

THE

AUGUST 1982

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



CIRRUS CLOUD

7-cell Performance/5-cell Construction

How can that be possible? Everybody knows that 7-cells are better than 5-cells, right? WRONG!

Para-Flite, Inc., the acknowledged technical and performance leader of the entire parachute industry, knows that 7-cell construction adds only more bulk, more seams and more construction time.

The number of cells a square parachute has means NOTHING when it comes to aerodynamic performance and that's what square canopy flight is all about—*aerodynamic performance.*

The CIRRUS CLOUD, a 5-cell clone of our famous Strato-cloud has the same span, the same chord and the same area as the Strato-Cloud. However, the CIRRUS CLOUD has more forward speed, the same reliable soft openings and easier, softer landings. Yet the Cirrus Cloud weighs pounds less, packs much smaller and costs hundreds of dollars less.

But don't take our word for it. Ask your nearest Authorized Para-Flite dealer to let you make a few dives on the CIRRUS CLOUD. Wring it out. Fly it around and after the soft, easy stand-up landing in any conditions, see for yourself if the number of cells had any bearing on the CIRRUS CLOUD'S performance.

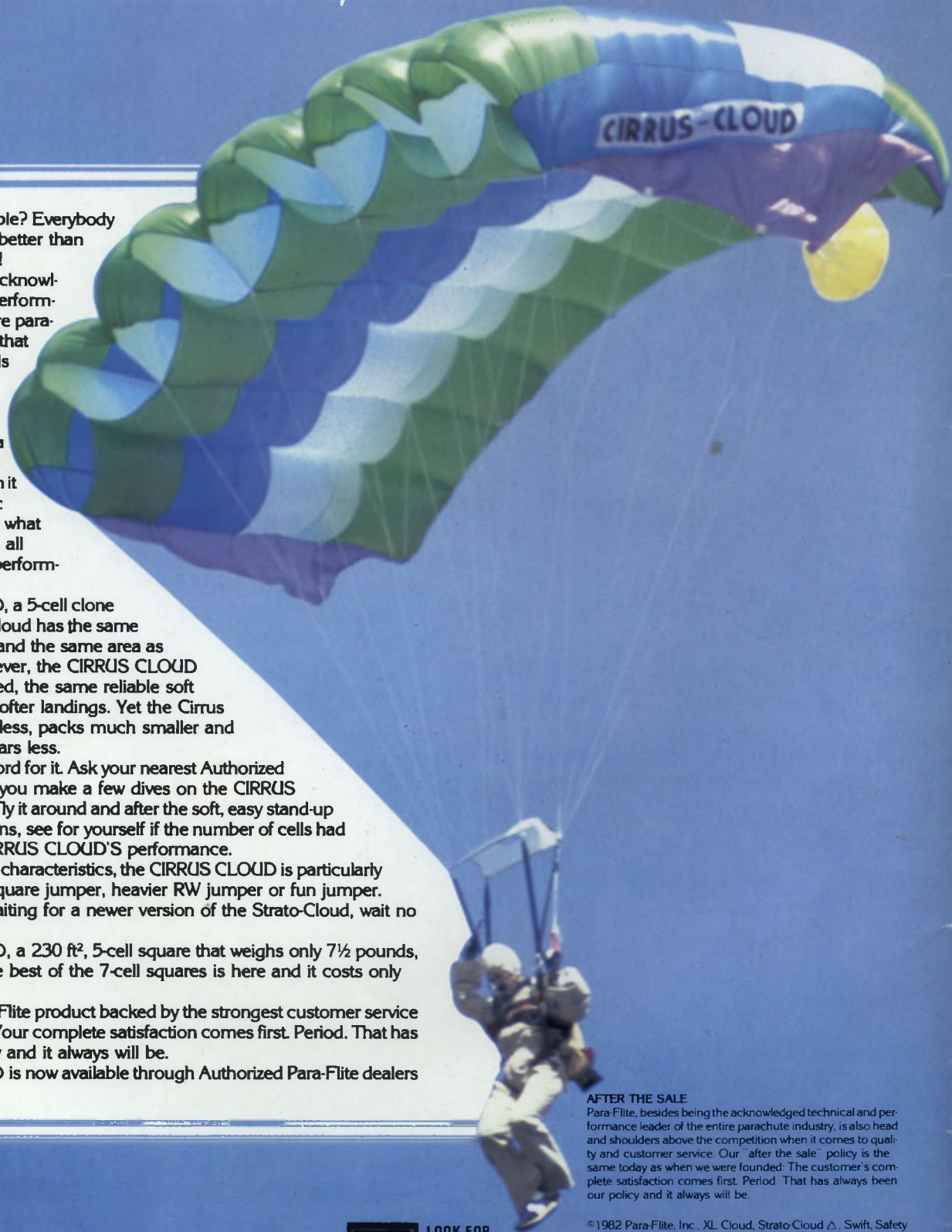
Because of its flying characteristics, the CIRRUS CLOUD is particularly attractive to the new square jumper, heavier RW jumper or fun jumper.

So if you've been waiting for a newer version of the Strato-Cloud, wait no more.

The CIRRUS CLOUD, a 230 ft², 5-cell square that weighs only 7½ pounds, flies and lands with the best of the 7-cell squares is here and it costs only \$747.00.

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DIARY OF EVENTS

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
04-05 September 1982 — Scottish Parachuting
Championships
11-12 September 1982 — (alternative dates)
The venue still to be decided.

The 1982 Scottish Championships will be held on
14-15 May 1983 — with an alternative weekend
21-22 May 1983 — if they are not completed the
first weekend.

Once again the venue is still to be decided.

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

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

World Directory of Drop Zones and Clubs

An excellent directory for
Parachutists in four
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29
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Address _____

THE SPORT PARACHUTIST

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1982

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

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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

Some months ago in my first editorial, in an effort to get the magazine to reflect what you, the membership, wished to see in it, I suggested that perhaps clubs and centres could appoint a 'Sport Parachutist' correspondent to keep us informed of news and activities. So far, not a single club has responded.

I feel very strongly that the magazine should reflect a broad consensus of opinion within the sport, and to that end have never consciously inhibited publication of any correspondence. One of the magazine's aims is in fact, to provoke open discussion on matters of importance.

I therefore make no apology for publishing what appears to be an abundance of letters referring to this year's Nationals. With one exception, all these letters are from competitors and should be read in that light.

However, I am sure there are many BPA members who have an opinion to the contrary of those expressed in this issue. To you, the correspondence columns are also open.

On a different subject, a letter was recently sent to council from a commercial centre, asking why it should support the BPA by making its students become members, when it considered that the BPA did little or nothing for them.

Well, for starters, how about developing the sport in a responsible and safe manner over the last 20 years to the position that individuals can now make a very reasonable living out of training students?

It is with great personal regret that I have to announce the retirement from the sport of SUPER FLY. He has inevitably succumbed to family pressures to spend more time at home at week-ends.

On a more serious vein I am sure the membership will join me in thanking **John Partington Smith** for the hours of pleasure he has given us with his creation.

Super Fly first appeared in these pages in the sixties. Thanks John!

DAVE WATERMAN



DC3 Exit
over Swansea
Picture by
Dave Waterman



DAD AND DAUGHTER

Our pic shows **Brian Cameron** (BPA 77791 POPS 247) and daughter 16 year old **Jenny** on the occasion of her first jump at Ashford. Dad is

quoted as saying "I was as proud as anything when she went out of the door of the 206. It is quite something to jump with one's youngest daughter."



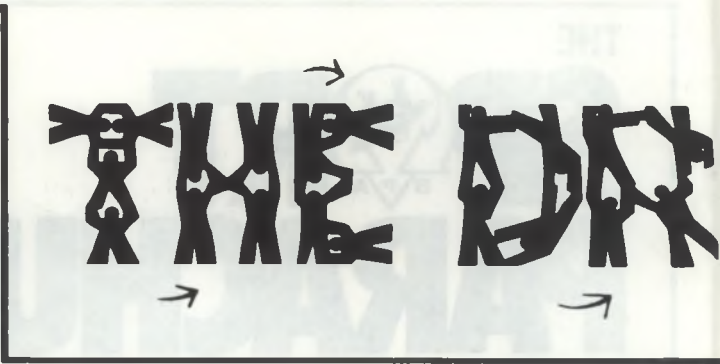
UNDERSTANDING WIFE?

Why is **Dave Stevens** dressed in civies when the rest of the record-breaking group at Weston are in jumpsuits?

Well, Dave took the afternoon off to get married. He was jumping the next day! Congrats to him and his understanding wife.

FREE FALL MOGGY

A pilot from Long Island reported that he had heard a seat belt dangling outside his 1952 Piper Pacer after takeoff. With full flaps he slowed to about 55 mph, and when he opened the door his eight-year-old Siamese, *Cognac*, mysteriously appeared and sprang out of the airplane 1,100 feet off the ground. Right over the field. The pilot landed and found the cat sitting by the runway, unharmed, washing itself, licking a paw and rubbing it over its head.



UNIVERSITY CHALLENGE

Henry Robinson has taken over as secretary of the B.C.P.A. As a member of Christ Church College Oxford, he intends to challenge Cambridge to an annual competition. A water jump into the Thames at the finish of the Boat Race perhaps?

WORLD RECORDS RATIONALISED

The FAI have rationalised the World Record Categories. The 10-Way Speed Star has now been deleted after USA put up a 0.56 second record. Also no night records other than Accuracy will be recognised.

All Style and Relative Work Records must be set during competition and Accuracy must be done on a 5cm electronic scoring pad.

So now the records to beat are:

Altitude:

Men: *E. Andreev* (USSR) 1962 24,500m

Women: *E. Fomitcheva* (USSR) 1977

14,800m

Group: USSR 1978 14,780m

Style:

Men: *D. Wise* (USA) 1978 5.97 secs

Women: *C. Stearns* (USA) 1978 6.3 secs

Accuracy:

Men: *A. Asimia* (USSR) 1979 50 discs

Women: *C. Stearns* (USA) 1979 27 discs

Largest Formation:

USA/CAN 40; Women: USA 30

Sequential:

4-WAY: Men USSR 21; Women USSR 19

8-WAY: Men USA 16; Women USSR 5

NATIONAL COACH RESIGNS

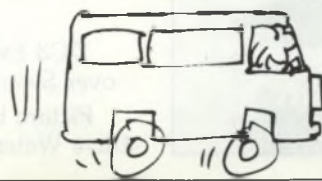
National Coach **Pete Sherman** surprised us all by resigning his position after the initial trial period of six months.

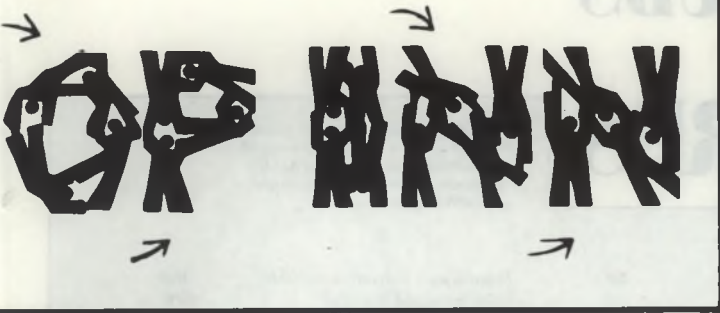
The BPA office will be asking for applicants very shortly, once the council has fully considered the situation.

SUPERFLY



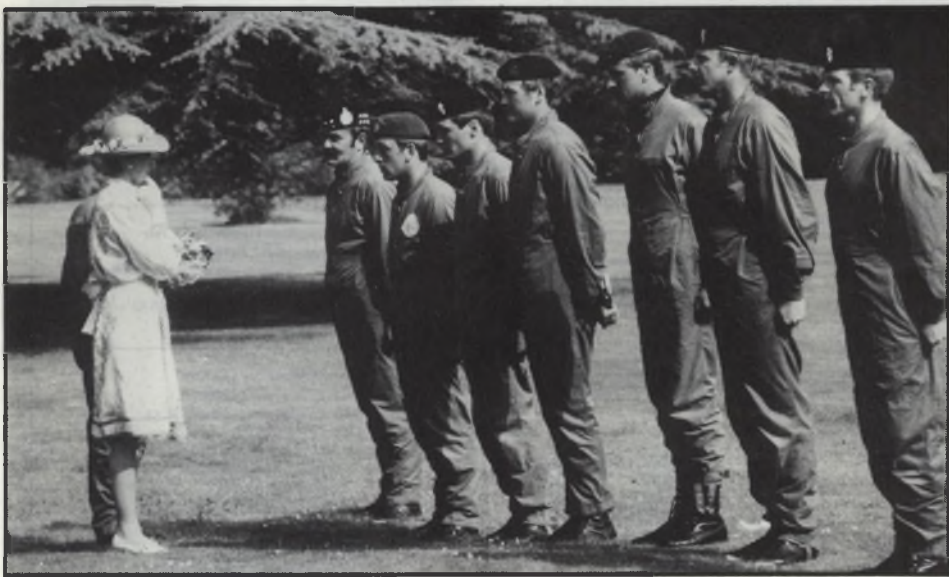
BOY! AM I GLAD
IT'S FRIDAY...
NO WORK FOR TWO DAYS
—NO TEAM TRAINING—
NOTHING TO DO BUT PUT
MY FEET UP AND SNOOZE!





HRH Prince Charles met the BPA (suitably dressed for the occasion as always!) at the Capital Venture Day in Battersea Park in Central London. (Full story on page 43).

Royal and not so Royal occasions



On the Spring Bank Holiday a display team from the JSPC jumped into the grounds of Wilton House near Salisbury for a charity fete in aid of the Physically Handicapped and Able Bodied.

HRH Princess Anne was the guest of honour. When HRH was introduced to the team after the jump **Pete Harsdon** produced his log book for her to sign which she did with "Anne". To prevent him woofing about it all the other team members signed each others log books "Anne"

Team members were:

- Capt. Mike Smith
- Ssgt. John Horne
- Ssgt. Davie Ritchie
- Sgt. Chris Francis
- Sgt. Bob Charters
- Cpl. Paul Austin

- Cpl. Brian Dyas
- Cpl. Pete Marsdon
- DZ & Commentary
- Major Gerry O'Hara
- Photos Simon Ward.

MIKE SMITH

Leader of the Colt Car Co. Display Team presents the Prime Minister **Mrs. Thatcher** with 30lb of cheese at a Conservative rally in Cheltenham.



Phil Witte

"WHEN I AGREED TO KNIT YOU A PAIR OF SOCKS BY THE WEEK-END, I DIDN'T KNOW YOU MEANT WIND-SOCKS!"



