

THE

APRIL 1982

# SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION





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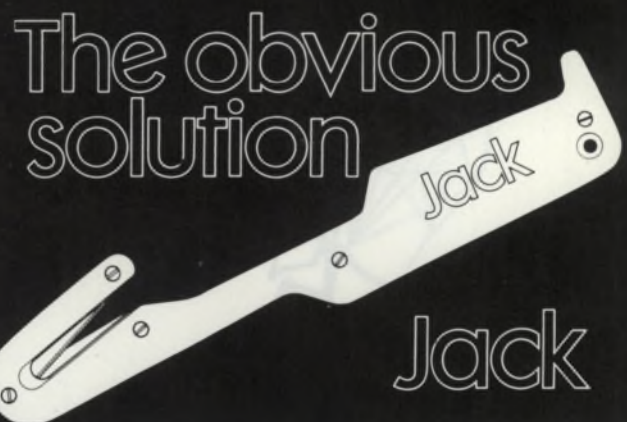
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## DIARY OF EVENTS

APRIL 9-11 — CRW Meet, Netheravon  
 MAY 8-9 — TRAC Meet, Bridlington  
 MAY 22-23 — TRAC Meet, Sibson  
 MAY 21-31 — Boogie, Texel (Holland)  
 JUNE 5-12 — National Championships Classic and  
 CRW, Bridlington  
 JUNE 21-30 — APA Championships, Netheravon  
 JULY 8-18 — National Championships, RW, Swansea  
 JULY 17-18 — Metropolitan Police, Accuracy Meet,  
 Headcorn  
 JULY 26-30 — RW Seminar, Bridlington  
 JULY 24-30 — RAPA Championships, Bad Lipspringe  
 JULY 27-AUGUST 1 — World Cup — RW, Graz,  
 (Austria)  
 JULY 31-AUGUST 8 — World Cup — CRW, La Pallisse,  
 (France)  
 AUGUST 6-20 — 16th WPC — Classic, Lucenec,  
 (Czechoslovakia)  
 AUGUST 21-22 — 8 Way Speed, Sibson  
 AUGUST 21-27 — 5 Way Sequential, Bridlington  
 AUGUST 28-30 — TRAC, Netheravon

**DC3 WEEKEND**  
**29, 30, 31 MAY**  
**SWANSEA**

# HERCULES BOOGIE 82

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### MEETS

#### APRIL

9th to 12th (incl.) — P.O.P.S Meet (Organiser B. Greenwood)

#### MAY

8th & 9th — 3-Man T.R.A.C. Scrambles (Cat. 8 upwards)

#### JULY

26th to 30th (incl.) — R.W. Seminar (Organiser D. Howerski)

#### AUGUST

21st & 22nd — 5 Person Sequential Meet

### NIGHT JUMPS

March 6th, April 9th & 11th, May 5th & 12th, July 28th,  
 October 2nd & 30th, December 31st (midnight)

*We are looking for able bodies for the summer season,  
 May-September, live in.*

### INTERESTED?

Phone, or write to: Pam, British Skysports, Bridlington, YO16 4YB.  
 Tel: (0262) 77367



# THE SPORT PARACHUTIST



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BRITISH PARACHUTE  
ASSOCIATION

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

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R.Ae.C.

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

### Editor's Note

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

## EDITORIAL

The following paragraph was recently sent to me for editorial comment:

**This was the morning of my first square jump. Other aspects didn't stop a certain part of my anatomy going threepence-halfcrown, threepence-halfcrown. It was my first skydive in 11 weeks, first skydive using a throwaway system, first time of jumping without a front mounted reserve and first time of exiting the very fast Twin Otter. So you can probably sense I was nice and relaxed awaiting my first square jump. The only feeling I had that morning which was normal for me was the nagging hangover.**

It was part of an article published in another parachutist journal. The italicised words were particularly drawn to my attention.

Although I concur that with all these factors included on the same jump, the 'frap factor' percentage for this individual must have risen immensely. (For those not conversant with 'frap factor', it means chances of becoming another parachuting statistic.)

However, with due respect to the donor of the article, I believe he missed the most important safety point.

How about '**normal for me was the nagging hangover**'.

Some years ago when British parachutists began to go to America for extended visits, much concern was expressed about the misuse of drugs in the USA.

Little or no concern has been mentioned about the most dangerous of drugs affecting persons involved with aviation — alcohol.

If you have a 'nagging hangover', for your own safety you should not be jumping. Alcohol in the blood inhibits the body's ability to absorb oxygen. This means you could well be more than halfway to being hypertoxic even *before* you get in the aircraft.

★ ★ ★

May I apologise in advance to what appears to be an over-indulgence by the Editorial staff of SP in 'me' pictures.

In February we were lucky to be filming in the Swiss Alps (see story inside and watch Central TV later this year).

The scenery was awe inspiring and as the resulting photographs were so different (because of the environment) I felt that they were too good to exclude. Please forgive us our egos.

**DAVE WATERMAN**



*Watch out he's after the chocolates!  
The 'Milk Tray kid' and 'baddie' over the  
Alps at St. Moritz.  
Taken from an helicopter by Dave  
Waterman.*



## TURBINE ISLANDER

Pilatus Britten-Norman Ltd has released details of the 1982 model Turbine Islander, which includes optional wing-tip fuel tanks increasing IFR range by 70%.

'Hot and high' trials were undertaken in Cyprus and Nairobi and the development aircraft was taken to Norway for cold weather trials.

In the passenger version the aircraft has been demonstrated to prospective buyers in many European countries.

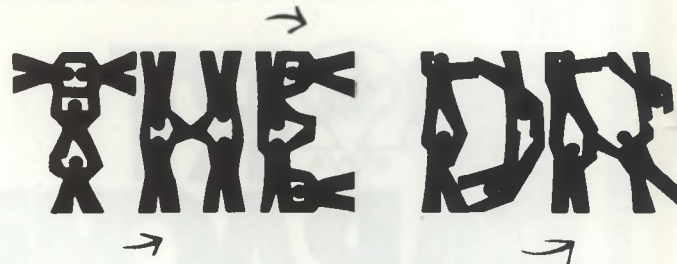
Technical performance data includes the following key figures (maximum weight in ISA conditions):

Cruising speed: up to 170 knots; Service ceiling: 25,000ft; Service ceiling (1 engine out): 9,000ft; Range - IFR (main and tip tanks) 540NM, VFR (main and tip tanks) 675NM; Take-off run (sea level): 780ft; Landing run (sea level): 735ft

To date Pilatus Britten-Norman has delivered 988 Islander, Defender and Trislander aircraft to customers in 115 countries.

Additional information is available from:

Trevor Ward, Pilatus Britten-Norman Limited, Bembridge Airport, Isle of Wight, England. Tel: (098387) 2511. Telex: 86277 BNBEMB G



## TROLL WALL

If you have not heard it — here's the latest (final?) word about the Troll Wall from Anders Bursell of Sweden:

"The Danish, Finnish, Norwegian and Swedish Parachute Associations have banned all their members from all kind of BASE-jumping, and will expel each member who 'participates in or promotes' jumps from cliffs or edifices.

The background: this summer, some 100 jumps were made from the Troll Wall in Norway. Four serious accidents were reported.

Cliff diving is not prohibited, but the officials are responsible for the care of any person in Norway — including injured cliff divers.

Of this reason — that they could not guarantee rescues — they prohibited jumps.

Cliff diving was covered intensively in dailies and magazines, in words like 'the last

thrill', 'for those who think skydiving is not risky enough' and so on.

The Norwegian Government discussed the matter.

In Sweden, a similar discussion had appeared six months earlier. After a number of accidents and fatalities (six jumpers died in six months) the Swedish Association heard words from the aviation authorities like 'if you can't handle the activities, perhaps it would be better if we did'. **The Swedish Association reacted by stopping all jumping on all drop zones in Sweden until the situation was cleared.**

By that action the public discussion on this 'suicide sport' stopped, and the authorities were pleased.

The decision on BASE-jumping is made under similar conditions, but there is one distinction:

Jumping from the Troll Wall will never be legal again for Danish, Finnish, Norwegian and Swedish jumpers."

## JET BOOGIE

The Norwegians are planning a Jet Boogie later this summer.

They are hoping to use a Boeing 727. Watch this space!

## STIR CRAZY ???

OK, so we're all supposed to have something in common, but are we all the same?

Apparently so, according to an article in a recent British Prison Officers Parachute Club newsletter.

Having scoured the Oxford English Dictionary for enough nouns to describe that (sometimes) elusive jumper, they've come up with the following;

'The skydiver is a composite, sly as a fox, has the brains of an idiot (that many??), the energy of a turtle, the sincerity of a liar, the aspirations of a Cassanova (sic), and the stories of a hero.'

So next time a red-haired and bushy-tailed creature, sporting a shell on its back and a wicked gleam in its eye drops by you, you'll know who it was.

Just another ordinary skydiver...

More little gems from the same source:

'When the people look like ants — PULL.

When the ants look like people — PRAY!'

Jumpmaster to pilot on the run in: "I've lost sight of the DZ — take it round again."

Pilot: "It'll cost you another four quid if I do."

Jumpmaster: "CUUUT!"

## SUPERFLY

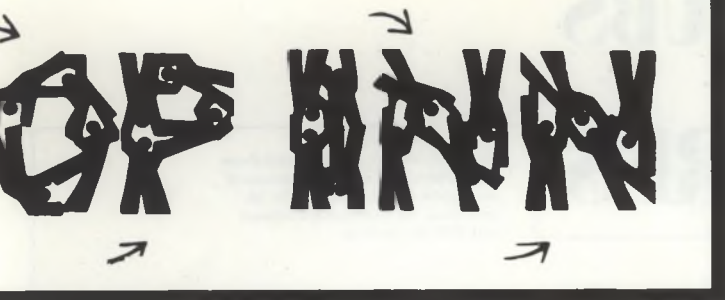
HELLO LUV...



... HOW WAS YOUR FIRST TRAINING WEEKEND OF THE SEASON? WAS THE WEATHER OKAY.. .. DID THE PLANE BEHAVE, D'YOU GET PLENTY OF JUMPS...







### WELCOME TO NEW COACH

Pete Sherman is the Association's new Coach and Safety Officer. Pete, who started jumping in the early 60s, has been British champ and on several Brit Teams on Style and Accuracy. He has recently returned from Dubai where he had set up the training school for the Dubai Defence Forces. Welcome back Pete.



"Nice PLF son! Perhaps a little too dramatic with the roll that time!"

### RAPA DZ

Tom Oxley of the Rhine Army Parachute Association has asked us to inform visiting jumpers that the RAPA DZ at Bad-Lippspringe will be closed on the following dates:

- 20 June-2 July: Army Championships
- 2-20 August: Staff leave period
- 27 September-20 October: Involvement in military exercise.

During the RAPA Championships, 24-30 July, the Centre is totally involved in competition jumping, with no spare facility for visiting jumpers.

It is not necessary to warn them in advance if you intend visiting Bad-Lippspringe, although it makes sense to check there are no problems before departing.

### 11th ANNUAL DUCK END MEET

Since both our old and new DZs have been on farms we have held the meet after harvesting in order to avoid ruining our landlord's crops.

Over the last 10 years, although enough rounds have taken place to be able to call a meet (except last year), we have never completed one.

When discussing this year's meet our host, David Hipwell, put forward the idea of bringing the meet forward to enable us to capitalise on the longer days and hopefully, better weather.

We decided to accept David's offer and 'Go For It' on July 3rd-4th with practice day (if required) on July 2nd.

As usual it will be a four person team accuracy meet with prizes for team, individual, ladies, 'C' Licence etc.

As this will be the last issue before the meet please send straight away for your entry forms and let's try and get a Duck End Meet completed for the first time.

**Applications to:**  
**John Looker**  
**Meadowbank**  
**Spring Hill**  
**Punnetts Town**  
**Heathfield**  
**Sussex**  
**Tel: Rushlake Green 830610**

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**9 Ashdown Drive**  
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**Herts.**  
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# BPA CLUBS AND CENTRES

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

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

**BPA Approved Club** \*\*  
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**Aircraft — single engine** <  
**Aircraft — twin engine** <=  
**Full Time** FT  
**Weekend** WE

## Overnight accommodation on DZ

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**Restaurant facilities on DZ** x  
**Tea and snacks on DZ** ©  
**Basic Student course** BS  
**Kit hire student** KHS  
**Kit hire freefall** KHFF

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

## FULL TIME

### British Skysports

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

### Headcorn Parachute Club

Headcorn Airfield, Ashford, Kent.  
Tel: Headcorn 890862  
The Secretary (at club address)  
\*\* < < < BS RW KS KF ○ = △ BB x  
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### Hereford Parachute Centre

Shobdon Aerodrome,  
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Tel: Kingsland 551  
Chief Instructor (at club address)  
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CRW △ WC NM

### Peterborough Parachute Centre

Sibson Airfield,  
Wansford, Peterborough.  
W. J. Meacock (at club address)  
Tel: Elton 490  
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### Ipswich Parachute Centre

Ipswich Airport,  
Nacton Road, Ipswich, IP3 9QF.  
A. G. Knight, Tel: (0473) 76547  
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WC NM

### Ashford Parachute Centre

Ashford Airport, Lympne, Kent.  
Tel: Hythe 60816  
Club Secretary (at club address)  
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NM

### East Coast Parachute Centre

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

### R.S.A. Parachute Club

Thrupton Aerodrome, Andover, Hants.  
Tel: Weyhill 2124  
R. A. Acraman (at club address)  
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### British Parachute Schools

Langar Airfield, Langar, Notts.  
The Secretary, 1 Norfolk Place,  
Nottingham. Tel: 46622  
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### Montford Bridge Para Centre

The Airfield, Montford Bridge,  
Shrewsbury. Tel: (0743) 850953  
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### Lincoln Parachute Centre

Sturgate Aerodrome, Upton,  
Nr. Gainsborough, Lincs. DN21 5PA  
Tel: Corringham (042 783) 620  
(Anaphone)  
Secretary (at Centre address)  
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### Cornwall Parachute Centre

Fran's Ranch, St. Merryn Airfield,  
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Tel: Rumford 691  
J. Fisher, Trethoway Hotel, Port Isaac,  
Cornwall. Tel: Port Isaac 214  
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## WEEKEND

### Midland Parachute Centre

Long Marston Airfield,  
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Tel: Stratford-upon-Avon 297959  
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Stourport-on-Severn, Worcs.  
Tel: Stourport-on-Severn 5954  
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### Black Knights Parachute Centre

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

### British Prison Officers Parachute Club

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

### Cambridge University Free Fall Club

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

### Cheshire Parachute Club

P. Evans, 3 Dunham Grange,  
Delamer Road, Altrincham, Cheshire  
Tel: 061 928 6918  
\* no more details

### Leeds/Bradford Free Fall Club

Elvington Airfield, Yorks.  
Tel: (0904) 85 595  
B. Pickersgill, 36 Cricketers Green,  
Rawdon, Leeds 19. Tel: (0532) 506930  
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### London Fire Brigade

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

### Duck End Parachute Group

Rectory Farm, Abbotsley, Hunts.  
G. Lilly, 11 Parkfield Close,  
Fairfield Crescent,  
Edgware, Middlesex.  
\* < ○ = △  
They may not have much but they are  
cheap!!

