

THE

FEBRUARY 1982

# SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



**PHOTO  
COMPETITION  
RESULTS**



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MAY 8-9 — Grindale Trac Meet

MAY 21-31 — Boogie on Texel, Holland

MAY 22-23 — Sibson Trac Meet

JUNE 5-12 — Classic/CRW Nationals, Bridlington

JUNE 21-30 — APA Championships, Netheravon

JULY 8-18 — RW Nationals, venue to be notified

JULY 17-18 — Metropolitan Police, Accuracy Meet, Headcorn

JULY 24-30 — RAPA Championships, Bad Lippspringe

JULY 26-30 — RW Seminar, Grindall

JULY 27-AUGUST 1 — RW World Cup, GRA, Austria

JULY 31-AUGUST 8 — CRW World Cup, La Palisse, France

AUGUST 6-20 — World Classic Meet, Czechoslovakia

AUGUST 21-22 — 8 Man Speed, Sibson

AUGUST 21-27 — 5 Man Sequential Meet, Grindale

AUGUST 28-30 — Netheravon, Trac Meet

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# THE SPORT PARACHUTIST

Vol. 19  
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1982

The Journal of the  
BRITISH PARACHUTE  
ASSOCIATION

47 Vaughan Way  
Leicester LE1 3SG  
Tel. (0533) 59778/59635

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### 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

For many years now, British jumpers seeking the ultimate scene in parachuting have been advised 'Go West, Young Man'.

Pope Valley, Z-Hills, Elsinore, and Perris Valley, have in the past been as much a part of the British parachuting scene as Netheravon, Peterborough, Weston, and Grindale.

In fact, on occasions there have been more Brits than natives at Z-Hills!

As a result, the European DZs have been disregarded. It is a myth that the weather is always better in the States; many have come back from Florida disappointed with the number of jumps they were able to get.

Let's face it, nowhere in the world can you **guarantee** good weather.

Now, with the collapse of the Laker empire, it appears cheap flights to the States may be a thing of the past.

As a service to our readership, we intend to give as much information as possible on European Meets and Boogies — starting in this issue on page 35.

So if anyone knows of anything happening on the continent, please let us know.

DAVE WATERMAN



Phil Judd catches the rest of the load leaving the USAF C130 over East Anglia (see correspondence)





## FIRST IN JAMAICA

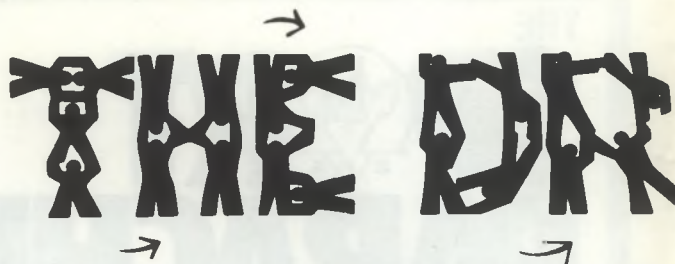
To launch the first International Seasports Festival five parachute displays were made by Parachuting Promotions display team onto the beaches of Montego Bay, Jamaica, in late November. The first display on November 19th, a press and TV preview organised by the Jamaican Tourist Board was in actual fact the first Sport Parachute jump to be made on the island.

The jumpers, **Dave Turner**, **Dave Wilkinson** and **Pete Bath** used an Islander of Trans Jamaica Airlines, and carried both the Jamaican flag and the Union Jack onto Montego's famous Cornwall Beach. On

landing they were presented by **Brian Gordon** of the Tourist Board to Mr Kenneth Donovan Henery the Governor General's representative.

After successfully completing the programme of beach and water jumps the team were invited to play a larger role in next year's ISF, and the team who are the proprietors of the Montford Bridge Paracentre, Shrewsbury will be organising first jump courses on the island during next holiday season.

Dougie can you come and check out the DZ?



## COUNCIL MEMBERS BEWARE...

Pregnancy appears to be endemic!

Three of last year's council members and their wives produced offspring in the first week of January.

Ronnie O'Brien and his wife Merag ushered in the New Year with the birth of a son, Andrew, on January 1st.

Four days later Peter and Jan Ritchie celebrated the arrival of 7lb Phillippa, and on January 7th, Jim and Barbara Crocker were presented with 7lb Elizabeth Alexandra.



Filwetz

'Nice snappy turn pilot — but I said SLIGHTLY left, not ninety left!'

## OBITUARY — EDITH SUMMERS

Edith Summers (60), POPS number 14, was killed at Eustis, Florida, on New Year's Eve, whilst parachuting. She had completed 35 jumps on her new equipment, a Pegasus in a Wonderhog container. On her 36th jump she experienced a rotating malfunction, successfully went through her cutaway procedure but did not activate her reserve.

Edith had been a member of POPS from its beginnings, she attended every single Meet we ever held and she was loved and respected by us all. 'Elegant Edith', with her impeccable turnout, gentle manner and lovely Austrian accent, was every inch a lady. She will be sadly missed by us all.

## SUPERFLY

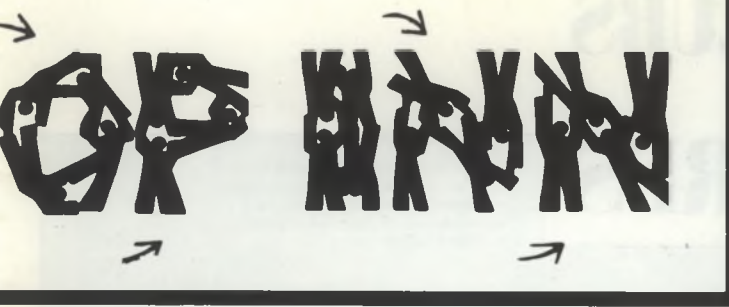


LISTEN!!  
... IF YOU WANT  
HIM TO BEHAVE  
HIMSELF  
PROPERLY...  
THIS  
YEAR...  
..WORK HARD  
AT SCHOOL,  
..PASS HIS  
EXAMS...



... AND NOT END UP AS  
A WASTER  
LIKE YOU...





### BIG JAKE SCEPTICS, PHOTOGRAPHIC EVIDENCE

Many of my parachuting colleagues were amused to read about Big Jake's exploits as a DZ shareholder but, to my surprise, most of them thought that the story was exaggerated.

To convince the sceptics I enclose a photograph of the last S/L lift of the day at Harry the Slime's DZ. The more observant will notice that V&T has already started the barbecue ready for the evening revelry.

I apologise for the poor quality of the picture which was taken while I was dangling from a tree awaiting rescue.

PETER BARLOW  
POPS 173



'I want you to observe the burst of energy that propels me away from the rock face!'

### WDI PAPER

Members may care to note that WDI paper in rolls is available from:  
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### WHAT A DRAG

Members of RAFSPA at the end of term party. Names have been withheld for obvious reasons.



..YOU'D BETTER STOP CLEARING OFF EVERY WEEKEND... SPEND SOME TIME WITH HIM.. START SHARING AN INTEREST ... AND GIVE HIM SOME REAL INCENTIVE!



TELL HIM I MIGHT TAKE HIM TO Z-HILLS WITH ME FOR THE TURKEY MEET.





# BPA CLUBS AND CENTRES

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**Golden Lions FFT**  
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## AGM AGREES SUBS RISE

BPA Treasurer, Peter Ritchie, gave a presentation with the aid of graphs, showing the effect of inflation upon the BPA's finances over the last ten years. In order to achieve the same purchasing power as in 1971 our subscriptions should now be around £14 instead of the present £7.50. It was clearly apparent that unless a significant increase in subscription rates was made, or a cut in services the Association would fall into severe financial difficulties in 1982.

Council and the financial sub-committee had discussed the subject at length and agreed on proposing to the membership an increase to £12.50 with annual increases in line with inflation to prevent future lapses into difficulty. Peter Ritchie made the proposal and a lively question time followed. Points were made from making an even larger raise to making only a slight increase; based on the belief that the membership would not approve a large one and a little was better than nothing. Both the Chairman and Tony Rose made the point that spread over the period of a year or an evening in the bar £12.50 was not that great a sum.

One member asked why every past increase in subscriptions shown on the graph seemed to be followed by excessive spending, the treasurer and Mr Meacock (who was on Council at that time) assured him this was not the case and Peter Ritchie promised to send him a copy of the accounts for those years so he may see for himself. The point was made that a note should be made of any fall in membership after the increases although a further drop was expected due to the recession.

Finally Steve Chalk made a proposal from the floor that the proposed increase should be amended to the round figure of £13.00. This was put to the vote, and carried with 63 in favour of £13.00, 54 in favour of £12.50, and nine against either.

Subscriptions will therefore be £13.00 from April 1st, 1982, with annual increases in line with inflation. Peter Ritchie asked all members with bank accounts to use the direct debit form in the magazine in order to keep administration costs to a minimum.

### Subscription Rates 1982/83

Following the increase of renewal to £13.00 at the Annual General Meeting the following rates apply:

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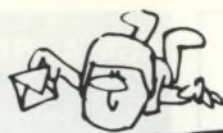
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## CORRESPONDENCE

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.

### RELATIVE WORKSHOP

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

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

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

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

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

LARRY M. RIDDLE, Master Rigger  
Relative Workshop Inc.  
1050 Flight Line,  
Deland, Florida 32720,  
USA

### STL MINUTES

I am a recent member to the BPA and as a student I have drawn strength and confidence in the sport of parachuting from those whose guidance and coaching I have had the privilege of receiving — mainly at Bridlington Sky-Sports. However, this confidence building exercise has suffered a slight set back. I refer to the apparent maladministration of the incomplete minutes covering the STC meeting on 3 June 1981. The subject matter being the Pisa reserve and the associated diaper.

I am not experienced or qualified to discuss the merits or demerits of the Pisa reserve but I do feel that the **apparent** (and I emphasise this point) misuse of authority in deleting parts of a record of meetings for reasons of other than safety or safe operating procedures raises a question mark on all that the BPA has done over the years. How am I to know that a similar situation does not exist in other systems which has not been minuted by STC Committees? Maybe I am over-reacting; will someone please convince me I am!

GEORGE CHEW 108007

### C-130 JUMP BY CIVVIES

Having recently received my copy of the 'mag' and noticing the comments made on passing a word of thanks where due, I was disappointed that no mention was made of the Hercules C-130 jump made on 4th September by 54 people.

I must conclude that each jumper thought the other person would be writing! Whatever the case, belatedly, may I, on behalf of us all, pass on our grateful appreciation to the Royal Green Jackets Demonstration Team for inviting us to share in a memorable jump. The 'demo', for the R.G.J's open day at Oakington Barracks, Cambridge, was excellently organised throughout the whole day and this made for a total experience.

The Hercules took 3 passes at 16,000 and was ground spotted to

ensure the 'civvies' didn't land in the ring (in-joke!).

There were, I think, 10 men (civvies) on the 1st pass, 14 men (civvies) on the 2nd pass, and 22 men (military) on the 3rd pass. I was lucky enough to be on the 2nd pass and be in a 12-man formation that incidentally was the longest made on the day. After a 20 minute walk back to the arena, where we dutifully lined up to shake hands with the R.G.J's boss-man, we descended on the beer tent and lively discussions took place. Lofty, for instance, claimed it was the largest demo he'd been on since Arnhem!

Weeks later we still moan about low ones at 12,000 from the slow Porter at Sibson, but perhaps we're still high on the memories.

Once again, many thanks to the R.G.J's and their team leader, for an excellent day and mind-blowing jump.

STEVE CHALK, D3081

*Well Steve you are right! Nobody bothered to send us a story, but this month's cover picture may make amends — Ed.*

### STUDENT COSTS

I am relatively new to the sport, having done one year's parachuting and my first dummy rip-cord pull descent, but I feel very strongly about the costs as I find them. The initial training costs £43 (not including accommodation or food), and each static line jump £6.50. Having completed the course, you are given up to four weeks to collect your jump, after which, despite going to jump several times but being foiled by the weather, I did not jump for over six months and thus had to pay for a new course. During the summer this year I made seven jumps, the last of which was in August I now find that I must jump within the next two or three weeks or I must pay for another course. Since I live a fair way from any club, it takes a whole weekend to make it worthwhile travelling, and at

this time of year it is almost impossible to be confident of good weather for a static line jump. Also if I have to make a jump every three months that means that I will have to make another jump in February, and another in May if I want to continue the sport, which I do. I am sure there are other people who are or have been in this position who have given up, and I am sure that the BPA does not wish to lose student jumpers which, after all, every member of the BPA was at one stage. Today's students are potentially tomorrow's instructors unless they are forced to give up the sport. I look forward to hearing the views of other readers of *The Sport Parachutist*.

MALCOLM PEATTIE, BPA 80925

*Sure! Today's students are potentially tomorrow's instructors, but if you cannot make a greater commitment than one jump every three months, it will take you over twenty years to get enough jumps to be considered for an instructor's rating — Ed.*

### EUROPEAN SCENE

Having lived in West Germany for the last two years I have found that there is an abundance of drop zones in Europe which very few people in the British scene know of. This lack of knowledge is understandable; some of the clubs are small weekend operations and others are a considerable distance from Britain, but for those with the means of travel there are some ideal jumping-holiday resorts in mainland Europe.

It would obviously be an advantage to know a little about these clubs before arriving but it would take a small fortune in telephone calls and petrol to accumulate all the information. Just as I was giving up on this daunting task what should fall into my lap but the World Directory of Drop Zones and Clubs or, to be more precise, an order form for it.



£5.50 sounds a bit steep for an address book but when it arrived I found it contained everything its title suggested. Published by Fritz Wegerer, the editor of the Austrian parachute magazine, the book, a paperback, sets out for each country the address of its controlling authority and the opening times, aircraft types and address of a contact person for each of its clubs.

The countries range from Argentina to Zimbabwe, 66 in all and it provides a unique reference book for the travelling jumper. For instance did you know there was a full time centre in Turkey operating C47s and AN2s?

The more critical amongst us will note that there are a number of clubs in Britain not mentioned but since the publishers are asking for further information, it is up to those clubs to get themselves included in the second edition. For those who are interested you can obtain a copy from the following address for the princely sum of \$9.90 or DM22.90:

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C.v. Hötendorfstrasse 29  
A. 8010 Graz  
Austria

TIM MACE

## BIG FORMATION ORGANISATION

I would like to thank Sarah Brearley and Sport Parachutist for the coverage of the 64-way in the October, 1981 issue, it's nice to see someone cover events that occur in other countries. There are a few things in the article I would like to elaborate on at this time.

On a completed large formation dive the organizer does get most of the credit for its success, after all, he/she is the one that puts *countless hours* of hard work collecting names and money, handling last minute problems, making phone calls, making sure that everyone knows their assignments, understanding the need for safety in the air, etc. etc. But to me as an organizer, I say the real stars are the 64 people that participate in the dive, they are the ones that made the day a success.

Is the organizer a performer? Yes. The best indication, on the ground anyway, of the success of a dive is to see if the organizer is aware of all the ramifications involved about the up coming jump, in short, the organizer has to be organized, that's where everyone's eyes are centred upon.

Working with 64 Skydivers is a real challenge! Everyone of them have their own ideas on how to run a record attempt, that's when your attitude has to be militaristic. When you feel what your doing is right stand your ground! Keep an open mind to positive ideas that someone might come up with, incorporate those changes only as you see fit. The personality of an organizer should change according to the dive. Organizing a four way where the environment is much more intimate and easier to exchange ideas would not be the place to have a militaristic attitude.

The success of any large scale dive does not go to one person. Some of the work on the 64-way was handled by Diana Rowland. Diana and I have organized many dives together that it has become standard that we work together. The Night Large Formation Record (Twenty Seven. September 20, 1980) I was a co-organizer and she took the lead.

Once again I would like to thank Sarah and the BPA for the coverage. I hope the information in the October, 1981 issue and this letter will assist those who are pioneering skydives at their respective Drop Zones.

JERRY RYAN  
West Covina, California, USA

## LOCAL RADIO PROTEST

I read with interest the article "As the Layman Sees Us..." in the October edition of your magazine.

