche, D. Wilkinson, E. Robertson, D. Turner, B. Joss, B. Bennett, R. Gays, H. Curtis, S. McLeod, R. D. Lings.

The Chairman opened the meeting by welcoming all members and observers, with an especial welcome to Claude Gillard, the Australian National Coach and to Gene Bermingham, the New South Wales ASO. The NCSO then read a letter from the Chairman of BPA in which he expressed his confidence in the continuing work of the STC under the guidance of the new Chairman, John Laing.

The Chairman then commented on the good attendance and reminded members that the early start was occasioned by the need for extensive discussion on Items 1, 2 and 3 which involved important changes to the Instructor Manual and to Basic Safety Regulations.

Item 1

Revised Lesson Plans

The Chairman gave the reasons for the proposed revisions which were primarily to assist PIs on Courses and to achieve standardisation for examiners. Two proposed versions had been circulated to members, one prepared by the NCSO in conjunction with Ted Lewington and a second set prepared at the Peterborough Parachute Centre by John Meacock and Ronnie O'Brien. Both versions were examined in detail by the meeting. It was decided that, in view of differences in class numbers, instructors available, training aids etc., it was not realistic to put any time limit on any particular lesson. The NCSO was to publish suggested time limits in the form of an annexe for the guidance of PIs.

The content and structure of both sets of lesson plans was agreed with a few minor amendments. It was agreed that John Meacock, Ronnie O'Brien and the NCSO hold a final meeting to produce a definitive version of Lesson Plans 1-8 for incorporation in the Instructor Manual.

Item 2

CRW Safety Brief

The previously circulated paper on this subject was discussed and it was agreed that such guidelines were certainly necessary, although several members expressed doubts concerning the minimum number of ram air jumps required (100) before engaging in CRW. It was decided that the guidelines be incorporated in BSRs as recommended procedures. These could be amended later if found necessary in the light of experience.

It was proposed by Ted Lewington and seconded by Bob Charters that the CRW Safety Brief be incorporated into BSRs (New Appendix K) as recommended procedures.

Carried by 17-0.

Further discussion then ensued as to the need for recognised CRW coaches. It was the view of the Chairman that we had a good safety record so far but that problems could arise if jumpers with little personal experience attempted to engage in, or teach, CRW to others.

Bob Charters reminded the meeting of a CRW Seminar which was to be held at the APA Centre, Netheravon, on the weekend of 14 and 15 February and extended an invitation to all interested jumpers. It was decided that, for safety reasons, some form of formal qualification to teach CRW was desirable and input was requested for the next meeting. In the meantime, CRW instruction at Clubs and Centres was to be given only by jumpers authorised by the CCI.

Item 3

Basic Riggers Qualification

The paper, previously distributed, was expanded upon by Lofty Thomas. It was decided that the paper be adopted in toto as an addendum to Sec. 27. This proposal, made by Tony Rose and seconded by Arthur Collingwood, was carried unanimously.

Item 4

Basic Safety Regulations

4.1 Sec. 16.2. AODs on RW Parachutists.

A proposal by Malcolm Snook was to the effect that, in view of the fact that AODs were normally set for 1,000 ft and also that contemporary equipment is highly colourful, this section was no longer appropriate. It was therefore proposed by Dave Prince and seconded by John Meacock that this section be deleted.

Carried unanimously.

4.2 Sec. 13.9. High Voltage Power Lines.

After some discussion, the following definitions were arrived at. High Voltage Power Lines were:

- a) National Grid.
- b) Lines of 11 kV and over

and this section applied. Domestic power lines of *circa* 240V were defined as a hazard under 13.1e. It was agreed that no amendment to this section was desirable; all Clubs requiring exemption from Sec. 13.9 were to submit application to STC, together with an O.S. map showing the details of DZ area and distances involved.

Item 5

Exemption

5.1 Sec. 13.9. Peterborough Parachute Centre.

John Meacock stated that the PPC had obtained exemption from this ruling when the Club was first founded. He now applied for the exemption to be revalidated and submitted for inspection a diagram of the DZ together with a summary of distances from major and minor hazards. The exemption from the provisions of Sec. 13.9 was unanimously approved.