### Halfpenny Green Skydiving Club

Bobbington, Nr. Stourbridge,  
West Midlands  
T. E. Johnson (Secretary), 71 Cheviot Way,  
Halesowen, West Midlands.  
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### The Glenrothes School of Parachuting

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

### Golden Lions FFT

Glenrothes (see above)  
\*

### Parachutists Over Phorty Society

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

### Scottish Parachute Club

Strathalan Castle, Auchterarder,  
Perthshire. Tel: Auchterarder 2572  
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### Scottish Sport Parachute Association

M. Rennie, A & J Beveridge Ltd.,  
5 Bonnington Road Lane,  
Edinburgh, EH6 5BP  
\* no more details

### TAS School of Parachuting

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

### The School of Free Fall Parachuting

J. Hitchin, 46 Newlands Drive,  
Sheffield, S12 2FS  
\* see British Skysports

### South Cotswold Parachute Club

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

### Staffordshire Sport Skydivers

D. Cox, 80 Cambridge Drive,  
Clayton, Newcastle, Staffordshire  
Tel: (0782) 619606  
\* no more details

### Sunderland Parachute Centre

Sunderland Airport, Sunderland,  
Tyne & Wear.  
W. J. Barnes (at club address)  
Tel: Boldon 367530  
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WC NM △ = BB

### Manchester Free Fall Club

Tilstock DZ, Twemlows Hall Farm,  
Whitchurch, Shropshire.  
N. Law, 9 St. Andrews Road, Stretford,  
Manchester, M32 9JE.  
Tel: 061-865 3912  
\* < BS RW KS KF BB NM

### Manchester Skydivers

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

### Martlesham Heath Para Club

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

### North West Para Centre

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

N. Melcombe Bingham, Dorset.  
Sally Corr, 24 Southsea Avenue, Tuckton,  
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### TPA Parachute Centre

Elvington Airfield, Nr. York.  
G. Evans, Springbank Overhouses,  
Green Arms Road, Turton, Nr. Bolton.  
Tel: Bolton 852295  
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### Wales & West of England Para Club

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

### London Parachuting

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

### West Lancs Parachute Centre

Burscough Airfield,  
Nr. Ormskirk  
Roy Hamison, 77 Argyle Street  
St. Helens, Lancs.  
Tel: St. Helens 35342  
BS \* WC < RW KF © BB NM

## SERVICE ASSOCIATIONS AND CLUBS

### Army Parachute Association

Commandant, JSPC Airfield Camp,  
Netheravon, Salisbury, Wiltshire, SP4 9SF  
Tel: Bulford Camp (09803) 3372  
Ext. 277/245  
\*\* < < WE = BB © BS KS KF RW CRW  
○ △ WC NM

### Rhine Army Parachute Association

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

### Cyprus Joint Service Adventurous

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



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

**Royal Navy and Royal Marines Sport Parachute Association**  
 The Secretary, RN & RMSPA Commando Training Centre RM,  
 Lympstone, Exmouth, Devon, EX8 5AR. Tel: Topsham 3781.  
 Ext. 491 or at Club, Luppitt 697  
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## CORRESPONDENCE

### MAKE TIME — NOT EXCUSES

An article in your previous correspondence page entitled 'Student Costs' by Malcolm Peattie, has incited me to reply with opposing views. Personally, I, as with several others, have the opinion that up and descending students at the same relative standard as 'Malcolm P', will continue through the Sport on a regular basis — should we be 'Sufficiently' interested. His initial comment points out he is 'relatively new to the sport' and I think he always will be, if his commitment remains as it is, with almost certainly little progress made. The costs of Student Courses are minor if we consider the 2 day training by qualified Instructors (which although spending the latter hours obtaining drinks from students whilst pleading poverty) are paid for this very often arduous task which can last for several months or years, with reference to future advice, opinions and help to all parties hoping to progress to an experienced level — with no additional charge. Surely an Instructor will be more likely to offer support (and do) in any way to these people who are regular visitors to the DZ, rather than the tri-monthly student who can't remember how a harness is adjusted. We all know weather conditions play a crucial part in our sport, although John Meacock can boast at least one lift on the worst weekends during the past months, as the weather can and does clear at short notice, and this advantage is taken by all that have bothered to wait on the DZ until the sun dies for the day. I have progressed onto 360° turns and yet I've only been jumping for 6 months. Full advantage was not taken in some fair weather conditions yet with the usual prevailing winds and low cloud throughout this time, it was still sufficient to progress at an adequate rate. It is totally unnecessary for someone to take another course, as the period separating each descent should never reach this point. There are hundreds of excuses for not jumping and the Instructors have heard them all, including several expressed by myself in the past (to the amusement of Dirk and O'Brien). To everybody including Malcolm P., why not give the Sport more of your time to compensate for the weather conditions, then all will jump into progression.

MARK CHANEY, Sibson DZ  
BPA 105876

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.

### STUDENT COSTS, AGAIN

Being a relatively new sport parachutist, I was disgusted to read Mr Peattie's letter, February 1982, on Student Costs.

I have completed 14 descents in six months and progressed onto 10 second delays. I live over 50 miles from the club and I have travelled on a great many weekends to find 'no jumping' because of the weather. But in the six months I have been practising the sport I've learned to pack student S/L and F/F rigs, also learning some free-fall techniques for my future benefit.

At this time of year we cannot expect good weather whenever we feel like going to the club, so go whatever the weather. There's nothing worse than being told "good jumping last weekend", where were you?" (sat at home moaning about the bad weather).

Parachuting is not only how many jumps you manage but a full commitment to learn about both the equipment and the techniques involved in the sport is needed.

If this commitment is not there, then for the good of the sport and your own good health PACK IT IN.

KIRK ROYLE, BPA 105684

### AND AGAIN

Poor Malcolm Peattie; wants to know why he should be forced to take more basic training courses if he doesn't jump more than twice in six months. Whatever will he do when he comes to make his first free-fall descent and has to jump twice in one day? He'll probably write to you again about the iniquities of the student system!

Come off it Malcolm — don't be pathetic, be positive. Do what most of us students do. Get to the DZ every moment you can spare. Remember the weather does sometimes clear and if you want to jump the DZ is the only place to be. Stop wasting your money on courses, spend it on jumping. Get into this sport of ours and enjoy it. Curse the weather, curse the guys with squares who can

jump when you can't, but be there.

Well — Malcolm did ask for comments!!

Yours,

TED DEWAR

*Editor's note*

*Views on this subject have been well aired and all further correspondence is closed.*

### EDITORIAL

Just a quick note to applaud your editorial in the December issue of *The Sport Parachutist*. We've taken similar stands in *Parachutist*, hopefully with some degree of success. Unfortunately, not everyone listens. The current issue of *Parachutist* contains an article about the most recent (as of this writing) BASE fatality; a jumper's canopy opened with line twists and flung him against the face of a cliff in Colorado.

Hopefully, the new year will offer more in the way of good old-fashioned skydiving and fewer fixed-object jumps.

LARRY JAFFE  
Editor, *Parachutist*

### TOM DICKSON

You will be aware of the recent tragic death of Tom Dickson.

I should appreciate your bringing to the attention of your readers the formation of a fund to assist his family. A number of promotions Tom had already agreed to undertake are now to be carried out by several of his friends and fellow sport parachutists — the proceeds going to the fund set up by the SSPA for his family's benefit. Any readers wishing to assist with, or contribute to the above should contact myself.

MARTIN H. RENNIE  
Chairman SSPA

### ACCELERATED FREE FALL

I am a member of the BPA and have been so for a number of years. While I was in the States last year on business I met Rocky Evans and

Hoot Gibson at Deland in Florida where they run an accelerated free fall course involving the harness hold method of training students. There are now two such centres in the States and both are approved by the American Parachute Association; as I am sure you are very familiar with the details of this method of training students, I won't bore you here but while I was in Florida I put myself through their course and was impressed by not only the safety measures built into training and equipment but also the success and speed of learning on the part of the students. It tends to be expensive per jump but the rate of learning counteracts this in my opinion, leaving you, at the end of the course, with still a lot to learn but with more confidence to do so.

Firstly I wonder if there would be space in *The Sport Parachutist* for an article about their harness hold programme; especially since they would like to visit Europe to demonstrate the technique to selected students here. I have written to Ray Willis at RAFSPA to see if Weston would be interested in playing host to such a visit and I wonder if the BPA would be able to find any funds to help Rocky and Hoot towards their travel expenses from the States?

ADRIAN WARREN

*The Editorial staff of SP are researching an article on the 'Buddy' system at this moment — Ed.*

### THANKS FROM SPREADEAGLES

Would you please include in *The Sport Parachutist* our thanks to the BPA Council for the covering of the costs in our fight for planning permission. We won our fight with the help of locals, club members and friends, to all of these our thanks also.

In winning the case we had to accept a closure on the 2nd weekend of every month regardless of weather.

This forced closure has forced some of us jumpaholics to visit other DZs which has prompted us to write about our own. The Spreadeagles.

We operate in a quiet farm setting just outside Bear Regis in Dorset. We have nearly finished the interior to a recently erected club house in which we have training areas static harness, PLF area for bad weather training. Mock-up plane for RW exists and student practice, lounge and refreshment areas.



The club is owned and run by Phil Corr a BPA Council Member again this year. Phil has been jumping since 1963 and is well versed in all aspects of Parachuting.

Courses are held all year round and there is full training through to Cat X RW and CRW.

The club operates a C206T and has a 12,000ft clearance.

All categories are welcome so if your down near Boumemouth or Poole why not drop in.

Good Dives to Everyone

R. H. ALLWOOD C3857

## TU TO RAM AIR

I was interested to read Phil Mercer's article in *The Sport Parachutist* regarding progression onto ram air canopies. As a recently qualified PI whose introduction to high-performance 'rounds' coincided with that of the 25-jump rule, I would like to add my comments.

I argue that the present transition programme is practical to teach, enhances progress and is above all safe. It upholds the basic BPA philosophy that on each jump, the student is subjected to the minimum changes in equipment and operational technique. At the same time, a steady rate of progress is maintained.

Phil's arguments seem counter-productive to progression. Advocating the transition from TU to ram air on C licence (cat. 8 with 50 jumps), he is denying the above-average student experience on a high performance round which could be incorporated during this time. Conversely, a less able student who takes more than 50 jumps is suddenly confronted with a ram air canopy in a tandem rig having just achieved Cat. 8. Either way, it is a huge step to make in a single jump and Phil's arguments break down in several places.

Firstly, he suggests that using conventional systems during Paracommander training is potentially dangerous. Surely Phil cannot reconcile the minor changes in ripcord positions and reserve tiedowns with the vast differences between tandem rigs. Unless he owns his own rig, the student could encounter a range of equipment on successive jumps far greater than if he stuck to a conventional system. I would agree that a better cutaway system is desirable but surely the solution is not simply to abandon a progressive phase!

I wonder if Phil was given enough thought to teaching the control and handling of a ram air parachute. It is so much faster and generally so much more 'hairly' than the C9 that it seems logical to incorporate a buffer phase between the two. Whereas the Paracommander is far slower than the square, it nevertheless exhibits sufficiently similar characteristics to make it a useful transition canopy.

Manoeuvres such as skills, stall recovery, spiral turns and braking can be practised on a canopy which is more forgiving and less susceptible to gusty conditions. When the time comes to progress to ram air, the student can concentrate on a faster

canopy with characteristics he has encountered before.

In any case, it should be considered whether there is a need for any change at all. There is little evidence to support Phil's conjecture that the present transition scheme is inadequate. Most of the recent accidents and fatalities have occurred due to incorrect handling of the type of kit that Phil is now advocating for use by far less experienced parachutists.

To summarise, I would not like to see any changes in the present system. It has proved itself safe without placing undue strain on either the student or his instructor. Above all, it allows progression in an orderly, controlled fashion which is surely the key to the safety and enjoyment of our fabulous sport.

ALISTAIR SMITH D3407  
59210

## LATE SPORT PARACHUTIST

Today is Monday 1 March 1982 and along with several other subscribers we can't help wondering what the current excuse is for the non-arrival of the February issue of *The Sport Parachutist*.

In fairness, we feel that possibly the change of format may have caused production difficulties with the first couple of issues, yet even so, the February issue has traditionally been a quiet month for 'Meet' reporting and one can't help wondering that this lateness will, if not checked, become intolerable come the Summer issues.

Trusting that future issues of our magazine will soon revert back to their normal arrival time we are accustomed to.

FAY BOXALL and others  
BPA6572

Dear Fay and others?

*I am glad you share my concern as to the late-arrival of February's 'The Sport Parachutist'.*

*I am bound to say there is no 'current excuse'. However there are reasons — the paste-up of the magazine was delivered to the printers one week behind schedule — 10th February. This was due to late delivery of colour material from 'What Camera' magazine, coupled with postal delays owing to the rail strike.*

*As I have been told it takes two weeks to produce the completed magazine, delivery to the membership should have been before the end of February.*

*Unfortunately, I had been working out of the country during the last two weeks of February and the first in March, and was unable to check the progress of the magazine through the printers.*

*Apparently there were one or two production difficulties which were solved by the good offices of the Secretary General!*

*The magazine's staff are, like yourself, ordinary members of the BPA, and are therefore voluntary and unpaid. They devote much of their spare time to producing a highly-professional magazine which is*

*respected worldwide (judging by the amount of mail recently received). This needs bearing in mind when one is critical of them.*

*As you can see from recent issues, we do not rely on 'meet reporting' to form the basis of the magazine, but try and motivate articles by experts in their own field, be it Relative Work, CRW, or as in this issue, Accuracy.*

*It should make no difference whether the issue is February's or August's as to the production time.*

*I would be very disappointed indeed, if you found the delayed arrival of the magazine 'intolerable' — although I do appreciate your concern, which I have already said, I share.*

*You may remember in my first editorial (June 1981), which I trust you've received by now, I did ask for information from clubs around the country.*

*As you have demonstrated, you are more than able to put pen to paper, or more specifically, type key to paper — so what's happening in your part of the country?*

*Information about the jumping scene west of the Malverns is sadly conspicuous by its absence — Ed.*

## CHIEF JUDGE'S REPORT

With reference to Sarah Brierley's [sic] article entitled "Chief Judge Critical of World Meet Organisation in Report" I would be grateful if you could print these observations.

Any report is written so that we can learn for the future. The danger of a précis such as Sarah has written is that it produces comment taken out of context. In her particular case she has spelled out all the negative areas of the report but few of the positive ones.

I would therefore like to draw readers' attention to the fact that in my original report I gave credit to Jim Hooper for his enthusiasm and energy in organising the World meet, to Carin Holstein for so ably running the Training judge's seminar under somewhat adverse conditions, to the pilots for their excellent flying throughout and to the Holiday Inn for the high standard of food and accommodation. (The flying and accommodation were as good, if not better than, at any World Meet I've been to — and I've been to eight). And, of course, I gave credit to the Panel of Judges itself for carrying out "a difficult task with energy, integrity and enthusiasm".

It might have been better to have printed my report in toto but in any event let us give credit where it's due.

Finally, it's worth mentioning that all my recommendations have been accepted and implemented in various ways by CIP.

CHARLES SHEA-SIMONDS  
Chief Judge,  
1981 World Championships.

*Any précis of an article or report has an inherent possibility of subjectivity creeping in. Anyone who has attended Council meetings and then read the following minutes will be aware of this.*

*However, Sarah was asked to*

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*concentrate on the matters from which, as you quite rightly say, we could learn in the future.*

*These were obviously the areas which came in for most criticism in your report (and rightly so, as anybody who attended the Meet would agree).*

*I am sure we all welcome the fact that your recommendations have been accepted and implemented by the CIP — Ed.*

## OBITUARY — SHERDY VATNSDAL

Sadly we report the death of Sherdy Vatnsdal, who died in his sleep on 11th April, 1982, aged 46.

Sherdy was a founder member of the Red Devils Free Fall team and British Team Coach for the Classics Team who competed in Bled, Yugoslavia, in 1970. He was a complete master of the Round Accuracy parachute, and many who became first-class competitors in the mid-seventies owe much of their technique to Sherdy's ability and experience.

Our sympathy goes to his wife Geraldine, and his two young sons, Ben and Gus.



# ACCURACY — ANOTHER APPROACH

by  
**Dave Tylcoat**



There are one or two things which can be done to improve the performance of a bog standard canopy to make it more suitable for accuracy. Shortlining a Cloud for example to 9' 6" or 10' front lines appears to make the canopy more stable and more responsive. At the same time as shortlining you can take the opportunity to trim the lines as up to 4" difference has been found on supposedly matching pairs of lines straight from the factory. If your canopy has a slider ask your local rigger to modify it to a split slider. This allows the canopy to fly from the shoulders rather than the slider so giving more 'feel' from jumper to canopy. If not already done, the stabilizers can be separated from the canopy. This allows air to escape while in deep brakes so improving stability. You will need to adjust the brake position to allow you to go in and out of the stall easily without having to attach the toggles to your feet. This may mean that you lose forward speed at the top end of the performance but on an accuracy jump you should rarely have to go anywhere in a great hurry.

Cross-cell venting will help to maintain an even pressure especially at the end cells if they are prone to deflation. Soft cell holes on the underside of the canopy may have two advantages. They may help to reduce toggle pressure particularly on canopies constructed from standard weight material and may also allow the canopy to squeeze in if pushed by a side gust instead of moving the whole canopy two or three feet over. Adjust your bridle cord length so that you can just see the pilot chute at the trailing edge, this

## **The Canopy**

Some canopies are more suited to accuracy than others. The most success has been achieved by jumpers using the 252 Foil, Strato Cloud and Strato Star. All these canopies have very stable transitions from full flight right through to the sink. It is essential to use a canopy which reacts positively to use of the toggles, is not too fast, and does not tend to balloon if brake is applied too quickly.



will stop the pilot chute becoming caught up in the brake cascades and affecting control. The choice of toggles, hard or soft, is a personal one. Make sure that you have a harness that you can adjust to fit tightly. Some jumpers prefer Capewell based canopy releases as these allow the canopy to fly directly from the shoulders.

