

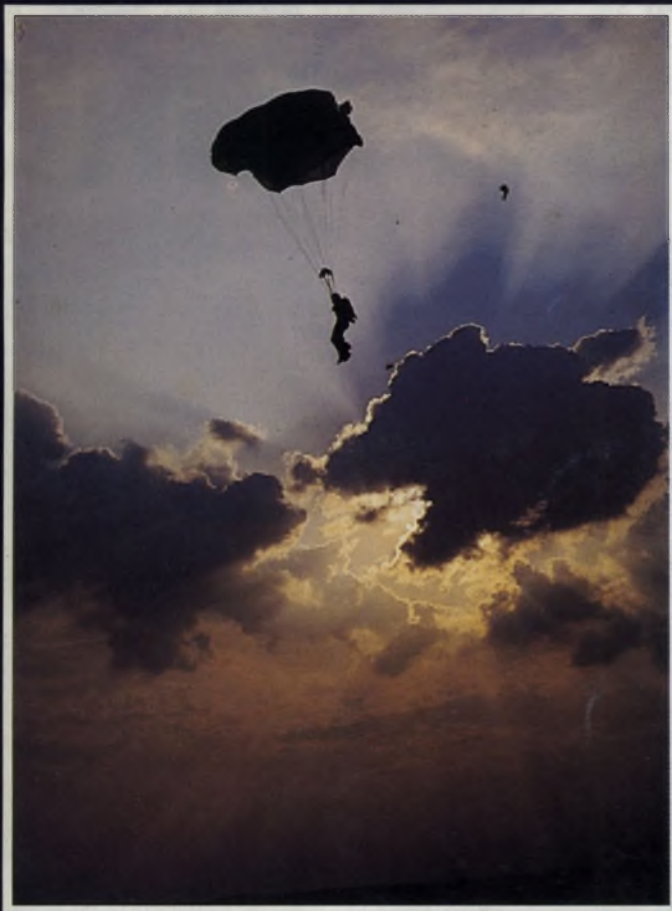
THE

JUNE 1982

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



HERCULES BOOGIE 82

20.23 MAJ LIDKÖPING SWEDEN
REPORT AND PICTURES INSIDE



THOMAS

SPORTS EQUIPMENT

MANUFACTURER & SUPPLIER

Directors: J. L. Thomas and G. Thomas



Buying Gear in the States?

If you're planning on buying gear in the U.S., think again. WE CAN OFFER YOU LOWER PRICES THAN U.S. DEALERS when you collect in the States, with the added advantage of paying for it in the U.K. If you order your custom kit a reasonable time before departure we will have it waiting for you at any address in the United States (non-custom kit in four days).

After Sales Service

Being based in the U.K. means not only a fast service, but should you have any problem with your new gear we're in the best position to help you sort it out.

LOFTYS LOFT

Lofty's Loft provides a full rigging service for repair and manufacture. We also produce two of our own rigs:

The T.S.E. Chaser and the T.S.E. Jet Stream.



Both rigs are made to custom specifications with either pull out or throw away deployment systems.

FAA Licensed Master Rigger
No. 2085459

ACCESS AND BARCLAYCARD ACCEPTED.

THOMAS SPORTS EQUIPMENT
TOP FLOOR
102-104 ST. JOHN STREET
BRIDLINGTON
NORTH HUMBERSIDE
Tel: (0262) 78299



* Hard bound

* 176 pages

* 12 full colour pages

Full of information and entertainment

ORDER YOUR COPY NOW — IT'S THE IDEAL PRESENT!

To: The Best of Sport Parachutist
134 Bulford Road, Durrington,
Salisbury, Wiltshire.

Please send me copy/copies of the Best of Sport Parachutist.

Name

Address

I enclose a cheque for £10.15 per copy made out to: The Best of Sport Parachutist.

SOMEBODY... SOMEWHERE

NEEDS A SKYDIVING POSTCARD FROM YOU

SET OF 10 FULLCOLOUR POSTCARDS INCLUDING AWARD WINNING SHOTS

£2:00 + p&p

IMAGES
32 ALBION ST
CHELTENHAM
GLOUS
0242 35982

THE HAPPY LANDING CO. presents . . .

The world's finest skydiving movies on videotape —

From Carl Boenish **“WINGS”** — **“EL CAPITAN”** — **“SKYDIVE”** (40 mins)

“WINGS” — The USFET Team showing a new direction in RW with a sequence of classic skydives

“EL CAPITAN” — Some of the first jumps from this magnificent mountain set to the music of Beethoven

“SKYDIVE” — A compilation of fantastic skydiving sequences including 3-D dives, hang loads, the previous World Record 50-man

£37-00 + £1-50 p&p

JUST ARRIVED! from Jorma Öster — **“TROLLVEGGEN”**

the spectacular story of the very first jumps from Europe's most imposing wall
— produced by Carl Boenish

£20-00 + £1-50 p&p

Both films for only £55-00 postage & packing FREE!

* The latest Carl Boenish specialist films are available on application

Send a cheque to: **THE HAPPY LANDING CO.**, 175 Croydon Road, Beckenham, Kent BR3 3QH

Please state format required — Dealer enquiries welcome — Allow 14 days delivery



**NOW
OPEN**

PARACHUTE CENTRE
Sturgate

- ☆ R.W., Style and Accuracy Coaching
- ☆ Reasonable Prices
- ☆ First Jump Courses
- ☆ Continuation Training
- ☆ Hard Runways
- ☆ Rigging Facility

Tel: CORRINGHAM (042 783) 620



**Custom
pop tops**
TShirts artwork

Sarah Brearley
235 Sussex Gardens
London, W2
Tel. 01-723 3333

DIARY OF EVENTS

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 26-30 — RW Seminar Lincoln Parachute Centre, Sturgate
 JULY 24-30 — RAPA Championships, Bad Lippspringe
 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 21-22 — 5 Way Sequential Meet, Lincoln Parachute Centre, Sturgate
 AUGUST 21-27 — 5 Way, Sequential, Bridlington
 AUGUST 28-30 — Pat Keely Round Canopy Meet, Shobdon
 AUGUST 28-30 — TRAC, Netheravon

PI EXAM COURSE DATES 1982

PI	3 82	6 - 10 September	Sibson
EXAM	3 82	13 - 17 September	Sibson
PI	4 82	8 - 12 November	No venue set
EXAM	4 82	15 - 19 November	No venue set

EVENTS FOR 1982 At BRITISH SKYSPORTS, BRIDLINGTON

Tel: (0262) 77367 for details.

MEETS

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*

TELEPHONE NUMBER CORRECTION

Will members please note that the telephone number given in the February issue of SP for the WDI paper Penyl Paper Mills is 0222 885881 and not as printed.

The little old lady at the end of the wrongly printed number is about to suffer a sense of humour failure.

THE SPORT PARACHUTIST



Vol. 19
No. 3
JUNE
1982

The Journal of the
BRITISH PARACHUTE
ASSOCIATION
47 Vaughan Way
Leicester LE1 3SG
Tel. (0533) 59778/59635

BPA Council

Chairman

G. C. P. Shea-Simonds

Vice Chairman

J. T. Crocker

Chairman Safety and Training Committee

J. Sharples

Treasurer

P. Ritchie

Other Members

J. Thomas	R. O'Brien
D. Waterman	D. Tylcoat
R. Hiatt	D. Hennessy

Co-opted Members

Group Captain P. Walker
Chairman RAFSPA
C. Pomery *BCPA*
J. Cooke *POPS*
C. Bruce
R. Colpus
J. H. Hitchen
L. Melville

Editor, Sport Parachutist

Dave Waterman

Editorial Assistants

Sarah Brearley, Cris Maguire

Advertising Manager

Ray Maguire

BPA Staff

Charles Port *Secretary General*
Pete Sherman *National Coach
and Safety Officer*
Trudy Kemp, Susan Bates,
Debbie Walker



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

For many years now, our National Championships have been subsidised by the general fund of the B.P.A. (No doubt originally fostered by the section of our Articles of Association which states "The B.P.A. should encourage and promote Sport Parachuting",) or, to put it in a more emotive way, a hundred or so competitors have had cheap competition jumps at the expense of the rest of the B.P.A. membership.

But is it as simple as that!

Surely the Nationals are open to any B.P.A. member with the requisite amount of experience? Is it the fault of the competition parachutists in this country that only a hundred or so of them are keen enough to support our National Championships? See "Running a Meet" article in last S.P.

The subsidy of £3,000 for the last years Nationals has been used in the argument for making future Nationals break even. Agreed this size of over budgeting is unacceptable, but you can hardly blame the competitors if we haven't yet learnt how to run an efficient meet.

Competition fosters pursuit of excellence. The international success of British Teams has a "Knock-on" effect within the Sport in Great Britain.

Techniques learnt in competition training are used extensively throughout the Sport in general. Competition acts as the Research and Development of Freefall technique: Aircraft exits and Sequential Manoeuvres, to name but two aspects of skydiving which have benefitted from competition.

How about kit? The sport as a whole has gained by the innovations motivated by the competitive element in the pursuit of lighter more compact gear and more stable and accurate canopies. The demise of the rip-cord and capwells (a danger in competition exit) are two examples. Manufacturers go out of their way to get the best teams to promote their gear.

The inherent danger of high costs for participants in our Nationals, is that this may frighten off all but those teams and individuals who think that they have a chance of a medal.

The overheads of running the Meet (judges, video, aircraft) would be the same, but our income in entry and jump fees would be down. The law of diminishing returns would apply, bringing us into a loss situation which is just what the high fees were meant to avoid.

In addition, the effect on the progress of sport would be a negative one and not, I submit, in keeping with the original aims and intentions of the British Parachute Association.

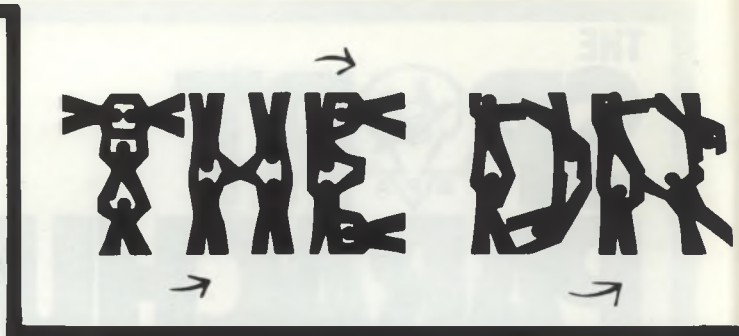
Perhaps this subject is an apt one for wider discussion at an A.G.M. when the feelings of the many factions of the B.P.A. could be voiced?

DAVE WATERMAN

A famous quotation from the loo wall at Ashford by Dave Rickoby.

“Minds and Parachutes are alike, to function properly they must both be completely open.”

“A bad spot is it’s own reward.”



**LINCOLN PARA CENTRE
BAN BASE JUMPERS**

After considerable thought on the possible consequences to the association of base jumping. Dave Tylcot of Lincoln Para Centre has decided to add the centre to the long list of those banning proven base jumpers.



Denise Wells SP’s resident Cartoonist 16yr old daughter of “Filwelz” makes her first descent at “the farm” I wonder if she can draw?

**PILATUS PC-6 B2/H2
TURBO-PORTER**

The Pilatus PC-6 Turbo-Porter has been in continuous production since 1959. Initially powered by a piston engine. In 1961 the French Astazou turbine was fitted and the aircraft is now powered by the Pratt & Whitney PT6A-27 — the Worlds most popular and successful small turbine.

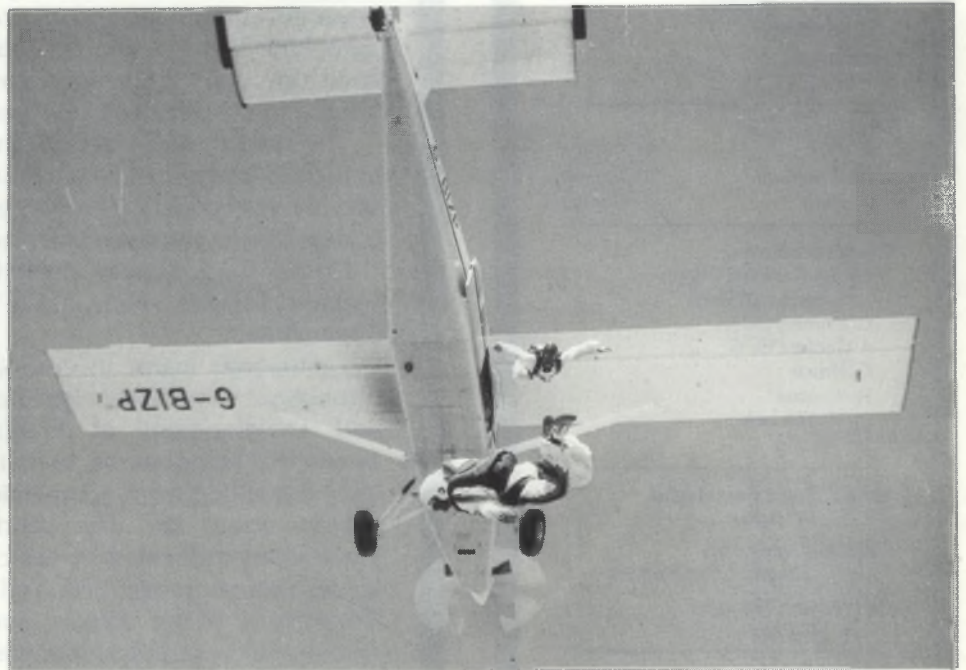
The construction — performance and versatility of the PC-6 are legendary. Rate of climb 1370fpm, ceiling 30,000ft, the sliding door can be opened and closed in flight, invaluable

in the parachute role.

The three yearly Certificate of Airworthiness and the rugged and simple construction make the aircraft easy and inexpensive to maintain. There are no limitations on the turbine and the ‘Product Support’ service from Pilatus is superb.

The aircraft is in service with all of the major French parachute centres with the Peterborough Parachute Centre, and has been ordered by the Army Parachute Centre, Netheravon.

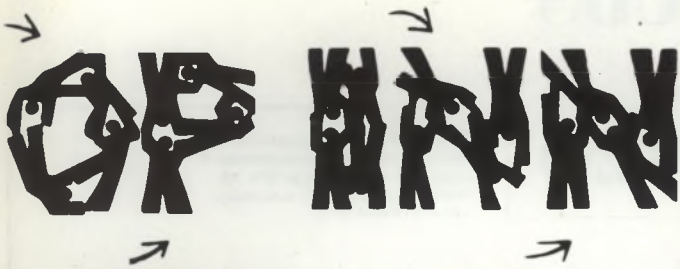
Picture shows Tony Geraghty leaving the Sibson PC-6 followed by Staff Instructor Derk Boerima.



- 1 Canopy over Netheravon by Nigel Watson Clark.
- 2 Exit from C130 at Hercules Boogie, Dave Waterman
- 3 REME Jumper in USA geek, Simon Ward
- 4 8 Stack building over Netheravon, Simon Ward

SUPERFLY





Folwelz

" THERE'S A PAIR IN THE DOORWAY
READY TO GO, NO, BEG YOUR PARDON
IT'S ERIKA ROWE ! "



Pictured after receiving a special trophy from Mr. Karl Moritz (left) is Mr. James Synnott who at sixty one years old made his first parachute descent with the SHETLAND SPORT PARACHUTE CLUB after an absence from the sport of forty years. Mr. Synnott made his last parachute descent in 1942 whilst serving with the commandoes. Mr. Synnott hails from THORNBURY but is working at the SULLOM VOE OIL TERMINAL in SHETLAND. Mr. Synnott was trained by Mr. Moritz who is the clubs resident instructor. Mr. Moritz is from KAISERSLAUTERN in GERMANY and is also working at the TERMINAL in SHETLAND. The SHETLAND SPORT PARACHUTE CLUB is the most northerly parachute club in BRITAIN.
MARTIN FRASER
CLUB SECRETARY

JOHN LAING RESIGNATION

Most regrettably for the association John

Laing has had to resign from the BPA Council due to ill health. I am sure there are many members of the association who would like to join with the Chairman in saying.....

"I must, of course, albeit with infinite sadness, accept your resignation from Council. Whilst you're going to be impossible to replace on Council and your experience and diligence sorely missed, your personal health must take absolute priority. There are few, if any, who have worked so hard, so consistently, over such a period of time for the Association as you have and whatever I say by way of thanks will be inadequate. But it is important that, on behalf of Council and the Association, I formally express our sincerest gratitude for all your enthusiastic labours for, and selfless dedication to our sport over the years. The way you have handled this commitment has always been in a totally unselfish way and with the best interests of BPA at heart — a shining example of what working voluntarily for

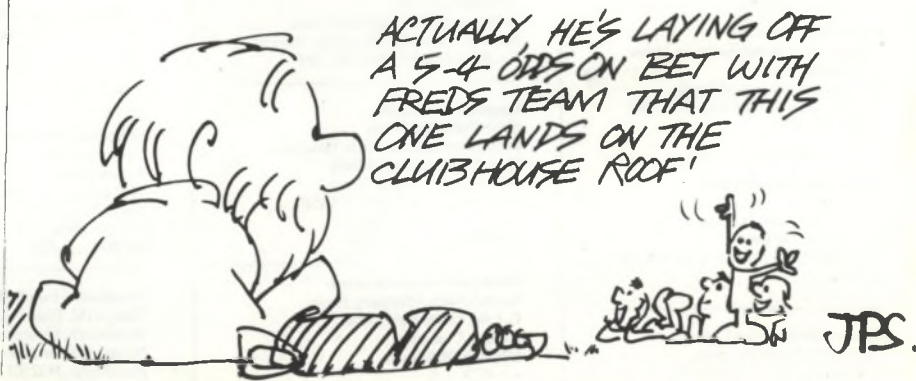
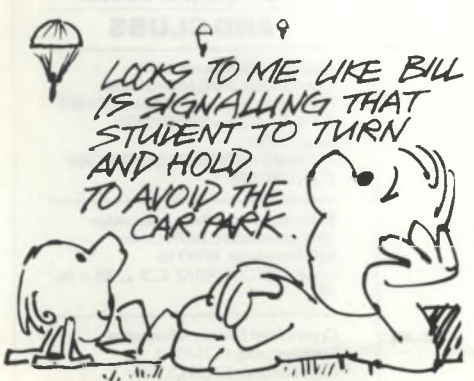
the Association is all about.
John, take special care of yourself; we hold you and your family in great affection."

CONTINUATION COURSES

The Peterborough Parachute Centre intends to run continuation training courses lasting nine days, twice monthly, from April to September 1983.

Coaching will be offered on all stages through the category system up to and including RW. Those attending should have made at least five jumps, be a full member of the BPA, and have applied in advance for a place on the course.

Course dates and application forms will be available when the dates of the British National Championships and the World Championships are known. Jump prices will be highly competitive. The PPC already offer student free-fall jumps at an inclusive £5.00, and 15.000ft is offered for £8.00 from the Turbo-Porter.



JPS.

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

Overnight accommodation on DZ

B.B. nearby =
Restaurant facilities on DZ ×
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 × © BS KS KFRW CRW
○ △ WCNM

Headcorn Parachute Club

Headcorn Airfield, Ashford, Kent.
Tel: Headcorn 890862
The Secretary (at club address)
** ≤ < BS RW KSKF ○ = △ BB ×
© WCNM

Hereford Parachute Centre

Shobdon Aerodrome,
Leominster, Hereford.
Tel: Kingsland 551
Chief Instructor (at club address)
** < FT = BB × © BS KS KFRW ○
CRW △ WCNM

Peterborough Parachute Centre

Sibson Airfield,
Wansford, Peterborough.
W. J. Meacock (at club address)
Tel: Elton 490
** ≤ < BS RW KSKF no charge ○ = △
BB × © WCNM

Ipswich Parachute Centre

Ipswich Airport,
Nacton Road, Ipswich, IP3 9QF.
A. G. Knight. Tel: (0473) 76547
* ≤ < BS RW CRW KSKF = △ BB × ©
WCNM

Ashford Parachute Centre

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

East Coast Parachute Centre

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

R.S.A. Parachute Club

Thrupton Aerodrome, Andover, Hants.
Tel: Weyhill 2124
R. A. Acraman (at club address)
* < FT = BB × © BS KS KFRW CRW
○ △ WCNM

British Parachute Schools

Langar Airfield, Langar, Notts.
The Secretary, 1 Norfolk Place,
Nottingham. Tel: 46622
< < FT BB © BS KS KFRW CRW ○ △
WCNM

Montford Bridge Para Centre

The Airfield, Montford Bridge,
Shrewsbury. Tel: (0743) 850953
* < FT = BB © BS KS KFRW CRW △ WC
NM

Lincoln Parachute Centre

Sturgate Aerodrome, Upton,
Nr. Gainsborough, Lincs., DN21 5PA
Tel: Corringham (042 783) 620
(Anaphone)
Secretary (at Centre address)
* < FT = BB © BS KS KFRW △ WCNM

Cornwall Parachute Centre

Fran's Ranch, St. Meryn Airfield,
St. Ervan, Wadebridge, Cornwall.
Tel: Rumford 691.
J. Fisher, Trethoway Hotel, Port Isaac,
Cornwall. Tel: Port Isaac 214
* < FT = BB × © BS KS RW CRW △ WC
NM

WEEKEND

Midland Parachute Centre

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

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
* < BS RW KSKF BB © WCNM

London Fire Brigade

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

Duck End Parachute Group

Rectory Farm, Abbotsley, Hunts.
G. Lilly, 11 Parkfield Close,
Fairfield Crescent,
Edgeware, 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
* < BS RW KSKF ○ △ × © WCNM

The Glenrothes School of Parachuting

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

Golden Lions FFT

Glenrothes (see above)
*

Parachutists Over Phorty Society

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

Scottish Parachute Club

Strathalan Castle, Auchterarder,
Perthshire. Tel: Auchterarder 2572
* < BS RW KSKF ○ BB © WCNM

Scottish Sport Parachute Association

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

Blackpool Parachute Centre

Blackpool Airport
Blackpool FY4 2QS Tel: 0523 41871
* < FT = BB × © BS KS KFRW ○
CRW △ WCNM

The School of Free Fall Parachuting

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

South Cotswold Parachute Club

Badminton, Avon.
Carol King, 82 Forrester Green, Coleme,
Wiltshire. Tel: Box 742890 (1730-1930)
* < BS KS KFB © 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
* < < < BS RW CRW KSKF ○ × ©
WCNM △ = 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 KSKF BB NM

Manchester Skydivers

(see British Skysports)
Brian Greenwood, 33 New Street, New Mills,
Stockport. Tel: 0633-45487
*

Martlesham Heath Para Club

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

North West Para Centre

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

Spread Eagles Parachute Club

N. Melcombe Bingham, Dorset.
Sally Carr, 24 Southsea Avenue, Tuckton,
Bournemouth. Tel: (0202) 421108
* < BS KS KFB △ BB © WCNM

TPA Parachute Centre

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

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 Harrison, 77 Argyle Street
St. Helens, Lancs.
Tel: St. Helens 35342
BS * WC < RW KFB © BB NM

SERVICE ASSOCIATIONS AND CLUBS

Army Parachute Association
Commandant, JSPC Airfield Camp,
Netheravon, Salisbury, Wiltshire, SP4 9SF
Tel: Bullford Camp (09803) 3372
Ext. 277/245
** < ≤ WE = BB © BS KS KFRW CRW
○ △ WCNM

Rhine Army Parachute Association

The Commandant, RAPA Centre,
STC Sennelager, BFPO 16
≤ < BS RW CRW KSKF ○ △ BB × WC
NM

Cyprus Joint Service Adventurous

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

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

Royal Navy and Royal Marines Sport Parachute Association
The Secretary, RN & RMSPA Commando Training Centre RM,
Lymington, Exmouth, Devon, EX8 5AR. Tel: Topsham 3781.
Ext. 491 or at Club, Luppit 697
< WE = BB × ◎ KSKFRWCRW ○ △ WCNM

Hong Kong Parachute Club
CCI, JSPC (HK), Borneo Lines, Sek Kong, BFPO 1
• WE ◎ BSKSKFRW ○ WCNM

COLLEGIATE CLUBS

British Colleague Parachute Association
Cris Pomey, 53 Thomton Road, Giron, Cambridge, CB3 0NR

Aberdeen University
Aberystwyth Coll. Univ.
of N. Wales
Aston University
Bath University
Birmingham University
Bristol Polytechnic
Bristol University
Brunel University
Cambridge University
Chelsea Coll., London
Dundee University
Durham University
Edinburgh University
Exeter University
Goldsmith's Coll., London
Hadlow Agric. Coll.
Harper Adams Agric. Coll.
Hull University
King's College, London
Lanchester Polytechnic
Leeds Polytechnic
Leeds University
Leicester Polytechnic
Leicester University
Liverpool University
London Coll. of Printing

Loughborough University
Manchester Polytechnic
Manchester University
Newcastle Polytechnic
Newcastle University
Nottingham University
Oxford University
Polytechnic of Wales
Portsmouth Polytechnic
Queen Mary Coll., London
RMCS, Shrivenham
Salford University
Sheffield University
Southampton University
St. Andrew's University
Stirling University
Strathclyde University
Sunderland Polytechnic
Sussex University
Trent Polytechnic
University Coll., Cardiff
University Coll., N. Wales
UMIST
UWIST
Warwick University
Westfield College, London
Wolverhampton Polytechnic
York University

FULL TIME CONT.