5.2 Sec. 2.2 George Dunn

Application was made on behalf of George Dunn, BPA Approved Instructor, to continue to act as CCI Eagle Parachute Centre. It was his stated intention to attend an Instructor Course for upgrading. It was proposed by Ted Lewington and seconded by Dave Hickling that such exemption be granted until such time as George Dunn could attend for upgrading. Carried unanimously.

5.3 Sec. 2.2 Gordon Evans

Exemption was requested for Gordon Evans, BPA Approved Instructor, to act as CCI TPA Parachute Centre at Elvington. It was further stated that he would oversee the operation of the Leeds/Bradford Club. The application was supported by Tony Knight. The proposal was made by Tony Knight and seconded by Ray Willis. Carried by 16 votes with 3 abstentions.

5.4 Appendix B Shirley McLeod

This jumper applied to attend a PI Course. She was a cat 10 jumper with 198 descents and 22 months in the sport. It was proposed by Kerry Noble and seconded by Ted Lewington that Shirley McLeod be allowed to attend the forthcoming PI Course. Carried by 14 votes with 5 abstentions.

5.5 Sec. 14.8 Gregory Lings (age 15)

This application was withdrawn.

5.6 *Sec. 6.1 Derry Davis, Hereford*

The application was made supported by Don McCarthy. The pilot had 90 hours PI including 6 hours on type. It was proposed by Don McCarthy and seconded by Des Palmer that exemption from the 100 hour rule be granted in this case. Carried by 17-1 with one abstention.

Item 6

Tony Keoghan — Upgrading to Examiner

A letter of application from Tony Keoghan was read to the meeting. Tony Keoghan had been an Advanced Instructor for 15 months and had attended a number of PI and Examination Courses during the past three years. In the view of the NCSO he had made a major contribution to these courses.

It was proposed by Ted Lewington and seconded by Jim Sharples that Tony Keoghan be upgraded to Examiner status. Carried by 14 votes with 5 abstentions.

Item 7

Dick Gays — Experimental Canopy

Dick Gays requested guidance as to the criteria required before he could jump his experimental canopy as the sole main parachute. He told the meeting that so far one more jump (with cutaway rig) had been made since the last meeting. It was decided that Dick should continue to research the project using the cutaway rig and report back to the meeting when more jumps had been amassed.

Item 8

Ernie Richards, high altitude jump

The NCSO stated that he was to visit Manchester Airport and examine the proposed system and the aircraft.

Item 9

Scholarship Applications

A total of four applications had so far been received. All necessary criteria were met and the applications were approved. Authority was given to the NCSO to approve further applications without reference to STC, up to the maximum of 12 per course.

Item 10

Incidents

10.1 *Netheravon*

The report related to a hang-up incident from the Islander in December last. The jumpmaster was G. McLaughlin, the jumper was making his second descent. The j/m cut the static line and the jumper successfully deployed his reserve. The Chairman, in his capacity as CCI Netheravon expanded on the report. His conclusion was that the incident was caused by the jumper leaving the aircraft with the static line under his left arm. The APA internal inquiry had decided that no further action was appropriate and, after discussion, it was agreed that the STC follow a similar line. The NCSO was, however, instructed to write to the instructor concerned reminding him of his responsibilities.

10.2 *Premature 3 ring release — J. Hiley*

The incident occurred on 11 January; a premature release of one set of risers on landing. The report was read to the meeting and Jack Hiley was thanked for his forthright explanation and it was decided no further action was necessary. A Safety Notice regarding the incident was to be circulated to Clubs.

Item 11

Letters received

11.1 *USPA re TSOs*

A letter had been received from the USPA Safety and Training Committee concerning the use of non-TSO'd equipment in the United States. Copies of this letter are enclosed with these minutes and CCIs are requested to display this on Club Notice Boards. The Chairman said that Jim Hooper's policy at Zephyrhills was to inspect and allow or disallow kit on the basis of this inspection. Lofty Thomas wished to know whether or not the FAA would recognise the BTSO. The NCSO was to write to USPA, specifying BTSO standards with a request for guidance on this matter.

11.2 *Norwegian Aero Club re Cliff jumping*

A letter had been received from the Norwegian Aero Club requesting the co-operation of Parachute Associations to actively discourage their members from Cliff jumping in Norway. If this activity continued, the very existence of the Sport in Norway was threatened, due to adverse reaction from

the media and the military authorities, who control all Norwegian DZs. The letter concludes:

"We sincerely hope that our situation will be understood by the individual candidate cliff jumpers and that they will abstain from engaging in this kind of activity in the name of consideration for their fellow parachutists."