AW! C'MON YOU LOT!
-STOP ACTING LIKE I NEVER SPEND A WEEKEND AT HOME!



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
Weekend

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^
≡
FT
WE

Overnight accommodation on DZ
B.B. nearby
Restaurant facilities on DZ
Tea and snacks on DZ
Basic Student course
Kit hire student
Kit hire freefall

=
BB
x
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BS
KHS
KHFF

Relative work instruction available
CRW instruction available
Accuracy pit on DZ
Camping on DZ
Washing and toilets on DZ
Non-members welcome

RW
CRW
○
△
WC
NM

FULL TIME

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

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

Hereford Parachute Centre
Shobdon Aerodrome,
Leominster, Hereford.
Tel: Kingsland 551
Chief Instructor (at club address)
** < FT = BB x @ BS KS KF RW ○
CRW △ WC NM

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

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

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

East Coast Parachute Centre
8 Burns Crescent, Chelmsford,
CM2 OTS, Essex.
* < FT BS KHS KHFF RW NM

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

British Parachute Schools
Langar Airfield, Langar, Notts.
Chief Instructor (Club address)
Tel: 0949 60878
< < FT BB @ BS KS KF RW CRW ○ △
WC NM

Montford Bridge Para Centre
The Airfield, Montford Bridge,
Shrewsbury. Tel: (0743) 850953
* < FT = BB @ BS KS KF RW CRW △ WC
NM

Lincoln Parachute Centre
Sturgate Aerodrome, Upton,
Nr. Gainsborough, Lincs. DN21 5PA
Tel: Coringham (042 783) 620
(Ansaphone)
Secretary (at Centre address)
* < FT = BB @ BS KS KF RW △ WC NM

Cornwall Parachute Centre
Fran's Ranch, St. Merryn Airfield,
St. Ervan, Wadebridge, Cornwall.
Tel: Rumford 691.
J. Fisher, Trethoway Hotel, Port Isaac,
Cornwall. Tel: Port Isaac 214
* < FT = BB x @ 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, Tilton Cottage,
Stourport-on-Severn, Worcs.
Tel: Stourport-on-Severn 5954
** < BS RW CRW KS KF ○ = △ BB @
WC NM

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

British Prison Officers Parachute Club
HMP Box 369, Jebb Avenue,
London, SW2
* see Headcorn for details

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

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 KS KF BB @ WC NM

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

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

Halfpenny Green Skydiving Club
Bobbington, Nr. Stourbridge,
West Midlands
T. E. Johnson (Secretary), 71 Cheviot Way,
Halesowen, West Midlands.
* < BS RW KS KF ○ △ x @ WC NM

The Glenrothes School of Parachuting
Glenrothes, Fife. Tel: (0592) 759204
* < BS RW CRW KS KF ○ BB @ WC
NM

Golden Lions FFT
Glenrothes (see above)
*

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

Scottish Parachute Club
Strathalan Castle, Auchterarder,
Perthshire. Tel: Auchterarder 2572
* < BS RW KS KF ○ BB @ WC NM

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

Blackpool Parachute Centre
Blackpool Airport
Blackpool FY4 2QS Tel: 0253 41871
* < FT = BB x @ BS KS KF RW ○
CRW △ WC NM

The School of Free Fall Parachuting
Tel: (0742) 653962
J. Hitchin, 46 Newlands Drive,
Sheffield, S12 2FS
* see British Skysports

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

Staffordshire Sport Skydivers
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 KS KF ○ x @
WC NM △ = BB

Manchester Free Fall Club
Tilstock DZ, Twenlows Hall Farm,
Whitchurch, Shropshire.
N. Law, 9 St. Andrews Road, Stretford,
Manchester, M32 9JE.
Tel: 061-865 3912
* < BS RW KS KF 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 ○ KS KF = BB
WC NM △

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

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

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

Wales & West of England Para Club
L. Melhuish, 55 Cowslip Drive,
Penarth, S. Wales
no more details

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 KF @ BB NM

SERVICE ASSOCIATIONS AND CLUBS

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

Rhine Army Parachute Association
The Commandant, RAPA Centre,
STC Sennelager, BFPO 16
≡ BS RW CRW KS KF ○ △ BB x WC
NM **

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

RAF Sport Parachute Association
 Hon. Sec., RAFSPA, RAF Brize Norton, Oxon.
 DZ, Weston on the Green, Tel: Middleton Storey 343
 ✉ RW CRW KSKF ☉ × Δ WC

Royal Navy and Royal Marines Sport Parachute Association
 The Secretary, RN & RMSPA Commando Training Centre RM,
 Lympstone, Exmouth, Devon, EX8 5AR. Tel: Topsham 3781.
 Ext. 491 ex at Club, Luppitt 697
 < WE = BB × BS KSKFRW CRW ☉ Δ WCNM

Hong Kong Parachute Club
 CGI, JSPC (HK), Borneo Lines, Sek Kong, BFPO 1
 ✉ WE ☉ BS KSKFRW ☉ WCNM

COLLEGIATE CLUBS

British Collegiate Parachute Association
 Chris Pomery, St. Peter's College, Oxford.

- | | |
|-------------------------------------|----------------------------|
| Aberystwyth Coll. Univ. of N. Wales | Loughborough University |
| Aston University | Manchester Polytechnic |
| Bath University | Manchester Poly. |
| Birmingham University | N.E. London Poly. |
| Bristol Polytechnic | Newcastle Polytechnic |
| Bristol University | Newcastle University |
| Brunel University | Nottingham University |
| Cambridge University | Oxford University |
| Chelsea Coll., London | Plymouth Poly. |
| Dundee University | Polytechnic of Wales |
| Durham University | Portsmouth Polytechnic |
| Edinburgh University | Queen Mary Coll., London |
| Exeter University | RMCS, Shrivenham |
| Goldsmith's Coll., London | Salford University |
| Hadlow Agric. Coll. | Sheffield University |
| Harper Adams Agric. Coll. | Southampton University |
| Hull University | St. Andrew's University |
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| Lancaster University | Sunderland Polytechnic |
| Leeds Polytechnic | Sussex University |
| Leeds University | Trent Polytechnic |
| Leicester Polytechnic | University Coll., Cardiff |
| Leicester University | University Coll., N. Wales |
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| London Coll. of Printing | UMIST |
| London Hosp. Med. Sch. | Warwick University |
| | Westfield College, London |
| | Wolverhampton Polytechnic |
| | York University |

FULL TIME CONT.

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

Dunkeswell Skydivers
 Ian Louitt
 Dunkeswell Airfield
 Nr. Honiton, Devon
 (Luppitt 350)
 ✉ FT = BB × BS KSKFRW CRW ☉ Δ WCNM

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CORRESPONDENCE

THANKS TO STURGATE

Would you please include in THE SPORT PARACHUTIST our thanks to Lincoln Parachute Centre.

On the last weekend in May, our club (HOUNSLOW BOROUGH COLLEGE PARACHUTE CLUB) and some jumpers from Headcorn, decided we would spend the Bank Holiday at Lincoln Parachute Centre.

Although only opened this year, Lincoln has everything going for them. It is a really nice D.Z. and the people who run it: — **Dave Tylcoat, Jim Campbell and Phil Mercer** are giving their all to make Lincoln the D.Z. to be on, and with the added attraction of **Dave Howerski**, who is also at Lincoln, you have, at hand, top class instructors to cater for all your needs.

Basic Student Courses are held and there's plenty of new kit to go round.

Whatever category you are, you will definitely be made welcome.

So make a date to jump at Lincoln, take it from me, HOUNSLOW BOROUGH COLLEGE PARACHUTE CLUB will be going back to Lincoln in the very near future.

Well done all, keep up the good work and the future of LINCOLN PARACHUTE CENTRE will most certainly be assured.

Thanks Lincoln for a great weekend.

Dave White H.B.C.P.C.
B.P.A. 102066

WHY NO PR?

I'm writing to complain most strongly about the total lack of parachuting publicity provided by the B.P.A. at last weekends Northern Individual Accuracy Meet. This competition was unusual in that it was held at a "Radio 1 Fun Weekend", the D.2. being part of a large, crowd-packed showground in Newcastle. One would think that this would have been the perfect opportunity for some really good P.R. Instead, the B.P.A. provided a caravan which lacked any form of publicity or advertising whatsoever. The van was tucked discreetly into a corner, and Jim certain that any member of the public, seeing the jumping and wanting to "have a go", wouldn't have dreamed of approaching it for further information. I hate to think of

the number of potential first jump students who were lost because of the B.P.As apathy. Perhaps it would have been a different story if, like the majority of clubs throughout the country, the B.P.A. depended on first timers for its income, instead of on its members hard-earned (and astronomical) subs.

Finally, I'd like to add that in spite of being weathered out on the second day, the competition was great fun.

Yours Faithfully,

W. Edkins D2679

It's really a question of the BPA resources being unable to be in two places at once. The General Secretary and the BPA display were at Battersea Park for the Capital Radio "Adventure Day", which was attended by 300,000 people, including the Prince of Wales who personally paid a visit to the BPA stand. (see story in this issue).

So I think you are being less than sympathetic to the BPA to accuse it of apathy, because of course, the BPA does rely on 'first-timers' for quite a proportion of its membership income. It was unfortunate that two important events took place on the same weekend.

EDITOR

ALCOHOL HYPOXIA

I read with interest your editorial in the most recent Sport Parachutist and I find myself in agreement with many of your points even though there was an unfortunate misprint for "hypoxic". For the benefit of the members in general I felt it might be worthwhile trying to explain a few of the points.

1. **Alcohol** — whether regarded as a drug or toxic agent, it is known to have a depressant effect on the brain mechanisms.

Alertness, judgement and performance can be measured as being impaired with a blood level of 20-40mg/100mls — ONE pint of beer. (legal limit for driving in U.K. 80mg/100mls)

It can cause or potentiate disorientation and even in small quantities can jeopardise safety and is likely to give disordered performance long into the "hang-over" period. The 12 hours "bottle to throttle" of the pilot is too lenient, as, especially after heavy drinking, more than 12 hours are required for the blood alcohol level to fall to a level where there is no impairment of performance.

2. **Hypoxia** — more correctly hypoxic hypoxia in the sense of aviation, is caused by a low concentration of oxygen in the surrounding air or by impaired gas exchange in damaged lungs eg: bronchitis.

Man is extremely sensitive to reduction in oxygen concentration and reduction by 25% on an ascent to 8,000 ft. will produce a detectable impairment of mental performance. (Sudden decompression to 50,000 feet ie: 10% oxygen concentration as compared to ground level will give unconsciousness in 10 seconds and death in 4-6 minutes.)

Signs and Symptoms of Hypoxia: —

Up to 10,000 feet — no symptoms of a resting subject but performance at novel tasks may be impaired. Indeed this degree of hypoxia **DOUBLES** the reaction times of response to a complex choice/reaction test as compared with ground level.

10,000-15,000 feet — little or no symptoms but ability to perform skilled tasks is impaired, an effect on which the subject is frequently unaware.

3. **Hyperventilation** — rapid shallow breathing is closely related with hypoxia but is also anxiety induced. It blows off too much carbon dioxide, a condition called hypercapnia — and it produces similar problems to hypoxia. Performance is again reduced.

Signs and symptoms of hyperventilation: —

Tingling of extremities and around the mouth, lightheadedness, dizziness and anxiety.

In conclusion, let us put together the ingredients of their recipe.

One hungover skydiver at altitude undergoing the normal stress of a skydive perhaps made worse by extra anxieties of new kit/DZ/RW etc. is really just an accident looking for somewhere to happen. It is incumbent on us all to avoid putting ourselves in this situation and trying to prevent others from doing likewise.

Dave (Doc) Williams

HERCULES BOOGIE

Here are some figures of the boogie:

APpr 850 skydivers were registered. They came from 15 European countries, plus USA and Canada. We made 2000 jumps all together. 10 malfunctions, including 3 canopy collisions. One fracture.

We ate 200 breakfasts, 1,500 dinners, and some 10,000 hamburgers and sandwiches on the dropzone. We drank 7,000 beers.

And some news: We have decided to run the boogie again next year. Probably the same drop zone. But probably with two Herculeses and no Fokker — the Fokker was leased the week before, when all calculations boomed.

Also, please accept my personal subscription to Sport Parachutist magazine, running from number two this year (the one with the generous pre-cover of the boogie, and until end of 84. Please send an invoice, put on Svenska Fallskärmsförbundet, to me on my private address.

Sincerely yours,

Anders Bursell
editor, Svensk Fallskärmsport

SVENSK FALLSKÄRMSSPORT
Anders Bursell
Barnhusgatan 2
411 02 GÖTEBORG
031 - 15 20 56

HERCULES BOOGIE COMPLAINT

Having just returned from the Hercules Boogie in Sweden, I was quite disillusioned with the organization, (or should I say organized chaos), for a start when I arrived I was charged SEK 10 per night for my own tent, in the April issue of sport parachutist you state SEK 5 also, the jump prices turned out to be SEK 60 instead of the stated SEK 50, and where were the bunkhouses?

I know this is a trivial sum of money, but I feel there is a principle at stake when one is grossly misinformed, I was under the impression there would be people to organize 16-24 ways for those not experienced in large formations, a Swedish friend of mine who turned out to be one of the organizers, informed me you have to get your own loads together, (he later gave up as they would not let him in the manifest hut).

I myself never attempted getting any big loads together, with only 300+ jumps, and been in nothing bigger than a ten way, I did not consider myself experienced enough, although there were jumpers with 100+ jumps who thought they were, consequently a lot of zoo loads resulted.

Saturday evening arrived and having still not jumped I was having visions of returning to the U.K. jumpless, when as luck would have it (this piece of luck later materialized into disappointment) I was standing next to someone who had a spare slot in a 24 way, grabbing my kit I ran down to the boarding point, which was quite unnecessary as we were there at least an hour, and proceeded to dirt dive, after dirt diving about 3 times the organizer informed me that I would have to stand down, as the two people originally on the load had turned up, up until this stage there were about 3 spare slots, just prior to boarding a German girl landed nearby off the previous load and proceeded to pack as fast as she could, saying am I on this load?, where's my slot?, she had double manifested herself as was the case with most people, which I later found out was the only way to get up in the air, or if your face was well known you could always slip in the backdoor of the manifest hut and get your quota in for the day.

Consequently I had to stand down as I was not on the manifest list, you may be wondering at this stage did he jump at all, I did manage to get the grand total of 2 dives in the Sunday morning, I figured the reason for this was that the super skygods had all left and gone home, was it all worth it I asked myself on several different occasions.

This is all purely subjective, no doubt there will be someone with an objective viewpoint.

Yours sincerely,

K. F. Marks
D4067

Although I sympathise with most of your letter, the Swedish club did not expect to have such a large turnout. They hoped for about 300 people and got 850.

