

THE

DECEMBER 1981

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



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Report and
Pictures

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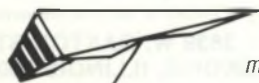
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DIARY OF EVENTS — 1982

JANUARY 8 — Annual Dinner Dance, the
Centre Hotel, Leicester

JANUARY 9 — AGM, The Centre Hotel,
Leicester

APRIL 9-11 — Easter CRW Meet,
Netheravon

JUNE 21-JULY 1 — APA Meet

AUGUST 28-30 — TRAC Meet, Netheravon

FEBRUARY 8-12 — PI Course, Netheravon

FEBRUARY 15-19 — Exam Course,
Netheravon

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the United Kingdom.

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

EDITORIAL

Sport parachuting is a continual challenge.

It is in a constant state of metamorphosis — even when you think you've mastered one technique, there's another to be perfected, just around the corner.

At no time in its history, has the sport offered so much to its participants.

Once a student has achieved the art of body control in freefall, the discipline of RW is there to be accomplished. Linked exits, 4 and 8 Way sequential (with endless permutations of formations), back-ins, side-ins, sub-group flying, cats, stair-steps, and diamonds do not necessarily end once the canopy has been deployed.

With CRW, bi-planes, bi-hands and large formations can make the canopy ride as exacting as the freefall. If CRW isn't your thing, then accuracy can help end the jump with a purpose.

Every descent is different. Each RW sequence presents different problems to be overcome; each accuracy jump differing according to the weather conditions.

It is for these reasons I find sport parachuting as demanding in 1981 as I did seventeen years ago, when I made my first free-fall. Yet, despite all the sport has to offer in the way of a continual challenge, there are still those who insist on searching for that extra thrill.

Fixed object jumping has arrived in the UK. What has this to do with sport parachuting? Nothing. What special parachuting skills are involved in leaping from a 800 ft high television mast? None.

It is not in the same class as El Cap, which can be jumped quite safely within the recognised parameters accepted by the sport.

One of the recent TV mast jumpers was reported to have had a 5 second canopy ride.

May I respectfully suggest, if that's the sort of thrill they are seeking, they take up Russian Roulette as a pastime, and let the rest of us get on with the Sport in the proper sense of the word.

DAVE WATERMAN



The Editor, staff and contributors to *The Sport Parachutist*
wish all our readers the compliments of the season.

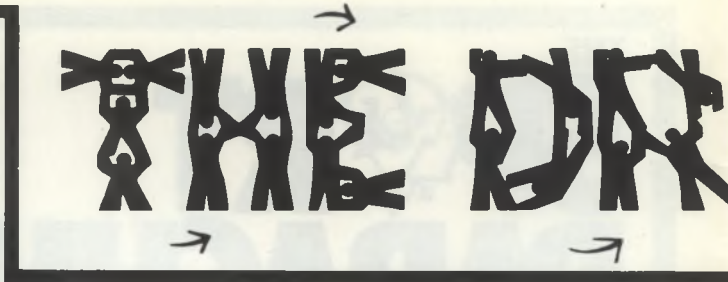


BRIDE HOBBLER DOWN AISLE

Netheravon regulars John Dodds, Wayne Arden, Graham Copestake, Ray Ellis and wife Molly recently attended the wedding of Diana McAngus and Steve Whittick. Diana had unfortunately broken her leg on her 56th jump, so had to hobble down the aisle.

KALEIDOSCOPE REORGANISE

4 Way team Kaleidoscope are already preparing for the 1983 Nationals. Sandy Spence has replaced Vic Logan and together with Neville, Matthew and Mike Johnson has given a two year commitment to the team. They have produced a brochure to help get them sponsorship. This has been sent out to 700 major companies in the UK. Lyn George is jumping video with the team.



THE SILENT SERVICE MAKE FIRST FOUR PERSON LINK

Paddy Moffatt, Keith Hammerton, Phil Gibbs and Jo Vaughan recently completed the first all Navy 4 Way. In case you are wondering — Jo Vaughan is a WREN.



EDITORIAL CHANGES

Andy Meysner is leaving the UK to work in Canada. We wish him every success in his new venture.

Andy has been a tireless worker on behalf of the membership both on council and after he failed to get elected last year, when he didn't sit back but got involved in helping to reshape the magazine. Andy is not a talker but a doer, and will certainly be missed by the editorial staff of SP.

His place is being taken by Ray McGuire who will be responsible for the advertising in the mag. Ray's wife Chris will also be helping out.

For all advertising queries please get in touch with Ray at (0926) 495099 at home or (0976) 32525 at work.

WE ALSO HEARD FROM EX-KALEIDOSCOPE

Member Vic Logan who is now working at Perris Valley having married an American jumper. Vic asks us to pass on the season's greeting to all his friends in UK.



Filwelz

"I pulled low on that jump to clock up one hour of free-fall for the year. Do you think anyone noticed?"

SUPERFLY

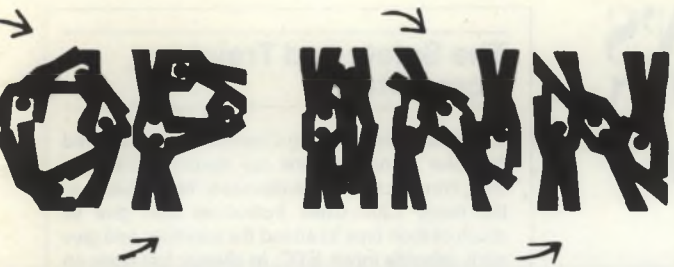


WOW! LOOKS LIKE JUST ABOUT EVERYBODY REMEMBERED ME THIS XMAS!



... THERE'S A PRESENT FROM WIFEY... AND ONE FROM MUM, AND THE OFFICE... AND AUNT GLADYS AND... GRANNY AND...





HUSBAND AND WIFE DO IT IN THE AIR

Red Fred Ray Ellis and wife Molly pictured by Gary Lawry during and after their 1000th and 100th jump respectively. As you can see they were greeted on the ground by the traditional foam pies and buckets of water!

HE'S DONE IT AGAIN

Chairman Charles has been at it again! Where does he find the time. For the second year running he has won the Dawn to Dusk Competition organised by the Tiger Club.

Charles, and his co-pilot BPA member Julie Hanks, of Kingswood, Bristol, decided to fly a Mighty Maule aircraft around the country and attempt to land on one airstrip in each county of England and Wales during the course of just one day. They obtained sponsorship for each successful landing they made.

They eventually landed on 41 airstrips, usually on farmland, throughout the country and raised £10,000 (gross) for ASBAH. Charles and Julie were greatly helped in their effort by the Flying Farmers' Association who helped them plan their route and the Young Farmers who raised money on their behalf.



BRITAIN'S MOST NORTHERLY JUMP CENTRE

Shetland Sport Parachute Club has just recently started and will bring instructors and equipment to Shetland from Strathallen and hire of halls in which to train, first jumper.

They have purchased their own equipment and have their own resident instructor so the cost of basic training and first jump would be approximately twenty to twenty-five pounds but the exact cost will be made official at a club committee meeting.

They are neither a full or weekend club, but are part-time, i.e. when the weather permits and plane is available and at the moment using a Loganair Islander but looking into acquiring a smaller plane.

For further information contact Martin Fraser



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JPS.

My report this year is designed to show you all not only the achievements and successes of the BPA for 1981 but also some of the problems that have arisen and how we have tried to cope with them.

We must never forget that the simple function of this Association is to promote the sport we love in a safe and responsible way. We can only do this effectively if we are financially secure and basically this security is dependent on a strong membership. The table below clearly shows membership trends:

Memberships-Calendar Years-5 year comparisons

Type	1977	1978	1979	1980	1981 to 30.10.81
Renewals	2970	3763	4025	4270	3618
Full	1498	1733	1533	1081	871
P4	5422	1848	1265	1804	958
P2	N/A	8880	8241	12183	9477
Scottish	(in above)		655	596	411
Associate	(in above)		75	86	90
(Mag Only)				(74)	(163)
Totals	9910	16224	19875	20020	15425

Monthly Analysis

	Renewal	Full	P4	P2	Scottish	Assoc.
Jan	9	18	16	155	13	—
Feb	10	18	83	661	13	—
March	0	44	177	973	106	—
April	2622	71	81	555	29	70
May	622	164	190	1459	48	11
June	237	90	56	979	62	—
July	67	119	104	1792	48	3
August	15	156	98	1436	31	2
Sept	17	107	88	751	23	4
Oct	19	84	65	716	38	—
	3618	871	958	9477	411	90

at 30.10.81

Nov

Dec To be updated at Annual General Meeting

P2/P4 total 9477

Conversion to full 758

% conversion rate 8%

This is the first year that our membership has shown a decline — particularly in P2 memberships — and our financial situation has taken a corresponding knock. I believe the country's recession and unemployment problems are largely to blame and it's also natural that in such a climate our clubs are taking a long hard look at their own operations. The loss in P2 memberships particularly has been the result; as one club proprietor put it: "it's a luxury we cannot afford". We have tried in latter months to convince clubs that support of the Association with memberships is not a luxury but a vital necessity if we are to continue to work effectively for the betterment of our sport at all levels. I believe that the majority of clubs now recognise this necessity and my heartfelt thanks are due to them for their magnificent support — we hope that we can reciprocate when they in turn require our assistance.

All this has inevitably led to Council making a detailed study of our subscription situation. Basically, and without trying to steal our Treasurer's thunder, our subscriptions have not, over the years, kept pace with inflation. It is only natural that subscriptions should be kept as low as possible but longer established associations than ours are now struggling because of a failure to keep subscriptions in line with inflation. The Treasurer will be presenting Council's subscription package to you in due course.

BPA Clubs and Centres

The backbone of our Association is our Clubs and Centres — the grassroots of our sport where newcomers receive their initiation and enjoy their basic progression. Without our Clubs and Centres and their continued support there would be no BPA but on the other hand many Clubs and Centres have in turn benefited from BPA support. The Association has made the following loans and grants to clubs during the past year:

Loans: Hereford — £2000; Halfpenny Green — £2000; Ipswich — £3000; Staffs — £490.

Grants: Headcom — £540; Spredaeagles — £490.

In a further effort to provide a more comprehensive service to our members we have formed a Clubs Committee which has had a worthwhile first year under Jim Sharples' Chairmanship. Two examples of their labours are the Hertz No. 1 Discount Scheme and the IRPC Legal Advice Scheme, both available to members. This Committee, however, needs your input and ideas if it is to keep up the development of a worthwhile service for members and clubs. I personally believe we should be doing more for our clubs, but clubs must tell us how we can be of assistance. We welcome the clubs at Montford Bridge and Blackpool who have affiliated this year — we wish them every success.

CHAIRMAN'S NOTES

BY

CHARLES SHEA-SIMONDS



CHAIRMAN'S REPORT 1981

The Safety and Training Committee

The Safety and Training Committee, ably chaired by John Laing, remains our Association's most vital, constructive and enthusiastic body thanks to the many Club Chief Instructors who give so much of their time to attend the meetings and give such valuable input. STC, as always, has done an excellent job keeping up with equipment and technique development to keep our sport safe. Our fine safety record is evidence of this but the grim truth of three fatalities this year shows that we cannot afford to be complacent — in the history of the Association we have had only one fatality-free year, this is something we should aim for every year — fatalities are not inevitable and we must fight in every way possible for their avoidance.

Our Instructors' Courses have produced 82 qualifying out of 113 attending the 4 Exam and 4 PI phases. Our sincere thanks are due to all those who have so energetically given of their time to assist the NCSO in running them. This is an opportune moment for me to say, on behalf of our student members, sincere thanks to all BPA Instructors who have carefully guided them in their progression. For my mind our Instructors are the unsung heroes of our sport — they work diligently over long hours with little reward save that of the satisfaction of seeing the broad grins of their prodigies after their first descents. To all our Instructors I say — "Thank you — Keep up the good work".

STC also monitor the qualification of new riggers and currently we have 11 Advanced and 55 Approved Riggers. Their work is as important for our safety as that of our instructors and, because of the rapid developments in the equipment world, they must remain aware of their heavy responsibilities.

Our display teams, 92 of them registered this year, also must remain aware of their prime responsibility — that of presenting our sport to the public at large. It is often difficult for display team leaders to scrub a show in marginal weather conditions when a crowd of thousands waits expectantly below. I believe that our display season has been a successful one, with fewer incidents than in previous years.

The Finance Committee

The Finance Committee, so expertly guided by Treasurer, Peter Ritchie, has not had an easy year. As explained at the EGM, the Association suffered a £5,000 loss in the financial year ending 31st March 1981 and the current year's position, with a sizeable reduction in membership, is not as healthy as it should be in spite of the hard work of the Finance Committee. The Treasurer will explain this in more detail in his presentation at the AGM. Having presented a rather gloomy picture it is also fair to point out that in mid-November our current liquid assets stood at just under £32,000. Fortunately we also enjoy the benefits of considerable grant aid from The Sports Council — over £54,000 total for the year ending 31st March 1981. In the same period our most talented competitors were grant aided to a total of over £2,000 from the Sports Aid Foundation. Our continued development over the years would not have been possible without the truly magnificent support we receive in the form of grant aid from The Sports Council — they have our most heartfelt thanks. Thanks are also due to the Sports Aid Foundation who have once again this year granted aided members of the National Team — we are very grateful.

We discovered early in the year that our lottery was not being run in accordance with the Lotteries Act. The new lottery will be run as it used to be four years ago with one grand draw at the AGM. Your support in selling tickets is most gratefully appreciated.

As a result of negotiation with our Insurance Brokers we have increased our Third Party Liability cover to £500,000 for any one incident; and, of course, this is a world wide cover.

The Competitions Committee

The Competitions Committee, enthusiastically led by Len Melville in his first year as a Council Member, has promoted considerable success. We were represented by Symbiosis at the World Championships in Florida where they achieved excellent results: 3rd place (bronze) in the 4 Man Event and 4th place in the 8 Man Event. The Delegation also received a special award from the Holiday Inn for 'great sportsmanship'. Our sincerest congratulations to all concerned.

In the South East Cup at Graz in Austria, the British Team came 5th out of

30 in the Team Accuracy Event whilst Dave Tylcoat took 7th in Individual Accuracy and Jackie Smith won the Silver in the Ladies' Accuracy. Dave Tylcoat took a Gold in Strasbourg with the two British teams being placed 1st and 4th. Again congratulations to all concerned.

Many BPA members have enjoyed competitions organised by Clubs; these have been reported in *The Sport Parachutist* as they have occurred. It's fair to say that these meets have contributed considerably to our competition successes internationally and we should be extremely grateful to those who take the time and trouble to organise them.

The National Championships were a great success attracting the biggest entry to date of nearly 140 competitors. Scotty Milne was deservedly National Champion again even though he was beaten in the Individual Accuracy by Issa Mohammed of the United Arab Emirates. Jackie Smith was Ladies' Champion and also a member of Symbiosis who again won both the 8 Man and 4 Man Events. The Committee now have to decide the format of the Nationals for next year, i.e. are they split into two separate weeks for the two disciplines as we used to do when RW first became an International Event? One thing is certain — there is no way Council will accept again the £3,500 loss of this year's Nationals. There is absolutely no justification for this figure being spent on 140 competitors so it is inevitable that Nationals entry fees and jump prices will be increased substantially for 1982.

The final accolade to our Competitive achievements came on 19th November when His Royal Highness, the Prince of Wales, in his capacity as President of the Royal Aero Club, presented his Trophy to the Joint Services Canopy Relative Work Team and the FAI's Tissandier Diploma to National Champion Scotty Milne for his competitive achievements over the years. This is the second year running in which we have received the lion's share of Royal Aero Club awards and is indicative of our high standing within aviation sport.

Finally in this section we must show our appreciation to all our National and International Judges who give up so much of their time to be involved in the competitive side of our sport. It's good to know that our judges are recognised for their ability and expertise worldwide.

BPA Staff

Our permanent staff have continued to work enthusiastically on our behalf. Doug Peacock is now in his fourth year as National Coach and many competitors, judges, instructors and PIs have gained considerable knowledge and expertise from his conscientious guidance. Charles Port, as our Secretary General, continues to run our service to the membership and has established an excellent working relationship with The Sports Council from which we have benefited considerably. Suzy Bates, our longest serving employee, remains as cheerful and efficient as ever, whilst we say goodbye to Sue Sambhi who has moved to pastures new — we wish her well. Trudi Kemp has moved one rung up the ladder to replace Sue Sambhi and her slot has been filled by Debbie Walker to whom we say welcome. Mrs Mantykiewicz continues to keep our books on a part time basis. To all our staff we say a very sincere thank you — we really appreciate your efforts.

The Council

The Council you elected last January has worked hard for the benefit of the Association. Being on Council is certainly no ego trip or swan song — it means travelling long distances to attend about 10 meetings a year and, if that Council Member is on a committee as well, as most are, that number can be doubled. I must say a personal thanks to them for their loyal support and a specific thanks for all their deliberations and labours on our behalf. I must single out Jim Crocker for particular mention who, as my Vice-Chairman, has been an absolute tower of strength throughout the year.

The Sport Parachutist

The magazine was quite rightly taken out of my hands by Council early in the year after eight happy years as Editor. Dave Waterman, ably assisted by Andy Meysner and Sarah Brierley, has given it a new, lively and exciting look which makes it brighter and more colourful than ever before. Andy, sadly, is off to Canada — we shall miss his commitment to BPA and his active, enquiring mind. Ray McGuire is filling his place on the editorial staff — I'm sure he will be a worthy successor. *The Sport Parachutist* continues to be the best sport parachuting journal in the world and is a credit to Dave and his team, together with Fishers who print it.

Civil Aviation Authority

We enjoy close co-operation with CAA particularly with Gordon Robinson of the General Aviation Section whose cheerful assistance and guidance is known to so many of us. We are currently in consultation with CAA concerning their desire for us to operate in accordance with an Operations Manual. The draft manual will be available for STC comments shortly but in any event all concerned will be able to have their say before a final version is introduced. One comment I have continued to make to CAA on your behalf is that, whilst they enjoy our full co-operation at all times, there have been occasions when reciprocal support has not been forthcoming which has given us unnecessary problems in safety and responsibly governing our sport.

The CIP Meeting

Earlier this year BPA organised and hosted the Annual Meeting of the International Parachuting Committee (CIP) of the FAI at Bisham Abbey at Marlow. It was an unqualified success, so much so that many of the delegates asked us if we could do it every year! Special thanks, therefore, to all who made this possible — our own permanent staff, the staff of the Army Parachute Centre at Netheravon, the staff at Bisham Abbey and GQ Defence Equipment.

Mogas Trials

Earlier in the year the Association invested £2,000 in the British Gliding Association Mogas Trials. I personally believe it's only a question of time before we're running all piston engined aeroplanes on Mogas instead of Avgas which currently is about 80p per gallon more expensive. Dick Stratton, who is responsible for the BPA Mogas Trials, will be giving a presentation on their progress at the Instructors Convention on 9th January 1982.

Fixed Object Jumping

The job of the Association is to promote our sport and certainly we do not wish to curtail the enjoyment members get from parachuting. Two 800ft TV masts have recently been jumped by members without permission from and to the concern of the Independent Broadcasting Authority. The jumping of these two particular television masts has not done the sport or the Association any good at all — evidence so far suggests that it has done considerable harm. If anyone wishes to jump a fixed object we are simply asking them to present their plans for STC for approval. Without STC approval the Association cannot condone fixed object jumping and it must, if it wishes to be seen as a responsible body, do all it can to discourage this activity.