I hope the British Parachute Association will acknowledge that many Independent Local Radio stations across the country have given a lot of air time and good publicity to many of your activities, especially those concerning charitable events. ILR staff have always been ready to volunteer to make their first parachute jump for charity. In our own case station stuntman Ian 'Killer' Killen recently claimed his place in the Guinness Book of Records as the heaviest man on record to jump from an aircraft; Ian is 22 stone 2½lb. His jump was part of a jump by a team of local policemen and women, "The Swansea Jacks" in aid of the charity "Wales MIND".

I enclose a cutting from the local evening paper which I hope shows that not all publicity is necessarily of the sensational shock horror type.

WYN THOMAS  
Programme Controller

## DISCOUNT FOR PARACHUTISTS

In today's economic climate of short time working, (if you have a job at all) and slow cash flow, we are all looking for ways of retaining cash for jumping. I suggest that jumpers may be able to work for each other, and buy and sell with other members as much as possible, after all we must have a large variety of jobs and businesses through the BPA membership, i.e. mechanics, decorators, plasterers, electricians, fitters, machinists, salesmen etc. etc. Further, all BPA members running a business could offer a discount to fellow jumpers. I myself run a large carpet store in Peterborough and offer 10% discount to BPA members as of now.

O.K. now it's your turn.

Keep jumping safely,  
TERRY SCOTT-MELVILLE, C3456  
Queensgate Carpets  
Peterborough 69611

## HARRIERS DISPLAY TEAM

I was a little concerned at what I consider to be undue Editorial slant in the article "As the Layman Sees Us" including the cartoon which formed part of a programme for a school fete at which the Harriers dropped earlier this year.

When I handed this cartoon to you, it was not really implied that a serious PR problem existed in the image of civilian parachute teams, indeed it was intended more as a humorous contribution. I must say that I resent the implication that we do not, as a body, put on "professional" shows or maintain good relationships with the media.

In general, our experience is that we get a favourable press coverage presenting the team and the sport in a good light and I am enclosing a selection of press cuttings showing this, including your suggestion on CRW.

I hope that you do not think that I am being over-sensitive on this subject, but it certainly riled

me a little that the only "evidence" that you give for good PR is your own work!

PETER RITCHIE

Capt. Harriers Display Team

The article "As the Layman Sees Us" was in no way intended to be a criticism of the Harriers Display Team, who I know to be a first class advertisement for the sport. I used the cartoon you kindly submitted as an example of how the general public can erroneously equate sport parachuting totally with the military.

I am not under any misapprehension that I am the only one getting the sport good PR. Nothing is further from the truth. I used the example of Harry Morgan and Sue Arthurs engagement:

1. Because it was immediately viable to me;
2. Because it was topical;
3. Because Harry and Sue laid it on for the Scottish Daily Record, and not me;
4. As a recognition of their engagement and a way of publicising it in the mag.

Ed.

## SKY GOD'S HINT



This cartoon is meant to be a hint to all Sky Gods who stop us Jumpers getting in our far and few between jumps in the winter months.





## CORRESPONDENCE

CONTINUED



### KIT NEWS LETTER

Having just returned from Z-Hills I was interested to read the latest edition, especially the Kit News Column, as part of my trip was to set up a dealership for the South of England working through a major US supplier. Obviously trends are changing since the column was written.

#### RIGS

No mention I noticed of the Rapid Transit, the rig with the Cutaway/Reserve handles on either side and the deployment 'cushion' on the side band, it's not only a neat rig but a big seller. The new SST Racer Ultralite is also coming up with ideas, an improved pull out and now Lite Flite give their buyers the option of a throwaway, the other feature of the Ultralite is the riser cover on each side. The Wonderhog Sprint probably outsells the Wonderhog Vector, the main criticisms I heard of the latter were to do with its appearance if one was to put in anything larger than a Swift or Kestrel and the way the reserve pilot chute works, the spring is mounted upside down. Owing to the lack of versatility the Swift has only cornered a tiny slice of the market though I'm sure we will see a few developments coming from this rig. Maybe the one rig to stand out this year is National's new production, The Warp III. It is designed and built by Jack Brake and Shoobi and made in Z-Hills. The Warp III incorporates Steve Anderson's 'H' harness (of Sodfarm fame) with the double width leg straps, deployment is a throwaway on the back of the leg strap.

#### MAINS

Still the Pegasus seems the most popular all round (no pun intended) canopy in Z-Hills. I hear the Comet is now out of production (unless you order the Australian version known as an X228) as its designer has now set up DAR, manufacturing the Hobbit, Wizzard and Spirit, none of which were in evidence in any quantity. Units are now at the stage where they almost come free with comflakes, \$500 was the last price I heard from the Jump Shack, retail. However there is a new Unit X-2-10, an interesting machine, fast, high lift and a wind up speed you wouldn't believe, this is caused by its lack of stabilizers, the X-2-10 also uses 12 braid Kevlar lines. It seems that after two years and three generations of design that the Merlin is catching on, another fast canopy with good recovery characteristics, no cascades and a sharp angle of attack. In the small canopy range it seems to be the Firefly for first choice whilst the accuracy market is split between the 252 Lite, Titan lite and range of Clouds. Finally what of the Cruiselite? They sell fairly well but it is

generally reckoned that they maybe worth a few dollars more than a Pegasus but not \$200, interesting to note that when they were launched they were at a comparable price.

#### RESERVES

Owing to the higher prices involved one doesn't see too many square reserves, then again one doesn't actually see too many reserves at all. As far as round reserves are concerned it's still the KXX out ahead for the lighter jumper (170lb kitted). For the marginally heavier person National's new Phantom 24' is a good choice at 5lb and a smaller pack volume than a Featherlite, both canopies feature the Kevlar Tape reinforced Periphery band, then both also have larger models available, namely the K22 and Phantom 26'. Most of the traditional reserves are still there and selling to the heavyweights.

#### JUMPSUITS

For lightweight, man made fibre suits the most popular tend to be Flitesuits whilst the often favoured cotton built suits seem to be either the Bird Suit or custom made (Tony) Uragallo suit (available in this country made by Rob Colpus).

SIMON WARD

### STUDENT PROGRESSION AGAIN

We have watched with interest the development of John Mitchell's ideas in the last two issues of The Sport Parachutist. John suggested that basic RW techniques should be learned in the period between Cat 8 and starting RW. Tom Dickson goes one step further, and argues that body position and turning techniques relevant to RW should be developed during progression between Cat 4 and Cat 8. They have obviously put forward these ideas in an attempt to stimulate discussion on the modification of the progression system in order to prepare the student for successful entry into RW.

However, in the December issue, Doug Peacock seemed to miss the point. He interprets their ideas as a way of, "..... speeding up the progression system in order to produce successful RW jumpers earlier." Surely what they are saying is prepare for RW earlier, not do RW earlier. OK, certainly a 5.4 second series requires perfect body control, but what has that got to do with RW?

We would argue that style techniques are neither relevant to RW, or to the aspirations of the vast majority of jumpers in this country. The fundamental concept of the

category system as a graduated learning process is extremely desirable. However, shouldn't we be gearing the process towards RW techniques?

Doug indicates that there is a need for an RW specialist at Cat 9. Perhaps the capabilities of the inexperienced BPA instructor are not always adequate for RW teaching. Maybe then the time has come for a separate jumpmaster/instructor rating. Although we accept that responsibilities would be great in both cases, it seems to us that the skills required to train, despatch and critique a first jump course are totally different from those needed to coach a jumper approaching RW. We feel that a system along these lines could be successfully implemented at our larger clubs. Do BPA numbers think that this idea would be practical at smaller clubs?

Slipping into a different groove, we would also like to comment on the subject of safety. We think most people would agree that a major contribution to the prevention of accidents in any sphere of life is education. It concerns us, therefore, that very little information has been printed in The Sport Parachutist about recent incidents. It would be interesting to know how many fatalities, injuries or perhaps only reserve rides could have been avoided had the jumper been informed of a previous incident caused by a similar problem. Other than the odd safety notice displayed on club boards, we get to see very little information concerning incidents. As is also the case in STC minutes, these reports tend to highlight the occurrence without giving attention to any preventative measures that could have been taken. We also find it extremely disturbing that only one out of the three fatalities this year was even reported via STC minutes.

We therefore suggest that incident summaries along similar lines to those in the USPA publication, 'Parachutist', appear in The Sport Parachutist. The summaries need not name DZ or jumper since these are not important — the incidents are. Summaries such as these have appeared in the magazine in the past as 'Flight Safety bulletins'. They died because of apathy. It should therefore be mandatory for CCIs to submit reports of all incidents. The salient points could then be picked out at some sort of safety meeting for publication in The Sport Parachutist. We believe that this has great advantages over notices as these tend to be overlooked and are not readily available. The magazine, on the other hand, is pushed through the door every two months and is more likely to be read and also provoke comment.

Hopefully this will prompt jumpers to think more about the equipment they are using, and the way they are using it.

Stay safe,  
STEVE MIKOS  
ALAN HAYES

Portsmouth Poly  
Parachute Club

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# BASIC CRW

by RAY ELLIS — Mounting Man 11

This should be read in conjunction with the CRW safety brief to be found in BPA BSRs.

## Basic CRW

Canopy relative work is new, easy, and exciting. A bi- or tri-plane is a great way to round off a good sequential jump with your friends rather than going off by yourself to do accuracy or just landing by the teles.

## Technique

There are two basic techniques for hooking up for either similar or dissimilar canopies.

## Dissimilar Canopies

When using canopies with a big difference in speed or lift (e.g. a strato cloud and a unit) building your base is simple. The slower canopy sets up on half brakes into wind and the faster sets up directly behind on full drive and simply waits to catch up. If he is high he can front riser down, if low he can pump on the brakes until he can nudge his canopy against the pilot's back. Once the canopy is touching him, the pilot lets up his toggles, grabs the canopy and hooks his feet into the centre lines.

## Similar canopies

When both canopies have similar lift and forward speed the above technique is not possible. As one canopy applies brakes to allow the other to catch up, so it gains lift, rising above the other. You must therefore work on the level using a 'lead pursuit curve' to achieve the dock. This method works as follows:

First get on the same level, the high man rising down. Once on the level, head towards each other on an intersecting course, turning onto a parallel course as you get close together.

Once side by side on the level, the 'pin' (that is, the guy below) starts a very slow turn towards the pilot. When the canopies are almost touching (2 or 3 feet apart) the pilot slowly turns away, finishing directly in front of the pin. At the same time he *very gently* applies brakes, rising up and back into the other canopy, to achieve contact between his feet and just above his head.

The pilot should not try to grab the other canopy until it is actually touching him, otherwise his canopy will dive away as soon as he lets go of his toggles. Just like freefall RW... **DON'T GRAB!** Wait until the canopy is there, then just pick up the grip.

Once you have a grip, see where you are in the canopy. If you are not in the centre cell work your way there by passing the canopy from hand to hand behind your back. Once in the centre, hook your feet into the centre lines and turn your toes inward to lock in.

From here you can choose any one of the five 2-way formations to fly. These are:

- 1) **STACK** You are already in a two stack. This is easy to build but prone to oscillation and communication problems.
- 2) **IN CELLS** From the stack, just grip the top surface, slide your feet into a cell and keep pulling until you are inside. This looks really wild but in fact is very simple. You have to work to stay in the cell and if you want to get out, just let go and you'll simply pop out.
- 3) **BI-PLANE** From the stack just climb down the lines until you arrive at the slider. Then carefully take out your feet one at a time and hook them in the risers. This is the most stable and easiest to control CRW formation. It is also easy to communicate.
- 4) **BI-FOOT** From the bi-plane, the pilot reaches down and grabs risers. When he has a grip he kicks his feet out, allowing the pin to grab them. The pilot then 'walks' down risers while the pin climbs up his legs until he can take hold of his back pack. The pilot can then take charge, flying a normal approach while the pin simply pulls in tight. As he flares for a normal landing the pilot shouts 'flare'. The pin then pushes him out to arm stretch to land still hooked up. Be prepared for a bumpy landing until you've done it once or twice. And don't try it in low winds.



5) **BI-HAND** From the bi-foot, the pilot reaches across to grab the pins left riser with his right hand, preferably just above the three ring. At the same time, the pin muscles him across to take his right main lift web in his left hand. At this stage you will be side by side with your canopies one behind the other. Both men now take hold of their outside toggle and gently pull the canopies apart. There will be an increase in tension as the canopies come apart, but this will decrease as the canopies settle.

## Break-off

There is the slight possibility of a bridle line round steering line type of entanglement. If this happens to you, you won't realise until you break off, when it will become painfully apparent. With this in mind you should either break off above 1,000 feet, or land the formation. Breaking off at 200/300 feet could possibly result in a collapse/entanglement situation with no height to sort it out. When landing a bi-plane, the pilot should concentrate on the approach while the bottom guy enjoys the view and watches the ground come up. When about 10 feet above his normal flare height the bottom guy shouts 'clear'. The pilot then kicks his feet out, and both flare to land normally about 10 feet apart. If you are underneath you can expect to drop 6-10 feet before your flare starts to take effect, so as mentioned above, flare a little earlier than if you were landing alone.

Getting the base pair together is the hardest part of any CRW formation and a quick base, on heading, is essential for any big stack or CRW competition. The best way to perfect this technique is to find another CRW freak and keep working together all the time, in the same slots. In this way you can build up an understanding that is even more important in CRW than in freefall RW.

Finally, in summary, do lots of CRW. The more you do, the fewer problems you will have, or at least, the problems you do have won't scare you quite as much!

Photo — Louise Hutchinson



## TALBOT BRITISH OPEN CRW CHAMPIONSHIPS IPSWICH AIRPORT

Scheduled to commence on Saturday, 26th October it all really started on the Friday when a team from Finland (Barrage Balloon Union of the World) arrived in a Piper Lance laden to the gunwhales with duty free vodka. Displaying the self control and iron determination for which their nation is famous they managed to make this spin out until the following day when they were able to avail themselves of the hospitality of local brewers Tolly Cobbold who supplied free beer to the competitors... anyway that's another story.

Hosted by the Ipswich Parachute Centre the competition (four rounds of speed quadraplane) was sponsored by the Talbot Motor Company and organised by Walter Street who runs the Talbot Display Team.

Eight teams entered and despite a disastrous met. situation for most of Saturday all four rounds and the prize giving were completed before dark (just) on Sunday.

The general standard of CRW was good and as expected was excellent as far as the Mounting Men were concerned who took an easy gold medal apiece (plus a cup and £400). The contest for the remaining medals was much closer and at the end of the third round there was less than 60 seconds separating four teams. Disappointments came thick and fast. The Marine (M Four) at one stage put a really fast quad together but were zapped for not quite holding it for the required 30 seconds. Outlandings also resulted in zap scores though there were very few of these with the exception of the Finns (who had not jumped together before) but who nevertheless managed to land in and around Ipswich and never once hit the river. The Freds were hit badly when one of their fast quads was not scored because of confusion over radio commands (what comp. would be complete without some sort of a box up?) and a poor rejump score pegged them well back.

Anyway in the final outcome Phoenix (the local Ipswich team) who had displayed nothing more than consistent talent got the silver by 27 seconds from Just Plane Hot (Weston) who took the bronze.

As well as being the first CRW competition in this country this was a judging first for Doug Peacock and his team who did an excellent job — many thanks.

The Finnish team stayed on for another night but Tolly Cobbold did get their barrel back eventually... anyway that's another story.

### Scores

	4 round total	place
Mounting Men	2.54.2	1
Phoenix	4.35.8	2
Just Plane Hot	5.02.6	3
Green Jackets	5.52.8	4
M Four	6.18.2	5
Red Devils	6.19.6	6
2 CR	6.45.3	7
Barrage Balloon Union of the World	10.10.2	8



Everybody knows the Mounting Men so here's the Silver medallists, Phoenix (Tony Knight, Andy Page, John Gleave, Mike Smith)

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## LES TROIS JOURS DE STRASBOURG

British teams finished first and fourth in the international 4-man team accuracy competition held at Strasbourg, France on 11th, 12th and 13th September with our own Dave Tylcoat taking first place in the individual.

The competition was a ten round, 4-man team accuracy event (with individual to count) in which 16 club teams took part from France, Belgium, Yugoslavia, Austria, Switzerland, Germany and Great Britain.