All the prices quoted in April's SP were those given to us at the time, and with respect, I think it more than a little naive of you to go to any boogie and expect to have your loads arranged for you.

I am sure you would have had a different story to tell had the weather not been so unkind to the organisers, with only one good day's jumping out of four.

EDITOR

BASE AND THE B.P.A.

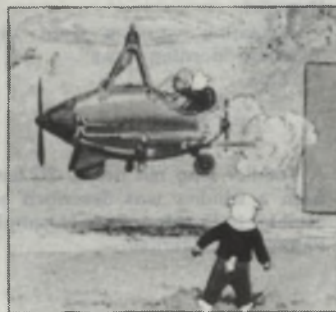
I felt prompted to write to you on the subject of bad publicity in our sport after, what seems to me, a particularly busy first 6 months of the year with regard to write-ups and press coverage of certain nasty events.

We all know the papers love a good disaster, that's what sells them.

RUPERT AND THE COURIER BIRD



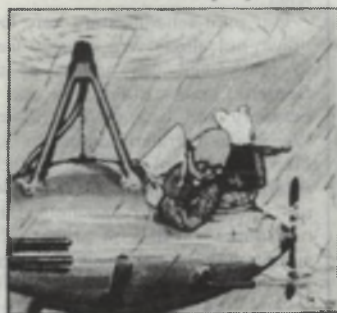
"Will it really fly!"



The little craft rises sharply



They fly into a storm



"We're almost out of petrol!"



They are stranded on a pillar



Rupert goes to find petrol

Reporters will always try to sensationalise a small problem so that in the end the general public will think that the first time jumper escaped death by a hair's breadth, even though we know that he was never in any real threat of dying or even injuring himself. Nobody wants to stop reporters doing their job but it usually turns out that the final printed article is an unfactual distortion of the truth due to the fact that they have been so grossly misinformed.

Now we have seen what must be the worst case of bad publicity even after the recent BASE jumper fatality in South London. No wonder the public still attach the label of "Death Wish stunt jumpers" to all skydivers, even though 99.9% of us jump within the responsible safety parameters of our sport. What these irresponsible people are trying to prove completely escapes my comprehension. I am not impressed by their antics and obvious clamouring for attention and wouldn't take any notice of them at all if it wasn't for the fact that they are immediately associated with my sport. I also get extremely incensed when I see exclusive interviews by the survivors on the national news, where the spokesman proudly states that there have only been 3 deaths in 3,000 jumps and he doesn't consider this to be a bad record. I call it appalling.

My question to the B.P.A. is this. Did they go back to the news media and make a statement to the effect that this activity does not come under their umbrella and that these people were acting with the full knowledge that our Association disapproves of this pastime? I certainly didn't see or hear any denials in the papers or on TV and radio. It may have all been said some time ago after similar reports, without fatalities I'm glad to say, but is this sufficient? Even at the risk of repeating ourselves and becoming boring I think we should

keep up with these public denials. Also, if the B.P.A. decides to take any action against the people concerned, then let's announce it, loud and clear. Let's try to get across to the public that we are a responsible body with a responsible membership.

To go back to my initial comments about bad press generally, we'll obviously never stop them writing up the unfortunate events, that's news after all, but I do feel that we, as an Association could do more to inform the press of the correct facts. Putting them straight after a bad write-up would never do any harm. We jumpers could also make more of an effort. Our group's demo team, "Pernod Skydivers", always sends out press releases about the jumpers and their activities to local papers which helps to add interest before a display and tries to explain a little more of what we're all about. Putting on an efficient, professional display all goes in our favour as well. Going to a local fete is often the only time the majority of people ever come into contact with skydiving and therefore it is important to give them a good show.

Our sport is not easy to understand. Unless someone is prepared to get involved and try it for themselves then they probably never really will see what makes us tick. A first-time jump as a taster is not going to be enough to form a fair opinion either. However, I feel the image we must try to put across should be one of sanity and skill, not reckless idiotic daring. We could all do a lot more to project this image and help to maintain the high standards of the sport that I am still proud to be part of.

Jane Watts
License No. D1557

BASE RUPERT

The following was spotted in a recent issue of the Sunday Express Magazine. As you can see this woeful bear first doubts the ability of his jump pilot and then to make matters worse, when the pilot makes the sensible decision of landing due to poor weather and low fuel he makes a BASE jump from the cliff. Now his excuse of going for fuel is a bit thin to say the least. The irresponsible behaviour of this Rupert in contradicting the B.P.A. rules and regs surely cannot go unnoticed. I hope that his name is circulated to clubs and he is sent a letter of reprimand.

M. A. N. Newall C4141

P.S. Don't think too much to his Kit either!!

SPORT PARACHUTIST

In response to an article in the "Drop Inn" section of Sports Parachutists last edition.

I wonder why the pen of this literary wit was silent when the "gems" he mentioned were originally put into print.

Could it be that he hasn't read any of the books by Dan Poynter of Pat Works.

Anyway Skydivers, the next time somebody falls past you with a 'Please Lord help me to keep my big mouth shut until I know what I'm talking about' look on his face, don't worry it's only an ill mannered and ill informed 'journalist' doing his best to get cheap laughs.

Yours faithfully,
Raymond F. Kenna
C4490

NATIONAL ENTRIES

I have just received my SP. I read the correspondence on the Nationals with interest.

At this point, I'll make my position clear. I'm a regular Club jumper, and most of my jumps are RW. I enjoy competitions at a club level, and usually attend at least one larger meet or seminar each year.

I strongly disagree with your implication that most BPA members are not keen enough to enter the Nationals. British weather, and the category system combined effectively weed out all but the keenest jumpers by the time they reach RW standard. One only has to visit a few clubs and ask what sort of distance people travel to the DZ, and how much of their annual leave is spent jumping, and you'll soon see that a great many BPA members are what, in any other sport, would be called fanatical.

The number of jumpers competent in 4-way RW must be a minority in the Association. Remember, 4-way RW may seem routine to the "Skygod", but to the S/L student, it is the ultimate goal. I think there may be room for a 2-way sequential event at the Nationals. This would cater for many jumpers eager to enter the Nationals and gain competition experience, without making the very heavy personal and financial investment made by some teams in their bid to become the Country's international representatives.

On the subject of costing, I think the cost to the competitor should be similar to that of normal club jumping, say £6-7 for 10,000', plus a registration fee of £10-15. The Association should be prepared to spend up to £2000 on the meet. If these figures don't add up, then why not try for sponsorship? I'm sure there must be a few promotional managers who would pay well to show that the country's top skydivers drink their ale/eat their choc bar, etc.

To finish on two brief points on the Mag.

1) I don't think it should "go public", as the articles that make it an excellent skydivers' mag, e.g. recent ones on RW, CRW, and accuracy, are not those that will sell it to the public. Articles that do have "public appeal", of the "No shit there I was....." type are already catered for in other magazines.

2) Don't forget the vast number of BPA members climbing up the category system, and the club with only one 5-place plane (or less) available, and the limitations that imposes.

Rich Howell D 3000

YOUNG STARTER?

Dear Ed,
Interesting wording from the "Western Morning News".

Yours

A. J. Darch
BPA 89068

A Toddler who fell nearly 20 feet from a window was described as "stable" in Freedom Fiels Hospital, Plymouth, yesterday.

LADIES TEAM

Having recently returned from the Classics Nationals at Bridlington with the promise, approved by the Competition Committee at the end of the Meet, of a training trip preceding the World Championships, I now find these promises to hold no substance.

According to the rules those placed within the top 15 (overall) at the Nationals were to be offered a place at the training camp. Three ladies qualified, all were given an itinerary and now I am told that there is to be no ladies team.

I feel this lacks foresight and is likely to discourage other people in the future to consider competition if this is to be the result.

The cost of entering BPA competitions this year, I feel to be both extortionate and prohibitive. This too must surely lead to a decline in potential British representatives.

After spending time and money training and at the Nationals I duly qualified for the training camp under the rules laid down. Since the BPA seems unable to abide by their own ruling, I feel I have been misled and have justification in demanding a full refund of all entry and jump fees throughout the Nationals.

I shall in due course be making my own way to Raeford.

Yours faithfully

JOANNE VAUGHAN (MS)

TOM DICKSON

To the Chairman

I have at long last begun to come out of hibernation and felt that I would like to thank you for your very sympathetic letter you wrote to me what seems an eternity ago.

I would also like to ask your help. Some time ago I received a very generous cheque from the BPA and as I am at a loss to know whom to write, may I impose on you and ask you to convey my sincere thanks through the appropriate channels.

The generosity and kindness the children and myself have received from the Parachuting Fraternity has been very overwhelming and I thank you all from the bottom of my heart.

May I take this opportunity to assure you and indeed all of Tom's friends of a very warm welcome

should you find yourself in our beautiful city and care to call on the children and myself.

Yours sincerely,

PATSY DICKSON

I was very sorry to hear about the tragic death of Tom Dickson. I am afraid the first we knew of this occurrence was a few weeks ago when a customer phoned to tell us. We did not of course intend to cause any problems. I would be very grateful if you could publish an apology from us to anyone who has been upset by the article in your news letter.

Our print schedules are very long drawn-out affairs. We actually went to press with this edition of the Damart Express during the end of February and beginning of March. We obtained written permission from Mr. Dickson to publish the article. After the newspaper is printed it takes us a month to assemble the newspaper with all the other components of our mailing package and thereafter, it takes the Post Office several weeks to handle and despatch our mailing. I should point out that we are dealing with quantities of several million pieces.

May I again apologise for any trouble we have caused.

Yours sincerely

E. Brown

Marketing Manager

EDITORIAL COMMENT

As a matter of courtesy I write to let you know that I propose to raise at the next Council Meeting the question of the Editor's licence to comment on the decisions of Council and the manner in which such comments should be passed.

This is a subject which, as you know, from time to time has been discussed, but I am prompted to raise it now as a result of the editorial and ancillary matters in Volume 19 June 1982 issue of Sport Parachutist.

Your editorial is well written and perhaps to the less experienced parachutist might appear to be more authoritative than the decision of Council reached after careful deliberation over many months. If the editorial can be construed as more authoritative than Council's decision then that, of course, is totally wrong and totally unacceptable and must not be allowed to recur.

For example, I think that your editorial ought to have carried a note to the effect that the views expressed were yours and yours alone and that the decisions of Council which had been taken after careful deliberation were different.

The unfortunate situation which appears from your editorial is, in my view, compounded by virtue of the fact that at the end of the Chairman's reply on page 11 of the magazine you expressly direct the reader to your views whereas in the editorial you do not afford Council the same courtesy or force of argument by expressly referring the reader to Council's decision reached, as I have already indicated, after careful deliberation.

Please do not think for one moment that I am trying to shackle comment by the Editor. Far be it for me any such intention. I totally support open discussion but I want to be sure that the forceful medium of the magazine is used fairly and wisely. Clearly the views expressed here are mine and it is for Council to decide any dictum in relation to the magazine. I, therefore, propose to raise the matter at the next Council Meeting so that Council can have the final say one way or the other.

Kind regards
JAMES CROCKER

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.

MICHAEL FORGE

Major Mike Forge, Royal Signals, laid down his life in the service of his Country on East Falklands on 6th June 1982. I am proud to say that I knew him as both a friend and as a parachuting and flying colleague. He wasn't the greatest parachutist nor the greatest pilot but he was generous to an incredible degree in that he gave so much of his time and enthusiasm to help the young, particularly in the Royal Corps of Signals, in the safe enjoyment of the sport. In the near twenty years he enjoyed both as a parachutist and as a pilot, safety predominated his thinking and caused him to be more than outspoken on a number of occasions. He didn't suffer fools gladly but he was a man of great moral courage and he had a splendid sense of humour. There a number of BPA Members who have benefitted from his enthusiasm over the years and they will remember him with the same warm affection that I do. To his family we send our deepest sympathy.

C S S

Discount For Members

I am prepared to put at the disposal of all the members of the BPA the services of my company on all matters of Industrial Relations and for all Conference travel, Incentive Packages, or inhouse conferences, at 25% discount. We make this offer to help all our members who may be going through a difficult time in today's economic climate and unemployment.

This applies to the BPA HQ as well of course.

Yours sincerely,
ALF AVISON (0775) 66273
BPA No. 85862

HASTY DECISIONS?

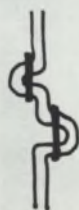
After returning to England from the USA may I comment on a couple of incidents which may have resulted in hasty decisions being made.

One is the removing or disallowing the use of slider stops. (The Vinyl tubing that fits over the connector links). Its worth mentioning the origin of slider stops. It was found that an alarming amount of line breaks on certain canopies between 50-100 jumps old. After checking the slider grommets we found several of these had small nick and dents caused by the force of the slider hitting the connector links hard on a fast deployment. It was assumed that the damage on the grommets was causing the broken lines. It was decided to protect the connector links hence the slider stops.

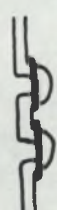
The incident in England which caused the matter to be discussed at S.T.C. is the only one I am aware of on both sides of the Atlantic where as the incidents of linebreaks repaired by us The Jump Shack Z. Hills (and we are only one of three rigging shops in Z hills) is considerable.

The second hasty decision was one by the extending the diaper on some reserve canopies from 3 to 4 inches as it was felt that one group of lines could catch over the other causing a malfunction. What I find hard to comprehend is that a company such as Pioneer (who make canopies for NATO as well as NASA) who have considerable drop tables for testing diapers at snatch force, were not consulted on such an important rigging decision. Had Pioneer been consulted they would have been told that the chance of a malfunction could be avoided by stowing the lines in a figure S rather than both facing the same way.

Why take a simple idea and make it complicated, why ban things on one incident without consultation with manufacturers and suppliers. IAN HEAD JUMP SHACK SOUTH



correct



wrong

NATIONALS 82

I write concerning the recent articles and correspondence concerning the financing of the National Championships. The competitive aspect of parachuting is, I believe, a very important one, and in recent years the banner of British parachuting has been carried to the world events with considerably success. I am sure that too many jumpers take this as their standard and consider themselves well below par, even for domestic competition. To all of you who have thought this way — think again. Competition is about being there and taking part; your own capabilities will be stretched and your results improve, and the camaraderie of jumpers will ensure that you will come away having received valuable advice and coaching from some of the worlds best jumpers. Competition is for the competitors, not just the winners.