Young and Old

I am personally a great fan of both the British Collegiate Parachute Association and POPS (particularly the latter as I'm soon eligible to apply for membership!). The reason for this is that I believe both these outfits do a splendidly enthusiastic job of promoting our sport for their own particular age groups. Attendance at any Collegiate or POPS event will be rewarded by witnessing a really great atmosphere which epitomises to me what our sport is all about: fantastic fun coupled with warm friendship — can we ask for more?

Services Co-operation

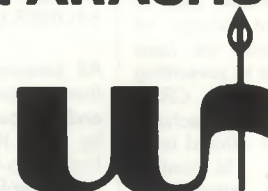
We enjoy a magnificent relationship with the three services and our sincerest thanks are due to them for their continued support and assistance. Particular mention must be made of the Joint Services Parachute Centres at Netheravon and Weston on the Green. Many of our civilian members enjoy the facilities of these two centres at weekends and appreciate this privilege, for that is what it is. We express special thanks to the Army Parachute Association for the generous way in which they hosted the National Championships this year — it was the best Nationals yet, largely because of the Army's fabulous support.

Conclusion

I finish this report with two very special 'thank you's. First to The Sports Council for their truly fantastic financial support — we would be in a sorry state without them and that is why I make a second mention of our appreciation. And secondly to all of you, the membership, for making this Association the greatest of its kind and the envy of the rest of the sport parachuting world. Please accept my very best wishes for a great year in 1982. Go safely now.

CHARLES SHEA-SIMONDS

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

High St., Wombourne, Nr. Wolverhampton WV5 9DN
Tel: Wombourne 892661 (STD 0902)



BRIT TEAM PRAISED

It is my belief that when one or more persons participate in any type of endeavor away from their country, that their actions and composure speak for their Native Land. In the case of your delegation I truly feel that an example was set for others to follow! We, at Lani Purcell's Holiday Inn would like to take this opportunity to thank you and your delegation for the help, friendship and respect shown to us by each and every one of you.

On the following pages please find the proposal you requested and hope it meets with your approval.

Sincerely
MARIANO C. IGLESIAS
 Director of Sales and Marketing
 Lani Purcell's Holiday Inns

LANI PURCELL'S HOLIDAY INNS

Location: 1-4 State Road 39,
 Plant City, Florida

Rate (per double room):

Monthly: \$20.00 a day
 Weekly: \$24.00 a day
 Daily: \$26.00 a day

All prices based on double occupancy, 6% tax is applicable.

Four persons may share.

A card will be issued to all participating in this program which will entitle them to a 10% discount on any meal service.

These prices good through December 1982.

SEMINARS IDEA

I have recently read an issue of your magazine. I have enjoyed it very much. Your publication is one of the few parachuting magazines that has had the good sense to give its members formalized education in the various phases of Sport Parachuting.

Here at the Zephyrhills Parachute Center we've been conducting formal Relative Work instruction for 5 years, we've improved and expanded our program with good results in the progression rate of jumpers at different levels of experience. This season we have expanded our structure in presenting seminars in Relative Work, CRW, Style, Accuracy and Team Coaching. These seminars will be offered on a weekly basis or bi-monthly depending on the attendance. Enclosed is a description of this week's subjects.

We believe that another good form of teaching is through Parachuting publications. We will compile reports

LETTERS on any parachuting topic are welcome and should be sent to:

The Editor, *Sport Parachutist*, c/o BPA,
 Kimberley House, Vaughan Way, Leicester,
 LE1 4SG.

of our seminars into articles which will be available for your review if you would like to share the information with your readers. If photographs are enclosed, do you need prints or slides.

I would also like to receive the necessary information to subscribe to your publication.

Sincerely
DAN LANDIS
 Chief Instructor
 Relative Work Instruction Program
 Zephyrhills Parachute Center, Inc.

SEMINARS at the Zephyrhills Parachute Center.

WEDNESDAY NOVEMBER 4;
 6.30pm

CANOPY RELATIVE WORK by
 Jack Gregory World Cup Champion

THURSDAY NOVEMBER 5;
 6.30pm

RELATIVE WORK

TOPICS

EXITS by Karl Arnaberg and Charly Hotzee

ORGANIZATIONAL

PROCEDURES by Tom Piras

FALLING IN THE BOX by Erick Bradley

MIND PREPARATION AND CONTROL by Karl Daugherty

KNOW YOUR GEAR by Peter Gabriel

SQUARE CANOPY CONTROL by Bill Winger

FREEFALL PHOTOGRAPHY/VIDEO by Roland Hillfinker

JUMPSUITS, STABILITY, BODY CONTROL by Rob Laidlaw

OTHER TOPICS AND SEA STORIES by Jerry Bird

All jumpers are invited to attend these seminars, it is free of charge and it is part of the services offered by the RWIOP (Relative Work Instruction-Organizational Program) of the Zephyrhills Parachute Center, organised by Dan Landis.

A very comprehensive programme
 — British DZ operators please note!
 Ed.

TO CHAIRMAN BPA

Dear Charles,

Many thanks for your letter of the 27th October and for letting me know of the excellent results obtained by the British Parachute Team in the 1981 World Parachute Championships I am sure you were delighted with the placings and, of course, with the special award presented by Holiday Inns.

Thank you too, for your kind words about the Sports Council and I do appreciate you taking the trouble to write. It always makes a pleasant change to have a letter of thanks rather than a letter of protest.

All good wishes

Yours sincerely
DICK JEEPS
 Chairman, The Sports Council

I congratulate the British Parachute Association and its competing team members on their success at the World Parachuting Championships in the United States. Thank you also for your recognition of the financial support given by the Sports Aid Foundation.

Yours sincerely
ALAN WEEKS
 Director, Sports Aid Foundation

EUROPEAN BOOGIE

I enclose a photograph of a 25 Way over Texel, at the recent Casa Boogie. Texel for those who think it's an oil company, is in fact an island at the north of Holland, relatively easy to reach and well worth a visit.

Anyway the 25 Way turned out to be the new Dutch record (and we subsequently discovered a new European record, though I suspect by now adequately quashed).

The Boogie started off just a jot slow, there was a last minute hitch on the Casa, which was urgently needed for flood relief in a distressed part of the world, but a Jersey based DC3 was hired which was a suitable substitute.

About three hundred jumpers turned up, mainly from Holland and

Germany (surprisingly there was a marked absence of Brits) and with the weather treating us well, a lot of good jumps were seen. A point of note though is that due to local laws of the island, jumping has to stop at 8.00pm and as the Continent is an hour behind us in the summer, it's still jumpable at 10.15pm.

Yours sincerely,
RICHARD HAUGHTON

GOING TO THE USA? — Is your journey really necessary

I really enjoyed the last issue of the 'journal', it's quite an achievement to get Tony to put pen to paper, I hope he does it again soon.

Here as mentioned in my last letter is a report on the 16 Way meet held in Holland in September. OK, well what's that got to do with the British Skydiving scene? I am strongly convinced that the foundations have been laid for a strong European Skydiving scene, people are getting into organising quality meets and boogies using the best of the European climate and aircraft, which British jumpers can attend at a fraction of the travel costs of going to the States.

On the whole the facilities at centres I have visited during my travels round Europe this summer put certain nameless US centres to shame. It's good to finish a hard day's jumping and find a clean working shower, good cheap food, well equipped bunk houses and camping facilities and very friendly local jumpers, half of whom you have probably met and jumped with at Z'Hills.

How about you putting an article together on Freefall/CRW photography?

Stay Stable,
NIGEL SLEE

Just such an article is planned for the beginning of next year. Ed.

CANADIAN NEWS

Congrats on the new SP! Being at present a bit out of touch with the skydiving scene in UK, it's nice to receive such an informative and yet entertaining magazine to tell me just what's going on. I've been in Canada for the past 9 months, so it's good to be able to show my Canadian friends such a high quality mag that is ALL

BRITISH, also you'll be pleased to know that they think as highly as I do.

To take this opportunity to share with other jumpers what I have found of the jumpscene in Southern Alberta.

This part of Canada is almost exclusively prairie and flat farmland, with few buildings to get in the way following 'RW' spots. Summer starts about May, and finishes about October, however, we're still getting clear blue skies and warm weather, nearing the end of October. During summer, temps hit 37 degrees C, in winter, on the other hand, weather goes to the other extreme, and most skydiving is done in bars and taverns.

Bow Island is about the friendliest little club I have ever jumped at. This relaxed atmosphere, however, in no way detracts from safety standards, or the quality/quantity of jumping. For such a young club, it can boast a C185, C182 and C180, with access to Sennaca, Sikorsky 58 helicopter and even Twin Otters almost at the drop of a hacky sac. Jump fees are still 60%-70% of UK prices. Cheap accommodation close to DZ, and the après jump is excellent. Although open full time to experienced jumpers (self supervision rules), instructors are usually only present at weekends, although hopefully this will change next year. For those with maps of Alberta, the club lies between Lethbridge and Medicine Hat. For those who can write, the postal address is: Red Fox Parachute Club, Box 518 Bow Island, Alberta, TOKOGO, Canada.

So if you're lucky enough to be passing through this part of the world, why not stop by, share a skydive, and sample some real Canadian hospitality.

Blue Skies

ROB AMES
C3639

HOW I SURVIVED THE MOVE TO NEW GEAR

I read with great interest the article 'Surviving the Move to New Gear'. Speaking from the humble viewpoint of having just jumped a square for the first time, I thought you might be interested to hear of my own experience.

I have two hundred and thirty odd jumps under my belt, with over a hundred of these on my trusty Papillon, in Lofty mini system and front mounted reserve. I decided it was time I had some new kit. I felt that I was missing out on something, as all my friends jumped with squares, with evident enjoyment. Suddenly, my front mounted reserve felt clumsy on an RW jump, as my friends leapt nimbly out of the aircraft.

Despite several of my friends generously offering to lend me their kit, CCI Gordon Evans remained adamant that it was out of the question for me to do everything in one jump. First piggyback, first hand deploy, first single point release — and a square as well! Definitely not. Actually, I felt rather relieved. It all

sounded rather mind blowing.

Gordon and I had a long chat. He felt that we must bear in mind the number of jumps I had done on conventional kit. After all, what if I was thinking so much about the square, that I forgot to locate the hand deploy. What if I pulled the cutaway handle, thinking it was the ripcord, would I remember what to do next? 'Besides', said Gordon, 'It'll be enough of a bottle jump with the square, without having to worry about other new things.'

He suggested that I ask our good friend Lewis Mosely to lend me his kit in order to familiarise myself with a piggyback system. Lewis's rig contained a Starlight, that way I could concentrate on the kit and not worry about the canopy. Lewis agreed willingly. After my briefing, I spent lots of time walking around the DZ wearing the kit, practising locating the hand deploy and cutaway drills, to the astonishment of some of the students, who, until then, had thought I was 'experienced', and were now confused at the sight of me flinging out my arms just like them.

I exited at five grand and dumped at four grand, so that eagle-eyed Gordon could watch me perform from the aircraft (he doesn't miss a thing, believe me). No problems with stability. Got the brain geared to the hand deploy. Super! I did my second jump on Lewis's kit the following week. Why hadn't I done it before? I felt so free and I could actually see my feet. Maybe my accuracy would improve.

Then it was — a square. Mike Cawood lent me his cloud. It was in a jetstream and Mike's packing is immaculate. Gordon gave me a really thorough briefing, inviting me to ask any questions I wanted, or to feel free to approach him later, if I thought of anything else, which in fact I did. Finally though, he told me to try and forget the canopy until I had pulled the hand deploy and to think about the kit I was wearing. (I think he was still worried in case I was tempted to pull that cutaway handle.) I thought that was a piece of sound advice, and in fact it was a great help in getting my thoughts in order.

Having got my bottle together, I dived out at five grand and although my friends swear I dumped at four nine, I didn't, honest! It was a nice opening and a perfect canopy (good old Mike). How close the canopy looked. I was so glad I had been warned about the noise. I released the brakes and pumped the slider down. I had been given some manoeuvres to perform, so I did half brake turns, left and right and stalled the canopy a couple of times, noting where I found the stall point and managing to hang on to my bottle and not let the brakes up too quickly. The toggle pressure was so great, after my Papillon (I had been warned about this) that I found this rather difficult.

I was really enjoying it. I checked my altimeter. Better be getting back. I was still a long way upwind. When I turned the canopy, I was amazed at the speed. I was soon down the

runway and over the green. I turned on my final approach at about five hundred feet. Half brakes. Remember, Gordon said check the ground. If the wind has picked up and I'm going slightly backwards, I must let the brakes up a bit. No, I'm coming very slightly forwards on half brakes. No trying to flare, or fancy stand up, just feet together — and I'm down. Wow!

I thoroughly enjoyed it. In fact, I was on a high for hours. My grateful thanks to Gordon Evans for having the wisdom to make sure I did it the right way. My thanks also to Mike Cawood and Lewis Mosely, for kindly lending me their kit. I've now bought my own kit and I'm learning to pack all over again.

BERYL M. HORWELL

C.2089

Leeds Bradford Free Fall Club

SEC GEN APPEAL

Dear All,

Another year is coming to an end, which will culminate in the Dinner Dance on Friday 8th January, followed by the Annual Meeting on Saturday 9th January 1982. Once again I look forward to seeing as many people as can make it to Leicester on those dates. I've not been able to get out and about this year to Clubs so have not managed to see as many people as I would have liked.

We have had a fairly heavy job on the administrative side and the girls at the office have all done a sterling job. Please be assured that we are always there to listen or to read any comments, requests, complaints and ideas which you may care to make. The only way we can improve our service to you, the members, is if you let us know what's going on, whether good or bad. The latest addition to the staff is an answering machine so that if you want to phone out of hours we can get back to you as soon as the office is open for business again. Additionally, I can now be reached in the office on most Saturdays, and if I'm not there you can always leave your message on the 'monster'.

Could I take this chance of appealing to everyone to sell as many lottery tickets as possible, please send your counterfoils in to the office as soon as possible and if you need more tickets then please ask and I will send them off by return.

Also could everyone please have a good think about adopting the direct debit system of subscription payment, it would make our administration easier and it would also make it easier for you to pay your renewals.

Once again, many thanks for bearing with us over the past year, and I look forward to a good week-end on the 8th and 9th January 1982.

CHARLES PORT
Secretary General

FIRST JUMP STORY

I've just got back from the Spanish Nationals — and I thought you might like to hear a story I've got. You won't believe it, I didn't at first, but it's been confirmed by four different people and two eye-witnesses.

A guy took off in an Atlas hang glider at a site in the south of Spain on a very radical day — over-developing, Cu Nimbs, etc. After about half an hour he was at 3000ft and got sucked up in a Cu Nimb, where he climbed uncontrollably to about 10,000ft AOL (no kidding). Nothing he could do would lose him altitude and he's freezing to death. The glider is icing up, and the turbulence is killing him. So he climbed onto the A-frame, banged the ice off the carabiner, took his variometer and alti from the A-frame — and jumped! He had a Spanish made non-TSO'd harness with a Bill Bennett MkII 26ft freepacked (no pilot chute) canopy. He got stable in freefall, and was now being watched from the ground. He watched his alti and at 3,000ft threw out the chute and went unstable — it opened OK (he later said the opening shock was alright) and two minutes later he did a stand-up landing! Two days later they found the glider with only one bent tube. He had never parachuted before, and now says he might take it up! I can assure you it's absolutely true!

Best wishes

ALAN JAMES

Halfpenny Green Skydiving Club The Airfield Bobbington Near Stourbridge West Midlands

Telephone:
Bobbington 292
(weekends only)

We are looking for a BPA Advanced Instructor* who would like to become the Chief Instructor of our club. We have a regular membership, our own aircraft (Cessna 205), a full complement of equipment, Clubhouse and packing shed, etc.

*Approved Instructors who fully intend to gain a BPA Advanced Instructor's rating are also welcome to apply.

Would interested parties please contact the club secretary at the club address above.

BPA CLUBS AND CENTRES

BPA Club Approval is granted to BPA Affiliated Clubs who have attained a high minimum standard of staff, facilities and equipment as laid down by BPA. They are subject to inspection by BPA every 2 years.

BPA Approved Club **
BPA Affiliated Club *
Aircraft — single engine <
Aircraft — twin engine ≤
Full Time FT
Weekend WE

Overnight accommodation on DZ =

B.B. nearby BB
Restaurant facilities on DZ x
Tea and snacks on DZ ©
Basic Student course BS
Kit hire student KHS
Kit hire freefall KHFF

BPA Club Affiliation is granted to those clubs who have a minimum amount of equipment as laid down by BPA. All operations are strictly in accordance with BPA Regulations.

Relative work instruction available RW
CRW instruction available CRW
Accuracy pit on DZ ○
Camping on DZ △
Washing and toilets on DZ WC
Non-members welcome NM

FULL TIME

British Skysports

Bridlington Aerodrome,
 Bridlington, Yorkshire.
 Chief Instructor (at club address)
 Tel: (0262) 77367
 * < FT = BB x © BS KS KF RW CRW
 ○ △ WC NM

Headcorn Parachute Club

Headcorn Airfield, Ashford, Kent
 Tel: Headcorn 890862
 The Secretary (at club address)
 ** < < BS RW KS KF ○ = △ BB x
 © WC NM

Hereford Parachute Centre

Shobdon Aerodrome,
 Leominster, Hereford.
 Tel: Kingsland 551
 Chief Instructor (at club address)
 ** < FT = BB x © BS KHS KHFF RW
 ○ CRW △ WC NM

Peterborough Parachute Centre

Sibson Airfield,
 Wansford, Peterborough.
 W. J. Meacock (at club address)
 Tel: Elton 490
 ** < < BS RW KS KF no charge ○ = △
 BB x © WC NM

Ipswich Parachute Centre

Ipswich Airport,
 Nacton Road, Ipswich, IP3 9QF
 A. G. Knight, Tel: (0473) 76547
 * < < BS RW CRW KS KF = △ BB x ©
 WC NM

Ashford Parachute Centre

Ashford Airport, Lympne, Kent.
 Tel: Hythe 60816
 Club Secretary (at club address)
 * < < BS RW KS KF ○ △ BB © WC
 NM

East Coast Parachute Centre

West Road, Clacton-on-Sea, Essex
 W. P. Slattey (at club address)
 Tel: Clacton 27018
 * no more details

R.S.A. Parachute Club

Thrupton Aerodrome, Andover, Hants.
 Tel: Weighill 2124
 R. A. Acraman (at club address)
 * < FT = BB x © BS KS KF RW CRW
 ○ △ WC NM

British Parachute Schools

Langar Airfield, Langar, Notts.
 The Secretary, 1 Norfolk Place,
 Nottingham. Tel: 46622
 < < FT BB © BS KS KF RW CRW ○ △
 WC NM

Montford Bridge Para Centre

The Airfield, Montford Bridge,
 Shrewsbury. Tel: (0743) 850958/9
 * < FT = BB © BS KS KF RW CRW △
 WC NM

WEEKEND

Midland Parachute Centre

Long Marston Airfield,
 Nr. Stratford-upon-Avon, Warks.
 Tel: Stratford-upon-Avon 297959
 Dave Deakin, Titton Cottage,
 Stourport-on-Severn, Wores.
 Tel: Stourport-on-Severn 5954
 ** < BS RW CRW KS KF ○ = △ BB ©
 WC NM

Black Knights Parachute Centre

Patty's Farm, Cockerham, Nr. Lancaster.
 R. Marsden, Primrose Hill Farm,
 Bilsborrow, Nr. Preston, Lancs.
 Tel: Brock 40330
 * no more details

British Prison Officers Parachute Club

HMP Box 369, Jebb Avenue,
 London, SW2
 * see Headcorn for details

Cambridge University Free Fall Club

D. Stenning, 30 Green End Road,
 Cambridge, CB4 1RY
 * no more details

London Parachuting

19 Parkstead Road, London SW15 5HI
 Tel: 01-876 3209
 * See Ashford

Cornwall Parachute Club

Fran's Ranch, St. Meryn Airfield,
 St. Ervan, Wadebridge, Cornwall.
 J. Fisher, Trethoway Hotel, Port Isaac,
 Cornwall. Tel: Port Isaac 214
 * no more details

Leeds/Bradford Free Fall Club

Elvington Airfield, Yorks.
 Tel: (0904) 85 595
 B. Pickersgill, 36 Cricketers Green,
 Rawdon, Leeds 19. Tel: (0532) 506930
 * < BS RW KS KF BB © WC NM

London Fire Brigade

Sport Parachute Club
 Headcorn Parachute Club, Headcorn,
 Kent. Tel: Headcorn 890862
 M. Tullett, 37 Chaucer Road,
 Farnborough, Hants., GU14 8SP
 Tel: Farnborough 518887
 * see Headcorn for details

Duck End Parachute Group

Rectory Farm, Abbotsley, Hunts.
 Gordon Lilly, 12 Clandon House,
 Clandon Gardens, Finchley, London, N3.
 * < ○ = △
 They may not have much but they are
 cheap!!