## The Pit

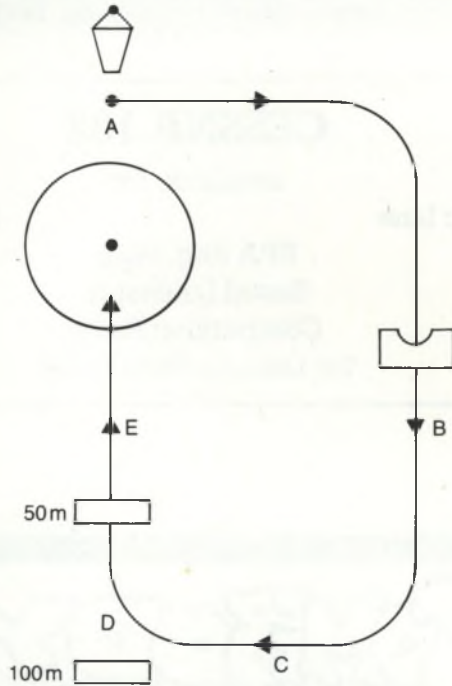
If your airfield does not have a pit an old double mattress covered with canvas with a dummy disc pad sewn in the middle is a useful substitute. In any case place out some marker panels at 50m and 100m from the disc to give you some reference points to work from. You will be surprised how far out you can go on a low wind day.

## Basic Approaches

### 1. Light Winds

This is a standard method of landing a square canopy. Practising the basics in light winds will give you confidence in how far you can fly the canopy away from the pit and still make a good final approach.

Fig. 1



Arrive at point 'A' upwind of the pit at around 1200-1300 feet. Face the canopy into wind checking that the upper winds are in the same direction as the ground winds, if they are not you have a dog-leg situation which will be dealt with later on in the article. Check for penetration at this level and also the stall point. Do these checks on every jump and make it a habit. Once you have established these factors go to half brakes and stay as near to half brakes as possible for the rest of the descent. This will make the canopy fly slowly and make it easier to control.

Leave point 'A' at about 1200 feet and, make a slow turn onto the downwind leg 'B'. Keep your eyes open, watch the centre of the pit, the windsock, and at this stage the marker panels to give you some idea of setting up distances. Make a slow turn onto the base leg 'C' aiming to be at point 'D' at about 400-500 feet up and 100m from the disc.

You are now ready to begin the final approach 'E' to the target. If the winds are light you should be able to make a smooth approach on around half brakes all the way to the disc as if on a wire. If you feel you are dropping short raise both toggles slowly as soon as you have realised. Keep the toggles raised until you feel safer and then go back to half brakes slowly and check your descent angle again. The angle from your eyes to the disc should remain constant if you have found the correct setting up point. For whatever windspeed you are jumping in there will be an approach slope which you can fly down on half brakes. The higher the wind speed the steeper this slope will be. Get into the habit of using the same set of setting up heights on every jump. This will give you some form of reference and will make it easier to judge if other variables e.g. windspeed and descent rate are changing.

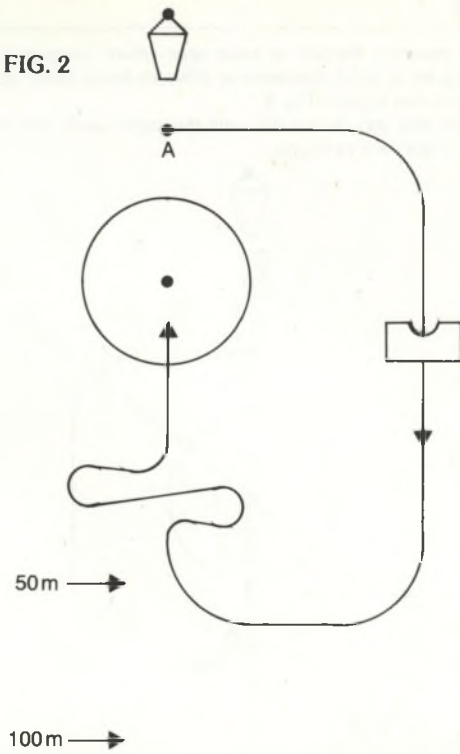
If you feel you are going too fast on the downwind leg then cut it short and move onto the base leg earlier. If you are being pushed sideways too much on the base leg then cut across and intercept the final approach closer to the disc.

The reason we fly on half brakes especially on the final approach is so that from this 'neutral' position we can either speed up or slow down i.e. we have a reserve of toggle movement either way to cope with unexpected gusts or lulls.

If you find you are too 'hot' i.e. too near the disc and too high, do not do a spiral to lose excess altitude as this will inevitably leave you too far down wind.

If you wish to lose altitude on the final approach use zig-zag patterns, always turning in towards the pit (Fig. 2).

FIG. 2



Experience will tell you how far off the wind line you can travel and how many zig-zags are needed. Each time you come back to the wind line face the target and check your approach. Do not stall the canopy in order to lose altitude, this will only ruin your concentration and make you lose perspective.

Make minimal toggle movements on the approach so as not to start the canopy rocking. If you have made the canopy rock and it won't settle down, probably because you are continually over-reacting, then hold your hands steady at half brakes until the canopy settles. Try not to get into a situation where you have to stay in deep brakes too long as a stall can sometimes build up as pressure decreases in the cells. If you are forced into staying in deep brakes then gentle toggle movements will help to keep the air moving into the cells and stop a stall occurring.

FIG. 3

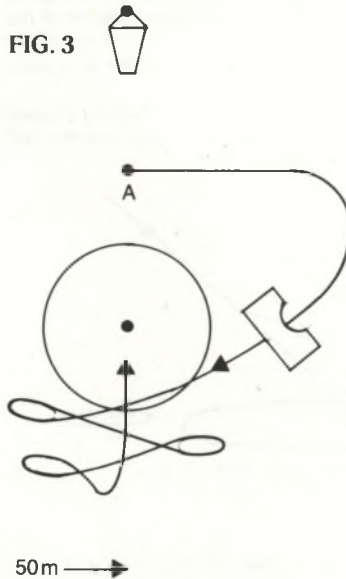
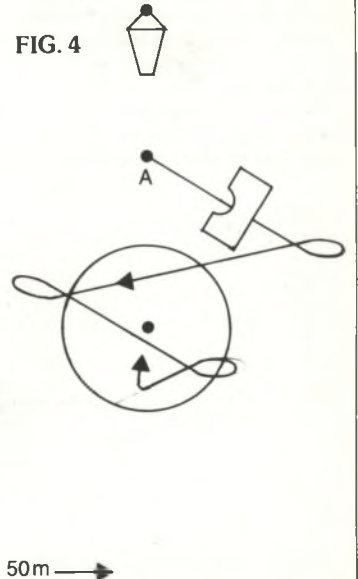


FIG. 4



### 2. High Winds

In high winds you must be very alert, one mistake and you could easily find yourself landing on the downwind side of the pit.

Leave the setting up point as usual at about 1200 feet. In Fig. 3 you can see that the downwind leg has been very much shortened. At each point where you cross the wind line stop the canopy and face the target. If you are still too hot then ease the canopy out and try again until you feel you can make a comfortable half brake approach. This method will hopefully ensure that you never find yourself too far from the pit trying to push the toggles back through the keepers or shouting at the judges.

When the winds are even higher Fig. 4 should be self explanatory. Again, stop and face into wind and check each time you cross the wind line. Although competition wind limits are 7m/sec it is a good idea to practice accuracy in winds exceeding this. Once you can land in the centre of the pit in winds on the limit of normal club jumping(!) you will find 7m/sec well within your capabilities.

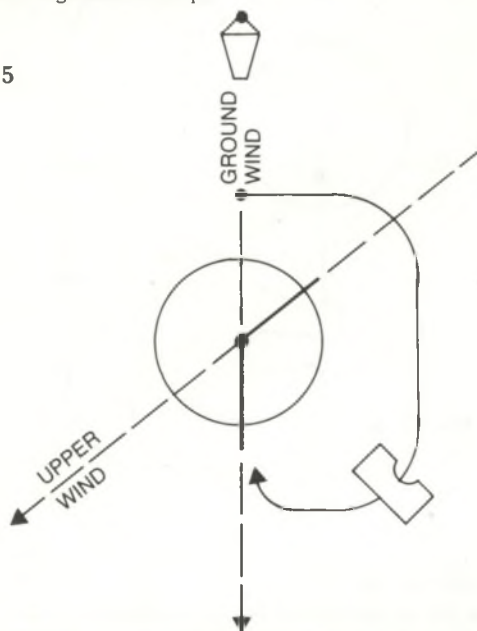


## Dog Legs

If you saw the streamer thrown or have seen other canopies in difficulties because of a dog leg in wind directions at different levels make up your mind early to fly into the dog leg as in Fig. 5.

This will ensure that you do not stay with the upper winds too long and find yourself unable to get back to the pit.

FIG. 5



## The Final Approach

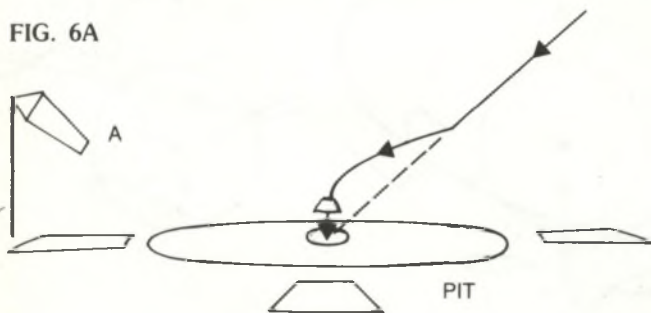
Once you are on finals you should not take your eyes off the disc except for the occasional glance at the windsock which will forewarn you of any changes at ground level. Obviously at 400 feet you will not see a 5cm disc so just aim for the pad until it comes into focus.

As you approach the disc keep still in the harness. Any toggle movements now should be kept to a minimum unless it is very bumpy. In extreme thermal conditions you will have your work cut out just to keep the canopy facing the target. Don't give up!

In calm conditions you may be tempted to decide which foot you are going to use and start reaching too early. This will only upset the balance of the canopy. Leave your legs hanging relaxed below you until the last second or two and then *place* your foot on the disc. Do not try and kick the disc, place your foot on it. You can't bribe electronic pads.

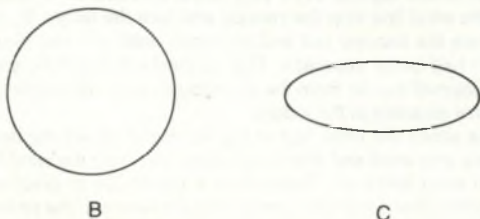
As you get nearer the disc allow the canopy to move closer making yourself hotter. Then, as you feel the time is right to depress the toggles past the stall and control the canopy to sink onto the disc as in Fig. 6 'A'.

FIG. 6A



Beware, the canopy will sink quickly in cool air and may not react immediately in hot air. A near vertical sink at this point will give a much better disc picture as in Fig. 6 'B' rather than looking at an angle as in Fig. 6 'C' and making the disc appear smaller, (if it's possible to make a 5cm disc appear any smaller). Generally, if the disc is in front of you place your heel on it. If it is below you use your heel or toe and if it is behind you then use your toe.

FIG. 6B



## Some Common Mistakes

1. Not on the wind line.
2. Getting too hot.
3. Slow to react when dropping short.
4. Reaching too soon.
5. Reaching when short and keeping brakes on.
6. Canopy not facing the target.
7. Reaching forward attempting to touch disc with toe and consequently scoring flat foot or heel first.

Finally, during training don't give up on any jump hoping it will be alright on the day. On the base leg take a deep breath, relax, and remind yourself to stay cool, don't get too hot, and place the foot.

This article has not covered every possibility and some people may disagree with some points in it. There is not substitute for experience, especially many jumps on the same canopy. If you are doing well try and do better. Good luck.

## ABOUT THE AUTHOR

Dave Tylcoat is CCI at Sturgate. He was a member of the 78-80 Classic National Team. He started jumping in 1970 in the REME and was a display team jumper for some years. Dave is a current member of the BPA Council.

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# CHAIRMAN'S NOTES

BY  
**CHARLES  
SHEA-SIMONDS**

Dave Waterman wrote an excellent editorial just before Christmas concerning fixed object jumping. It has been irresponsibly ignored by a handful of selfish members whose exploits attracted the attention of the media earlier in the year. As Chairman I was approached by a Police Chief Inspector who informed me that his entire police force had been searching for 3 hours for a body alleged to have been swept down the river Avon after a jump from the Clifton Suspension Bridge. This is but one example of the hassles fixed object jumping causes.

The Sports Council, who grant aided us to the tune of £57,000 last year, and the Civil Aviation Authority, who grant us exemptions to parachute from aircraft, view these activities with alarm. I have noticed, during my visits to a number of clubs this year, that the activities of these ego-trippers are regarded by the membership at large almost with awe and respect — they are almost being regarded as folk heroes. Yet it is you, the membership at large, whose enjoyment of the sport is very likely to be jeopardised by this activity. That is why your elected Council have voted by a substantial majority 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." I am not writing these words in an attempt to be a kill-joy but simply as a sincere appeal to you all, from experience gleaned from nearly 20 years' involvement in the sport, to urge you to do all you can to prevent this activity, which, if allowed to continue, will adversely affect us enjoying the sport we love.

On a different note it's good to see that the lack of students experienced by many clubs last year seems to have come to an end. Certainly the clubs I have visited this year are as busy as ever for the season — maybe this means that the worst of the recession is over. Already this year we, as a Council, have given financial assistance to a number of clubs and, by the time this appears in print, at least two other clubs will have received assistance. I really believe that this is an area where the Association can give the most assistance. If your club needs help

of any kind please don't hesitate to contact me personally — the BPA office will give you my number.

Our competitors have done magnificently over the last five years and have produced medals at every World Championships since 1977. Unfortunately our competitive involvement has cost us (the Association) considerable money — £10,000 last year alone. Whilst we must support competition, it must not be allowed to get out of hand. Certainly in an effort to get it all into perspective we will be ensuring that the Nationals are self-supporting which will mean a substantial increase in entry and jump fees — I'm sure the membership at large will not accept a £3,500 loss on the Nationals again.

Finally I am proud to announce that I have been accepted as a member of POPS. This is a great honour, even if it means some of the younger members will no longer invite me on their loads!

Go safely now

CHARLES SHEA-SIMONDS

## PARACHUTISTS OVER PHORTY SOCIETY

Dear Mr Simons,

Further to your application to join our exalted organisation. I first checked your credentials (and found them wanting), I then placed your name before the selection committee but I regret to inform you that due to your past record, your application was at first refused. However, my personal plea on your behalf, plus the £5 beer money, which you so kindly sent along, finally won the day. The voting went as follows; one in favour, one

'don't know', and four abstentions.

However, I must warn you that we will not tolerate the sort of 'job' behaviour which is sinominouse synonminos usually connected with your name. Since you are now one of us and not one of 'them', we expect you to behave in a dignified and upright manner. (Except when you are doing 'that'). Just watch that's all.

Cookey rules OK.

Laurel will send you your membership card and number, (eventually)

## TOM DICKSON OBITUARY

Tom Dickson, SSPA1/SPC1, died unexpectedly on Monday 8 February 1982. Tom had been a member of the BPA since the winter of 1962/3 when he returned to Scotland having jumped in Australia and Canada — while working in both countries, after completing his National Service in the RAF.

He became an active member of the Scottish Parachute Club and qualified as an instructor (at Kidlington) in the autumn of 1963. In the following years he went on to become an advanced instructor and examiner.

SPC in those days jumped at Scone — the venue brought back memories of a landing among fifteen bulls in a bull pen at the nearby animal breeding station. The audience of trainee pilots in 1963, from equatorial parts, appeared to be egging on the bulls to fight or fornicate with the stranger in their midst but happily the fence was not too far away so nothing came of it. Eventually SPC had to leave and moved during 1964 to Carlisle and operated there for a time. Tom held the club together during this time as he has done many times since, and during his summer vacation, he ran 7-8 courses almost single handed. In 1965 the SPC returned to Scotland operating at Glenrothes and Strathallan.

After 'Doc' Robertson emigrated to Canada in the mid 60s, Tom slipped naturally into his place and held many club positions, Chairman CCI etc. etc. Under his guidance and influence the club went from strength to strength.

Tom was a man who was motivated by what he believed had to be done to advance the sport, and in this light he was a leader in forming

the Scottish Sport Parachute Association, an idea in which he firmly believed and of which he has been an active supporter.