In the Chairman's notes recently we saw a reference to "the membership at large" not accepting a £3500 'loss' on National Championships, but an inference that we will accept, unconditionally, a total commitment to world events (with a spoonful of sugar phrased 'must not get out of hand') If the money spent at the Nationals was a 'loss', then so was the £10000 spent on the world meet. NEITHER was a 'loss', both were subsidies, using our money, to further competition at home and abroad. If such subsidy is only available to winners and not general competitors, and financial support for domestic has to be given up to support the World Meet, then in my view the situation is already 'out of hand'.

In response to **Glenys Howarths** letter in the last issue we saw further, and rather cheap, justification of the withdrawal of subsidy from the Nationals, namely that support of enforcement orders and planning applications would be put at risk if such subsidy continued, and further that the encouragement of competition can be found in the support for the World Meet. This is bullshit.

The B.P.A.'s first responsibility is to support, in all areas, parachuting in this country, from Student Level right through to National Championship level, and all members are entitled to expect support, financial and otherwise. If the Nationals cost so much, the first job is to examine if they were run in the most efficient way possible. If mistakes were made — for example was it, in hindsight, a fundamental error of judgement of use Islanders for individual accuracy-admit them and try to put them right, don't just unload the failings onto the competitors. Is commercial subsidy, seen often at club meets, pursued as vigorously as possible?

At least one national parachuting body has gone bankrupt through unswerving commitment to the World Meet. I fully support our participation in this meet, and the spending of our money, but not at the expense of domestic parachuting, in any area. If drastic economies are necessary, perhaps we need to start

by looking at our whole selection procedure — certainly we should surely look further than simply wiping out one area from the subsidy list. Robbing Peter to pay Paul is poor economics.

This is not a matter to be easily settled, particularly by correspondence in the magazine, but I believe that Council has made a fundamentally wrong decision, and have badly mis-judged the feelings of the membership and perhaps the question should be publicly debated.

I shall be standing for Council next year, so I hope that **Glenys**, and a few others take the Chairmans final piece of advice!

GORDON LILLY D1611
Duck End.

NATIONALS 82 AGAIN

Six teams entered the RW Nationals this year two of these were in the novice event. There were no entries in the eight way event. Only one eight way and four way team entered the CRW event causing a win by default. This is a major crisis within our Sport and surely we cannot survive without competition. A smaller turnout was expected this year due to lack of subsidy from the association causing high entrance fees and expensive competition dives, but not of this magnitude. But finances were not the only reason why there was such a poor representation. Many competitors were discouraged at last years Nationals when they were put on menial tasks of cleaning toilets and sweeping up manifest areas. Also with the addition of the "cut off" rule, which was not made clear beforehand. There was little incentive for these teams to enter unless they were in the running for a medal. Surely the Nationals must be subsidised to prevent only the contentious teams from entering.

At the Competitors briefing this year the teams were confronted with the fact that the Islander that was supposed to have been booked had not been and that a C206 would have to be used on both weekends with the Headcorn Islander available Monday - Friday. Fortunately, the weather was bad enough over the weekend and the novices were the only teams asked to jump the C206. The meet was then continued from the Islander and finished on Friday. Had this not been the case, teams that had invested thousands of pounds training for one particular aircraft would have found themselves exiting a different door with different slipstream changing the top end of their dive radically.

Three of the set sequence dives were withdrawn from the competition, despite the fact a member of the competition sub committee had explained the problems within the dives and recommended changes to make them feasible to Council some months earlier. The dives were not possible to do with the degree and direction of rotations stated.

Although this is not primarily a BPA problem, it should have been brought to the notice of the CIP and changes made there for international rules.

The Video system was still having teething troubles, not the equipment but mainly the operation of it. It was decided to use three sets of telemeters as a judging priority and video backup as a secondary aid. Sequential is not judgeable on telemeters, Judges have a hard enough task when using video, watching time and time again to check all grips being complete at the same time or checking degrees of rotation and intermediate requirements. Instead of progressing to slow motion and freeze frame video and contact on formations, instead of trying to define a grip, we seem to be going backwards. Incidentally, I am not knocking the Judges, they worked hard and did an excellent job under the circumstances.

With the foresight that was given to the Nationals, it seems to me that this is not an event on the BPA calendar anymore. Either that or there is a fall down in administration of decisions made by Committees or Councils. The Association boasts at the medals achieved in World Class Competition over the past years but if we are to achieve further high results, we will have to organise and subsidise the Nationals better than we did this year to give teams incentive to train hard and lay out the finances required to win them.

By GEOFF SAUNDERS

RE: FIXED OBJECT JUMPING/THE B.P.A.

I have watched with great concern the growth of this "sport" and the BPA's handling of the situation. Naturally, as a person committed to skydiving, I am worried by what may happen to our sport courtesy of any CAA, Sports Council or Police action. Therefore, whether you agree with my comments or not, I would be most grateful if you would raise the following, before Council, on my behalf.

1. To be involved or not?

I believe very strongly that our Association should NOT be involved, in any way whatsoever. Unfortunately, by making statements on the subject, talking to the police, IBA etc the BPA is involved. Also by withdrawing two people's membership, the Association has taken responsibility for these members activities off a D.Z. Surely, this is wrong. Also, where would it stop?

It is arguable that the greatest single danger to our sport is not fixed object jumping or the CAA (etc) but our own Association. Because we (the BPA) have become involved, the various official bodies may choose to take sanctions against us!

CHAIRMAN'S NOTES by Charles Shea-Simonds

On a more general note, our sport needs two things — parachutes and aircraft. We don't attempt to control or punish the lunatic fringe of parascending or reckless pilots who crash aircraft. They might belong to the BPA, but we are not responsible for them. Similarly, I do not want us to be involved, responsible or even mention fixed object jumpers.

2. The future?

It appears that fixed object devotees will continue, come what may from us. As has happened in the U.S. Therefore I believe we should

- a) Unofficially encourage them to form their own Association, and ask (now) who any calls should be referred to.
- b) Immediately stop any BPA official/council member making official statements to anybody outside the BPA about fixed object jumping.
- c) Make a binding rule, by Council, that the BPA is not involved, responsible or interested in fixed object jumping and those doing it.
- d) Not ban, punish or even acknowledge that a fixed object jumper is a member of the BPA. It is coincidental. The person may also be a member of the AA, RAC, BGA, BHGA etc.
- e) Reinstate those banned (after a diplomatic period?) to prove that we are not involved.
- f) Withdraw the STC ruling on submitting fixed object jumps for approval. It is nothing to do with us or skydiving.

3. Why?

The majority of the UK population do not wish to skydive. Similarly the bulk of BPA members do not wish to fall off fixed objects. You, the Council, represent us. I repeat, by being involved the BPA Council is jeopardising the members' (my) sport.

I just want to keep sky diving.
Kind regards.

MIKE COBBE
D3486

Well Mike, I don't expect you sent this letter for publication without expecting me to reply to it. Speaking for the majority of BPA members who have taken the trouble to comment on BASE jump, they most certainly do not want to get involved.

But let's be honest, it's the BASE jumpers who get us involved by their actions courting reaction from both the authorities and the media.

As there is not a BASE jumpers Association with a published phone number or address, the wires are hot to the BPA and the Chairman's office. They both have enough to do administering our sport without being troubled by enquiries about an activity as far removed from sport parachuting as film stunts.

Of course a BPA member could also be a member of the AA or RAC, but if that member killed himself driving a car, no one would be on the phone to the BPA office asking why!

You may by now, have read the letter from Jane Watts in these columns. In it she answers quite eloquently why the BPA cannot afford to ignore BASE jumpers and her opinion is typical of the majority of the membership. BASE jumpers are unashamedly flouting the BPA (your) regulations.

Safety standards which have been generally accepted for the last 20-odd years, are being ignored to the extent that if for any reason your canopy doesn't open immediately, YOU ARE DEAD.

A 400ft block of flats in central London is hardly El Cap.

● *Incidentally I recently received an anonymous letter from a BASE jumper which, because of its anonymity, I am unable to publish, suggested that because I had never done a BASE jump, I am hardly qualified to hold an opinion on the subject.*

For the record, 28 years ago I did do a static line jump from 400ft, without a reserve, and I must admit, it did little to turn me on!

When the Editor wrote his last editorial about what he felt the Association ought to be doing for competitive parachuting he didn't know that in the financial year ending 31st March 1982 we lost £18,000. This is the second year running we have sustained a large loss. This current financial year should, hopefully, benefit from the recent subscription increase, but in the meantime Council has had to be extremely careful about how it spends the Association's money. If our clubs do not support us with subscriptions from new members our Association would collapse; therefore our clubs must be our first priority. Council's two recent decisions about the increased entry fees for the Nationals and not sending a ladies team to the World Championships have not been popular with the competitive element of the membership, (or with the Editor of this Journal), but they have been made by your elected Council with the best financial interests of the Association in mind. But I do agree with the Editor that the AGM is an excellent occasion to find out just how much the rank and file membership do wish to financially support competitive parachuting.

This automatically brings me onto a subject about which I have written every year for the last eleven. **YOU GET THE COUNCIL YOU DESERVE.** If you do not agree with decisions taken by the current Council, now is the time to nominate Candidates for the 1983 Council. With some simple organisation, even within the smallest club, it is not difficult to get an unknown member of your club nominated and subsequently elected to Council. Last year we had such a pitiful number of nominations for Council that no elections were necessary. I hope that those who have been vociferous in their criticism of the current council will get off their backsides to alter the situation. There is only one essential qualification for Council Candidates: **TO BE ENTHUSIASTICALLY AND UNSELFISHLY COMMITTED TO THE PROMOTION OF OUR SPORT FOR THE BENEFIT OF ALL.**

Finally I would leave you with the sad reality that a number of BPA members have given their lives in the South Atlantic conflict so that others can enjoy the simple freedom we take for granted. It was agreed at the last Council Meeting that the memories of our fellow members should not be forgotten and should be commemorated in a tangible way. The Father of one BPA member who died in the last few days on the East Falklands has generously and proudly offered a trophy in memory of his son. Any other thoughts or ideas that you may have on how the Association should most fittingly acknowledge their ultimate sacrifice should be sent to the BPA Office as soon as possible. **WE WILL REMEMBER THEM.**

CANOPY VOLUME CHART

CANOPY TYPE	CU.IN.	CANOPY TYPE	CU.IN.
RESERVES		MAINS	
HOBBIT	312	FIREFLY / KEVLAR	338
PHANTOM 24	324	HOBBIT	338
FEATHERLITE R2-1	338	X-210 W/KEVLAR	364
K-20	338	FIREFLY	416
PHANTOM 26	364	SWIFT	416
K-22	364	UNIT W/KEVLAR	442
SWIFT	367	MERLIN LITE	442
PIGLET II R-1	390	PEGASUS	468
PRESERVE III	390	UNIT	468
S.A.C.	390	KRUSELITE	520
FIREFLY	416	KESTREL	520
STRONG LOPO LITE	442	LISSAMAN STAR	520
SUPER 22(low speed)	442	MINI-FOIL	520
R-4, R-5 26 LOPO	468	SPIRIT	520
SAFETAY FLYER	468	SPIRIT	520
K-26	468	WIZARD	572
SUPER 22(STD)	468	SUPER LITE	572
PHOENIX	510	MERLIN	614
NATIONAL LOPO	520	TITAN	624
SECURITY LOPO	520	UNIT III	624
STRONG LOPO	520	260 XL	676
RELIANT	572	30' XL	624
26' SUPER STER.	572	9 CELL PEGASUS	650
CRUISAIR	645	UNIT IV	655
TIOA (24' SURPLUS)	624	UNIT (ORIGINAL)	655
28' SURPLUS	884	DELTA CLOUD	676
		COMMET 300	676
		F-III RWPC	676
		PIGLET II	676



1" RISERS

A couple of U.S. manufacturers are testing 1"-wide main risers, constructed of Type 17 webbing, rated at 2,500 lbs.

The Mirage system from Sky Supplys can be ordered with them, fitted with Mini 3 rings.

NEW RAM AIR

Pioneer Inc. have released a new 7-cell F111 ram air to compete in the Pegasus Market.

Named the "Osprey", thi 225 sq. ft canopy is reported to give soft landings with reasonable accuracy capability, and slightly higher toggle pressure than the Pegasus.

LOST TOGGLES

While doing CRW at West recently, a jumper let go of his soft toggles to grab another canopy.

He then noticed both toggles had slipped through the keeper rings on his TSE chaser, leaving both steering lines trailing behind.

After inspection on the ground, it was found that the keeper rings were of a larger diameter than normal, allowing the toggles to easily pass through. A simple check when packing would have solved this one.

RAM AIR RESERVES

Did you know thee are at least nine square reserves now on the market?

The following are the ones that we know of:

Swift	} Para-flite	Phoenix	} Pioneer
Safety Flyer		Reliant	
Safety Star			
Hobbit	} Gargano	Firefly — Django	
Wizard		X210 — Security	

SELF INKING STAMP

Simon Ward has available a number of self-inking stamps for Long Book Bufts RW (little man) and CRW (canopy) stamps. Good for 100,000 impressions we are told. £4.00 each or two for £7.50. Contact him at 0202 525717.

Additional Reserve for CRW

'Cirrus Enterprises' of Southern California, USA, have introduced a 22ft. Flat Circular canopy named the "Cirrus Tertiary Parachute".

This non TSO'd life saving canopy can be chest mounted by a master irgger. onto any standard piggyback

MAINTENANCE

Good gear is only as good as the condition it ks kept in. The best rigging does the jumper no good if it is allowed to wear, fray or deteriorate into unsafe repair. Inspect your rig before every skydive.

Before putting the rig on your back, check:

- all ripcord and 2ring housing tackings (they sometimes need to be re-done)
- reserve ripcord pins and cable for proper seating, pigtails, fraying, or obstructions.
- main ripcord and cable for proper seating, pigtails, fraying, or obstructions.
- pull-out pilot chute for condition of fabric handle and retainer; check that lanyard is tucked under container flaps
- throw-out pilot chute bridle for proper routing.
- all container flaps are tucked in
- risers are routed smoothly over the shoulder and through the covers.
- toggles are inside the container and the Velcro tabs on the midflap are fastened.
- 3Ring risers are clean and supple
- R3 Velcro is not worn but fastened

After putting the rig on your back, check:

- risers are routed smoothly over the shoulder
- canopy releases are properly mated and secure
- chest strap is properly threaded
- ripcord handles are intact and secure in their pockets
- leg straps are properly snapped or routed and loose ends are stowed.

SPECIAL NOTICE 3RING RELEASE:

1) At the beginning of each weekend of jumping or every 25 jumps (whichever comes first) activate the release and flex the webbing, prolonged use can cause the webbing to take a set which may result in a riser separation force that is higher than desired.

2) Clean and oil the plastic coated release cable with a clean cloth and light oil. This is necessary to keep pull forces to a minimum.

harness and container system. The Tertiary Parachute is very similar to that used for many years by hang glider pilots, and is hand launched and directed into clean air when a cut away is not possible due to severe entanglement.