Halfpenny Green Skydiving Club

D. Higgs, 22 Churchill Road,
 Halesowen, West Midlands.
 * < BS RW KS KF ○ △ x © WC NM

The Glenrothes School of Parachuting

Glenrothes, Fife. Tel: (0592) 759204
 * < BS RW CRW KS KF ○ BB © WC
 NM

Golden Lions FFT

Glenrothes (see above)
 *

Parachutists Over Phorty Society

(POPS UK)
 J. Cooke, Broughton House,
 Field Broughton,
 Nr. Grange-over-Sands, Cumbria.
 Tel: Cartmel 4545
 * no more details

Scottish Parachute Club

Strathalan Castle, Auchterarder,
 Perthshire. Tel: Auchterarder 2572
 * < BS RW KS KF ○ BB © WC NM

Scottish Sport Parachute Association

B. Somerville, 20 Castleway, St. Madoes,
 Glen Carse, Perthshire.
 * no more details

TAS School of Parachuting

Tilstock Airfield, Whitchurch, Shropshire.
 K. Toyer, 51 Rosefield Road, Woolton,
 Liverpool. Tel: 051-428 7117
 * < BS RW KS KF BB NM

The School of Free Fall Parachuting

Tel: (0742) 653962
 J. Hitchin, 46 Newlands Drive,
 Sheffield, S12 2FS
 * see British Skysports

South Cotswold Parachute Club

Badminton, Avon.
 Carol King, 82 Forrester Green, Coleme,
 Wiltshire. Tel: Box 742890 (1730-1930)
 * < BS KS KF BB © WC

Staffordshire Sport Skydivers

c/o Stoke-on-Trent Youth and Adult
 Centre, Pump Street
 Stoke-on-Trent, ST4 1NQ.
 * no more details

Sunderland Parachute Centre

Sunderland Airport, Sunderland,
 Tyne & Wear.
 W. J. Barnes (at club address)
 Tel: Boldon 367530
 * < < BS RW CRW KS KF ○ x ©
 WC NM △ = BB

Manchester Free Fall Club

Tilstock DZ, Twenlows Hall Farm,
 Whitchurch, Shropshire.
 N. Law, 9 St. Andrews Road, Stretford,
 Manchester, M32 9JE.
 * no more details

Manchester Skydivers

(see British Skysports)
 S. Carl, 7 Hampton Road, Stretford,
 Manchester. Tel: 061-865 7557
 *

Martlesham Heath Para Club

Flixton Airfield, Bungay,
 Mrs. L. Bennett, 76 Grundisburgh Road,
 Woodbridge, Suffolk
 * < WC BS RW CRW ○ KS KF = BB
 WC NM △

North West Para Centre

Cark Airfield, Flookburgh,
 Nr. Grange-over-Sands, Lancs.
 Tel: 044853 672
 J. D. Prince, 21 The Coppice, Ingol,
 Preston, Lancs., PR2 3OL
 Tel: Preston 720848
 < BS RW CRW KS KF ○ = △ BB ©
 WC NM

Spread Eagles Parachute Club

N. Melcombe Bingham, Dorset
 Sally Corr, 24 Southsea Avenue, Tuckton,
 Bournemouth. Tel: (0202) 421108
 * < BS KS KF △ BB © WC NM

TPA Parachute Centre

Elvington Airfield, Nr. York.
 G. Evans, Springbank Overhouses,
 Green Arms Road, Turton, Nr. Bolton.
 Tel: Bolton 852295
 * < BS RW KS KF △ BB © WC NM

Wales & West of England Para Club

L. Melhuish, 55 Cowslip Drive,
 Penarth, S. Wales
 no more details

SERVICE ASSOCIATIONS AND CLUBS

Army Parachute Association

Chief Instructor, JSPC Airfield Camp,
 Netheravon, Wiltshire
 no more details

Rhine Army Parachute Association

The Commandant, RAPA Centre,
 STC Sennelager, BFPO 16
 ≤ ≤ BS RW CRW KS KF ○ △ BB x
 WC NM

Cyprus Joint Service Adventurous

Training Camp (CJSATC)
 Chief Instructor (CCSPC), CJSATC
 Pergamos Camp, BFPO 58
 * < BS RW CRW KS KF ○ = BB NM

RAF Sport Parachute Association

Hon. Sec., RAFSPA, RAF Brize Norton, Oxon
DZ, Weston on the Green, Tel: Middleton Storey 343
≤ < RW CRW KSKF ○ × △ ◎ WC

Royal Navy and Royal Marines Sport Parachute Association

The Secretary, RN & RMSPA Commando Training Centre RM,
Lymington, Exmouth, Devon, EX8 5AR, Tel: Topsham 3781
Ext. 491 or at Club, Luppit 697
< WE = BB × ◎ KSKF RW CRW ○ △ WC NM

Hong Kong Parachute Club

CCI, JSPC (HK), Borneo Lines, Sek Kong, BFPO 1
• WE ◎ BS KSKF RW ○ WC NM

COLLEGIATE CLUBS**British Collegiate Parachute Association**

Cris Pomery, 53 Thornton Road, Girton, Cambridge, CB3 0NR

Aberdeen University
Aberystwyth Coll. Univ.
of N. Wales

Aston University

Bath University

Birmingham University

Bristol Polytechnic

Bristol University

Brunel University

Cambridge University

Chelsea Coll., London

Dundee University

Durham University

Edinburgh University

Exeter University

Goldsmith's Coll., London

Hadlow Agric. Coll.

Harper Adams Agric. Coll.

Hull University

King's College, London

Lanchester Polytechnic

Leeds Polytechnic

Leeds University

Leicester Polytechnic

Leicester University

Liverpool University

London Coll. of Printing

Loughborough University

Manchester Polytechnic

Manchester University

Newcastle Polytechnic

Newcastle University

Nottingham University

Oxford University

Polytechnic of Wales

Portsmouth Polytechnic

Queen Mary Coll., London

RMCS, Shrivenham

Salford University

Sheffield University

Southampton University

St. Andrew's University

Stirling University

Strathclyde University

Sunderland Polytechnic

Sussex University

Trent Polytechnic

University Coll., Cardiff

University Coll., N. Wales

UMIST

UWIST

Warwick University

Westfield College, London

Wolverhampton Polytechnic

York University



Carl Boenish catches an intentional? double cut-away from a CRW biplane.

Dutch Free Fall Record over Texel.
See Richard Haughton's letter on correspondence page.



BIG JAKE

The everyday story of para folk

Big Jake superswooper, ace skydiver, hero of a thousand funnels is relegated to D.Z. Controller? "What misdemeanour, what outrageous quirk of fate can have brought this about?" you exclaim. Fear not gentle reader. Despite B.J.'s admonition to a certain Bee Pee Ay chairman to "get away to a dermatitis and get stuffed" the designation of D.Z. Controller in this case indicates that B.J. through business acumen, high level skulduggery and an eye for a fast buck, is now controller of four different D.Z.s having gained fifty one per cent of the shares of each. He has four hapless Cee Cee Eyes dancing to his tune and is using me, properly his minder, as a kind of business manager who has to go around kicking asses to get results while B.J. entertains Voice & Tits his beloved to free skydives and a quick validation on the packing table at each D.Z. in turn. How B.J. raised the capital to undertake his wheeling and dealing is a story in itself involving the sale of large quantities of kit which could be described loosely as having fallen off the back of a Hercules. The details, like the kit, are classified.

B.J. is given to pontificating, mouthing off and generally bumping his gums about economies of scale, mass production, assembly line techniques and other jargon which he takes straight out of the business rags in public libraries. He also waves cigars about like he was a cigar smoker, only they are never lit because he isn't. It is tough shit for Harry the Slime, a long time adversary of B.J. that he, Harry, is Cee Cee Eye of one of these D.Z.s. Harry is perfectly happy with a four jumper modern spamcan but B.J. insists that it must go and what is to take its place? Nothing less than Old Grizz with his leaky biplane capable of lifting eight given that both engines are working and that Grizz can be kept awake long enough to take a lift to altitude. As part of his mass production technique B.J. wants Harry to fly in crosswind and drop seven static line students in a long line so that they all drift to the downwind side of the airfield and get picked up one at a time by the D.Z. bus after landing near the taxiway. That is the theory. There is to be a video camera fixed to the struts so that Harry need not strain his eyeballs and his memory to assemble seven critiques.



Helmet mounted radios

The students are to have helmet mounted radios for ground control and there is a loudhailer as back up in case any radios fail. The final failsafe device lies in the voice of Quaffer Jim who is chosen as D.Z. controller. Quaffer can be heard from the ground at two grand **inside** the aircraft. His instructions bellowed to students have brought complaints from passing pilots, visits from noise abatement societies and counterproductive moves by students stuffing their ears with cotton wool as they reckon that the peace of the canopy ride is part of what they have paid for even if they do land in the carpark as a result.

A test run of this new arrangement is to be mounted. B.J., oblivious of the fact that he is a failed potential instructor after that affair with the elasticated static lines, insists that he will accompany Harry the Slime in the aircraft. I am to go co-pilot to keep Old Grizz awake while Voice & Tits and Zelda, nubile concubine to Old Grizz, are to assist Quaffer on the D.Z. Six first time students are selected at random for the pioneering venture.

We sort out the usual mess of helmets on back to front, one leg of the jumpsuit shorter than the other, capewells halfway down their backs, reserves with extracters picked up by the handle in

mistake for those without, last minute requests to take the kit off to go for a pee and one lugubrious individual arguing about whether the jump fee will be refunded to his mummy in the event that he creams in. B.J. reacts to this situation with a typical flourish by writing out a cheque for the jump fee there and then and giving it to V & T to post if the guy's worst fears should be realised. "Wait till he's stopped bouncing before you mail it doll," advises B.J. loudly. Three more of the lift decide it is time for a pee and perhaps even a quick honk if the soundtrack from the airfield cludge is anything to go by.

Students ready

Finally all is ready. The students file out to the aircraft in a raggedy line. Old Grizz is already in the cockpit snoozing as I clamber in beside him. After a bit of poking with a dipstick he wakes with a jump and goes straight into his start up routine, pushing buttons, clicking switches and his false teeth in exasperation then inevitably calling for the ground party to swing the props. Eventually after two helpers have keeled over with exhaustion and a third had nearly had his ear sliced by the prop the starboard engine fires up, literally, with sheets of flame blowing out of the exhaust. A similar pantomime gets the port engine working and the pair of them wind up into an unsynchronised howl. We lurch off down the runway trailing an oil slick, shedding the odd nut and bolt and we're off into the wild blue yonder. Actually it is more grey than blue due to the approach of a warm front. They are getting six knots on the D.Z. but the wind is likely to strengthen from the west and Quaffer is to keep his beady eye on the windmeter. The drifter goes eight hundred yards into the boonies so this crosswind approach needs to be well judged.

The students are sitting as much in a line as possible. Harry the Slime has instructed them in the need for a quick bumshuffle along the floor of the aircraft to get all six out in time and woe betide any malingering bugger that refuses. "Stand-bye" shouts Harry not intending to give a cut but expecting a slow down to seventy knots. Grizz slams the starboard throttle shut and the aircraft rapidly slews in that direction. Harry at the rear of the door and B.J. at the front have started the production line going with students bumshuffling their way between them. "Go! Go! Go!" cry Harry and B.J. in unison and out they go one after the other, all, including the jumpmaster, unaware that the aircraft is veering wildly to starboard. Meanwhile up in the cockpit I have peeled off one side of Grizz's headphones to shout "For f---sakes Grizz straighten her up." Grizz reacts with a startled jerk but slams the port throttle forward instead of the starboard one. The right hand slew develops into a nearly vertical bank. The last three students fall through the door which has become like a hole in the floor. The last student grabs instinctively to stop going through the hole but unfortunately it is B.J. he locks on to and the next thing I see is Big Jake's bootsoles disappearing out the door. Harry the Slime has pulled back to avoid going out as well. The aircraft is heading downwind now threatening to slow roll but finally Old Grizz, master pilot, veteran of World War One, preserver of ancient biplanes, boots on the left rudder hauls her over and with much popping and banging evens up the throttles. I go back to join





For f... sakes Grizz
straighten her up.

Harry who is goggling out the door at the sight of six student canopies heading downwind with B.J. on his square zooming around among them shouting instructions to keep them out of the boonies. On the D.Z. Quaffer, Zelda and V & T are rushing around in all directions trying to figure out where the students will land. "Piss off outa there B.J." roars Quaffer in tones that bring the pigeons out of the trees and heads out of office windows a mile downwind. "Left toggle number six" yells Quaffer at the last student out who is already outside the downwind boundary of the airfield with B.J. wheeling round him like a demented collie trying to round up an inebriated sheep. The guy obliges Quaffer by hauling left but goes all the way round three hundred and sixty degrees and out over the woods.

Meantime numbers one and two have landed on the airfield and are standing plucking ineffec-

tively at their harness buckles. The wind is getting up as number three touches down. His canopy reinflates towing him across the grass towards Quaffer. The student attempts to collapse his canopy by pulling on the lines but can't do it so he fires a capwell which zings off, hits Quaffer on the back of the head and lays him oh-you-tee out. Number four lands in a paddock and gets dragged through cowshit. Number five lands uneventfully behind a hedge and number six is up a tree in the middle of the woods whence issues a stream of profanity and the rooks are circling adding to the din.

Bee-Pee-Ay Uproar

What of B.J. this while? Well, B.J. opportunist to the last gives up his collie dog routine when he sees that it is hopeless, heads for the pit and executes a neat tippy toe one legged standup on the disc, grinning around maniac fashion for approval, but none is forthcoming. Zelda and V & T are off into the woods to rescue the treed student, Quaffer is slumbering and the students are busing tangling their kit as they try to remove it, popping a couple of reserves in the attempt. Grizz and I are lurching around on finals prior to one of Grizz's better landings when the main wheels hit before the tailwheel.

There is a right uproar from the Bee Pee Ay and the Cee Ay Ay when they hear about this peccadillo. Harry the Slime claims that he was only obeying orders but gets his ticket punched all the same. B.J. pleads insanity and is let off on condition that he sell off his D.Z. shares which he was going to do anyway as he doesn't fancy being tied down with responsibilities. Grizz and me come out of it clean, treated as innocent bystanders. It suits me that the business manager phase is over on account that B.J. needs full time minding to keep skydiving peaceful and who can tell when his next freakout may be?



"Go-Go-Go" cry Harry and B.J.

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LEGAL ADVICE AND LEGAL EXPENSES SCHEME

Through the IRPC Legal and Personnel Insurance Services a Legal Advice and Legal Expenses Scheme has been negotiated for the benefit of all BPA Members. Although a totally new concept in legal advice, bodies such as Interflora, the Professional Association of Teachers, the Institute of Sales and Marketing Management, the National Breakdown Recovery Club and the Consumer Credit Association have seen its value and are providing the service to their members.

From now on, members will be able to participate in a unique scheme which offers round-the-clock access to qualified legal advice on ALL legal matters via the telephone. What happens is this: On joining the scheme, you will be given a small plastic card (similar in appearance to a credit card) which enables you to telephone quoting a card number, a team of qualified lawyers at any time of the day or night, 365 days a year, to discuss any legal problem you may have, and obtain expert advice on the steps you should be considering.

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of the most suitable course of action, and giving guidance on the potential cost of taking these steps through a member's own solicitor or other adviser.

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Also, the breadth of the service is good it really does cover all legal matters, from what to do if you've had a faulty car service or a disputed hotel bill, to domestic matters like how to seek a rate rebate, or even, perish the thought, matrimonial problems.

This can be very important for in many cases there is a marked reluctance to get involved in the formality of a visit to a Solicitor when the problem may sound trivial or out of context. A dispute with a neighbour about the noise from his son's motor bike, for example, can be a very worrying nuisance when it's you who is involved, but explain it across a desk to an outsider, and often the problem will soon melt away. With this service, no problem is too small, or for that matter, too great.

It is for these reasons that the scheme is being offered to members. Remember though, that the legal experts on call at the end of your telephone cannot act for you. The service is geared to helping you help yourself. So, if you are unfortunate enough to become involved in a legal wrangle, you will still have to face the prospect of a very costly exercise. Indeed, with charges of up to £50 an hour not uncommon, a court action can involve thousands of pounds.

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Should you wish to take advantage of the offer just complete the coupon on the brochure enclosed and forward without delay with your remittance for the required scheme to the address indicated.

I have tested the service myself and have found that it was indeed possible to obtain advice at week-ends, during the day and in the evenings.

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by
Sarah
Brearley
at
Z'hills

The 4th Relative Work World Championships was held last October from the 9th to the 19th at Zephyr Hills, Florida. The meet was the first held at a commercial centre and was run by Zephyr Hills parachute center and the USPA. The competition was held on the new drop zone site whilst the boogie was run by Herd members on the old. 700 jumpers registered in all.

21 countries entered the meet yielding 21 4 Way teams and 13 8 Way. Regrettably Zimbabwe, Finland and China were forced to withdraw from the competition due to South African involvement, although Finland made all the competition jumps unofficially.

The meet was opened on the 9th with a band parade and displays by the Golden Knights and the Budweiser crew display team. Unfortunately both the US teams and meet organisers were embarrassed by the presence of a light aircraft, towing the message 'Mirror Image, Golden Knights, USA No. 1 in 81'. The running of the meet came under quite a lot of criticism from competitors, although in retrospect facilities were adequate, already tense competitors were agitated by long days on the DZ with few stand downs and no comfortable clean places to relax, and 14 hours between scheduled meals.

However the meet was run from two DC3s with no major hitches and in spite of the usual passing Florida storms the meet finished on time.

Teams

The Golden Knights are a military team based at Fort Brag in North Carolina and training mostly at Raeford with their own planes and videos. Three members of the team have been together two years, the last joining this year. Since when they've made 600 jumps together although their alternate estimates the three have around 2000 jumps together. Besides their overwhelming quantity of jumps one of the secrets of the team's success may be their video training. Bob Finn told me that they had spent many hours studying video to see just how little separation they had to show and exactly how long to hold a grip for video judging. The Knights have two 4 Way teams and plan to combine them for a world champion 8 Way team in 1983.