Tom had been an avid contributor to *The Sport Parachutist* over the years both under his own name and that of his *nom de plume* 'Lowe Puller', relating the tales of BJ such as visit to 'Poop Valley', Big Jake CRW king, Big Jake — the ultimate skydiver. And of course the letter BJ sent to 'Mr Corker' advocating 'a revision of Bee Pee Ae safety regulations' where it was suggested 'Cat. 10 was very arbitrary and it should go up to Cat. 94 and have special cats. for guys like J. Mycock who can turn style so fast that they sometimes have to stand the shock of seeing up their own assholes'. Other articles include 'simulating skydiving', using a vertical wind tunnel in which to practice freefall technique (this in conjunction with Sandy McAngus), they developed this idea to the stage where their one person 'levitarium' will be completed shortly, and the four person model will be built thereafter.

He had been a regular correspondent to *The Sport Parachutist* where in 1981 a number of his letters have been published. He attended the British Parachuting Championships as a member of Summertime Blues, the only team to take advantage of jumping with an experienced member.

Such was Tom's commitment to the sport that in October 1981 he resigned his regular job to devote his energies full-time to sport parachuting forming his own company, 'Scottish National Skydiving Services'. This was intended to provide training facilities, advertising and publicity services, demonstrations and to increase the public awareness of the sport we all love.

Tom who will be greatly missed by us all leaves a wife and two children.



# A SUIT TO SUIT

There are so many types of RW suit on the market today that it has become very perplexing when a choice has to be made. I hope that this brief run-down will throw some light on the subject.

## Suit/No Suit

Firstly we should consider why we bother to wear a suit at all. Many large round stars are achieved today by jumpers wearing only T-shirts and shorts. The very fast fall rate achieved by wearing no suit, allows large circles to fall stable and prevents the chance of people going low.

However, when other types of RW are considered, it becomes obvious that something more than a T-shirt is required. Sequential RW requires immediate positive reaction from any movements of the limbs. A RW suit allows, because of the increased control surfaces, (either aerodynamic or drag induced) the jumper to instigate an immediate reaction to either move, stop or turn. A much greater 'fine control' is therefore achieved. RW suits also offer a far greater range of Fall Rate, allowing the diver to brake more effectively from the swoop.

the cuff to the base of the wing, or by the cuff being attached to the wing seam.

These suits usually maintain a slow fall rate with the swoop-cords hooked up, but a fairly fast rate when the swoop-cords are not used.

Large wings with swoop-cords are very useful on large formation attempts when exiting towards the back half of the load, or on speed stars, when maximum braking effect is needed. Some of the very light-weight Polyester/Cotton suits with large wings are particularly useful for this kind of jumping, as they have a very low frictional resistance when in the dive.

Large Rigid Wing suits are not generally favoured by many sequential competition teams, as they are again difficult to control during 'Close In' sequential work. They also tend to create a slow fall rate within a formation due to inflated, tensioned wing areas resulting in individuals having problems matching the pace.

There are some suits on the market that use stiffeners in the arms and legs with the idea of a constant control surface. A few jumpers in the States favour this idea, although it doesn't seem to have caught on with the majority of RWers. A very positive reaction is afforded by stiffeners, which can be difficult to control, particularly by novice RWers.

## Flapping

The flapping type of jumpsuit achieves control by the drag effect afforded by the material in the arm and leg. The wing area of this type of suit can vary from large to non-existent. The wing is not tensioned and is therefore only used as extra drag.

There are generally two types of flapping designs, the 'Heavy Flap' and the 'Light Flap'.

The 'Heavy Flap' is usually achieved by the use of heavier weight materials, such as cotton. These suits sometimes have an enlarged cuff area to increase drag on the extremities.

The light-weight flapping suits are generally constructed of Acrylic or Polyester Cotton.

The Acrylic suits have a higher frictional resistance and therefore require less material in the cuffs. The Polyester/Cotton flapping suits have a very low frictional resistance even with extra material and therefore tend to have a very fast fall rate.

Flapping suits are favoured by most competition Sequential Teams, because of their relatively smooth flying characteristics, and because their constant fall rate allows for stable, constant pace formations.

However, they do not have such an efficient braking effect after the swoop, as does a rigid wing suit.

The design of a flapping suit utilises a longer arm and leg length with small cuff vents so as pressurisation is avoided.

However some flapping suits are designed to allow a degree of inflation, to produce greater lift capability. The effect of this is a kind of semi-inflated flap, which allows smooth flying for heavier jumpers.

## Cuff Design

Most types of suit on the market today use a Velcro closed cuff design for the arms and legs, while

some types have an open leg. To obtain the same degree of control with an open leg, more material has to be incorporated, usually by making the leg exceptionally long, usually hanging well over the jumper's foot.

## Sure Grips

With the current trend of smaller, tighter RW suits for competition teams, a number of designs are incorporating rope, or foam rubber grips on arms and legs. These 'Sure Grips' are only really necessary on tight suits, where it has become very difficult to obtain an adequate grip, because of the lack of sufficient material, or because of slippery material.

Grips or handles are also available on other parts of suits, i.e. the shoulders, to facilitate easier grips on linked entries.

Some teams are also now using a positive handle type grip, high on the thigh, in order to shorten long formations, to facilitate easier and faster rotations.

## Personal Choice

It has come to the point today, when perhaps one suit isn't quite enough to allow the Relative Worker to perform to his/her optimum. Perhaps one 'smallish' suit is required for 4 Way Sequential, while a large wing swooper is needed for the occasional 'Mega-Load' or camera jump.

So, when a choice has to be made, the most important factor to consider, is the type of jumping you are likely to be involved in, and not necessarily what the hottest teams are using at the time.

ROB COLPUS

Photograph — Fred Ryland

## General Types

Basically, most brands of RW suit can be grouped into three general types.

1. Inflated
2. Rigid Wing or Rigid Control Surfaces
3. Flapping.

They can also be grouped into three basic materials:

1. Cotton
2. Acrylic
3. Polyester/Cotton.

## Inflated

The inflated type of suit is usually constructed of a low or nil porosity material, utilising meshed vents in the front part of arm and leg to allow air to enter suit and pressurise it.

The arm and leg length of this type of suit is relatively short to allow pressurisation.

Some types are inflated by a large open cuff vent with no mesh.

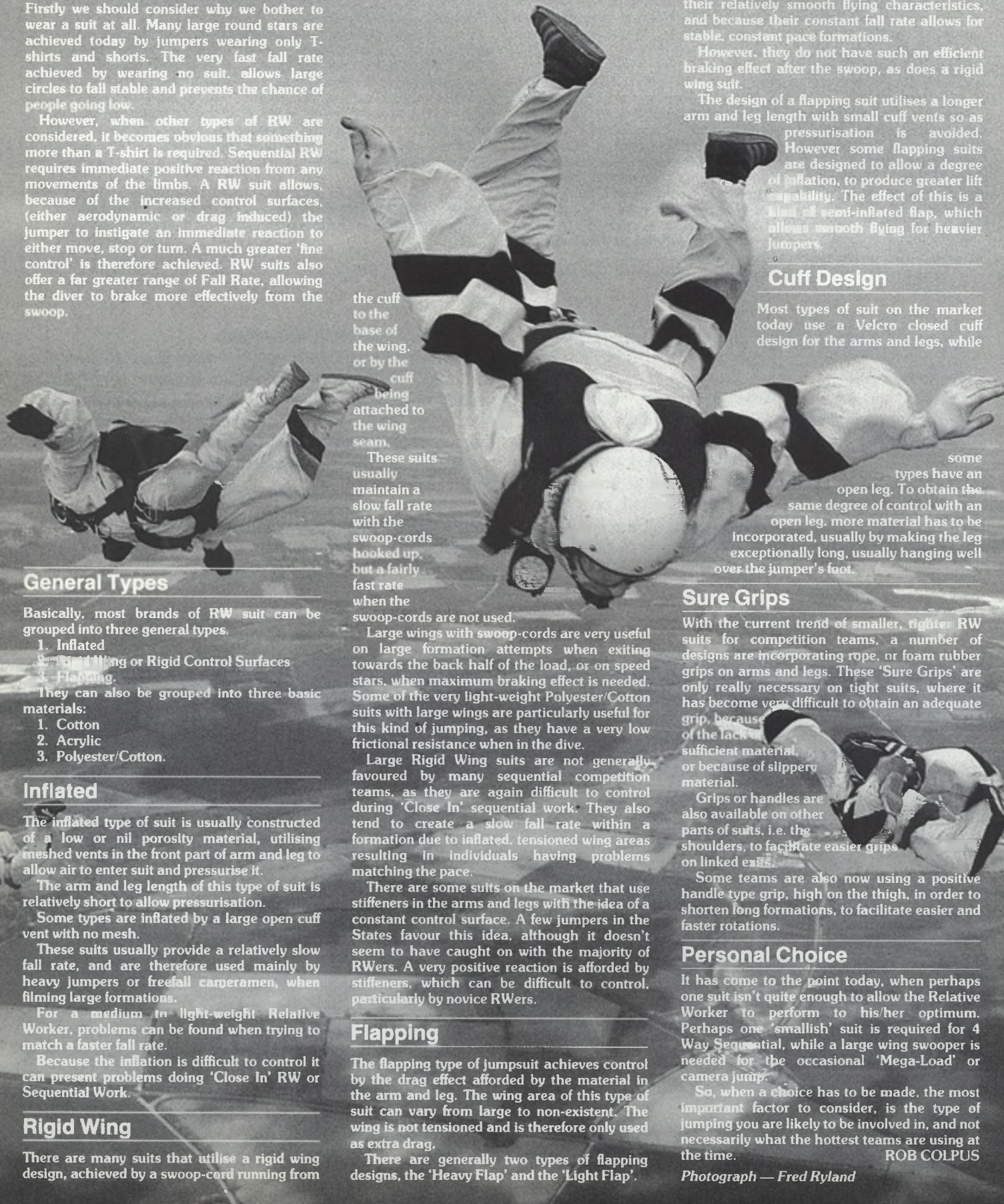
These suits usually provide a relatively slow fall rate, and are therefore used mainly by heavy jumpers or freefall cameramen, when filming large formations.

For a medium to light-weight Relative Worker, problems can be found when trying to match a faster fall rate.

Because the inflation is difficult to control it can present problems doing 'Close In' RW or Sequential Work.

## Rigid Wing

There are many suits that utilise a rigid wing design, achieved by a swoop-card running from





# Swift™

## INNOVATION IS THE DIFFERENCE!

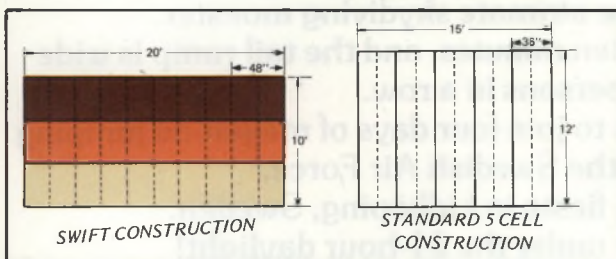
### Construction Details

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-air 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.

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# HERCULES BOOGIE A82



**20.23 MAJ LIDKÖPING SWEDEN**

## *Your chance to launch a 30-60 way*

**The Lockheed C-130 Hercules is the ultimate skydiving monster. It takes some 90 jumpers to 12,500 feet in ten minutes, and the tail ramp is wide enough to host eight persons in a row.**

**The Gothenburg Parachute Club invites you to join four days of megaload jumping from one of these aircraft of the Swedish Air Force.**

**Book 20-23 May for this skydiving fiesta in Lidköping, Sweden. You will probably meet all Europe under the 24-hour daylight!**

The jump planes get bigger and bigger. Biggest so far to be used for skydiving: the Lockheed C-130 Hercules. A monster, taking 90 jumpers with a tailramp that secures fast exits.

Sweden is first out with their Hercules Boogie, 20-23 May. The organisers have managed to keep the jump prices down to an incredible US\$10 for a 12,500 feet skydive!

We were planning an ordinary Twin-Otter boogie when someone said, "Let's call the Airforce. Why not try for an Hercules?"

90 jumpers are no problem. To reach launch altitude takes some ten minutes. The tailramp is wide enough to host at least eight jumpers in a row, and if the gang is not satisfied with that, two ordinary doors can also be used.

To empty an Hercules can take eight to ten seconds — then you have a 90-way on its way.

This capacity is the secret behind the low jump rate — ten US dollars for 12,500 feet. Since the boogie is organised by a club, the profit is a second-hand matter. More important is that as many as possible show up. The more, the merrier.

We have the ultimate skydiving monster on hand. No plane can be better suited for big formation jumping. And from the moment we had the positive Airforce decision, we were working on one single goal. This boogie shall be the best ever organised in Europe. Martin Sämberger the organiser says:

"The dropzone is a small military base. This guarantees no interfering traffic. The organisers have a very fine co-operation with the local aviation clubs, which handle ground service. Some demos are planned for Saturday to thank them and the local sponsors.

The surroundings are plain fields — no forests. The spotting will be made by the military crew, so that everyone lands on target. The weather in Sweden is fine in May. It is one of the driest months of the year, and the sun is up for 18 hours a day.

"We are calculating for 300 jumpers and 200 friends," Sämberger says. And everything they need will be on the dropzone. Showers, toilets and so on. But also food, both from a canteen and to cook yourself.

A bunkhouse is available for those who do not bring their own tent or mobile.

Services also include rigging facilities and Master Rigger to help those who for instance do not pack their own reserves. Ground-based video and enough FAI judges to assure that every successful record attempt can be recognised.

We are also trying to get some well-known organisers to the boogie, to help jumpers not so experienced in 16-, 20- or 30-ways.

Another project is seminars. But so far, nothing is decided.

The same goes for competition. The four days of skydiving is boogie skydiving, the organisers claim, but to get some more action a ten-man speedstar competition or something like that will be run.

Saturday is 'the big day'. The local aviation clubs hope that the Airforce will make a demo with one of their Viggen Mach 2+ fighters, and the skydivers will make attempts on all existing European large formation records. This is also the only day spectators are invited.

Saturday finishes with a main party, complete with a barbecue and a live rock band.

Safety is always a problem, and the problem is equal with the size of the jumpcraft. Just one exit altitude will be available, 12,500 feet, and just three jump runs on each load. That means 30 or more jumpers in the air within 20 seconds.

We require a FAI B-license or similar. Students may jump from a Cessna 206.

Since so many people unknown to us will show up, everyone will have to prove they are serious and safe. No person dumping above 2,500 feet or beneath 2,000 feet. And be sure: those who do not follow the rules will be grounded!

Even before invitations went out, the international interest was there. The organisers have received letters from UK, Austria, Finland, Denmark, and rumours are that *even* Americans are coming!

The most simple way to reach the dropzone from the European continent is to take a ferry to Gothenburg (regular lines from Fredrikshavn, Denmark; Kiel, Germany; Felixstowe, UK; and Amsterdam, Holland). From there, it is two hours driving. The organisers will have buses for those who do not go by own car.

If the boogie is successful, the Swedes hope to make it a tradition.





"Alright smart-arse! I'm quite aware that this isn't the kind of wedge we rehearsed!"

## Potential Instructor Course — Netheravon, February

This was conducted by Gary Douglas, Dave Hickling, John Hitchen, Kerry Noble, Tim Andrewes and Norman Nisbett with assistance from the Advanced Candidates. All sixteen candidates were successful and were awarded PI status valid for 12 months. Eight candidates were checked out on despatching from the Cessna 206 in two separate programmes.

Successful candidates were:

Keith Skelly	Greenjackets
Ted Oldrey	APA
Paul Austin	APA
Toby Drew	APA
Charlie O'Loan	Golden Lions
Alan Brown	Golden Lions
Patrick Best	LIFFT
Alan Bonnett	Peterborough
John Thomas	Staffs
Chris Clements	Glenrothes
Pete Marsden	RCT

The PI Course was good value with some well-prepared candidates. The Advanced Course was something of a disappointment.

In general terms, most of these candidates were sadly lacking in organisational ability and specimen and specialist lectures fell well below what was expected. In one particular case, technical knowledge was deficient to a marked degree. All candidates were individually de-briefed along these lines.

Although this had a slight detrimental effect on the PIs it is nevertheless felt that the principle of integrating the two courses is still valid and should be continued. Candidates on Advanced Courses should prepare themselves in accordance with BSRs Part 2 Appendix A Para 3.e. and with their joining instructions. The exam course reached a good average standard.

## Register now and save money!

The registration fee is SEK 100 or US\$20 if paid not later than 1st May.  
(After that SEK 200 or US\$40.)