Rob Colpus

CLASSIC NATIONALS '82

Sunday 13th June dawned with low thick black clouds rushing across Grindale airfield driven by the strong Northerly wind. In the distance lay the wreckage of the BPA FAI windsock brought down by the previous day's wind and rain. A phone call showed that the clouds backed up all the way to Newcastle so the director had no option but to call it a meet.

Thus concluded the 1982, BPA classical national championships.

The style event was complete, however only six of the ten rounds of individual accuracy had been jumped and the team event just never got off the ground.

Scotty Milne was National Champion again, **Dougie Young** Style Champion and this time **Ahmed Murad** substituted for his team mate **Issa Mohammed** for the position of Accuracy Champion.

Ester Reynolds was first lady and seemed to leave with as many trophies as the rest of the competitors put together. Peter Meare won the intermediate style and Mr. Lavery won the intermediate accuracy.

Arriving at Bridlington airfield Friday before the Nationals in beautiful weather having left Oxford in thick fog I was warmly greeted by **John Hitchen** the chief judge and **Pete Sherman** the meet director who informed me there were a few teething problems.



One of the two aircraft promised for the meet had gone away the previous day to have a radio fitted and would now not return until the Sunday night.

New 5 centimetre electronic pads had been promised by the German manufacturers in time (without fail) for the Nationals, and with less than 24 hours to honour their promise, we were becoming very anxious.

The BPA championship windsock had gone absent without leave from the BPA office and the computer promised for the "stats" had not yet appeared!

Good news came with Dave Waterman who arrived with many heavy boxes of hired video equipment which he began to assemble and test.

Throughout the day competitors arrived and it was good to see once again all our friends in the UAE team from Dubie together with some new faces in a second Arab team from Ohman.

It was good also to see again **Richard Todd** from the USA (residing now in Belgium) and it soon became apparent that the friendly foreign nationals were going to outnumber the Brit competitors.

Practice jumps could not commence until just after mid-day due to morning haze.

The appearance of a mast on a local hill, three miles from the dropzone

a report from Bob King

indicated that the statutory horizontal visibility necessary to allow uninstrumented aircraft to fly existed and practice commenced.

Dave Waterman worked hard with the video system making several shopping trips for 'gun sits' attachments and coming up with several interesting innovations and attachments. By evening the system worked but disappointingly it became clear that it was not good enough to be used as a primary judging aid.

Tracy Rixon and **Doe Flynn** joined the judging team doubling its number and the registration Friday night/Saturday morning showed we had 10 British senior ladies, five British intermediate men, one intermediate lady, 19 competitors from the UAE and one from the USA.

Absent and missed were **Dicky Bird** and **Jim Coffee** both of whom had accepted her majesty's invitation to a free island holiday in the South Atlantic. We all wished them well.

The weather Saturday favoured style but we had to wait for some time before "the mast" appeared and flying could commence. Without a useable video system judging had to be carried out using telemeters.

Normally there are a number of wives/girlfriends of competitors who are eager to act as recorders/manifesters etc. but this national gathering proved to have a distinct lack of them, so **Chris Lyle** and his beautiful wife Denise were quickly volunteered. Chris unfortunately drew the short straw and became manifesters an unenviable job which he did extremely well. He later achieved distinction by doing something I've never seen before at a Nationals and that is to release the WDI for the accuracy event directly over the centre of the pit!

Dave Waterman's young son Luke agreed to help as a recorder and did a magnificent job for which I am personally very grateful.

Finally the mast appeared and we

were away. Quickly both **Doughie Young** and **Scotty Milne** showed us they were on form but had competition from **Ali Nasse** and **Ahmed Murad** of the UAE. **Steve Treble** and **Dave Tylcoat** showed improvement on last year's performances with consistent style and the day ended at 8.00 p.m. with two rounds of style complete.

The loss of one aircraft had made a slow turn around and a persisting haze at altitude hadn't made the judging easy. Also unfortunately to appease the local inhabitants of Grindale jumping had to cease at 8.00 p.m. precisely and could not start again before 8.00 a.m.

*Joanna Vaughn gets her bronze from N.C.O.
Pete Sherman plus a bonus*



Sunday came and went, thwarted by sea frost and low cloud which frustratingly seemed to cover Grindale and leave the rest of the British Isles in beautiful sunshine. Also news of the second aircraft wasn't good, and it now seemed unlikely to return until later in the week.

Monday came with the morning haze again which kindly receded a little earlier than Saturday. The remaining two rounds of style were completed and with Lofty to the rescue with a nice orange widsock the first round of individual accuracy was started and almost completed in nice stable conditions.

Scotty Milne winner of mens overall and second in mens accuracy. Pam Finney presented the silverware



As the new pads had not arrived the old BPA ones had to be used.

It was known that the existing BPA pads would occasionally score a dead centre (0.00) as 0.01 and for this reason it was agreed with the competitors to score all 0.01 as 0.00 effectively giving a 7 centimetre disc instead of a 5 centimetre one.

Ten dead centres were scored in this round by **Ester Reynolds**, **Chandler**, **Shaw**, **Milne**, **Young**, **Spencer**, **Slaughter**, **Ali Nasser**, **Mohammed Yousef** and **Ahmed Murad**. **Issa Mohammed** (last year's champion) kicked off with 0.04 but soon showed us that even this small slip was out of character.

Poor **Chris Clements** had an interesting first round starting with a malfunction on her first attempt. Her rejump was nicely controlled and she landed sliding her left foot not more than 2 cm from the rim of the pad. Unfortunately the disc anchor had become loose and there was no way of recentering the pad to measure Chris's jump so she had to go and do it all again the next morning.

Doc Flynn substituted for the stats computer that never arrived and showed that **Doughie Young** had finished first with an average of 7.69 seconds, **Scotty** second with 7.89 seconds and **Ali Nasser** third with an 8.2 second average. **Ahmed Murad** was 4th with 8.33 and **Steve Treble** 5th (3rd Brit) with 8.34 seconds.

The missing BPA windssock was located at Netheravon and **Tom Ramsay** very gallantly agreed to bring it up to Bridlington in time for the 8.00 a.m. start the next morning in a 3 tonner! God knows what time he must have left but 8.00 a.m. there he was!

Tuesday morning was beautiful. No haze, no cloud, no wind! Some remedial work on the windssock was quickly carried out (with a large hammer) by Doc and Hitch and by five minutes to eight we were ready to go. By eight o'clock precisely visibility was down to ten yards and the whole area was enveloped in thick fog!

Thank heavens it didn't last and the sun reappeared at half past nine. **Dave Tylcoat** arranged for his own club's aircraft to be made available and another four rounds of accuracy were completed when a sinister looking sea fret slid silently up over Flamborough Head creeping steadily towards Grindale airfield.

The fret reached the main road at the east end of the airfield and jumping had to cease in the middle of round six leaving several competitors in contention still to jump.

Accuracy conditions had started good, deteriorating rapidly as the sun heated the pit and surrounding area.

Round 2 left only three competitors (**Chandler, Milne and Ahmed Murad**) with consecutive dead centres but **Abdul Radman** had totalled 0.02, **Ali Nassar** and **Issa Mohammed** 0.04, **Ester Reynolds** and **Abdul Murad** 0.05 and **Tony Uragello** 0.06.

By round 3 there was considerable thermal activity and over the next two rounds several good jumps including **Richard Todd, Paul Slaughter, Ester Reynolds, Brian Shaw** and **Tony Uragello** all fell victim to the pit thermal monster and "went for big ones!"

Round 4 ended with **Ahmed Murad** totalling 0.00, **Scotty Milne** totalling 0.04, **Abdul Murad** 0.05, **Issa Mohammed** 0.06, **Abdul Radman** 0.12, **Dougie Young** 0.15, **Dave Spencer** 0.16, **Steve Treble** 0.17, **Dave Tylcoat** 0.18, **Mohammed Yousef** 0.19 and **Dave Chandler** 0.22

Dave Tylcoat had decided to start half way out on the pad and work his way in with 0.07, 0.05, 0.04, 0.02 and was later to complete with two 0.00s.

One of the UAE team suffered a main parachute malfunction during this round but landed uneventfully in a nearby field. Seconds after landing he was noticed exiting the field at very high speed losing his reserve ripcord in the process.

When he had recovered his composure he complained he had been chased from the field by a snake!

To be honest no one gave the story much credibility until some one turned up with a newspaper cutting from the local rag which began "Adder plague in Yorkshire!"

By Round 5 the thermal monster had done its worst and conditions were cooling down nicely for those lucky enough to jump round 6.

Beaten by the sea fret we all went to bed Tuesday night confident that the meet would be over by Thursday and leaving **Ahmed Murad** leading the accuracy having completed his sixth round with a 0.03 total. Second was **Scotty** with a total of 0.04 but still having his 6th jump to make. A 2nd place in accuracy combined with his 2nd place in style would give him the overall title.

However, there were another four and a half rounds of accuracy to complete and **Issa** was in there with 0.06 together with his team mate **Abdul Murad** (having a 4th in Style) and a 0.10 total in accuracy.

There is always some unfairness in an accuracy event, as no-one can produce identical wind conditions for every competitor. The best the organisers can do is to ensure a "slick" aircraft operation which allows quick turn arounds and gets as many competitors to jump in similar met conditions as possible. However, when rounds are

interrupted by weather and have to be postponed, fate can sometimes be very unkind.

Wednesday dawned with a 4 to 5 metre per second sea breeze which rose over the cliffs at Flamborough Head and formed a thin but solid layer of cloud at 1500 feet right over the airfield while Bridlington town (5 miles down the road) together with the rest of England basked in glorious sun shine.

Now and then we were teased by patches of blue which appeared long

Ladies champ Ester Reynolds



enough to get a drifter load together then closed in. The meet went from short "Standdowns" to "Standbys" to "Standdown" again as people and pilots kitted up, waited and then unkitted themselves. For those in contention it was nerve racking!

Mid afternoon showed us some large holes but no sooner had we put a WDI through one of them then the wind rose to 7 metre per second! Naturally as the 8 o'clock curfew approached the clouds rolled back and the wind abated. Such was the pattern for the next two days and only one competition lift got away. **Richard Todd** scored a 0.03 and **Tony Uragello** a 0.00 then the rest had to be given rejumps because of a wind gust over the limits.

Finally a top level meeting was held by the upper echelons of Grindale and special dispensation was given to exceed the curfew by one hour that evening. The day had been windy with a few squally showers putting in an appearance. Just before eight the surface wind abated leaving considerable wind at altitude with a nasty drop out at about 100 feet. **Dave Tylcoat** negotiated the dropout professionally as did **Bev Roberts** both scoring 0.00. Others were not so fortunate, underestimating the strength of the upper wind and paying the price with several metres.

Finally however the last aircraft of round six was airborne and we all watched excitedly as **Scotty Milne** took to the air. He negotiated the dropout beautifully and then proceeded to scare us momentarily with an out of character flat footed stab at the pad. No problem though, there it was 0.00! and the overall title.

For the remainder of the meet the weather was awful with wind, rain and low cloud giving no chance of even attempting a team event so Sunday morning we all packed our bags, thanked Eric and Pam our hosts for their hospitality and headed for home.

The roll of honours was as follows:-

OVERALL MEN

- 1 **Scotty Milne**
- 2 **Ahmed Murad**
- 3 **Dougie Young**

OVERALL LADIES

- 1 **Ester Reynolds**
- 2 **Christine Clements**
- 3 **Joanne Vaughan**

SENIOR MEN ACCURACY

- 1 **Ahmed Murad**
- 2 **Scotty Milne**
- 3 **Issa Mohammed**

SENIOR LADIES ACCURACY

- 1 **Ester Reynolds**
- 2 **Christine Clements**
- 3 **Joanna Vaughan**

SENIOR MEN STYLE

- 1 **Dougie Young**
- 2 **Scotty Milne**
- 3 **Ali Nasser**

SENIOR LADIES STYLE

- 1 **Ester Reynolds**
- 2 **Christine Clements**
- 3 **Joanne Vaughan**

INTERMEDIATE MEN ACCURACY

- 1 **Mr. Lavery**
- 2 **Dave Chapman**
- 3 **Abdullah Khamis**

INTERMEDIATE LADIES ACCURACY

- 1 **Bev Roberts**
- 2 —
- 3 —

INTERMEDIATE MEN STYLE

- 1 **Peter Mears**
- 2 **Mr. Lavery**
- 3 **Harvy Dyson**

INTERMEDIATE LADIES STYLE

- 1 **Bev Roberts**
- 2 —
- 3 —

CLASSIC NATIONALS '82

a report from Paul Slaughter

1982 CLASSIC'S ANOTHER VIEW

The 1982 Classic Nationals held between 5th and 13th June at Grimdale (No. that is not a misprint, but more of that later).

This year's Championship proved to be the most expensive, most poorly attended and least well organised and devoid of any extra facility laid on to cope with a Nationals.

Surely, someone must be trying to abolish National Championships by charging ridiculously high fees (£9 for style, £4.50 for individual accuracy and £23 for entry — but no-one ever discovered what this was for). Apparently, the idea is to make the Nationals self financing — well, if they carry on at this rate no-one will be able to afford to enter — but perhaps that's the idea.

In a year when a British Team has to be chosen to compete in the World Championships one would anticipate a large compliment of experienced parachutists. Ten senior men, six of whom were military and had their jumps paid for, were the prospective candidates for the Team. Fortunately a strong contingent of U.A.E. and Oman competitors, 4 lady and 6 intermediate male jumpers brought the total up to 38. The competition started in earnest on the Saturday with perfect conditions. Unfortunately, the promise of 2 aircraft was not kept (one was away having a radio fitted or fixed — a lot of foresight was put into that) and in consequence only two rounds were completed. Had a second aircraft been available, style would have been finished and accuracy started.

Sunday was unjumpable, so Monday saw the completion of style with **Doug Young** winning with an average of 7.69. **Scotty Milne** was runner-up, averaging 7.89 and **Ali Nasser** (U.A.E.) third with 8.20. Unfortunately the video was not working 100% so it could not be used as a back-up. The two and a half (literally) sets of telemeters were increased to five, so we had enough judges to get a fair assessment. **Ester Reynolds** won the ladies style averaging 10.61, second was **Chris Clements** with 12.21 and third was **Jo Vaughan** with 14.19. The intermediate men was won by **P. Mears** with 7.29 for a half set.