Following the decision of the BPA Council to send the top five classic winners of the BPA National Championships to Graz and the second five to Strasbourg, we set sail from Sheerness on 9th September with the BPA van, Paul Slaughter, Esther Reynolds, Andy Morris, Brian Shaw and Dave Tylcoat; the latter hitching a ride with the van as a fare paying passenger.

Alan Layton had already set sail several days earlier "as the advanced party" and was to meet us in Strasbourg on the evening of 10th.

Team registration and practice was scheduled for the 11th on which day Jim Coffey and Steven Treble "called in" on their way back to Blighty from another European meet. A quick head count showed that there were now eight British competitors at Strasbourg (enough for two four man teams) so Steve was quickly persuaded to remain for the meet and the team put Jim under close house arrest following some feeble excuse that he had to return home to avoid a court martial for being absent without leave. Thus Dave, Jim, Steve and Paul were entered as one team and Esther, Alan, Andy and Brian were entered as the other.

Saturday, the start of the meet began with low cloud and drizzle which finally lifted at about 1.00pm and allowed the competition to commence. The sun soon appeared evoking the pit thermal monster, and numerous victims fell many centimetres from the electronic pad.

Jumping ceased at about 7pm with the return of rain. However, nearly six difficult rounds of the competition were now complete; a very impressive effort considering how the weather had limited the available time.

Saturday night finished with a pig roast and everyone went to bed tired and well fed. Jim Coffey spent the night as first individual and leading the team event was a French team from Colmar.

Fortunes changed Sunday when some determined jumping by the Brits 'A' team managed to nudge Colmar into second place reserving the centre place on the rostrum for themselves. Jim unfortunately collected a few centimetres dropping to fourth place on completion of the tenth round, but happily leaving his team mate Dave Tylcoat to collect gold. The BPA Team consisting of Esther, Alan, Andy and Brian finished fourth; Steve Treble finished a creditable sixth, and consistent jumping was returned to Brian Shaw who would have totalled well had he not had the misfortune to put a wrong foot down first.

Our sincere thanks to Michael Rogovitz and the staff of the Centre Ecole Regional de Parachutisme for their hospitality, efforts and organisation and for the very splendid hotel accommodation which was provided free to the BPA team.

My personal thanks go to Esther, Andy, Brian, Paul and Dave for the conkers and for putting up with me all the way there and back; to Alan and his wife Amanda also for the conkers and to Jim and Steve for remaining for the meet. I hope you all enjoyed the trip as much as I did.

The results are summarised as follows:—

Individual	Nationality	Total	Position
Dave Tylcoat	GB	0.32	1
Bauman	Switzerland	0.44	2
Sortais	France	0.49	3
Jim Coffey	GB	0.52	4
Steve Treble	GB	0.63	6
Team	Nationality	Total	Position
BPA Mixit	GB	3.94	1
Colmar	France	4.10	2
Wells	Austria	5.13	3
BPA	GB	6.41	4

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Ever since its formation twenty years ago the strength of this Association has lain in the Instructor system and in the Safety and Training Committee. Now in the year 1982 we have unrivalled experience — in the Western world at least — of basic student training methods and equipment. We have been using static line bag systems for our students now for seven years and are moving on to reserve AODs, helmet radios and better student canopies. Our category system, adapted from the French progression method, has stood the test of time and will continue to do so. So far, so good: we cannot, however, sit back and be complacent. The art and science of parachute jumping instruction demands constant attention; we must never forget that one mistake can have fatal consequences.

# COACH'S COLUMN

BY

**DOUG PEACOCK**

## Static line hang-ups

A particular area of concern must be static line hang-ups. In the last three years we have had eight such incidents reported. In each case the student was cut free and successfully operated his reserve. The next one may not be so switched on. These hang-ups occurred for various reasons — basic design faults, rigging errors, inadequate flightline checks and poor static line control by jumpmasters. None were excusable and I must urge all CCLs and jumpmasters to look to their responsibilities in the various areas mentioned above. For my part, I have asked the riggers' committee to come up with a paper on static line container design and construction. Hopefully then we will eventually finish up with a safe, standardised system.

other Examiners I am always striving to improve the standard of instruction via the PI Courses. Good classroom techniques are now pretty standard and we shall now step up the emphasis on freefall training knowledge and techniques and on the operational aspects of the job. CCLs can also play their part by continuing the coaching and instruction of the PI during the probationary period to ensure he or she is fully ready for the final exam.

On the administrative side — the Civil Aviation Authority is considering the reframing of some of its legislation in full consultation with Council and STC. We are fully confident that our excellent relationship with the CAA will ensure that any future system is both workable and safe without being unduly restrictive. Full details will be circulated once these have been agreed. Meanwhile, all existing Exemptions are being extended — on application — until the end of March 1982.

Finally, an updated Instructor list is published in this issue. Renewal forms for 1982-84 have been sent to all CCLs, so make sure you are in date.

Have a good year,

DOUG

## ASSOCIATION'S COACH RESIGNS AFTER FOUR YEARS

It is with regret that we publish the following letter from Doug Peacock; I'm sure the membership would want us to wish him well on their behalf on whatever venture he be involved in in the future. SP.

Dear Charlie,

I am writing to let you know I have decided it is time to move on. I have had a most enjoyable and rewarding four years working for the Association and would like to think I have made some contribution to the undoubted success we have had both at Club and International level. I feel, however, that there is an optimum period for a particular job both from the standpoint of the Organisation and of the individual and it is my judgement that this timespan has been reached.

I would like to thank you personally for all your support and encouragement during these four years and would like to

extend this thanks to all CCLs, Examiners, Instructors and Judges who have been and will continue to be the backbone of the system. I would also like to record my thanks to all Council Members and, last but by no means least, to the BPA staff who have provided such a great back-up in the office.

Finally, you may be assured that I hope to continue in the game and look forward to giving assistance wherever I can.

Your sincerely,

DOUG PEACOCK  
National Coach & Safety Officer

## 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.

This is a unique scheme which offers round-the-clock access to qualified legal advice on ALL legal matters via the telephone, 365 days a year, to discuss any legal problem you may have, and obtain expert advice on the steps you should be considering.

Scheme (A) provides the full Legal Advisory Service and is backed up with

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Scheme (B) also provides the full Legal Advisory Service but the Insurance is extended to cover pursuit of employment disputes, defence arising out of the buying or selling, leasing or repair of personal property and services, pursuit of claims for personal injuries regarding the occupation of the home, such as neighbour disputes, and

defence of motoring prosecutions, is at £23.00 per annum.

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.

C. PORT  
SECRETARY GENERAL



# INSTRUCTOR LIST — 1st January 1982

Ledger				Name		Status	Expiry Date	Name		Status	Expiry Date
A — Advanced Instructor							31st				31st
A/E — Advanced Instructor/Examiner							March				March
Name	Status	Expiry Date	Name	Status	Expiry Date		31st	Name	Status	Expiry Date	31st
		March			March		March			March	March
Aitken I.		83	Dyas B.	A/E	82	Keeble G.		Oakes T.		83	
Atherton R.		82	Douglas G.		83	Keogh A. J.	A/E	O'Hara G.		82	
Acraman R. S.	A/E	82	Diamond J.		83	Kenny D. C.	A	Orr J.		82	
Ashton A.	A	83	Ellis R.	A	83	Kirkman G.		Oxley T. E.	A/E	82	
Andrewes T.	A	83	Escott B.		83	Kibblewhite P.	A	Orton D. D.	A	82	
Buckle Jane		83	English J.		82	Leighton S.		O'Brien T.		83	
Batt J. B.		83	Evans G.		82	Lyall C.		O'Brien R.	A/E	84	
Buckle R.		83	Ellis G.	A	82	Lilly G.		Owen H.		83	
Butler A. K.	A	83	Francis C. J.		83	Louttit I.		Page A.		83	
Burton G.		83	Flack C.		83	Law N.		Pollett C.		83	
Bell J.		83	Fernie Fiona		83	Laing J.	A/E	Parker P. D. N.		83	
Bennett D.	A	82	Francis C.		83	Lloyd C.		Pierce G.		83	
Barnes J. W.	A/E	82	Finney E.	A/E	83	Lines J. K.		Prince J. D.	A/E	83	
Binns K.		83	Fonfe F.		82	Laitwhaite B.		Parry B.		83	
Bolton M. E.	A	83	Fisher J.		82	Lowe J.		Platt W.		82	
Bias B.		82	Field J.		82	Lewington E. T.	A/E	Padley P. A.		82	
Bird M.		82	Freeman M.		83	Lampson P.		Panther N. J.	A	82	
Bruce C.		83	France J.	A	83	Ledwards P.		Peacock D.	A/E	82	
Boxall J.	A	82	Fisher P.		83	Lawry G.		Palmer D. A.		82	
Bolden R. N.		82	Farrow A.		82	Lutz R.	A	Pickersgill B.		82	
Briggs R. C.		82	Fernie G.	A	82	Morris A. W.		Ritchie B. D.		83	
Bishop I.		82	Fisher D. D.		82	Melville L. W.	A/E	Ryland F.		83	
Beynon M.	A	83	Fisher R.		82	Moms D.		Royle E.	A	83	
Bell A.		83	Fowler J.	A	82	Melhuish L.	A/E	Robertson E.		83	
Burn R. K.	A/E	83	Gamer D.		83	Mercer P.		Russell S. A.		83	
Card R. G.	A/E	82	Gays R. E.		83	Meier N.		Powell D. H.	A	82	
Chandler A.		83	Goss C. L.		83	Mortlock M.		Rose A. E.	A/E	82	
Cullum N. S.		83	Gleave J.		83	Mitchell J.		Robinson A. G.		83	
Hill-Cousins R. V.	A	83	Gover B.		83	Matthews N.		Rigby Q.		82	
Copestake G.		83	Gnapp G.		82	Milne R. A.	A	Robinson (4059)		82	
Coombe P.		83	Greenwood B.		83	Munn M.		Rixon Tracy		82	
Curtis H. J. F.	A	83	Goodwin D.		83	Matchett J.		Ritchie D. W.		82	
Coffey J. P.	A/E	83	Hewitt P.		83	Moffat D.		Smith A.	A/E	83	
Collingwood A.	A	82	Hick P. A.		83	Meacock W. J.	A/E	Slattery P.	A	83	
Cavanagh P.	A/E	83	Hickling D. T.	A/E	83	Margiotta G.		Shout S.		83	
Crocker J. T.		83	Harrison R.		82	Mapplebeck K.	A/E	Sharpe W.	A	83	
Charlton S.		83	Harrison N.		83	McIlwee K.	A	Saunders S.		83	
Cameron K.		82	Hunt D. J.		82	McEwan T. J.		Snook M.		83	
Corr J. P.	A/E	82	Howerski D. L.	A/E	83	McTavish J.		Shea-Simonds G. C. P.	A/E	83	
Charters		83	Hitchcock L. R.		82	McLaughlin G.		Sherman P. W.	A/E	84	
Carter J. C.		82	Hibberd P.		83	McGill B.	A	Sinclair A.	A	82	
Carroll P.		83	Haylock I.		82	McCauley J.		Sharples J. R. H.	A/E	83	
Clutson J.		83	Hartley E.		82	MacHale M. A.		Smout P. F.	A/E	82	
Cox D.		82	Horan G. J.		82	McQueen A. S.	A/E	Souter R. M.	A	82	
Crow T.		82	Hitchen J. H.	A/E	83	McCarthy D. P.	A/E	Southgate P. A.		82	
Cooper L.		83	Hicks R.		82	McBrine	A	Strawson E.	A	82	
Caldwell R.		82	Home J.		82	McLane G.		Sheridan M.		83	
Donaldson C.		83	Harman R. J.	A/E	82	McLennen W.		Skeet J. M.		82	
Dowling R.		82	Jones T.		82	McCready J.		Smith E.		83	
Dunn G.		82	Jones D.	A/E	82	McKie J.		Silverlock D.		83	
Davis F.		82	Jones B.		83	Nundy S.		Spours E.		83	
Devine G.	A/E	82	Johnson M. R.		82	Nelson-West B.		Turner D.	A	83	
Dickson T.		83	Johnson D.		83	Newbolt J. D.		Thorne D.	A	82	
Dallow A. J.		83	Illidge R. J.		82	Norrie G.		Toyer K.		83	
Davenport A.		83	Knowles M.		83	Noble K.	A	Townsend N.		83	
Deakin D.		83	Kalinski R.		82	Noble-Nesbitt R.	A	Timon M.		83	
			Knight A. G.	A/E	82	Norris J.	A	Threllfall M.		83	
						Nixon R.		Tidewell J.		82	
						Nicholson J.		Townsend K.		82	
						Newberry T.		Tylcoat D.	A	82	
						Nisbett N.	A	Wilshaw M.		83	
								Wilkinson G. L.		83	
								Waddington D.		83	
								Wright J.	A	83	
								Wilson B.		83	
								Worsey P.		82	
								Willis R.	A	83	
								Wilson Penny		83	
								Ward G.		83	
								Walters P.	A	83	
								Winwood M.	A/E	83	
								Wilson C.		83	
								Yeoman K.	A	83	
								Young P. D.		83	
								Forrester W.		83	
								Slattery Val		83	
								Hutchinson S.		83	
								Brooks A.		83	
								George L.		83	
								Phillip A.		83	

## INSTRUCTORS

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Please write giving full details and any references to

The Secretary

Headcorn Parachute Club Ltd

The Aerodrome, Headcorn, Ashford, Kent

#### Totals

Approved	176
Advanced	42
Examiners	36

254





*Left:  
Open class winner with this  
imaginative composite of  
two ram air parachutes  
and a dandelion head.*



*Below:  
John Ward's picture first  
published in SP in June  
won the free fall class.*



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# Take a shot at winning a camera...

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## BPA FUJI PHOTO COMPETITION

---

ULTS ● RESULTS ● RESULTS ● RESULTS ●

---

The BPA/Fuji competition was a great success — all judges agreed the standard was very high, particularly in the free fall section.

As some of the entries have already been published, those in this issue are a selection of the remainder — with no indication of the placings!

Finally, may I thank the other judges — Mike Lane, of Fuji-Hannimex, and Peter Leicester of *What Camera* magazine.

Also the competitors who were both lucky and unlucky.

I urge you to keep submitting your photos. It is only with your help that we can keep the magazine's pictorial standard up.