Each jump will cost you only SEK 50 or US\$10. One altitude 12,500 feet.

They will charge you SEK 5 or US\$1 for your tent, SEK 20 or US\$4 for your mobile (electricity included) and SEK 20 or US\$4 for a bed in the bunkhouse, all prices per night.

Lidköping is only two hours away from the ferries in Gothenburg.

They can give you a ride — please inform them before you arrive. The dropzone is situated four kilometres outside the city.

To jump the Hercules they require a FAI B-license or similar, to be shown at registration. Please note, that according to Swedish regulations, your reserve must have been repacked within the last three months.

Send the registration fee (international money order or bank cheque payable to Skaraborgsbanken account 1737 30 278 49), your name and address, and you are on. Please reserve your bed in the bunkhouse as soon as possible.

Further information is available on telephone (Sweden) 031/42 24 60.

## In the Nottingham County Court

No. 33 of 1982

### In Bankruptcy

re: *Terence Sawyer*  
*ex parte*  
*Allen Vending Supplies (a firm)*

TO Terence Sawyer of Queen's Chambers, King Street, Nottingham.

**TAKE NOTICE**, that within 10 days after service of this Notice on you, excluding the day of such service, you must pay to the Registrar of the Nottingham County Court at St. Peter's Gate Nottingham the sum of £363.02 claimed by Allen Vending Supplies as being the amount due on a final judgment or order obtained by them against you in the said County Court (Plaint No. 8015260), dated 15th January 1981, whereon execution has not been stayed, or must secure or compound for the said sum to their satisfaction or to the satisfaction of this Court, or must satisfy this Court that you have a Counterclaim, set off or cross-demand against them which equals or exceeds the sum claimed by them and which you could not set up in the action or other proceedings in which the Judgment or Order was obtained.

*You are specially to note:* That the consequences of not complying with the requisitions of this Notice are that you will have committed an act of bankruptcy, on which bankruptcy proceedings may be taken against you.

If, however, you have a Counterclaim to set off, or cross-demand which equals or exceeds the amount claimed by Allen Vending Supplies in respect of the Judgment or Order, and which you could not set up in the action or other proceedings in which the Judgment or Order was obtained, you must within 7 days apply to this court to set aside this Notice by filing with the Registrar an Affidavit to the above affect.

Ashton Hill, Bond., Solicitors, Pearl Assurance House, Friar Lane, Nottingham.

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All three issues   
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# CHOCOLATE DROPS in ST. MORITZ

by **Geoff Sanders,**  
alias **The Milk Tray Kid**

"Hello Dave. Yes. What's that. You want me to deliver some chocolates! Listen Dave I don't mind a joke but I'm not chasing around on a whim of yours to deliver a box of chocolates to a scantily dressed female to further your love life. What! You want me to do it in the most exciting way possible. Dave, unless you can lay on a chauffeur-driven Rolls Royce and a black catsuit, I'm afraid a quick trip to the local newsagent and a tube journey is the best you are going to get. What, you want me to skydive them in. Come on Dave, I think you have been watching too many TV adverts. I tell you what, give me a ring in the morning when you sober up. You want me to





Rob Colpus

do it in St. Moritz? I'll have to take up photography for a living, I can't afford girlfriends like that. It's not a girlfriend! A TV programme! Dave, I'll give you a ring in the morning when I sober up."

Two weeks later I was travelling with the rest of the Milk Tray delivery service, Rob Colpus, Jackie Smith, Sarah Brearley and Dave Waterman, our cameraman.

Having flown to Basle a six hour rail journey was to greet us. Travelling through the snow-clad Swiss Alps surrounded by calm lakes and pine trees can be visually rewarding but with the lack of a buffet car so could a curled up cheese sandwich and a cup of stewed tea. Here's to a much taken for granted British Rail!



Dave Waterman





"Alright smart-arse! I'm quite aware that this isn't the kind of wedge we rehearsed!"

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Pete Marsden	RCT

The PI Course was good value with some well-prepared candidates. The Advanced Course was something of a disappointment.

In general terms, most of these candidates were sadly lacking in organisational ability and specimen and specialist lectures fell well below what was expected. In one particular case, technical knowledge was deficient to a marked degree. All candidates were individually de-briefed along these lines.

Although this had a slight detrimental effect on the PIs it is nevertheless felt that the principle of integrating the two courses is still valid and should be continued. Candidates on Advanced Courses should prepare themselves in accordance with BSRs Part 2 Appendix A Para 3.e. and with their joining instructions. The exam course reached a good average standard.

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The registration fee is SEK 100 or US\$20 if paid not later than 1st May.  
(After that SEK 200 or US\$40.)

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To jump the Hercules they require a FAI B-license or similar, to be shown at registration. Please note, that according to Swedish regulations, your reserve must have been repacked within the last three months.

Send the registration fee (international money order or bank cheque payable to Skaraborgsbanken account 1737 30 278 49), your name and address, and you are on. Please reserve your bed in the bunkhouse as soon as possible.

Further information is available on telephone (Sweden) 031/42 24 60.

## In the Nottingham County Court No. 33 of 1982

### In Bankruptcy

re: *Terence Sawyer*  
*ex parte*  
*Allen Vending Supplies (a firm)*

TO Terence Sawyer of Queen's Chambers, King Street, Nottingham.

**TAKE NOTICE**, that within 10 days after service of this Notice on you, excluding the day of such service, you must pay to the Registrar of the Nottingham County Court at St. Peter's Gate Nottingham the sum of £363.02 claimed by Allen Vending Supplies as being the amount due on a final judgment or order obtained by them against you in the said County Court (Plaint No. 8015260), dated 15th January 1981, whereon execution has not been stayed, or must secure or compound for the said sum to their satisfaction or to the satisfaction of this Court, or must satisfy this Court that you have a Counterclaim, set off or cross-demand against them which equals or exceeds the sum claimed by them and which you could not set up in the action or other proceedings in which the Judgment or Order was obtained.

*You are specially to note:* That the consequences of not complying with the requisitions of this Notice are that you will have committed an act of bankruptcy, on which bankruptcy proceedings may be taken against you.

If, however, you have a Counterclaim to set off, or cross-demand which equals or exceeds the amount claimed by Allen Vending Supplies in respect of the Judgment or Order, and which you could not set up in the action or other proceedings in which the Judgment or Order was obtained, you must within 7 days apply to this court to set aside this Notice by filing with the Registrar an Affidavit to the above affect.

Ashton Hill, Bond., Solicitors, Pearl Assurance House, Friar Lane, Nottingham.

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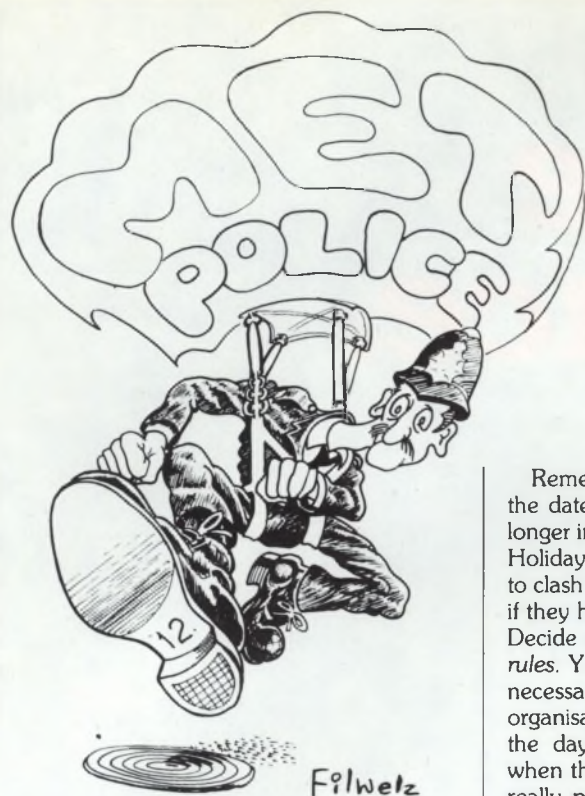
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# RUNNING A MEET

by Andy Meysner

Remember to *Plan Ahead*. First of all, fix the date at least six months and preferably longer in advance. It is useful to pick a Bank Holiday weekend — but remember try not to clash with other competitions, particularly if they have fixed the date before you have. Decide on the type of Meet and *write some rules*. You may think that rules aren't really necessary but it adds professionalism to the organisation and can save a lot of hassle on the day when there may be disputes or when things do not go as planned. It is not really possible to judge any Meet without rules.

## Finances

Working out some finances are essential. You will need to fix an entry fee early and so make a judgement on the following:

- Do you need to bring in additional aircraft?
- What flying overheads will be incurred due to streamer runs, re-jumps, extra passes due to cloud etc.?
- What will be the paying lift capacity of the aircraft compared to a normal weekend's jumping? If your aircraft holds five and you only have four person teams, then allow for it.
- What prizes are you going to award?
- Estimate your postal, phone and general overheads.
- Estimate your catering costs.
- Estimate the cost of additional services you need to provide on the DZ such as toilet facilities, camping etc.

You will need to calculate a minimum number of teams you will require to enter in order to cover your basic costs. These basic costs, apart from catering, will be largely independent of the number of teams that enter. Aim for as many teams as you can possibly accommodate in your likely Meet flying time. The more teams you have the more healthy your bank balance will be afterwards. Use all the above estimates to calculate an entry fee exclusive of the jump prices, and *remember* don't offer to return entry fees, you will need that collateral whether the Meet goes ahead or not!

The BPA now give a grant to all competitions generally approved by the Competitions Committee. To gain this approval you basically need to organise an event which generally accords with FAI rules (round canopy, hit and run Meets etc. would not qualify) and you must put the money towards running costs. If you can get some sponsorship all the better, but remember, it

is perfectly feasible to make a Meet pay for itself with intelligent planning.

## Information

Inform the BPA of the event. The NCSO will organise some judges and the BPA van for you provided that you give him sufficient notice and the van etc. isn't already booked elsewhere. The BPA facilities are there for your use, so use them wisely; don't be afraid, as Meet organisers, to tell the BPA what you want. Inform the magazine, an advert for your Meet will cost you nothing. Advertise around the clubs yourselves, it does no harm to send out a proforma and some entry forms. If you can find someone with artistic talent, have a Meet poster made up to be displayed on Club notice boards. Your best chance of attracting the numbers you require will be by informing and attracting your entrants.

## Extra Facilities

If you are a small Club without permanent facilities check what facilities you will need to bring in. You may have 150 plus people at only a modest accuracy Meet so ensure you have adequate catering, accommodation, toilets, communications, runners, scorers, etc. It is also well to plan somewhere to go if the weather is bad. Just a Marquee can be a lot of help to socialise in if it is blowing a hooky or peeing it down. You will need to delegate people to look after the extra facilities. Make sure the people you choose are capable of carrying out their tasks, there is nothing worse than getting close to the event and finding that a job hasn't been done and it is too late to rectify. Future organisers would do well to take some advice from Duck End who provide the largest Meet of the year (outside of the Nationals) with probably the smallest facilities of any Club in the country. They also have ten years experience at it which probably surpasses organisation-wise, any other British civilian parachuting body.

If your Club has restricted flying hours you must bear this in mind. Try if possible to have them extended, but remember not to upset your neighbours, the future of your operations are not worth sacrificing for the sake of that extra chance of completing the Meet. The descent of hundreds of mean looking jumpers on the local community can also, if not controlled, have a disastrous effect. It may be as well to warn your local landlord etc. of the event and also ask the jumpers to exercise constraint when it comes to any social intercourse.

## The Event

Provided that you have planned ahead, delegated a manifester, ran a briefing, have recorders, judges, aircraft and pilot etc. etc., there is no reason why the Meet should not run as smoothly as a normal day's jumping. Keeping the competitors happy is as important as all the obvious organisation. It is surprising how easily jumpers become "rattled" when they are competing. A strong air of authority in the form of the Meet Director is essential in maintaining a happy Meet. Remember that you will not please everybody all of the time and the key to keeping the majority happy is to provide excellent weather and no hassles. If you can do that you should be doing a lot more than running a Meet!

A.M.

## RUNNING A MEET

We call our pastime 'Sport Parachuting'. To qualify as a sport, strictly speaking, it should involve the element of competition. But how often does the average jumper in this country become involved in competition? I would guess never.

A lot of people never become interested in competition because they feel that the standards are too high for them. This is a silly attitude because the most important aspect of competition is being a competitor. Of course it is nice to win and everybody who seriously enters should set out to do so. But without losers there would be no competition (and no real winners either). The international medal winners of today would never be where they are now without at some time just competing for the fun of it. Look at some of the results of the past Meets and you'll be surprised at some of the names down near the bottom!

Irrespective of the very high standards that are now set at International competition there is still a lot of scope for less serious stuff, and it is the less serious Meets which are often the proving ground for World class medal winners. This article is intended to help and encourage clubs to organise Meets and give all of us in this country more chance of being involved in our *Sport*.

### Plan Ahead

The first thing to remember is that anyone can organise a Meet. You don't have to be a CCI or be able to put together 10-plus formations in time with your local 4-way team. It does help, however, to know the ropes at your local club. The essential asset of a Meet organiser is being able to organise — and get on with people (particularly 'Maggie' Roachclip!) (Dougclip).



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Manchester, Conn. 06040 USA



# BOOKS BOOKS BOOKS BOOKS BOOKS BOOKS BOOKS BOOKS BOOKS BOOKS BOOKS BOOKS

## BODY PILOT by Carl Nelson Jr.

Last year another 'how to skydive' book was published 'Body Pilot' by Carl Nelson Jr., surprisingly it drew very little attention considering it's one of the nicest yet produced. Beautifully laid out with good illustrating diagrams and lots of large colour photographs, it's a nice book to just flip through.

The book covers the basics of aerial control for the novice relative worker with a section on each skill, base, pin, diving etc. The text is brief and to the point with very straightforward explanations and hints, and no attempt to baffle the reader with mystic or pseudo science. Although it goes no further than the basics the book talks very good sense and even jumpers who have gone beyond this stage may benefit from the clear statement of the governing principles, besides which the production makes it simply a pleasure to own.

## SPORT FITNESS AND INJURIES

Thomas Reilly, Principal Lecturer in Sports Science at Liverpool Polytechnic and a British Amateur Athletic Board Senior Coach, has brought together a team of experts to produce an invaluable guide to everyone who has dealings with sports players, whether as coach, trainer, doctor, surgeon, therapist or club official.

This thoroughly researched volume explains and defines what it requires to achieve peak fitness at whatever level of participation. In addition it highlights injuries both of sport in general and of specific sports, seeking to show how the player/athlete needs to be aware of what can go wrong, how accidents may happen and, finally, how the recovery phase is influenced by the correct treatment being initiated at the right moment.

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## PARACHUTING BECOMES PARA PUBLISHING

Parachuting Publications, the Santa Barbara based firm, is shortening its name to Para Publishing. "Too many people thought we issued only skydiving titles", explained publisher **Dan Poynter**. "While they are a very important segment of our line, we also produce books on games, sports, flying and publishing.

Books from Para Publishing include *Parachuting*, *The Skydivers' Handbook*, *The Parachute Manual*, *Parachuting Manual with Log*, *Parachute Rigging Course* and *Parachuting I/E Course*. All are by Dan Poynter.

## "THE WILD, WONDERFUL WORLD OF PARACHUTES AND PARACHUTING" by Bud Sellick

Bud Sellick's book "The Wild, Wonderful World of Parachutes and Parachuting" which was first published in 1971 received its first update last year. It's perhaps not very well known in the UK as it is essentially about jumping in America and also is aimed at the potential or early student jumper.

Bud made his first free-fall in 1956 on surplus gear he'd packed himself, he had no training in free-fall or packing. I think the book reflects something of the barnstorming attitude which is quite amusing.

The book covers just about everything you'd hear on the DZ in your first year from

how to do a back-loop and how a parachute works to all those death defying, near miss jump stories. A large part of the book is taken up with history, development and wild tales. I found this part very interesting, it's not too "freak the \*woofs" and each incident has been well researched with names, dates and the details that make them worthwhile reading. The history I found particularly interesting with old photos of barnstormers and experimental parachutes.

I wouldn't suggest you teach yourself to skydive on Bud's instructions but he gives you the rough idea of what you'll be learning if you take it up.

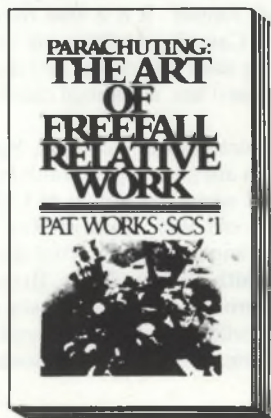
The updating seems to consist mostly of names, dates, records, the inclusion of colour photos and brief sections on El Cap and CRW.