Swansea Skydivers
Swansea Airport
Swansea SA2 9ZZ
Tel: 0792 201842
Contact Frank Fonfey

Dunkeswell Skydivers
Ian Louttit
Dunkeswell Airfield
Nr. Honiton, Devon
(Luppit 350)
• < FT = BB × ◎ BSKSKFRWCRW
○ △ WCNM

FLIGHT SAFETY BULLETIN

"SAFETY THROUGH KNOWLEDGE"

Subscribe by sending £3.00 annual subscription to:
GENERAL AVIATION SAFETY COMMITTEE
33 Church Street, Henley-on-Thames, RG9 1SE

Subscribe to

Skydiving

PARACHUTING'S NEWS MAGAZINE

The international newsmagazine of sport parachuting. Read about the equipment, events, techniques, people and places of skydiving. **Free sample copy.** Foreign rates: 12 issues: US \$15 (surface mail), US \$48 (air mail). Payment by international money order or U.S. currency must accompany order. Satisfaction guaranteed or your money back. Write today to:

Dept. E, PO Box 189
Deltona, FL 32725, USA

LASKUVARJOURHEILU

the Finnish
Parachuting
Magazine

1 year subscription \$10 airmail
4 issues yearly.

Write before your next jump to:

LASKUVARJOURHEILU
Box 653, 00101 HELSINKI 10
FINLAND



YOUR AVIATION LIBRARY IS NOT COMPLETE

IF YOU DO NOT REGULARLY RECEIVE
AND READ A COPY OF

„PARACHUTIST“

the world's largest monthly parachuting magazine and the official publication of the United States Parachute Association. First in the field with news of parachuting activities skydiving equipment and techniques, safety procedures, advance notice of meets and results of competition jumping. Be up to date, know about the latest advancements in professional and recreational parachuting in the U.S.A. and around the world. Enjoy seeing prize winning photographs of parachutists in action. All this and more. Send check or money order for \$18.50 for a year's subscription (\$45.00 for air rates).

UNITED STATES PARACHUTE ASSOCIATION
806 15th Street, NW., Suite 444, Washington DC 20005, USA

CANPARA



PUBLISHED BY THE
**CANADIAN SPORT
PARACHUTING
ASSOCIATION**

8 ISSUES YEARLY

RATES:

\$10.00 CANADA

\$20.00 INTERNATIONAL

CSPA
NATIONAL SPORT CENTRE
333 RIVER ROAD
OTTAWA, ONTARIO
K1L 8B9

The most widespread
parachuting publication in
the Benelux.
Belgium's skydiving magazine
in Dutch language.

PEGASUS

The two-monthly magazine
you would not want to miss!



PEGASUS

Subscribe now by sending your
cheque to:

'Pegasus', Brusselstraat
145 B-1744 Dilbeek
(S.U.K.) (Belgium).

○ one year — 12 \$US
○ two years — 19 \$US

If you wish your copy to be sent by
airmail, add 7 \$US to your
subscription.

FALLSCHIRM SPORT Magazin

The only Parachute Magazine in
German language

ANNUAL SUBSCRIPTION:

US \$16 — Second Class Postage

US \$21 — Air Mail

USA, Canada

US \$24 — South America

Africa

FALLSCHIRM-SPORT-MAGAZIN
C.-v.HÖTZENDORFSTRASSE 29
A-8010 GRAZ, AUSTRIA/Europe

Subscribe to ...

FREE FALL KIWI

FFK Offers More!

- * News
- * Articles
- * Interviews
- * One full Colour Issue Every Year

Subscription Rates:

New Zealand: \$6

Overseas Surface: \$10

Overseas Airmail: \$12

ADVERTISING AND EDITORIAL OFFICES:
30A Granger Road, Howick, Auckland, N.Z.



CORRESPONDENCE

RE: ACCELERATED FREE FALL

With regard to the Article in the April issue of the Sport Parachutist, whilst on holiday in Florida in November last year I put my son Mark, just aged 17, on a course at Zepherhills. Prior to going to the States Mark began parachuting in the September, he completed 12 jumps and was still on "dummy pulls". On arrival at Zepherhills he was required to complete a further two good dummy pulls and was then cleared for freefall.

After two freefall jumps, one from a Cessna 195 and one from a DC3 I was approached with a view to putting Mark on an accelerated freefall course.

Mark completed 3 jumps from a course of 7. Unfortunately our holiday coincided with the Turkey Meet which restricted Mark getting time with instructors. I felt however it was tremendous experience for his age and therefore worth while. Since our return Mark has progressed to 30 second delays and should be cleared for CAT 8 shortly.

The instructors in the photographs were Jack Gregory and Mike Johnson and I would say that despite stories I have heard prior to the holiday about safety standards, particularly for students, this was very good. And would like to thank Jack in particular for the time he took with mark.

N. TAYLOR
BPA C7559

April SP

I am a relatively new sport parachutist having made only 9 keen descents. I am also nearing the end of my fourth year studying Advertising/Graphic Design at Stockport College, and what a treat I got when I saw the cover of the April issue of 'Sport Parachutist'. — Such a refreshing change to see an exciting parachuting photograph without any bloody sky in!

Another comment, speaking as a graphic designer, how-a-bout starting the magazine with a *contents* page, something often taken for granted when reading any sort of publication, particularly when referring back to old magazines.

Just a point. But one which I am sure could untangle any frustration when trying to find a particular article/section when one only has a vague notion of where it might be.

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.

Thanks again for an excellent cover on the April magazine!

MARK ROBERT-BLUNN
BPA 101974

TU TO RAM AIR AGAIN!

With reference to the discussion started by Phil Mercer's article on dispensing with 25 Para-Commander jumps before ram air canopies can be used, I would like to add my opinion, having just completed that progression stage.

The basis of Phil's article is that Cat. 8 students already have their own kit, and therefore will not need to use club equipment. If that is the case, then perhaps this argument has merit, but in my limited experience, that is not true — the first 5/20 square jumps are on club or borrowed rigs, often a different system every jump.

Assuming that the student has his own square, I still think that the transition from a front & back TU to a tandem, throwaway/pullout square is too abrupt. For students using different club kit every time, I don't think Phil's suggestion is valid at all, and to discriminate between those who have and don't have squares is not what the BPA is for. My reasons are as follows.

A friend recently had a brake-lock on her third square jump (after 25 PC's), but felt able to control the canopy on one brake, and landed without injury. It takes no stretch of the imagination for the same thing to happen two jumps earlier. If the PC jumps were not compulsory, that type of situation becomes dangerous, because the student has no experience of steering and flying a canopy that moves forward.

If the student decides to cutaway, the same system will be in use on early squares (club kit) as for PC's, so the squares-only system does not solve that problem. If the student decides to fly the canopy, there must be a high chance of injury on landing. PC jumps can give the student familiarisation with stand-up and forward landings, which a TU cannot to the same extent.

Secondly, differences in kit between DZ's are much smaller for PC's than for squares — at least the student will have got into the habit of concentrating on slightly different ripcord and reserve handle positions on PC jumps, which will be most useful when jumping different club squares. There is far more of a frap factors for a student on his first 20 squares, constantly changing between front & back and tandem, and ripcord/throwaway/pullout.

25 PC jumps give valuable training in awareness of canopies and rigs, and are an essential part of a graduated and safe progression. I'm glad I did them — the change would have been too abrupt otherwise, and I would probably have left some brown stains on the legstraps of Headcorn's star!

Just a small moan to finish with — the April edition of *Sport Parachutist* contained only three colour photographs, and one of those was on the front cover. Previous issues had considerably more, both black and white, and colour. More pictures, please!

Stay safe,

CHRIS AVERY
BPA C4594

NATIONAL CHAMPIONSHIP COSTS

I would be grateful if you could explain a few points concerning this year's British National Parachute Championships.

I understand that the entry fee for the 4-way RW event has been increased to £25 per person, and that individual jump prices are £9.00 for 9000 feet.

I would like to know why, when the BPA membership has been increased by nearly 100% (an increase which I agree with if the extra funds are used correctly), the BPA is not prepared to offer any form of subsidy on jump prices as it has done in the past.

I entered the 4-way event last year (not as a "hard-core" team, although we had spent a month training in the

States), and enjoyed the competition between teams at a lower level than the leaders. This year, the cost of entering does not justify putting a team together for competition — only the most dedicated teams with a real chance of winning are prepared to enter. Surely this goes against one of the basic reasons for the BPA's existence, that of encouraging competition between members in order to select a team to represent the country in international events.

This brings me to my second point. I am led to believe that a sum of £10,000 has been allocated to the Style team which is selected to represent Britain this year. While I agree with the amount, I would like to know why this is approximately 2½ times the amount given to the RW teams last year, and that there seems to be some doubt as to whether the first 2 4-way RW teams will receive any funds to go to the World Cup. It certainly seems to me that there is an unfair bias towards the Classic events.

I hope that you can clarify these points for me, and also for the many people that I have spoken to on various DZs.

GLENYS HOWARTH
BPA No. 42967

CHAIRMAN'S REPLY

Thank you very much for taking the trouble to write concerning a couple of things about which you feel strongly — I wish more BPA members would do this instead of having an anonymous moan in the bar on bad weather days! I will try to explain the reasons for Council decisions which you have, not unaturally, found hard to accept.

During the financial year 1st April 1980 — 31st March 1981 the BPA suffered a severe financial loss and, as subscriptions had not been raised in line with inflation, the members at the AGM voted to raise the subscription by 73% to £13.00 This raise, however, was not imposed until the start of the financial year 1st April 1982, thus having no effect on the financial year we would do all we could to reduce the BPA's expenditure to an absolute minimum. So much for the background — now let us look at the Nationals. Last year the record entry of 140 members, (a very small percentage of the Association's active membership), was very satisfying but we suffered, correspondingly, a record loss of

£3500.00! National Championships are expensive to run. We have to provide judges and officials, position aircraft and make hundreds of individual runs for style and accuracy — not forgetting 'go rounds' because of cloud etc in the RW events. None of these factors are inherent in normal club jumping. The entry fee of £7.50 last year was set when I was National Coach in 1976 and has not been upped until now! Council took the realistic but touch decision that the Nationals must be financially self supporting bearing in mind that we have considerable obligations to the membership as a whole. As an example of this we've got to fight this year two enforcement notices and one planning application — the three operations concerned account for a very large percentage of the membership's grass roots enjoyment of the sport throughout the year. As far as encouraging competition is concerned we have not cut down on our support of the National Teams — this must be the "carrot" or goal for aspiring competitors who, whatever the sport, must be prepared to make sacrifices, financial or otherwise, to achieve the goal.

As far as costs of sending British Teams is concerned, your figures are somewhat adrift. Last year we spent

a total of £19,765 on our RW Team and we received £12,786 towards that from the Sports Council. You must remember that the Team trained and competed in the USA thus the travel element was less than normal. This year, with training in the USA with the World Meet in Czechoslovakia we are budgeting for a total of £24,581 if we send both a men & women's team (or £17,202 if we sent just men) for which we can expect to receive \$13,498 from the Sports Council (or £9,508 if we sent men only). Once again expense of travel is a major factor. As far as the CRW and RW Teams are concerned this year for entries into 2 World Cups no decision has yet been made by Council. The Competitions Committee has recommended financial support for both teams and this will be discussed by the Finance Committee before the next Council Meeting on 13th May.

I hope I've answered your points in enough detail and the subject is such an important one (yet sometimes badly misunderstood) that I'm asking Dave Waterman to print our correspondence in SP.

If you still disagree with Council's decisions you can always vote for a different bunch at the end of this year!

CHARLES SHEA-SIMONDS

For Editors views see Editorial (page 5)

POET'S CORNER

Enclosed is a ditty
That I hope you'll find witty
Enough for your mag to put in.
But if not, then with luck'll
Just give you a chuckle
Before it ends up in the bin.

* NB. There's two actually but it didn't fit.

S. J. Harvey

•••••

WARNING TO LADY JUMPERS

Oh there is a wicket bounder
Who goes by the name of Fred
A sick but skillful Sky God
Who's twisted in the head.
He has a special jumpsuit
All made from grubby macs
And to free his hands
Pack opening bands
Are stretched across the back.
The front is held by ripcord pins
Rigged for his evil art
So as he pulls the handle
The whole thing flies apart.
The girls think nought about it
This dirty, baggy sheath.
They can't detect
Nore yet suspect
What lies in wait beneath.
He slots in with a female load
Jumps last without a word
Then swoops until he's just above
Some unsuspecting bird.
When pleased with his position,
And sure that she will see,
While grinning broad
He pulls the cord
And lets it all go free.
On the ground the guys are livid

And the DZ search in vane
And Fred the Freefall Flasher
Escapes to strike again.

•••••

I am a low cat student
That breed who sit and wait
While, outside, The elements
Are sorting out my fate.
But when the sky is perfect
And the wind below ten knots
The manifest calls out my name
and I'm in ther like a shot.

I am a free fall student
And although I'm very keen
There's no panic when my name is called
But I'm quickly ont he scene.
Windspeed still restricts me
On my lowly C9 mounts,
They send me up in over 10
Cos freefall students bounce.

I need not say who I am
I'll leave you all to guess
The manifest is calling?
So what! I couldn't care less.
I've been and had my forty winks
A haircut, shave and shower
But, by my normal standard,
I've still to kill an hour.
I'm off now to the can-teen
To have a three course meal
Then maybe do a dirt dive
Well — let's see how I feel.
The plane can sit there revving
But I don't give a sod
They won't take off without me
Not me "The Mighty Sky God".

DISGRUNTLED of Headcorn

SAFETY NOTICES

1. Several items of equipment manufactured by Jack Hiley have been brought to the notice of the STC recently.
2. The worst of these was a copy of the 'Racer' pack and harness with an incorrect, unsafe routing of the reserve ripcord housing where it is sewn to the pack.
3. As a result of this example and others the STC have banned *all* parachute equipment manufactured by J. Hiley until it has been cleared after inspection by a BPA Master Rigger.
4. CCIs are particularly advised to check equipment brought onto their DZ by visiting jumpers.

An incident occurred at Peterborough Parachute Centre involving a Pegasus Canopy.

This canopy is fitted with rubber protection sleeves to prevent damage to the grommets of the sliders from the speed links if the slider strikes them during opening.

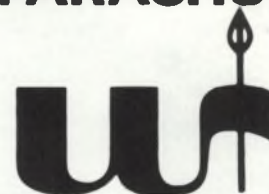
On the jump in question, after an apparently normal opening the parachutist initiated a turn in one direction and found that the steering line jammed down keeping the canopy in the turn.

Obviously if this happened in a late turn close to the ground the result could be severe.

It is suggested that parachutists using equipment such as this check, immediately after opening, that the slider grommets are not jammed onto the rubber protectors.

Peterborough have banned these rubber protectors on canopies in use there.

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

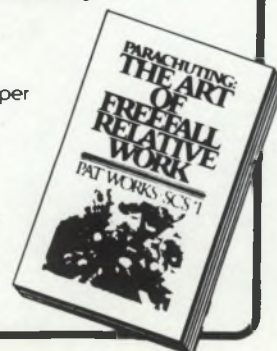
High St., Wombourne, Nr. Wolverhampton WV5 9DN
Tel: Wombourne 892661 (STD 0902)

New lightweight gear improves your RW!

- weighs only 10 ozs.
- complete instructions included
- clearly illustrated for slow learners
- cleverly packed in a plain brown wrapper
- acclaimed by top relative workers
- easy to open... hard to close

Available from all parachute equipment dealers.

Or
RW Underground Publishing
1656 Beechwood Avenue
Fullerton, Calif. 92635



Going For The Big One

by
RAY ELLIS



This article assumes a basic knowledge of CRW, to the point of building consistent tri- and quadra-planes. It should be read in conjunction with the CRW safety brief to be found in BPA BSR's. Also refer to Andy Meysners article 'Which Main Canopy?' in the Dec. 1981 issue of The Sport Parachutist.

Before deciding to go for it!

The safety problems inherent in large formation CRW make it essential for a CRW organiser to think carefully about all aspects of the dive before manifesting his load. 'Someone who has been in a CRW funnel knows several things more than someone who hasn't! CRW funnels are scary!

Points to consider

- 1 Your jumpers.** Don't ask anyone on your load who doesn't have a proven record of competence in small stacks. You can't afford to have someone in the middle of your stack who is going to flap if his canopy collapses. Most potentially hazardous situations in CRW don't require super fast reactions as much as the ability to retain presence of mind in a situation which probably isn't as hairy as it may at first appear.
- 2 Equipment.** Do all your jumpers have canopies which are compatible? Do they have all the necessary mods to their gear? Short bridle lines are essential. Riser bars, to prevent you sliding back up the lines in a plane formation are important. An 18" length of 1000 lb box weave tape, sewn front to rear riser on each side is ideal, but a length of 550 line tied between the connector links works just as well.
- 3 Weather.** Blue skies and nil winds are nice, but you will have to settle for less in this country. However, certain conditions are particularly unsuitable for CRW. Any turbulence is unacceptable on your early large stack attempts. There is usually enough turbulence in cloud to destroy a large stack. If you are doing a clear and pull from 12 grand, remember that 60-70 knots of wind at that height is not unusual, so a phone call to your local met office to find out upper winds will help you determine your spot. Don't have the attitude that you're damn well going for it whatever the weather!

Allocating Slots.

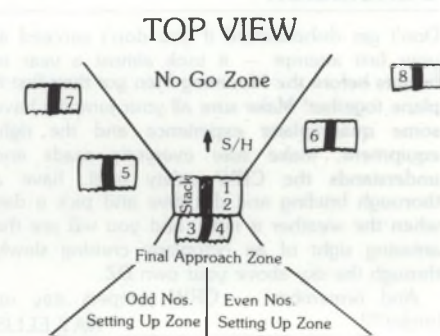
The most critical slots on a big load are the base pair, so these slots should go to more experienced jumpers who can guarantee a quick base. The stack pilot should be especially switched on to keeping the stack into wind, as there may be a 90° difference in wind direction between 12 and 2 grand. 3 and 4 are generally regarded as the easiest slots to handle, with the slots from there on down getting progressively more difficult. On an 8 attempt, your base needs to build fairly quickly — once the base 4 is built, the height tends to disappear at an alarming rate. If you take 3 or 4 grand to get your base 4 together the guys down the bottom of the stack will find themselves pushed for time. If your jumpers are using different canopies, as a general rule the canopies with more lift should go at the top of the stack.

Traffic Patterns

If no specific traffic pattern is laid down you can end up with 3 or 4 canopies zooming around behind the stack, distracting and possibly obstructing the guy who is on finals to dock. This

can be a serious problem, and has prevented several Mounting Man stacks from building in the past.

After exit, the base pair will immediately start working together, while no. 3 moves straight into the final approach zone directly behind and below the stack. Everyone else moves to his own side of the stack, odd no's to the left and even no's to the right. No. 4 moves into the setting up zone, being careful to keep to the right of the centre line. The remainder spread out in a 'V' formation ahead of the stack. Under no circumstances should anyone enter the 'no go' zone, directly ahead of the stack — your burble will cause collapses within the stack.



As no. 3 docks and spreadeagles to indicate he is ready to receive. No. 4 can move onto the centre line and up into the final approach zone, while no. 5 can swoop round into the setting up zone, being careful to keep left of the centre line. No. 7 can now move down the 'V' closer to the stack into the space previously occupied by no. 5.

There should never be more than one canopy in the final approach zone at any one time, in case a problem develops requiring people to drop off the stack.

If you mess up your approach don't hang around behind the stack getting in other peoples way. Move out of the final approach zone back to your own side of the stack. Be prepared to slot in if someone snoozes, otherwise make your way to the end of the line and slot in at the bottom. While waiting for your turn to approach, keep aware of anyone who has failed to dock, and be prepared to move up a slot or back off a bit to let him back into the pattern, whichever seems best in the situation.

Technique

Throughout this paragraph, bear in mind the 10 basic rules of CRW.

From 5 on down, the only difference between slots is the distance below the stack you need to start your approach — the basic technique is the same. The more canopies in the stack, the slower it's forward speed and the faster it's rate of descent. Therefore, the lower your slot, the further below the stack you need to set up. As a rough guide, to dock 5, start your approach from 50 feet below. To dock 8, go at least 200 feet below. This can be difficult at first, as a novice CRW-er may well be an experienced RW-er to whom going 200 feet below a formation seems wrong, but the majority of rough docks are caused by the offender starting to approach from too high and too far back. You then have to approach on drive to avoid rising behind the stack, which means you will be coming in far too fast and scaring the s-t out of everyone including yourself!

Once you gain experience, the suggested heights below the stack can safely be reduced by a fair amount, but on your early attempts it is better to set up low rather than too high.