*John Ward — winner of the free fall class*

### *Runners-up*

Rob Colpus  
Rod Boswell (2)  
Chris Thomas  
Nigel Shee  
Phil Ledwards  
Phil Judd  
Alan Derbyshire  
Wilm Stolverk

1 — John Ward

2 — Rod Boswell

3 — Tony Dale



Rod Boswell



Tony Dale





*Wilm Stolverk*

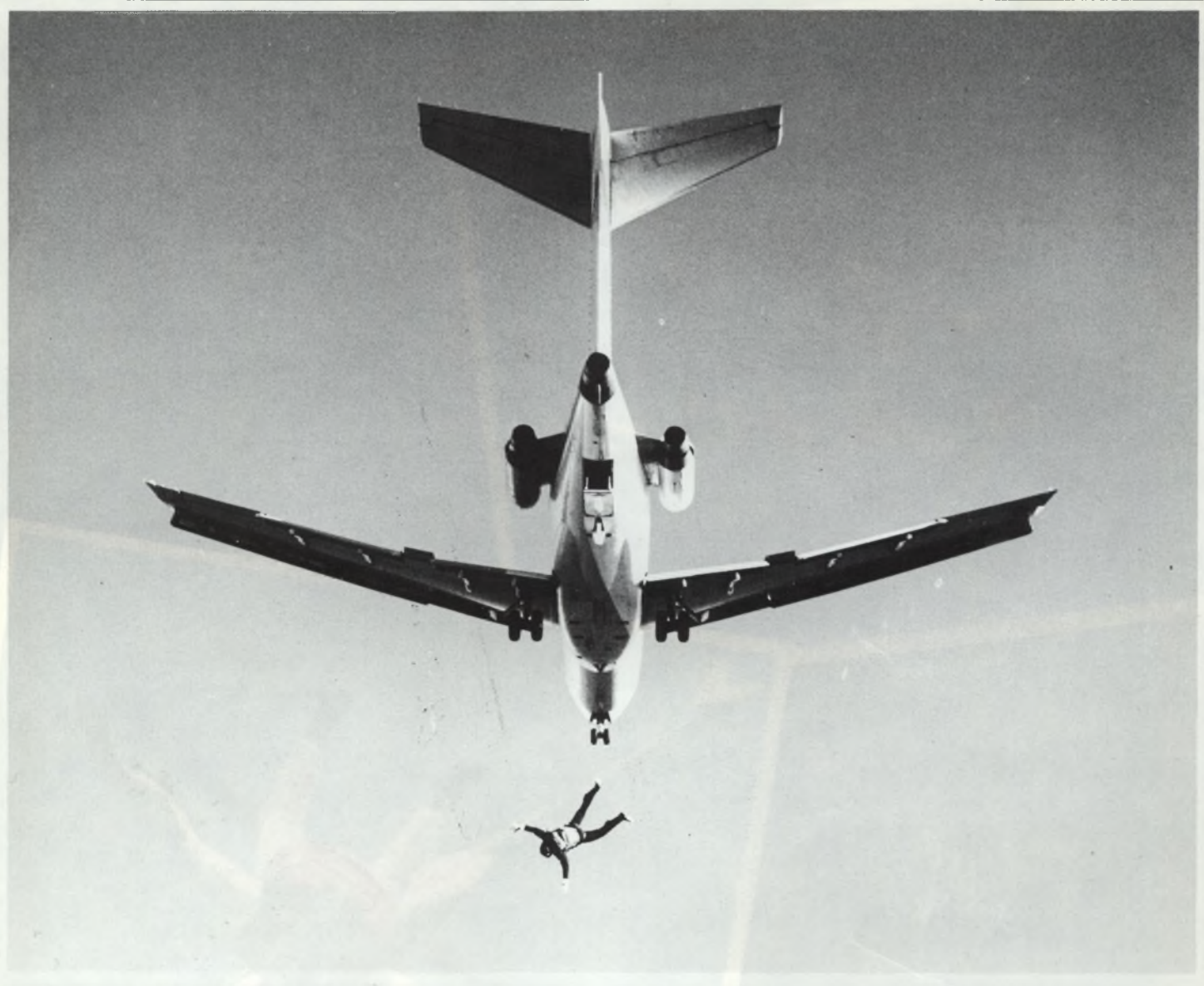


*Phil Ledwards*



*Rod Boswell*





### D. B. Cooper rides again

Carl Boenish films for the story of Hi Jacker D. B. Cooper as 'stand in' exits a 727.



Peter Coxall captures a member of the Flying Dragons jumping into Hong Kong football stadium. Not a fixed object jump.



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# Swift™

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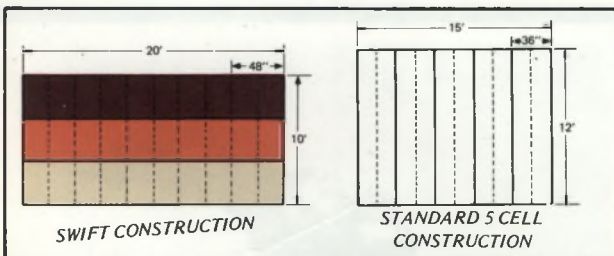
### Construction Details

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 38 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.

Para-Flite has been designing, perfecting and manufacturing high performance, reliable and durable ram-airs for over a decade and is the acknowledged technical and performance leader of the entire parachute industry.

All that know-how is engineered into the Swift Reserve. Now, at last, you can have the light weight and low bulk advantages of a 'minimum' round reserve PLUS the safety and performance of a square. Best of all, Kevlar isn't necessary to achieve light weight.

### After the Sale

When you buy the Swift System (or any Para-Flite product) you also receive the back-up and support of the world's oldest and largest manufacturer of ram-air parachutes.

Your *complete* satisfaction with your purchase comes first. Period.

That has always been our policy, and, it always will be.

The Swift System: Advancing the state-of-the-art, superb craftsmanship and the use of the highest quality materials throughout makes the Swift System the best value for your dollar and the only choice for the demanding relative worker.

Now available from authorized Para-Flite dealers world wide. From Para-Flite, Inc. Who Else?



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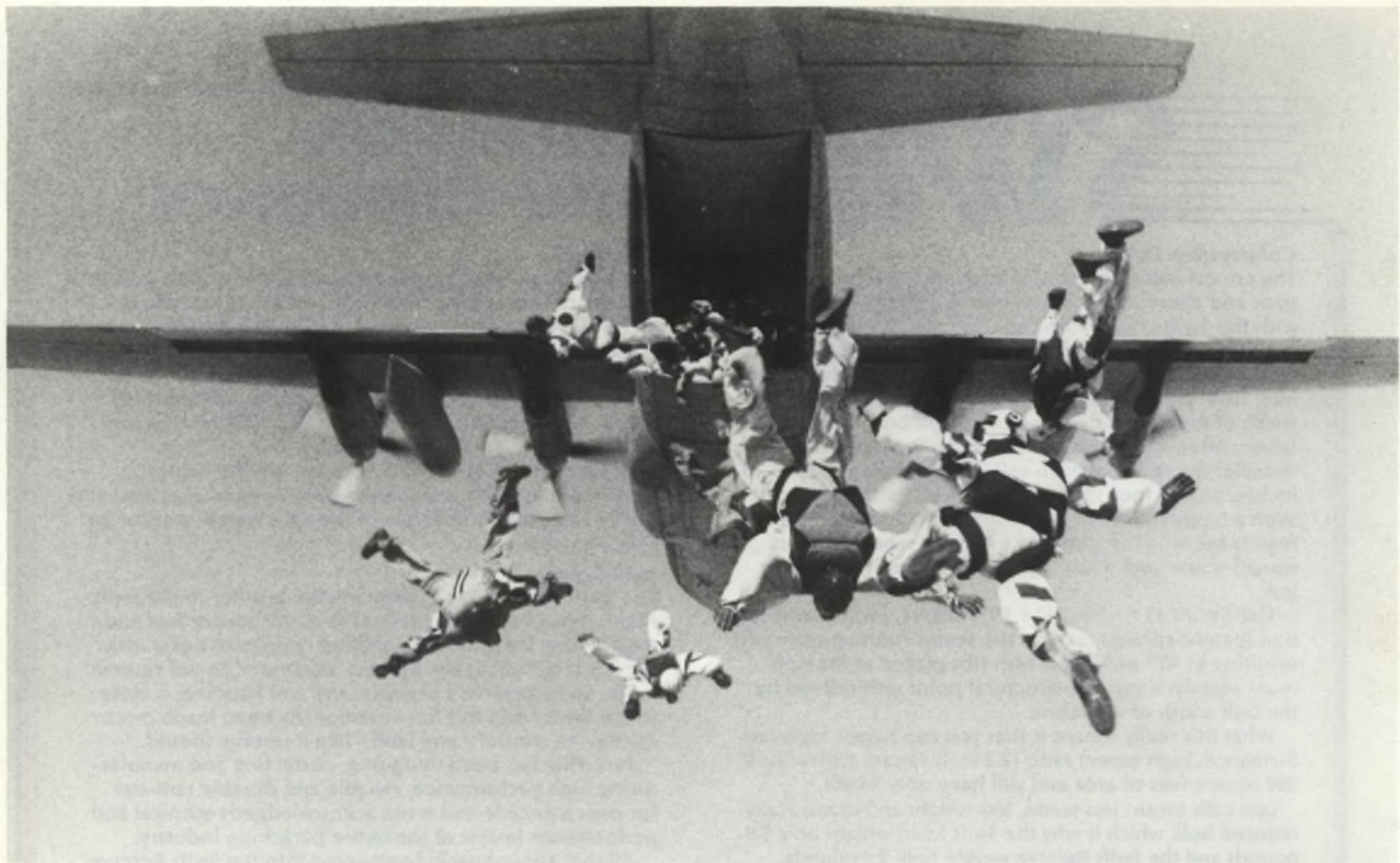
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*Phil Ledwards was one of many cameramen on the Green Jacket organised C130 jump in East Anglia, when civvies were allowed to jump.*



*Above:  
Sid Lippit and Dave Beddows indulge in some judo during the RW Seminar at Shobdon.*



*Left:  
If only Paul Austin could see what is happening behind his back as he poses for Gary Lawry on a Marine Demo.*



Even UK POPS No. 1 and Octogenarian, Archie Macfarlane, made it! It was the worst weather for years yet 185 members battled through blizzards to attend the AGM and all it had to offer. Les Melhiush broke the record with 23 hours to get from Cardiff to Leicester! The result was a great weekend held in an infectious atmosphere with enthusiastic communication between members which I felt promised an equally great year ahead for our sport.

All present at the AGM felt the need for an increase in subscriptions (never a pleasant move) and I hope that all members who weren't present will support the £13.00 subscription agreed. Council will, I assure you, be more aware than ever before of carefully spending your money in the best interest of the sport. Having said that I believe that we must not skimp on the assistance we give to our clubs — this is a vitally important area for the growth of the sport. To this end it is important clubs keep in touch with Council so that we can provide help immediately it is required.

I did hear one interesting thing at the AGM. I was informed by a member of a well known club that their Cessna 206's cylinder head temperature is excessive at high altitude and that they've restricted it to 7000ft. 'The members

# CHAIRMAN'S NOTES

BY

**CHARLES  
SHEA-SIMONDS**

just have to accept it', he said. Having flown a number of different 206s I reckon it's either a poorly maintained aeroplane or someone's giving the members a load of bull. Either way the club is not giving its members a fair deal.

The CAA's proposed Operations Manual, in accordance with which we will have to operate in the near future, is now being circulated for comment. It is important that we give this document careful consideration and to this end I would ask clubs to pass their comments to Doug Peacock as soon as possible.

Finally the Royal Aero Club have just informed us that His Royal Highness The Prince Andrew has agreed to assume the Presidency of RAeC. His Royal Highness is a qualified military parachutist, therefore I am sure he will take as close an interest in the sport as his predecessor, His Royal Highness The Prince of Wales. I have sent a telegram of congratulation to our new President on behalf of us all.

Enjoy our sport in 1982 — after this appalling winter the summer is bound to be fantastic — but please go safely.

CHARLES SHEA-SIMONDS

## CHIEF JUDGE CRITICAL OF WORLD MEET ORGANISATION IN REPORT

As is customary after each World Meet reports are submitted on various aspects of the meet to the CIP. Charles Shea-Simonds as the Chief Judge has submitted his concerning the judging aspects of the meet. Examination of the report indicates that the frequent dissatisfaction with the judging voiced by competitors at that meet may have more than just a theoretical basis. Although many of the faults seemed to stem from the lack of organisation rather than the judges themselves. Charlie puts this problem down to various disagreements between the USPA and Zephyr Hills PC.

The report raises many points of dissatisfaction with the organisation, provision of information, and judging facilities. Charlie felt the primary video (provided by the Golden Knights) was excellent, only two of the viewing monitors were satisfactory, and he felt the back-up video would be unusable should the first break down. Also the conditions under which judges were asked to operate were certainly not conducive to anyone's best performance.

Important pre-meet information did not reach most judges before they left for the USA resulting in one judge missing the judges' seminar. Eventually the only information bulletin published at the meet was produced by the judges themselves! No tapes were provided for the judges' seminar and so no practice was possible, also only 25% of the practice dives were judged due to 'hazy conditions'. Flying operations and exit commands had been given no previous consideration, and the chief pilot was fired after two days, his job being taken over by the video operator Tom Benion 'who did an outstanding job'.

Besides these organisational problems 8 of the 23 nominated judges did not arrive at the meet for various reasons, only two giving prior notice and nominating an alternate. Two other judges luckily arrived on site and more 'accepted' onto the panel giving a total

of 19 instead of 23. The nominated Chief of Trainee Judges had also notified the organisers two months prior he would be unable to fulfil the commitment, and they undertook to provide another, however they did not and another FAI judge who had fortunately arrived on site agreed to take on the post. However, in retrospect, Charlie feels that with the facilities provided it would have been better to cancel the seminar and return entry fees rather than offer the 'amateur botch-up' available.

The meet drew nine protests, six of which Charlie classifies as 'protests against scores given' (these are **no** grounds for protest in the current rules). The Chief Judge says however 'whilst all these six protests were denied I feel some explanation is necessary'. He then makes comparison between the scores of the first four placed teams in 1979 and 1981 world meets, pointing out the dramatic increase in performance. He says 'In an effort to improve performance some teams have paid scant attention to the essential concept of *clearly demonstrating to the judges on the ground that the required performance has been achieved*'. He says, coupled with the points raised about video and training dives, 'it can be seen considerable efforts must be made in a

number of areas to ensure success of the event in 1983'. He then makes these recommendations.

- a) That CIP give renewed consideration to the problems of Aero Clubs who do not provide the number of judges approved at the CIP meeting prior to the World Championships.
- b) That CIP establish a technical committee to produce minimum standards for the video equipment to be used at the World Championships.
- c) That there is a rule requiring the publishing of a daily information bulletin at World Championships.
- d) That a judges' seminar of at least two full days duration using previously recorded video tapes is held prior to every World RW Championships.
- e) That CIP ensure that Training Judges' Seminars proposed to be organised at World Championships are conducted to the same standard of expertise as the work of the International Panel of Judges.
- f) That a minimum of three judged training dives are made a requirement of the rules of a World RW Championship.

S.B.

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# TU·~~F~~·SQUARE

## TU TO RAM AIR — FOOD FOR THOUGHT

As the popularity of our sport increases so does the range of equipment available to suit our needs. In response to this rapidly changing kit situation rules and regulations have evolved to ensure high standards of safety. One area where the regulations have changed drastically are those concerning the use or ram air type canopies or the "square". This canopy now completely dominates the experienced side of our sport. Since the majority of jumpers now using squares the safe transition from round to ram air must be of highest importance, it is a big step up in performance and handling. In response to this the regulations initially were 'D' licence minimum. However, this regulation reflected the widely held belief that the squares were dangerous, which initially they were. With continued development and improvements the square has become much safer and more people were applying for permission to jump ram air prior to 'D' licence. As a result of this pressure the regulation was eventually established at category 9 plus 25 high performance round canopy jumps. The jumper concerned being briefed in the use of a square by an instructor. The idea of these regulations is to help the transition from round to square. However, with these changes a serious flaw in the idea has evolved making, in my opinion, this transition dangerous.

## Mandatory round jumps

The mandatory 25 high performance round canopy jumps has introduced a number of changes in the habits of progressing students.

1. Very few are buying high performance round canopies.
2. Most are buying a square before they are qualified to jump it.
3. The responsibility of providing high performance canopy jumps has fallen on clubs.

With reference to this last point, clubs have bought second hand equipment i.e. Para Commanders, Pathfinders, Papillions etc. normally in a wide range of pack/harness systems ranging from a mini system to a super pro etc. At any one club therefore several high performance round canopy systems could be available for use. Thus a student having done approximately 50 jumps on virtually the same equipment transfers to several different systems for the next 25 jumps. Such things as the position of the ripcord, reserve tie down system and handle, and canopy release do vary. This means a student is continually having to change his ideas on the equipment.

At the same time as this constant changing of kit the student is faced with the new feature of cut-a-way drills, learning how to fly a high performance round canopy and having the often stressful situation of early Relative Work. Coupled with this high stress situation these older types of container systems, which are rarely used outside this progression period, have many associated faults and problems. Canopy releases are normally of the 1 or 1½ shot, R2, or R3 type,

coupled with an extractored chest mounted reserve. The reserve procedures for these types of systems are complex, and the canopy releases are composed of hardware which after cut-a-way, are a potential hazard when using a chest mounted reserve. Dust covers, toggles, lanyards etc. are left on the harness and must be covered before deployment of the reserve. Many of the problems on this type of equipment are highlighted in the fatality at Strathallan in 1979. In response to this fatality reserve procedures were changed but this does not solve the inherent problems of this equipment in use. In addition to these problems on conventional types of equipment they are also large, bulky, heavy pieces of kit which are often uncomfortable to wear and hinder the learning of Relative Work skills.