The accuracy began Monday evening (it couldn't have began earlier as no suitable windsock was available until then) using an electronic pad that registered 0.01 when a disc was scored. However, it was decided to use that and score 0.00 when 0.01 showed rather than use a 0.10cm manual disc. With all the potential disasters mentioned — if it hadn't been for **Pete Sherman** and

John Hitchen, Chief Judge and Meet Director, with their experience and good humour, especially the latter — I dread to think what might have happened. **Dave Tylocoat** arranged for his 206 to be brought in from Stourgate to help for a couple of days to get the competition going, which helped tremendously.

The good weather continued for two days and five and a half rounds of accuracy were completed. The sixth round was finally scraped in on Friday — thus constituting a Meet. National Accuracy Champion was again **Ahmad Murad** from Dubai with a total of 0.03cm. **Scotty** was second with 0.04 and **Issa Mohammed** third with 0.06cm. Fourth and Fifth places were taken by **Abdullah Murad** and **Abdul Rahman Ali** with 0.10. and 0.12 respectively, also from Dubai.

As can be seen from the scores, the U.A.E. team having had the benefit of expert coaching from **Scotty Milne** showed what good consistent all round competitors they are. Perhaps it might be food for thought for the B.P.A. to consider taking the top ten jumpers in the country (to be selected by the N.C.S.O.), to a concentrated coaching session in 1983, possibly Lippspringe, for a concerted effort for medals for 1984. The jumpers would no doubt be willing to contribute financially and representation might be made to the Sports Council for aid.

Overall Champion was again **Scotty Milne** — let us hope he returns with a brighter medal than the one he won two years ago. **Ahmed Murad** was runner-up and **Doug Young** third.

The British Team, consists of **Scotty Milne**, **Doug Young**, **Dave Tylocoat**, **Steve Treble**, **Dave Spencer** and **Tony Uragello**, all of whom travel to Raeford under the eye of **Bob Hiatt**, Team Coach. This squad has the potential to bring back a number of medals let us hope they do so.

The maniferster at the Nationals, **Chris Lyall**, did a stirring job, though with only 38 competitors he was not exactly overtaxed. **Pam Finney**, who appeared to run the Centre, worked all the hours under the sun, went some way in making-up for the lack of extra facilities laid on. One shower in the dormitory for over 50 people hardly made ideal washing facilities. A final insult to the competitors occurred on the final Saturday, when everyone was on stand-by and unable to leave the airfield a large number of us were resting in the bar, the only reasonably comfortable place around, when we were told to leave, so that a group of students could be taken through a course of instruction. Surely, when a centre agrees to host a National Championship, they should apply

themselves to the smooth running of that and not try to make as much money as they can. After all, when you're charging £90 an hour for a 206 and take into account considerably increased bar and food takings, a profitable hosting must surely be beyond doubt.

The four girls, **Reynolds**, **Clements**, **Vaughan** and **Roberts** must have been bitterly disappointed when first being told they were going to the World Meet, then, quite rightly being told by the Competitions Committee that only **Ester Reynolds** would be. The rules state that any girl finishing in the top 15 or averaging under 11 secs qualified to go to the World Meet. As they were only 13 competitors anyway all the girls finished in the top 15 (except for **Roberts** who was an intermediate). Only **Ester Reynolds** qualified under the other rule and was the only girl who really deserved to go, using that criteria. In recent years, no girl who has attended a Raeford training camp, then a World Meet, with all the resultant mental and physical strain has returned, not even **Jackie Smith**. The idea of a training camp is to tone-up your performance for a World Meet, not just to improve your standard so you just reasonably compete, as would have happened with three of them. Surely the correct decision was made, but the rules must now be changed in order to avoid the disappointment and chaos that resulted this year.

The whole concept of Nationals must be rethought (Classic and RW) in respect of finances, if the B.P.A. wish a competitive competition, otherwise only military personnel, who are financially supported will enter. With all the B.P.A. contacts and facilities some sort of sponsorship could be arranged — only a few years ago every competitor received a pennant, a presentation disc was awarded for a dead centre — T-shirts were on sale and everyone enjoyed themselves. A number of up and coming jumpers were put off from entering this year by the exorbitant prices (apparently the same has happened with the RW Nationals). One wonders where the next generation of Team Members will come from and gain their experience.

Finally, thanks must go to the judges, who suffer all the moans and groans from competitors and toil extremely hard behind the telemeters and in the pit in either boiling hot sun or freezing cold conditions. They were **Pete Sherman**, **John Hitchen**, **Bob King**, **Tracy Rixon** and **Roger Flynn**.

Let us hope that there are some radical changes in approach to National Championships otherwise 1982 may be one of the last of a long line.

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PARASKI NORTHERN COLLEGIATE MEET MAY 8th/9th

The venue for this meet was The Lincoln Parachute Centre, Sturgate Airfield. Unfortunately, student apathy combined with exams looming on the horizon, gave us a small turn-out.

Representatives came from Edinborough University, Huddersfield Polytechnic, Leeds Polytechnic & Bradford University.

Dave Howerski was, meet director, Chief Judge, Rod Burgers and the recorders were S. Howerski, Helen Gough and Sheila Cooper.

It was decided to run the whole meet as a hit & run balloon bursting Accuracy purely on time.

The first round got underway on Saturday and was completed without any problems. Sunday again gave us fine weather and the next two rounds were soon over.

Everyone who entered received a medal and results were as follows:

INDIVIDUAL ACCURACY

1st Place — **Kevin Fitzsimmons** — 11 secs. *Edinborough University*

2nd Place — **Chris Baird** — 1 min. *Leeds Poly.*

3rd Place — **John Maples** — 2 mins 29 secs. *Leeds Poly.*

TEAM ACCURACY

1st Overall Team — **Leeds Polytechnic**. Total — 13 mins 26 secs.

Chris Baird

John Maples

Ray Vince

A. N. Other (Zapped)

2nd Overall Team — **Bradford University** — 20 mins 17 secs.

David Burne

Keith Edwards

Graham Dobell

C. J. Bradley

Best Competitor — **Huddersfield Polytechnic**

Harry Harridran.

Thanks to all the recorders & chief judge and pilots **Mike Newall, Chris Lindisfarne** & LPC Staff & **Jim Campbell.**

Next year we will organize further away from the exams. My own thanks go to **John Maples** who's exits left me in stitches all weekend.

See you next year!

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RATE OF FALL

How many times have you found yourself hurtling for height on a formation and you get bigger and bigger and bigger and it doesn't seem to help, infact it feels like things are getting worse — well infact that may well be true.

In the past jumpers have attempted to control their rate of fall by adding wings to their jumpsuits. When they wanted to slow down they stretched out their limbs tentioning their wings, presenting a larger surface area, creating more resistance and slowing down their rate of fall. In other words they got "bigger".

However, I think it's fair to say that it is now generally recognised that large wings cause all sorts of problems and are not good for sequential RW. So lets look at a jumper in freefall from below without big wings:-

DIGS 1

With the exception of a small increase afforded by the lower leg, the actual surface area presented to the airflow is constant no matter what position you're in, you can't actually get any "bigger". So how does one control one's rate of fall if you can't actually get any bigger.

Several factors are involved. The real theory behind getting bigger is based on specualtion, the facts are not available. It is thought that it's not you but your burble that gets bigger.

We do know that at 120 mph a burble builds up around the body and that that burble gives you more drag and therefore slows your rate of fall. What we don't know is how big it is and this could be quite criticle. More air will be trapped in small spaces between a falling object, the question is how small is a space in relation to the burble of a body in freefall.

DIGS 2

As can be seen from the diagrams, if the burble is large, spreading out your limbs will slow your rate of fall, if not, you're actually losing burble and falling faster. I think you'll find most people will opt for the large burble theory. But in order for this to work in practise you must be absolutely flat and it's here we come to the single greatest controlling factor, not only of your rate of fall but of all your movements in freefall, those which make out of the horizontal plane.

Maybe this all sounds a bit pseudo-scientific but the basic principles are very simple. A round parachute slows your decent by trapping or cupping air under it. If you pulled the apex below the skirt and inverted it you wouldn't expect to have a very comfortable landing, no matter how big the surface area of the

canopy. The same is true for your body in freefall.

DIGS 3

In order to stay flat when you're spread out you should have to use a lot of muscle power against the wind pressure, if you've not, your limbs are probably behind you and the effect of increasing your burble is cancelled out by the ease with which you allow the air to pass you in the inverted parachute position.

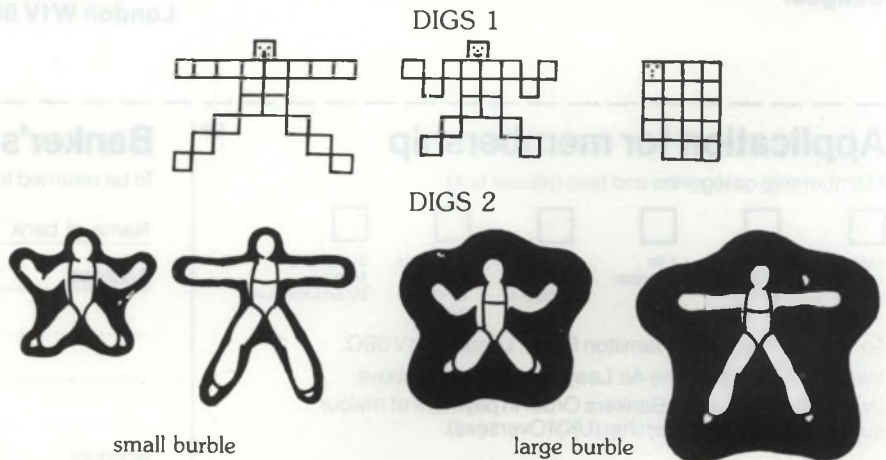
Movements made out of the horizontal plane will almost always override what you do in that plane.

So next time you feel a formation creeping up on you a bit fast, resist the temptation to get big and think parachute, cup air, curve your arms and legs down and don't forget your torso your largest bit of surface area, bend in the middle, push down into the air. You'll find this the most effective way of controlling your rate of fall in all situations; flaring, keeping up, getting back up, although here you'll need to go to the cupping effect is still paramount.

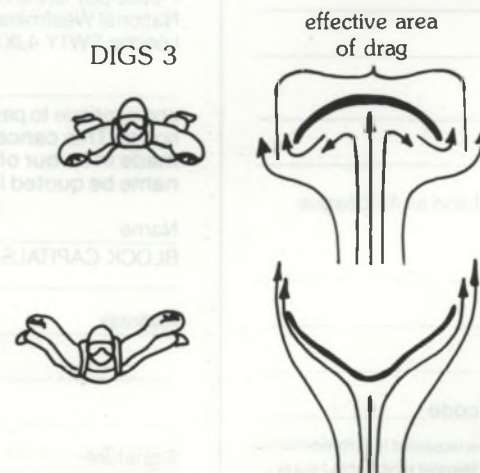
Conversley, when you've got to lose height or fall fast, resist the temptation to get small, you'll probably cup air, relax to the max, arch your back, you'll probably feel quite spread out but you'll fall fast.

An interesting side line to this basic principle is that a lot of the worlds top skydivers fly in a slightly D arched position, working on a little ball of air closer to which by definition means they are more likely to move. You'll see also that they work down into this ball of air with arms and knees. This is probably the most effective position for doing sequential. By comparison working in the flat plane or with your limbs behind you is extremely ineffective. Hence the stability of the student spread.

So some of you may put 2 and 2 together and come up with 5 and you wouldn't be wrong. Fast fall is an accepted rule for good RW. In all aviation the higher the air speed the greater the effect of any movement, but by flying with a slight D arch you must slow your rate of fall, so whats the answer? It may be that you can't fall fast enough to achieve the equivalent control of the near instability position, unless you wear a weight belt although this would increase your inertia. If all the statistics were available you could draw the graphs and find the best possible balance of all factors. Unfortunately those statistics are not likely to be available so it's carry on with trial and error. Really it's remarkable how much control we do have considering how little we understand the physics. For us there is no substitute for being as aware as possible of the air when we're in it.



although these diagrams are exaggerated they demonstrate the principle involved.



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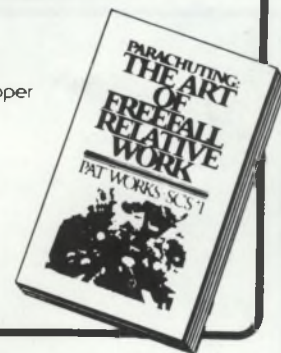
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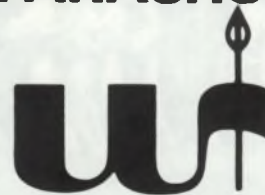
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When the founders of Swansea Skydivers, namely Paul Kipplewhite and Frank Fonte, first happened upon Swansea Airport, an awestruck Frank turned to his colleague exclaiming, "Look at these runways Kip — you could operate 707s out of here!". "Dunno 'bout that, but I reckon a DC3 wouldn't have much trouble eh?". The knowing glance that passed between them was the start of their dream — to host a DC3 boogie — the first in Wales.

After several phone calls interspersed with much pressing of calculator buttons it became clear that the costs involved in positioning and operating a DC3 would be astronomical — £15.65 per lift to be exact! When the colour returned to their cheeks a rational approach was adopted — to seek a sponsor.

The adventurous twosome were already known in part of the officials of Swansea City Council through their negotiations to secure the use of part of the airport for their new D.Z. Encouraged by their earlier dealings with the Council Kipper and Frank opted to approach them once more with a view of obtaining some degree of financial assistance. As Kip said wryly, "If you don't ask, you don't get." The P.R.O. listened attentively to their proposal barely batting an eyelid when the dreaded subject of money was mentioned. The idea was well received, with the suggestion that the event should be staged over the May Bank Holiday

weekend, traditionally the start of their tourist season. The P.R.O. with foresight further suggested that the event could encompass other spectator attractions such as an aerobatic display team, joy rides and fun fairs. The P.R.O. took charge of promoting the boogie through the local media and independent radio, Swansea Sound, and with the assistance of B.P.A., clubs up and down the country were circularised with details. Enthusiasm reigned throughout officialdom as the machinery was set in motion...

At the outset the organisers had hoped to present the country's jumpers with an opportunity to achieve new British and European records, but at the Saturday morning briefing it was apparent from the assembled jumpers that several of Britain's hard-core R.W. jumpers were absent, preferring instead to make their way to the Texel and Swedish boogies.

Undaunted, the first couple of lifts were manifested, comprising mainly of small secular groups of 4s, 8s with some bigger scratch loads. Those of you familiar with manifesting quarts of people into pint-sized aircraft would no doubt experience temporary brain-lock in filling a 36 place aircraft with the proviso of only two run-ins. The simple equation of 36 divided by groups invariably leaves 1 slot over or under. The unenviable task was effectively performed by Kay Lewis, ably assisted by a well heeled

pair of N.H.S. crutches. Not that they were needed to fend off irate jumpers, but to those of you who had to suffer the trauma of the occasional lift-shifting exercise — a belated and sincere apology.