This letter was to be published in the BPA Journal and the meeting agreed that all British jumpers should be discouraged from the activity.

11.3 *R. Timms re N. Ireland*

A letter from this jumper was read, asking for possible assistance with the formation of a Club in N. Ireland. The NCSO was to write explaining the current position.

Item 12

Previous minutes and matters arising

Item 1. *Convention*

The Chairman requested members to think about next year's Convention and to submit items for discussion or presentation in good time.

Item 2. *Airmiss Report*

The NCSO reported that the STC letter on the subject had been printed in *Flight* and that he had received several replies and requests for information concerning parachuting operations as a result.

Item 5. *Kicker Spring purchase*

Dave Prince produced a new version of the Kicker Spring. Strength was 42lb. Length was 21¼ in which compressed to 1½ in. The price was not available but was estimated not to exceed £3.50 + VAT.

Dave Prince agreed to negotiate the purchase of 50 springs. The meeting recommended that the BPA purchase these springs and allocate them to Clubs for evaluation.

Item 10. *USPA Fatality report*

A report on the Sentinel AOD had been received from the FAA. This stated that the unit had been so badly damaged that it was not possible to determine the cause of failure. The minutes were then passed.

Item 13

Any other business

13.1 *Exemption Sec. 2.2*

Quentin Rigby requested exemption to act as CCI Badminton. The case was supported by the previous CCI, (Mike Beynon) and the NCSO.

Proposed by John Meacock and seconded by Ted Lewington that such exemption be granted.

Carried unanimously.

13.2 *Exemption Sec. 2.2*

Eddie Robertson requested temporary exemption to act as CCI Shropshire School of Sport Parachuting. The proposal was backed by the proprietor, Mr. David Wilkinson who stated that the appointment of an Advanced Instructor was currently being negotiated. It was proposed by Ted Lewington and seconded by Des Palmer that such exemption be granted.

Carried by 8-2 with 9 abstentions.

13.3 *Exemption Appendix B*

Barry Gregory (Eagle) requested exemption to attend the next PI Course having been 23 months in the sport.

Proposed by Arthur Collingwood and seconded by Ray Willis that such exemption be granted.

Carried unanimously.

13.4 *Exemption Appendix B*

Sgt. Sid Pugh (LIFFT) requested exemption to attend the next PI Course having made 123 jumps.

This was proposed by his current CCI, Des Palmer. The motion failed to attract a seconder and was therefore rejected.

13.5 *Sec. 13.9. Headcorn*

Arthur Collingwood requested exemption from this rule, and produced an air photograph showing power lines within 600 yards of the target cross. It was stated that these cables were of domestic voltage and were therefore classified as a hazard under 13.1e. The exemption was agreed.

13.6 *Exemption Sec 16.8*

Headcorn Parachute Club requested permission for 4 Cat 9 jumpers to do RW with an instructor. A paper on the subject had

been produced and this was to be circulated with these minutes for discussion purposes. Unless there were strong adverse comments Headcorn were to be given verbal clearance to carry on until the next meeting of STC when the paper would be discussed further.

13.7 *Sec 14.6. High Altitude descent*

A request to make descents from up to 15,000ft without oxygen and above 15,000ft with oxygen was made in respect of Dave Turner and Ron Hicks. The name of John Keen was added to this request. It was stated that consultations were in progress with a major balloon manufacturer, No. 1 PTS, Dept of Aviation Medicine and Irvin Parachutes (GB) Ltd. The meeting decided to appoint the NCSO and Ray Willis (RAFSPA) as technical advisers to STC on all high altitude projects. They were to check proposed procedures and equipment and report back to STC.

It was proposed by Ted Lewington and seconded by Tony Rose that the first project be cleared after examination of the on board oxygen systems by the NCSO and Ray Willis and that the second project (above 15,000ft) be checked out and reported on to STC by the same panel.

13.8 *Sec 14.6*

A request to make an high altitude descent had also been received from Phil Corr. The systems and operational procedures were to be checked out by the NCSO and Ray Willis.