## Inexperienced instructors

To add to this situation we have young instructors appearing on the scene, through no fault of their own, have a very limited experience on the high performance round canopy, the teaching of packing, canopy handling, and cut-a-way drills will soon be left to persons who have only 25 jumps worth of information to pass on to our category 8 students. But ask the same instructor to give a briefing for a ram air canopy in a modern system, and I'm sure a far more comprehensive break down on the use of such equipment would be given.

Let me take a few lines from the BPA Manual, ten qualities of a sport parachute instructor. Quote paragraph 9 "... he will however be called upon to give advice and in order to do so he must understand parachuting in all its aspects..."

Paragraph 10 "...in order to avoid the acceptance of risks he must in the first place recognise them as such, and in order to achieve the standard of knowledge which this demands, he must be dedicated to his responsibilities. Until, therefore, he has a sound knowledge of all aspects of the sport coupled with considerable practical experience and ability to instruct..."

(What is the solution or method of relieving this problem?) If one looks at the equipment that experienced jumpers are using today in terms of packs and harnesses, we find the large majority of them are using tandem systems incorporating a single point release cut-a-way such as the 3 ring circus, YES, eagle wrap etc. This type of release system has been incorporated because it has shown itself to be simple and reliable without involving too much on the part of the jumper. To operate a single point release one simply locates 2 handles, pulls one then the other to operate the reserve. This compares very favourably with the procedures for a chest mounted reserve cut-a-way i.e. locate and pull off 2 covers, locate and pull 2 lanyards then pull together, then apply counter pressure to a reserve while locating and pulling a handle at the same time as rolling onto one's back, then covering the used capewells.

Perhaps the simplest solution would be to incorporate a high performance round canopy in a modern tandem system, but this idea hits problems. A progression student wouldn't buy such a system because they only have to do 25 high performance round canopy jumps, and most people want a square. Therefore it goes back to the clubs. Most clubs cannot afford to provide

such a piece of equipment on the grounds of cost. Too much money is involved changing to modern systems. When these points are considered therefore it would seem that we are still no nearer to a solution for improving the safety of the transition from C9 to squares via the high performance round canopy. However a solution could present itself by converting directly from C9 TU to ram air canopies.

Much of the reasoning behind the 25 high performance round canopy jumps is to help the student make the transition to such a high performance canopy as square safer by having an intermediate stage with a higher performance than a TU but lower than a square. However it is open to debate as to whether the risks involved in using a high performance round canopy are not greater than if they progressed directly to a square in a modern tandem system. Development data from Para-lite involving the ram air reserve suggest that the square is now safer in terms of opening characteristics and that the greatest chance of malfunction is when using a round. A situation, if this point is correct, has evolved that a student stands the greatest risk of having a malfunction while using conventional equipment, with its inherent problems outlined earlier. This could happen during what is normally regarded as the most stressful period of parachuting, in other words when he/she is least able to take immediate reaction to a malfunction with its complex procedures. It is my opinion that all these problems can be reduced by direct conversion to a ram air in a modern system. A modern system i.e. Wonderhog, with a ram air main also has many problems associated with it, all of which can be overcome by a comprehensive programme of teaching to use the equipment and a "first jump course" involving the new equipment. Such a course would, for example, take a day involving 6 students and 1 instructor covering all aspects of what is, in effect, a 'new sport' e.g. how the new kit opens, flies, packs and problems associated with it. Also how to assemble and maintain the equipment which the students will inevitably buy for themselves if they haven't done so already. An ideal situation would be to re-educate a jumper into using the equipment they have bought themselves. This type of programme would involve every aspect of maintaining and using the equipment generating a much higher level of safety in the next generation of experienced jumpers. Practical jumping would be done and maximum supervision in only ideal weather conditions.

This system will encourage people to seek advice on buying equipment and create a much higher sense of safety. A programme of this type would be supervised by the same instructor throughout, maintaining continuity. The programme will be monitored for a number of square jumps under supervision before being cleared to jump the system unsupervised in the next stage of progression. This progression from TU to ram air on achieving 'C' licence. This qualification might involve written permission to jump squares unsupervised and achieving a type of canopy/equipment licence. This could involve being cleared to jump different types of modern equipment. Whatever happens a programme of this cannot be started lightly and a fuller outline of the procedures follows.



## LESSON PLANS

### 1. Equipment

- Explain and show differences between certain types of tandem systems on the market, how the assemblies function, for and against TSO, advice on what to buy. If a student has own equipment incorporate it into lecture.
- Introduction to canopies, explain differences between 5 and 7 cell rates of descent with various payloads, pack volume and weight.
- Unpack main canopy show opening sequence, stretch it out and examine entire assembly showing points of normal wear and tear, advise on care maintenance, disconnect from harness explaining how cut-a-way system works.
- Activate reserve, as above examine canopy, show opening sequence, explain BPA 90 day repack cycle.

### 2. Canopy Handling

- Using diagrams, explain how canopy performs in flight when controls are used as per any good flight manual. Introduce after opening checks . . .  
Full canopy on heading no twists.  
End cells inflated — pump down risers.  
Slider up — pump down risers.  
Connector links — secure.  
Cut-a-way cables and pad in place.
- If conditions favourable, take canopy outside inflate into wind, with student in harness, so to get feel and look of canopy. play with controls, a lot can be learnt here.
- Over to landing area, watch as many descents as possible in time available.

### 3. Classroom

Introduce students to BRIEF FOR FIRST RAM AIR PARACHUTE JUMPS, a good idea here would be to photocopy the paper as a hand out.

### 4. Practical, upright suspended harness

To get students to practise the above drills using both control lines, get them to talk through a normal descent, i.e.

- Deployment of main.
- Canopy and equipment checks.
- All round observation.
- Practise the control range up to landing.

### 5. Malfunctions — low speed

Twists must be kicked out if at 2000ft still very bad, cut-a-way. Connector links open i.e. distorted, cut-a-way.

- Brake off left or right . . . pull down same side riser. Level off canopy, if near another jumper steer away using risers only. Release the brake that is still on, carry on as normal. If brake line is snapped use back risers throughout. Land in safe area. If uncontrolled spiral persists, **cut-a-way**.
- Obvious holes and tears, if it affects normal handling of canopy i.e. great distortion, sluggish response, **cut-a-way**.
- Broken lines. If canopy can be flown and is full and responds to controls stay with it, as above if great distortion is visible and canopy is unresponsive, **cut-a-way**.
- Excessive distortion and no **visible cause** normally due to bridle line bag lock on top surface, when twin line or the V shape bridle is used, knot can appear and restrict bag from going to top of line. Normal action is to **cut-a-way**. (Recommend convert to single bridle line.)
- Pilot chute below undersurface of canopy if not interfering with handling of canopy carry on, if wrapped around lines causing uncontrolled turns, **cut-a-way**.

### Malfunctions — high speed

- Total loss of throw away pilot chute toggle, deploy reserve.
  - Throw away pilot chute caught on arm during extraction from pocket, or caught on equipment if visible and is obviously not going to inflate, deploy reserve. If in doubt, **cut-a-way** first.
  - Pilot chute in tow, cut-a-way, deploy reserve.
  - One side riser activation, cut-a-way, deploy reserve.
  - Streaming malfunction normally due to slider foul up, **cut-a-way**, deploy reserve.
  - Streaming malfunction due to bag mouth lock foul up (not common nowadays) **cut-a-way**, deploy reserve.
6. **Pull out pilot chute deployment systems**  
If at pull time, the soft pull out pilot chute handle cannot be located, deploy reserve straight away. Any other type of malfunction listed above **must** be cut-a-way, due to the fact that, even if handle is pulled then lost, through fumbling the main pack tray will be **open**.
7. **Cut-a-way drills single point release**  
If canopy has not deployed after a count of 4000, from the moment the pilot chute has been released, you are in an emergency situation, cut-a-way drills must be initiated, as follows.
- Look down and locate cut-a-way pad **RIGHT**.
  - Locate ripcord handle **LEFT**.
  - Check below is **CLEAR**.
  - LEGS BACK** peel off pad and pull.
  - Check harness **LEFT** and **RIGHT** main suspension points.
  - Deploy reserve.
- If stiff pull is experienced discard cut-a-way pad, two hands to ripcord handle. If onside main riser does not disconnect, discard cut-a-way pad, release it manually with right hand, then deploy reserve.
- Comprehensive written examination at end.

## First Ram Air Descent

**The student should wear the equipment at least two hours before jump, mentally going through the emergency procedures, until all parts of the gear can be touched with eyes closed, certainly 20 minutes continuously before emplaning.**

The first descents can be carried out as per Mike Winwood's schedule with the exception, I would prefer the exercises to be **seen** to be performed over a period of 10 jumps, with the course instructor talking student down during the latter part of descent, to ensure an injury free landing. If club has ground to air radio all the better, but it's not crucial.

When these 10 descents have been completed relative work can then be started, introduced on a one to one basis only for the next 15 descents, with an instructor, or jumper of undisputed relative work ability, cleared by the CCI.

On completion of the 25 ram air descents the jumper can apply for equipment licences, i.e. full packing test to be given, plus answering questions on care and maintenance on the system as a **complete** unit.

So, there it is, the transition is complete, safely, with the jumper far more aware of the equipment that is on his back. Using the best that modern technology can provide.

PHIL MERCER D2240

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## COMMON KNOWLEDGE by Dave Howerski

In the last five months there have been to my knowledge at least five fatalities from 'total' type malfunctions on modern tandem systems. I include USA casualties in these figures. These five individuals represent a sum total of experience in excess of 5,000 jumps. Four of them were engaged in Relative Work!

The statistics over the last few years have all been showing a leaning towards two particular groups of people:

- 1) THE VERY EXPERIENCED JUMPER
- 2) THE OLDER OR MORE MATURE JUMPER

No accident is ever straightforward. The combination of many things, insignificant in themselves, can produce a fatal situation. However, I believe the following points to be the main contributors to some of our current statistics.

## The location of new and innovative main parachute deployment devices

The choice of systems on the market today is a wide one. Each system has its advantages and disadvantages. Where is your main handle, pull-out, throw-away, located? Can it be knocked-off on exit? Is it possible for other jumpers to dislodge it? If it moves can you find it? When you rush to use it, can you see it clearly and grasp it easily? Will it operate smoothly in one single movement?

The only thing I can say here, is that if I was driving a car at 120mph towards a brick wall, I would not want the braking device hidden underneath a cushion in the boot!

Yet many popular and current Tandem Systems are designed like that!

To sum up then I would advise potential purchasers of equipment to look for the following criteria, with regard to the main parachute deployment device:

- a) You can easily see it;
- b) You can easily get hold of it;
- c) It is difficult or impossible for outside influences to dislodge it;
- d) It operates smoothly with one single action.

## Total disregard for time (i.e. time to impact)

Our biggest enemy in an emergency situation is time. With modern equipment and proper training techniques today's static line student shouldn't encounter anything worse than a slow partial malfunction with a 'time to impact' of between 60-90 seconds. However all training if it is to be any good at all, should be aimed at the worst eventuality. The worst eventuality that a static liner could encounter is: TOTAL MALFUNCTION, STREAMING MALFUNCTION (TIME TO IMPACT — 14-17 SECS).

Not very much time really. As you become a more experienced jumper the above facts recede into the past. You feel quite confident that you can handle this situation comfortably. In fact most experienced jumpers actually believe themselves to be in less of a rush situation and quite often think of themselves as having MORE TIME to deal with this type of malfunction!

This is absolutely wrong, as an experienced jumper you will have LESS TIME!

Once you reach terminal velocity you will cover 1000ft every 5 seconds. So 2000ft is exactly 10 seconds from impact.

Let us examine this from the time view-point. You finish your RW at 3500ft and turn and track for 5 seconds, flare wave and pull. At this point here the average jumper is 12 SECS FROM IMPACT. If you now have, a lost pull and, or towed pilot chute it will probably take you at least another 3 seconds to realise something is wrong. You are now 9 SECS AWAY FROM IMPACT.

You now have to do something, this isn't a canopy malfunction. It is a different drill to that one. You will probably spend at least a couple of seconds figuring out what to do and then do it!

You are now 7 SECS AWAY FROM IMPACT. Do the wrong thing now and you stand a good chance of getting killed. Nobody wants to spoil the fun and enjoyment of skydiving or lessen the sense of exhilaration and achievement we all get from it. But, be aware of TIME.

## Completely wrong emergency procedure

There are two really horrific areas here. The first are in the 'two hundred drill' and the second are in the 'total malfunction procedure'.

I will discuss both of these at some length as I believe that the situation must be clarified.

'ERGONOMICS' — the study of efficiency of persons in their working environment. A common fallacy is that the brain is sight orientated with one side of the body and sound orientated with another side. Therefore if you were looking at a malfunction it would be better to use one side, say the left hand rather than the right, to operate your emergency drills. Certainly in the design of motorcycles all the braking systems are confined to one side. After some lengthy discussion I have it on good authority that it doesn't really matter which hands are employed as the 'stimuli' effect in this situation overcomes any normal brain to body general co-ordination rules! However it does help if the pulling actions are in the same direction. Natural co-ordination from the psychologist's point of view will be assisted if both pulls, cut-away and reserve were made from the vertical axis of the body, out to the same side. In other words your natural body/brain co-ordination will be for the right hand to be able to pull down and out and away from the right side of the body. Your left hand will be co-ordinated to pull down and out and away from the left side of the body.

The cut-away pad has to be peeled off first and therefore presents another slight difference in actions and thus some of the psychologist's rules don't apply here!

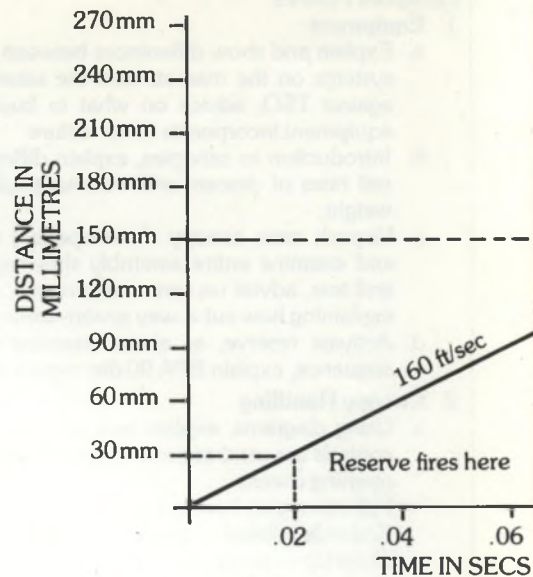
Single operation systems where the main and reserve are cut-away with one action have not yet been generally accepted by the market. The problem being that there is no guarantee that the main canopy will be clear before the reserve activates. Possible future developments will probably see the S.O.S. systems eventually in common use.

Today however sees most of us using tandem systems with separate reserve handles and cut-away pads. If a simultaneous two handed drill is used it will almost inevitably prove to be extremely dangerous.

In the worst situation the reserve can be fired accidentally before the main has been cut-away. In the best situation a simultaneous pull will put the reserve pilot chute 12.8 feet over your head before the main risers separate.

The distances involved are:  
Reserve Pin Movement = 30mm  
Cutaway Cable Movement = 150mm.  
Times involved:

Pulling action time say  $\frac{1}{10}$  sec = 0.1 sec  
High speed malfunction = 160 ft per sec.  
Estimated time between cutaway wire and ripcord pin clearance = 0.08 secs.  
Mathematics =  $160 \text{ ft/sec} \times 0.8 \text{ sec} = 12.8 \text{ FEET}$



So a simultaneous pull is an extremely dangerous practice. It is also indicative of idiot logic and lack of self confidence.

The correct emergency procedure for a main canopy malfunction is as follows:

Use a single hand for the operation of the cutaway pad and discard the pad. Use the same single hand for the operation of the reserve handle after your main risers have separated.

We now come to the second 'horrific area'. The 'total malfunction procedure'. For some obscure reason this has always been an unnecessary area of controversy and it shouldn't be. The problem seems to be one of recognition. Experienced jumpers consistently fail to recognise that they are in a 'total' situation. The following are 'total' situations:

- 1) Inability to operate the main deployment device;
- 2) Lost pull out;
- 3) Towed pilot chute;
- 4) Deployment device operated but main container stays closed;
- 5) Deployment device jammed or stuck;
- 6) Deployment device operated but normal opening shock not experienced, jumper still in free-fall, no apparent reason for this?