The correct technique is to start by getting yourself well below the stack. Let up onto full drive until you are almost directly below the stack, then apply brakes until you exactly match it's forward speed. Balance your forward speed on the brakes, aiming to stay in a groove which will bring the nose of your canopy up 3 feet behind your receiver. At this stage, any corrections you make must be small and very gentle, just like an accuracy shot but upwards. As the nose of your canopy rises past the legs of your receiver, smoothly let up, allowing your canopy to fly forward into the dock. Once you have established solid contact, go back onto about 3/4 brakes. This will prevent your canopy from attempting to overtake the stack and washing about. Then watch your receiver. If he isn't in the centre cell shout instructions to him — 'go right' or 'go left' until he is in the centre. As he starts to come down your lines you can assist him by pumping *once* from full drive to 3/4 brakes and holding it there. Continuing to pump will not help much and tends to upset the stability of the stack. Once your receiver is locked into your risers, adopt a spreadeagle position. As well as being an easily identifiable signal to the next guy to start his approach, if he should hit you hard it will prevent his canopy wrapping around you. Some canopies eg. Unit, Merlin, will fly quite stable in the stack on full drive, but others need a bit of brake to stop them washing about. If necessary, stick your toggles in your teeth. This sounds odd but can be really effective in keeping the stack stable.

As the next guy docks, follow normal procedures to centre yourself, and start to plane. As you go down the lines, make sure you pull with both hands together, as pulling one hand at a time tends to start oscillation. Once locked into risers, wrap your arms around the centre lines before taking hold of your toggles. This will keep the nose of the canopy firmly against your lines, helping to prevent it washing, and will also help to keep the stack upright, preventing any excessive lean forwards. All you need to do now is keep your canopy under control, watch for any signs of end cell closure or the nose rolling over, and enjoy the ride.

Problems in the stack

Major problems such as collapse and entanglement are dealt with in detail in the CRW safety brief. The only minor problems you are likely to encounter are washing, when in a plane formation, or oscillation when in a stack or at the bottom of a plane. The possibility of both these problems can be minimised by the stack pilot controlling the stack very carefully and gently, keeping it headed exactly into wind, and by everyone in the stack controlling their canopies. They can be dealt with as follows:-

Washing

This is caused by one or more canopies in the stack becoming unstable, usually done to either end cell closure or the nose starting to roll over against the lines of the canopy above. It can normally be stopped by applying enough brake to pull your canopy clear of the lines, then very gently letting up until the nose is just resting against the lines again. If not controlled, washing can result in a complete collapse.

Oscillation

This occurs usually when you encounter turbulence. If allowed to develop it puts considerable tension into the stack and can cause it to literally blow apart. The drill to control it is simple. As the stack swings to the right, pull up hard on the left side of the canopy below. On the swing back to the left gently lower the left side and pull up hard on the right side. In this way the oscillation can be quickly damped down.

Break-off procedure

Landing anything larger than a triplane will give you a fairly hard landing. Also, you don't want to be dropping people off your stack below 1000 feet

in case you have a pilot chute entanglement which may not become apparent until you attempt to separate. Therefore, you should be thinking of breaking up your stack at about 2000 feet. The simplest way is to drop individual jumpers off the bottom, each one moving out to his own side of the stack. Apply full brakes, tell the guy above to drop you, stall away backwards and turn off to the appropriate side. Alternatively, you can drop off biplanes, again from the bottom, each one moving off to the opposite side. Whichever way you decide to do it, make sure the people leaving before you are well clear before telling your receiver to drop you. After breaking off, keep aware of the main stack and other jumpers who have already left. This may sound obvious, but it has been known for a biplane to drop off a 13 plane and then collide with the main stack because the biplane pilot was wondering, where he was going to land!

A nice sight in the sky after breaking up an eight stack is to see 4 bi-planes flying in formation, and a bi-hand or bi-foot (as described in the Feb. 1982 issue of *The Sport Parachutist*) is a satisfying way to round off a successful large stack attempt.

Conclusion

Don't get disheartened if you don't succeed at your first attempt — it took almost a year of failures before the Mounting Men got their first 8 plane together! Make sure all your jumpers have some quadraplane experience and the right equipment, make sure everyone reads and understands the CRW safety brief, have a thorough briefing and dirt dive and pick a day when the weather is right, and you will see the amazing sight of an octoplane cruising slowly through the sky above your own DZ.

And remember — CRW jumpers stay up longer!!!!

RAY ELLIS
Mounting Man 11.

World Directory of Drop Zones and Clubs

An excellent directory for Parachutists in four languages. This book will inform you about 1000 drop zones and clubs all over the world.

Subscriptions:

Overseas US \$9.90

Air Mail add

US \$3 USA, Canada

US \$4 South America, Africa

Europe DM 22.90

Send a check to:

**FALLSCHIRM SPORT
MAGAZIN,
C. v. HÖTZENDORFSTR.
29**

**A-8010 GRAZ/AUSTRIA/
Europe**

Name _____

Address _____

TELAIR MANCHESTER LTD

are pleased to announce that their

BRITTEN NORMAN ISLANDER

is now available for charter to freefall parachuting clubs for training or displays

**REGULARLY CHARTERED BY THE ROYAL MARINES
FREEFALL TEAM & THE RED DEVILS**

For further information write to or ring

Telair Manchester Ltd., South Side, Manchester International Airport,
Wilmslow, Cheshire. SK9 4LL

Telephone 061-436-5583 or 061-226-8111

CHAIRMAN'S NOTES

BY
**CHARLES
SHEA-SIMONDS**

We have recently had discussions with the Civil Aviation Authority concerning their proposed implementation of an Operations Manual as a condition for the issue of an Exemption. During the meeting I asked the question: "Why are we being singled out as the only aviation sport to have to be conducted in accordance with an Operations Manual?" The answer was that we are the only one that is illegal. I have pointed out to the C.A.A. that they have, as the Ministry of Civil Aviation and the Department of Trade and Industry before them, been issuing us with Exemptions since 1947 and that in 1973 they promised that they would write sport parachuting into the Air Navigation Order, thus legalising it. The C.A.A. have also been reluctant to mention the British Parachute Association Regulations in Exemptions claiming that this kind of recognition is legally unacceptable. Yet C.A.A. recognise and delegate responsibility to other aviation governing bodies e.g. the Aircraft Owners and Pilots Association, the British Gliding Association, the British Balloon and Airship Club and the Popular Flying Association. Your representatives at the meeting subsequently agreed that there were a number of their proposals that were totally unacceptable as they would severely restrict our operations. The most horrifying of these was slipped in at the last moment and we had no prior knowledge of its inclusion: "Aircraft used by the club for parachute dropping must hold a Certificate of Airworthiness in the Aerial Work Category." The implications of this monstrous requirement could be disastrous. But again — why us? Glider Tugs do not have to have Aerial Work of 's of A. Apart from higher maintenance costs (which could be crippling for w/e clubs) it also means we wouldn't be able to do the odd buckshee lob out of matey's Tiger Moth — and we're a sport?! I believe that we have always enjoyed a completely open and co-operative relationship with C.A.A. — we have always sent them copies of S.T.C. minutes and gone along with many of their suggestions for improvements in the way we operate. I detect a feeling within C.A.A., however that they think, because we jump out of aeroplanes, we don't understand how to maintain and fly them. I have pointed out that most of our clubs own their own aircraft and therefore it's in their interest to operate them properly. Not only that but we now have a large number of jump pilots who are also parachutists which must be of benefit to our operational efficiency. The current situation is that I have written to the C.A.A. rejecting the idea of an Operations Manual completely and suggesting that Exemptions are issued with simple proviso that operations are conducted in accordance with B.P.A. Regulations. I will keep you informed.

DISPLAYS

A word on displays seems relevant as we have just had our first display fatality and also a severe display injury. The problem stems from the fact that displays now can be very rewarding to the participants in financial terms. This fact can easily be to the detriment of sound judgement and common sense. DZ reces happily reject hazards, which,

although acceptable as far as our regulations are concerned, are accepted without any real thought as to the problems that could arise on the day (for instance turbulence affecting square canopies in marginal winds and built up area DZ's). Talking of marginal winds I know of displays into restricted DZ's being accepted when similar winds back at the club have kept everyone on the ground — this is just totally irresponsible. It is totally irresponsible because in giving displays we are completely in the public eye and readily exposed to the media. The outcome of such foolhardiness can therefore adversely affect the rest of us. Display parachuting is not just a question of another jump into a tighter DZ than normal — it requires a high degree of skill and professionalism linked with the ability of the Team leader to make mature and responsible decisions when the pressure's on.

MEMBERSHIP INPUT

In an organisation such as ours we can only keep the Association on its toes for the benefit of the membership if we receive input from the membership. I'm pleased to say that I am conscious of this happening more and more and it's most valuable to the Council you have elected. Please don't hesitate to write to me personally if there's anything you think we ought to be doing or anything you think we're not doing properly. I'm occasionally "button-holed" at DZ's with complaints — more often than not I ask for it in writing so that the matter can be investigated thoroughly. I assure you that if you do write I will take up your problem right away.

ROYAL AERO CLUB

Finally it is worth recording that the Royal Aero Club is under new Chairmanship. Bev Snook was recently elected to the post and he has immediately made it clear that this once powerful organisation should be rebuilt to its former stature whereby its considerable influence can be brought forward and I have told Bev that he can count on your support.

Go safely now.

FILMING THE IMPOSSIBLE

A new book by Leo Dickinson

Leo Dickinson adventure photographer and Mounting Man has just published his book "Filming the Impossible". The book is essentially a collection of Leo's experiences on hairy adventures in various exotic places and the misadventures that befell him there. I must admit I found the text, on eleven adventures in all a little too brief to give real insight into the adventures, but the photographs, which after all are Leo's speciality, are excellent, in fact I'd have

preferred to see more photographs which are excellently reproduced as I find them more telling than the text and certainly impressive.

The final section is on Leo's skydiving experiences again excellent photographs but for me a little too "No shit, there I was...." I must admit I cringed reading the opening paragraphs which compare the first experiences of skydiving to childhood nightmares of falling. "Speak for yourself Leo". Whilst the description of elation at overcoming

the fear of the initial jumps is good, to me Leo moves too quickly onto his first malfunction and difficulty of pulling his reserve, other accidents and injuries and a rather gory fatality which I think portrays skydiving as a far more dangerous activity than it in fact is. Still the book is about personal experience. The descriptions and pictures of CRW with the Mounting Men are good though.

All in all I'd say it's an enjoyable book for the adventure enthusiast but the pictures I'm sure will appeal to everyone.

SARAH BREARLEY

COACH'S COLUMN

BY

PETE SHERMAN

I started to write this Coach's Column at Sibson while waiting for the start of this years TRAC meet. My opening sentence was.. "Two fatalities in three weeks — a bad start for my first year as NCSO"...

Sunday night news reached me of a third accident, involving not only a parachutist but also the jump aircraft, which crashed, killing the pilot.

This accident, because it involves an aircraft crash, is being investigated by the Accidents Investigation Branch of the Department of Trade. Areport will be produced in due course. Without wishing to pre-empt this report it appears that involved in the cause of the crash was the dread of all jumpmasters — a parachute became open inside the aircraft and dragged the jumper out of the aircraft onto the tail.

The other two fatalities were of the worst kind — if there can be any difference — those that were completely unnecessary.

The first death was of a jumper involved in a demonstration, in marginal winds, into a BPA legal, but tight, 'D Licence' display drop zone. This jumper had only done one jump in the previous nine months. That was into Netheravon, possibly the largest, most open drop zone in the country. For his next jump, only his second in nine months, he is taken along on a demonstration into a challenging Display DZ with tall trees on one side; a large country house on the upwind edge and a small lake and a road on the other sides. The dimensions of the DZ were legal as far as our BSR's are concerned. The jumper in question had done 250 plus jumps over a period of seven years, he had a 'D' Licence and therefore he was qualified to jump into that DZ.

After opening, on a 'good' spot, the jumper indulged in some fast spirals, lost a lot of height, and then found that he was low when it came to crossing the tall, 35 to 40 foot trees at the edge of the DZ. He misjudged these trees, hit the top of one of them causing his canopy to collapse and he went in.

This jumper was 'qualified' to jump on that display but he should not have been allowed on that jump as he was not

'current'.

The STC will be considering making a rule change requiring that recent experience is introduced in to the display jumpers qualifications, although this should not remove the onus from the jumpmaster, who is the person responsible for the conduct of a safe and successful display.

The second fatality was unique in my experience in that myself, and the other two BPA Examiners on the inquiry were able to watch the fatality on a video film shot by a spectator on the DZ.

This unpleasant experience was made even worse by the frustration we felt watching an experienced jumper waste 32 seconds hanging onto a malfunctioned PC before a reserve started to appear. The jumper struck the ground 8 seconds later with two stows of rigging lines still in the reserve pack tray.

The jumper was not wearing an altimeter and had taken the pilot chute off of her reserve two weeks before "because they were short of them for the students kit", both of which may be reasons why she elected not to cutaway.

Two other incidents have, happily, not had tragic results.

A jumpmaster, with an instructors rating, despatched two students, one on a 5 seconds and one on a 10 seconds delay. They were despatched on the second of two passes of the aircraft at 2000 ft. after static liners had gone on the first pass. Luckily the jumpers were unharmed although the AOD of the 10 seconds student fired as the main was opening.

The Instructor immediately grounded himself, admitting to not giving a clear, precise briefing to a very experienced jump pilot and failing to check the altitude. The Instructors grounding of himself has since been confirmed for a period by the STC!

The other incident, which attracted a lot of unwelcome newspaper coverage, concerned a very small girl student put out on a sponsored static line jump. She had good ground training, all the best kit, including ground to air radio, but after opening found that she could not reach her toggles!

There must have been some 'Devilishly Red' faces in Aldershot.

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

1977 26 ft National LoPo Reserve, unused, with MA 1 and kicker: 1977 "Top Secret", Light blue Cordura, Ripcord - Altimaster II; French Paraboos 9 - St. Christoph, unused. Non ridiculous offers for part or total. Kit in U.K.
contact: Terry Williams, P.E.L. (10), P.O. Box 582, Dhahran Airport, Saudi Arabia

Austin A609 Caravanette, G. Reg., Year's MOT, Excellent D2 Wagon, i.e. 2 ring Gas Stove, Sink, double bed, raised roof, cupboards etc. — £450 ono; Brand New Firefly main canopy - white, blue, green — £390; Natural lite FII Unit — £325; Rainbow Crusair - 50 jumps — £325; Lissman Star (liteweight 5 cell strato star) - 15 jumps — £325; SST Racer, 3 ring, POP Black, brand new — £220; Symbiosis Jumpsuits from £30 to £40.
contact: Dave Kenny (0252) 516041

Strato Cloud Lite & Bag (Nite Star colours), good condition — £300
contact: Dave Hughes (03942) 3930

1 MKI PC in Mini Rig — £125; (shortlined Maltese Cross pattern) TIOA with fourline chop — £30; Reason for Sale — Broke!
contact: Andy Thompson, Comms TP, 3 CDO BDE, RMB Stonehouse, Plymouth

Strato-Star - blue and white, cross port vented, split stabilizers, diaper deployment — £80 or offers considered
telephone: (0903) 60220

Mk1 PC parachute, all black in colour. Complete with R3 capewells, black and red custom back pack, also original red back pack, complete and ready to jump — £80
contact: N. Mitchell, 1 Grosvenor Place, Jesmond, Newcastle-upon-Tyne, NE2 2RB

Sleeved TIO TU in two pin pack and harness — £150 ono. telephone: Blidworth (Notts) 7776

Strato Star - gold, green, white (cirrus style) excellent condition — £150
telephone: Ian Burns, Wilmslow (0625) 527367

Unused C9 TU complete in black 2 pin custom pack and harness; para boots 9; Altimaster II — £250
telephone: Coventry 362707

Standard Cloud and Talisman Reserve in Starlight Rig, throw away pilot chute; Altimeter II; Pair para boots; R.W. Suit as new; Helmet; all good condition — £400 the lot.
telephone: Rochdale 48049

1 solid blue Crusair, 180 jumps, v.g.c. — £260
contact: Simon Wilberforce, 1 Forrester's Hall, Docklow, Nr. Leominster, Herefordshire

P.I.S.A. Spearchucker - blue and gold, as new in single-pin Strato Star pack, split saddle harness, 1½ shot capewells, ready to jump — £195 ono
telephone: Dersingham (0485) 42389 evenings

Piglet II diaper-deployed high performance round main, plus 24 ft reserve with 4-line chop, in a yellow and black American tandem rig with 3-ring circus, plus ripcords and pilot chutes, approx. 300 jumps — £225 ono
contact: Martin Lyster, 10 Winchester Road, Oxford, OX2 6NA

C9 TU with netted mods, no ripstop, in single pin student pack with harness, 1½ shot capewells, quick release fasteners. All excellent condition — £160; Also MA 1 pilot chute — £13
contact: Iain (H) (0603) 36951; (W) (0603) 28377 ext. 3300

C9 TU in B4 assembly, plus 124 and Altimaster II (new) — £210
contact: Ivan Bradley, Ware 67680

Complete Symbiosis Rig, Pegasus, Racer, Feterlite — £600
telephone: Tony Uragallo (01) 987 5896

Crusair double spectrum in Wonderhog 2 (red) with throw-away; Strong LoPo Lite reserve - never used. All in excellent condition ready to jump. Bargain at £580
contact: Ian Jackson, Day: 0279 29531 ext. 2294; Eve: 04028 385

GQ Security System with guardian reserve — £350 ono
telephone: I. Topps (Hinckley 611002)

1 red medium racer with featherlite reserve - 5 months old - suit lightweight main. Complete with MA 1 — £390; 1 brand new medium racer - sea green and blue colours with white 'V' thripilot chute cover and midflap. Complete with bag - MA 1 and main deployment system — £250; New self inking RW and CRW stamps — £4 each or £7.50 the set
contact: Simon Ward, 112 The Grove, Moordown, Bournemouth, Dorset BH9 2TZ, Phone (0202) 525 717

Starlight high performance round, 1.24 reserve with 4 line chop ready to jump in Wonderhog with 3 ring Circus and throw away pilot chute — £270
telephone: Paul Newman, Ambergate (077385) 2985

1 USA Security Unit I, 270 sq.ft. - green and white immaculate - only 50 jumps; 1 USA Security Sierralite Reserve with 4 line release, red and white - mint condition; 1 Altitude Shop classifier system, orange and gold with UXII capewells; 1 Altimaster II with mount; 1 total Eclypse Jumpsuit, medium 5 ft 7 in, blue and gold and carry bag — £400 the lot
telephone: Dave Marra 01/6998167

BPA PI & EXAMINATION COURSE 2-82

British Skysports - Bridlington

3-13 May 1982

The full facilities of British Skysports Centre at Grindale Airfield were put at the disposal of the BPA for the two weeks of the course. Excellent accommodation and messing was provided at reasonable rates along with full use of the excellent lecture room.

The Centres aircraft were used for 4 sorties on the PI Course and 4 sorties on the Exam Course.

There were 12 candidates for the Potential Instructors Course, 11 for the Exam phase and one man for upgrading to Advanced Instructor.

THE ADVANCED COURSE

Only one candidate attended for upgrading to Advanced Instructor. This candidate completed the full syllabus, as recently revised, and gave good assistance in coaching and assessing the Potential Instructors Course. His specialist lecture, on introduction to CRW was well prepared and presented. On completion of a night descent Gordon Evans will be uprated to Advanced Instructor.

THE POTENTIAL INSTRUCTORS COURSE

This Course was conducted by Pete Sherman, Jim Sharples, John Hitchen, Tony Smith and Eric Finney with assistance from Gordon Evans.

All twelve candidates were successful and were awarded PI status valid for twelve months. Results and individual reports have been forwarded to CCIs. Four of the candidates were checked out on despatching students before weather cancelled the programme.

Successful candidates were:

Ken Lloyd	—	British Skysports
Andrew Ring	—	Headcorn
Steve Taylor	—	RAFSPA
Steve Thomas	—	RAFSPA
Pete Reynolds	—	RAFSPA
Paul Cook	—	RAPT
Rob Colpus	—	Headcorn
Bob Hiatt	—	Headcorn
Gary Caustin	—	Ashford
Pete Bedigan	—	Sunderland
Richard Haig	—	Sunderland
Jim Agnew	—	Scottish Parachute Club

THE EXAMINATION COURSE

This was held during the second week and was conducted by Pete Sherman and John Hitchen with assistance from Examiners (U/T) Kerry Noble and Tim Andrewes.

There were eleven candidates, all of whom were assessed on lectures, training periods and a written examination. These results are at Annex C. Eight candidates were successful and three invited to resit in three/six months. Reports have been sent to the respective CCIs.

Successful candidates were:



Rick Shaw	—	Hereford
Mike Townsend	—	Hereford
Trevor Dobson	—	Tyne & Wear
Chris Austins	—	Hereford
Mel Cooch	—	RAPT
Roger Marsden	—	Black Knights
Ged O'Reilly	—	British Skysports
Pete Fenwick	—	Tilstock

To re-apply in three months:

Sid Pugh	—	LIFFT
Ali Anderson	—	Ashford
Brian Shaw	—	Black Knights

PARACHUTING

Only 4 of the PI Course got any practical static line despatching due to bad weather. All of the Exam Course did two jumps each. On one of these jumps each candidate was required to perform two turns, back loop and track. Some were slightly 'rusty'! Details at Annex D.

CONCLUSIONS

The candidates on the PI Course were of good standard and, with sufficient interest in their coaching being taken by their respective CCIs, should produce good results in six months time.

A few of the Examination Course candidates arrived ill-prepared with regard to their lesson plans and training aids. They must be prepared to give lectures or take training periods on any of the subjects covered in Cats. 1 to 8 of Section 12 of the BPA Instructors Manual using their own training aids. (The host Centre is usually loath to lend their training aids to candidates due to the high loss rate).

RECOMMENDATIONS

The standard written exam papers need reviewing.

PETE SHERMAN

i-SLIDES

There is a new craze about — poised to sweep the country (well, Drop Zones anyway). We have all seen the temporary phenomenon of skate-boards and roller-skates, but now, ready to strike, is TROLLEYING. This has not arrived from distant California but from rural Oxfordshire. The art of using trolleys (more correctly called i-slides) has been developed to improve the quality (and enjoyment) of dirt-diving, not to mention the limiting of boredom on rainy/windy days.

Traditional dirt-diving suffers from several deficiencies such as a poor visual image of the dive as it will appear in the air, a tendency to take incorrect grips (for example taking an outside leg on a Zipper — if you watch Rainbow Magic closely you will see that Mirror Image do this in the air) and poor mechanics on transitions. All of these are because we usually dirt-dive standing up but skydive lying down. Even bending over does not completely solve the problem since the lower half of the body is still vertical. Some teams do lie formations down on rubber mats or grass to get an impression of size (try an 8-way Caterpillar which can be 40 feet long!), but this is still only static when Sequential RW is very much dynamic. It is important to go through an entire dive horizontally exactly as it is to be performed in the air.