It's not the best advice on experienced jumping but the rest is entertaining and well researched with who, when and where on each incident and photo. Even Symbiosis got a picture.

Published in UK by Prentice Hall International, 66 Wood Lane End, Hemel Hempstead, Herts., HP2 4RG.

SARAH BREARLEY

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# NATIONAL CHAMPIONSHIPS 1982

Preparations for this year's National Championships are a little late but roughly the plans are as follows.

After last year's disastrous weather it has been decided to split the Championships again into the Classics and the new CRW event in line with the CRW World Cup to be held in La Palisse, France in July/August and then the RW Nationals.

Last year's National Championships ran at a loss of £3,500 and Council has decided that in the interest of the majority of BPA members from now on they should be self-supporting. However as every previous Nationals has run over budget they do anticipate the Association subsidising it to some extent in the end.

This does however mean that all championships may be expensive to enter with entry fees in the region of £25 and jump costs at around £1 a thousand feet. The exact figures will be available from the BPA office soon. So start saving now.

Sufferers from last year's Nationals will be pleased to hear that constructive input eventually works and there will be no cut off rule of any kind this year.

## THE CLASSIC CHAMPIONSHIPS

The Classic Championships are to be held at **Bridlington DZ** in North Yorkshire. Of course it's the Classics 'on' year and the team selected to represent the country will attend the World Meet in Czechoslovakia in August.

Serious contenders for the team are away training. Last year's Overall champion and winner of the Bronze award in the last World Meet **Scotty Milne** is in Dubai training with the UAE team who took many placings in last year's championships including Accuracy champion **Issa Mohammed**.

**Dave Tylcoat** who came second overall is training in Raeford, as is **Steve Trebble** who has already done a training camp with the Guards team in Eustis under the guidance of **Dougie Young** also in training. Incidentally Steve has had a special pair of shoes made by Adidas for the 5 cm pad.

**Jim Coffey** and other Red Devils will be entering although they are not training abroad.

Two good young competitors from the Artillery team **Les Carol** and **Tim Pape** are training in Raeford.

We also look forward to seeing **Paul Slaughter**, **Andy Morris**, **Brian Shaw** and **Esther Reynolds** who were the team representing Great Britain in Strasbourg last September. Esther has been training hard in Raeford.

## RW

The RW Championships are to be held at **Swansea** from the 8th-18th July. Swansea is a new DZ opened on 1st April and run by **Frank Fonfe** and 'Kipper'. It is a little used airport with runways suitable for Jumbos and large grass expanses. Camping facilities will be available on the DZ and possibly in the large hangar which will also be used for briefing and the like. Besides the resident 'Trevor's Skyway Lounge' which has a licensed bar, additional catering will be laid on.

Despite the off year there are several teams away training. **Kaleidoscope**, **Sandy Spence**, **Mathew Mortlock**, **Mike Johnson** and **Neville Howarth** are planning a month in **Perris** where they may be joined by the Weston team of undisclosed name, consisting of **Colin Kendrick**, **Brian Mason**, **John Parker** and **Steve Newton**. The old RAF team of **Ray Willis**, **Jerry Keeble**, **Micky Threlfall** and **Steve McBride** will be training in Raeford as will the Army 8 Way with the same line-up as last year, **Pete Haugh**, **Mike Smith**, **Tim Andrews**, **Brian Dyas**, **Mike McCarthy**, **Bob Charters**, **Wally Wallace** and **John Hern**. The Scots may have a strong team in **Cath McCormick**, **Billy Forester**, **Billy Sommerville**, **Iain McKay** and **John Keith** although they will not be able to train abroad. The reigning champions **Symbiosis** are having a year off and may just enter a scratch team.

## CRW

This is the first CRW Nationals and we shall no doubt see last year's World Cup medal winners the **Mounting Men** although they are having problems gathering the team together as they all belong to different units. The **Marines** are putting together a promising team and doing quite a lot of training; the fight may be between the two. Besides the regular Speed 8 Way and 4 Way there is a new Sequential event, rules are available from the BPA office. The rest remains to be seen.



## NATIONAL CHAMPIONSHIPS

It is often said that the BPA Council can only operate at its best if it receives sufficient input from the membership. Here are some comments and suggestions, hopefully useful, regarding the National Championship.

First, concerning the Nationals '81, it was reported from the Council meeting of 29 October 1981 that there was disquiet at the behaviour of some Council Members after the cut-off procedure was initiated. This worries me because it implies that Council Members should 'toe the line' of the organisers' decisions, whereas some of them, I know, were reflecting the views of many competitors. The competitors were all BPA members so, in fact, those Council Members were undertaking their elected responsibilities of representing the Association Membership.

It was also reported that some of the objection to the cut-off procedure was by people who had not attended the pre-competition briefing. This is quite untrue. More to the point is that the cut-off procedure was not fully explained; mainly because those who had designed it did not themselves fully consider its implementation. In fact the briefing also explained, against objections, that a Cessna 206 would be used for the 4-Way RW event, when the rules, as distributed to competitors before the Meet, stated quite explicitly that only Islanders would be used for RW.

The bad feeling over the cut-off was not towards its principle but towards its implementation. In the latter part of the competition the place was full of rumour, fired by vague announcements over the PA regarding The Cut-Off, as if it were well known and understood, when it had actually never been used and even its wording was ambiguous. The vast majority of the competitors had every sympathy with the prime objective of achieving a minimum meet so as to select a British Team for the World Meet, but they were understandably unhappy to see aircraft sitting on the ground under blue skies. The real objection was to the incompetent way the cut-off was instigated. Some teams received a 15 minute call while still halfway across the DZ. At the competitors meeting that evening the Meet Director agreed that other teams would continue jumping while those in contention should take priority. This really should have been decided when the cut-off was instigated, or enough teams should have carried on to keep the aircraft flying. It seems to me commonsense that if you have four 8-place aircraft you need at least 16 4-way teams and/or 8 8-way teams to fully utilise the aircraft. One way to work the priority would be to



let the teams in contention continue at their own pace (i.e. to take the next available aircraft after when they're ready), and to let the other teams fit in around them.

Please don't get the impression that the Nationals '81 were not enjoyed; I have concentrated on the cut-off, the one 'dark cloud', because I feel it could have been used more efficiently. All other aspects of the organisation and facilities were excellent, which most competitors, including myself, fully appreciated. I suppose the real problem, as always, is the British climate.

Regarding future National Championships, apart from any cut-off, I also have certain views. I wonder if it is really the best solution to split the RW and Classic events. It must be more expensive to set the system up twice, double the travelling expenses, double the aircraft positioning charges and possibly minimum hour guarantees. It would also tend to split the parachuting community into two separate parts, whereas the combined Nationals integrates it together.

If we must compete in the UK, we must choose the best time, as regards weather, and provide sufficient days to have a high probability of completing the meet. It seems to me essential that we try hard to complete each event in both the Classics and the RW. It is not good enough to aim for 6 rounds and 10 if we are lucky; the World Meet 1981 is a very good example of why 10 rounds are needed in RW. A possible system is that used at the US Nationals where all teams complete 6 rounds (I think) and then those in contention go the full 10 rounds. This is one way of coping with a large number of entries.

I also think that one week is not sufficient to complete a meet in many instances, particularly if both RW and Classic events are held together. The Nationals could take place over a two week period with absolute priority given to the 'On-Year' events in the first week, and a preference in the second if they have not been completed. Thus this year the Classic events would take place over two weeks, whereas the RW would only take the second week. There would be a reasonably good chance of completing the RW in a week, since much of the Style and Accuracy would be over. The disadvantage is that the officials and judges would need to be present for the whole two week period, but that would also be necessary for separate Nationals as well.

Finally, I have some views on the timing of the Nationals. There are certain conflicting requirements which need to be compromised. In this country we must provide sufficient time to give a high chance of completion when the weather ought to be at its best. This indicates the long days of June or July. The exact choice of date, of course, must take account of the World Meet and allow time for Team training. However, the Nationals must not be so early as not to allow time for teams or individuals to prepare for them. It cannot be right to select a British Team from inadequately trained

persons. This would not include those who go to the USA or elsewhere to train, but would virtually exclude any British trained people to compete effectively. This year's Classic Nationals at the end of May are far too early, particularly if we have another spring like 1981. The World Meet is not until August, so the Nationals could readily be in late June leaving an extra month for training in the UK. We should not get into the position where it would be impossible for anyone to win the British Nationals unless they trained abroad, which would signal the end of Sport Parachuting as a true amateur sport. Nationals as early as this would strengthen the trend.

Conversely the Nationals should not be too late in the year. At the AGM I heard rumours that the RW Nationals would be held in late September this year. This is ridiculously late, when the weather can be unreliable and the days are short. Also it was stated policy at the Competitions Sub-committee meeting in February 1981 that

support would be given to the winning teams in the RW events of 1982 to compete in a European competition, as was given to the Classic's squad in 1981. If our Nationals are not until September I cannot believe there would be any European competitions after them. Does this mean that RW is still considered a poor relation to Classics? What I see at Drop-Zones would indicate either evens or, possibly, a bias towards RW. I really think the Nationals, either separate or combined, should be held in the latter part of June or July, unless the World Meet is held exceptionally early.

I hope this ramble serves some purpose as input to the Council from a small corner of the membership. The part I feel stoniest about is the timing of the Nationals, and I hope these views, which I know are also held by other members, are considered when the relevant decisions are taken.

BRIAN R. MASON  
BPA 28609

## CLASSIFIED ADVERTISEMENTS

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

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# COACH'S COLUMN

BY

**PETE SHERMAN**

The other night, in my local 'pub' a friend asked what work I intended to do now I was back in the UK.

"I've applied for National Coach for Great Britain", I replied.

The friend put down his pint. "Be a lot of driving then", he said.

"Yes", I agreed, thinking of the Cornwall Parachute Centre and the Scottish Parachute Club.

"Got a PSV have you?" he asked.

My mind raced! Panic shot through the nervous system! A new qualification or award had slipped into the parachute world that I didn't know about!

"Parachute Safety Vettor" maybe. Then I

realised that my friend thought 'National Coach' meant bus driving.

Seriously though, I am pleased to have got the post of NCSO and hope to meet up with as many jumpers as possible as I 'drive' around the UK scene in the future. Those jumpers who have been doing competition jumping during the last few years will have seen me with the Team from the United Arab Emirates. I was in Dubai for seven years. Prior to that I worked for GQ Parachutes in Woking and, while at GQs, I was Chairman of the STC for some years. It was during this period that we started the Potential Instructor/Exam Course system now in use.



## NORTHERN INDIVIDUAL ACCURACY COMPETITION



**SAT & SUNDAY  
5 & 6 JUNE 1982  
EXHIBITION PARK**

(as part of the Radio One  
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The Competition is to be held over three rounds as part of the Radio One Fun Weekend from Newcastle, an event which will attract an attendance of approx. 70,000 over the two days, with the strong likelihood of television coverage.

**Competitors** Category 10 (minimum of 25 jumps on square canopy)

**Equipment** Square main canopies and steerable reserves.

**Drop Zone:** Exhibition Park, Newcastle upon Tyne.

**Boarding & Base:** Sunderland Airport, Washington Road, Sunderland, Tyne & Wear.

**Registration & Briefing:** 2100 hrs. Friday, 4th June at Sunderland Airport.

**Entry Free** £15.00 (includes jumps and souvenir T-shirt.)

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THURSDAY 20th MAY**

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79 Druridge Drive, Newsham Farm,  
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(make cheques payable to: R. K. Burn)

**APPLICATION FORM:**

(Complete & return to above address)

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Club \_\_\_\_\_

Address \_\_\_\_\_

Tel. No. Day \_\_\_\_\_

Night \_\_\_\_\_

T-Shirt size \_\_\_\_\_

**FULL DETAILS WILL BE SENT TO  
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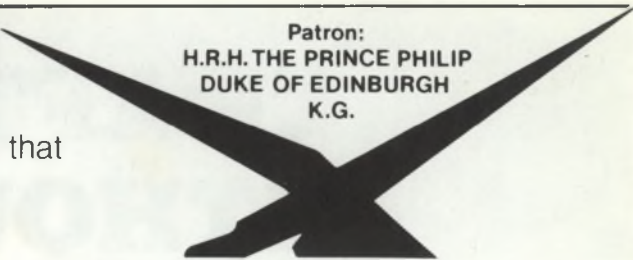
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# AIRCRAFT OPERATION WITHOUT TEARS?



In recent years there have been a number of aeroplane related accidents — some with fatal results. In the light of this the Civil Aviation Authority is flexing its muscles with a view to tightening up the legislation relating to parachuting operations. The end result of this could be that it will become mandatory to have commercial pilots and aircraft maintained to public transport requirements for parachuting. This will simply close many of the smaller clubs, weekend and full time, as well as making the overall cost of parachuting at the other centres considerably more expensive and limited as commercial pilots have their working hours controlled rigidly.

The aim of this paper is to explain to those who do not understand the basics of aeroplane running, and some problems associated with jump flying, and how it should be done; basically to avoid further accidents and subsequent intervention from the Civil Aviation Authority.

Apart from this the most important single element of any parachuting set-up has to be the aeroplane and pilot and the essential ingredients for successful operation should be understood by drop zone proprietors and chief instructors. However big and powerful (expensive) your aeroplane may be, it will not give long and trouble-free service without constant care and attention from the pilot. The pilot must of course have the full support of the owner/operator. There are absolutely no short cuts to obtaining the best from your aircraft — that's to say a reliable and safe service. It is the pilot's sole responsibility to ensure in conjunction with the operator that all is as it should be. I do not agree with the popular belief that if you stick to the letter of the Civil Aviation Authority and the aircraft flight manual, you would never get airborne. However, it may be useful on occasions to be able to exercise some initiative based on commonsense. The rules and regulations governing flying and aircraft maintenance are designed specifically to create our ideal — long, trouble free, and above all, safe service. These rules and regulations, if approached logically and responsibly, do not cause nearly as much aggravation as might be supposed. The aggravation arrives later if they are not! I have chosen to talk about these factors under three headings: Documentation, Maintenance, and The Job Itself.

## Documentation

By nature the most tedious. Although there is no legal requirement in this country for parachuting aircraft (on the private category certificate of airworthiness) to carry any form of insurance at all, I hope you will agree, it would be very foolish not to. The hull, passenger, and third party liability should all be insured. I mention insurance first because, I am sure you will agree it is a good idea to have insurance, without the back-up of complete and up-to-date pilot and aircraft documents your insurance may well prove invalid.

So, for the rest, let's first look at the aeroplane. A current Certificate of Airworthiness, which must specifically clear the aircraft for parachuting, is issued by your licensed engineers in conjunction with a Civil Aviation Authority Inspector. This is issued every three years in the case of a private category (not public transport) aircraft under 6000lb all-up-weight, and every year for larger aircraft i.e. Britten-Norman Islander. I have listed with some relevant comments, the other documentation which must be kept consistently up to date. A/C long books within seven days.

1. Certificate of Registration. Once you have bought the aircraft this is a one off. Remember that it does now show proof of ownership.
2. A current Certificate of Radio Installation. Without this you cannot legally operate the aircraft radios.
3. Airframe Log Book.
4. Engine Log Book. (Two in the case of a twin engine aeroplane.)
5. Propeller Log Book. (Two in the case of a twin engine aeroplane.)
6. Journey and Technical Log Book.

So, the poor old pilot has a mound of paperwork to do at the end of each day. Take a club operating two aircraft, one a twin. The pilot will need to complete eleven log books at the end of each day's parachuting — assuming both aircraft are used, which is frequently the case.

Apart from this, the pilot needs to be sure that the necessary Civil Aviation Authority Exemptions, for parachuting to happen at all, are current and effective. This is particularly important in the case of parachuting demonstrations. You are all aware of the paperwork behind a demonstration. What you are perhaps not aware

of is that it is the pilot's responsibility to ensure that it is all correct. This, not to mention current meteorological conditions, controlled airspace and NOTANS.

At the end of the day do not forget your documentation. Poor up-keep will create more work and problems in the long run, even if nothing does go wrong!