With no elitist barriers to cross, the size of loads began to grow and with it, the prospect to challenge the British Record of 24. Guided and encouraged throughout by John Shankland, strategist extraordinaire, the formulation for a serious attempt on the record began to evolve. Whilst Shanks studied 'form', up above, flying skills were being put to the ultimate test (for some!) as an 11-way no suiter was put together. It had gone together with such ease that anyone would think it was a regular display manoeuvre. Spurred on to greater things the following lift was to be a 20-way. With cirrustratos as a background it was easy to follow the build-up of the formation. Heeding Shanks' advice, each one stayed cool and held off until their slot had built, thus avoiding the perpetual traffic jam. It paid off, for there above us was the first 20-way pentadiamond over Wales! Everyone was ecstatic! The Council officials were over the moon with delight and knowing that seven out of the twelve sponsored had been used up, promptly extended their offer to six lifts on the Sunday with a further six on the Monday! People couldn't believe their ears — a wonderful gesture indeed.

SWANSEA BOOGIE '82



Blessed with another fine day of extraordinary fine weather, G-AMPL earlier christened as 'Mother Lover', took to the air soon after 9 a.m. Believe it or not, the weather was just too good, for many of the anticipated spectators had ventured to the beaches instead. With unreserved determination the commentator had a field-day in describing the various loads — he was soon adept with our off-beat abbreviated language.

Kevin Bircher, Phil Brown, Sid Lippett, Andy Cook, Mark Jones and Tim Homer all gained their S.C.R.s; with S.C.S.s being awarded to **Tim, Phil and Allison Gilmour**. Both **Pete Bath** and **Bill Miller** achieved their 'D' licence and bring up the rear **Steve Naylor** and **Dave Coombs** their Cat 10.

As the day progressed, so too did the serious record attempts, spurred on by the ever optimistic Shanks. With one 20-way under their belt, subsequent attempts centred on going for a 25-way quadra-wedge. Entry control was much better disciplined this time, but it still only built to eighteen. At the de-brief it was decided to use the same group again but to speed up their now methodical docking sequence.

Amid the tension-ridden aircraft light relief came unexpectedly for **John Boxall** and **Judy Slater** — to see **John Hitchen** running down the fuselage with each hand hoisting a legful of jumpsuit waist high — they almost fluffed their exit! Shanks' dogged determination paid off for the formation grew and grew — 21, 22, 23, 24, 25(?). Yells and cheers filled the air — had they, hadn't they? The clarity of the backdrop had deteriorated to a haze and even through the telemeters the formation was difficult to follow. The post-mortem revealed that whilst it had built to the planned formation of 25, the last man in, **Bob Higgins**, had docked in the wrong slot! Apart from that the formation wasn't held for the prescribed three seconds as laid down in the F.A.I. rules. The F.A.I. judges, **John Hitchen** and **Dr. Roger Flynn** both confirmed these points as essential requirements along with photographic evidence. When **Steve Freedman's** photos were processed it seems that Steve had operated the camera's shutter a fraction too soon, for there was Higgy on the point of docking... Even so, everyone was elated with the day's jumping.

By mid-morning on the Monday the spectators really started to roll in, no doubt having suffered the ravages of the British sun the day before on the beach. The haze at altitude was to remain throughout the day, yet for those mortals who'd run out of anti-sunburn cream, it was partial relief. The financial drain on personal funds saw the pace of jumping slow, bringing with it the delay in filling the aircraft. This brief interlude enabled Shanks the opportunity to re-plan his group once more, owing to the departure of **Bob Higgins, Dick Sutton** and **Dave Turner**. This time the pressure was really on and fatigue too was rearing its ugly head.

As the drone of the engines faded away the nail biting began in earnest. Heads craned skywards but still the haze obscured the aircraft. "Can anyone see Mother Lover?", went the cry. "There it is!", exclaimed Kay. "Where? Where?". Gingerly poised on one N.H.S. appliance Kay

confidently pointed the other skyward and unthinkingly said out loud, "There, look up my crutch!". The assembled bystanders collapsed in so much laughter they missed the exit. Aloft the 25-way was building slowly but then suddenly it funnelled without sufficient time to rebuild it. In the midst of all the canopies was spotted the first and only reserve of the entire weekend. Instead of trying out a Firefly for the first time was had been her intention.

By now the entire Gower peninsula was egging the team on and despite the hazy conditions were soon airborne. It was clear that what at first seemed to be haze was in fact a thick band of cloud, necessitating the aircraft's return to a lower altitude. For the spectators it was sensational, with all out on tow passes at 3000' it had all the makings of Arnhem all over again. But the disappointment for the team was devastating, a feeling shared by everyone. Then from the sidelines stepped **Brian Sullivan**, the Council's Entertainments Officer, with an offer that didn't fall on deaf ears — if the 25-way was prepared to make a final bid — the Council would bear the cost of the lift themselves! If ever they needed a shot of adrenaline then this was it! With time enough to catch their breath before the last lift took off, Kay was left with the job of scrapping together another five jumpers to fill the C47. Yes, really — a free jump and no one trampled in the half-hearted rush.

A good exit followed by another swift and controlled docking sequence, then another and another. It was building well when the formation disappeared into cloud. As the canopies began to emerge so too did the question, "how many?". It had certainly built to a good size but the bystanders would have to wait the team's return for confirmation. The smiles on their faces meant something — it had built to 23 — so near yet so far! A truly happy but very tired bunch of skydivers.

The boogie had drawn to a close and with it the chance to reflect. It had been a marvellous weekend for all concerned — renewed friendships, memorable skydives, beautiful weather and on occasions, the most breathtaking and spectacular L-O-W C47 passes (with jumpers aboard!!). The following comment that was overheard summed it up. "If it hadn't been for the green grass and the £9 jump fee you'd have thought we were in Florida!". The general consensus of opinion was that the boogie had been a total success, well organised and run in an atmosphere of total comradeship. The jumpers and non-jumpers alike who had travelled the length and breadth of the country had been totally supportive and were a credit to themselves, even to the extent of voluntarily cleaning up the resultant litter than inevitably had accumulated.

Grateful and sincere thanks must be showered upon Swansea City Council, in particular to **Roger Warren-Evans** and **Brian Sullivan**, without whom the event would have remained a figment of the imagination. Their combined dedication and confidence in backing an outsider was a tribute to the power of faith. In gratitude to all the behind the scenes personnel, would all the following please take a bow:-

The unknown men and women who made up the Airport staff who between them re-fuelled the aircraft, sold and accounted for the jump tickets and kept the loos clean and stocked with essentials..

John Hitchen and **Dr. Roger Flynn** for being the official judges and who supported the event at such short notice..

Steve Talbot for his meticulous kit inspections..

Hereford Parachute Club and the B.P.A. for entrusting their telemeters..

John Boxall, Chief Whip Cracker and attender to details..

Kay Lewis for remaining unruffled in her role as Magnificent Manifestor..

Air Atlantique for providing the C47 jumpship so superbly flown by **Captain James Foden** and co-pilot **Terry Bridle**..

Those members of the City of Swansea Constabulary who turned a blind eye to the extended Late Night Extension at Sunday night's 'do'..

The staff of Air Traffic Control and the unseen (and thankfully) unused Air Sea Rescue and Mumbles Lifeboat personnel..

The unflagging **Russell Porter** and **Kathy**, the mainstay of the 'goffer' team further supported by **Crash, Bev, Vanessa, Simon Ridgewell** and other members of Swansea Skydivers..

And last but not least a special mammoth thankyou to **Kipper** and **Frank** for letting us share their dream....

See you all again at the Swansea Boogie '83!

FAY BOXALL D1029
(West of the Malverns.. East of the Falklands..)

Completed 25-way team — well almost...

John Shankland
Tony O'Connell
Graham Heywood
Glynis Howarth
Roli Hale
Dave Stephens
Carol McIlwee
Kevin McIlwee
Rob Harmer
Steve Freedman (camera)
Jim Blaine
Andy Mann
Geoff Hinsley
Andy Law (camera)
Bob Higgins
Jim Lowe (camera)
Barry Lewis
John Boxall
Dave Turner
Nick Perks
Dick Sutton
Kipper
John Ward
Dave Parsons
Frank Fofe (camera)
Gerry Lanchbury
Paul Smith
Neil Reeves

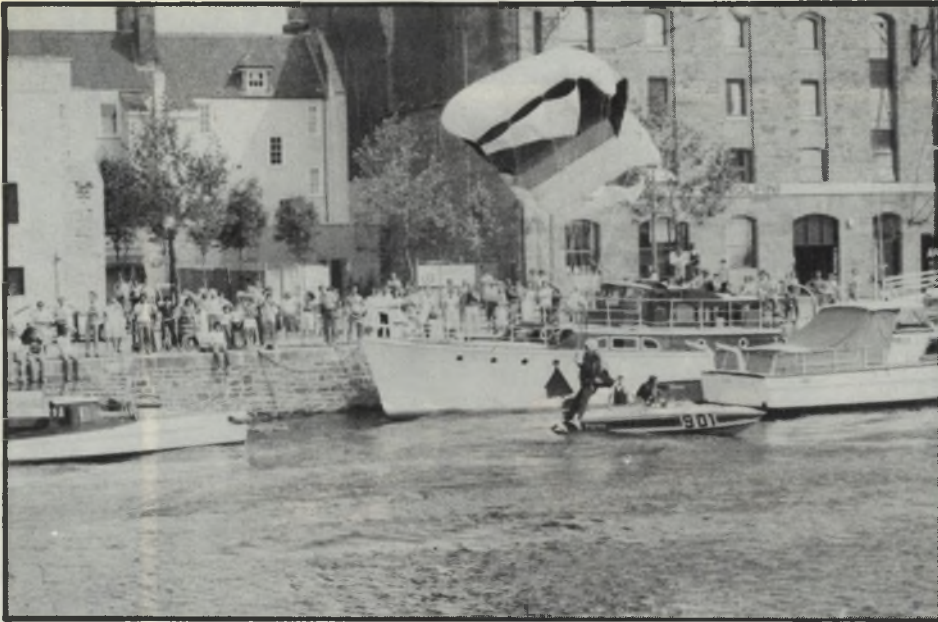


Steve Freedman





Dave Stevens



CHEERS FOR A GRAPE ESCAPE

On Sunday, May 30th, many thousands, surrounded by the confines of the World Wine Fair barriers, watched through a sunny and somewhat alcoholic haze, a parachute display into British City Docks — and I think its fair to say it made quite a SPLASH! The demo was just one of the attractions to mark the close of what is probably Bristol's booziest week of the year. Thankfully the day was to show big blue skies and not a lot of wind, which was just as well with a PC on the load. They took two passes from **John**

Ball's C206, the first out was **Chris Austins**, followed by **Chris Goss** and **Graham Vincent**. On the second pass, also from 5,000ft, emerged **Terry Edmons** and **Ian Marshall**. The "Bristol Flower" barge kindly offered champagne to the jumpers on a first come, first served, basis, which I feel sure contributed to their commendable accuracy, and the fact that the dock is somewhat narrow and lined by storied buildings, statues, cranes, etc., etc., totally irrelevant.

The "Sky Pirates" (no, don't laugh) is a newly formed team and our Captain is **Chris Austins**. There have been rumours that he skydives with a patched eye, a cutlass and a parrot called Horace, but evidence to date has been inconclusive.

Anyway, thanks should go to him for the tremendous organisation and safety consciousness behind this particular event. I'm sure he'd agree its been the most difficult to put together so far. There were those who hindered, but a lot more that helped, and I hope I shall not forget thanks to any of them. Firstly, to Bristol City Council for their kind permission, granting five water-babies the opportunity to get themselves and their kit extremely wet; also to **Pete Sherman** for taking the time (at very short notice) to come and recce the DZ for us; and to the ground crew, especially **Ian Curtis** and **Vicki Davis**. Last, but not least, thanks to **Roy Pattison** for a most interesting and entertaining commentary, and to **Mac McCarthy** also for his help. I'd like to express our gratitude to **Paul Thompson** who gave of his time freely, together with other divers and their boat crews, in particular, **Alan Silcox** and the Bristol Water Ski Club; **Melvyn Waldron** and the Police Diving Team and **Mike Pegler** in the Police Launch, who were ready to assist the sodden sky-gods out of the water and in the direction of light refreshment.

Having a remarkable tendency to sink, obviously insufficient buoyance, I thought it wiser if I stayed on the ground and took charge of the more important matters of the day, e.g., keeping account of all those — hicup — complementary — hicup — bottles of plonk. Consequently, I didn't remember too well if I enjoyed myself or not, but I'm sure everyone else did, and we're looking forward to making an equally big splash next year ... I'm even learning to swim!

Happy leapings

A Pirates Mate and ardent Swashbuckler.

JAKKI TOVEY
C 2891

PS If anyone would like to buy a Sky Pirates tee-shirt, they are available from **Chris Austins** at what he maintains is a very reasonable price! Tel: (0272) 508075.

2nd Casa Boogie-Texel

Paracentrum Texel organised its second Casa Boogie which took place between Ascensionday and Whitmonday.

In total some 300 sky-divers from England, France, Belgium, Switzerland, Yugoslavia, Germany, Canada, U.S.A. and Holland registered for the event.

Like last year a DC3 from Air Atlantique was flown in from the Channel Islands. During the 12 day event the DC3 made almost 60 flights. Exit altitude was 12.500 feet.

Although there were some weatherholds due to high winds the weather was good during the entire period.

Emphasis was on RW. However after RW several good CRW formations, like side-planes and corkscrew, were built.

The relative work varied from small to big, from one formation to sequentials and even to 3-D. Everybody was making the dives he enjoyed most. Max Dereta was one of the busiest organisers. His goal was a new record: 30-way over Holland. For the attempts he selected after several training dives the best people around. Most training dives worked very well. A 16-way and 20-way were almost perfect on the first attempt. After careful planning, briefing and dirt-diving 30 sky-divers and 2 cameramen boarded the DC3 for the last load of Friday May 28th. At 12.500 feet Dean Westgaard headed the 5-way base out and 25 sky-divers followed fast to make the 30-way in the first attempt. In the formation were sky-divers from all countries present at the Boogie.

After this new record several more biggies were organised: successful 24- and 25-way, but also 30- and 36-ways which collapsed between 15 and 20.

Other good successful dives were a 4- and a 5-way wagonwheel which were rolled out of the DC3 by a group from Canada, Holland and England (Jed O'Reilly), several 16-way sequentials and a 12-way Starship Enterprise 3D dive.