The idea for the i-slides came from trolleys sold for working under cars. Many people have said they "thought of it years ago", but nobody seems to have done anything about it before. You can buy the trolleys but mass-produced quality will probably not stand up to the skydiver's demands, so it is better to build them. Buy some wood, nails and good casters. It is worth buying high quality furniture casters to give all-round smooth motion, and to take the weight. At the Drop Zone you will need a smooth flat area such as a hangar floor. (Who needs aircraft anyway when you've got i-slides?) You will also need to devise some means of keeping kids away because they seem to regard trolleys as toys and, as such, not meant for adults (?). I advise you to wear jumpsuits while trolleying to avoid the loss of trousers which

occurred, to the general amusement of onlookers, while rotating a stair-step pair; but it does show how tension can build up. Wearing jumpsuits also conveys a more realistic image of how the real dive will look.

We (i) have found the use of i-slides ideal for planning Random dives. Using them settles almost all arguments about mechanics, and in particular the exact positions and degrees of rotation. They are a bit cumbersome for the Set rounds due to all the piece flying, and one tends to concentrate more on moving them than on the dive itself, but they do show the full perspective. After dirt-diving on the i-slides you can get an uncanny feeling in the air that you've done the dive before.

Another benefit of the i-slides is their use for RW students. For the same reasons as in Sequential RW the student gets a real picture of how the dive will look, and for the advanced student the problems of back-ins and side-ins can really be worked out, especially the need to stop any forward speed and the need for precise turns.

There are a few problems with using i-slides. One is that the hands are used for propulsion and can get very dirty and scarred, and all users should be careful not to get fingers run over by casters — it tends to break your concentration. Another is the risk of Trolley Rib. This is a rare affliction but becoming increasingly endemic at Weston. It is caused by over-indulgence on i-slides and the only known cure is paying a jump bill while on Cloud Nine, but preventative medicine is available through a common commodity — foam padding.

With the i-slide craze rapidly spreading around the country (if not the world), there may even be a new event at the Nationals. Think of the saving in A/C positioning and fuel costs. One problem that we (i) haven't yet overcome is how to cope satisfactorily with vertical transitions on the ground, but where there's a will there's a way.

BRIAN R. MASON i-4 way
D2415



Unbeatable Performance.

That's what the U.S. 4-Way Team showed the world. In freefall. And with their Pioneer Merlins.

Never has there been such a dramatic finish to a world RW championships. After the scheduled 10 rounds of competition, the 4-way teams from the United States and Canada were tied for first.

To pick the champions, the two teams were sent aloft for one more jump. The winners of this extra round would win the meet.

And that's what America's team did. It out-scored Canada by one slim point.

The winners — who serve on the U.S. Army's Golden Knights parachute team — spent years working for that sweet victory.

Packed in their SST Racers were 7-cell Merlins built by Pioneer.

If you attended the World Meet in Zephyrhills, you saw how the Knights flew their Merlins. Flaring from full speed flight made the Merlin's glide flatten out dramatically — or even gain altitude. Feather-soft landings were easy, whether the wind was blowing or not.

The 200-sq. ft. Merlin does more than just land well. It opens without sniveling. It glides fast and flat; it's not a boring "sky truck" like many other 7-cell canopies. It weighs a trim 7.8 lbs. with risers.

And the Merlin is built by Pioneer, the company that builds the parachutes for NASA's Space Shuttle. We know how to build great parachutes.

If you're an experienced jumper who's looking for a canopy that is as performance-oriented as you are, check out a Merlin at your Pioneer dealer today.



Scenes from the World Meet: The Knights dirt dive before a competition jump; a one-foot stand-up under a Merlin, and good vibes after a good jump. The World Championship U.S. 4-way team consists of Glen Bangs, Bob Finn, Andy Gerber and Mark Gabriel.



Pioneer Parachute Company
Pioneer Industrial Park
Manchester, Conn. 06040 USA

PAUDE DELUCA

HERCULES BOOGIE 82

20.23 MAJ LIDKÖPING SWEDEN



We sat in the rain on Thursday and thought about burning a church, by Sunday we'd thrown in a Pope and a couple of cathedrals. God is not a skydiver. Bad weather was a tragedy for what turned out to be the 2nd largest Boogie ever held, (1976 2'Hills Turkey meet holds the record with 110 ten way teams registered). over 600 people turned up from all over Europe, N. & S. America and Canada there were around 35 Brits, nobody kept still long enough to be counted, and the energy and enthusiasm was tremendous. So many people knew each other from jumping in the states it was great to meet on this side of the Atlantic.

Besides the Swedish Air Force Hercules, a Fokker Friendship, Dove, Islander and Cessna had been brought in.

The 1st day, Thursday, started grey and drizzly but the manifest was open and lifts 2-5 filled up fast No. 1 was full the night before. Large formations were

being dirt dived all over the vast campsite but the forecast was not good and the day was finally written off with many people going into town to get a sauna and shower, the D2 had cold water only.

By Friday the mood was becoming desperate and a few Cessna & Islander loads were made from 3,000 ft. The organisers obviously had problems with 600 people manifesting for 14 slots and the turn around was very slow. Eventually the 1st Hercules load was called I don't think many of us expected to jump though as it was raining quite heavily when we loaded.

Exit orders, loading, spotting etc. was all done by the military crew. The military seats were in fact 2 aisles running the length of the fuselage and seat belts had to be worn. The plan was 3 passes with 2 or 3 groups to a pass (the load total was 90) exiting as fast as possible after each other and with 110 knots run in separation was no

problem.

The first load only made 4,000 ft after a ride up to 10,000 and down again, but to most it didn't seem to matter much the buzz was leaving the tail gate at 110 knots and at least they'd jumped a Hercules. Sadly that was the only Hercules of the day and although the dove was brought onto the flight line manifesting for it was extremely hard.

In spite of it all energy was extremely high and crazy games, pyramids and ground doughnuts were built late into the night with amazingly only one broken arm by day light.

Mercifully Saturday began to clear and things got underway, the organisers were perhaps not prepared for the number of jumpers who arrived and throughout there were quite a few problems with the manifest, however for a small non commercial operation they didn't do a bad job and the jumpers were on the whole remarkably patient. In fact vibes were good throughout.

One major problem was that the Fokker and Hercules didn't have radio communication and consequently couldn't fly simultaneously, this slowed up loads a lot but by the end of the day (9.30) 12 loads had been completed in the Hercules and 9 in the Fokker upwards of 15,000 jumps.

Most of the loads large and like most first days Boogie jumping not too successful. Although there were a few 200's considering most of the dives were completely separate groups of people a large number built to quite a size. Lots of dives were hampered by being in thick cloud for several thousand feet.

There was undoubtedly a lot of talent about and had the weather been better I think there would have been some excellent dives completed. It was certainly a pleasure to jump with so many Europeans, we have the talent and the energy all we lack is due to the weather, maybe Spain or Souther France next time.

In spite of all hopes Sunday was again crummy weather but the Hercules made several loads all out on one pass between 3 and 5,000 ft for anyone who'd not already jumped from it.

I'm not usually one to rave about jumping different aircraft for the sake of it but this one is special. The ride up is like being in the hold of a ship with pipes and wires all over, and watching the tailgate drop is like watching the end wall of your living room drop onto a brilliant sky at 13,000 ft.

For our last dive at Lidkoping nine of us Brits attempted to dive a 9 diamond out, we stood with fists clenched at the top of the ramp the plane was rock steady and we watched the horizon tilt



Boogie ing into the Tail gate.

across what seemed a vast hole in the end of the plane. As we turned in on jump run I'll bet every heart was pounding. On the command we walked the piece to the very brink of the ramp the slipstream buffeting our jumpsuits and the last rays of sun illuminating the

lakes and landscape 13,000 ft directly beneath our toes. the apprehension of standing on the edge was gone. Ready, Set, Go! Dive, nothing — then the blast, it's like instant terminal air smooth and solid. What a jump ship! I wonder if the R.A.F. have any to spare.



One team finds out how fierce the slipstream from a C130 can be on exit.



Some of the Brits who drove 2200 miles for one days C130 jumping.

BRITS AT HERCULES BOOGIE 82





FIRST EUROPEAN EIGHT GIRL (ALL BRIT)



PAUL LONG

Over the four day weekend at Easter, luckily, we at Netheravon, were blessed with good weather and three aeroplanes (two Islanders and a 206). On the negative side the CRW competition had to be cancelled owing to lack of interest from teams around the country. However this left four uncluttered days in which to do other things. Sequential, fun loads and CRW training for the two Netheravon teams went ahead as usual with some bigger loads utilising all three planes in between.

The greatest achievement however went to the ladies who, over five dives, and with jump totals vargeing from only 160-360, persevered until they claimed the first European and British All Ladies Eight Way.

The idea was hatched by CCI, John Laing and supported by Major O'Hara with organisation by the more experienced of Netheravon's jumpers, including Bob Charters.

The first dive was to be a round which built to four. At this point it was decided to go for a formation, and dive number two was to be a four way round with flakers, this one suffered problems with the base and once again only built to

four.

Dive three looked promising when seven got in but the good work suffered on the next attempt when they lost a rear floater.

Margaret Jackson says

"After four not so very successful tries our spirits and enthusiasm were rapidly depleting, however, after some

encouraging words from John and a promised 'freebie' from Major O'Hara we decided to have a last try. Two aircraft were used - the Islander and C206 as we had three eager camera men in tow! We had six ladies and two camera men aboard the Islander and three ladies and the remaining camera man in the C206. (The pilots were marvellous!) The formation flying was



so close I thought maybe we were going to do a spot of in-flight refuelling!!! The formation was to be a nine way a three way base with pods.

We exited at 13,500 and the 8-Way was completed by 4,500, unfortunately our ninth member went lowish" But the result was national press coverage after much hard work developing pictures and visiting newspapers by Paul Long and Kevin McIlwee and the first eight BWSCR numbers.

Congratulations are in order to All the ladies, who would like to thank John Laing, Major O'Hara, Bob Charters and of course our wonderfully patient pilots. Thanks also for the photos to Simon Ward, Kevin McIlwee and Paul Long.

Shirley Oldrey BWSCR 1
Margaret Jackson BWSCR 2
Sally Goodacre BWSCR 3
Carol McIlwee BWSCR 4
Jo Vaughan BWSCR 5 and organiser of the attempts.
Lorna Gibbons BWSCR 6
Kim Clayden BWSCR 7
Allison Jenkins BWSCR 8

Story by
MARGARET JACKSON
AND
SIMON WARD

MICK MOREAU — OBITUARY

It is with deep regret that we have had to say farewell to our friend and fellow parachutist Mick Moreau. Mick was killed following a mid air collision on Sunday 7th March at the Spred eagles D.Z.

Mick started parachuting in March 1980 and was a regular jumper at Spred eagles (travelling over 100 miles each way, almost every weekend), he sailed through the category system without any problems and gained his

Cat.10 in the minimum amount of jumps. Mick fulfilled one of his ambitions which was to become a member of the Spred eagles Free Fall Team. He was about to obtain his P.I. rating to hopefully fulfill another ambition of becoming an Instructor — sadly this will never be. Mick will be greatly missed by us all, he was part of us at Spred eagles, a good friend and fellow parachutist.

Our sympathies to his wife Lesley and two young daughters Jemma and Denny.

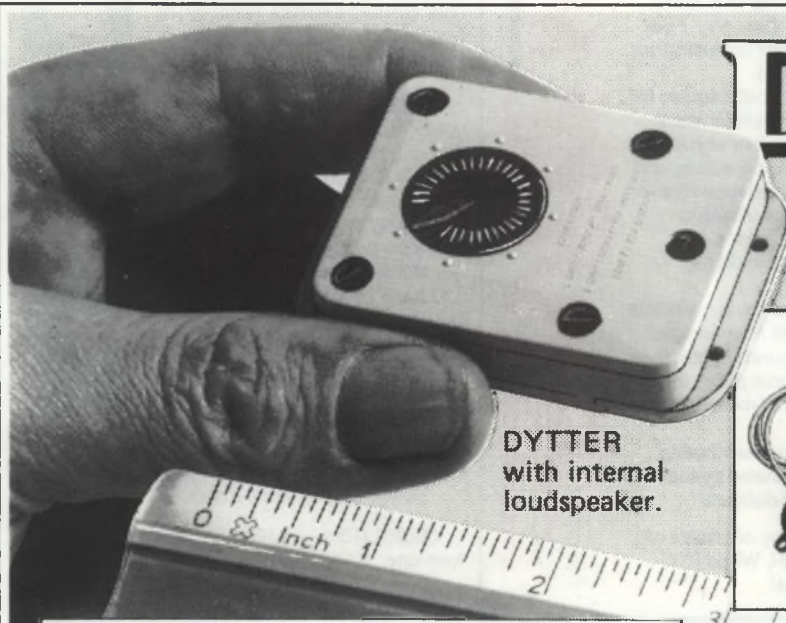
Phil Corr



Left to Right: Mick Moreau, Brian Glover, Caroline Pyper, Gary Corr.

DYTTTER®

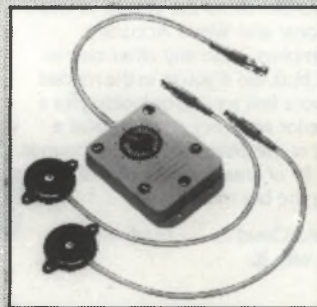
THE SMALLEST
ALTITUDE WARNING DEVICE
ON THE MARKET



DYTTER
with internal
loudspeaker.



DYTTER with
external loudspeaker.



DYTTER with plug for connection
to external loudspeakers.

- Size: ½" x 1¾" x 2½". (12mm x 42mm x 52mm).
- Weight: 2 oz (50 gr.)
- Easy one knob calibration on the ground or in the aircraft.
- Sounds during climb when passing selected warning altitude.
- Can be mounted on any helmet.
- Can be supplied with built-in/external loudspeaker or plug for connection to external loudspeakers.
- Automatic switch off, of long-acting battery supply.
- Accurate; tolerance: ± 100 ft.
- Guaranteed shock proof.
- Useable for CRW (operating altitude: 0-10,000 ft.).
- Specially designed at customer's request.

Manufactured and distributed by

Larsen & Brusgaard ApS

Mosevej 3 · 4070 Kirke Hyllinge · Denmark

Dealer inquiries welcome



**STRATO-CLOUD Δ —
it has a Winning
Tradition!**

Chances are you made your first square jump on a Para-Flite Strato-Cloud. Why a Strato-Cloud?

Your instructor knew you needed a reliable, easy handling and predictable square that could be landed safely and softly. He knew the Strato-Cloud, as the Worlds best selling ram-air, had these qualities in abundance plus:

1. Clean, orderly and reliable openings
2. Rock solid flight, predictable stall and stable sink right down to 100% brakes.
3. Easy flare and ultra-soft landings.

Not coincidentally, these attributes of the Strato-cloud Δ make this square a deadly accuracy canopy.

Kathy Cox (CANADA) won the Gold Medal in Women's Accuracy after she dead-centered out at the last World Meet held in Bulgaria in 1980.

Craig Winning (also of CANADA) won the Silver Medal in Men's Accuracy after he also dead-centered out at the same meet.

Both were jumping Strato-Clouds.

Surprised? You shouldn't be, the Strato-Cloud Δ is the choice of more National and World Accuracy Champions than any other ram-air ever built. So if you're in the market for your first square or looking for a superior accuracy canopy, take a look at the Strato-Cloud Δ . 9 pounds, 240 ft² of area and a history of winning the big meets.

**Strato-Cloud Δ — Start with it,
Win with it.**

Strato-Cloud Δ

**PARA-FLITE'S SWIFT
The ultralight
skyrocket of Squares**

When it comes to performance and light weight, nothing — but nothing, can beat Para-Flite's Swift Main.

The Swift Main is the performance leader of the Para-Flite line of canopies. With its patented spanwise construction, it is the first 5-cell square that flies faster, further and flatter than any 7-cell square on the market (including our remarkable Cruislite).

The Swift Main is not a square for the novice or heavyweight but if you are a relative worker who knows how to fly a square parachute and you want high forward speed (lots of forward speed) plus ultralight weight and the smallest pack volume, then you should be jumping a Swift.

Quite simply, the performance is amazing. The Swift Main weighs only 6 pounds (pounds lighter than the competition) and packs into a deployment bag that measures only 7" x 14'.

In a world where parachuting advertising is dominated by superlatives — the Swift delivers.

*Swift is the canopy of choice of Mirror Image, 1981 World RW 8-Way Champions

Swift MAIN

**CRUISLITE —
Para-Flite's 220 ft²,
8 pound RW canopy
that all sky-divers love!**

We think the Cruislite is the best all-around square we've ever built.

So do their owners. From the many letters we receive, here are a few unsolicited testimonials:

"I'm more impressed with every jump I make on the Cruislite. Camera jumps, fun (what?) jumps, CRW — it excels in all areas. My congratulations on a fine canopy."

Rande Deluca-California

"The Cruislite is an excellent parachute and lives up to all of my expectations."

Robert Lane-Maine

"Performance 110%. Great quality and workmanship. 100% love the Cruislite. Your companies best!"

Bill Stable/Mason-Missouri

"Fantastic canopy. Good smooth openings. Handles great in all stall maneuvers, riser turns and spirals. Responsive. Good landings. Thank you for a lot of fun after the free-fall is over."

Cliff Lord-North Carolina

"I cannot say enough about your Cruislite. The fact we collectively made nearly 3000 jumps without a single malfunction is a testimonial in itself. They are the best flying canopies I've ever had the opportunity to jump!"

Jim Baker/Mirror Image-Missouri

"I have only praise for the Cruislite. 560 tippy-toe landings. This canopy gives me peace of mind to enjoy sky-diving. Keep it up!"

Guy Bryant-Arizona

"If the Cruislite gets any better I won't be able to stand it. Thanks for a great canopy. SKY DIVE!"

Robert 'Lizard' Waltzer-California

CRUISLITE — To have one is to love one.

FLITE
CRUISLITE



PARA-FLITE, INC.

5801 Magnolia Avenue • Pennsauken, NJ 08109 USA
(609) 663-1275 • Telex 831355

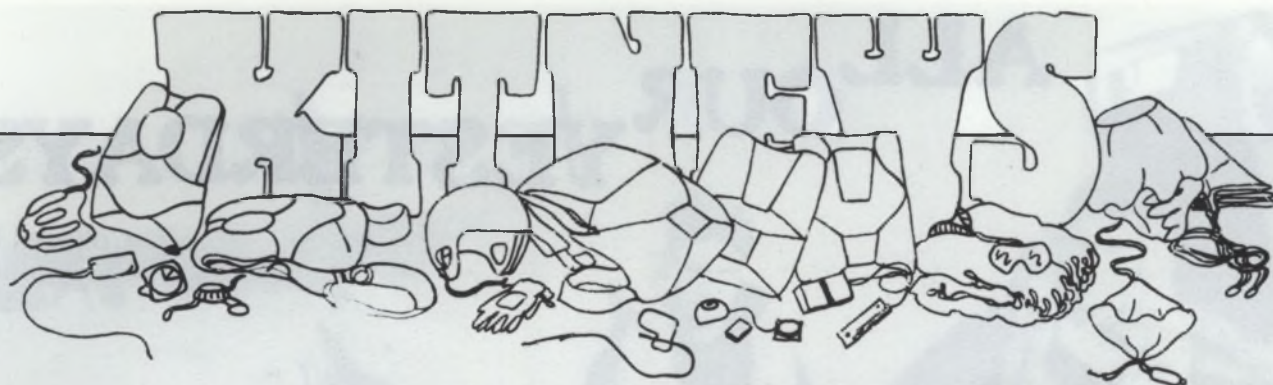
After the sale

Para-Flite, besides being the acknowledged technical and performance leader of the entire parachute industry, is also head and shoulders above the competition when it comes to customer service. Our "after the sale" policy is the same today as when we were founded: The customer's complete satisfaction comes first. Period. That has always been our policy and it always will be.

©1982 Para-Flite, Inc. XL Cloud, Strato-Cloud Δ , Cruislite, Swift and Safety Star are Trademarks of Para-Flite, Inc. Para-Flite, Inc. also makes a complete line of Military Products. For more information regarding Military Products contact Para-Flite direct. The gliding parachutes made by Para-Flite, Inc. are covered by one or more of the following US Patents: 3540681, 3724789 and corresponding Foreign Patent Rights. Other US and Foreign Patents are pending.



Look for this symbol, it's your guarantee
of Quality Products and Service



NEW RAM AIRS

Para Flite Incorporated of New Jersey, U.S.A., have released news of three RAM AIRS.

The **CIRRUS CLOUD** is a clone of the **STRATO CLOUD** canopy but utilising the spanwise construction method (material runs across the width of the canopy rather than front to back) as used on the company's **SWIFT** system. It is reported as weighing $7\frac{1}{2}$ lbs with 230 sq.ft. of area.

The **PURSUIT 215** and **PURSUIT 230** are two Ram Airs designed with the CRW jumper in mind. Both canopies utilise spanwise construction. The leading edge spanwise panels, outside and adjacent ribs and the centre ribs, are made with heavy duty (1.5 oz) material, while the rest is F111 (1.1 oz) lightweight ripstop. The centre section is of a contrasting colour for easy identification and the centre lines are coloured and thicker for rapid identification and easier gripping.

Trim Tabs for adjusting angle of attack and Cross Connectors, or risers for hooking feet into, are standard. The **PURSUIT** also comes equipped with an automatically retracting pilot chute.

The third new canopy from the **Para Flite** stable, is a seven cell Ram Air, designed principally for ascending, called the **BIRDWING**. This large canopy of 375 sq.ft. is designed to teach non-jumpers how to fly and land Ram Air parachutes. According to **Herb Eskelson**, the company's Director of Marketing, the system could allow Sport Parachuting to "Eliminate Round Canopies altogether". After learning to fly the **BIRDWING** by being towed to altitude several times, a person could safely make his/her first jump on a Ram Air canopy.

A standard Tow rope length of 500 ft is used, which allows an altitude of 400 ft. The canopy has a very slow descent rate — a canopy ride from 400 ft takes approx. 45-50 seconds. Para Flite have delivered a number of **BIRDWINGS** to the US Military. The Sport version will also be offered as a jumpable parachute at a later date. The canopy has docile handling characteristics and is impossible to stall due to limiting of the steering system.

Quick Loop

Litelite inc., makers of the SST Racer, have released a modified reserve pilot chute locking loop, called the **Quick Loop**. This new system allows the pilot chute to be seated with the correct loop lengths for any particular reserve canopy, by pulling upon cords that protrude from the pilot chute cap. The new loops are made from Kevlar line which does not stretch and has a lower frictional resistance on the ripcord pins.