In every one of these situations the correct drill is TO IMMEDIATELY OPERATE YOUR RESERVE HANDLE.

That is the 'total malfunction drill' and it is very simple!

I have heard current solutions to the towed pilot chute or twisted handle line situation described as follows:

- a) Reach behind you and pull it open;
- b) Roll on your back and cut it with a knife and then deploy your reserve.

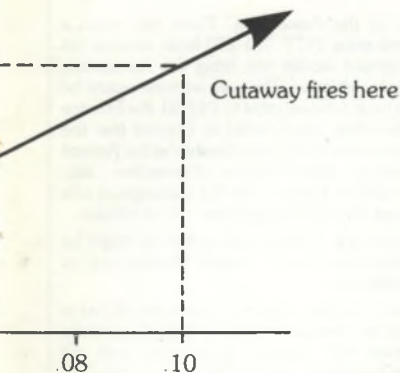
In the last three months I have read of a fatality involving both of the above 'solutions'. If you pull it open you can horseshoe your main into what was — A CLEAN PLATFORM FOR DEPLOYMENT OF YOUR RESERVE. If you roll on your back to cut it, you will more than likely strike the ground before you even get the knife out!

If you cut-away first, then again you have put flapping risers into your CLEAN PLATFORM FOR DEPLOYMENT AREA, not a good idea.

The other viewpoint is the danger of a towed pilot chute entangling with the reserve. A diaper-deployed reserve will lessen this possibility, as will a free bag system.

To sum up then it is totally futile to cut-away, in a total situation you should follow the 'total drill' — IMMEDIATELY PULL YOUR RESERVE.





The more experienced jumper has a tendency to play around with a total problem. He is afraid to be embarrassed on the ground and have to admit that he or she either couldn't locate the main deployment device or couldn't operate it. The natural tendency being to stay with it, and just keep cool and have one more go at finding it!

I would recommend one attempt only because if it isn't there you are using up valuable time and altitude. Better to be embarrassed and deploy your reserve than to stay cool and wind up dead.

### Slow reactions

Three factors here will indicate your speed in reacting to an emergency situation:

- 1) Your state of training;
- 2) Your age;
- 3) Your standard of physical fitness.

It is a real fact of life, but one that we must accept, that as you get older you will get slower.

You should attempt to keep yourself at a basic minimum standard of physical fitness. This will help to keep you mentally alert, and well co-ordinated with functioning reflexes.

Your state of training is simply to be familiar with your own emergency drills and in particular with the equipment you are using.

Know the different situations you can arrive in with your particular deployment device and know exactly what you are going to do. The next time you repack your reserve, do your drills with your kit on. Do them several times for each different situation.

If you change equipment, study the new gear and see if your drills will change.

Finally remember fear is healthy, it keeps you alive.

### No automatic opening device

When you look at those old photographs of the 1930s barnstormers doing a double pull off from either side of a biplane at 300ft with no reserves, your reaction is this: 'Downright crazy, they must have been mad'.

I can assure you that when the skydiving generation of 2025 hears about you guys with 1000 plus altitude jumps without an AOD, they won't believe that people were that crazy.

The AOD will inevitably become mandatory for all skydives. The arguments for AODs far

## CAMERA JUMPING — Injury Enquiry

The following letter has been received from American cameraman Rick Snow. It is self explanatory. Anyone interested in filling out a questionnaire, get in touch with the BPA office.

1982 Tall Tree Drive  
Atlanta, Georgia 30324

Dear Fellow Cameraman,

As a result of a recent neck injury caused by skydiving with a helmet-mounted camera I began researching various skydiving publications to determine if anyone had ever written anything on camera-related injuries. Apparently I'm in virgin territory since I was unable to locate a single paragraph on the subject.

The information I hope to gain comes a bit late for me, I'm afraid. My injury, though it is not serious yet, is permanent and will probably get worse if I continue jumping the camera. We may, however, spare other experienced and aspiring cameramen the pain or injury most of us have felt if we can come up with some valid data on what causes the injuries and how they can be prevented or reduced.

To get the information for an article I need your help. I need to know if you as a cameraman have ever experienced any camera-related injuries and if so how did you treat them? Please complete the enclosed questionnaire and return it to me as soon as possible. I know it looks long and involved, but most of the questions can be answered in a few words. Others may take a few sentences. Please don't hurry through it just to get it back in the mail and out of the way. Remember that the data I publish will only be as good as the answers I receive. Be as concise and accurate as you can and use additional paper if necessary. An addressed and stamped envelope is enclosed for your convenience. All responses will be strictly confidential.

Thanks in advance for your time. Many up-and-coming cameramen will appreciate it.

Sincerely yours,

RICK SNOW

outweighs any idiotic logic against them.

#### SUMMARY

Enjoy your jumping, use your common sense and know what YOU ARE GOING TO DO!

D. L. HOWERSKI, D102

*Special thanks to Geoff Hinsley — Mathematics; Dr Alan Beaton — Psychology Dept, University of Swansea.*

*P.S. from Larry Jaffe:*

USPA is cooperating fully with Rick Snow in developing this project, which we believe will help produce valuable and important material for *Parachutist* magazine as well as information to be shared with our own National Safety & Training Committee. We echo Rick in 'thanking you in advance for your time' and hope that you will cooperate by answering this short questionnaire as fully and as promptly as you can. Thanks.

LARRY JAFFE  
Editor, *Parachutist*

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COUNCIL MEETING KIMBERLEY HOUSE, LEICESTER  
9th DECEMBER 1981**

**Present:**

G. C. P. Shea-Simonds	Chairman BPA
P. W. Ritchie	Chairman Finance Committee
J. P. Corr	<b>Co-opted Members:</b>
D. Waterman	D. Hennessy RAFSPA
D. Tylcoat	R. G. Gays
J. L. Thomas	C. Pyper
J. H. Hitchen	A. Adams

**Apologies:**

L. Melville	Chairman Competitions Committee
D. Kenny	J. Laing Chairman STC
A. Rose	R. O'Brien
E. T. Lewington	D. Peacock NCSO

**In Attendance:**

C. W. Port	Secretary General BPA
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## Item 44/81

**Minutes of Previous Meeting**

## 1. EGM 29 October 1981

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

*Carried Unanimously*

## 2. Council Meeting 29 October 1981

Proposed by P. W. Ritchie and seconded by D. Tylcoat that the minutes of the meeting be accepted.

*Carried Unanimously*

It was brought to Council's attention by D. Waterman that in his opinion the minutes of other Committees, included in the Council minutes did not always reflect the amount of discussion which had taken place, and he wanted these minutes to be more fully written.

The Secretary General pointed out that he had been specifically requested in the past to keep the Council minutes as brief as was possible.

Council decided that in future copies of the draft Council Minutes should be sent to the Chairman of each Committee in order that they could decide whether the reports of their Committees were in fact full enough, and they should then contact the Chairman.

It was pointed out by the Secretary General that the minutes of each and every Committee were ratified by Council and this was stated in the Council minutes.

The Chairman, G. C. P. Shea-Simonds, said that if any member wished to see a copy of any Committee Meeting then they need only contact the office and a copy would be sent to them.

It was also agreed that it might be possible to hold the EGM at Kimberley House in the future.

**Matters Arising****a Assistant to National Coach and Safety Officer**

The paper prepared by the Secretary General on the above subject was accepted by Council. The Chairman would provide a covering letter to accompany the report for submission to The Sports Council.

**b Council Elections**

D. Hennessy, RAFSPA, had written to the Chairman to ask whether the matter could be looked at again, with the possibility of re-submitting nominations and then conducting a ballot. The Chairman had replied that the Council had considered the subject at some length and it was, probably, a little late in the day to alter the situation again. He said that we had learned from the problems which had arisen this year and that such a situation could not occur again. D. Hennessy said that he fully appreciated the situation and was quite content to stand by the decision already reached by Council at the last meeting.

To date six people had asked for their names to be considered for co-option. There was some indecision concerning the fact of voting rights for co-opted members. The Secretary General would investigate the situation via the Memoranda and Articles of Association and past minutes to discover the actual position relating to the problem, and would report in the first instance to the Chairman.

**c Video**

D. Waterman said that he now had the video legs. But he thought that until such time as some sort of standard was laid down by the CIP, the Association should hold fire in any purchase. He had not been able, to date, to find any equipment on the market which he felt would fill all the requirements.

The Chairman, G. C. P. Shea-Simonds said that this idea of standardisation and minimum standards was included in his Chief Judge's Report to the CIP on the World Championships so at least the matter was now in the system. He had hopes that a working party would be set up to investigate and report.

**d Royal Aero Club Award Night**

The Chairman reported that the occasion was successful in that Sport Parachuting made a great impact for the second year running. The only problem had been that of photographs, he had been given the impression that the Association could take its own photographs but due to some sort of administration error this was not possible. He would raise this again at the next meeting of the Royal Aero Club.

**e Photographic Competition**

D. Waterman reported that there had been some 50 entries in total. Thirty of these had come from members of the BPA. He was satisfied that at the judging the best selection had been made. The prizes would be presented at the AGM on 9th January 1982. The winning photographs would be displayed on the static display at the AGM.

## Item 45/81

**Fixed Object Jumping**

There was considerable discussion on this subject following a letter from Mr. Hills of the IBA, from whose masts people had jumped, and the reply sent by the Chairman to Mr. Hill and his letter to all clubs.

Council finally agreed on the following that:

"Council reiterates its previous decision that fixed object jumping without permission from the Safety and Training Committee is not compatible with the aims of the Association and could lead to revocation of membership of the British Parachute Association."

## Item 46/81

**1 Safety and Training**

In the absence of the Chairman of STC, J. Laing, and the NCSO D. Peacock the Chairman asked J. L. Thomas to present the minutes.

Council ratified the minutes of the above meeting and the minutes of the STC will be printed in the journal in the usual way.

**2. Finance**

The Chairman of the Finance Committee, P. W. Ritchie presented the minutes of the meeting of 30 November.

The minutes of the previous meeting were accepted as a true record.

**1. Computerisation**

The Secretary General had produced a paper on Computerisation, (sent to all Council Members) in which he suggested that the problems which could arise from the installation of an 'in house' system and the costs involved did not justify going ahead with any scheme at this time. The Finance Committee recommend that the subject of computerisation be shelved for the time being. The Secretary General was able to inform the Committee that The Sports Council were in the process of investigating the use and possible installation of some form of computer system for the future.

**2. The Sport Parachutist — Costings**

A letter of explanation had finally been received from the printers, in which the reasons for the change in quotations were given. The Finance Committee now felt that this was adequate and any further discussion should now be between the Editor and the printers to ensure that year on year the magazine will break even in accordance with the Editor's undertaking to Council.

**3 Subscription/Budget Forecast**

i The Secretary General was able to inform the Committee that some 850 letters had been sent out to those members who had joined during the first six months of the financial year explaining the Council decision to revert to a single renewal date of 31 March. He was presently awaiting a list of those who had joined after the six months period.

ii The Chairman requested that the appreciation of the work carried out by the Secretary General on the financial papers be minuted.

The projected deficit for 1981/82 was in the region of £13,000. A graph had been compiled showing the trends

in the figures of the Association. There has been a downward trend since 1977. The £10 basic renewal fee previously proposed would not bring the Association back into a surplus situation. The only recourse would be to increase the basic renewal rates to £12.50, the Finance Committee, therefore, recommend to Council that the rate be recommended to the membership at the Annual General Meeting. The Finance Committee also recommended that in future years the subscription rate be increased year on year by at least the rate of inflation.

The Treasurer gave advance notice that he might be unable to attend the Annual General Meeting due to personal circumstances.

The Finance Committee agreed to recommend that in the absence of the Treasurer the Secretary General be asked to explain the financial implications and the proposal for subscription rate for the ensuing year. D. Waterman agreed to prepare some visual aids to assist any presentation to be made.

**4. Magazine**

There was some discussion on the merits of continuing to give away a copy of the magazine with each P2 membership. It was agreed to continue at the moment and the Secretary General would discover how the clubs felt about this.

**5. Assistant to NCSO**

The Secretary General had prepared a full paper on the appointment of an ANCSO. (Copies sent to all Council.) The Finance Committee again stated that the Association could not at this time fund any salary without a guarantee of 75% grant aid.

**Extra Income**

It had been suggested that the Association in conjunction with Remagate, contact some six companies which would like to attempt a "mail shot". These companies would each be charged a certain sum per letter sent. Remagate would address envelopes and dispatch these letters (six pieces of paper in each one) from our Association Computer listing of members. There would be no disclosure of names etc. to the companies involved. It should be possible to attract some £600/£700 extra income per attempt.

The Committee recommended that this idea be given a trial. The Secretary General would investigate the situation in depth, as to possible profit involved. Anyone who felt strongly about receiving mail in this way could ask to be excluded from the attempt.

**Suggestions for Cutting Costs**

The Secretary General had put forward some ideas on cost cutting.

**1. Scholarship Courses**

Due to financial straits pertaining at the moment it is recommended that Scholarship Courses be stopped (cost of Courses sent to all Council).

**2. Telephone**

It is recommended that all telephoning be kept to the afternoon if possible.

**3. Mailing**

It is recommended that mail to Council members etc. be sent out once every 14 days where this does not create administration problems.

**4. Resale**

It is recommended that no new items be purchased for resale until the shop sales improve. At the moment the Secretary General is only ordering in those items which are running down. Strenuous efforts must be made to dispose of the stock of inflatable splints.

**5. Coaching Officials**

It is recommended that wherever possible, officials for PI Courses and Competitions are invited from as near to the venue as is possible.

**Finance for AVGAS/MOGAS Trials**

The Secretary General was tasked with discovering how much of the grant of £2,000 had been spent on these trials and in which fields it had been spent.

Total sums allocated:

BGA	7,500		
BPA	2,000	= 9,800 Spent	£9,147
Other	300	Left	£ 653

**New Member of Staff**

The Secretary General updated the Committee on the staff situation.

Miss S. Sambhi had left the Association to further her career (she now runs an office on her own). The



**BRITISH PARACHUTE ASSOCIATION  
SAFETY AND TRAINING COMMITTEE  
1900 HOURS WEDNESDAY 16 DECEMBER 1981  
KIMBERLEY HOUSE, LEICESTER**

Secretary General had, in consultation with the Chairman engaged a new member of staff, Miss Debbie Walker. Trudy Kemp had moved to the job which was carried out by Sue Sambhi.

The Committee agreed to recommend that the salary paid to Trudy Kemp be reviewed on March 1.

Miss Walker had been engaged at £35 per week on a six month trial basis.

The Secretary General stated that both young ladies were settling into their new posts very satisfactorily.

#### Staff Annual Xmas Bonus

The Finance Committee recommended an increase of 10% at the previous year's figures.

#### AOB

##### i 1000 Jump Award

The Secretary General had proposed that a 1000 jump certificate to be given with every 1000 jump badge. The Finance Committee recommended that this be taken up at a modest cost. (A metal plate (one off) would cost in the region of £20 and the printing could be carried out on the office machine.)

##### ii Hereford Parachute Club

The club had requested some financial help to defray the cost of holding seminars at Hereford (paper already sent). After discussion the Finance Committee agreed to recommend that a grant of £250 be made to the club to help defray their costs. It was requested that in future clubs approach the Association **before** rather than after the event had taken place.

##### iii Payment for Adverts in The Sport Parachutist

There are several advertisers who still owe advertising revenue to the Association. The Secretary General has sent out final reminders to those well in arrears. The Finance Committee see no reason why a normal commercial attitude should not be taken by the Association.

##### iv Team Training — Graz

Prior to travelling to Graz earlier in the year the team stopped at Netheravon and a bill was received from the APA for Team Training. No reference has been found which authorised any team training prior to travelling to the Meet.

The Council requested that the Competitions Committee examine this question.

##### v World Championship Costs

As soon as the paperwork is to hand the Secretary General would present as usual, an income/expenditure account.

##### vi British Parachute Club

A letter has been received from Mr. O'Brien to the British Parachute Club (copy enclosed), in respect of an offer to use £3,500 as a trust fund for the Association to administer.