The Canadian team Aupsex made up from the previous world champion team Rocky Mountain High, Mike Zahar, Graham Taylor and two new members. They have made 400 jumps together this year mostly in Canada. The team won the respect of most of the other competitors for their modesty and sporting behaviour. Many

competitors would have liked to see the team win the Gold for the third time running as team captain Mike says he is retiring from serious competition. The other teams showed their feeling the evening the final scores were announced as the Canadians entered the dining room. The competitors broke into an uproar chanting "Canada" and banging on tables for several minutes.

Symbiosis the British team have relatively few jumps together by comparison only 180 this year. So they were quite pleased with their performance against teams with much more practice. There is some uncertainty as to whether the team will compete seriously again although post-meet blues may account for present disinterest.

The Australian team have also been training since their Nationals last December and have made about 200 jumps together, the team is unusual in that they were formed specifically with the aim of attending the 1981 World Championship as the Australian team. Forming from not very experienced competitors the team made their way by sheer dedication and hard work.

The Swedish team the Pink Panthers are a relatively new team, they have made 300 jumps together in the last two years and have had some coaching from ex-Canadian team member Bob (Green) Smith, with the serious attitude they have they may well be a team to look out for in the future.

8 Way

Teams from thirteen countries entered the 8 Way event. From the start the favourites included the present World champions, Mirror Image from the USA, Aupsex from Canada which included the Canadian 4 Way team and Prometheus from Australia who had been training hard for the last 12 months both in Aussie and Perris Valley, California.

The 1st round set sequence No. 12 got under way on the 12th and drew much interest as Canada and Australia put hot scores on the board, 11 and 10pts respectively. The USA were very disappointed putting only 8 on the scoreboard having been busted down from 12pts in time. Round 1 turned out to be a very frustrating round for Symbiosis as their first jump was missed by the video due to cloud. They had turned a probably 9pts in time. On re-jump they scored another 9pts, but the last point was missed again, the judges offered the team 8pts or another re-jump, feeling they could do better the team

decided to re-jump yet again and again turned 9 in time. But when the scores were posted the team had been busted to 5 points for an incorrect grip. On reviewing the video the team decided to file a protest as they were confident that the grip was correct. However the protest was rejected although on review many judges and jury members said they felt the formation was probably correct.

The same problem cropped up several times in the meet, Venezuela were busted for exactly the same thing, later on and after their protest was rejected the delegation withdrew completely from the meet completing only 5 rounds of 8 and 3 rounds of 4.

The meet continued through round 2 to 6 with Canada leading Australia and the USA in 3rd place much to everyone's surprise. The Canadians turned out to be the dark horses of the meet, having not considered the 8 Way their priority at the meet, they found themselves on a peak during the competition, and turned the highest score of the meet on round 3, 13 points on set No. 6.

However by the 6th round the USA regained their confidence and started to pick up points pulling 1 point ahead of Australia putting them in 2nd place, 2 points behind the Canadians. Meanwhile Symbiosis were battling it out with France and South Africa, but Great Britain and France soon pulled away leaving South Africa to fight it out with the West Germans. The Danish, Swiss and Belgium teams fought a close battle throughout the meet with the Netherlands close behind them. Leaving the Austrian team to bring up the rear.

The last 3 rounds proved to be nothing but action packed. Mirror Image were back on form, the Canadians were still turning consistently good scores, and the Australians were still matching the top two teams' scores. Symbiosis put the pressure on in the last 3rds and cruised away from the French, although they were not able to catch the leaders. They were pleased with most of their dives having put what was complimented as being the meet's cleanest Caterpillar and In-Out on the video screen.

The competition moved into the last round with Canada leading the USA by only one point with the Aussies 2 points behind them. As the Canadian and American DC3s climbed to altitude the video viewing tent began to fill up with spectators and competitors. The Canadians exited first and performed a very uncharacteristic 4 points after losing a caterpillar the team disintegrated into confusion and lay staring at each other until break off. The USA exited next to clock up a steady 6 points for sure with the 7th on the line leaving them 1 or 2 points ahead of the Canadians. The Australians had a good 10th round, a smooth random giving them a possible 7 or 8 in time and although the Americans were already confident of a victory 7 points for the Australians would give them the Silver and 8 points would mean a jump off for the Gold. However Aussie hearts sank when the judges scored them only 5 points busting them for an incomplete donut.

So the competition ended on the last Friday of the meet, with Mirror Image mopping their brow after the hardest victory of their career. B. J. Worth, team captain said that he thought whilst tracking off on the 10th round that his team had lost the World Meet, not yet knowing the Canadians' disastrous score.

The Canadians were surprised by their performance during the meet having done better than in training. The Australians thought that they had jumped well, but cautiously and could probably have picked up a few more points. Also it was the first world meet for most of the team and they felt competition nerves hindered their performance. But Australia looks like producing some hot 8 Way teams in the future.



R. Colpus

Irish 4 Way



R. Colpus

Aussie 4 Way

**EXIT
EXIT
EXIT**



Symbiosis 8 in action



40 Tango loading up

R. Colpus



Prometheus Aussie 8 Way

R. Colpus

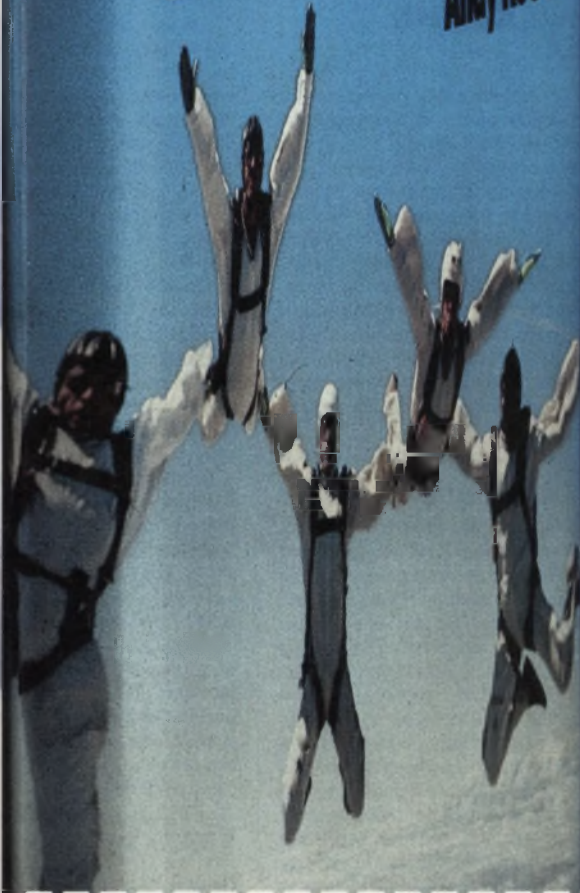


British 8 Way

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MEANWHILE, ON THE OTHER SIDE...

While the World Meet took place on the new(?) drop zone which Jim Hooper has purchased just to the side of the Zephyrhills airfield, activity was by no means lacking on the old DZ on the opposite side of the airfield. Jumpers from all over the world congregated to fun jump while keeping an interest in the Meet itself and supporting their own national team. Indeed, the fun jumpers were in some ways a lot better off. The new DZ at the present time suffers from a dust problem and in that respect it was considerably more comfortable on the 'old' side than at the Meet. 'Blue Skies, Black Feet' became one of the slogans being banded around on 'T' shirts, etc., by the end of the week!

Wrong DZ

Over the first weekend of the Meet itself the fun jumping became inundated with jumpers and spectators alike. Many of the spectators, turning up at the old DZ which is nearer to the town and somewhat easier to get to, did not even realise they were not watching the Meet. The rate at which canopies were landing above fun jumpers was probably a lot higher (certainly at the weekend) than at the Meet anyway so they got their money's worth. The attitude of the spectators is certainly a lot different to anything one would see here. They make a full day of it complete with camping chairs, picnic and full integration into the landing area. Perhaps the weather and the continual high number of canopies in the air have something to do with it! After landing a biplane in the car park subsequent to a (failed) decaplane attempt, myself and Ron Halbert (from Michigan) were attacked by a nubile young wench whose 21st birthday it was and who wished to make it quite plain that we'd just made her day. (Easily satisfied, these American women.)

The fun jumping operation ran smoothly and was not interfered with at all by the Meet (or vice versa). Southern Cross was the mainstay jumpship backed up on a large number of occasions by Mr Douglas when the Meet did not

need two DC3s. Forty Tango was the main load carrier for the Meet itself. The majority of jumpers was surprised, but readily accepted, a \$12 registration fee to fun jump. Those competitors and officials who wandered over to the fun side for a break or after their event had finished were even more surprised to find that the same rule equally applied to them! The main rule to those fun jumping however, and I don't believe anyone broke it, was that landing over at the competition side of the airfield was absolutely 'verboden'. This was stressed with rather repeated monotony over the Tannoy with the added rider that breach of the rule would cease jumping. It never became clear whether a competitor landing over the fun side would stop the Meet.

Free Beer

There was, as it turned out, a compensation to the registration fee, FREE BEER; not as a result of the fee but due to the fierce competitiveness of the US equipment market. Several of the major US equipment manufacturers and suppliers had a stand on the DZ. It became normal practice during the day's jumping for one of them to donate half a keg of beer for consumption after the last lift. Not to be outdone a number of companies would also add a half keg. On occasions when it was not possible to finish the beer before the DZ was locked up for the night, things would generally be continued over at PAL Parachute Associates Incorporated have set up shop adjacent to a pitch and putt course on the south side of Zephyrhills at the Plant City turn-off from route 301. A large number of visitors to the Meet camped here and the area served as a centre for social gathering after jumping.

A distinct flavour of the fun jumping itself was the internationality of the loads. On all groups from 4 Way to 30 Way there would be a fair selection of jumpers from all over the world. Particularly strong contingents were present from Australia, New Zealand, Canada, France and Brazil. The number of British supporters was not as large as expected although a fair number of jumpers who had been living in the States for the previous few months turned up to give their backing to the team. The poor state of the pound against the dollar and the current economic climate at home are probably reasons for the small number of Brits making the trip.

Video Tent

Because the fun jumping and the Meet itself were on opposite ends of the airfield it was not possible to keep up to date with the Meet progress without driving round to the other side. This was no problem although it probably would have been quicker to walk had it been allowed. A spectators' video tent was provided next to the scoreboard so it was easy enough to keep track of the current situation. Jackie Smith could invariably be found in there somewhat discoloured from the dust! If you missed any dives then Jackie would soon inform you of the score.

members until the middle of September, only two weeks was available for nomination. In the absence of the Chairman who was at the World Meet, several members rang the Vice Chairman to ask whether they could still be nominated, having realised that the deadline had passed. The Vice Chairman advised these members that, in his opinion and without recourse to full Council, nominations past the deadline could not be accepted.

The matter came under full Council discussion on 29th October where it turned out in fact that some present Council members had missed the deadline because they had been away at the World Meet. They of course had subsequently not received a nomination paper. It was felt by one

Kit News Kit News Kit News

Adjacent to the video tent was a tent occupied by equipment manufacturers/suppliers who had paid for the privilege of having a stand. This tent was well frequented over the first weekend of the competition not least due to Miss PAR (Enterprises) on that particular stand selling Hobbits, Wizards and Spirits. Many a head was seen to turn as people walked down the tent. A fair amount of business was conducted during the week with kit sales. After the first weekend the manufacturers/suppliers moved over to the fun jump side where many of them loaned out demo jump suits, rigs and canopies. On the equipment scene it was interesting to note the increasing popularity of the square reserve now that the **Firefly** and **Hobbit** reserves have come onto the market. Square reserves are now being TSO'd with diaper and it is consequently possible to fit one into an SST. The Pioneer KXX appears to be the most popular round reserve at the moment. The **Jump Shack** was loaning out demo **Racers** with the **Fireflies** in them. The most popular one rig around was probably the **Racer** with increasing numbers of the updated **GQ rig**, **Parafite Swifts** and the **Wonderhog Vector**. For those who have not yet seen it incidentally the standard 3 ring release has been updated to include a square end to the large ring where it attaches to the harness. **The Pegasus** and **Comet** still seem to be popular mains but the **Swift** seems to be getting a hold on the market. Both **Swift** main and reserve can now be purchased separately without having to buy the complete **Swift** system. Talking of **Parafite**, **Jock Gregory** informed me that they are developing a new canopy specifically for CRW. The canopy will probably be made from F-111 but will have heavier material at the front top surface and will be strengthened at appropriate points for the particular loads that occur in CRW. It will be constructed on the span to span panel basis like the **Swift**.

So, from a spectator's point of view it was a good Meet with much interest in the sidelines and of course the ability to jump your ass off with it. The jumping itself was good provided that you could find the right people to jump with and get together the sort of loads which would match your expertise. While the Meet was in progress it was not possible to do CRW, for obvious reasons, but the last lift of the day usually had a fair sized CRW load on it. It was amusing in fact to hear the Chief Pilot's reaction, while in the air, to the suggestion that there be some CRW on the fun side during competition jumps. The only regret was that there were too few Brits, and those who did turn up, particularly the lower experienced, may have suffered a little bit in their jumping from that.

AM

1982 COUNCIL ONLY 12 STRONG — BY DEFAULT

A most unfortunate situation has arisen over the nominations for the 1982 Council where, because only 12 nominations were received by the October 5th closing date, the new Council will only be 12 strong. It was decided this year to send out nomination papers earlier than previous years so that voting forms could also be sent out early. The main idea of this is to avoid complications of members not receiving their voting papers around Xmas time and to give more time for people to vote.

Due to the August magazine not reaching many

member that, because he had been on official BPA business, representing the country at the World Meet, that special consideration ought to be given to those present members who had been in this position and been unable to be nominated.

Council decided that no further nominations could be accepted as there would inevitably be many members who would be in a similar position, albeit not on BPA business. It would be wrong to accept any further nominations as Council could then be seen to be 'favouring' certain members. It was however decided that members who had intended to be nominated and had asked permission to submit such late would be invited to request co-option onto the 1982 Council.

2nd PAT KEELY MEMORIAL ROUND CANOPY MEET

29th-31st August — Sponsors H. P. Bulmer Ltd

A record 25 teams turned up for this ever popular event. Jumping started after midday on Saturday after haze had cleared away. Conditions were good, though a slight dogleg proved a bit tricky for the first few teams. In many cases it was Cat. 6 and 7 jumpers, well used to the docile performance of a TU who outperformed the Cat. 8, 9 and 10 jumpers, who set themselves up beautifully — for a 'square' approach, only to fall way short of the disc.

Good performances in the first round came from Mike Townsend of 'Diana Ross and the Supremes' with 0.73m and Helen Christofi of 'Huw and Two', with 0.79m.

Half of the second round was completed by Saturday evening, with the old dog himself, Mac, showing everyone how it's done, with 10cm.

Sunday morning started with another kind of haze — an alcoholic one from the previous night's 'Pirates Party'. Thanks to Vanessa for arranging that. Conditions were good, and the pace soon hotted up with Mark Jones of 'Impetigo' scoring 0.40m, and the whole team 6.49m, not bad as two of the team were still on early freefall. Unfortunately, they also collected a total of three crushed vertebrae between them.

By the end of round 2, it was the crippled 'Impetigo' in 1st place with Mac's team close behind, and most of his staff desperately trying to beat him. Unfortunately, injuries were beginning

to mount. The POPS had already suffered one broken leg, and this was followed up by Chris Pollet. Chris had been despatching some S/L jumpers and followed them out on his square, only to break his leg in a nil wind landing. His team, 'Pit Hit Specials' were in 3rd place after round 2, and team mate Kipper, ever the sportsman, offered to carry him out to the plane for the final round.

In the last round 'Mac' and the 'Supremes' managed a total of 22.98m, sufficient to push 'Impetigo', bravely jumping while strapped up with newspaper, into 2nd place. Kipper managed 0.18m, but Chris Pollet's replacement, Frances, on only her 2nd jump, didn't manage to score, though she made an excellent attempt.

With Mac at last in the lead (his team has been 2nd for the last few years), the beer was on him on Sunday night. Everybody agreed it had been an excellent meet, and the standard high. Virtually everybody managed to get the pit at least once!

H. P. Bulmers Ltd, had generously sponsored the meet, and the Chairman, Peter Prior, was on hand to present the prizes. These were many and varied, from the best POP, to the tallest competitor (John Charlton). That'll be £10 for mentioning your name, John. Edith Summers, whom we all thought was a lady, 'mooned' everyone, showing off a horrendous bruise the size of a dinner plate. Team winners were 'Diana Ross and the Supremes', followed by 'Impetigo'.

Mac made it a clean sweep by taking 1st individual.

To express its joy at the CCI winning, the club 'pied' Mac.

Special thanks to the judges, Melanie and Mark, pilots Derry and Keith, and manifestor Ricky. Also to Liz, who managed to add up the scores.

Let's hope the weather's as good next year!

RICK HOWELL

FINAL RESULTS

Teams

1. Diana Ross and the Supremes	
D. P. McCarthy	
M. Townsend	
F. Mulvey	56.23m
2. Impetigo	
M. Jones	
M. Whatley	
S. Ball	60.20m
3. Huw and Two	
A. Mann	
H. Owen	
H. Christofi	77.31m

Individual

1. D. P. McCarthy	9.52m
2. M. Townsend	13.36m
3. H. Christofi	15.04m

HEADCORN 1st ANNUAL LAC MEET 22/23rd AUGUST 1981

Saturday August 22nd dawned bright and clear to find the Headcorn Parachute Club preparing in earnest for its first annual Launch and Accuracy competition. Then in true parachuting style the cloud started to build and the wind increase until by 9.00am shortly after the briefing had taken place, the Chief Judge declared conditions to be unsuitable for jumping and put everyone on a half hour standby.

In fact ten teams had registered for the competition the first of its kind to be held anywhere. Headcorn has now been operating for two years, and since the arrival of the Islander in April is well equipped to host a competition. A pure relative work competition was decided against as above 5,500ft Headcorn operates in controlled airspace, and the altitude is not always guaranteed. So the general consensus of opinion was to host a Launch and Accuracy competition as the next best thing. The format to be quite simple, four launches from an altitude of 4,500ft followed by straight team accuracy. Each team to consist of four people and the launches to be set for each round. A Star, Diamond 'Y', and Bipole were the formations decided upon. Each launch had to be shown to the judges within five seconds of exit, otherwise four metres would be added to the team accuracy score. This would not affect individual scores. The prize for the first team would be £100 and £50 would go to the winner of the individual accuracy, as well as other cash prizes, cups and trophies.

The teams ranged from the Red Devils to three teams made up of Headcorn jumpers. Two competitors were on round parachutes (both Starlites) and three people had under one hundred jumps, one under fifty.

By early afternoon conditions were still no good competition wise, but all right for fun jumping. By four o'clock the wind was well under seven metres per second but the cloud base still low. So the decision was into round one accuracy only. The

first team to jump were **Buckles' Ducks** and they seemed to be having trouble getting their stack right, and ended the round by all zapping. However the standard improved as the competition progressed and by the sixth team the **Royal Artillery Cooky** had scored the first disc.

At the end of the first round **To Be Advised** were in the lead with a score of 0.64cm. The cloud base had still not lifted sufficiently, so the decision was into round two, again accuracy only. By the time the fifth team was in the air it had started to rain but nevertheless they battled on until it became impossible, this left four teams still to complete the second round. So it was down to the pub and then back to the barbeque provided by Headcorn, and so to bed in preparation for the next day.