Teflon not Plastic

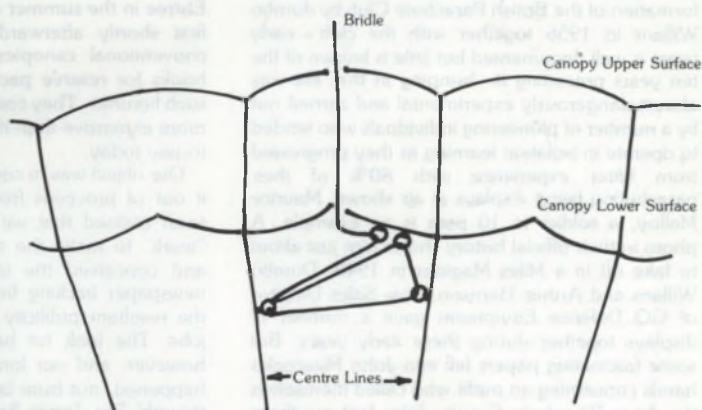
It was recently found by a rigger when trying to cut-away a jumpers one-point release on the packing table, that the pull force required was exceptionally high. It was found that the cut-away cable was in fact plastic coated and not Teflon as is recommended. The plastic coated cable looks very similar to

the correct Teflon one, but a simple test shows that its frictional resistance is extremely high, where as Teflon's is extremely low, the plastic coated cable was supplied by **Northern Parachute Systems**. So if you suspect that your cut-away cable is plastic coated, get it checked, and if it is, replace it immediately with a proper Teflon one.

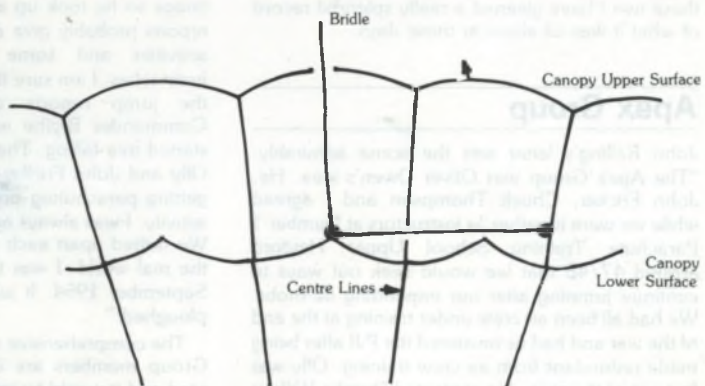
Vector/Xerox

Lofty's Loft of Bridlington, manufacturers of the **JETSTREAM** and **CHASER** rigs, are now manufacturing a copy of the Relative Workshop's **VECTOR** piggyback, under verbal licence to **Bill Booth**. Called **XEROX**, the rig incorporates a single pin reserve operation, where the nylon loop passes through the centre of the pilot chute. The reserve pilot chute spring is reversed, ie: the larger Diameter part is at the bottom of the pilot chute, rather than the top, as in the MAI type. The main container is opened by aleg strap mounted, throw away pilot chute.

VERTICLE CROSS SECTIONS OF RAM AIR CANOPY



Automatic system for retracting pilot chute on PURSUIT canopy.



A similar system designed and used by Ian Marshall

ALL OUR YESTERDAYS

Collated by
Charles Shea-Simonds



Before the Apex Group's first team jump 1949 Oliver Owen, John Ralling and John Fricker

Looking at the history of our sport and the incredible way it has developed is fascinating. The formation of the British Parachute Club by Dumbo Willans in 1956 together with the club's early years is well documented but little is known of the ten years preceding it. Jumping in that era was almost dangerously experimental and carried out by a number of pioneering individuals who tended to operate in isolation learning as they progressed from bitter experience with 80% of their parachuting being displays at air shows. Maurice Malloy, a soldier in 10 para is an example. A photo in their official history shows him just about to take off in a Miles Magister in 1948. Dumbo Willans and Arthur Harrison, now Sales Director of GQ Defence Equipment gave a number of displays together during these early years. But some fascinating papers fell into John Meacock's hands concerning an outfit who called themselves the Apex Parachute Group. John lent me these papers and through them I managed to contact one of the Apex Group's stalwart members, John Ralling who lives in Essex. He in turn contacted Oliver Owen another of their number and from these two I have gleaned a really splendid record of what it was all about in those days.

Apex Group

John Ralling's letter sets the scene admirably: "The Apex Group was Oliver Owen's idea. He, John Fricker, Chuck Thompson and I agreed while we were together as instructors at Number 1 Parachute Training School Upper Heyford around 47/48 that we would seek out ways to continue jumping after our impending demobilisation. We had all been air crew under training at the end of the war and had re-mustered the PJI after being made redundant from air crew training. Olly was first out of the mob. He contacted Dumbo Willans and got himself a jumping permit from the Ministry of Civil Aviation by doing a jump at

Elstree in late 1948. John Fricker and I joined Olly for a jump from a Rapide at an air display at Elstree in the summer of 1949 and Chuck did his first shortly afterwards. Our chutes were 28' conventional canopies and the harnesses had hooks for reserve packs though we never used such luxuries. They cost us £86 each, relatively far more expensive than the £200 to £300 you seem to pay today.

Our object was to continue jumping and finance it out of proceeds from doing air displays. We soon realised that we were not getting enough "work" to make the operation financially viable and conceived the idea that if we could get newspaper backing for something a bit startling the resultant publicity would pull in the display jobs. The look for backing never materialised, however, and our long group night drop never happened, not from lack of newspaper mentions though! The James Smith mentioned in some of the cuttings is actually John Fricker who at the time was a journalist on the staff of "The Aeroplane". I think he got editorial warning to lay off jumping as being bad for The Aeroplane's image so he took up a pseudonym! The various reports probably give a fair idea of Apex Group activities and some of the problems and heartaches. I am sure that you will only have seen the jump reports which I sent to Wing Commander Blythe when no. 1 PTS had just started free-falling. These others fill in a bit more. Olly and John Fricker were keen on the idea of getting parachuting organised as a club sporting activity. I was always against it. How wrong I was! We drifted apart each trying to carve a career in the real world. I was the last to stop jumping in September 1954. It was a lonely old forrow we ploughed."

The comprehensive written reports of the Apex Group members are unbelievably interesting to read and it would be impossible in this short piece to reproduce them all. I will, however, produce one report from each of the four members.

Oliver Owen

The first report is by Oliver Owen and it concerns a jump done at Luton in May 1949. The aircraft was a Magister and the height of the drop was 8,000'. He was out to do a delay down to 3,000'. The report reads as follows:

"The purposes of this descent were (1) to make a delay long enough to look around and take stock. (2) to see whether a small vein between the legs would induce a steady head down attitude and, in this connection, (3) to find out whether the wearing of RAF goggles would result in a clear enough view of the ground being obtained to judge height fairly accurately. Thus the additional equipment was (1) an equilateral triangular piece of canvas secured to the legs with string and extending to a point between the knee and the ankle (2) RAF helmet minus ear pieces with the holes filled in (3) RAF goggles done up tight.

The fold down door was removed at the hinges from the front cockpit of the Maggie. Some difficulty was experienced in climbing in due to the web and I also found that there was not much room longitudinally for me and the pack in the cockpit.

The weather was suitable with very little wind, five tenths cloud at 7,000' and some more very high. There was plenty of haze, only about ten miles of deck being visible from 8,000'. It was agreed that the aim should be to drop me right at the upwind end of the aerodrome since beyond the downwind end was bad ground. The aiming was to be done entirely by the pilot who would give me the signal to move.

At 8,000' the Maggie was hardly climbing at all and so rather than risk sinking back into cloud and losing sight of the deck Tubby Rumble rocked the boat for me to climb out. This was more easily accomplished in the initial stage than I had anticipated by hugging the windscreen but as soon as I got to my feet out and on the wing the

slipstream caught in the vein and made it extremely difficult to obtain a footing. When I was all out and on the wing I found it very difficult to hold on. I had my right hand inside the front cockpit but the rest of me wanted to slide off the sloping wing. It transpired later that the nose had dropped and would not readily rise again so that probably the speed was a little high. I yelled to Tubby to reduce speed but he did not hear what I said. I heard his "Ok to go now" though so I went. I dived off partly to well below the tail and partly to avoid banging the bottom of the pack on the trailing edge. I fell through the wispy cloud before I knew it so that did not bother me. I parted my legs to bring the vein into effect and except for some oscillation did not lose the roughly head down attitude adopted on exit. After a few seconds I was in a really wizzard position not quite vertical with my face down. My line of sight with head well back was thus normal to the deck. When the speed became really high I found that the pressure closed my nostrils and even oral breathing was rather like sucking and blowing treacle. I also found that my goggles tended to lift of my fact. I brought up my left hand to hold them and this upset my trim and I oscillated quite disturbingly approximately about my longitudinal axis. This effect took some time to correct and when I next had a look at the ground it was near enough considering that my attitude was no longer constant and I might lose sight again at any time. Height was about 3,000' as estimated by ground observers. The opening shock was again considerable.

The rest of the descent was uneventful and I landed about a hundred yards from the aiming point just outside the drome. The psychological after effects were uncomfortable. I suppose them to be mainly due to the rapid going up and coming down and the opening shock. I definitely think that the latter coming as it does at the end of a period of intense concentration produce a slight daze. These after effects were (1) immediately following the descent an indistinctness of sight at the extremes of field of vision with the eye in a given position (2) a headache, later on (3) bodily stiffness, later still (4) fatigue. These conditions should not necessarily be taken as potentially representative as I did jump on an empty stomach and had some beer immediately afterwards.

Conclusions: The vein as tested is very useful in keeping the body in constant head down attitude enabling the ground to be seen. With better goggles a clear view should be obtained. The arms should be held either close to the side or limply so as not to affect trim. The web is a nuisance whilst climbing about the aircraft where there is an open cockpit type. It should be OK from a Dominee (a Rapide). When I get to the option I shall ask for my chute to be packed for a slow opening. If a large number of descents are made the opening shock will be a distinct draw-back."



Oliver Owen lands at Swansea Air Show, Swansea Airport 1949

Cowes 1950 John Fricker

The next report is by John Fricker and it concerns a descent at Cowes in August 1950. The aircraft was an Auster 5 and he was intending to drop from 2,000' with an opening altitude of 500 to 600' and the weather was, he says, perfect: "Cowes was expecting a good long delay and I went there with the idea of doing a standard 3,000' 12 second job but one glimpse of the airfield, which is about the size of Eton Bray, but surrounded by more of a built up area changed my mind. I decided on 2,000' as not having the experience of the more practiced members of the group I wished to get in the field. I had a chat with Bradley who has been flying from the year dot and is a most experienced old hand. What wind there was across the width of the field allowing after clearing aircraft etc. about 200 yards. I was using my new training main with one of Dumbo's canopies and one of Dumbo's chest reserves (sissy!) A significant point was that on these new chutes which have 'X'-type dual purpose harnesses the ripcord is located on the outside of the right hand shoulder strap. This means that the right hand must be doubled up into a position where very little leverage is obtainable.

Leaving the aircraft was straight forward. I like the Auster very much for the jumping. The door and stick were removed and I sat on the seat sideways with my legs in the slip stream, left foot resting on the step. One can ease out and get a

true birds eye view of the DZ while giving a final direction with the left hand. In my case an Auster crossed the DZ as I was about to jump and we were forced to round again. The same aircraft got in the way a second time but I steered Bradley towards the further end of the field. After about 5 or 6 seconds during which I tried unavailingly to get into a better position than an inverted head down in fact almost vertical attitude I gave a tentative pull to the ripcord. It failed to come out and I had to give a really hard tug to get it clear. The ground seemed close but it was not until afterwards that I was informed that my opening height was between 500 and 600' after a delay of about 9 seconds. In opening the chute somehow grazed and bruised my upper lip after a painful blow and the opening shock was so severe that the chest pack was jerked from its snap hook stowage and hung on its left webs down to my knees. Both shoulders but particularly the right one were extensively bruised and grazed, there were no thigh abrasions. Although there was no wind I made a bloody awful landing quite nicely inside the field about ten yards from the aircraft park. The organisers were very pleased with the delay. Two points arise. First and most important I think it advisable in future to ease the ripcord from its elastic housing before leaving the aircraft, second apparently there was the usual deathly hush when the aircraft was approaching for its usual run in and the tension was terrific when we went round again. Turlington suggested that to build up suspense it might be a good idea to incorporate it in the act."

Reserve Worn

That report is interesting because it's one of the few in the Apex reports that I have where the jumper admits to wearing a reserve parachute. In fact reserves didn't come in in the military until 1954 and so I suspect that it wasn't until this time that they became a standard piece of equipment. We now come to a report by Chuck Thompson and this concerns a jump made at Wolsington Airport which is now Newcastle airport on 17th July 1949. He says the purpose of the jump was to further ascertain the practicability and effectiveness of the leg vein. The height was 2500' and he was jumping from a Tiger Moth. The account reads.. "After a dummy run at maximum ceiling I climbed out onto the starboard wing. I experienced no inconvenience at all with the vein and by standing sideways with feet more or less together cut out any extra drag. The dive off was rather shallow according to Evans who estimates I cleared the tail by about two feet. I held



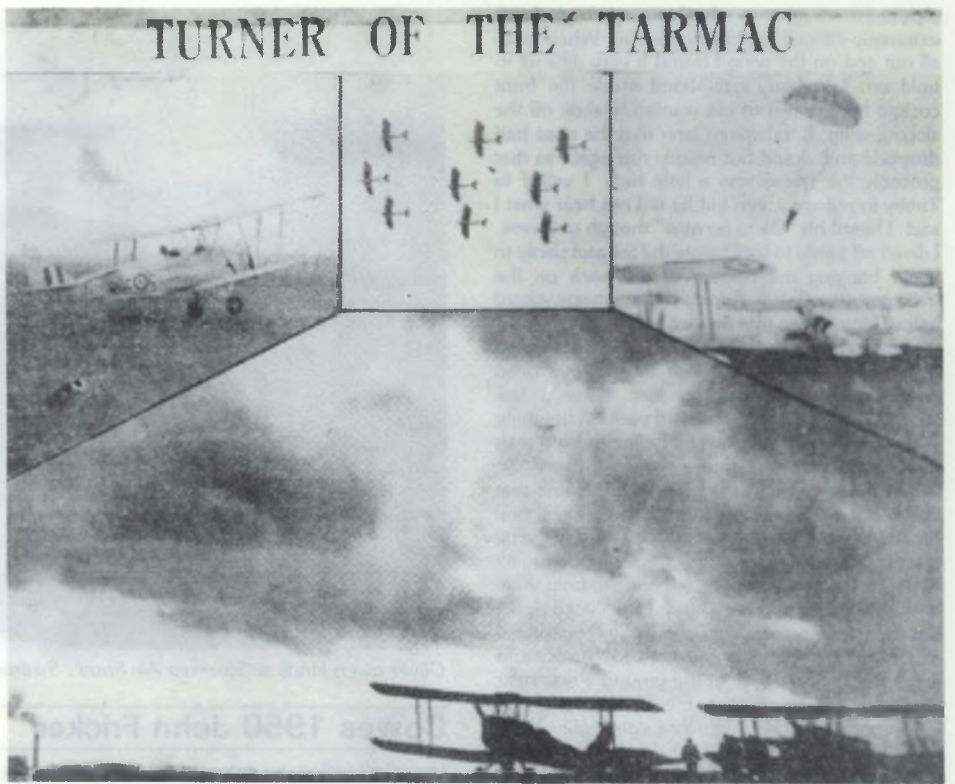
Oliver Owen demonstrating 1949 "Stable" position!

a steady head down attitude for 200 or 300' then my feet came over and I was on my back. The vein was still extended directly to air resistance. I afterwards found that the left side of the vein had ripped away from the small pulleys and upper leg strap. These attachment will have to be made very much stronger. I could have closed my legs but wanted to find out if the vein would right me. It was at this point I imagine that the vein gave way for I twisted to the left and commenced some violent aerobatics. My impression of these are vague but I do know I somersaulted rapidly three or four times twisting at the same time. It was some time before I managed to straighten out and get a good look at the deck which was a bit closish so I pulled. Later estimates indicate I opened at about 500'. The chute whipped open quickly, confirmed from the deck, and the opening shock was considerable. I found I had a couple of twists low down on the left webs behind my neck. I could feel the way they were turning and a few kicks brought them out. Had been wondering what had gone wrong with the vein so immediately took a look at it and found it ripped away. By this time I was only about 200' from the deck so quickly applied lift web technique and came in side left. Conclusions: 1. The vein swung me over or allowed me to go over onto my back. It is wider than Jonny's and presumably Olly's too. At any rate its area is greater and since both these were successful this may be the answer, comments welcomed. 2. This was a Rallying type vein patent applied for Johnny? with an additional centre zip. Though of strong material the pulleys ripped clean out of the cloth. These would need to be reinforced. 3. Have decided to dispense with the rail and pulleys however and use fixed leg attachments. The centre zip can be opened about a foot to get our of the cockpit and then pulled down again when on the wing. The latter will not in my opinion present any difficulty."

John Ralling 1950

John Ralling provides the fourth jump report and this was in May 1950 from a Tiger Moth at Shoreham. It was a display and the dropping height was 3,000'. The report reads... "This is

30,000 FT. PARA JUMP IN EASTER VACATION FOR CORPUS SKYMAN



obviously a very long story. I will cut it short. Gwyn Johns and Dumbo were due to drop. I was there with the RAF Chipmunk formation John's cancelled, saying that there was too much wind (he wasn't there in person at all). Air Commodore McEvoy saw me loafing about and said: "Will you do it?". I said yes, would he approve the use of (1) a service chute (2) a service aircraft (3) a servic pilot. He's a very good hand and said yes. Accordingly I modified my issued pilot chute seat pack by tying string from the crotch strap to the seat strap for very obvious reasons. I got Walsh genned up and we took off. The wind velocity was 20 to 25, sometimes more. Then the brilliant organisation tripped up and we were kept hanging about over Shoreham for just over an hour. I don't want too many more hours like that! Besides it was cold. Contact between Walsh and myself was perfect. He did his stuff magnificently. I was to drop over the upwind boundary which I did.

The usual manipulations were used to get a head down position, the lower ripcord and seat pack did not unduly affect things. I pulled, expecting to be thoroughly bounced and it was quite mild. The shoulder buckles lifted off a little, but I had adequate control. The rate of sink was noticeably much faster. The wind had dropped considerably, and these two fact combined to land me well upwind. Not to worry it went down alright. The landing shock was mild as well, followed by a smooth side right, well — a side right. Dumbo dropped just after I had landed a straight one from 1500' with no delay. He landed in the middle of the field but almost as far away from the crowd as I was upwind. There is little doubt which drop was better received. My one conclusion is that 24' canopies give a greater rate of sink, but, with luck, do not automatically imply a heavier landing."

Oliver Owen 1944

The next document in all these papers that is definitely worth talking about is the report by Oliver Owen which is dated November 1949 which is 14 pages worth of proposal to establish the first of what could be termed a sport parachute club. He discusses initially the types of parachute course that could be offered either for those who have some static line jumps before or for those who have not done anything at all. He then goes on to talk about personnel, equipment and

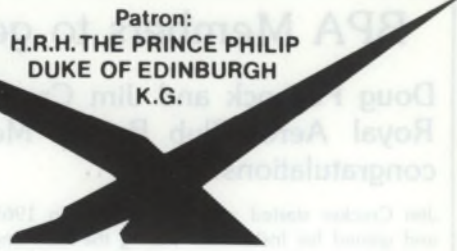
premises. Then he discussed the organisation and the financial side of it and how they are going to advertise it, where they think the potential pupils are going to come from, the dealing with the Ministry of Civil Aviation, how they are going to cope with accidents and casualties, a connection with Irvins is suggested for equipment, a tie up with Farnborough and that his general conclusions. One paragraph is strangely prophetic, he says "in addition to the courses facilities for odd jumps should be provided for graduates who wish to return for a weekend of jolly fun." This line would be the creation of a new sport, not just the opportunity for a few jumps and then no more. One can't help feeling that the idea fell down because of the basic lack of demand there was for sport parachute training at the time or just parachute training. Although John Ralling in his criticism of Olly's paper suggests that they should not get involved because by running courses there would immediately create a bunch of parachutists who would be competing with them for all the various display jumps that there were on the market.

The papers of the Apex Group provide a fascinating insight into parachuting of that era. An era where no reserves were used, no instruments, they had little idea of stability other than to achieve a head down position and most of the jumps were to demonstrate parachuting to the general public. Having read them I am certainly left with a feeling of admiration for their achievements and certainly a large amount of envy for not having been able to experience the fun and pioneering spirit which they all enjoyed.

THE AIR LEAGUE

By becoming a Member you will be supporting the only non-political organisation working to win wider recognition that national security and economic well-being demand that Great Britain be strong in the air . . . again!

Patron:
H.R.H. THE PRINCE PHILIP
DUKE OF EDINBURGH
K.G.



Objectives

A strong Royal Air Force with powerful air elements in all the Defence Services.

A vigorous civil air arm in which the Airlines, Business and General Aviation together with Sport and Leisure flying organisations can operate as a complementary whole.

A dynamic aerospace industry able to lead in technology and to compete profitably world-wide, either independently or in partnership with others.

A youth programme to encourage 'air mindedness' and to assist young people to prepare for a career in aviation.

To help achieve these objectives The Air League is:

Contributing to discussion and debate on defence and aerospace issues with members of both Houses of Parliament.

Developing contacts with appropriate Government Departments and Industrial Organisations.

Participating in the work of Learned Institutions and special interest groups.

Providing contributions and comment to newspapers, periodicals, radio and television programmes.

Promoting a national programme to encourage 'air-mindedness' among the young, initially through its sponsored Flying Scholarship Scheme.*

Seeking constantly to expand its influence by increasing Membership and to improve its financial strength.

Membership benefits

Members receive monthly a copy of *Air Pictorial* together with News letters, items of interest from time-to-time and invitations to attend events arranged by The Air League.

*Sponsored Flying Scholarship Scheme

Should you or your organisation wish to assist in sponsoring selected young people to obtain flying scholarships to at least PPL standard, please contact

**The Director, The Air League, 4 Hamilton Place
London W1V 0BQ telephone: 01-499 6400**

Application for membership

Membership categories and fees (please tick)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Member UK £10 p.a.	Member Overseas £15 p.a.	Life Member £150	Donor Under £250 p.a.	Corporate Member £250 p.a. min.	Sustaining Member By arrangement

To **The Air League**, 4 Hamilton Place, London W1V 0BQ.

I/we wish to support The Air League as indicated above.

I/we return completed Bankers Order in payment of my/our subscription for Membership (UK)/(Overseas).

Signed _____

Date _____

Full name
BLOCK CAPITALS PLEASE

Title/Decorations _____

Please send my monthly copy of *Air Pictorial* and all Air League papers to:

Address _____

Post code _____

Note Prospective Life, Corporate and Sustaining Members are requested to complete name and address only and we will contact you. Half price for each Member joining after 1st July.

SP

Banker's order

To be returned to: **The Air League**, 4 Hamilton Place, London W1V 0BQ

Name of bank _____

Address _____

Post code _____

Account number _____

Please pay to the Account (no. 13181017) of the Air League, the National Westminster Bank Limited, 1 St. James's Square, London SW1Y 4JX the sum of

_____ on 1 January 19____

and continue to pay this amount on 1 January annually until further notice. **This cancels any previous standing order I/we have made in favour of the Air League; it is important that my/our name be quoted in remit.**

Name _____

BLOCK CAPITALS _____

Address _____

Post code _____

Signature _____ Date _____ 19____

BPA Members to get Royal Aero Club Awards (third year running)

Doug Peacock and Jim Crocker have been awarded the FAI Tissandier Diploma and the Royal Aero Club Bronze Medal respectively. I am sure membership will join me in offering congratulations.