The Finance Committee recommended that this be put to Council, but before implementation it would be an advantage for a discussion between Mr. L. St John, Mr. M. O'Brien and the Finance Committee to take place.

*The Minutes were ratified*

#### Item 47/81

##### Affiliation

An application for Affiliation to the BPA had been received from the Shetland Parachute Club.

The NCSO was dealing with the application at the moment.

#### Item 48/81

#### AOB

##### 1. Life Policy

A life assurance policy specially designed for sports people had been inaugurated by the CCPR insurance bureau. The Secretary General would ask if they would care to put their literature in the magazine for benefit of the membership.

##### 2. Annual General Meeting/Dinner Dance

The Chairman listed the people who had been invited by the Association to the Dinner Dance. Mr. G. Robinson, Mr. R. Campbell, Mr. Ian Scott-Hill, Col. E. Gardner.

##### 3. CAA

The Chairman appraised Council of a proposed CAA Operations Manual and all parachuting would have to be conducted in accordance with the manual. Further details would be made available when further talks had been held.

In conclusion the Chairman thanked all Council for their help and support in the past year. The Chairman's report, printed in the December issue of The Sport Parachutist would reflect the Association's situation and achievements during the past year.

The Secretary General thanked the Council for their support during the year.

The Council thanked the Chairman for his work over the period.

#### Present:

D. Peacock	K. Toyer	TAS
	J. H. Hitchen	S of FFP
D. Palmer	LIFFT	D. T. Hickling
J. L. Thomas	Riggers	K. Townsend
Q. Rigby	Badminton	G. Evans
A. E. Rose	RAPT	L. R. Hitchcock
J. Lines	MPC	A. G. Knight
		Ipswich

#### Observers:

Vera Davis  
J. Davis  
N. Perks  
S. Nolan  
K. Kempton  
S. Day  
Celia Hinchcliffe  
M. Townsend  
J. Whittaker  
B. Parker  
S. Hall

#### Apologies for absence:

J. Laing  
D. Prince,  
D. Parker  
P. Cavanagh  
P. Slattery  
W. J. Meacock  
D. Tylcoat  
J. Home  
I. Louttit

In the absence of the Chairman, J. Laing, the meeting was chaired by D. Peacock, NCSO. A letter from the Chairman was read to the meeting in which he thanked all members for their support during the past year.

#### Item 1

##### CAA — Draft Operations Manual

This draft had recently been received in the office. A summary of the contents was given by the NCSO, who emphasised that the Civil Aviation Authority wished it to be presented as a consultative document. It was decided that the draft would be distributed to all CCI's along with the minutes. Input and comment was requested before the next meeting in order that the content could fully be discussed. (Spare copies of the draft are now available in the office for distribution on request to any parachuting aircraft operators.)

#### Item 2

##### CAA — Pilots Qualifications

A second letter had been received from CAA reminding Clubs of their absolute obligation to ensure that all pilots flying parachuting aircraft were in possession of a currently valid pilot's licence.

b of a currently valid authorisation issued by the BPA to drop parachutists.

CCIs were to take particular note of this as Club exemptions were issued by the CAA (on the recommendation of BPA) on the assumption that BPA regulations were being complied with.

#### Item 3

##### Instructors Course 4/81

This had been held at Headcom and, as a result, six candidates had qualified as Advanced Instructors, six as Approved Instructors and eleven as Potential Instructors. Extension of PI rating of six months was requested by the NCSO for R. Marsden and M. Jeanes. This was approved.

#### Item 4

##### Fixed Object Jumping

The relevant Council minute on this subject was read to the meeting. The matter engendered considerable discussion resulting in the following statement of policy.

"Any person wishing to make a fixed object jump should make application to the STC. If it can be shown that the planned descent can be made without contravention of Civil or Criminal law, such application may be approved".

A letter from a BPA member who had made a fixed object jump in the UK was then read to the meeting. This letter was referred to Council.

#### Item 5

##### Shetland Sport Parachute Club

Application for affiliation had been received by Council and referred to STC to establish the bona fides of the CCI, Karl Moritz. It was decided that he should be invited to attend Instructor Course 1/82 for a standardisation check. If this was not possible, two examiners were to travel to Shetland to carry out a check on training and operational procedures. The Shetland Sport Parachute Club had agreed to pay all expenses of these examiners. The NCSO was to liaise with the Club and report back.

The DZ had been reced and cleared by BPA Examiner T. Smith. This Clearance was accepted by the meeting. It was further agreed that, subject to clearance of the CCI as outlined above, the affiliation and operation could go ahead without further reference to STC.

#### Item 6

##### Riggers Sub-Committee

Two items had been referred to the riggers sub-committee — viz: BTSO for PISA Springhog and the development and marketing of Peakin Ram-Air canopies. No riggers sub-committee had been convened and these two items were to be discussed at the next riggers meeting.

J. L. Thomas then raised the matter of plastic ripcord handles. An article had previously appeared in "The Sport Parachutist". This was to be circulated to CCI's with these minutes. CCI's were further reminded to carry out a physical check of ALL plastic handles, which could be brittle at low temperatures.

#### Item 7

##### Incidents

##### 1. Weston on the Green

A report had been received of an accident at Weston on the Green on 22 October to a jumper landing under a spiralling Ram Air canopy. The jumper suffered severe injury and was still unconscious. The initial problem had been end-cell closure which the jumper had attempted — and failed to clear by pulling down the rear risers. Although this was the procedure recommended (p24) in the Strato Cloud Flight Manual, the Committee were unanimously of the opinion that the most effective method of clearing ends cells was by use of the brakes. A Service Board of Inquiry had been convened and the NCSO was to seek further information.

##### 2. Grindale

A report had been received of a hangup at Grindale on 5 December. The first time student had been cutaway and had successfully deployed his reserve. The circumstances were enlarged upon by J. Hitchen (DZ Controller) and J. L. Thomas who had subsequently examined the equipment. It was not fully established at what stage — either prior to, during, or after exit, that the line had fouled the container. In view of the doubt the committee decided that no action should be taken against the jumpmaster.

The NCSO then expressed his deep concern at the number of hangup incidents occurring and reminded the meeting of the obvious potential dangers. Hangups occurred either because of basic design faults in the equipment used, rigging faults, inadequate flight line checks, or poor static line control by the jumpmaster. None were excusable and all CCI's were to be fully aware of their responsibilities in all four areas. Regarding design faults, the NCSO was to request the riggers to produce a paper on static line container design and construction with a view to future regulation by STC.

##### 3. Reserve repack — Perris Valley

A report had been received from the RN & RMSPA that a pop-top reserve packed by USPA Rigger A. Frisby No. 276401314 at Perris Valley could not be pulled. The pop top had been seated upside down with the short loop in the bottom and the long loop in the top hole.

The following actions were to be taken:

1. In consultation with J. L. Thomas (FAA Master Rigger) the report was to be forwarded with a covering letter to the rigger concerned, CCI Perris Valley, USPA and the FAA.
2. All jumpers who had reserves packed at Perris were to check for operability.
3. G. Evans reminded the meeting that, in the final analysis, the onus lay on each individual jumper to ensure his kit was fully serviceable before using it. A pin check should include check for full and free movement. This basic requirement must be complied with.

#### Item 8

##### Exemptions

1. T. Newberry to act as CCI Scottish Parachute Club.

A letter had been received from T. Smith, resigning as CCI at the SPC. It was requested that BPA Instructor T. Newberry be granted exemption from BSRs 2.2 to act as CCI. T. Newberry had attended the recent Advanced Course as an observer and would attempt to qualify as soon as possible. The exemption was agreed.



**BRITISH PARACHUTE ASSOCIATION  
COUNCIL MEETING  
RUTLAND ROOM – LEICESTER CENTRE HOTEL  
– 9th JANUARY 1982**

Item 9

**Previous minutes and matters arising**

Item 2

T. Smith had requested permission to use bag deployed systems for early free fall as he preferred these systems. The Committee decided no exemption was appropriate at the present time. The NCSO pointed out that the original recommendation, which referred to parachutists of Categories 3-8 inclusive had been incorrectly drafted. It should read:

"Free fall bag-deployed systems must not be used by parachutists of Categories 3-7 inclusive".

The correction had been agreed by Board Members.

Item 11

**Vertical Wind Tunnel — T. Dickson**

T. Dickson had written on 29 October, concerning video film of this device and asking whether or not BPA would be interested in seeing the video at the forthcoming Convention. The Committee had expressed interest and T. Dickson had been invited. A further letter had been received asking whether or not BPA were prepared to meet his expenses for the trip. The Committee decided that, in view of the commercial implications of the showing, it would be inappropriate to defray T. Dickson's expenses. The minutes were then passed as a true record.

Item 10

**Any other business****1. Cockerham hangup.**

The CCI was to submit a report for the next meeting.

**2. F. Smith — extension to PI rating.**

Frank Smith had qualified as a PI in November 1980. He had been unable to sit the finals because of his medical studies. He was still active as a PI at the MPC. This request was supported by J. Sharples, the CCI. A six month extension was granted.

**3. Kit Transition — letter from T. Johnson.**

This letter, expressing concern at rumours of impending legislation concerning equipment to be used for PC/Ram-Air transition, was read to the meeting. The Committee confirmed that no such legislation was being considered but reminded all jumpers that systems to be used at this stage were solely at the discretion of the CCI.

**4. Club Exemptions**

A list of Club Exemptions issued by the CCA in 1981 had been received in the Office. The NCSO noted that two affiliated Clubs — British Skysports and Duck End did not appear on this list. The NCSO was to contact the CCIs concerned. Previous minutes item 9.2. refer.

There being no further business, the Meeting closed at 2130 hours. Date of next meeting 1900 hours Wednesday 3 February 1982 The Post House, Braunstone Lane East, Leicester.

Doug Peacock  
National Coach & Safety Officer

**Present:**

R. Hiatt  
R. O'Brien  
P. W. Ritchie  
G. C. P. Shea-Simonds  
J. L. Thomas  
D. Tylcoat  
D. Waterman

**In Attendance:**

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

**Item 1/82****Election of Chairman**

The Secretary General asked for nominations for Chairman for the ensuing year.

Proposed by J. L. Thomas and seconded by R. O'Brien that G. C. P. Shea-Simonds be invited to be the Chairman for the ensuing year. *Carried unanimously.*

G. C. P. Shea-Simonds accepted the post of Chairman and took the Chair for the remainder of the meeting.

**Item 2/82****Election of Officers****(i) Vice Chairman**

Proposed by R. O'Brien seconded by P. W. Ritchie that J. T. Crocker be appointed. *Carried.*

A vote of thanks was proposed and endorsed to the past Treasurer, P. W. Ritchie.

**(ii) Treasurer**

Proposed by D. Tylcoat and seconded by D. Waterman that P. W. Ritchie be appointed. *Carried.*

It was agreed that the election of Chairmen for STC, Competitions and Club Committee be left for discussion at the next Council Meeting.

**Item 3/82****Competitions**

The NCSO suggested and Council agreed that the date for the National Championships should be agreed now so that people could plan their year, and that the Nationals should be in two parts, Classics and RW.

**1. Classic Nationals**

Venue Bridlington 29th May to 6th June, with 27th and 28th as booking-in and practise days.

**2. RW Nationals**

To be decided at a later date, but probably towards the end of the season.

**Item 4/82****Co-opted Members**

It was agreed to defer this question to the next Council Meeting.

**Item 5/82****Regional Representatives**

After some discussion it was agreed that this year no representatives would be appointed. The Secretary General agreed to contact the six regions and request them to pass all relevant matters to him at the BPA Office.

**Item 6/82****Council Meeting Dates 1982**

In an effort to give people an opportunity to plan the year ahead the Secretary General had proposed a list of dates for Council Meetings for 1982. It was agreed that Council Meetings would be held on the following dates.

Wednesday 20th January 1982, Thursday 11th February 1982, Thursday 25th March, 1982, Thursday 13th May, 1982, Thursday 17th June, 1982, Thursday 29th July, 1982, Thursday 16th September, 1982, Thursday 28th October, 1982, EGM/Council, Thursday 9th December, 1982. All to be held at Kimberley House.

**Item 7/82****CIP Meeting 1982**

The Chairman reported that the dates for the CIP Meeting 25th-27th January, 1982.

**Item 8/82****AOB****1. Affiliation**

Council approved the affiliation of the Lincoln Parachute Centre. The NCSO would make a visit to the Club as soon as his workload allowed.

**2. Loans**

An application had been received from the PPC for a short term (6 month loan) of £3,000. The repayment to be front loaded, at 5% per annum repayable as a lump sum by the 31st July, 1982. Security to be on Cessna 182. Reg. No. GBAGA valued at £7,500. *Agreed.*

**3. AGM/DD 1983**

The Secretary General was requested to book the Centre Hotel for the next year's function.

## TURKEY BOOGIE by T D Stratton

Named after the fastest flying bird in the United States, the Thanksgiving Holiday meet at Perris Valley Paracenter in California taught skydivers from all over the world how to do what turkeys do naturally; fly in the sky. It was billed as a relative work (RW) camp, complete with tents, cold showers, some bad weather, and most important, the opportunity to learn the art of freefall from the masters.

Jed O'Reilly, a computer technician from England, was a student at the camp put on by the New Dimensions Flite School and the 4-D world record setting team. With several years in the sport, and over 250 jumps, Jed was still having problems getting into formations, so he signed up for the nine-day course. What he got for his \$50.00 registration fee was unlimited dives with any of 42 instructors boasting an average of over 1200 jumps' experience level.

He made several blasts from the wide door Twin Otter and the two DC3s under the tutelage of Frank Rens, a member of the Belgian national team, which placed 6th in the recent World Meet.

'Relax', he was told, over and over again. That

was the key. And each time he went out with his instructor and one or two other students, he practiced. And each time he discussed his problems with his instructor on the ground, usually with the aid of instant video TV replay.

Students were video taped as they fell, almost two out of every three jumps, either by the ground to air 'dream machine', or by one of the five camera men carrying color cassette recorders. Before he could finish packing his chute, he was watching the replay in the viewing room of the new building next to the packing area. As they say, the camera never lies, and Jed, who has a tendency to exaggerate, had to admit his mistakes... and learn from them.

Learning involves trying new experiences, and by mid week, Jed's confidence increased. He manifested on the early morning loads, at half price, which were organized each day for anyone wanting to earn a Star Crest badge (SCR or SCS). Each time he tried, he missed getting in, and by Friday, he was only two days away from returning home to England.

A big part of the New Dimensions Flite School is the lecture program, which Jed attended nearly every evening in the large classroom. On the first Sunday of the week, it was the venerable Pat Works, author of *Parachuting: The Art of Freefall*

*Relative Work*. On Wednesday night, film maker Carl Boenish ran the projector and spoke for four hours, showing movies on skydiving in general, and on his favorite pursuit, jumping from buildings and other fixed objects. How-to talks were also given on combating stress in parachuting, buying the right jumpsuit, and flying canopies in formation (CRW).

All in all, Jed must have been paying attention. On Friday, on the second SCR attempt of the day, he made it in. And no one of the over 100 students at the boogie was happier than him as he collected the required signatures from the other people that made it in the circle. Only incidentally, he became a Freak Brother during the same jump.

On the last Sunday, he was ready to relax with fellow Englishman, Rod Bartholomew, who passed the 100 jump level during the meet. They planned to make a leap from a hot air balloon made available daily by a local club. Later, he and other friends from England made a near perfect RW jump, recorded on colour slides by Australian freefall photographer, Tony Dale.

All's well that ends well, and Jed's ten hour flight back to London was probably filled with thoughts of returning for next year's Turkey Boogie.



# SPORT BRIT



MONYPENNY,  
RECIEVED 1st SHIPMENT FROM  
B.P.A. SHOP! PLEASE ENQUIRE IF  
MOONRAKER AFFAIR IS ACCEPTED  
AS EQUIVALENT TO CAT.9  
James



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# BRITISH PARACHUTE ASSOCIATION LIMITED

## ANNUAL GENERAL MEETING

### THE CENTRE HOTEL – LEICESTER – 9th JANUARY 1982

In the presence of some 190 members.