9.00am Sunday and the weather was looking more promising than Saturday. Four teams still had to complete round two. Even though there were blue skies it was accuracy only to complete this round. These were completed in the Cherokee whilst the Islander was used to despatch Saturday's course. A band of photographers stationed by the pit, were more eager to capture for the first time jumpers landing in the distance than the hot accuracy going on in the pit next to them.

At the end of round two **To Be Advised** were still in the lead, but the **Red Devils** had closed the gap considerably, and the **Royal Artillery** were close behind them.

Into round three and the cloudbase was now high enough to include the launch. For round three this would be the 'Y'. No fewer than six teams were successful in launching this formation. By the end of this round the **Royal Artillery** had taken the lead with a score of 6.97 metres. The **Red Devils** were second with 7.11 metres and **To Be Advised** third with 7.63 metres. This team was made up of two Guards, **Paddy Platt** and **Dave Spencer**, one of Headcorn's instructors **Phil Mercer** and **Barbara Webster** who was doing extremely well having transferred from a Unit to a 252 a few weeks before the competition. On the Unit she was having difficulty hitting the right field, let alone the pit!

So the competition rested on the final round;

the launch this time was to be a Bipole. **Buckles' Ducks** maintained their standard but provided good entertainment for the other team in the plane by exiting separately on their first Bipole launch. The **Red Devils** had the Bipole in seven seconds, not fast enough to score them. Two more discs were scored by two members of the **Silver Stars**, **Paddy Ritchie** and **Jeff Chandler**. The **Royal Artillery** zapped their launch, so with four teams to go the competition was still open. **To Be Advised** were the next team, but it was soon clear from the judges that their launch to had been unsuccessful.

So there it was the end of Headcorn's first competition. The **Red Devils** were in first place with the **Royal Artillery** second and **To Be Advised** third. I feel there should be a special mention for three people. **Simon Kloos** a member of the Dutch Mountain Rescue Team who having only ten square jumps behind him before the competition went on the score in every round, hitting his best in the last round with 0.11cm, and this on a Flyer! **David Locke** and **Mandy Wilson** were both on round parachutes and although they each scored on only one round, they were both consistent in hitting the pit area.

All in all it was to be a successful competition, it only remains to thank everyone who was involved in its organisation and hope that the support will be as good if not better next year.

RESULTS

	TEAM	
1st	The Red Devils	11.80metres
2nd	The Royal Artillery	12.05metres
3rd	To Be Advised	14.18metres
4th	Silver Stars	19.63metres

INDIVIDUAL

1st	Paul Cook	0.16cm
2nd	Paddy Ritchie	0.17cm
3rd	Jeff Chandler	0.26cm
4th	Dave Spencer	0.26cm

Down now to the last issue of 1981 and for the fourth year in succession we have come back from a World Meet with medals. These successes reflect not only the ability and sheer hard work put in by the Symbiosis jumpers over a long period of time but are a measure of the strength of the Sport nationwide. So, many congratulations to the Bronze medal winners, a big well done to the 4th placed 8 Way team and — to the rest of you up and down the country — carry on with the training. The most important thing about any jump — solo or team — is that it must be pre-planned and have a definite aim. This has always been so and, in fairness, I think that with the ever increasing popularity of sequential RW jumpers are more and more aware of this. World standards have risen over the last two years and we have not been left behind. Now it is up to us to maintain the momentum and keep the international jumpers of the future coming along with maximum encouragement. Council is committed to entering an RW squad in a major European or American competition next year as part of the build-up to 1983 and Dave's idea of seminars run by the National Squad should figure largely in future Competition Committee thinking and planning.

While the teams were doing so well in Zephyrhills I was on leave in Dubai, having been invited there to judge the 13th CISM Championships (World Military Meet). A complete Classic site had been prepared in the desert 1 km from the Chicago Beach Hotel outside of town where the teams were accommodated. Organisation generally was superb although sometimes because of the flying programme we were up to 30 minutes late for lunch. All credit must be given to the Central Military Command for a tremendous effort and also to Pete Sherman who masterminded the whole show with characteristic thoroughness.

The Meet itself comprised Group/Individual accuracy, Style and four rounds of sequential RW. Jump ships were Huey 214s, Style and RW were judged on the best colour video I've ever seen (expertly handled by Graham Pierce) and accuracy was on a 10cm electronic disc over 8 rounds. This led to a 9 Way tie

COACH'S COLUMN

BY

DOUG PEACOCK

pilot forgetting to switch on the green; nevertheless an impressive 15 man was built up over the sea coupled with some equally impressive tracking from those of us at the back. Everybody finally made the arena aided by even more impressive winds on the deck. All in all, a nice break and an opportunity to meet old friends and judge some top class jumping.

Finally, I have to comment on the letter from my old friend Tom Dickson published on page 10 of the last issue. Tom raises anew the argument for speeding up the progression system in order to produce successful RW jumpers earlier. I agree totally that sequential RW jumping requires the ultimate in fine body control, as does a 5.4 second series. Surely, however, the complete parachutist should learn control in all manoeuvres and positions AS A SOLO JUMPER before jumping with others. To teach basic control to Cat 8 standard is the task of the BPA instructor and a task he is carrying out pretty successfully. By all means bring in the RW specialist for the Cat 9 candidate — this is happening on all the DZs down here anyway, but the penalty for ignoring basic progression is an increasing fatality rate as other countries have experienced to their cost. Concerning leg turns, we were teaching them at PTS in 1960; at the same time the French were teaching back-ins and side-ins. Nothing new under the sun, Tom, something event avant garde instructors should occasionally remember. As for Advanced Instructors, the last four courses have been over-subscribed with candidates. We even do rely on them.

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DOUG



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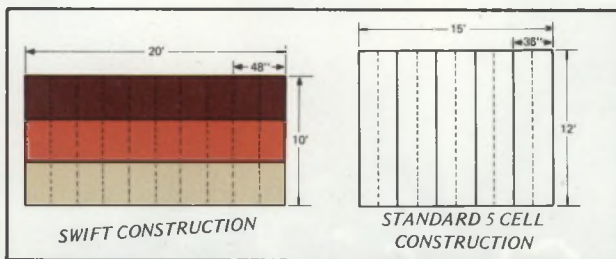
Construction Details

The critical measurements of a square parachute are its span and chord, *not* the number of cells it has. And only with the Swift construction can you get 7-cell performance from a 5-cell parachute. Here's how. All other squares are manufactured with the seam orientation running from leading edge to trailing edge. Therefore the width of the cells is determined by the bolt width of the fabric. After seams and other reinforcing tapes are installed the width of each cell is approximately 36 to 3⁹ inches, or a 15 foot span in the case of a standard 5 cell. With a typical chord of approximately 12 feet you can readily see why the standard 5 cell has a boxy, almost square shape with a low aspect ratio of only 1.5 to 1 or less.

THE SWIFT IS RADICALLY DIFFERENT. Swift construction (patent applied for) has the seams running *span-wise* resulting in 48" wide cells with ribs placed at the optimum aerodynamic and structural point unhindered by the bolt width of the fabric.

What this really means is that you can have a high performance, high aspect ratio (2.2 to 1) square with almost 200 square feet of area and still have only 5 cells.

Less cells mean: less seams, less weight and dramatically reduced bulk which is why the Swift Main weighs only 5.9 pounds and the Swift Reserve weighs only 5.4 pounds.



Swift System

By designing each component (Main, Reserve and Rig) to function in harmony with the rest of the System, an advancement in the state-of-the-art of integrated system design was achieved.

The Swift System's harness and container are specifically designed to highlight and accent the Swift canopies plus: 1. Lightest weight and smallest volume without sacrificing safety and durability. 2. Maximum aerodynamic performance. 3. Maximum comfort.



Swift Main

The Swift Main weighs only 6.1 pounds and has an honest 195 square feet of area. The Swift Main's aspect ratio is 2.2 to 1 and is the highest aspect ratio 5 cell ever built.

Handling, control response and turn rate of the Swift are truly remarkable and have to be experienced to be believed. 360° turns in less than 3 seconds - all this with light toggle pressure. And it opens like all Para-Flite canopies - quickly, cleanly and reliably.

The Swift Main (and Swift Reserve) are the lightest weight and lowest pack volume squares ever marketed and will be the standard bearers of the light weight market for years to come.

Swift Reserve

The Swift Reserve is a slightly smaller brother to the Swift Main. It has 5 cells, a surface area of 177 square feet and weighs only 5.4 pounds (including connector links) making it just as light as the lightest 'minimum' round reserve.

The Swift Reserve's performance and handling is close to the Swift Main but has intentionally been made more docile - to control - and land - like a reserve should.

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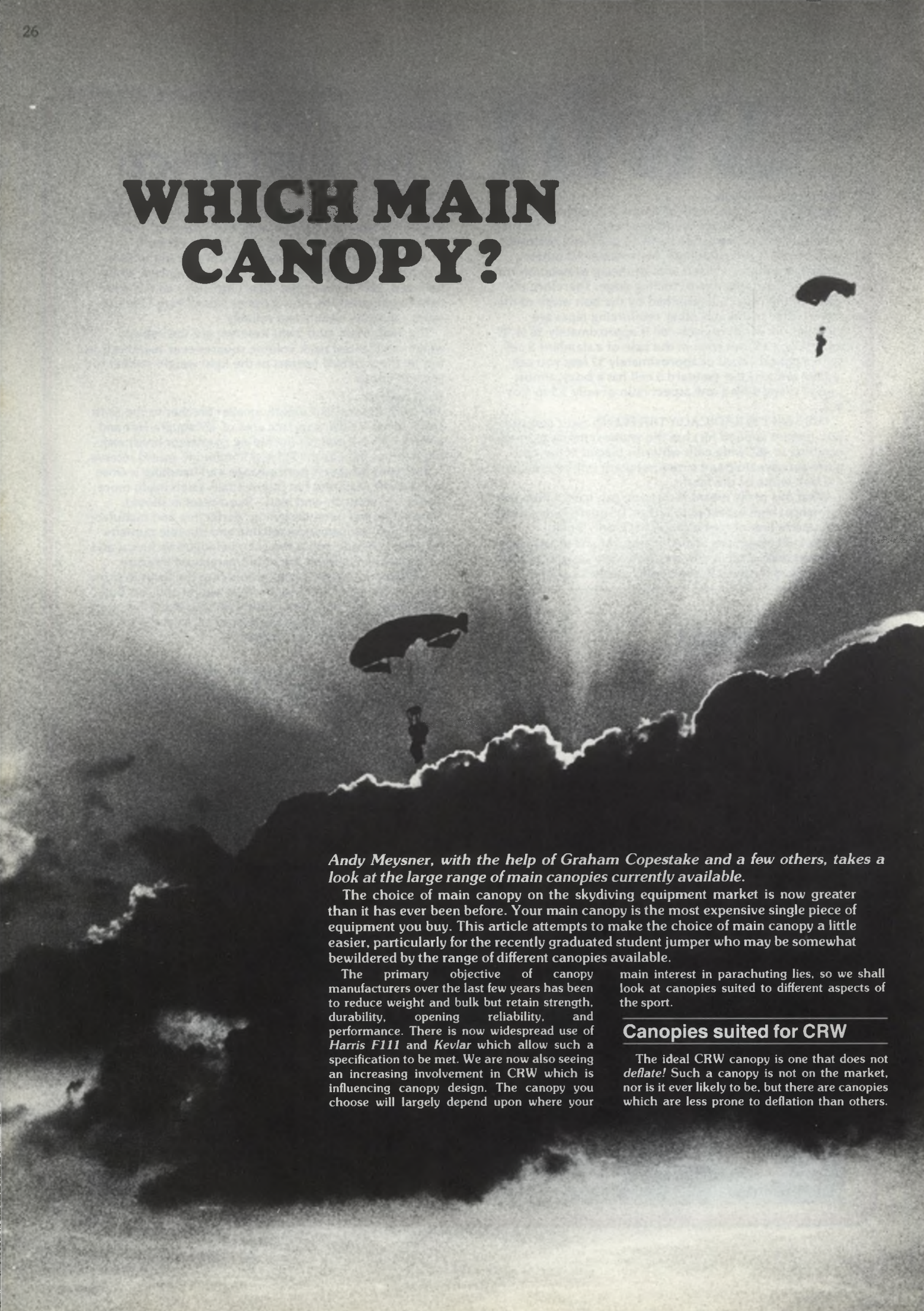
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WHICH MAIN CANOPY?



Andy Meysner, with the help of Graham Copestake and a few others, takes a look at the large range of main canopies currently available.

The choice of main canopy on the skydiving equipment market is now greater than it has ever been before. Your main canopy is the most expensive single piece of equipment you buy. This article attempts to make the choice of main canopy a little easier, particularly for the recently graduated student jumper who may be somewhat bewildered by the range of different canopies available.

The primary objective of canopy manufacturers over the last few years has been to reduce weight and bulk but retain strength, durability, opening reliability, and performance. There is now widespread use of *Harris F111* and *Kevlar* which allow such a specification to be met. We are now also seeing an increasing involvement in CRW which is influencing canopy design. The canopy you choose will largely depend upon where your

main interest in parachuting lies, so we shall look at canopies suited to different aspects of the sport.

Canopies suited for CRW

The ideal CRW canopy is one that does not *deflate!* Such a canopy is not on the market, nor is it ever likely to be, but there are canopies which are less prone to deflation than others.

Cross port vented canopies are generally better in this respect. High forward speed and a large range in forward speed descent rate from nil to full brakes are good CRW canopy qualities.

Stability in the stack is important and from this viewpoint the compatibility of the canopy with the others in the stack is an essential feature. Obviously if your canopy is the same as the others there shouldn't be a problem, but choosing a canopy which is similar in speed and descent rate to those with which you are likely to be doing CRW is important.

There are several minor features of canopies which are now regarded as essential by the serious canopy relative worker. Some of these are standard on modern canopies but are easily carried out modifications if not included. They are: *soft toggles, single and short bridle lines, no cascades, front riser loops and riser boss. Having (or dyeing) the central front two lines a bright colour is also very useful.*

Canopies considered suitable for CRW are as follows:

Unit F111-200 square feet:

Regarded by the *Mounting Men* team, winners of the 8 way World Cup last year as the best CRW canopy available.

Merlin, Pegasus, Kestrel, Viking Superlite, Cruiselite:

All regarded as reasonable CRW canopies. They are however quite fast and can cause problems on the bottom of stacks of slower canopies, even *Units*.

Comet 228, Unit 236:

Also regarded as suitable but can be incompatible on the bottom of stacks of other canopies because of their high lift.

Heavyweight Strato-Cloud:

Considered an excellent canopy at the top of large stacks and quite suitable at the bottom of small stacks. Below docking 4th however it has a tendency to oscillate and collapse. It is also more difficult to get your feet into the lines because of the cell depth and angle at the leading edge.

Canopies suited for Accuracy

The essential qualities of an accuracy canopy are: stability in deep brakes, linear change in forward speed/descent rate as braking is increased, slow descent rate and sink. Sink is the mode of canopy flight between full brakes

and the stall and is particularly noticeable on some canopies. Sink is particularly advantageous in accuracy as it allows rapid reduction in altitude on high approaches and enables last second vertical descents onto the disc. The capability of a canopy to flare well is also useful in being able to make up horizontal distance on a short approach. In general though, a canopy which displays a marked flare (such as the *Unit*) does not also have the other qualities necessary of an accuracy canopy.

The recent introduction of the 5cm disc has meant that slow rate of descent is now more important. The 5cm disc is noticeably more difficult to hit than the 10cm disc and that extra time for more accurate foot placement is particularly advantageous.

Canopies considered suitable for Accuracy are as follows:

252 Para-foil, 252 Lite:

Probably regarded as the best accuracy canopy by World class competitors in recent years and results at National and International events certainly back this up. It has a slow descent rate and excellent stability. Some accuracy jumpers consider that it is less manoeuvrable than most canopies and that it is important to be exactly on the windline to obtain good results. Experienced use of the 252 however, would probably override this particular characteristic:

Strato-Cloud (1.55oz, 1.25oz Cloudlite and F111 Cloud):

From the early days of the *Para-Plane Cloud* this family of canopies has always been accepted as excellent accuracy machines. The *Cloud* displays the majority of characteristics previously mentioned and *Para-Flite's* policy of continual improvement seems to ensure that the *Cloud* remains competitive:

The F111 version has not been on the market for very long but there is no reason to suppose that it will not be as successful as its predecessors. The *Cloud* is claimed by *Para-Flite* to be the world's best selling canopy, which must say a lot of its all round performance as well as its accuracy qualities.

XL Cloud, Titan:

Large surface area canopies of 280 and 265 square feet respectively. They have not been on the market long enough to substantially prove themselves but their slow descent rate makes

them favoured accuracy canopies. The *XL Cloud* is basically a scaled up version of the *Strato Cloud* but constructed mostly from F111. The *Titan* is available with standard slider or a high speed reefing system.

Viking Superlite and Superlite 2:

These canopies are approximately the same size as a *Strato-Cloud* and are regarded as suitable accuracy machines. The braking response is not as immediate as the *Cloud* but this is generally overcome with experienced use.

Pegasus:

Of the new generation lightweight low volume ram-airs on the market today the *Pegasus* is probably regarded as the one most suited for accuracy. Although not specifically designed as an accuracy canopy, experienced use can provide good results as proved with some of the placings in this year's Nationals. This canopy is however largely chosen by jumpers for its all round versatility and performance and is not regarded as being in the same class, accuracy wise, as some of those previously described. If you are thinking of buying a *Pegasus* then you will probably find it will get you more discs with the rear stabilizers split. It is believed to be the largest selling main canopy at the present time.

Canopies for general RW use and Displays

If you are a jumper who is not particularly interested in CRW or accuracy, or are an ultra-keen relative worker to the exclusion of all else, then you will require a canopy that principally; opens reliably, lands reasonably softly, packs as small and weighs as little as possible. Since the majority of canopies on the market today are considered to perform satisfactorily on the first two counts, it will be low bulk and weight that are the deciding factors.

All of the canopies constructed from F111 these days seem to pack into a small volume, even the 240sqft plus models. For a given material the weight and bulk obviously increase with canopy size and of course you will be looking for a larger canopy if you are particularly heavy. The average jumper is suited to 200 to 230sqft and the *Comet 228* and *Pegasus* seem to be the most popular in this range.

Which Canopy — cont.

If you are small and light an area as low as 170sqft will suffice, a lot of girls for example require a canopy no larger than this. The largest ram-air on the market at the moment, the **Comet 300**, should be suitable for the heaviest jumper.

The **Swift System** by **Para-Flite** is the latest addition to the light relative work equipment market. The Swift main is a 195sqft five cell weighing 5.9lb. It is understood to perform in flight in a similar manner to the **7 Cell Cruislite**. The Swift is sold at the present time as a complete main/reserve/rig system.

If you do a lot of display jumping then reliability will be that little bit more important. Having to use your reserve on a display has somewhat more serious consequences than over your Club DZ.

The **Strato-Cloud** has always been a popular canopy with a lot of military and other full time display teams. The reliability, accuracy and flaring capability of the majority of new generation canopies, however, makes them all reasonably suitable for display work. If you plan to do a large amount of displays in a season you are advised to choose a canopy that has been on the market for some time and is well proven. Do not choose some brand new model that could turn out to be a 'Fly by night'. If you perform CRW on displays then choose a canopy compatible with those of your other display team members and one that will give you fast hook-ups. The last thing you want is to lose the DZ by spending too much time getting together. It is assumed of course that your CRW is competent enough to be displayed in the first place.