## Maintenance

There is no such thing as good cheap maintenance. All good engineering outfits are expensive, some are expensive and bad. The cheap ones are no good for you! Aircraft maintenance is a classic example of paying for what you get. It is vital to any parachuting organisation to establish a good working relationship with a conveniently placed outfit. Ideally, this would be on the drop zone itself. A working relationship has two main factors. Firstly, you must establish priority for your aircraft and a willingness on their part to 'help out' at any moment's notice — Sunday morning if necessary. It follows from this that the engineering staff must be made interested in helping, if possible, get some of them jumping. Parts, seemingly unobtainable at short notice can often be located by persistent and diligent use of the telephone. You may be able to do this yourself, but professionals usually get better results. Secondly, they must be competent and be seen by you to be competent in their work.

The most effective way of achieving this, above all, is to pay your bills promptly. In the times we live in this is very much appreciated and is sadly unusual. You get noticed and treated with the respect you feel you deserve. The rest is of course a matter of individuality, personality and being able to understand their problems, but at the same time, being very firm. Never forget that you are the customer and paying good money. Having said this, it is seldom a good idea to loiter around the engineers whilst they are working, although obviously, you must be able to discuss your problems with them. By loitering, you distract them and make them feel uneasy. How many times have you heard pilots referring to engineers as a strange bunch?



Maintenance is all about routine checks, which are vital for three reasons. Firstly, they are designed as much to ensure that the aircraft is safe to fly as well as being secondly, of the preventative type. Thirdly, they are a legal requirement. Whether you run your aircraft on the private or public transport category certificate of airworthiness makes no difference.

Ensuring that the aircraft is safe to fly is an obvious statement. Fifty hours is a long time and a great deal of 'invisible' damage may have occurred. A motor car being driven at 75% power for 50 hours will cover 3000 miles. The 3000 mile service has, for many years, been a standard service period, and so it goes on. 100 hours at 75% power and your motor car would have done 6000 miles — a 6000 mile service, standard. At 2000 flying hours most aero engines must be taken out and replaced. A motor car, having done the equivalent, will have travelled some 120,000 miles. Would you buy a car with an engine that has done these miles? So, how do you like the idea of trusting your life, and other peoples, to an engine of that vintage. Well, if you cheat on the maintenance and documentation, this is exactly what you will eventually do.

Let's look at the most basic element in fundamental maintenance, changing the engine oil, to effectively illustrate exactly what I am saying. The deterioration of viscosity and effectiveness of oil is an accelerating process, increasing very rapidly after 60 or so hours in use. If oil is not changed, as and when it should be, here are some of the possible results.

1. Excessive wear to crank — engine stripped and rebuilt.
2. Excessive wear to bearings, pistons and cylinders — pot removed and replacement fitted, £1200 a go!
3. Assorted wear and tear and possible damage to valves and valve gear. This is expensive and potentially very lethal. A valve dropping in flight can cause an engine to seize.

Some thought and forward planning is always necessary to ensure that you do not run out of hours on a Sunday morning. You must work this out according to your requirements, but do not forget that a 10% extension is readily available from your maintenance organisation. A responsible engineer will always wish to see the aircraft. However, if he has been recently maintaining your aircraft to a high standard, he may not need more than 15 to 30 minutes. As far as the timing of checks is concerned, it is definitely worth delivering the aircraft at the beginning rather than the end of the week. If there are any snags you stand the best chance of ensuring availability for the weekend.

There is a limited amount of maintenance that the pilot can legally carry out, especially on the private category certificate of airworthiness. However, I do not recommend this unless he really knows what he is doing. Otherwise, it will almost certainly end up costing you more time and money in the long run, as well as being less safe.

## The Job Itself

Advertise for a jump pilot and you will have literally hundreds of applicants all falling over themselves for the position. One of these may be up to it, and you have to pick him out. There seems to be only one golden rule — good jumpers make good jump pilots. Go for a person with as wide an experience in general aviation as possible and insist on references, the more the better. It must be made absolutely clear to potential jump pilots that the job is very hard work and very demanding in all respects. His flying ability needs to be well above average. He must also be of a pleasant manner, as an unpopular or disliked pilot creates friction across the entire set up (including other interests on the airfield).

The jump pilot's job starts the moment he has finished work in the evening! At a full time centre

he must ensure that he does not get overtired or put himself in a position where he is suffering from the effects of excess alcohol.

Based on a 9 o'clock take-off for the first load, the pilot needs to be up by seven and have had a good breakfast by eight and be out preparing the aircraft. Full pre-flight checks are absolutely essential and must be done every day. If the aircraft was not washed down the night before it should be done first thing, (especially on a wet grass strip, as the build-up of mud will affect brakes, control and trimmer hinges, hinder visibility and may fall off in large (frozen) lumps when lowering flap.

So, take-off at 9 o'clock and that's it — non-stop until it's dark. Jump flying requires great concentration, patience and physical fitness. Many drop zone operators in the UK base their jump prices on a break-even scale, worked out on time to altitude and down again. So, to fly to, and be at exit altitude overhead the drop zone in minimum possible time, the aircraft must be flown constantly at the best rate of climb speed as indicated in the flight manual. Any deviation from this will only increase the lift time. If jumpers move about inside the aircraft, this makes the trimming much harder and the time longer. On the way to altitude the temperatures and pressures must be constantly monitored and the maximum permitted manifold (throttle) pressure maintained. Fuel distribution should be kept even and the 'ball' must be kept in the centre, (turn and slip indicator showing correct/incorrect rubber application). A constant awareness of the aeroplane's position over the ground and a careful look-out for other aircraft. It is very often necessary to make several run-ins on the way to altitude. These need to be remembered and executed accurately. Apart from this, the appropriate RT frequencies need to be monitored and spoken to.

In the case of a drop zone operating from an active field under controlled airspace, this could be as many as three frequencies at once. The control tower who will normally require the pilot to make all the usual circuit calls as well as running in and dropping. RT calls to the drop zone controller, under arrangements with the club chief instructor, these calls are generally speaking of secondary importance, (at least as far as the pilot is concerned). Last but not least, the appropriate air traffic control centre. Calls to the ATC need to be very professional and precise. Mistakes, poor procedure or poor radios will quickly annoy the controller and permission to enter controlled airspace may not be given on subsequent attempts. This would prove fatal to any serious parachute centre operating under controlled airspace, as well as creating a poor impression amongst air traffic controllers of parachuting and parachutists in general, thus making controlled airspace penetration harder for those following.

Whilst the pilot is doing his level best to do all this, he has the weather to contend with. The jumpers are deliberating in the back and relaying, what are often incomprehensible messages to the pilot, as visibility is deteriorating and cloud is being encountered. The pilot is trying to be professional and precise on the RT trying to do what the jumpers want, (the best under the circumstances is very often not good enough for the guys in the back) and fly the aeroplane safely and legally.

I should like to deviate slightly here, talk about the weather, and explain what I mean. Let's first look at the safety aspect and there follows an extract from a notice recently displayed at Headcorn brought about by a series of demands from parachutists to fly in unsuitable conditions.

'The CAA requires that parachuting is conducted in visual meteorological conditions which for one thing, means a visibility of three nautical miles, five nautical miles above 3,000ft. At three nautical miles or more it is very difficult for a pilot of another aircraft to see parachutists, unless he is already looking in the right place, so the danger of collision exists. We try to keep all other aircraft out of the airspace at the time of the

drop: It's impossible — visiting turkey pilots acknowledge and misunderstand instructions to stay clear, then promptly fly through the middle of you, unseeing'.

The article goes on to talk about violations of (parachuting) airspace. So, it can be seen there is a problem, even in good visual conditions — in poor conditions the risk of mid-air collisions is multiplied considerably. The risk lies not only with aeroplane to parachutist but aeroplane to aeroplane — it's the pilot's life as well!

Still on the safety side; flying in cloud. For the experienced instrument rated pilot flying a jump ship in normal flight should present no problems in cloud, but that is as far as it goes. Flying at speeds close to the stall with people leaping from the back end, or worse still, clambering over the wing/fuselage is very silly and dangerous (in cloud). For a pilot with no instrument qualifications, the aircraft could very easily end up on its back entering into a spin — this is not spoil-sport propaganda, it's very true!

Legally, parachuting may only take place, as already mentioned, in VMC conditions, clear of cloud and in sight of land. If this is seen to be broken, you are breaking the law of the land and jeopardising your annual exemption from the air navigation order issued by the CAA. Never forget that the pilot puts his licence (and life) on the block every time one of these rules is broken.

Okay, so the aeroplane has unloaded at altitude and the task for the pilot now is to return to the ground as soon as possible without any damage to the airframe or engine. The descent requires as much concentration and care as the ascent. The power must be brought back at least one minute prior to the descent beginning. It is all very true to say that the temperatures must be kept in the green arc at all times, but the real damage is caused by very sudden cooling. Cylinder head temperature from 475°C to 200°C (still in green) in a minute or two is far too quick. As a general rule, 15 inches manifold pressure at 2,200rpm will maintain altitude and get the airspeed well back on the run in. 15 inches should be a minimum all the way down to circuit height. It is important that the airspeed is not allowed to exceed the VNE (velocity never exceed). This will be shown in the flight manual and if exceeded will quickly strain and damage the airframe. A popular method of getting down quickly is to spiral. This method works well but is a potential aircraft wrecker unless flown very, very accurately. In other words, with the ball, turn and slip indicator, showing the aircraft being in balance. If it is not then a slip will result and put a huge strain on the airframe. (Never use flaps in the descent. Prolonged use will strain the brackets.)

The look out is perhaps more vital in the descent for two reasons. Firstly, because the airspeed is that much higher, things happen much more quickly, and secondly, the average aeroplane flying around below is simply not looking up.

After landing the pilot is expected to repeat the performance again and again without any mistakes and with only occasional breaks to re-fuel and check oil. It is a good idea to send a helper out to do this for him. This rests the pilot and speeds up the process. Do not forget to feed and water him. If you treat visiting pilots (with or without their own aeroplane) as though you are doing them a favour, they will soon get fed up and perform badly.

At the end of the day, do not leave the pilot to put the doors back on all by himself and hangar the aeroplane on his own. He has done more work in a full day than anybody else on the airfield.

## Conclusion

Most of what has been said is commonsense. However, you may know it but is it being applied at your DZ?

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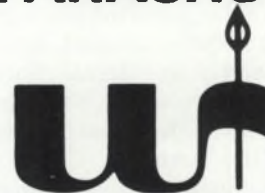
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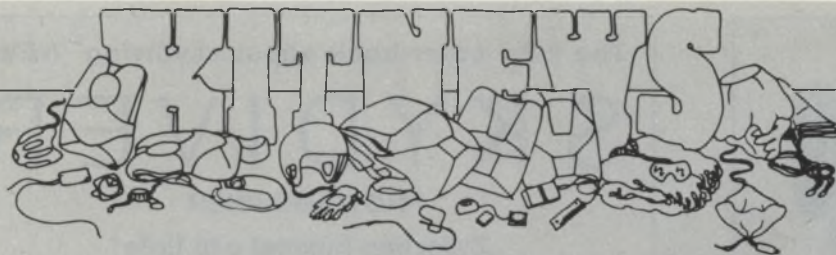
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## Unit Replacement

The 'X2 TEN' is the latest from the GQ Security stable.

With 210sq ft of F11 material, this 7 cell ram air is slightly larger than the 'Unit', although it packs smaller and weighs less, reportedly 6lb 14oz.

It incorporates a single bridle (which will please CRWers) and Kevlar suspension lines of the 12 strand type instead of 8 strand as used on some 'Units'. It is easy to pick out in the air due to its very small stabilizer panels. Openings are reported as very fast but consistent.

The glide angle is very flat, and produces a fast forward speed comparable with Pioneer's 'Merlin', or Djongo's 'Firefly'.

Turns start slowly, with little toggle pressure, but really winds up to an exceptionally fast spiral with full toggle depression. The canopy is designed principally with the RWer in mind, and is not really for the serious Accuracy jumper.

## New Rig from 'Sky Supplies'

'Sky Supplies', makers of the Rapid Transit system and silly suit, have brought out a new piggyback system called the 'Mirage'.

The main container is similar to that used on the Rapid Transit, equipped with either hand deploy or pull out pilot chute.

The reserve is quite different, resembling a Racer type pack tray, but with a flap instead of an external pilot chute. It incorporates the slim wedge type design with reserve pins at the back, out of harm's way. The rig comes equipped with a vaneless, powerful spring reserve pilot chute, larger than an MAI, called the 'Arrow'.

The rig is equipped with full length main riser covers.

## 1,000lb Risers

An incident occurred recently in this country, where a jumper was forced to cut away, because his main riser had **torn in half** after a hard opening.

The risers were made from 1,000lb webbing of the very narrow variety.

From this incident it would seem that this type of webbing isn't suitable for anything other than soft openings, if you can guarantee them!

ROB COLPUS

## BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE WEDNESDAY 3rd FEBRUARY 1982 THE POST HOUSE, LEICESTER

### Present:

J. R. H. Sharples	Chairman
D. Peacock	NCSO
J. H. Hitchen	SOFFP
K. Yeoman	Red Devils
A. Rose	RAPT
P. Mercer	Lincoln
K. Townsend	RSA
K. Toyer	TAS
T. Butler	Halfpenny Green
P. D. N. Parker	Headcorn
D. Hickling	BPS
G. J. Douglas	RGJ
Q. J. Rigby	South Cotswold
I. A. Louttit	DISC
G. Evans	TPA
P. Cavanagh	BKPC
W. J. Meacock	PPC
J. Laing	APA
D. P. McCarthy	HPC
R. Harrison	WLPC
D. Palmer	LIFFT
J. Horne	REME
J. D. Prince	NWPC
P. Platt	Guards
E. Robertson	Montford Bridge
J. L. Thomas	Riggers

### Apologies for absence:

R. Willis	E. T. Lewington
P. Slattery	J. Barnes
N. Law	

### Observers:

D. Turner	J. Davis
D. Gays	J. Bright
R. Hiatt	T. Oakes
J. Peck	T. E. Johnson
J. Nickolls	D. J. Higgs
K. Skelly	T. Homer
R. Shaw	M. Wigg
Vanessa	Annie Walker
P. Kibblewhite	C. Donaldson
F. Fonfe	R. Cowley
R. Parry	J. Howard
J. Whittaker	D. M. Wilkinson
P. Norman	B. Joss
D. Foster	Lin Brazier
Vera Davis	Lisa Daymond-King

# SWANSEA DC3 WEEKEND

A sponsored DC3 boogie will take place at the newly formed Swansea Skydivers Parachute Club at Swansea Airport over the Bank Holiday weekend of 29-31 May 1982. It is hoped to establish new British RW & CRW records. The event will be widely publicised by the Tourist Board with a live commentary on the local radio station 'Swansea Sound'.

**Eligibility.** The event is open to 'C' license holders.

**Costs.** Registration fee of £2.00 and a planned cost of £9.00 per jump from 12,000 feet.

**Facilities Available:** A hangar has been allocated for briefing, packing, etc. Camping and caravans are permitted and portaloos will be *in situ*. Hot food and snacks will be available. Anyone requiring bed and breakfast or hotels will have to arrange it themselves.

### Joining Instructions

1. Entry into the 'competitors' enclosure will be by FAI

License only: it is regretted that other BPA members will only be permitted into the spectators enclosure with the public and the club will be closed to students that weekend.

- Registration will start on Friday morning and it is hoped the aircraft will position during the afternoon, thereby enabling an early start on the Saturday.
- Documentation check will require BPA membership, medical certificate, FAI 'C' license, current log book and reserve packing card.
- Equipment check and tagging will be by a BPA Advanced Rigger, the seals being checked prior to emplaning.

**If you intend to come to this event please let Swansea know on a postcard as it will be widely publicised, to say nothing of the organisation involved...**



The Chairman opened the meeting by thanking all CCI's for such a full attendance. He felt that continuity was essential in the conduct of Safety and Training matters and further welcomed the large numbers of observers present

#### Item 1

##### CAA — Draft Operations Manual

An introduction to the subject was given by the NCSO who stated that the draft, previously distributed to all CCI's, had been written by the CAA after preliminary consultation with BPA. The brief now was for members to make comment on the content as a basis for further, and hopefully final, discussion with CAA.

W. J. Meacock voiced the opinion that members, now having studied the document, should forward proposed amendments to the office for collation.

*This was agreed.*

#### Item 2

##### TU to Ram Air — P. Mercer

Phil Mercer reiterated the arguments set out in his paper as presented to the Annual Convention. He felt that Capewell-type systems were comparatively unsafe for cutaways and also maintained that PC-type canopies were obsolete. He urged that:

- The PC be eliminated as a stepping-stone to the Ram Air canopy;
- That a formalised conversion course to Ram Air systems be introduced.