Jim Crocker started sport parachuting in 1965 and gained his Instructors' Rating the following year. He was first elected to the Council of the British Parachute Association in 1970 and has been elected every year since then; he has been the Vice Chairman of the Association for the last two years.



In 1969 Jim directed his considerable energies to the promotion of the parachuting discipline of relative work. In the following year he was a member of the Royal Green Jackets Team that built the first free fall Eight Man Star in the United Kingdom. He formed his own team in 1971 which produced the first United Kingdom free fall 10 Man Star. With his team, which he captained, he competed in the European 10 Man Cup in Austria in 1973 and 1974, which won Gold and Silver Medals respectively. In 1974 he was Captain of the British 10 Man Team at the World Cup in South Africa which was placed 5th; in 1975 a member of the British 10 Man Team at the World Championships in Germany and in 1976 Captain of the British 4 Man Team at the World Cup back in South Africa. During these years numerous young parachutists learned from his expertise which was always freely and readily given.

Jim is also an accomplished parachuting pilot and has flown his own aircraft for many hundreds of hours for the sport. From 1978-81 he was Chairman of the Midland Parachute Centre — one of the Association's most thriving weekend clubs.

But it is principally for his diligent and tireless efforts as Chairman of the BPA Safety and Training Committee that this nomination is made. He carried out this office from 1972-1982 — these 10 years covering the most rapid development of equipment and techniques seen in the history of sport. This development period saw the establishment of a comprehensive Instructor Training Programme, the introduction of safer equipment for student parachutists, the introduction of "square" parachutes for advanced parachutists and the associated now discipline of "Canopy Relative Work," and the introduction of a safer Student Progression and comprehensive Instructors' Manual. Benefitting from Jim's careful guidance, energy and wisdom, the Safety and Training Committee's work during this period has been reflected in the very highest standard of safety and training which has become the envy of the rest of the sport parachuting world.

The British Parachute Association considers Jim Crocker to be a most worthy nomination for the Royal Aero Club Bronze Medal 1982.

Doug Peacock qualified as Parachute Jumping Instructor in the Royal Air Force in 1956, as a BPA Instructor in 1963 and BPA Examiner in 1967. He was cameraman of the RAF Falcons Parachute Display Team from 1970 to 1971 and became Chief Instructor of the Royal Air Force Sport Parachute Association in 1972, a job he carried out until his retirement from the Service in 1977. In 1968 he was a member of the British Parachute Team who first won a medal (bronze) for Great Britain in a World Parachuting Championships. He was also British Team Coach in 1972, 1974 and 1976, and British Judge on the FAI Panel at the World Championships in 1978 and 1980 (in the latter he was Style Event

Judge). From 1976 to 1978 he was an elected member in the BPA Council during which time he was Chairman of the Competitions Committee.

In 1978 he was appointed the Association's second full time National Coach and Safety Officer. He has carried out this job until earlier this year with singular dedication and expertise. During these four years he ran 16 Instructors



Courses, 4 National Championships and was Chief Judge at numerous National & International Competitions. He has also served as UK Alternate Delegate on the International Parachuting Committee (CIP) of the FAI where, as a member of the Sporting Code Sub-Committee, his expertise and ideas have gained international respect.

Doug Peacock has spent his 25 years in parachuting diligently coaching others — this is an outstanding achievement which has reached its zenith during his four years as BPA's National Coach & Safety Officer. During these four years Great Britain has won medals at all of the four World Parachute Championships (78, '79, '80, '81) — Doug Peacock's tireless efforts have played an important part in these magnificent results and the British Parachute Association is thus proud to nominate him for an FAI Tissandier Diploma.



"IS'NT IT MARVELLOUS HOW A 96-TON GLIDER, LIKE THE SPACE SHUTTLE, CAN FLY & LAND WITH SUCH PRECISION?"



"NOT REALLY! YOU'VE SEEN HOW I HANDLE MY PARACHUTE!"



Filwelz

"THAT'S TRUE. I SUPPOSE EVEN YOU COULD HIT A FIVE MILE RUNWAY!"

REPRINTED FROM RAF AIR CLUES MAGAZINE

Hypoxia

Hypoxia can be recognised as a 3-pronged attack. Firstly, because oxygen is not reaching the brain in sufficient quantities, there are subtle changes in personality — euphoria, lack of mental co-ordination and loss of self-criticism and judgement. The victim may or may not appreciate that he is flying badly but, in either case, he almost certainly will not care. Then, in an effort to get more oxygen to the brain, blood is diverted from non-vital areas, so the skin goes pale, fingers go numb, tunnel vision occurs and hearing becomes difficult. This can be followed by muscular inco-ordination and slurred speech before the final conscious stage, hyperventilation. The speed of onset of these symptoms and signs increases with height.

3rd SIBSON T.R.A.C. MEET

HIGH WINDS

Saturday morning brought high winds and patchy cloud. Accuracy being impossible it was decided to press on with relative work only.

Round three, bipole, murphy Habe, zipper, diamond and accordian, was drawn first which brought some interesting ideas for the initial exit.

Completion of round one left a home team, Refraction, one point ahead, but hot on their heels were The Royal Artillery Parachute Team and Loops holding joint second.

DISAPPOINTED

A disappointing result for another home team, The Flying Galtaries, left them scoring one point out of a believed three.

The cloud coverage during round two made judging almost impossible and luckily all but two teams, Loops and The Royal Green Jackets, were seen and scored.

By late afternoon the weather had deteriorated such that completion would have to wait until Sunday. So teams, judges and helpers alike retired to bar and buffet.

REJUMPS

Sunday turned out to be a typical start

stop day with winds, once again, too high for accuracy. But in between cloud burses Loops and the Green Jackets made the rejumps which completed round two and left Loops one point ahead of Refraction and The Royal Artillery.

For the majority of the day it looked as if the two rounds, already complete, would be all the weather would allow us. But meet director Mr John Meacock opted to hang on until early evening which did in fact allow us to carry on with the third round. This spelt disaster for Loops, who not used to the pressure lost the round only scoring one point, whilst Refraction and the Royal Artillery both scored seven.

This meaning, third place assured, that there had to be a jump off to decide first and second place.

RESERVE INCIDENT

This excitement was augmented by the only incident of the meet when Cheryl Cochrane of Duck End showed everybody how to shoot accuracy on a reserve. (Thanks for the ground spotting).

JUMP OFF

The jump off was round four, unipod, spearhead, donut, accordian and

opposed tee, and was from seven thousand feet.

Refraction scored a very clean four in time whilst The Royal Artillery just beat that by one point.

ABSENCE

I think most people would agree that this years meet was close and very exciting. The absence of some usually very high scoring teams, who should remain nameless, gave some up and coming teams a small taste of glory which should spur them on to greater things.

Thank you to all the teams that entered and a special thank you to all the judges and helpers for making the 1982 T.R.A.C. meet one to remember.

RESULTS

- 1st Royal Artillery
Tim Andrews — Tim Pape — Paul Cook — Mel Cooch.
- 2nd Refraction
Chris Thomas — Dereck Thomas — Dave Hill — Richard Neal
- 3rd Loops
Dave Morris — Tim Moore — Alan Hopton — Dave Parsons

Dave Morris D3376

..its artistic
..its fantastic
action
..its fun

MAN SMALL WHY FALL SKIES CALL THAT'S ALL

..its the
selective
viewpoint of
more than 60
international
photographers
from a dozen
different
countries.

£12.50
PER VOLUME
plus postage

Send to: **'SKIES CALL'**
P.O. BOX 1000 EAST GRINSTEAD
WEST SUSSEX RH19 3SP

I enclose £12.50 for each copy, plus £1.25 to cover total postage for my order.
NAME AND ADDRESS (BLOCK CAPITALS PLEASE)

Please send me . . .

SKIES CALL Volume 1	<input type="checkbox"/>
SKIES CALL Volume 2	<input type="checkbox"/>
SKIES CALL Volume 3	<input type="checkbox"/>

£ TICK

Cheques made payable 'Skies Call'

HEADCORN PARACHUTE CENTRE OPEN 7 DAYS A WEEK



NEAREST
**FULLTIME
CENTRE TO**
LONDON

ONLY APPROVED
CENTRE IN S.E.

R.W. Instruction

All student kit with A.O.D.
Food & Accommodation

MAIN LINE STATION 15min WALK

10,000'
£6:00

CLEAR & PULL

£2:60

**+ TEAM
RATES**

OWN AIRCRAFT
B.N. ISLANDER
CHEROKEE 6

HAVE YOU LOST YOUR NERVE?

... If not, then you should be reading Adventure Sports and Travel. For amazing photography, superb articles, coverage of *every* kind of adventure sport, plus exciting travel, we have no equal. Why leave your copy to chance when for only £6.50 you can have a year's issues delivered to your home. Beat inflation, avoid the disappointment of a missed issue, take out a subscription now!

ADVENTURE SPORTS & TRAVEL

WE'RE SORRY, but we're sold out of back issues but we still have a limited quantity of issues 4, Vol. 2. no. 3 (issue 8), and 11. Hurry, you've just time to buy these three. Buy the one you've missed for £1, or get a bargain – all three for only £2.50.

Please send me:

Issue 4

Vol. 2 no. 3 (issue 8)

issue 11.

All three issues

(prices inc. of p+p)

I would like to take out a year's subscription, beginning with issue no: . . .

Name _____

Address _____

Post to: EUROPROJECTS LTD.
Adventure Sports & Travel,
17 South Molton Street, London W1.
(Cheque/P.O. payable to Europrojects Ltd.)

SPORT BRIT



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





Jump Suits

Direct from Europe's
Largest Manufacturer

SIX SIZES... AND A MULTITUDE
OF STYLES AND COLOUR COMBINATIONS

WRITE OR PHONE TODAY...
FOR BRITISH PARA VENTURES' 1981 BROCHURE

BRITISH PARA VENTURES

14d BRICKFIELDS ROAD, WORCESTER
or Telephone Worcester 25983 or 24203 (Office Hours)
or Worcester 51690 (Evenings or Weekends)

A Tradition of Quality

DON'T DROP
YOURSELF IN IT!



YOUR INSURANCE
is not valid if you are not a current
BPA MEMBER
So make sure you have
RENEWED

CESSNA 182

available for Displays and Club Jumping



Fully equipped with 'go-anywhere' capability
Experienced jump pilots
Based Stratford-upon-Avon

Contact: **Derek Squires**

Telephone:
(0789) 5258 (H) (0527) 22559 (W)

Quality Para-Suits
Suppliers to the Armed
Services
Standard (pro) design,
£31.50
Student suit, **£26.00** (not
made to measure)
Flashing single stripe, **£2.50**
extra
Custom made suits

Chequerboard, **£35.00**
Chevron or single
double flashing
from **£33.50**
Suits made in quality polyester
cotton



All prices are for
made to measure suits

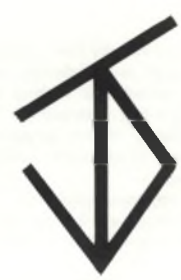
DORSET PARA-SUITS

9 colours available

Send for your order form now to
Dorset Adventure Sports
Park View, Melbury Osmond, Dorset
Tel: (093583) 494

RW Suits CUSTOM OR STANDARD

£45
+
P + P



100%
acrylic

7 Ecroyd Park
Credenhill
Hereford HR4 7EL
Tel: Hereford (0432) 760732

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE
1900 HOURS THURSDAY 13th MARCH
1982 THE POST HOUSE, LEICESTER

Present:

J. R. H. Sharples	Chairman
D. Peacock	NCSO
G. Evans	TPA
D. J. Tylcoat	Lincoln
K. Townsend	RSA
A. Collingwood	Ashford
E. Robertson	Montford Bridge
D. Palmer	LIFFT
P. Walters	Halfpenny Green
D. Parker	Headcorn
Q. Rigby	South Cotswold
I. Louttit	DISC
G. C. P. Shea-Simonds	Chairman BPA
J. H. Hitchen	SOFFP
B. Pickersgill	LBFFC
P. Cavanagh	BKPC
G. Lilly	Duck End
A. G. Knight	Ipswich
K. Toyer	TAS
G. Douglas	RGJ
J. D. Prince	NWPC
R. O'Brien	PPC
D. L. Howerski	Paraski
P. Corr	Spreadeagles
A. E. Rose	RAPT
D. P. McCarthy	Hereford
J. Laing	APA
J. Horne	REME/Skybirds
R. Ellis	Red Devils
R. Willis	RAFSPA
D. T. Hickling	BPS

Observers:

M. Wilshaw	S. George
D. Jones	S. Taylor
L. Brazier	L. Habhart
A. Stewart	Lisa Daymond-King
D. H. Higgs	P. Prewitt
J. Cooke	D. J. Buchanan
B. Parry	D. MacDonald
J. Keen	A. C. Davenport
R. Hiatt	M. Kinsella
R. Cowley	P. Hudson
D. Cullen	Susan Woods
Christine Hinchliffe	D. Woods
D. M. Wilkinson	J. Aitken
G. Horan	T. E. Johnson
R. Gays	J. Davis
J. Davis	Vera Davis
D. Cox	K. Bradley
J. Whittacker	R. C. Colclough
C. Colclough	P. Newman
D. Fox	R. Harrison
Esther Reynolds	P. Mercer
S. Pugh	G. Best
K. Skelley	Wendy Edkins
T. Butler	P. Handley
M. Sutcliffe	R. Shaw
J. Brinkworth	H. Curtis
J. Nickolls	A. Bonnett
S. Chalk	J. Fletcher
D. Wyatt	I. Topps
P. Kibblewhite	F. Fonfe
Caroline Pyper	Anthea Lea

Item 1**Fatality at Burscough**

The report of the Board of Inquiry into the fatal accident to John MacDonald at Burscough on 7 February was read to the meeting. The deceased was making his seventh static line descent using a bag deployed C9 TU Canopy. He suffered a rotating blown periphery malfunction and pulled his reserve which failed to inflate and streamed alongside the main.

The report of the Board recommended that TU Canopies used by jumpers of Categories 1-4 be netted to minimise the incidence and severity of blown periphery malfunctions.

This recommendation promoted wide discussion. D. Howerski was strongly of the opinion that all S/L bag systems should incorporate a centre base tie and that the canopies should be net-skirted. All reserves should be kicker-spring assisted and be fitted with AODs. He made a formal proposal that such regulation come into effect by 1 January 1983. The proposal was seconded by D. Palmer and was defeated by 25-2 with 1 abstention.

G. C. P. Shea-Simonds felt that improvements to equipment were best introduced by general consent as their worth became apparent. He cited the instance of AODs on student reserve. He felt that compulsion could

prove counter-productive. D. Parker stated that for the past few months at Headcorn Canopies in S/L bag systems had been side packed. Since that time no blown peripheries had occurred.

It was pointed out that the introduction of a net skirt to the military PX and T10 canopies had virtually eliminated BP malfunctions. In the light of this, R. O'Brien proposed that the recommendations of the Board be amended to read:

Canopies with TU modification, unless the bar is netted should not be used by parachutists of Categories 1-4 inclusive. This regulation does not apply to TU Canopies fitted with a net skirt to the lower peripheral band.

This proposal was seconded by A. G. Knight and was carried by 22 votes to 3 with 1 abstention. BSRs 10.14 b. are to be amended accordingly.

Amend Regs.

Item 2**Suspension of Instructor Rating — R. Harrison**

The Chairman asked R. Harrison if he wished the observers to leave during the discussion of this item. R. Harrison stated that he had no objection to their presence. The suspension had been imposed on 8 March by the NCSO because R. Harrison had utilised Burscough Airfield as a student DZ despite a specific ban on this site imposed by STC pending further inspection. In his own defence, R. Harrison stated that his original student DZ was temporarily unusable because of drainage work and he therefore decided to use the airfield for his students programme.

After considerable discussion, three disciplinary options were considered — VIZ:

- Severe reprimand
- Suspension of Instructor rating
- Loss of exemption to act as CCI

It was finally proposed by R. O'Brien and seconded by P. Walters that R. Harrison (as an Approved Instructor) be deprived of his exemption to act as a CCI. This was carried by a 21-4 with 2 abstentions.

The suspension of R. Harrison's Approved Instructor rating was lifted.

Item 3**DZ Recce Burscough — report**

The NCSO gave a report on a recce carried out at Burscough airfield on 9 February. He stated that there were 11kv power lines bordering the northern and southern boundaries of the airfield. These cables were 1600 yards apart. Therefore, if the target cross were placed equidistant from the cables, they would still run 800 yards from the target contrary to BSRs 13.9.

It was proposed by J. D. Prince and seconded by I. Louttit that an exemption to this BSR be granted, subject to the proviso that there was only one jumper per pass.

This proposal was defeated by 12 votes to 8 with 7 abstentions. The DZ was therefore NOT cleared for student use.

Item 4**Fatality at Gallows Corner — Report**

The NCSO read

The report of the Board of Inquiry into the fatal accident to Michael J. Moreau at the Spreadeagles Parachute Club on 7 March. The deceased a Cat 10 jumper, was making a Relative Work descent with four other Club members. During the course of the descent he struck one of the other jumpers and knocked himself unconscious. Neither main nor reserve parachute was activated. The report highlighted the fact that the deceased was wearing a French type ribbed leather helmet and was not wearing an AOD.

The recommendations of the Board were:

- That STC reconsider the advisability of jumpers wearing soft helmets.
- That STC consider the question of AODs for jumpers engaged in group relative work.

It was decided that members be given time to consider these recommendations and that both be placed on the Agenda for the next meeting.

Item 5**CAA Operations Manual**

The Chairman stated that considerable input had been received from CCIs on the CAA proposals. The main areas of contention appeared to be the unduly restrictive pilot qualifications and tests, the pilot duty time clause and the practical feasibility of a CCI totally responsible for all aspects of the flying and parachuting operation.

G. C. P. Shea-Simonds endorsed this and suggested that a BPA examiner panel be set up to test pilots in the para dropping role. He further stated that the adoption of the Manual would be beneficial to the Association in that

the CAA would be obliged to investigate any alleged malpractices by affiliated Clubs and members.

It was finally decided that G. C. P. Shea-Simonds should head a negotiating sub-committee to discuss the matter with the CAA. This committee should include, if possible, Mr. Mike Watts of the Peterborough Flying Club. Any decision reached between this Committee and the CAA would be subject to ratification by STC. Members were requested to forward any further input to G. C. P. Shea-Simonds before the end of the month.

Item 6**Instructor Course 1-82 — Report**

The NCSO gave details of this course which had been run at Netheravon in February. 16 Pls had attended and all had been successful. Of the 14 examination candidates, 3 had been advised to reapply and of the 6 advanced candidates, 5 had failed the course. In addition a German Instructor, Karl Moritz had attended for a standardisation check. He had reached a high standard in his instructional work and had been checked out on S/L bag despatching from the Cessna 206. He applied for an exemption from BSRs 2.2 to act as CCI to the Shetland Parachute Club.

It was proposed by D. T. Hickling and seconded by G. Douglas (both of whom had been examiners on the Course) that Karl Moritz be granted such exemption. This was carried by 23-0 with 4 abstentions. The NCSO was to write to the Shetland Parachute Club accordingly.

M. Moritz, NCSO

Item 7**Resignation of Leeds/Bradford CCI**

A letter had been received from G. Evans stating that he had resigned from his position as CCI to the Leeds/Bradford Club. B. Pickersgill stated that A. J. Keoghan had been appointed in his place.

Item 8**Incidents****1. Malfunction at Englefield**

This concerned a student on first freefall who had rolled into the sleeve. The AOD on the reserve had fired and the reserve had opened despite partial snagging on the lines of the main. The jumper suffered a twisted knee on landing. J. L. Thomas queried whether or not a staged deployment might have prevented the initial malfunction. D. L. Howerski stated that known technology — i.e. staged deployment in conjunction with a diaper — should be applied to student free fall systems.

In conclusion it was proposed by R. O'Brien and seconded by D. Howerski that staged deployment be recommended for use on student free fall systems.

This recommendation was carried by 24 votes to nil with 3 abstentions.

2. Malfunction at Sturgate

This concerned a student on first S/L descent, using a C9 double L with a Jack Hiley container, harness and bag, with centre base tie. The top of the bag had torn out with the static line and the canopy had deployed through the bag which had effectively locked the periphery — The jumper had operated his reserve and landed safely. The equipment, which had been examined by the Riggers Committee was shown to the meeting. The acting Chairman of the riggers committee — J. Curtis reported that

- The incorrect tape had been used on the bag
- The harness webbing was to be strength tested
- The riggers committee recommended that J. Hiley's Riggers Rating be suspended

It was then proposed by J. Curtis and seconded by A. Rose that J. Hiley's rating be suspended until such time as he appeared to have the matter considered.

The recommendation was carried by 25 votes to 2. The NCSO was to write to J. Hiley.

NCSO

Item 9**Exemptions****1. Extension of PI rating — Shirley Ann McLeod**

A letter had been received from this PI whose rating expired in February 1982. In view of the fact that she had carried out little or no student training in the past 12 months, the application was not approved. The Chairman was to write accordingly.

J. R. H. Sharples

Item 10**Mogas**

A letter from D. Howerski backed by Service bulletins was read to the meeting. These bulletins, issued by Continental Aircraft Engines and by AVCO Lycoming, stressed the potential dangers of using Mogas in aircraft engines.

In reply, G. C. P. Shea-Simonds stated that these companies were owned by oil companies and thus had a vested interest in promoting the sale of Avgas. He further stated that papers produced by Mr. Dick Stratton, Chief Technical Officer of the BGA indicated that Mogas was totally suitable for the aero engines in which it had been tested (report previously circulated).

Item 11

Proposed list of banned equipment

K. Toyer offered to produce a list of equipment which had been banned by STC for circulation to Clubs. It was decided that this list should be compiled in conjunction with the NCSO and submitted to STC for consideration.
K. Toyer

Item 12

Previous minutes and matters arising

Item 2 — TU to Ram Air

Input on this matter from W. J. Meacock and G. Lilly was discussed. It was decided to leave the matter open for further input with a view to specific proposals being put to the next meeting.

Item 6.3 — Fixed Object Jumping

I. Louttit felt that the minutes regarding the banning of jumpers were somewhat ambiguous. The meeting agreed that the sentence in question should be amended to read "This ban would apply to proven fixed object jumps from the date of the minutes" (i.e. 3 February 1982). This was agreed. A letter had been received from Germany adding RAPA to the list of Clubs who would ban proven fixed object jumpers.

Item 6.9 — FXC Test Chamber

The NCSO stated that this facility was being used. It was proposed by K. Townsend and seconded by J. L. Thomas that the minutes be passed as a true record. Carried unanimously.