The following then is a list, in order of increasing surface area, of the majority of main canopies available today.

Name: Hobbit**Material:** F-111**Weight:** 6.7lb**Dimensions:** 172sqft**Name: Firefly****Material:** F-111, DE-18 500lb low-stretch braided dacron lines**Weight:** 7-7.4lb with risers**Dimensions:** Wing span: 19ft, wing cord: 9ft, wing area: 172sqft, pack volume: 416cuin**Name: Mini-Foil****Material:** 1.1oz/yd F-111 nylon ripstop.**Weight:** 9lb**Dimensions:** 180sqft**Name: Kestrel****Material:** Harris F-111, 400lb dacron lines**Weight:** 7.3lb with three-ring risers**Dimensions:** 190sqft**Name: Swift****Material:** F-111**Weight:** 5.9lb**Dimensions:** 195sqft**Name: The Unit****Material:** 1.1oz F-111 or equivalent, 0-3cfm**Weight:** 8.25lb with slider and three-ring risers**Dimensions:** Approximately 10 x 20ft**Name: Merlin****Material:** 1.12oz F-111, 0-3cfm**Weight:** 7.8lb**Dimensions:** 200sqft**Name: Pegasus****Material:** F-111, DE-18 500lb low stretch braided dacron line**Weight:** 8-8.5lb with risers**Dimensions:** Wing span: 21ft, wing cord: 10.5ft, wing area: 220sqft, packing volume: 468cuin**Name: Cruislite****Material:** F-111 Ripstop Nylon, 0-3scfm**Weight:** 8lb**Dimensions:** 220sqft area; seven cells**Name: Comet Model 228****Material:** 0-3cfm 1oz cloth — 650lb dacron lines; 425lb dacron or 700lb kevlar lines optional**Weight:** 7.8lb with bag and risers**Dimensions:** Seven cells; upper surface is approximately 21.75ft x 10.5ft**Name: Spirit****Material:** F-111**Weight:** 7.8lb**Dimensions:** 230sqft**Name: Viking Superlite 2****Material:** Harris F-111**Weight:** 9.1lb**Dimensions:** 230sqft**Name: The Unit III****Material:** 1.1oz F-111 or equivalent**Weight:** 9.8lb with bag and risers**Dimensions:** 236sqft**Name: Strato Cloud****Material:** 1.1oz F-111 ripstop nylon or optional 1.25 or 1.55oz 0-3scfm Para-Flite ripstop**Weight:** 9.75lb**Dimensions:** 240sqft**Name: 252 Lite****Material:** 1.1oz/yd F-111 nylon ripstop, 0-3cfm**Weight:** 11lb**Name: Titan****Material:** Harris F-111 fabric**Weight:** 9.5lb**Dimensions:** 265sqft**Name: XL Cloud****Material:** F-111**Weight:** 10.5lb**Dimensions:** 280sqft**Name: Wizard****Material:** F-111**Weight:** 9.8lb**Dimensions:** 296sqft**Name: Comet Model 300****Material:** 0-3cfm 1oz cloth — 650lb dacron lines; 425lb dacron or 700lb kevlar lines optional**Weight:** 9.8lb with bag and risers**Dimensions:** Seven cells; upper surface is approximately 24.5ft x 12.25ft

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A Tradition of Quality

I am often asked by parachutists why there seems to be so much difficulty in obtaining Insurance and why many Insurance Companies they approach, consider that the parachutist is uninsurable: yet when they come to some of the Insurers who are willing to offer policies for parachutists, there does not appear to be so much difficulty.

Basics

Perhaps a good way to start this article then would be to explain the basics of Insurance. The object of Insurance is to provide a fund so that the premiums of everyone are available to pay for the misfortunes of the few. I remember reading once when a new scheme was introduced for a particular sport that they considered the theory behind Insurance was that everybody paid the same premium and therefore the people with a lower risk paid to some extent, for the higher risk, and persons who were a high risk therefore, paid a considerably lower premium. I watched with interest the development of this particular scheme. I considered that here was a breakthrough in Insurance. If it worked I could introduce a new Insurance Scheme where pedestrians paid a premium to reduce Motor Insurance rates, needless to say it doesn't work. All the people who have a very low risk tend to take the attitude that they are not interested in paying and subsidising those with a high risk. Needless to say the scheme in question lost a considerable amount of money.

Risk

The correct theory is that each person pays into the fund an amount in proportion to the risk he introduces: therefore, if you introduce a high risk you pay a higher premium and this is where the problem then arises. The Insurer looks at a parachutist and says, "I am not too sure precisely the risk that is being introduced and the premium that I would have to ask from the individual would have to be very high." To get round this we approach an Insurer and say "would you like to insure all the people in this particular sport?" and therefore, if they all pay a premium that is a bit above average, there would be adequate premium in the fund. Also a particular Insurer can then start to build the statistics vitally necessary for the continuation of the scheme.

I have been arranging Insurance for parachutists for over ten years now and it is becoming progressively easier to offer a far wider range of Insurances, this is due mainly to the increasing popularity of parachuting as a sport and therefore, when a new Insurance Policy is introduced for parachutists, there is a reasonable expectation that there will be sufficient persons interested to make it financially worthwhile to the Insurers. Perhaps we can start with the Insurance that every parachutist has — liability cover that is included in his membership of the BPA.

Third Party

Every member of the British Parachute Association is insured for £500,000 Third Party Liability. This is designed to cover the costs which could arise due to injury or damage caused to other persons or their property. The claims on this particular policy range from damage to a few square yards of a farmer's corn to a large boot placed under the tail of a parked aircraft or damages to overhead cables which may involve a considerable amount of cost and work. This

INSURANCE ARE YOU GETTING ENOUGH

BY
ROGER WASHBORNE



particular policy has recently been broadened in this cover and whereas previously parachutists were only covered while they were actually parachuting, cover now commences when you arrive at the parachuting centre and ceases when you leave. Therefore, when you burn down a clubhouse with your fag end, your Insurance Company is going to be behind you — we hope. Although most BPA members are aware of this cover it is important to point out one or two of the extensions to the basic policy. First of all, there is a Member to Member Liability, this is an extension to the normal Public Liability policy and is designed to protect you, should you injure another BPA member or damage his property through your negligent actions, e.g. a face full of boot in relative work. The policy also gives cover for the Instructors, the Packers, and the Riggers, this is particularly important if the sport is to develop. It is essential that the persons who do a great deal of work in instructing a new parachutist, know that they have adequate Insurance protection, without it the sport would not develop, as few people would willingly take the risk.

Life Insurance

Next, we can have a look at the Insurances that are voluntary and taken out by individual members. First of all there is Life Insurance. There are many Insurance Companies in the country who look quite favourably upon parachutists when they apply for Life Insurance. The attitude however, does depend on the type of Life Insurance contract. If the contract involves a large element of investment, then there is a less likely to be rating on the policy than where there is a high degree of cover for a very low premium. It is well worth shopping around for Life Insurance. Make sure that you not only have the best policy to cover you bearing in mind that you are a parachutist but that you also require the best cover for your particular Life Insurance requirements. It is important that clubs understand that a Life Insurance policy does not normally have any exclusions concerning hazardous activities, this type of exclusion is normally only in the Personal Accident policy. When a Life Insurance contract is taken out the Insurers ask if you take part in any hazardous activity and if it is your intention to do so. If at the time you are not a parachuting and you have no intention of parachuting, then the Life Insurance contract will be issued without any restriction. It is important to remember this because often you will be approached by people who wish to take up parachuting and naturally they want to make sure that the Life Insurance cover they have will not be affected. The possibility that it could be affected will often have a considerable bearing on whether they take up parachuting or not.

Parachuting Cover

If a man has a mortgage and considerable family commitments he obviously is unwilling to do anything that will affect the protection to which he feels his family are entitled. Unfortunately, when he approaches his Insurance Company and says "will you cover parachuting?", they say "no". Frequently this is quite true, if he went to them as a parachutist they would not give him Insurance. Unfortunately, however, the impression is often given that parachuting would affect his existing policy. We usually advise the person concerned to go back to their Insurance Company and ask them to point out the specific clause in the policy that would invalidate it should they take up parachuting and also to obtain clarification of this point in writing. If the particular Life Insurance

Policy in question does exclude parachuting and aviation, then we can usually introduce the prospective parachutist to an Insurance Company who are only too happy to give him the Insurance that he requires. I understand there is a new Life Insurance Policy coming on to the market fairly shortly that will give quite substantial benefits and will be attractive to the parachutist who is a family man.

Personal Accident

Personal Accident Insurance is the next policy to cover the individual. The policy can either be taken out to give cover only while you are parachuting or alternatively, it can be taken out to give cover all the time, including your occupation. Unfortunately, however, this often increases the premium substantially because there are a great many occupations that are considerably more hazardous than parachuting.

The Personal Accident Policy will normally provide a death benefit in the event of disability and it would also give a weekly income should an injury occur which causes the Insured to take time off work.

For the student who is starting parachuting and is not sure whether he intends to continue, there are short term policies available that will often give him the cover he requires. Once again it is important if you are trying to attract students to ensure that they are aware that there are Insurance facilities available.

I recall seeing a Member of Parliament doing a parachute jump and he was being interviewed on the television and when asked by the interviewer had he got Insurance, he said: "Don't be ridiculous, who would insure me?" Even if you have no interest yourself in Life Insurance, it is very important to bear in mind that it is essential to a great many people and if the newcomer to the sport is unaware that Insurance is available at low cost, he might not enter the sport.

Stolen Kit

The low cost of Insurance for the parachutist does of course, help to emphasise to the prospective student just how safe parachuting is. Once a parachutist has been in the sport for some time, and buys his own kit, then of course, Insurance on kit is essential. Unfortunately, the claims on parachuting equipment are high and the premiums are therefore correspondingly high. I have been criticised for the policy issued by my own company which does not give cover for kit stolen from motor vehicles, I am informed by various people that the safest place to leave your kit is in your vehicle. Unfortunately, our claims experience indicates that if you really want your kit to be stolen, leave it in the car! The Insurance of kit is a very good example however, getting back to my opening remarks, where the experience built up over a number of years has a great bearing on the Insurance offered, in this particular example it works against the interests of the parachutist because we have so much experience in the claims on equipment, that we know the premium that must be charged and the restrictions that must be placed upon it.

It must be worth pointing out that frequently your kit can be added to your house contents policy at a lower premium, although you may have problems obtaining cover whilst you are actually parachuting. The reason in this case for a lower premium, is that the household Insurers each insure so few parachutists that they do not have the opportunity of building up any claims experience and therefore, in their innocence and to your advantage you can save some money.

Travel

As you become even more experienced you will want to travel farther afield and we then move to Travel Insurance. Travel Insurance is absolutely essential, even when you are not parachuting. The cost of medical attention overseas can be very high and the cost of bringing you back to this country can be even higher. A few weeks ago it cost us £6,500 to bring a lady back from northern Greece in an air ambulance.

Travel Insurance is a perfect example of the way policies develop as the sport develops. A few years ago there was very little demand for Travel Insurance, but this is now increasing and there should be available, very shortly, a very comprehensive Travel Insurance, whereas up to the present time the only Travel Insurance that I know of that up to date has given fairly wide cover, has been that issued to members of the BUPA. It doesn't have a parachuting restriction but, of course, you have to join the BUPA first. The new policy shortly being introduced, will also have a non-parachuting rate for parachutists. This might seem rather strange, but it is very important to remember that the normal Travel Insurance excludes aviation other than the fare-paying passenger on scheduled airline. This affects the Cancellation Insurance. Therefore, if you go with your family for an ordinary holiday on the beach on the Mediterranean, if two weeks beforehand you injure yourself parachuting and you have to cancel the holiday there is a good chance that the Insurers will not pay out on the cancellation claim.

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BRITISH PARACHUTE ASSOCIATION — SAFETY AND TRAINING COMMITTEE

1900 HOURS THURSDAY 5 NOVEMBER 1981

THE POST HOUSE, LEICESTER

Present:

J. Laing	Chairman	A. Knight	Ipswich
D. Peacock	NCSO	J. Hitchen	SOFFP
W. J. Meacock	PPC	J. R. H. Sharples	MPC
A. E. Rose	RAPT	P. Corr	Spread eagles
D. Prince	NWPC	D. J. Tylcoat	Lincoln
J. L. Thomas	Riggers	K. J. Yeoman	Red Devils
N. Law	MFFC	D. Palmer	LIFFT
P. Mercer	Headcorn	R. Harrison	WLPC
D. T. Hickling	BPS	G. Evans	TPA
K. Townsend	RSA	P. Cavanagh	BKs
P. Slattery	ECPC	P. Kibblewhite	HPC
T. Butler	Halfpenny Green	C. Goss	
G. J. Douglas	RGJ		

Apologies for Absence:

P. Evans	E. T. Lewington
D. Parker	J. Barnes
K. Toyer	

Observers:

R. Sellabeer	P. Birch
B. Colvert	D. McCulloch
Caroline Pyper	L. R. Hitchcock
T. Johnson	K. E. Skelley
T. James	G. Best
D. L. Howerski	N. Harrison
J. Davis	M. McCarthy
Vera Davis	A. C. Davenport
C. Francis	J. H. Thomas
J. Swan	J. R. Nickolls
P. Allum	A. Oakes
A. Cowley	K. D. Jones
A. Witterick	D. Cullen
D. Wilkinson	P. Hudson
S. Pugh	R. Gays
R. Peakin	J. Curtis
B. Bennett	D. J. Buchanan
A. Wragg	D. Parry
T. Homer	J. Whitaker
Sue Whitehouse	G. Price
I. Topps	

Item 1**Parachute Descent by Blind Person**

This item was on the agenda at the request of P. Evans of the Cheshire Parachute Club. A letter from him outlining a training programme and requesting BPA assistance was read to the meeting. The proposed jumper was Mr Gerald Price, North West Branch representative for the Royal National Institute for the Blind. Mr Price then addressed the meeting, thanking members for giving him the opportunity to do so. He requested permission to make a parachute descent under the auspices of the BPA. He spoke of his experience in other outdoor activities, notably parasailing (in Spain), water skiing and water ski-jumping. He considered his maturity and determination would enable him to cope with the training and with the descent — the instructor would judge the parachuting problems and he would judge the problems associated with his blindness. There followed some discussion among members and it was decided that in the interests of safety such descent could not be permitted. A further viewpoint postulated was that the Association was primarily in business to promote the sport of freefall parachuting and should not indulge individuals seeking to promote other sectional interests, however worthy the cause. It was finally unanimously agreed that this proposed descent by Mr Price could not be sanctioned. Mr Price thanked the Committee for their time, while expressing extreme disappointment at the decision. He reaffirmed his determination to make a parachute descent, overseas if necessary.

Item 2**Fatality at Langar**

The report of the Board of Inquiry into the fatal accident to Roger Neal at Langar on 3 October was read to the meeting. The deceased was making his first freefall using a bag deployed PX Canopy. The extractor became trapped and he suffered a subsequent bag/extractor/reserve entanglement.

The report of the Board highlighted the unsuitability of bags for student freefall and recommended that they be banned for jumpers Categories 3-8 inclusive. This recommendation was endorsed by the Coroner at the inquest on 13 October.

Discussion revealed that only two Clubs were using bag systems for early freefall, both had switched to

sleeves following the advisory safety notice circulated on 5 October. The Chairman spoke of difficulties experienced with freefall bag systems at JSPC in 1977, this was endorsed by other CCLs. D. Hickling, CCI at Langar, whilst totally agreeing with the findings of the Board and the reasoning behind the findings, expressed concern that previous problems with bags — specifically poor liftoff characteristics — had not been given wider publicity. The Chairman agreed and requested that CCLs apply their minds to all problems associated with safety and training and bring such problems to the table.

It was finally proposed by D. Tylcoat and seconded by A. Rose that freefall bag systems be banned for use by jumpers Categories 3-8 inclusive. *Carried unanimously.* The NCSO was to circulate Clubs to this effect and BSRs Sec 8.1 was to be amended as follows:

Sec 8.1 — add sub para e

"Freefall bag-deployed systems must not be used by parachutists of Categories 3-8 inclusive."

Item 3**Lowering of S/L Height**

The Chairman opened the discussion by reminding members of the input already circulated, principally by supporters of the proposal. Further letters supporting the idea, from Chairman BPA and from P. Corr were then read to the meeting. Members were reminded of the original proposal made by W. J. Meacock at the meeting of 10 September (Item 3). The Chairman thanked members for their input and discussion followed. It was quickly evident that there was a consensus for lowering the minimum height to 2,000 ft, using the bag system.

It was accordingly proposed by D. Tylcoat and seconded by D. Prince that the minimum height for S/L jumping (bag systems only) be lowered to 2,000 ft. Static line Sleeve Systems would continue at a minimum height of 2,500 ft.

The 2,000 ft rule was to be reviewed after six months. *Carried unanimously.*

Item 4**Crosland Moor DZ — D. L. Howerski**

This DZ had been reced by the NCSO and cleared for C and D Certificate holders only (previous Minutes item 9.5). D. Howerski requested a dispensation to operate DZ for students for a six month trial period provided certain conditions were fulfilled, i.e.

- Jump pilot minimum experience 200 hours PI including 50 hours para.
- Jumpmaster approved instructor or above for jumpers Categories 1-6.
- D Certificate holder for Categories 7-9.
- Ground/air radios for students Categories 1-5.
- No step exits.
- Single passes.

Airphotos and scale diagrams of the site were shown to the meeting. The NCSO agreed that the dimensions and hazards of the DZ were accurately portrayed and described by D. Howerski. No proposer for the dispensation was forthcoming and the request was therefore denied.

Item 5**Alleged Low Jumping at Sunderland**

A report by D. Palmer had previously been circulated. A letter from J. Barnes, countering these allegations, was read to the meeting. J. Barnes stated that the student jumpers had been despatched from 2,500 ft. He agreed that experienced jumpers had made static line descents from below 2,500 later that day and stated that internal disciplinary action had been taken against those concerned. Because of conflicting evidence regarding the student drop height it was decided to concentrate on the admitted breach of BSRs in the second incident.

The NCSO was to write to J. Barnes on behalf of the STC strongly reminding him of his responsibilities as a CCI and as an examiner.

Item 6**Lowestoft DZ — E. T. Lewington**

The NCSO stated he had received a telephone call from E. T. Lewington sincerely regretting his inability to make a personal appearance. He stated that, with hindsight, he

had made an error of judgement regarding the suitability of the DZ for first time students and was willing for the matter to be discussed in his absence. A. G. Knight stated that two points were at issue:

- Alleged irregularities in obtaining clearance.
- Unsuitability of the DZ.

He felt that attention should be concentrated on the latter, particularly in view of the fact that E. Lewington was a BPA Examiner and, as such could be responsible for DZ Clearances generally. The matter was discussed and it was finally proposed by A. Rose and seconded by A. G. Knight that a strong letter be sent to E. T. Lewington reminding him of his responsibilities both as a CCI and Examiner. This proposal was carried by 14-1 with 4 abstentions.

Item 7**Cessation of Scholarship Course**

The NCSO stated that two Scholarship Courses had been held in 1981. Although both had been highly successful from a jumper progression standpoint, the net cost to the Association had been £2,700 and it was felt that in the present financial climate such expenditure could not be justified. It was regrettably agreed that the Scholarship Courses should be suspended until finances improved. Meanwhile, CCLs were asked for input, costings etc., for self-supporting advanced courses and seminars at their own DZs.