The Chairman then invited comment from the floor. The general consensus was that Phil Mercer was thinking on the right lines and that some such progress was inevitable. Doubts were raised, however, about the radical changes proposed, particularly in view of the fact that three major new factors were envisaged simultaneously — viz:

- Tandem assembly
- Hand deployment
- Ram air canopy

D. P. McCarthy queried the assertion that tandem reserves were safer to operate than front mounted reserves.

W. J. Meacock agreed that Cat. 8 students were not getting full value from their PC jumps. Stalls, stall turns, sinks and target approaches were not being practised. He agreed that limitations were imposed by Capewell systems and that single point releases were more effective. He urged caution, however, in that too many changes should not be attempted at one time.

P. Mercer replied by stressing the positive aspects of a comprehensive course.

P. Cavanagh felt that a jumper could have stability problems when changing to a tandem assembly, with consequent dangers on pull with a hand deploy system. He urged some form of transitional assembly whereby which new factors could be introduced one at a time.

J. Laing said that, in his view, the progression was very well staged at the moment. The 25 PC jumps allowed the Cat 8 student to jump in higher winds and fitted in excellently with the Category System at this point — aerial manoeuvres and introduction to RW.

J. H. Hitchen felt that there was a need for a formalised course to introduce tandem assemblies and Ram Air canopies.

The Chairman then wound up the discussion and requested written input from members on the following lines:

- feasibility of transitional systems
- further ideas for progression direct to Ram Air canopies.

P. Mercer finally stated that he personally felt so strongly about the dangers of student parachutists cutting away with Capewells on to front mounted reserves that he could no longer teach his Cat 8 students this method.

#### Item 3

##### Low noise muffler system

Information had been received from G. McCauley (Bad Lippspringe) concerning a low noise muffler system. This system had undergone practical trials on 28 January at Weston on the Green under the supervision of the Environmental Noise Officer (Oxford).

Strictly controlled tests showed a consistent 6 decibel increase in noise levels with the muffler fitted.

*No further action was envisaged.*

#### Item 4

##### Exemptions

- Debbie Collins, aged 15, from BSRs 14.8.

D. Parker, Headcorn, requested this exemption on the grounds that the young lady would be emigrating to Australia shortly before her 16th birthday and wished to progress under the British category system before jumping overseas. She had been a constant attender at the DZ for over nine years and was currently taking a packing certificate. Her mother was Mrs Cherry Collins, an experienced parachutist and former secretary of the

British Parachute Club. The application was endorsed by the NCSO who stated he had met the young lady on a recent Club visit and was happy that she could handle the training.

Proposed by D. Parker, seconded by A. Rose.  
For 17. Against 2. Abstentions 3.

*The exemption was granted.*

#### Item 5

##### Previous minutes and matters arising

##### Item 7.3 — Reserve repack at Perris.

Letters had been received from Vic Logan (BPA 15141) on behalf of the Perris Valley Paracentre and from John B. Sherman, manufacturer of the Racer, on behalf of the rigger concerned. Vic Logan said that the rigger, Mr A. Frisby, was not a member of the staff at the PVP and would not like the Centre to be held responsible for any alleged errors. The NCSO stated that he had replied to Vic Logan, assuring him that there was no intention to jeopardise good relations between British jumpers and the PVP.

John B. Sherman questioned the validity of the pull test and stated that, in his opinion, the stiff pull could have been caused by the design factors of the rig in question.

J. L. Thomas, manufacturer of the Chaser, refuted these arguments and promised to reply to Mr Sherman personally. He was given a copy of Mr Sherman's letter. The NCSO stated that, in the final analysis, it had to be down to the jumper to ensure his equipment was totally serviceable and airworthy before he jumped it.

*No further action.*

##### Item 10.1 — Cockerham — hang-up

P. Cavanagh gave the Committee a verbal report of the incident, backed up with photographs of the equipment concerned.

The container had been dual purpose (static line/free-fall) with a small protective flap over the pack closing bungee. This flap had been dragged through the bungee, locking the container closed. The student had been cutaway and deployed his reserve successfully.

As a result of this experience P. Cavanagh (jumpmaster concerned) advised all J/MS:

- to carry a knife on their person
- to exercise caution when controlling the static line — he had taken the full load on one arm and had nearly been dragged out.

He had now had all flaps cut off the static line containers and separated all free-fall containers completely from a dual role.

A safety notice with this recommendation was to be attached to these minutes.

It was then proposed by Q. Rigby and seconded by K. Yeoman that the minutes be passed as a true record.

*Carried unanimously.*

#### Item 6

##### Any other business

##### 1. Fatality at Margate

A BPA member, Paul Lawrence, had been fatally injured at Margate on 27 January. He had been engaged in solo parasending activity using a 'spirit' canopy and conventional parachute harness incorporating 3 ring circus release.

The accident had been investigated by the British Association of Parasending Clubs. Their report indicated that one, or both, sets of risers could have become disconnected at a height of approx 100 feet. The deceased had been using a 175 feet tethered line attached to the main suspension of his harness by a Y line and two carabiners. The surmise was that, with the change in angle and the force applied, one of the carabiners could have triggered off the three ring release. Although this had not been conclusively established, all jumpers were warned against using conventional parachute equipment for parasending activities. A safety notice to this effect had been circulated to all BAPC Clubs and is attached to these minutes. In addition, this minute (6.1.3 February) is to be given particular prominence in *The Sport Parachutist*.

##### 2. Burscough Airfield DZ

Exemption from BSRs 13.9 (power cables within 1000 yards).

This airfield had been reced on behalf of R. Harrison by J. D. Prince, BPA Examiner. A DZ photograph and plan was studied by members. In view of some reservations which were expressed, it was decided that the NCSO should check and report back.

##### 3. Fixed Object Jumping

The Chairman said that he had received evidence that M. McCarthy had been the jumper featured in the *Sun* newspaper jumping from the Clifton bridge.

He had written to M. McCarthy, inviting him to the meeting.

D. P. McCarthy stated that his son had not so far received the letter.

The NCSO then stated he had been contacted by the Chairman of BPA on this matter. The Chairman urged all CCI's to refuse jumping facilities to proven fixed object jumpers who were pursuing this activity in direct contravention of Council Policy and the STC ruling of 16 December (Item 4).

R. Hiatt then stated that he had been approached by several fixed object jumpers who wished to set up their own BASE organisation but who still wished to carry on jumping normally within the BPA. J. Laing replied that, in other words, "they both wanted their cake and to jump off it". Considerable discussion ensued, following which it was decided that these fixed object devotees should be allowed to form their own Association to regulate their own 'Sport', in order that this activity could be completely disassociated from BPA.

It was then proposed by Q. Rigby and seconded by J. Laing that a list of clubs who would not allow BASE jumpers to parachute on their DZs be published in these minutes. This ban would apply to proven fixed object jumpers from the date of these minutes. This proposal was agreed and the following clubs agreed to withdraw facilities to proven BASE jumpers.

Ipswich

Black Knights

School of Freefall Parachuting

APA Netheravon

Hereford

West Lincs

LIFFT

REME

NWPC

Red Devils

RSA

TAS

British Parachute Schools

Royal Green Jackets

Cotswold

DISC

#### 4. BTSO for Springhog

A request for a BTSO for the Springhog assembly had been received from CI Parachuting on 25 November last. This request had been referred to the Riggers Sub-Committee for action (Item 6, Minutes of 16 December along with letter to R. Peakin, Riggers Chairman).

No riggers meeting had been convened to date and no communication received from the Chairman. The NCSO was to write on behalf of STC requesting the reasons.

With regard to the Springhog assembly, as the implementation of the BTSO required direct action by the riggers' sub-committee, the STC were powerless to act at this meeting. The matter was accordingly re-referred to the riggers.

#### 5. Exemptions from BSRs 6.6 — Pilot hours

This request was made by J. Barnes. His pilot had 327 hours PI and had been checked out on type. He requested exemption from the 5 hour rule (150-250 hours PI experience). The letter from J. Barnes was read in full to the meeting. There was no seconder and the request was rejected.

#### 6. D. Howerski — membership of STC

A letter applying for membership of STC had been received from D. Howerski, BPA Examiner. He was currently CCI of three affiliated Collegiate Clubs and was conducting a full time operation at Grindale in conjunction with British Skysports. It was proposed by J. Laing and seconded by W. J. Meacock that D. Howerski be a full member of STC. Carried unanimously.

#### 7. G. C. P. Shea-Simonds

Information had been received from Charles Shea-Simonds that he had been appointed by CAA as a PPL Examiner. He was willing to act in this capacity for BPA jump pilots. Copies of the CAA letter were given to members.

#### 8. Jump aircraft list

In conjunction with BPA, the CAA (Airworthiness Division) wished to compile a list of jump aircraft in the UK. CCI's and Display team leaders were requested to complete the enclosed proforma and return it to the office.

#### 9. FXC Test Chamber

This test chamber was now held by BPA. It would be available for use by Clubs under the supervision of the NCSO on club visits.

#### 10. Resignation of NCSO

The Chairman announced that the NCSO had after four years' service, decided to leave. He proposed a vote of thanks to the NCSO for his work for the Association since 1978. This vote of thanks was unanimously endorsed. The Chairman then invited written applications for the vacancy to be submitted to the Secretary General.



**BRITISH PARACHUTE ASSOCIATION  
COUNCIL MEETING — KIMBERLEY HOUSE, LEICESTER  
20th JANUARY 1982**

**Present:**

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

Chairman BPA  
Vice Chairman BPA  
Treasurer  
**Observers:**  
R. Colpus  
S. Brearley  
K. Yeoman  
A. Butler  
A. Bonnett  
S. Chalk  
D. Morris  
M. Smith

**In Attendance:**

C. W. Port  
D. Peacock

Secretary General BPA  
NCSO BPA

**Apologies:**

J. P. Corr  
Item 9/82

**Business Remaining from Meeting of 9th January, 1982****1. Co-opted Members to Council**

(a) The Chairman invited J. T. Crocker to present the constitutional situation regarding the voting rights of persons who were co-opted onto the Council of the British Parachute Association, and the co-option situation itself.

The Articles and Memoranda of Association state that "In addition to the Members of the Council elected by ballot the Council may appoint as a co-opted member of the Council a nominated Member of the governing body of any parachuting or aeronautical organisation having in the opinion of the Council, community of interest with the Association".

With reference to voting rights of co-opted members "it is clearly understood from the Articles and Memoranda that co-opted members are not eligible to vote".

There was considerable discussion on the above and it was finally agreed that at the first convenient opportunity, the EGM or AGM, the two points in question, i.e. Co-option to Council and the voting rights of those co-opted should be discussed and if agreed by the membership amendments made to the Articles and Memoranda of Association.

The two following propositions were then put forward.

A. Proposed by J. L. Thomas and seconded by P. W. Ritchie that those people concerned could be co-opted onto any of the Committees of the Association but not co-opted onto the Council of the BPA.

B. Proposed by D. Waterman and seconded by R. Hiatt that those people concerned could be co-opted onto the Council of the British Parachute Association but with no voting rights.

The Chairman asked for a show of hands firstly in favour of proposal A — **In favour 3**, and secondly in favour of proposal B — **In favour 7**.

**Resolution B was duly carried.**

The Chairman, G. C. P. Shea-Simonds, then asked each member to cast his vote for the people concerned. Anyone receiving more than half the votes of those present would be deemed to be co-opted to the Council of the Association for the ensuing year.

The results were as follows:

L. Melville	8 votes
D. Kenny	8 votes
J. H. Hitchen	6 votes
R. Colpus	6 votes
D. Hickling	5 votes
Miss S. Brearley	4 votes
K. Yeoman	1 vote

The following members were therefore co-opted to the Council of the BPA for the ensuing year: L. Melville, D. Kenny, J. H. Hitchen, R. Colpus.

The Chairman invited those people concerned to join the meeting and explained what had transpired, and invited those co-opted to join the Council proper.

**2. Chairman Safety and Training Committee**

Proposed by R. O'Brien and seconded by J. L. Thomas that J. R. H. Sharples be invited to serve as Chairman of STC.

Proposed by D. Tylcoat and seconded by D. Waterman that J. Laing be invited to serve as Chairman of STC.

J. Laing declined the invitation in favour of J. R. H. Sharples, who accepted the nomination.

It was unanimously agreed that J. R. H. Sharples be Chairman of the Safety and Training Committee.

**2. Chairman of the Competitions Committee**

Proposed by J. Laing and seconded by J. T. Crocker that R. Hiatt be invited to serve as Chairman of the Competitions Committee.

R. Hiatt accepted the nomination and it was unanimously agreed that he be the Chairman of the Competitions Committee.

**3. Chairman of Club Committee**

In response to a letter from the Chairman of the previous year's Committee it was agreed that instead of a Club Committee there should be a Club representative on Council.

It was proposed by R. O'Brien and seconded by J. L. Thomas that J. R. H. Sharples, the past Chairman of the Club Committee, be asked to serve as Club representative. J. R. H. Sharples agreed to this.

**Item 10/82****Minutes of Previous Meetings****1. Minutes of the Council Meeting of 9th December 1981**

Proposed by R. Hiatt and seconded by P. W. Ritchie that the minutes of the above meeting be accepted as a true record.

*Carried*

No matters arising

**2. Minutes of the Annual General Meeting 9th January 1982**

Proposed by J. L. Thomas and seconded by R. O'Brien that the minutes of the above meeting be accepted as a true record.

*Carried*

No matters arising

**3. Minutes of the Council Meeting of the 9th January 1982**

Proposed by D. Tylcoat and seconded by J. L. Thomas that the minutes of the above meeting be accepted as a true record.

*Carried*

**Matters arising****Item 3/82****1. Classic Nationals**

It was proposed by D. Tylcoat and seconded by R. Hiatt that the date for the Classic National Championships be changed to 2nd-13th June 1982. That 2nd, 3rd and 4th be booking in and training jump days, the competition proper to commence on the 5th June, and the final day to be the 13th June.

*Carried*

**Item 11/82****A.O.B.****1. Fixed Object Jumping**

The Chairman introduced this subject which had been raised following a descent by persons unknown from the Clifton Suspension Bridge on Saturday 16th January 1982.

Both the Chairman and the Secretary General had been inundated with telephone calls and questions relating to the above subject.

The Chairman re-read the position taken by Council at the Meeting of 9th December 1981, and then passed the question to Council for discussion.

A long and responsible discussion followed, with members putting forward many ideas and suggestions. It was eventually agreed that the following suggestion made by J. T. Crocker be accepted.

That if approached the Association says:

"We are unable to comment because these people are not operating as parachutists within the auspices of the British Parachute Association, we do not know what they

are doing or why they are doing it but although they are using parachutes it is nothing to do with the British Parachute Association."

J. T. Crocker further remarked that if the situation were to be discussed at STC, if, and when members of the Association had carried out this form of activity proper notice be given to those concerned.

**2. BPA 21st Birthday**

The Chairman had sent a telegram to HRH Prince Andrew congratulating him on his appointment as President of the Royal Aero Club.

A reply had been received and the Chairman said that as it was the 21st Birthday of the Association in 1983, he would like members to think of how best to celebrate the event, and one thought had occurred to him that HRH Prince Andrew be asked if he would consider presenting the prizes at the end of the 1983 National Championships.

The Chairman would in the first instance contact the Equerry putting the suggestion forward.

**3. BPA Shop Sales**

The Secretary General requested Council's agreement to a 10% increase in shop retail prices.

*Agreed*

**4. Office Furniture**

The Secretary General was authorised to replace two office chairs, which are beyond repair, to a limit of £50.

*Agreed*

**5. Royal Aero Club Meeting**

The Chairman reported on the meeting he had attended. It had been suggested that within the R. Ae. C. a Technical Committee be formed to look at judging aids. The NCSO was tasked with contacting Mr R. Kingdom to attend an informal meeting.

**6. The Great Outdoors**

D. Waterman agreed to look into the costings and feasibility of Club involvement with the Association in a major campaign being launched under the auspices of the CCPR in conjunction with the *Observer*. There are concessionary advertising rates, etc.

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## SAFETY NOTICE

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1. A hang-up incident occurred at Cockerham at the end of last season.
2. The container used was dual purpose — static line/free-fall — with a protective flap over the container closing bungee.
3. The flap was dragged through the bungee, locking the container.
4. Clubs are strongly advised against using dual-purpose containers. Containers used for S/L parachutes should **NOT** have a flap over the bungee as described.

---

## 3 RING CANOPY RELEASES

---

In view of a recent fatal accident to an unauthorised parascender this type of release, which is in regular use in free-fall parachuting as a Capewell substitute, is considered to be unsafe in the parascending role.

**NO BAPC Club** is to use a canopy/harness fitted with 3 ring circus releases.

Anyone who has used this system is asked to contact the chairman, safety and training committee.



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