Item 13

Any other business

1. R. Ellis, Red Devils, gave a verbal report of an incident which occurred at Queens Parade. A student on first S/L descent suffered a rotating blown periphery malfunction. The student did not pull his reserve until instructed to do so by ground/air radio. The reserve was Kicker Spring assisted and, on deployment, entangled with the lines of the malfunctioned main. The student then manually cleared the entanglement, the reserve inflated, the original malfunction cleared itself and the student landed safely under two canopies without injury.

R. Ellis stated that the use of ground/air radio had definitely averted a serious situation. He further agreed that a net skirt on the main would have prevented the original blown periphery.

The NCSO reminded the meeting of his foriginal contention that, in the matter of reserve deployments under a partial malfunction, the Kicker Spring was not the complete answer. He stated that the incorporation of the Kicker Spring into the military PR 7 reserve was only one feature of this reserve system which also had rubber ring on the high pressure area, a reinforced peripheral band and a hesitator tie some three feet down the lines to assist clearance and inflation. The Kicker Spring could induce a false sense of security and was no substitute for thorough training in reserve manual deployment training drills. J. Laing (APA) concurred, saying that the original thinking behind the introduction of the Kicker Spring was to ensure forcible deployment of a reserve in a total malfunction situation — particularly when used in conjunction with an AOD.

G. C. P. Shea-Simonds reminded the meeting that Council were always willing to help clubs financially in the purchase of items such as radios etc. to improve safety standards. The NCSO further reminded Clubs that 3 sets of 35 mm training slides were now available for purchase from the office — VIZ

- Training Posters
- Malfunctions
- Static Line Sequence

2. **Fatality in the Oman**

J. Laing gave a summary of a military Board of Inquiry report into a fatal accident to a British Jumper in the Oman in November 1981. The jumper (249 jumps experience) was using a Strato Cloud (hand deployed with raeper) in a tandem container. The canopy releases were R3s and the reserve was a 124. The Board found that the jumper extracted the throwaway from the pocket and held on to it too long. The pin came out, the container opened and the main canopy tangled with his right leg in a horseshoe malfunction. The R3s had been activated but the reserve was not pulled. The conclusion was that the jumper had spent too long in trying to clear the entanglement and had run out of time.

The meeting decided to endorse the recommendation of the Board — VIZ during training and briefing the following points be emphasised.

1. The throwaway pilot chute be released immediately the arm is extended.
2. In a total malfunction situation, NO DELAY SHOULD BE MADE IN OPERATING THE RESERVE.

Jumpers to Note

3. **Riggers Committee**

J. Curtis stated that the Chairman — R. Peakin — had only called one meeting since 10 September 1981. The STC Chairman agreed to write to R. Peakin to ascertain his reasons and future intentions.
J. R. H. Sharples

J. L. Thomas stated that the riggers committee had been tasked with recommending an optimum design for student S/L Systems. To this end he requested input from CCIs. It was agreed that this should be done.
CCIs

4. **Exemption from BSRs 2.2. to act as CCI**

K. Toyer, BPA Approved Instructor, requested exemption to act as CCI West Lancs Parachute Club at Burscough. He had passed the Advanced Course in May 1981 and was currently short of 10 jumps before being accorded Advanced status. It was proposed by A. G. Knight and seconded by D. L. Howerski that such exemption be granted.
Carried unanimously

5. **Composition of STC**

The Chairman of the Association, G. C. P. Shea-Simonds, gave notice that the question of the composition of the Safety and Training Committee was due to be considered by Council. The proposal was that voting rights on STC be restricted to those CCIs who were Advanced Instructors. He requested that any views members might have be transmitted in writing before 25 March.

There being no further business, the meeting closed at 22.15 hours.

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING — KIMBERLEY HOUSE, LEICESTER
25th MARCH 1982, 6.30 p.m.**

Present:

- G. C. P. Shea-Simonds Chairman BPA
- J. T. Crocker Vice Chairman
- P. W. Ritchie Treasurer/
Chairman Finance Committee
- J. R. H. Sharples Chairman STC/
Club Representative
- R. Hiatt Chairman Competitions Committee
- D. Tylcoat
- D. Hennessy
- J. L. Thomas
- P. Corr
- R. O'Brien

Co-opted Council Members:

- R. Colpus
- J. H. Hitchen
- L. Melville

Other Co-opted Members:

- G. O'Hara APA

Apologies:

- J. Laing
- D. Waterman

Observers:

- J. Davis Mrs. V. Davis
- R. McGuire Mrs. C. McGuire
- B. Mason Miss S. Brearley
- J. Fletcher D. Hickling
- Miss C. Pyper D. Palmer
- R. Burgess

In Attendance:

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

The Chairman welcomed all Council Members and Observers to the meeting.

Minutes

Item 12/82

Minutes of the Meeting of 20th January 1982

Proposed by J. T. Crocker and seconded by D. Hennessy that the minutes of the above meeting be accepted as a true record.

Carried unanimously

Matters Arising

Fixed Object Jumping

The Chairman said that there was evidence that this activity is still being carried out, and if this Association is in the area where it will be asking the Sports Council for aid in funding an Assistant National Coach and we have to deal with the Civil Aviation Authority in the matter of an Operations Manual, and the legalities of exemption. He suggested that those members of Council who were taking a "soft line" with the fixed object jumpers should be ready to accept the decision which was passed at the last Council Meeting. He reiterated that unless a strong line was taken the Association and the Sport could be in jeopardy.

R. Hiatt said that his opinion expressed earlier was not to take a soft line, but to encourage these people to set up a separate association of their own completely divorced from this Association.

P. W. Ritchie stated that although no-one else had

commented he was sure that they were one hundred percent behind the decisions made so far against fixed object jumping. If this activity was to affect our Association it was essential that a united stand against it was taken.

P. Corr stated that he had not been at the STC Meeting where a list of clubs against fixed object jumping had been drawn up. He stated he was against fixed object jumping and asked that his name be added to the list.

NCSO

2. **National Championships 1983**

G. O'Hara on behalf of the APA said that they were unable at this moment to offer to host the 1983 National Championships but he hoped to be able to give Council a decision by July 1982.

Item 13/82

Committee Reports

1 a) **Safety and Training Committee 3rd February 1982**

The Chairman of STC, J. R. H. Sharples invited comments on the previously distributed minutes.

The minutes were ratified.

1 b) **Safety and Training Committee 13th March 1982**

As these minutes had not been completed in time for distribution, the Chairman, J. R. H. Sharples, went through them page by page inviting comments as they arose.

J. L. Thomas requested that his name be added to those attending as he was there. The NCSO agreed to amend the minutes accordingly.

NCSO

Item 4 — **Fatality at Gallows Corner**

R. O'Brien stated that a request had been made for a definition of what constituted a soft helmet.

J. R. H. Sharples said that discussions on this were expected at the next meeting of STC.

Item 5 — **CAA Operations Manual**

G. C. P. Shea-Simonds stated that a meeting was being arranged with the CAA on the above and those attending would be G. C. P. Shea-Simonds, the NCSO, J. R. H. Sharples, Mr. Watts from Peterborough Flying Club and J. Davies of the Badminton Club.

Item 10 — **Mogas**

The Chairman of BPA, G. C. P. Shea-Simonds, stated that there was a msitake in the minutes and these would have to be changed prior to printing in the magazine, it should read, "This company is owned by an oil company".

Item 11 — **Proposed list of banned equipment**

A list of banned equipment would be compiled by K. Toyer and would be discussed and vetted by STC.

Item 12.1 — **TU to Ram Air**

In response to a question by R. Colpus, J. R. H. Sharples stated that the matter would be fully discussed at the next meeting of STC.

NCSO

Item 12.5 — **Composition of STC**

In response to a letter from D. Howerski concerning the composition of STC, the Chairman, G. C. P. Shea-Simonds, put the matter to the Council for discussion and decision. J. R. H. Sharples stated that he was not happy that some clubs might be excluded.

There was considerable and thoughtful discussion on this matter in relation to the number of people involved

who were operating under the exemption system. After considerable input it was proposed by J. T. Crocker and seconded by L. Melville that the only people who should be entitled to vote on the Safety and Training Committee be Chief Instructors who are Advanced Instructors and those people previously co-opted onto STC as Advanced Instructors/Examiners, for their expertise. It was stressed however that all CCIs would be most welcome at all meetings.

For 9
Abstention 1

Carried

The minutes of the meeting were ratified.

2. Competitions Committee

The Chairman of the Competitions Committee, R. Hiatt apologised for not having had the CIP report discussed at the last Meeting. He assured the Chairman that he would ensure that the report would be discussed at the next meeting. He then went through the minutes inviting comments as they arose.

1. It had been agreed that the National Classic Championships be amalgamated with the CRW Championships, these would be held at Bridlington from the 5th to 13th June inclusive. With booking in and practise days on 2nd, 3rd and 4th June 1982.

The Relative Work National Championships would now be held from 10th to 18th July 1982 at Swansea Parachute Club, with the 8th and 9th as booking in and practise jump days.

Video was to be the prime judging aid. The details of this would be discussed on the Finance report under National Championships budgets.

D. Waterman

The venue and budgets for the World Championships would also be discussed in the Finance Committee report under World Championship Budgets.

Various Club Competitions had to be advised to the Committee these would be co-ordinated by the NCSO. The NCSO requested that all Club Competitions etc. should be notified to himself in order that dates could be co-ordinated prior to publication in the magazine.

It had been agreed that financial aid be requested in order to send teams to European Competitions:-

- 1) Two 4 way RW teams to Graz
- 2) CRW teams to La Pallisse

The Secretary General would ascertain from the Sports Council what degree of grant aid, if any would be available to help defray the cost of sending the teams.

Sec-Gen

The minutes were ratified.

3. Finance Committee Meeting 10th March 1982

The Chairman, P. W. Ritchie, stated that the minutes should have begun by his welcoming the new member of the Finance Committee, D. Hennessy.

Item 1/8. 1a) Advertising Debts Sport Parachutist

The Finance Committee recommended to Council that the Association should take normal business steps to recover outstanding debts. It also recommended that those advertisers owing money should not be given the facility of advertising until all outstanding monies were paid and that in future those advertisers be requested to pay in advance before their advertisements were placed in the magazine.

Sec-Gen, Ad. Manager Sport Parachutist

Item 1/8. 1 b) Team Training — Graz 1981

In response to a directive by the Committee the Secretary General had ascertained who had taken part in the team which competed at Graz in 1981, and which had undertaken a practise session at APA Netheravon and billed the training to the abpa, when in fact, there had been no agreement for a training session made by Finance Committee, Competitions Committee or the Council.

D. Tylcoat as a member of that team stated that they had been very pushed for time and had arranged the training session and unfortunately had not paid for it themselves. He apologised for the mistake and agreed to pay for those jumps he had made.

The Secretary General was requested to contact the remainder of the team and request re-imbursment of the sums incurred for jumps undertaken by them.

Sec-Gen

Item 2/82 — Security arrangements for Club Loans

The Finance Committee recommended to Council that:

1. The Certificate of registration of the A/C be held in the BPA Office.
2. The Secretary General to write to the CAA informing them of the Associations interest in the aircraft concerned.
3. The Secretary General to contact the insurers and ask for the policies to be sent to the BPA Office with

the Association interest noted thereon.

4. J. T. Crocker is in the process of drawing up a mortgage form for the aircraft. At the moment no such document is in general use.
5. Both clubs have agreed in writing to sign whatever extra legal documents are needed to furnish collateral for the Association.

Item 3/82 — World Championship Costing 1981

The income/expenditure account for the above was accepted by the Committee.

Item 4/82 — Form of Association of Accounts

The Finance Committee recommended to Council that the Association adopt a form of accounts which broadly followed the format required by Sports Council. This would be

- a) easier to read
- b) cut down the work needed to re-compile accounts from the present format.

Item 5/82 — BPC Trust Fund

Mr. M. O'Brien had been invited to attend the Meeting to join in discussions as to setting up of the BPC Trust Fund. The Council had asked the Finance Committee to discuss this in conjunction with the two trustees, Mr. M. O'Brien and Mr. St. John.

The Chairman re-read the original correspondence. There followed some deep and thoughtful discussion, but in the absence of Mr. M. O'Brien who had not managed to attend the meeting.

Finally J. T. Crocker agreed to look into the whole situation and correspond with the people concerned.

Item 8/82 — Lottery Income/Expenditure

The lottery had made a profit of £2,179. The Finance Committee asked that ideas be forthcoming, by 27th April, for ways of promoting the lottery in order to maximise the profit accruing.

Item 10/82 — Seminar — D. Howerski

The Finance Committee recommended that a direct grant of £250 be made to help defray the cost of the above.

Item 11/82 1. Cornwall Parachute Club

Cornwall Parachute Centre have borrowed £9000 over 2 years from their bank at 3% over base and ask if we would consider an interest subsidy on the same basis as granted recently to Headcorn.

We would probably have lent £3000 at 5% flat on which the interest cost would have been £300.

Guessing the average base rate over the next two years as 12%. £3000 at 15% on a reducing loan would involve an interest cost of £450.

The Finance Committee recommend a subsidy of £150.

Mr. Crocker brought the Committee up to date. Several planning applications and an appeal had failed quite badly. His involvement had begun just prior to Xmas, after an appeal had failed. He had negotiations with Chief Planning Officer. There is now an unqualified assurance from the Chief Planning Officer that if a planning application is now made for unlimited parachuting at St. Merryn it will be granted. One condition is that the cables must be undergrounded. The cost of burying the cable alone is some £6,000.

It is understood that there may be an application for aid at a later date to help defray the cost of planning applications etc. These will be considered when a request has been received.

2. Part payment to parascending — Board of Enquiry

After considerable discussion following the Finance Committee recommendation that the Association could not help defray the costs of the enquiry. Council agreed that the Association should pay half the travel costs incurred.

Sec-Gen

For 5
Against 4
Abstentions 1

5. T. Dickson — Fund

The Finance Committee and council agreed to donate the sum of £200 to the fund set up by the SSPA for the dependents of T. Dickson.

Sec-Gen

World Championships Budgets 1982

The Secretary General had prepared five budgets in connection with the above event. The figures involved had all been based on previous years experiences.

After much discussion it was agreed that budget number 1 be recommended to Council for approval. At a net cost to the Association of:

- | | |
|-----------------------------------|---------|
| a) Mens and Ladies team competing | £10,338 |
| b) Mens team only competing | £7,237 |

The team would train in the USA, dates of training to be agreed by the Competitors Committee. The team would travel to the event by air, dates of travel to be agreed by the Competitions Committee. The Secretary

General would begin the paperwork needed to apply for the maximum amount of Grant Aid or Block Grant from the Sports Council, as soon after April 1st as was possible. He will liaise with the Competitors Committee on the administrative details i.e. Visa applications, team clothing, team travel etc.

Sec-Gen
Comp. Committee

National Championships 1982

The Secretary General had prepared budgets for the National Championships based on

- a) Classics/CRW at Bridlington
- b) Classics/CRW/RW at Bridlington

In the event the Nationals have now been split into two parts VIZ:

- (i) Classics/CRW at Bridlington
- (ii) RW Championships at Swansea

It was agreed by Council that the above Championships would take place as previously stated.

a) Classics/CRW Bridlington 5 to 13 June 1982.

Following the deficit situation of the National Championships 1981 it was eventually agreed that the Championships should be budgeted for a break-even situation. In this event it was agreed that the video situation be re-examined, to see whether the existing camera and lens in conjunction with a new 3/4" tape deck would be feasible. This was to be hired together with a sufficient number of extra monitors. In order to achieve a break-even point it was considered necessary to increase the entry fee for the competitions. It was proposed by P. W. Ritchie and seconded by J. T. Crocker that the General Entry fee for each competitor be increased to £25, on the understanding that if a profit was accrued at the end of the Championships Classics/CRW and RW any residue would be refunded to the competitors.

For 7
Against 2
Abstentions 1

The Secretary General would submit new budgets based on the new figures, and the separation of the events to the Finance Committee for discussion and recommendation.

Sec-Gen, Finance Committee,
Comp. Committee, D. Waterman
The minutes were ratified

4. Report by Club Representative

There had been a meeting at Kimberley House at 2.30 on 25th March. The Secretary General would prepare the minutes of this meeting relating to membership and these would be attached to the minutes of the Council Meeting for further discussion. J. R. H. Sharples stated that there was one point which could be dealt with at once. It was that P2 be changed to P6 membership. Council unanimously agreed to this and the Secretary General would inform clubs accordingly, providing the insurance premium remains the same. *N.B. see page 11.

Sec-Gen

Item 14/82

Air League

Council agreed that the Association should effect affiliation of the above body.

G. C. P. Shea-Simonds

Item 15/82

Langar

The above club were in the midst of planning problems and had asked for support from the Association. It was a unanimous decision that the Association give their full support, in principle, to Langar in their efforts to overcome the planning problems.

Item 16/82

Affiliations

It was a unanimous decision to afford affiliation to:

- a) Paraski
- b) Swansea Parachute Club
- c) Shetland Parachute Club

Sec-Gen
NCSO

Item 17/82

The Gift League

The Secretary General had been in contact with the above and it appears that the body is very well organised and run.

The Secretary General would contact the Gift League in order that they may deal directly with clubs. There is no cost in this to the Association, but merely that the Gift League would ask whether clubs who became involved were affiliated to the BPA and require their ab-initio students to become BPA members.

Sec-Gen

Item 18/82

NCSO Post

The Chairman, G. C. P. Shea-Simonds stated that five

applicants had been interviewed for the position of NCSO. The decision had been taken to offer the position to P. Sherman, who had accepted. The salary had been set at £9,500, within the first point on Sports Council salary scales of Grade 2 for Coaches, on a six month trial basis with a review at the annual review date of September within the scale Grade II point one to £10,758. The new incumbent would commence his duties on 29th March and there would be a hand over period with the present NCSO to 16th April. P. Sherman would be working from home, but would visit the BPA Offices once per week. The Chairman asked for ratification of the decision.

J. T. Crocker expressed some disquiet that a member of staff should be based away from the office and he felt that there could well be a problem of communication.

G. C. P. Shea-Simonds assured him that other bodies employed staff who worked remote from their headquarters, and further assured Council that the new NCSO would be available on the telephone, and that an answering service was to be installed which would give full details of the NCSO's location, and messages could be left and dealt with. An extract from the curriculum vitae is given below:

Transferred back to Special Air Service in 1960.

Attended first Military Free fall Parachute Course at No. 1 Parachute Training School, Abingdon in 1961.

Member of Special Air Service Parachute Display Team — Farnborough Air Show 1961.

Senior NCO of SAS Team which established British and Commonwealth High Altitude record freefall descent from 34,350 ft January 1962.

Senior NCO of SAS trails unit during combined tactical freefall trials between US Army and SAS — USA. July-October 1962.

Member of British National Parachute Competition Team at World Championships, USA 1962, Adriatic Cup, Yugoslavia 1963 and 1965, and World Championships, Germany 1964.

National Parachute Champion 1964.

Member of Joint Services Freefall Trials Team upon its formation in 1965.

Awarded Air Force medal for work in connection with Military Tactical Freefall Parachute Techniques 1968. Discharged from Army at own request, October 1969.

Civilian Career:

After leaving the Army was employed by RFD-GQ Parachute Company as Project Engineer, areas of responsibility were Freefall and Airborne Army requirements, including the initial live testing of experimental parachutes. Also responsible for live sales demonstrations world-wide.

In January 1975 went to Dubai, United Arab Emirates, to start up a Military Parachute School.

Whilst in Dubai was responsible for the formation and training of the UAE Parachute Team.

During 1981 was the Organiser/Meet Director of the CISM World Military Sport Parachute Championships held in Dubai.

C.I.P. Delegate for the UAE.

BPA Career:

Member of the BPA Council for many of its early years.

Chairman of the Safety and Training Committee for 3 years. During this time was responsible for the introduction of the Potential Instructor/Instructor Qualification System now in use within the BPA.

BPA Instructor/Examiner since inception of the qualification.

BPA National Judges Rating. Documentation into the FAI for International Judges Rating.

Council ratified the appointment of P. Sherman as National Coach & Safety Officer.

Sec-Gen

The Chairman, G. C. P. Shea-Simonds proposed a warm vote of thanks to the retiring NCSO, D. Peacock and thanked him for his efforts of the last four years and wished him well for the future.

Item 19/82

A.O.B.

1. R. McGuire presented a paper concerning the advertising rates for "The Sport Parachutist". Council agreed that these should be implemented. R. McGuire said that the rates would come into force for the June issue of the magazine.

2. R. Burgess had offered the use of a computer at the Nationals for a results service and/or the draw. His offer was gratefully accepted.

NCSO
Comp. Committee

3. Substituted Service by way of advertisement

The Association had been approached to enter in the magazine substituted service of Bankruptcy.

The Council decided this was acceptable. The Secretary General to contact the firm concerned for details of insert and R. McGuire to liaise on

advertising rates to be charged.

Sec-Gen

The Chairman G. C. P. Shea-Simonds is pleased to announce that the following have been nominated for the following Royal Aero Club awards.

D. Peacock FAI Tissandier Diploma
J. T. Crocker Bronze Medal

These nominations are subject to official confirmation at the Royal Aero Club Meeting of 29th April.

Date of next Meeting:

Thursday 13th May 1982

BPA Offices, Kimberley House, Leicester. 6.30 p.m.

*N.B. The Secretary General had formed out that the Insurance premium remains the same. All clubs have been notified of the change from P2 to P6. 1.4.82.

Input of a meeting of CCI's/Proprietors of Clubs to discuss Memberships of the Association. Held at the BPA Offices on Thursday 25th March 1982 at 1430 hours under the Chairmanship of J. R. H. Sharples, Club Representative.

Present:

J. R. H. Sharples Chairman
D. Tylcoat
J. Thomas
L. Melville
J. Hitchen
P. Corr
D. Hickling
R. O'Brien
P. W. Ritchie

Observers:

Miss C. Pyper

In Attendance:

C. W. Port Secretary General

J. R. H. Sharples opened the meeting by running through the various membership types/forms etc. operated by the Association.

In response to input from J. Laing the subject of Provisional Membership provoked considerable discussion. It was thought that P2 membership should be changed to include 6 jumps over a 4 month period. The pros and cons of dispensing with P4 membership were put forward. The loss of revenue to the Association in the event of P4 being withdrawn and Provisional 6 jump being introduced at the same rate as P2 jump membership was discussed. It was felt that 6 jumps would be a more equitable deal for 1st time students.

The matter of the administration forms was then discussed. It had been suggested that blocks of numbers be sold to the clubs either in advance or on invoice, the pink forms would be prenumbered, and the revenue received from each club would be checked against the number with which they had been issued. It was stated that the Association had always run on trust and expected that clubs would send in revenue owing to the Association. The general feeling was that there was no one cheating the Association and that the forms and issue of numbers should continue as they are administered at present. The other various forms were also discussed. Conversions at club level, as opposed to the student contacting the BPA Office and organising their own conversions.