Item 8**Exemptions****1. BSRs 2.2 — G. Evans to act as CCI Staffs Skydivers**

The previous CCI, P. Walters had resigned. G. Evans stated that the Club operated on two weekends per month only and he envisaged no clash with his responsibilities at the Leeds/Bradford Club. Proposed by J. Hitchen, seconded by A. G. Knight that such exemption be granted.

Carried by 15-4.

2. BSRs 2.4 — J. Fry (USPA) to instruct at JSPC (HK)

The Chairman stated he was to visit Hong Kong in December to run a small PI Course on site. It was agreed that any dispensation should be conditional on a report by J. Laing on his return.

3. BSRs 14.8 — Jumper under 16

The jumper was the son of G. Norrie, BPA Instructor, and had the support of T. Dickson the CCI.

There was prolonged discussion on the advisability of such exemptions generally and it was put forward that in this case no pressing reason had been given for the boy to jump 3/4 months before his sixteenth birthday. It was however agreed, that all cases should be considered on merit, particularly taking into account any parachuting background the applicant may have been exposed to.

It was proposed by D. Prince and seconded by R. Harrison that such dispensation be granted. *Carried 14-7.*

Item 9**CAA Exemptions**

The NCSO stated that the Civil Aviation Authority was to emphasise the following points to Clubs generally.

- Concerning 'one off' jumps involving parachutists below C and D Certificate standard on to a non-regular DZ.

The Display exemption did not cover such jumps. A specific exemption should be applied for in such cases.

- All exemptions, Club and Display, expire on 31 December. All Clubs and Display teams are to re-apply to the CAA in writing for renewal.
- Club and Display exemptions are valid for daylight hours only. Exemptions will not normally be granted for night displays.

All Clubs and Teams were to pay particular attention to obtaining relevant exemptions at all times.

Item 10**Headcorn Paper re Canopy Progression**

This paper was to be circulated for discussion at the Instructors Convention in January.

Item 11

Vertical Wind and Tunnel — T. Dickson

T. Dickson was to be invited to give a video presentation on this project to the Convention.

Item 12

Items for Instructor Convention

In addition to Items 10 and 11 above, the following items were suggested:

1. 16 years lower age limit to be re-discussed.
2. Freefall progression — J. Mitchell.
3. 2 S/L descents followed by 4 S/L descents with DRCP in appropriate cases — W. J. Meacock.

Mr Stratton and Mr R. Campbell had also indicated their willingness to present papers on Mogas and Flight Safety respectively.

Mr S. A. Birch (Irvins) had been approached to speak about reserve parachute design philosophy. A reply was awaited.

Item 13

Previous Minutes and Matters Arising**Item 8 — St. Athan DZ**

The NCSO was to arrange a recce.

Item 9.4 — FXC AOD

J. L. Thomas had pursued this matter with the FXC Corporation. It was established that this AOD should be armed by pulling the cable and holding the cable housing — not the body of the instrument. It was considered, however, that the circlip could still become unseated and should be inspected regularly. J. L. Thomas agreed to follow the matter up.

Proposed by D. Palmer and seconded by K. Yeoman that the minutes be passed as a true record. *Carried unanimously.*

Item 14

Any Other Business**1. Cat. 6 Parachutist to use Jumbo PC**

Requested by A. G. Knight, jumper was an American serviceman, weighed 210lb and had just recovered from badly broken ankle. Descent rate under a T10 was considered too fast. Dispensation requested so he could continue jumping.

Proposed by A. G. Knight and seconded by P. Slattery. For 6, against 13, 1 abstention. Dispensation denied.

2. D. Parchment — extension of PI rating

This jumper qualified as a PI in February 1980 and wished to sit the final examination early next year. In view of the fact he had failed to provide evidence of instructional activity in the past 18 months, it was decided he would have to re-take the PI Course.

3. P. Hyde, age 15 to make parachute descent

Requested by K. Townsend RSA on the grounds of his parascending experience and his pending departure to boarding school.

Proposed by K. Townsend. Seconded by D. Palmer. *Carried by 14-5.*

4. Jump from TV mast

Information had been received from *Southern TV* that two parachutists had jumped from a TV mast 800ft high near Dover. The jumpers had not been positively identified. Further information was given that four unidentified parachutists had performed a similar jump from a 1,000ft tower in Norfolk. BPA Council had stated (meeting of 24 August) that all members intending to make fixed object jumps should clear such with STC. Positive information on these six jumpers was requested and the matter was to be placed on the next agenda.

5. AODs on main parachutes

W. J. Meacock reported two instances where reserve AODs had fired virtually simultaneously with or shortly after main canopy deployment. Both jumpers were experienced, using ram air canopies.

All jumpers were reminded of the possible hazards of a high AOD setting and a low opening, although it was stressed that in these two instances, both jumpers were well above 2,000ft. Jumpers were to reset AODs before jumping because of barometric pressure variations.

6. Halfpenny Green

An Advanced Instructor is required to act as CCI Halfpenny Green. Any interested instructor is to contact the Secretary, Mr D. Higgs at The Airfield, Bobbington, Stourbridge, West Midlands. Tel: Bobbington 293.

7. Instructor Course 4-81

The venue has now been changed to Headcom.

Dates as previously notified, i.e.

Pl: 30 Nov-4 Dec. Exam: 7 Dec-11 Dec.

A ROYAL OCCASION



Above: Bob Charters receives the Prince of Wales Trophy on behalf of the Mountain Men from H.R.H.

Below: Scotty Milne chats to Prince Charles after being presented with the Tissandier Diploma.



Sport Parachutists made their presence felt at the Royal Aero Club's Annual Awards held at the Royal Aero Club in Pall Mall on 19th November. No fewer than 11 parachutists received awards although the Joint Services CRW Team had to share The Prince of Wales Trophy. They were well supported by members of the APA and BPA Council. Well done lads. It beats jumping off TV masts as a publicity story. If only the nationals would publish it.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING, POST HOUSE, LEICESTER 29th OCTOBER 1981

Present:

G. C. P. Shea-Simonds	D. Waterman
Chairman BPA	J. L. Thomas
J. T. Crocker	J. H. Hitchen
Vice Chairman BPA	P. Corr
P. W. Ritchie	D. Kenny
Treasurer	R. O'Brien
L. Melville	D. Tylocoat
Chairman	A. Rose
Competitions Committee	D. Hennessy
J. Laing	RAFSPA
Chairman STC	C. Pomery
J. R. H. Sharples	BCPA
Chairman	
Club Committee	

In Attendance:

C. W. Port	Apologies:
Secretary General	E. T. Lewington
D. Peacock	R. Hiatt
NCSO	J. G. Starling

Observers:

Some 12 observers present.

Prior to the meeting the Chairman, G. C. P. Shea-Simonds welcomed the Council members and observers.

Item 40/81

Minutes of Previous Meeting

Proposed by P. Corr and seconded by J. L. Thomas that the minutes of the meeting of 24th August be accepted as a true record.

Agreed

Matters Arising**1. Voting Papers 1982**

The Secretary General explained the current situation regarding Voting Papers for 1982.

1. Nominations were due to be received in the BPA Office by 5th October 1981.
2. By the due date only 12 nominations had been received.
3. As the magazine had been late in being sent out the Secretary General had extended the deadline date to the 12th October. This was the latest date by which the 'write ups' and ballot papers could be prepared and included in the October issue of *The Sport Parachutist*.
4. By the 12th there were still only 12 nominations.
5. In consultation with the Vice Chairman, J. T. Crocker, it was agreed that there was no need to go to the expense of inserting 'write ups' and Voting papers in the October magazine as there were less than the number of nominations which would require a ballot to take place.
6. Subsequently several late nominations had been mooted. After consulting the Vice Chairman, those concerned were contacted and asked to submit the nomination papers, albeit late, but on the strict understanding that they could not automatically assume that these would be accepted by the Association.
7. The dates for nominations and voting had been discussed and agreed by Council at meetings of 9th June, 12th July and 24th August. At the meeting of 9th June, the Secretary General had presented a draft of the nomination paper which included the date of 5th October for receipt of nominations.

There was a great deal of discussion on the subject with J. L. Thomas commenting that 12 people had made it their business to ensure that nominations had been sent in on time, and that now there were seven late nominations which might be thought to be coming in the back door. He further felt that if people did not have the foresight to ensure nominations arrived by the due date then they did not deserve to be in a position to be voted onto the Council of the BPA.

D. Kenny commented that since the beginning of August he had been training for the British Team. He stated that although he had been at the meeting of 12th July he had not heard anything about the nomination until the Head of Delegation arrived at the World Meet. He further stated that several people in the USA had wanted to be nominated but nothing had been sent to the USA for them.

D. Waterman said that it was in the interests of the Association to have as full a Council as possible. J. T. Crocker said that on top of the late nominations sent to the office several people had telephoned to ask what was the situation, thus if all the late nominations were accepted there would need to be ballot.

The Chairman, G. C. P. Shea-Simonds, pointed out

that a Council of 12, if that was the situation, could co-opt further members to the Council to fill any vacancies that might arise. He felt that any changes now would create a major administrative problem, new requests for nominations would have to be sent out, these would have to be processed, 'write ups' printed, voting papers sent out and there would be insufficient time to complete this.

J. T. Crocker felt that the Association had got itself into an unfortunate position, and that possibly many people had noticed the changes of timing at the time it had been stated but had then forgotten the new dates and deadlines. But he felt that if the whole issue was reopened, and not to the entire membership, then the Association could be in a position of being accused of nepotism. This could be avoided by leaving the situation as it is and where it is felt that members could be an asset serving on Council they could be offered co-optation.

J. H. Hitchen said, that he was one of the people whose nomination had been sent in late and after listening to all the discussions and comments was quite prepared for the 12 people who had been nominated by the due date to become the new Council, and then to allow those people to co-opt whoever they thought suitable. He was quite prepared to be co-opted or not co-opted as those people should decide. He further stated that nominations should have been submitted by the correct time.

It was proposed by J. Laing and seconded by J. T. Crocker that:

- a) Those people nominated on the nomination forms received by the due date should comprise the BPA Council for 1982 and,
- b) that anyone who had been submitted as a late nominee should forward their name, together with proposer and seconder to the BPA Office in order that the new Council could consider co-options to the BPA Council, at their discretion, if those who had been nominated late wished to be considered for co-option.

Carried unanimously.

2. Consultative Paper on Assistant to NCSO

The Secretary General had prepared a consultative document on the appointment of an ANCSO. He pointed out that at the present time Sports Council were unable, due to cash restrictions, to agree to any extra staff appointments but they had asked that a paper be submitted so that it would give them a case to apply for extra Grant In Aid in future for this type of appointment. The Secretary General further pointed out that this was a bare boned paper and before anything was sent to Sports Council he would need to include more detail.

The Treasurer pointed out that at the moment the Association was hardly in the position to fund 25% of any projected salary and expenses and most certainly could not fund the whole bill itself. The Vice Chairman, J. T. Crocker asked that any draft be submitted to Council before being sent off, in order that safety aspects etc., could be fully incorporated.

The Secretary General in conjunction with the NCSO would prepare a draft for submission before the next meeting.

Agreed

3. Video

D. Waterman who is heading up the Video Sub-Committee stated that he had seen for sale a set of legs which would take the basis of the Video System we had. The cost of these were £45 second-hand compared to some £200 new. Council agreed that, if these were still available, he should purchase them.

Agreed

Item 42/81

Committee Reports**1. Safety and Training Committee**

The Chairman of the STC, J. Laing, presented the minutes for comment and ratification.

1. A number of letters had been received in regard to the suggestion of lowering heights for static line. These would be discussed at the next STC Meeting.

The minutes were ratified.

2. Competitions Committee

The Chairman of the Committee, L. Melville explained that the meeting had only been held the previous day

and the minutes were on the table for discussion and ratification.

Item 1. It was agreed that the first item be altered in the last line to read, "any observer wishing to attend a meeting should inform the Chairman."

Item 2a Report by Head of Delegation World Championships 1981.

The report by J. Laing on the World Championships was noted by Council.

D. Kenny stated that the final accounting would be submitted as soon as a couple of receipts had been obtained.

J. T. Crocker proposed a vote of thanks to the Team Captain, team and everyone involved in the Championships, and said that the results had brought a great deal of prestige to the Association.

J. Laing made an extra statement, that it was vitally important to ensure we always had a jury member.

G. C. P. Shea-Simonds said that the organisers had not laid anyone on as a replacement to run the training judges seminar, despite this Association having given ample notice of the unavailability of R. Burns.

J. L. Thomas felt that a team leader should go with a team to handle the finances etc., it was unfair to expect the participating Team Captain to handle all this.

Item 4. National Championships 1981

- a) Briefings must be more comprehensive and must be fully attended.
- b) Cut-off procedures would be more fully clarified in future.

J. Laing stated that he was appalled at the attitude of some Council Members over the cut-off procedure situation when the cut-off was initiated.

J. H. Hitchen said that it was because those people had not attended the pre-competition briefing.

- c) Jury meetings in future must be attended by all members sitting together.

Item 5. National Championships 1982

The following points were made for further discussion.

1. The Championships should be combined, running over 16 days. The first week should be devoted to Classic events and the second week to RW. There should be a two day overlap in the middle to allow flexibility. A lesser number of rounds should be run for the event 'off year'.
2. Clubs should be circularised inviting bids to host the Nationals.
3. Dates should be 29 May-13 June. Practice days 26-28 May.
4. Any future cut-off procedures should be reversed — i.e. the Competition should be scheduled for 6 rounds, with the teams thereafter in contention going for 10 rounds.

3. Finance Committee

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

1. Computerisation

The Secretary General had prepared a comprehensive paper on the merits/demerits of computerisation. This would be fully discussed at the next Finance Meeting.

2. The Sport Parachutist

Fishers had given an initial firm quotation on which the Editor based his costings and estimates for the year. Subsequently there had been a new quotation given by the printers which showed an increase of some 19% on the first quotation. The Editor had written requesting an explanation and to date no explanation has been received. Some disquiet had been expressed on the costs of the magazine at the present time.

The Editor explained, once again, that he expected year on year to remain within his initial budget. The last issue of the journal had been in the nature of a PR job insofar as the long term aim was to sell, probably two issues a year, at the bookstands. Thus he had needed an edition trial format and content of which he could show to National distributors. Moreover now

that there was the chance of more colour in the magazine, more people were showing a wish to advertise in *The Sport Parachutist*, thus the advertising revenue was on the increase and this would go a long way to offsetting additional costs.

The Editor agreed that there were some problems in getting the new format magazine out on time. He is certain that these are teething problems which will shortly be overcome. He anticipates that the December issue will be out during the first week of December.

He also stated that having gone to the 'market place' our present printers are cheaper than anyone else for the production of the magazine.

3. Loans to Clubs

- a) It was recommended that if any Club which had been afforded a loan facility did not take it up within a 3 month period then that loan would be deemed to be out of date and should re-apply.

The Secretary General was tasked with writing to the Black Knights to the effect that their loan facility was now out of date and if they wished to take it up would have to re-apply for this facility. *Agreed*

b) Halfpenny Green

The above club had requested a loan of £2,000. Ability to repay had been shown, they are putting up one-third of the cost, the security offered is a first charge on an unencumbered aircraft valued at £14,000. The loan to be granted either at 5% front loaded over a two year period, or if they had raised the loan elsewhere then an interest subsidy should be granted at the same net cost to the Association, i.e. 6% per annum on £2,000. *Agreed*.

c) Ipswich Parachute Centre

The above club had applied for a loan of £3,000 to purchase essential equipment the loan to be over a 2 year period 5% front loaded. The security offered is a legal charge on a Cherokee 6. Ability to pay has been evinced by the fact that they have just repaid a loan of £3,000. *Agreed*.

J. T. Crocker made the point that with planning litigation in prospect with at least three clubs the Association must be careful of the standing of the finances.

4. Subscriptions

A full list of subscriptions had been circulated to Council for information. It was agreed that the matter would be finalised at the next Finance Meeting and Council Meeting and if possible to circulate the decisions to the membership before the Annual General Meeting.

Renewal dates. At a meeting with CCLs the matter of renewal dates was discussed. The major problem was that of documentation, following these discussions it is a unanimous agreement by Council that all renewals will revert back to the 1st April each year. Anyone joining in the first 6 months would pay full fees. Those joining within the second 6 months would pay half the full fee.

5. Legal and Professional Services

The Secretary General was able to inform Council that the legal advisory scheme was underway and it would be available to members to join, but the setting up of the scheme would be at no cost to the Association.

6. World Championships Costings

The costings to date were noted, a full income/expenditure account would be presented as soon as the Secretary General had been given all the accounts.

7. Duck End Competition

It was noted that due to the Meet being washed out the Club had refunded half of all entry fees paid. The Chairman asked the Competition Committee to look at this item.

4. Club Committee

There had been no meeting of the Club Committee. However G. C. P. Shea-Simonds mentioned the fact that he was far from satisfied with the Hertz No. 1 Club. He asked anyone who had had problems with the scheme to contact him because he was in the process of writing to Hertz on the subject.

Item 43/81

Any Other Business

1. Affiliations

An application for affiliation had been received from Blackpool Parachute Centre.

The Club fulfilled all the statutory requirements and affiliation was agreed to on the condition that the Chairman agreed to become a member of this Association.

2. Royal Aero Club Award Night

The information regarding the above had been circulated to all members. Those people wishing to attend should inform the Secretary General in order that he can order the tickets.

The Association would pay the cost for any Council member wishing to attend. Also the Association would pay for up to four tickets for the CRW team members attending. The APA would fund the remainder, this had been agreed with Major G. O'Hara.

3. Planning Problems

Cornwall. The Vice Chairman, J. T. Crocker reported

that the problem was the undergrounding of electricity cables. The local authority had said that they could not consider the planning application until the cables were underground. The Club said that they did not want to outlay a lot of money on doing this if, when it had been done, planning permission was then withheld.

He was hopeful of an understanding being reached. He pointed out that it is most important that the Association does not allow one more club to be closed as was the case with Ashbourne which is now always being quoted as a precedent.

4. Council Expenses

It was proposed by J. L. Thomas and seconded by J. H. Hitchen that bearing in mind the financial situation of the Association the mileage rate for Council expenses be reduced from 20p to 15p per mile. *Carried*.

5. Photo Competition

A meeting had been arranged for the following week and a report would be made at the next Council Meeting.

BRITISH PARACHUTE ASSOCIATION EXTRAORDINARY GENERAL MEETING, POST HOUSE, LEICESTER 29th OCTOBER 1981

Present:

G. C. P. Shea-Simonds
Chairman BPA
P. W. Ritchie Treasurer

In Attendance:

C. W. Port
Secretary General
D. Peacock NCSO

Members Present:

R. E. Gays
J. H. Hitchen
P. Corr
D. Hennessy
J. Laing
A. J. M. Meysner
C. Pomery
L. Melville

A. Rose
D. Kenny
D. Tylcoat
D. Higgs
J. L. Thomas
J. Rose
C. Pyper
A. Knight

Plus six late arrivals.

The Chairman, G. C. P. Shea-Simonds welcomed those present to the Extraordinary General Meeting. He said he was very pleased to be able to announce that the British teams had won a Bronze medal in the 4 Way event and 4th place in the 8 Way event at the recent World Championships in the USA. He mentioned the work done by the team, team Captain, Head of Delegation and the British judge, and Council members who were at the event as supporters.