#### Minutes

The Chairman welcomed the members to the Annual General Meeting, and said how delighted he was that so many people had managed to come despite the appalling weather conditions over the weekend.

#### 1. Report of the Council

The Chairman, G. C. P. Shea-Simonds presented the annual report of the Council, which had already been printed and distributed to all members in the December issue of *The Sport Parachutist*.

The updated statistics relating to membership were given.

Renewal	3,644
New Full	1,112
P4	1,148
P2	12,961
Scottish	506
Associate	94
	19,465

The Chairman reported an increase in P2 membership since the publication of the figures in the report, this could only be good for the Clubs and the Association, as the strength of the Association depended upon the Clubs and the individual membership. Council was very aware of the support which was given by the Clubs. The Council had wished to find some way of increasing help to the Clubs, and a Club Committee had been formed, under the Chairmanship of J. R. H. Sharples. This Committee had had a certain amount of success, but the most important fact learned had been that there must be communication, and so he asked everyone to feed in as much as possible to the Club Committee. A good deal of money had been outlaid, this year, in loans to Clubs, and he reiterated that if any club felt in need of financial assistance then they should approach Council and if possible help would be given.

The Safety and Training Committee had had a worthwhile year, and despite the fact that the Association's safety record was good, it was not good enough while there was even one fatality. He said that we should all be saddened at the death of Edith Summers in the USA in January, she was the oldest lady member of POPs. All of us, he said, who had anything to do with training must remember that safety is our responsibility. The discussion at the convention on the need for training on jumping Ram Air Canopies was well in place, and has given the Safety and Training Committee something really tangible to look at in the coming year.

In his opinion, the Chairman said, the instructors are unsung heroes of the sport, these are the people who forgo many things to start and to progress people in our sport.

The Chairman of the Finance Committee, P. Ritchie had done an excellent job in guiding the Committee in its work. He pointed out that the accounts presented at the AGM were those for the previous financial year and were at that time not under the control of the present Treasurer. There had been a deficit of some £3,500 and £2,000 of this had been a grant to help in the MOGAS trials which in the long term could only be of benefit to the Association.

The Competitions Committee had guided the sport well over the year. The Nationals had been the largest to date. There had been successful participation in World and International Championships. At the World Championships the British Team had been presented with an inscribed plaque for 'Great Sportsmanship' and this, he felt, meant as much, if not more, than the cup the team won in the event.

The Sport again was well represented at the occasion of the Royal Aero Club Award Night where S. Milne was presented with the FAI Tissandier Diploma for his contribution to the Sport, while the CRW team, the Mountain Men, was awarded the Prince of Wales Cup.

The Chairman then made mention of the work of the BPA Staff, and also said that Council itself had done an outstanding job during the year. He congratulated Dave Waterman on the new style magazine and the other people involved with him in its production.

The Chairman then made mention of our close liaison with the Civil Aviation Authority and welcomed Gordon Robinson who had managed to come to the function despite the weather. He asked those concerned to read and comment upon the draft operations manual which had been passed to CCIs.

The CIP Meeting held in January 1981 at Bisham Abbey had been an unqualified success, this year the meeting was to be held in Paris.

The question of fixed object jumping was then commented upon. The Chairman reiterated that the BPA was the recognised body which controlled Sport Parachuting and he said again that fixed object jumping was not a part of Sport Parachuting and he asked all members not undertake fixed object jumping, it could only bring the sport into disrepute and could damage the Association and the sport.

The Chairman said that he had great regard for the POPs and the BCPA and said that they both did a great job for their respective age groups.

He said that we owed great thanks to the military who hosted competitions, instructor courses etc., for us. A special mention was also due, he said, to The Sports Council who helped us in such a tremendous way both in administration, and training grants.

He concluded by saying a special thank you to all the membership for their support which was epitomised by the attendance at this AGM in the terrible weather conditions.

Proposed by P. W. Ritchie and seconded by A. Rose that the report of the Council be accepted. *Carried unanimously.*

#### 2. Membership Subscription for the ensuing year

The Treasurer, P. W. Ritchie said that before putting the proposal for new rates of subscription to the membership, he felt that some background details and explanation was desirable.

"It seems," he said, "that it is always the task of a new Treasurer of the Association to propose an increase in subscription at his first Annual General Meeting and it is exactly one year since I was appointed.

"I felt that I should explain to you some of the historical background to the position in which we now find ourselves. Looking back over the last ten years, we see that in 1971, the annual subscription stood at £3.50 and there it stayed, with a minor increase for insurance until my predecessor took office in 1976. At that time, if the 1971 figure had been adjusted for inflation, the sub should then have been £6.88 but it was in fact increased to £6.00. I believe that there were some protests at the time, although in real terms the cost of the sub had been reduced.

"I should mention at this point that the income of the Association is not purely derived from subscriptions but is substantially boosted by funds from The Sports Council, both for routine functions such as administration, coaching and salaries and for specific purposes, for example, training for, and participation in, World and European Class International Competitions. In addition, extra funds are occasionally available on top of the amounts I have already mentioned.

"In looking at the financial situation of the Association, there are two main factors that draw attention in any given year's accounts. These are the surplus or deficit, i.e. the balance between income and expenditure for the year and the net worth of the Association, that is to say, what would be left in cash if all the assets were sold and all debts, such as they are, paid off. Taken in isolation, both these figures can be misleading. A substantial surplus may indicate a 'windfall' of unexpected income whilst a deficit may be because of routine expenditure exacerbated by inflation. The size of the 'net worth' figure may not necessarily indicate that the Association is wealthy. As I pointed out when presenting the Accounts at the Extraordinary General Meeting in November, very substantial outflows, for example on participation in the World RW Championships, have to be financed and a large capital sum is now needed to support our cashflow.

"I apologise for going into such detail but I felt that I should explain how the ebbs and flows of financial fortune have tended to obscure some disturbing trends which, if not reversed now, will lead the Association into serious financial difficulties in the future. The principal culprit is, of course, our old enemy, inflation. I thought that this could be best presented to you visually and I am most grateful to Sarah Brearley for providing the graphics."

(At this point the Treasurer produced graphs to illustrate firstly, the actual trend of subs from £3.50 in 1971 to £7.25 in 1981, secondly, the inflation adjusted figure from £3.50 in 1971 to £12.78 in 1981. Thirdly, the annual surplus/deficit pointing out the misleading effect of the 'windfall' of £8,500 in 1979 and concluding with the projected deficit of £13,000 for the current year.)

He then said that, at this time last year, there was no immediate cause for alarm. If a projection for the year ending March 1981 had been prepared, a small deficit might have been foreseen but the Association was well in funds and this could have been and, in fact, was, absorbed. What could not have been foreseen, and what has only very recently become apparent, was the effect of the recession on numbers of members. There has been a 15% drop in full members renewing. At the same time we have continued, in what your Council considers to be the best interests of your sport, a very full programme of financial assistance to Clubs, Club competition and Seminars, Scholarship Courses, Coaching and entry of three teams to International Competitions all worthwhile in terms of results and medals.

"If the subscription had been adjusted annually to take account of inflation you would all have paid, in the current year, just under £13 and the present financial situation would not have arisen. Due to the excellent housekeeping of my predecessor this situation does not, at present, spell disaster. It is, however, your Council's recommendation that the subscription be fixed at £12.50 for 1982-83 with annual increases of not less than the rate of domestic inflation thereafter. This, after all, represents a lower true cost than the sub in 1971 and, if I may so, represents excellent value for money at an increase equivalent to one jump in a year."

The Treasurer proposed an increase in annual subscription to £12.50 and that in future years there should be an increase in subscriptions by at least the inflation rate at the time. *Seconded by G. McLaughlin.*

Before a vote was taken the Treasurer asked for questions from the floor.

J. Mitchell asked whether it would not be a good thing to increase the subscription to £15.00.

The Treasurer replied that the Council had wanted to keep the increase to the most reasonable level possible, and had set the figure at £12.50. In answer to a question from the floor the Treasurer said that the true cost to the Association of the World Championships had been in the region of £6,000.

W. J. Meacock (PPC) asked if the Finance Committee/Council could consider whether the cost of conversion from P2 to full membership could be a round figure and also whether the conversion could be made by the Association not the club. It was agreed to look at this.

Mr. Cummings asked why, whenever there had been a large surplus, the following year there appeared to be a large drop in surplus funds.

It was explained that in each instance (two of large surpluses) there had been an odd reason. On the first occasion it had been a tremendous increase in P2 memberships, the second occasion had been a one-off grant of £8,500 from The Sports Council. When more funds were available then Council had tried to do more for the sport, but one problem had always been that the subscriptions had not been increased when there had been a surplus of funds, so that the costs of running the Association had had to be met from less generated income and topped up from the previous year's surplus. This should not occur again if the recommendation of the Council was adopted.

From the floor S. Shaw proposed and J. Mitchell seconded an amendment that the subscription fee should be set at £13.00.

The Chairman asked for a vote in favour of the amendment. *64 for.*

The Chairman then asked for a vote in favour of the original proposition. *53 for.*

A vote was then asked for, by the Chairman, of those people against both the amendment (£13.00 subscription fee) and the original proposal of £12.50. *9 against.*

It was therefore carried that as from 1st April 1982 the subscription fee would be £13.00, and that the annual subscription fee in future years be increased at least by the rate of inflation.

#### 3. Council 1982/83

The Secretary-General explained that there had only been twelve nominations, received by the due date, for Council membership for 1982/83. Thus there had been no call for a ballot to take place, and in this case the following people would form the Council of the British Parachute Association for the ensuing year.

J. P. Corr	P. W. Ritchie
J. T. Crocker	J. R. H. Sharples
D. Hennessy	G. C. P. Shea-Simonds
R. Hiatt	J. L. Thomas
J. Laing	D. Tylcoat
R. O'Brien	D. Waterman



From the floor D. Thomas suggested that the Council should keep to the twelve people named and not co-opt anyone on to the Council.

The Chairman replied that the Council had the obligation to co-opt anyone they thought could be of help to the Council and Association, but that he could rest assured that Council would take great care in any co-option matters as it indeed did in all matters relating to the Association.

#### 4. Presentations

The Chairman presented the Best Instructor Award to D. Morris of the Peterborough Parachute Centre.

1,000 Jump Awards were made to S. Shout and P. Fisher.

D. Waterman announced the winners of the photographic competition and the Chairman presented the prizes.

*Runners-up:* C. Thomas, R. Colpus, N. Slee, P. Ledwards, P. Judd, A. Derbyshire.

*Third Prize:* R. Boswell.

*Second Prize:* T. Dale.

*First Prize:* J. Ward.

D. Waterman asked all members to keep on sending photographs to him for inclusion in the magazine. He said, "it's your magazine and we want to show your pictures."

The Draw for the Annual Lottery was then made.

Mrs. G. Thomas drew the following tickets:

**£1,000** - No. 45669. Mr. Wilmet, 5 Townhall Road, Havant, Poole. **£500** - No. 165810. S. Peberdy, 10 Fernleys Close, Beaumont Leys, Leicester. **£250** - No. 133271. D. Jordan, Flat 1, 45 The Drive, Ilford, Essex. **£150** - No. 100578. P. Ward, Easterknowe, Reawick, Shetland. **£100** - No. 52741. E. Miller, 14 Copse Road, Ashby, Scunthorpe, S. Humberside.

The Secretary-General thanked everyone for the efforts put in to sell the lottery tickets.

There being no further business the Chairman declared the meeting closed.



photo — Wilm Stolverk

## 2nd Casa Boogie on Texel

21st-31st May, 1982

video was available for both team practice and fun jumps.

The skydiving varied from small to large formations, from 4 to 12-way sequentials. Derek and Chris Thomas organised with Max Dereta a 3-D 'Starship Enterprise' — dive, which unfortunately funnelled.

In the evenings everyone got together in the bar of the skydivers' hotel 'De Kievit', where also two T-bone barbeque parties were held.

A great boogie ended on Whit Monday when the C-47 left for the Canal Islands, but the planning for 1982 started.

Although the name Casa Boogie is kept, the jumpship will again be last year's C-47, and it will be based on Texel from 21st May until 31st May, 1982.

For the 2nd Casa Boogie the Texel airfield will be used as DZ. Although skydiving depends on the people available there are plans for several record attempts in RW and CRW. If possible night-RW will also be organised. For less experienced skydivers RW and CRW-seminars will be held.

Paracentrum Texel is located in the airport of the Dutch holiday-island Texel, some 45 miles north of Amsterdam. Camping sites are available near the airfield. Sleeping is also possible in Skydivers' hotel 'De Kievit' (telephone 02225-466). For further information please write: P.O. Box 180, 1790 Ad Den Burg, Holland, or phone 02225-677.

Paracentrum Texel organised its first Boogie in May 1981. It was called Casa Boogie after the plane hired for the event: a 22-persons Casa Aviocar with tailgate.

A few weeks before the start of the Boogie the owners however had to rent the plane to the United Nations for a rescue-operation in Africa. This left organiser Arnold Camfferman with a major problem: where to get a big jumpship? A C-47 (cargo DC-3) based on the British Canal Islands solved the problem and was flown to Texel the day before the Boogie. For the English crew it was going to be their first experience with skydiving. They handled it very well and loved it.

On Ascension Day about 200 skydivers arrived on the DZ, located near the airfield. The boogie started very good with the C-47 carrying the first load of 36 skydivers to 12,500 feet. The first jumprun showed several small groups and the second run showed the first big formation: 25-way. The early bird load on the first Sunday would again build up to a 25-way. The 12-day event became a very good and international boogie with skydivers from Denmark, Germany, Switzerland, Yugoslavia, South Africa, Belgium, Holland and England (Rick Haughton, Derek and Chris Thomas with friends).

RW seminars were given by Skratch Garrisson which showed to be very useful for everybody. Arnould Camfferman and Hans Elias gave lectures on packing square reserves and



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contact: T. Ford 01-387 5308 after 6.30

For sale — only 65 jumps; Jalbert Parafol (5 cell) red, white, blue; T10.A 4 line chop in blue/black trim; Starlite Tandem; Hot Dogs  
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telephone: Ron (0984) 31851

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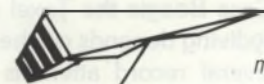
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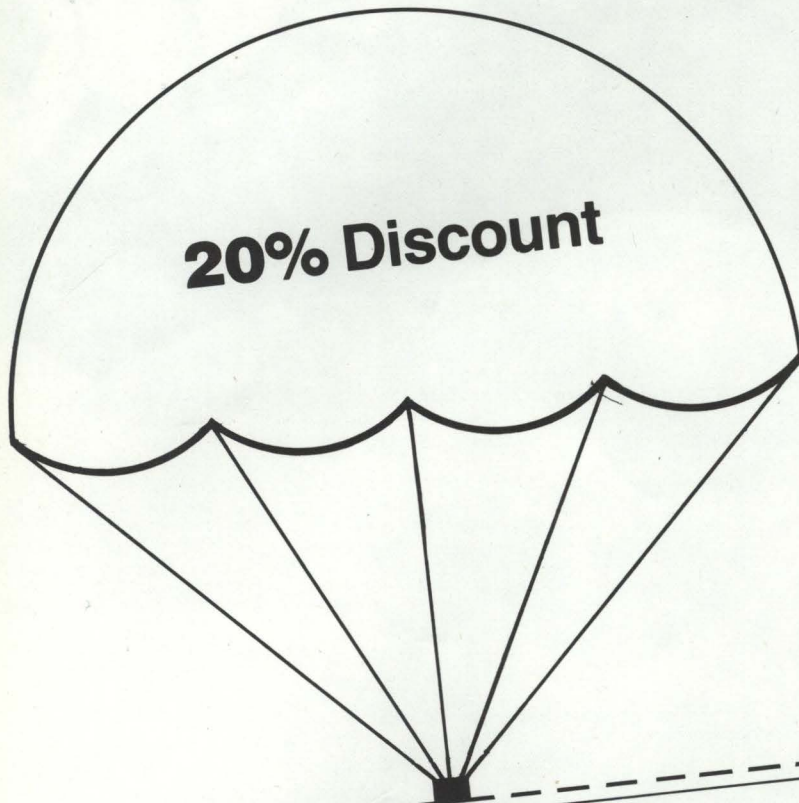
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