The Secretary General pointed out that the Association had always administered each club according to its needs, requiring and requests, thus there were several different forms of administration being carried out for various clubs. The changes since he joined the Association had been to cut down the number of types of membership from 22 to 10, to amalgamate all forms of membership onto 1 form instead of 4. The idea of conversion at club level had been at the behest of 2 clubs, Council had approved this idea and some people did this, most did not. The matter of cost to convert in January, February, March was discussed. The Secretary General again pointed out that a) there had been agreement that people should renew on the anniversary of their date of joining the Association. This had been started. It was then decided, after clubs had declared that the administration was too great, to revert back to the old system of all renewing on 1st April each year. Further it was decided that the year would be split into 2, those joining in April/Sept would pay full fees, those from Oct/March half fees. b) If the year were to be split up into quarters etc. then there would be the situation of many more membership types being created, causing increases in financial outlay, time consumption etc. It was finally

agreed that the various systems which are being run for various clubs remain in force and the Association would, as ever, administer clubs as they requested. It was further agreed that P4 remain in force but P2 be changed to P6. It was thought that there were insufficient people present though to go firm on these decisions and so J. R. H. Sharples agreed to put the question to CCLs at the next STC.

D. Hickling brought up the matter of Collegiate Clubs/Personnel being given reduced membership/renewal rates as they were short of money. There was some discussion on this point and it was agreed not to pursue this matter at this time.

It had been suggested from Mrs. S. Meacock that the forms could be simplified by having them in duplicate. The club could fill in all the details and keep one copy, the other copy would be handed to the student. If that student wished to convert to full membership the form could then merely be sent to the office with the requisite fee and the office would merely send out the membership form.

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE 1900 HRS THURSDAY 29 APRIL 1982 THE POST HOUSE, LEICESTER

Present:

J. R. H. Sharples	Chairman
P. W. Sherman	N.C.S.O.
P. Slattery	E.C.P.C.
J. Meacock	Peterborough
G. Douglas	R.G.J.
A. E. Rose	R.A.P.T.
B. C. P. Charters	Netheravon
D. T. Hickling	B.P.S.
D. Palmer	L.I.F.F.T.
N. H. Nisbett	R.A.O.C.
D. Parker	Headcorn
P. Kibblewhite	Swansea
J. H. Hitchen	S.O.F.F.P.
P. Corr	Spredeagles
P. Mercer	Lincoln
D. L. Howerski	Paraski
D. P. McCarthy	Hereford
K. Toyer	W.L.P.C.
P. Walters	Halfpenny Green
T. Butler	M.P.C.
J. L. Thomas	Riggers
B. Pickersgill	L.B.F.F.C.
T. Knight	Ipswich
G. Evans	T.P.A.
K. Townsend	R.S.A.

Observers:

R. Harrison	J. Whittaker
R. Colclough	D. Cox
V. Davis	J. Davis
R. Gays	J. Curtis
M. Townsend	R. Shaw
M. Sutcliffe	S. Howerski
M. McLaughlin	V. Slattery
R. Burgess	S. Cooper
A. Ashton	D. Wilkinson
A. Oakes	M. Wigg
C. Donaldson	L. Brazier
D. J. Higgs	M. Smith
C. Pyper	P. Becker
D. McCullough	D. Speed
D. Woods	P. Platt
P. Mears	D. Foster
P. Newman	

Apologies for absence:

A. Collingwood	J. Horne
E. Lewington	R. Willis
G. Lilly	

Item 1

Composition of STC — Voting Rights

The new composition of the STC, where only Chief Instructors who are Advanced Instructors, and co-opted members, can vote was explained. Considerable discussion ensued and resulted in a request that the situation was clarified.

A ruling was also requested on the question of proxy voting by B. Pickersgill.

The Chairman stated that, as he saw it at this time, proxy voting was allowed but he would get a ruling from council.

Chairman STC

Item 2

Gallows Corner Fatality

After further discussion on this item, concerning the compulsory wearing of AODs a proposal was made by D. Howerski that AODs be made mandatory for all jumpers up to Category 9. This to be effective by 1 April 1983.

The voting was 9 for the proposal and 9 against. The Chairman STC then cast his vote against the proposal.

Item 3

TU to Ram Air

There was considerable discussion on the item. D. P. McCarthy felt there was still a place for the PC type of canopy in the progression system, a view shared by J. Meacock.

D. Howerski/P. Mercer have produced a paper on a new progression system which will be sent to all CCI for perusal and comment at the next meeting.

NCSO

Item 4

Incidents**1. Tilstock**

A reserve canopy (National 26' Lopo) which had been seriously damaged on deployment at TV was discussed. In view of the good record of this canopy to date it was felt that no further action, such as issuing a warning or Safety Notice was necessary at this time. The canopy had been jumped without a diaper.

As an outcome of this discussion, it is recommended that full damage reports, on a plan of the canopy, are made of all damage. This frequently helps to trace more accurately the possible cause.

2. Weston

A jumper had been using an X210 canopy in an SST container with special 1000 lb tape as risers. These had been given to the jumper for evaluation. On deployment of his canopy one riser snapped in half causing a rotation of the canopy. A successful cutaway followed.

The jumping of experimental equipment must be cleared by STC.

More information on the source of these risers will be sought by the NCSO.

NCSO

3. Headcorn

An instructor at Headcorn mistakenly despatched two students, one on 10 seconds delay and one on five seconds, from only 2000 feet AGL.

The 10 seconds delay student had her reserve deployed by her AOD just as she pulled her main. She suffered cracked ribs and shock(!).

The 5 second student had a normal opening and descent.

The instructor, W. Platt, immediately grounded himself.

The CCI of Headcorn, D. Parker spoke for W. Platt, saying that he fully realised his mistake and, was unlikely to make this error again. He felt that the incident was a good lesson for other instructors.

Proposed by T. Knight, seconded by A. Butler that the Instructors Rating of W. Platt be suspended for 3 months.

Vote for: 11 Against: 4.

D. P. McCarthy made a counter proposal that W. Platt be banned from holding an Instructors rating for life. There was no seconder.

4. Montford Bridge

A report had been received from Halfpenny Green concerning a malfunction on a 32' LL canopy. Inspection of the canopy after the malfunction revealed that the modification tape was no more than ribbon, one inch thick with a strength of only 30 lb.

The modification was done by R. Fothergill. The Riggers Committee will investigate, and Mr. Fothergill will be invited to attend the next Riggers Committee meeting to discuss this incident.

5. Thrupton

A jumper at Thrupton, on a 5 seconds delay, rolled onto his back on pulling. The pilot chute was trapped and he successfully deployed his reserve at 1000 feet.

The jumper landed in a tree at the edge of the airfield. The reserve deflated and the branch he was on broke causing him to fall about 25 feet into a small ditch. This fall resulted in 3 cracked vertebrae, 3 cracked ribs and a bruised lung. His equipment was a T10 double L (netted), T7A reserve. The main was stage deployed.

After discussion it was decided no further action was required.

6. Peterborough

The 'jamming' of a Pegasus canopy slider onto the rubber protector sleeves on the connector links, which had been the subject of a Safety Notice issued on 14 April 1982 was discussed.

No further action was thought necessary.

7. Sturgate

The premature firing of an FXC 12000 AOD was reported by D. Howerski. It was thought by D. Howerski that it had possibly been caused by the incorrect rigging of this AOD which was fitted with a rubber housing. (A warning notice concerning this had been issued from USA).

During discussion on this item the Netheravon representative stated that, at Netheravon, they regularly 're-cocked' their FXC 12000 AODs to prevent the firing of the AOD on landing.

The NCSO is to liaise with Netheravon on this subject and report back to the Safety Committee.

NCSO

Item 5

Exemptions**1. Withdrawn**

2. An application, backed by A. Collingwood, CCI at Ashford, was received from Gary Caustin for exemption from the rule requiring 2 years in the sport before attending a PI Course.

Caustin has made 385 jumps since September 1980 is Cat. 10 and D Certificate and worked full time at Headcorn for 12 months. He now works full time at Ashford.

Proposed by D. Howerski, seconded by D. Parker that G. Caustin be allowed to attend the May PI Course.

11 in favour, 3 against, 3 abstentions.

3. A request was received from S. T. Wood, CCI of RNRMSPA for G. Lawry to be allowed to take over as CCI of their Centre as he is being posted.

Proposed by A. E. Rose, seconded by R. Charters that G. Lawry be granted exemption from BSRs 2.2. to act as CCI.

11 in favour, 2 against, 5 abstentions.

4. R. Walters

A letter was read to STC from R. Walters who is serving in Ireland. He requested that he be allowed to attend a PI Course and Exam Course without the six months probationary period in between as there is no Advanced Instructor in Ireland for him to work with.

R. Walters qualifications were read out to the Committee and several people vouched for his extensive experiences.

It was proposed by J. Hitchen, seconded by P. Slattery that, in view of R. Walters exceptional experience, he be allowed to attend an Exam Course immediately following his PI Course.

11 in favour, 3 against with 4 absentions.

Item 6

Previous minutes and matters arising**Item 5 CAA Operations Manual**

The Chairman STC reported on a meeting attending by Chairman BPA, J. Sharples and the NCSO with the CAA concerning the proposed Operations Manual.

Discussions will continue with the CAA and any progress will be reported.

Item 13.3 Riggers Committee

Only one idea had been forwarded to the Riggers Committee concerning the proposed student S/L system. Further input is requested.

Mr. R. Peakin had written to the Chairman STC saying that, due to business commitments, he would have to stand down as Chairman of the Riggers Committee.

John Curtis was proposed by A. E. Rose to be the new Chairman of the Riggers Committee and seconded by J. L. Thomas. Unanimous.

Item 7

Any other business

1. Peterborough Parachute Centre requested an exemption to allow Darren Wood, who will be 15 years 11 months old at the time, to do a course.

J. Meacock will interview Mr. Wood first before allowing him on the course.

Proposed by J. Meacock, seconded T. Knight.
9 in favour, 3 against with 4 abstentions.

2. Peterborough Parachute Centre requested permission to drop parachutists at heights up to 15,000 feet. J. Meacock explained that the climb time from 12,000 to 15,000 feet is only 5 minutes. The CAA said they were happy to abide by the STC ruling.

Proposed by P. Slattery, seconded by P. Mercer that Peterborough Parachute Centre be allowed to drop from heights of up to 15,000 feet when using

the Pilatus Turbo Porter.

17 in favour, 1 (D. P. McCarthy) against. No exemptions.

3. The NCSO read to the meeting an extract from the CAA General Aviation Safety Information Report 4/82.

this report is reproduced herewith:

AIRCRAFT ELEVATOR RESTRICTED BY FROZEN MUD

Aircraft: Pilatus Britten Norman Islander

Date: February 1982

The aircraft had been accumulating mud on all of its parachuting flights, and this had been removed at stages throughout the day. The runway had been changed several times during the day in the light and variable winds, the muddy part being encountered mainly in one direction due to one particular puddle. About eight of the previous 20 flights that day had been above the freezing level. The last flight of the day (21st) suffered worse mud accumulation because the muddy area could not be cleared on take-off in the dying wind late in the day. At FL100 (OAT at -14°C) on the run-in to drop the parachutists, progressive backward movement of the control column was restricted at the half-way point, but was cleared in a matter of seconds by moving the column backwards and forwards with light pressure. No further problems were experienced.

Inspection on the ground confirmed that take-off mud had accumulated on the front of the horn because filling the half inch gap between the front surface of the horn and the tailplane. The mud was still frozen with a flat shear face where it had been scraped off against the tailplane recess. The take-off, with the control column back to lift the nose wheel off as soon as possible (preventing mud on the bottom of the fuselage) would have caused the fronts of the horns to be exposed below the tailplane in a good position behind the mainwheels to collect mud.

CAA Comment:

This is a point for all operators to watch for when using muddy grass runways, especially if the aircraft is going above freezing level.

There being no further business the meeting closed at 2145 hours.

Date of next meeting 1900 hours Thursday 27th may 1982. The Pose House, Leicester.



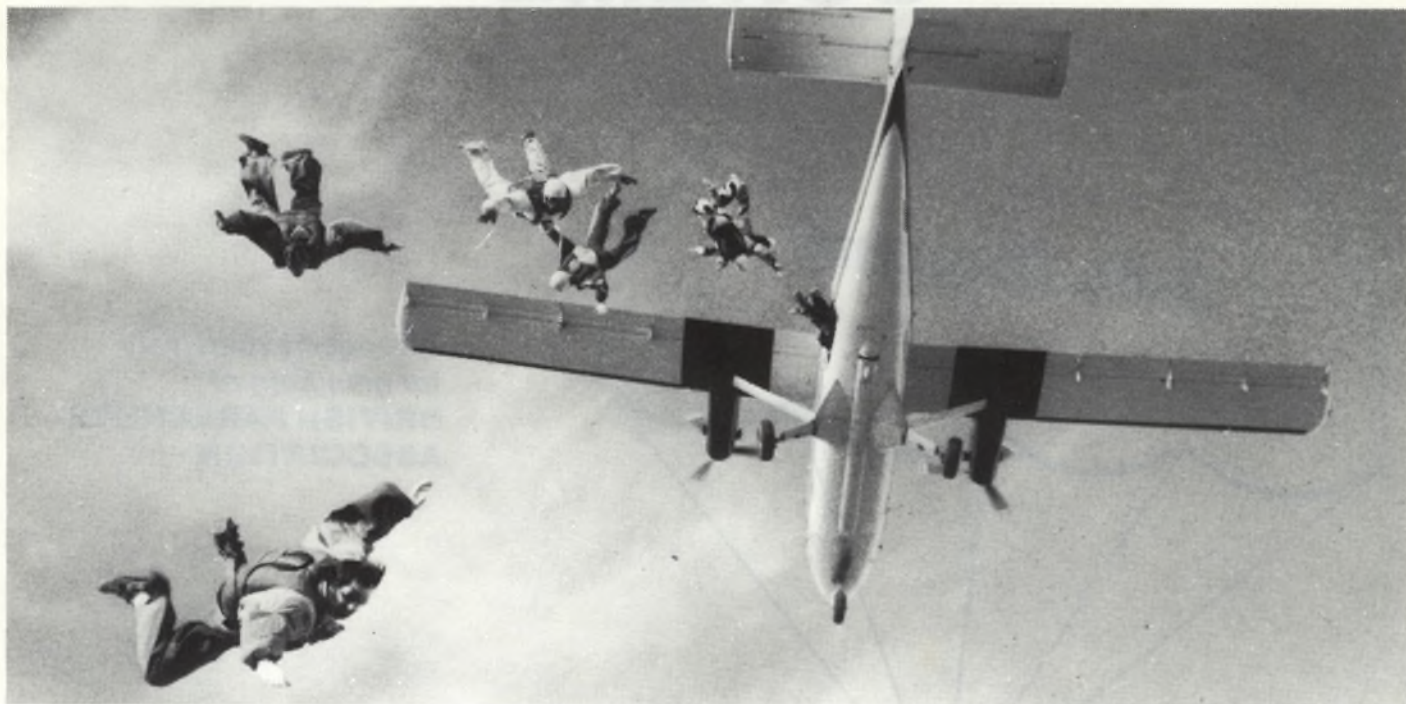
To fly, you only really need one piece of equipment

SYMBIOSIS SUITS

Custom built RW suits
by Rob Colpus
£55 standard

235 Sussex Gardens
London, W2
Tel. 01-723 3333

Six reasons why you should Experience Perris



1. The Perris Air Force

Perris has more airplanes than some countries: 2 DC3's, a Howard (6 place), the only DZ-owned Twin Otter turboprop in the U.S.A. It's simply the best collection of jump aircraft anywhere. New Airplane in the works.

2. Blue Sky

Located in the semi-arid American Southwest, Perris has more than 320 days of sunshine per year. That's why The Perris Air Force is **always** flying.

3. One Stop Shopping

The Perris Valley Paracenter Store offers a complete line of new and used TSOed equipment from all American manufacturers at good prices — with complete pre- and post-sale service. Order 4-6 weeks before arrival (8-12-custom) with a 50 percent deposit and your gear will be waiting when you get here; just pack your main and get on the plane!

And our service center can repack, repair, or revitalize your old rig as well.

The Perris Store also carries a wide selection of T-shirts, jewelry, and other paraphernalia for the parachuting enthusiast. Call for prices (714) 657-3858.

4. New Dimensions Flight School

There is no better place to improve your relative work and CRW skills than Perris. With our first-rate instructors, excellent video system, and comfortable classroom facilities, you get quality training that will have you skydiving like you never thought you could.

Perris is **the** place for team training, too. Discount rates, video critiques, and constant aircraft availability give you more and better skydives per dollar.

5. Home Sweet Home

Perris is self-contained; we have everything you need to eat, sleep, and skydive. Our bunkhouse, campground, cooking facilities, hot showers, swimming pool, restaurant, and bar mean you don't even have to leave the DZ. And that means **more skydives!**

6. Wonderland

Being a tourist is fun, though, and you'll find Southern California is the most amazing place in the world. If you haven't been to America's freest and most progressive state, you're missing something exciting. If you have been to California before — well, you know what we mean.

Visit us next time you come to the United States. Then **you'll** know why so many skydivers talk about
The Perris Experience

Perris Valley Paracenter (714) 657-8727
Perris Valley Paracenter Store (714) 657-3858
2091 Goetz Road, Perris, California 92370 USA

MOTOR INSURANCE SCHEME



Arranged exclusively
for members of
**BRITISH PARACHUTE
ASSOCIATION**

MOTOR INSURANCE QUOTATION										
MR	INITIALS	SURNAME			OCCUPATION					
MRS										
MISS										
ADDRESS				TEL NO						
DATE OF BIRTH	LICENCE	FULL PROV	HELD FOR	ys						
How many years no claims bonus have you earned		Present Insurers		Expiry date						
ABOUT YOUR CAR:										
MAKE	MODEL			ENGINE	YEAR	VALUE				
				c.c.	19	£				
COVER:		COMPREHENSIVE <input type="checkbox"/>		THIRD PARTY FIRE & THEFT <input type="checkbox"/>						
Excess reduction can be allowed for £25 <input type="checkbox"/>		or £50 <input type="checkbox"/>		(Comprehensive only)						
DRIVERS		ANY <input type="checkbox"/>		YOURSELF ONLY <input type="checkbox"/>		YOURSELF & SPOUSE <input type="checkbox"/>				
BPA/6.52		PLEASE INDICATE IF ANY DRIVER IS UNDER 25 YEARS <input type="checkbox"/>								

- Existing NO CLAIM BONUS up to 60%
- WINDOW and WINDSCREEN up to £75 without affecting No Claim Bonus entitlement
- Policy Underwritten at LLOYDS

For Down to Earth quotations return form to:

SYMONS, PEMBERTON & SPIERS LTD
 Freepost, Sutton in Ashfield, Notts., NG17 1BR
 or telephone: Mansfield (0623) 558888 or 01-488 1966

5 GOOD REASONS WHY YOU SHOULD HAVE A *Swift* RESERVE BY PARA-FLITE



Frankly, we at Para-Flite can't understand why every sky-diver in the world doesn't have a Swift Reserve packed in his tandem rig. Especially since the Swift Reserve is just as light (5.4 pounds) and packs just as small as the lightest and smallest 'minimum' round reserve. All of that and the Swift Reserve still has 177 ft² of area for soft, easy landings under even the worst conditions.

The Swift Reserve is:

1. **Safer:** Ram-air canopies have no known inherent malfunction mode. A round reserve can (and often does) invert or has a line-over (mae-west) on deployment. Statistics indicate a round reserve experiences inversions or line-overs 3 to 5 times per 100 activations independent of body position or proper activation. In addition, the Swift Reserve is deployed by our famous 'free-bag' system. This system gives the Swift Reserve a chance to open even if the pilotchute becomes entangled with the jumper or his gear. No round reserve offers this unique system.

2. **Faster Opening:** With its shorter lines and requiring less air to fill, the Swift Reserve can open in less than 100 feet. In fact, squares open so fast they must be reefed to slow them down.

3. **Better Performing:** The Swift Reserve has a 3:1 glide ratio and a 20-30 mph forward speed — that's more than three times better than any round reserve. Since the Swift Reserve flies like your ram-air main (including steering toggles) you can steer it confidently into tight landing areas and flare it for a soft landing, so important on a demo or tight DZ.

4. **More Durable:** Since the Swift Reserve can't experience a line-over or inversion, it is very unlikely that it would be even slightly damaged during deployment.

5. **A Greater Value:** The Swift Reserve is the most modern and most popular square reserve on the market. It will keep its value for many years and as square reserves become more popular its resale value increases.

Since Para-Flite invented, perfected and introduced the square reserve concept in 1978, thousand of jumpers the world over have discovered the reliability, durability and performance that is carefully and meticulously built into every square reserve we manufacture. The Swift Reserve continues this tradition.

SWIFT RESERVE: ISN'T IT ABOUT TIME YOU BOUGHT ONE?**

**Suggested Retail Price \$730.00 — including D-Bag and Pilot Chute Assembly.

After the sale

Para-Flite, besides being the acknowledged technical and performance leader of the entire parachute industry, is also head and shoulders above the competition when it comes to customer service. Our "after the sale" policy is the same today as when we were founded: The customer's complete satisfaction comes first. Period. That has always been our policy and it always will be.



Look for this symbol,
it's your guarantee of
Quality Products and Service



PARA-FLITE, INC.

5801 Magnolia Avenue • Pennsauken, NJ 08109 USA

(609) 663-1275 • Telex 831355

© 1982 Para-Flite, Inc. XL Cloud, Strato-Cloud △, Cruislite, Swift and Safety Star are Trademarks of Para-Flite, Inc. Para-Flite, Inc. also makes a complete line of Military Products. For more information regarding Military Products contact Para-Flite direct.

The gliding parachutes made by Para-Flite, Inc. are covered by one or more of the following US Patents: 3540681, 3724789 and corresponding Foreign Patent Rights. Other US and Foreign Patents are pending.



GEELAN & CO.

SKYDIVERS



The 1982 Super Lites

HARVEST LITE

RAINBOW LITE



THE PEGASUS
BY DJANGO

•
THE MERLIN
BY PIONEER

•
THE UNIT
BY GQ SECURITY



The Incomparable 1982 SST Racer!

Approved under TSO C23b — U.S. Patent No. 3908937



PICK YOUR CUSTOM COLOURS — PICK YOUR CUSTOMISED RACER!

Pick Your Main —
PEGASUS
MERLIN • UNIT

Pick Your Reserve —
PARA-INNOVATORS • PIONEER
STRONG • SECURITY • ADVANCED AIR

EVERYTHING YOU NEED! COMPLETE WITH:

3-Ring Release
Pull Out Pilot Chute

MA-1 Type Reserve Pilot Chute
Matching Risers

Altimaster II
Paralert

All standard canopies available or — we can order your personal custom pattern. We also carry most other makes and models of main canopies and a wide range of accessories

Order or buy from stock the **Diamond** jumpsuit. Available in 8 colours, custom or standard. Send for order form.

Geelan & Co. Skydivers

8 Bell Piece, Sutton Benger
Chippenham, Wiltshire
Tel. Seagry (0249) 720602



The Jump Shack

29706 Grand River
Farmington Hills, MI 48204
(313) 478-6066