G. C. P. Shea-Simonds showed the members an inscribed plaque, presented by the Holiday Inn, to the British Team as an award for 'Great Sportmanship'. The plaque will be suitably displayed in the offices of the Association.

The Chairman then explained that the reason for this meeting was to consider the accounts for the period ended 31st March 1981, and it was held at this time in order to comply with the Companies Acts, and also to consider the appointment of auditors for the ensuing year.

Item 1

Accounts for the period to 31st March 1981

The Treasurer, P. W. Ritchie, presented the accounts for the period 1st April 1980 to 31st March 1981. He said that he had the honour, though in this instance not the pleasure of presenting the audited accounts, because there was an operating deficit of some £3,572 for the period. This was the start of a trend which is continuing.

The Treasurer commented on the following, he said that there had been a number of unusual expenditures which included the purchase of:

a stock of British Team tracksuits; a replacement film library; an increase in grants to Clubs; the purchase of a static display unit; the subsidisation of the National Championships; the setting up of the British Award Schemes, and the sum granted to the British Gliding Association in respect of the AVGAS/MOGAS Trials.

All these items are to help the sport in general. Council

does have a difficult job in deciding, where and in which direction to spend the limited funds at the disposal of the Association. As a result there has been an operating deficit of £3,572.

The net worth of the Association is £51,544. This in fact does not mean the Association is wealthy and has led, in the past to the failure to increase subscriptions when operating expenditure has been increasing.

The Treasurer then asked for questions from the floor.

R. O'Brien asked why there had been an increase in the accountancy fee from the auditors for the period.

The Secretary General explained that the increase was due to two main factors, one which was an increase in operating costs and charges, the other that the Association had, in that period, made more use of the accountants, and he expected that the ensuing year would see only a small increase in the accountancy and audit costs.

P. Corr asked why the cost of coaching was so high this year.

The Secretary General explained that the cost of coaching comprised 4 Potential Instructor, 4 Exam, 2 Scholarship and also Progression Courses. The cost included the hire and use of the aircraft, officials expenses, etc. He also explained that he was in correspondence with The Sports Council in an effort to obtain help for the Association in respect of Coaching costs. At the moment only a small allowance is made towards the cost of Coaching Courses, the Secretary General has already made representation to The Sports Council on the grounds that Coaching Courses are the life blood of the Sport and thus serve the grass roots of the Association.

The Secretary General assured members that he would continue to press for more help.

The Chairman, G. C. P. Shea-Simonds also said that the Coaching Courses should help everyone at club level, but there was no way that people could be forced to stay and continue coaching.

There being no further questions the Treasurer, P. W. Ritchie, proposed that:

The membership receive and adopt the Annual Accounts and the Auditors report thereon for the financial year ending 31st March 1981.

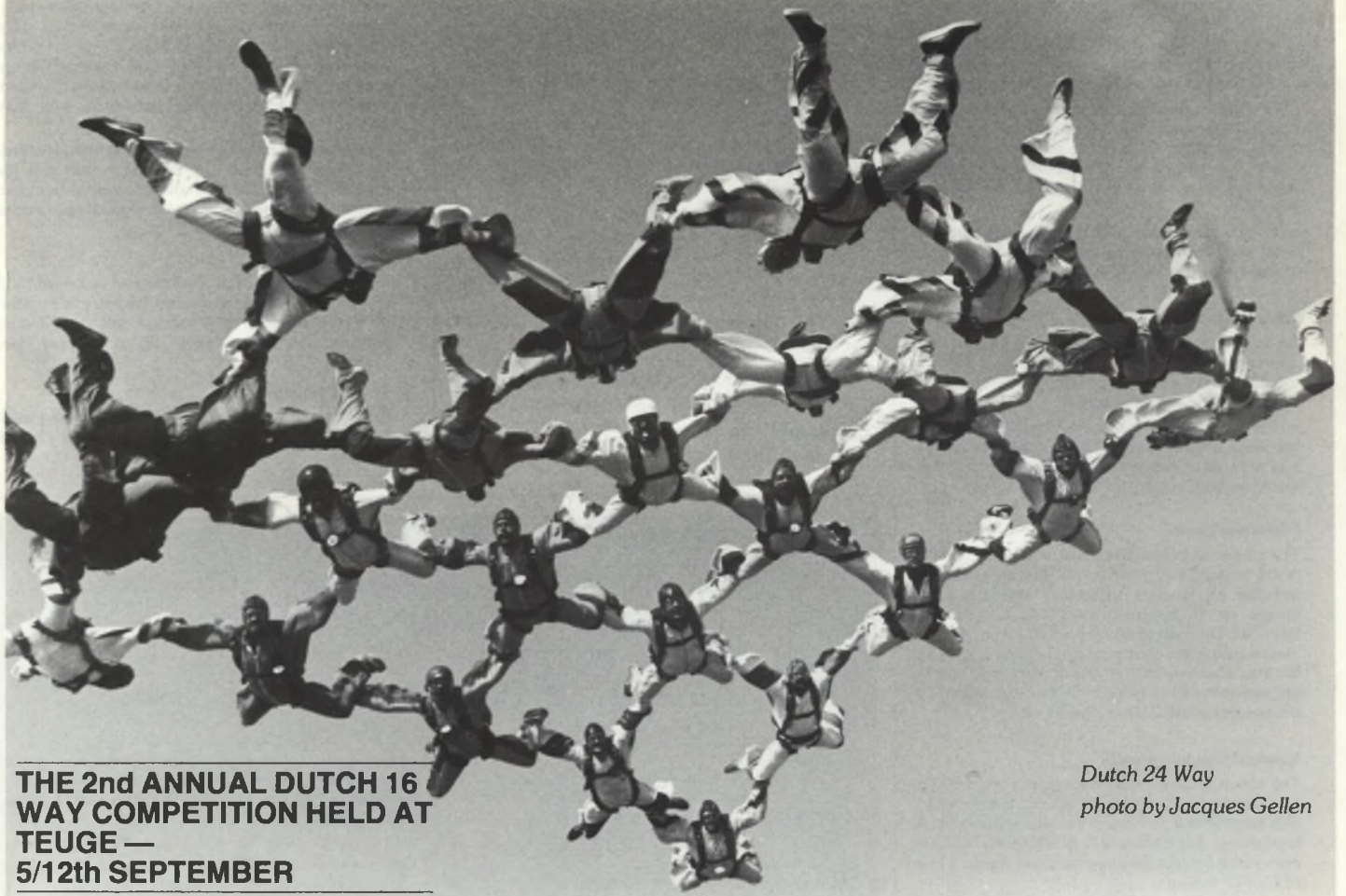
Carried Unanimously.

Item 2

Appointment of Auditors

The Treasurer, P. W. Ritchie, proposed that Edward Moore and Sons be reappointed as Auditors for the Association for the ensuing financial year and that Council be authorised to set their remuneration.

Carried Unanimously.



THE 2nd ANNUAL DUTCH 16 WAY COMPETITION HELD AT TEUGE — 5/12th SEPTEMBER

*Dutch 24 Way
photo by Jacques Gellen*

EXIT, EXIT, EXIT... * 16 skydivers tense, time seems to hang as the Centre Floater takes a lung full of cold air. He glances at the tangle of bodies and gripping hands that hold his body, is every one ready?

The two floaters watch for his body to signal the exit.

READY, SET, GO!... His body swings out and the floaters peel away, arms back, surfing up the launched star, already hanging steep on the smooth slip stream! The tail guy on the launch sinks down his knees and brings the star level. At the same moment the floaters hanging outside the trail Islander see the legs of the lead plane's floaters appear into view, they swing into the firm slip stream and turn down for the already flattening star launch now on heading after its 180 degree turn.

Now the last of the 'divers are clear of the two door frames, heading for their sector of the sky and looking for the suits they have been memorising on the long slow climb to altitude.

The 8 star base is now complete, high grips and elbows in while the last of the flakers set up above and behind their slots and then fly between the legs to complete the 16 Way cluster.

Heads twist round to check the slots; someone nods and the flakers break through the burble and fly into the star. It pops open and floats, someone drops a grip and there we are in a 16 line, screams of 'Abalula', smiles and tongues light up the line, the last few seconds disappear and it's break off.

Under canopy we check out this strange DZ and head for the pit, watch for traffic, no wind, full drive, flare hard and fast, sliding in the wet grass... 'Hey nice Skydive!' 'Welcome to Holland'...

This was the second year of the 16 Way competition held at Teuge run by two members of the Dutch RW team. Entry was restricted to five teams so as to ensure we would complete the meet as in fact we did. The competition consisted of eight rounds, two rounds being Sequential jumped from 11,500 while the six, one

manoeuvre rounds were jumped from 10,500 with working times of 50/45 seconds respectively.

Scoring was one point per body in the formation the maximum score being 16 points + time completed in case of a tie on points. There were 4 points for the second manoeuvre on the sequential rounds.

As John De Poot explained at the briefing on Saturday morning, it was to be a low key competition with no entry fee or big prizes but a chance to do some good 16 Way dives in a fun competitive atmosphere.

He and Harry Janson had spent six months preparing for the event drawing from their past experiences as competitors and as organisers of last year's event. Every situation had been prepared for including entertainment in the event of bad weather. The use of an indoor swimming pool (no whuffos) and a selection of feature films on video to watch in the very comfortable club house (with bar, food, sky rags and plenty of posters).

Video judging

Judging was to be done on video with air to air video in case of cloudy weather, (a camera man was present on most loads due to a spare slot on the Islander from JSPC Bad Lippspringe).

The rounds were drawn from a pool of thirty dives with each team including one of its own. When drawn they were arranged with the easiest first and progressively more difficult. The rounds were as follows: 1. 16 Cluster; 2. Quadra Pods; 3. Quadra Diamonds inter 4 Diamonds to 16 Diamond; 4. Star; 5. Two 8 Way stars — four 4 Way lines — two 8 Way stars; 6. Clustered Quadra Zippers; 7. Wedge Flaked Donut; 8. 16 Way Jewel (4 Way bipole base).

There were two Dutch teams, two from Holland and an international team led by Roul Torres and inspired by 'Bullet' Betty Hawkins (5 nationalities represented... Slow Dirtdives!).

The standard of the Dutch and Belgian 'A' teams was high being comprised of the national

RW teams and they took first and second places respectively both with 131 points, but the Dutch having faster times. The international 'Hey Folks it's Show Time' came third with 109 points after an erratic mixture of dives, a couple of which set the fastest times on the round. The Belgian and Dutch 'B' teams finished fourth and fifth respectively with many of these younger jumpers trying for their first 16 Way.

Small suits worn

Most of the competitors were wearing smaller suits, the light nylon Flite suits (our Way 4 Way team, Utopia 8 Way team, Out of Money 4 Way) worn without swoop cords for the base and with swoops for those having to dive at the back. There were also plenty of the Californian 'Kniesal' suits built of similar material to the Flite suits, which also offers a wide rate of fall range. The Dutch 8 Way team squad were wearing Clauson suits, a heavy cotton suit that flaps rather than inflates and has a 'smooth' fast rate of fall but without the same range as the 'lightweight' suits. (Check out the 60 Way and colour co-ordinated shots in Skies Call 3 the solid colour suits are Clauson.)

Gear seemed the same as everywhere else nowadays, Racers, Pegasus, featherlites, plus a few Merlins and Units and 'strato gear' canopies.

Only one reserve was used in 640+ competition jumps, a total of 19 hours of formation flying. Sunday's sunset load saw the first 10 plane over Holland organised by Fredrick van Isacker, plus several Diamonds and an unsuccessful Double Diamond attempt.

Monday afternoon straight after the last round saw a five aircraft formation load leading to a beautiful clean 28 Way cluster with Max Dereta taking pictures and then joining the all European formation, which was organised by Harry Janson.

Fun jumping carried on all week with quality formation loads being the highlight. Saturday night we were entertained by a promising young skydiving band, my favourite number was the Disco Dirtdiver.

Skydive Europe

Teuge is only four hours drive from Zeebrugge; take the E3 east then turn north at Eindhoven. Next year the organisers plan to have a Twin Otter and 12 teams plus a boogie after the meet. Could this become the European equivalent of the Z'hills Turkey meet, we certainly have plenty of capable skydivers and the potential for hot skydives here in Europe. There are some good Boogies coming up in Europe this next year and they're all easy to get to and you don't need a visa!

Skydive Europe soon.

The centre has accommodation for 40+ as well as several showers and is run by a very friendly and helpful staff and local jumpers who all take a pride in their centre, which they built themselves.

NIGEL SLEE

MANCHESTER FREE FALL CLUB GOES TO SPA

On September 5th 15 members of the MFFC (well, there was one Scouser!) arrived at Spa after a 24 hour journey from Manchester via Felixstowe and Zeebrugge. The Club's aged Transit van carried the kit and with a hired Transit 12 seater mini-bus and one car completed the trip with no problems.

Arriving at Spa at 8 o'clock on the Saturday night, there was no time for jumping, so we checked in with our hosts, got familiar with the layout, had our kit and docs checked and were given the warmest of welcomes round a bonfire with crates of beer.

Accommodation comprised two chalets each sleeping 8 in semi-partitioned bunks with lockers and was very comfortable (but cold in September!). We were fed three times a day in the restaurant and bar on the airfield and the food was excellent. Showers and toilets were available in the PURPOSE BUILT packing hall, which also held a reception area, kitstore, riggers' room, two beautifully equipped lecture rooms, office and packing area with ten double packing tables, two suspended harnesses, PLF mats, manifesting and kitting area, enough room to pack half a dozen squares and two fold-out squash courts. Spa has four sets of telemeters, two pits, a tarmac runway, two Cessna 206s (Porters are available if needed at weekends) and is completely surrounded by pine forests. It's 1500ft up on a hill and is absolutely beautiful. Since the airfield is not an even shape, the trees come in very close on some sides; nevertheless, we jumped regularly (students as well) in 10 knot winds. Our only tree landing was by Garry Toland on one of Spa's single blank gore static line canopies — unharmed, he climbed down and walked back.

Sunday was superb and most of us got in two of three jumps each. Monday was good weather and we had the place almost to ourselves. Tuesday was not so good, so we took a trip into Verviers. Tuesday being Garry's birthday, we celebrated with a lot of ale, which meant enforced "no jumping" for some on Wednesday! That day was a bit windy, but most members had one or two jumps. Thursday was beautiful, but on Friday the weather was awful; so we settled our bills, did some shopping in Spa and it had cleared sufficiently by the evening for us all to get one last jump.

Altogether the 15 of us did 128 jumps. We were a good club cross-section; two on dummy pulls, five on 5s, one on 10s, one on 15s, three cat. 9s, one cat. 10 and two instructors. Some progress was made, but Steve Kilgour went down "de ladeur"!

We could not have chosen a better centre to visit and we could not have had more help. All our free-fallers took their own mains, but we made a mistake in not taking our student reserves; so the Spa rigger, Maurice, and Ann, the chief of training, rustled up some reserves with American-type clips and tie-downs for us. Our two dummy pullers used Belgian static line rigs and reserves. N.B. All French/Belgian student kit is cross pull and reserves are side pull. Incidentally, AODs are used on the mains on early free fall. Pierrot and Francoise were with us all week, gave us a great deal of practical help and did a couple of 5 ways with us. The pilots were very good and we soon learned "a gauche", "a droite" and "coupe". The whole process was overseen by Albert, with occasional visits from Jean Polis, the Belgian NCSO (I think Doug Peacock had tipped him off.)

We were the first British club to go en masse to Spa, so for those who follow here is an idea of costs and some tips.

Transport	Hire of mini-van, ferry for three vehicles and 15 passengers	each	£51.00
Fuel	Each person		£14.00
Accommodation	and food (three meals per day)	per person per day	£6.00
Jumps	750m (2500ft) (S/L)		£3.20
	1000m (3300ft) (5, 10 secs delay)		£3.20
	1500m (5000ft) (15, 20 secs delay)		£4.00
	2000m (6100ft) (20, 30 secs delay)		£4.50
	2500m (8500ft) (R W)		£5.20
	3000m (10000ft) (R W)		£5.70

It was two out on a pass, so you could find a 10 sec delay jumper going out with a 15 sec delay at 5000ft — long rides down! We actually put three "fives" out on a single pass and got them on the airfield. Pine forests improve canopy handling!

The three meals per day at the fixed price

were very good value for money. Had we been forced to fend for ourselves we would either have gone hungry or not jumped so much. Jean and Angela were marvellous and very understanding of some faddy eaters and late arrivals due to jumping. Eating at the airfield saved us a lot of time and travelling costs too. The beer wasn't bad either and at about 25p a glass worked out much the same as in the UK (We hope Jean's managed to re-stock by now!)

On Friday, to celebrate Joe Diamond's 500th jump, he was treated, Belgian-style, to two bucketsful of rancid milk, cheese, coffee dregs, slops from the cafe and goodness knows what else and it made him stink more than usual. Then, on the Friday night, the Spa club put on a marvellous barbecue for us. We were their guests and they wouldn't let us do a single thing towards it. The steaks and kebabs were excellent (merci, les femmes), the beer and bonfire kept us beautifully warm, but the warmest and most wonderful part of the week was the hospitality which everybody at Spa extended to us. They presented us with their club plaques and some underpants for Joe Diamond (they noticed!)

To the parachutists and their wives and girlfriends at Spa we say, "Many thanks for a

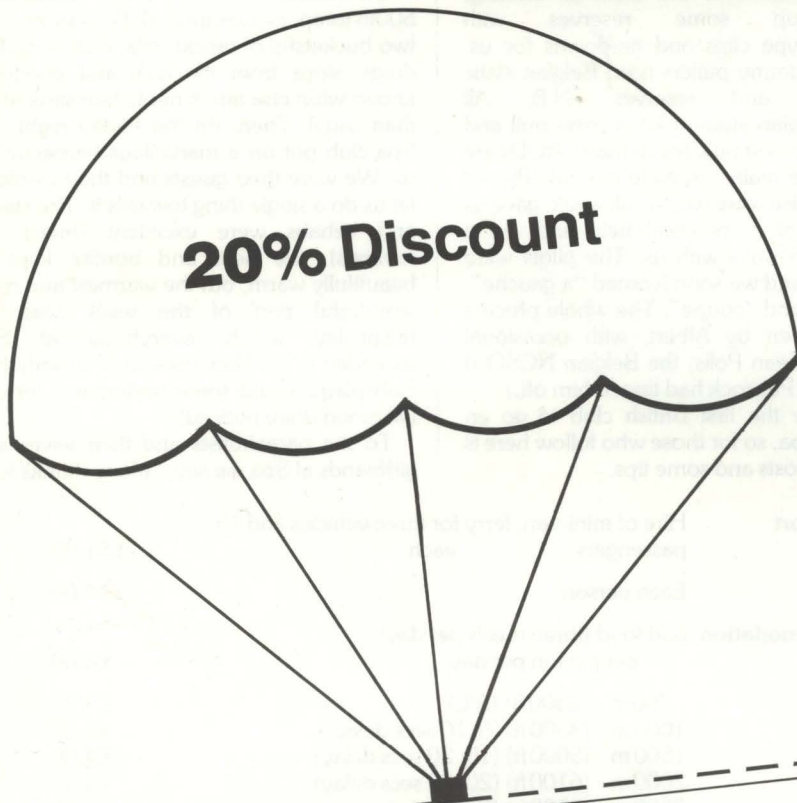
superb week". Garry summed it up when he told them, "You're great, you Belgians; from the heart".

P.S. My God! they want a return visit to TILSTOCK!

MARK FREEMAN



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