13.9 *Strathallan Incident*

The Chairman had received an incident report from Tony Smith (Strathallan). This related to a jumper landing in water 1½ miles from the DZ. Deep concern was expressed concerning the potential seriousness of the incident, and the format of the report and the lack of witnesses' statements was considered highly unsatisfactory. The NCSO was to contact Tony Smith for further information, including statements from the jumpmaster, DZ controller and student concerned. An aftercast of the met. situation was to be requested. Tony Smith was to be invited to attend the next meeting of STC to provide further information.

The Chairman then requested all members in future to submit items for inclusion in the Agenda as early as possible as items under AOB were becoming too numerous.



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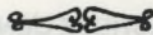
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Different construction, techniques and materials

The Cruislite is built from Harris F-111® ripstop nylon. Noted for its light weight and strength, F-111 keeps the Cruislite's weight down to 8¼lb with standard 3-ring risers. (That's almost two pounds less than the Cruisair.) We also changed the construction method, too, reducing the number of seams. This helps make the Cruislite pack very small.

Para-Flite manufactures a complete line of ram-air main and reserve parachutes, including the Cruislite, Strato-Cloud, XL Cloud, Safety-Star and Safety-Flyer. Although F-111 is now the standard fabric for most Para-Flite canopies, heavier fabrics (1.25 and 1.5 oz/yd) are available on special order. Pilot Chute Controlled Reefing is also offered as an option to the standard slider deployment. ©1980 Para-Flite, Inc. Cruislite, Cruisair, XL Cloud, Safety-Star and Safety-Flyer are trademarks.

Although we made the Cruislite as light as possible, we also reinforced it so that durability was not sacrificed.

The Cruislite has 220sqft of surface area, 10% more than the Cruisair. Landings are soft in practically any conditions, even for heavier jumpers.

Improvements in design

The Cruislite is built with crossports. The ribs are reinforced at key points to increase strength and durability and maximize the efficiency of the airfoil.

Some things we didn't change

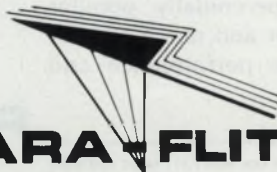
Improvements in construction and design are important, but you're more interested in how the Cruislite performs. Superbly.

Openings are quick, clean and reliable. Turns are very responsive with light toggle pressures. And, because of its advanced Lissaman 7808 airfoil, the Cruislite glides fast and flat. Such advanced aerodynamics also enable this canopy to be flared very effectively.

Beyond engineering


While every Cruislite has superb performance due to its advanced aerodynamic engineering, it has more. It has Para-Flite's "after-the-sale" customer service policy. Simply stated, your complete satisfaction comes first. That always has been our policy, and it always will.

The smaller, bigger, lighter, better Cruislite is available from Para-Flite dealers worldwide.



PARA-FLITE Incorporated

5801 Magnolia Ave. ● Pennsauken, NJ 08109 USA ● (609) 663-1275 ● Telex 831355



Recipe for a winner.

Take the world's best selling ram-air canopy, the Para-Flite Strato-Cloud. Increase its surface area by 5%, to 240 sq. ft. Construct it from Harris F-111® fabric so it weighs only 9¾ lbs. with standard 3-Ring risers. (That's a two-pound reduction.) Crossport it and improve the design of its stabilizers. Test it thoroughly to prove it opens, flies and lands like only a Strato-Cloud can.

Then keep testing it, so there's no question of its durability and reliability.

Finally, build it according to Para-Flite's uncompromising standards. And back it up with our commitment to your satisfaction.

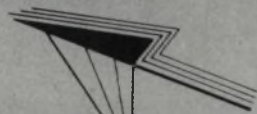
That's how we improved the perennially popular Strato-Cloud. A bit bigger, a lot lighter and much smaller packing. And blessed with Para-Flite performance and quality.

Since the first versions appeared nearly a decade ago, the Strato-Cloud has become the choice of accuracy champions, "fun-jumpers," and professional skydivers around the world.

From opening to touchdown, from full flight to deep brakes to landing flare, the Strato-Cloud is responsive and predictable. Simply put, it does everything well.

And after this latest round of improvements, you'll be amazed to find it's even better.

The Strato-Cloud is available from Para-Flite dealers around the world, in a wide variety of colors and configurations.*



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*We build several models of the Strato-Cloud in addition to the one with F-111 fabric and slider deployment. Heavy duty fabrics (1.25 and 1.5 oz/yd) are available, as is Pilot Chute Controlled Reefing™. ©1981 Para-Flite, Inc. Strato-Cloud is a registered trademark.

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