Many dives were recorded on air to airvideo, which proved to be very helpful for most people and very annoying for the sky-divers who had to pay for the drinks after messing up a formation.

Of course the Boogie didn't only consist of sky-diving parties and barbques were held several times, starting after the last load was airborne and ending many hours later.

By the time you read this article the planning for 1983 Boogie has been started. Texel hopes to welcome even more British sky-divers on next years' third Boogie. See you on Texel!

20-way Penta-diamonds organised by **Max Dereta** as a training for the 30-way attempt.

30-way: new record over Holland, jumpers from Europe, U.S.A. and Canada made it work. From England: **Dave Hill**, **Derek & Chris Thomas**. 5-way Wagonwheel rolled out of the DC3 by 3 Canadians, 1 Dutch and **Jed O'Reilly** from England.

16-way seq. RW consisting of 4-4 way donuts which split up to 4 tracking 4-way cats.



"YES I DO KNOW IT'S A VERY HOT DAY.
I ALSO KNOW THAT SHORTS ARE O.K. FOR ACCURACY.
BUT WHAT I DON'T KNOW,
IS WHERE I'M LIKELY TO LAND!"

BRITISH RECORD

I knew we were in for a good weekend when I came into the Club House and heard **Ray Willis** on the phone ordering the met man to make the weather improve!!

The threat worked, the cloud started to break up late Saturday afternoon giving us the first attempt at about 8 o'clock that evening and two more dives on Sunday.

Needless to say the Club House was buzzing Saturday morning as RAFSPA Members (plus lurkers) discussed who the lucky 27 sky divers would be. (The original plan of a 30 way + 2 camera men had to be cut by 5 as RAFSPA's turbo 206 was unavailable for the weekend.)

So that was the scene Saturday morning, 3 gleaming Islanders — 2 kindly positioned free by **Brittan Norman** (a turbine and piston model) and RAFSPA's own G-DIVE, **Ray Willis** and **Rob Colpus** locked in an office planning the dive and picking the 27 lucky people with more than enough sky divers to fill the slots. Oh yes and **Dave Steven** in his best whistle and flute very quietly praying for the clouds to hang around long enough for him to marry Jean, have the reception and dash back to Weston!

At last Ray and Rob emerged from the office, Ray calling out the names, everyone was there except **Steve Scott** and *nobody* had seen him. (He told us later his car wouldn't start, the description of him trying to get it started would have done John Cleese proud!) Obviously there were a few disappointed faces but apart from one or two guests the 27 were all regular jumpers at Weston.

The dirt dive was short and simple, the formation was basically the same as the Isle of Wight last year — a launched four man base + 1 free flying to make a base five, the photo's show the remaining slots.

A few run throughs with jump suits, rigs and a lot of smiles then back to the club house for more coffee while Ray threatened the met man again.

As I mentioned before the clouds cleared about 7 Saturday evening but by the time we took off **Dave Waterman** was unhappy about the light for his camera so **Robin Mills** took his slot jumping **Geoff Saunders** camera, with **Barry Escott** the 2nd camera man.

One last dirt dive and then the 27 split into three 9's with the Turbine giving the two pistons 10 minutes start for the climb to 12000 ft.

The feeling in our plane — I'm sure the others were the same, was of quiet confidence and barely suppressed excitement.

The planes took up their formation about 3 miles out on jump run with RAFSPA's G-DIVE lead ship, the last few minutes were spent waving and giving encouraging thumbs up to the other planes. **Ray Willis** (super spot) shouted down to the pilot 'Climb out' and we all shuffled into position.

I know everyone of the 27 had their own buzz as they left the plane and 'entered' the sky dive, mine was looking up from the base and seeing the 3 aircraft against the deep blue sky with sky divers from each plane arrowing down and in to us — Pure Magic!! From then on the dive was copy book, a flat formation, super smooth docking and quick, *the whole thing was complete by 7000 ft.* leaving 3000 ft. of hollering time. The dive was one of those where time seemed to slow down. A real red letter entry into the log book.

The excitement of the dive carried on through the evening the club house was throbbing not only because of the buzz from the sky dive but also because the Disco supplied by Dave and Jean to celebrate their wedding that afternoon was on maximum volume. A good end to a good day.

As promised Sunday saw an improvement in the weather and we had two more 'biggies'. Sunday was *the* day as far as RAFSPA were concerned with the visit of the Association's President, Air Marshall Bevis, so things *had* to go well.

The first dive was similar to the one on Saturday with one or two subs. (Personally I reckon a few people were spiking drinks Saturday night). **Robin Mills** stood down and **Dave Waterman** took the photo's which appeared in the National Press. The other camera man was **Geoff Saunders** who took some excellent shots before docking. **Dave Waterman** also docked after recording the 26 way making the total linked 27.

While the main biggy load was doing its thing another large load got it's act together and built a 22 way — if we'd had one more aircraft who knows how big a formation we could have built.

The last large formation load of the weekend was to be a complete change from the previous two. All 27 sky divers to dock in a wedge. When complete splitting in three nine way wedges. The two back wedges sliding backwards and redocking on the tail of the front wedge. Perhaps because of the difficulty of the first formation or perhaps the small piece of cloud we passed through gave the formation a 'levelidity' problem, whatever the transition to the second formation was not too smooth and we ran out of time.

So that was it, three divers giving 25, 26 and 27 ways plus an Ad Hoc 22 way.

Unfortunately weekends like this just don't happen very often but when they do it's because of an awful lot of hard work in this case the prime mover being **Ray Willis**. So a big thankyou to him from all involved for making it such an enjoyable and successful weekend.

MICKY THRELFALL

Weston 19-20 June '82



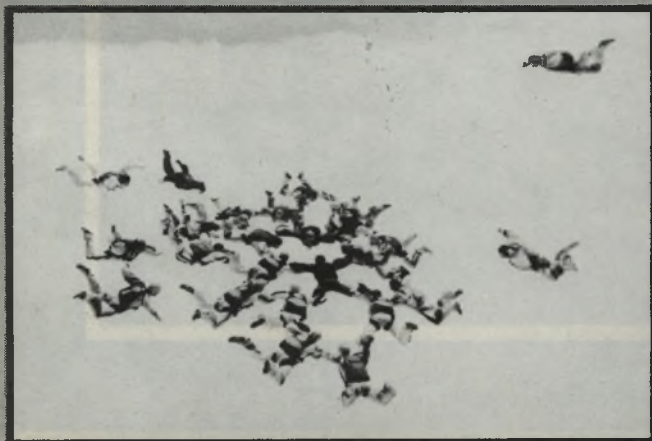
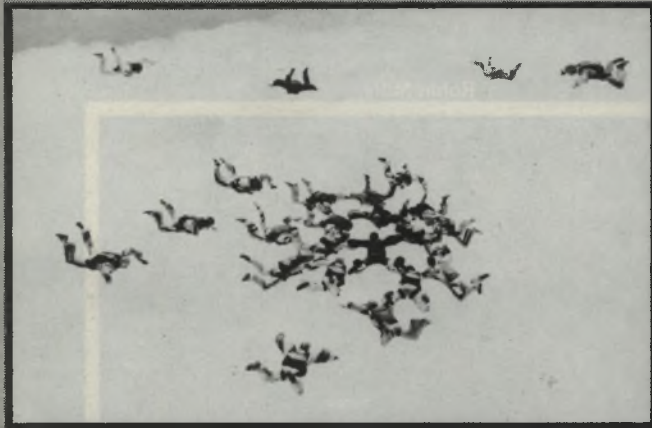
Geoff Saunders





Robin Mills





BRITISH RECORD

Weston 19-20 June '82



Photos Dave Waterman

27way

Ray Willis
 Garry Wakefield
 Jerry Cooper
 Mickey Threwfall
 Steve Taylor
 Steve Thomas
 Pete Reynolds
 Steve McBrine
 Andy Grice
 Pete Guest
 Mick Geelan
 Jim Keery
 Fred Keery
 John Horn
 Tim Mace
 Geoff Saunders
 Bob Hiatt
 Sarah Brearley

Joe McCready
 Steve Scott
 Dave Stevens
 Dave Waterman
 Tony Uragello
 Mike Flemming
 Graham Henderson
 Bob Lyttle
 Rob Colpus

26way

* John Norris
 † Robin Mills
 - Dave Stevens
 - Steve Scott

22way

Tim K. Moore
 Rick Horton

Con Homer
 Steve Hart
 Mike Cobbe
 John Ellison
 Steve Freedman-Camera
 Terry Woodgate
 Dave Heads
 Peter Dryzek
 John Boxall
 Peter Marsden
 John Shankland
 Dave Hill
 Chris Thomas
 Derek Thomas
 Bob Higgins
 Joannie Murphy (USA)
 T. O'Connell
 Mac McCarthy
 Gary Gnapp
 Dave Kingston
 Dave Parsons





THE ACCELERATED FREEFALL COURSE



The Accelerated freefall course consists of seven levels each requiring one jump minimum, any level may be repeated if the instructor is not satisfied the objectives of the dive were not satisfactorily achieved.

Level 1 is an introduction to freefall. The student exits with two instructors holding them stable by grips on the arms and main lift webb of the harness near the hip. When settled the instructors release their grips on the arms and the student is required to check heading, altimeter and instructors in a prescribed sequence. They then practice three dummy ripcord pulls and pull at 4,000ft. No more than this is done even if there is time.

Level 2 the student learns to control their altitude in freefall. The exit is again student and instructors linked and arm grips are again dropped. When settled the student experiments with arms and legs to change their altitude and relaxes into the frog position. At 4,000ft the student pulls and watches his pilotchute go away and deployment.

Level 3 teaches control of vertical speed. After the same exit the instructors move to a star holding the student by the wrists. The student then experiments with increasing and decreasing their position to control their altitude relative to their instructors. At 4,500ft the student is released by the instructors and pulls on the signal given by an instructor.

Level 4 The student starts spotting and only one instructor is used, they exit linked and the

student is released and redocks as many times as possible before waving off and pulling at 3,000ft.

Level 5 deals with turns. Again the student is released after exit and performs 360° turns redocking with the instructor in between, again the student waves off and dumps at 3,000ft.

Level 6 Exit, backloop and tracking. The student makes their first solo exit and performs some backloops before tracking off waving and dumping at 3,000ft.

Level 7 is the check out dive. The student performs a dive exit and series of manoeuvres including front and backloops, turns and track off, waving and dumping all within heading.

After these seven (minimum) dives the jumper is cleared to go and jump with other experienced jumpers.

The course can be taken by someone with no previous parachuting experience or tailored to students with only a few jumps.

The jumpmasters have a primary and secondary role, the primary is responsible for stabling out the exit if it funnels, the secondary jumpmaster releases grips as a twoway is easier to stabilise than a threeway. If the student does not pull it is also the primary jumpmasters job to dump them out. (95% of students pull on their first jump). The secondary jumpmaster is there as a backup and to assist with stability.

The equipment required for the student is student tandem with ripcord, single point cut away and automatic reserve deployment plus automatic opening device, and all three jumpers wear altimeters.

The course is available only in the USA and costs around \$800 complete with adjusted rates for individual jumps.

"I've always felt that there was a poor relationship between what we know and what we teach our students." Ken Coleman.

This is the first of two articles inspired by the American skydiver Ken Coleman. Ken started jumping in 1969 and until his tragic death in a ballooning accident in August 1981 he was always involved in the evolution of the sport, absorbing and developing the latest knowledge and techniques.

In competition he was a member of the 4-way team "Rainbow Flyers" who took the first World Cup and Championship titles in Relative Work. Later he helped develop the first student tandem system and became more involved with students as an instructor.

Ken always felt that the tremendous advances made during the 70's in the capability and equipment of experienced jumpers were not percolating through to the students. By comparison with the advances made for experienced jumpers, fundamentally the training and equipment of students has changed very little since the sport began. Because of the excellent safety record achieved with these systems and the plentiful supply of first jump students, there has been little incentive to examine or invest in the alternatives. Coleman said "I've always felt there was a poor relationship between what we know and what we teach our students", and he set about "modernising" student training and closing the gap.

These two articles deal with two of his projects the second is on Student Tandem systems and this on the most advanced student training programme in the world. Accelerated Free Fall.

Accelerated Free Fall

The idea of "buddy jumping" has been around almost as long as Sport Parachuting. Since the 50's people have been giving students a "leg up" various progression systems by taking them into free fall linked, holding their harness and keeping them stable and on heading etc. With the exception of the military none of these were made under official safety standards or with qualified instructors and it was not until 1979 that Ken Coleman started to work out a progression system along these lines with safety and training standards aimed as high as the existing systems. After four years of development the Accelerated Free Fall (A.F.F.) course was officially accepted by the United States Parachute Association (USPA) in September 1981, and is available only in a few places in the U.S.A.

The A.F.F. course is designed for people who seriously want to take up the sport of skydiving, (the cost of the course determines this as much as anything). Through seven levels of achievement each requiring a minimum of one jump the student progresses from first jump to the equivalent free fall capability of our category 10. Each jump is made from 9,000 ft, a 45 second free fall with 2 jumpmasters holding harness on the first three jumps and one jumpmaster accompanying for the remaining four. (See insert).

Coleman argued that this method allows the students not to accelerate their progression but their rate of learning. Some of the reasons are as follows.

Firstly the one to one student/instructor relationship improves learning, the students receive instruction tailored to their specific needs.

Secondly, as most jumpers will agree the first five seconds out of the door on the first few jumps are a period of "sensory overload", it's only after the student has accustomed to their

environment that they begin to learn. As Coleman describes it "You see the lights go on."

Third, subterminal flying is one of the harder freefall skills to master. A.F.F. students learn stability in terminal air and work up to subterminal exit stability.

Fourth, the duration of an A.F.F. jump allows a student to think about correcting any mistake without the pressure of having to pull imminently.

Fifth, most important for the instructor is that they are able to communicate with the student in free fall and adjust any problem with body position the student has there and then.

The result is that after an A.F.F. course the graduated student has equal or better freefall ability than a graduated student trained by the conventional methods, having had the added advantage of aerial critique, having learnt stability relative to something, and of course they are already acquainted with their relative work equipment and more important being in the air with others.

However, even if an A.F.F. graduate has the same freefall ability as a category 10 jumper, they are not necessarily ready to be left to their own devices in the parachuting community as a category 10 jumper is. They do not have the experience gained by the extra 33 jumps the category 10 jumper has done, for which reason they may need supervised jumping for some time although they will be able to learn relative work as they gain the jumping experience.

Students who have experienced both methods are extremely enthusiastic about A.F.F. they report being less scared, more confident and more aware. Adrian Warren a British jumper who had progressed to five second delays in the U.K. did the course and says, "The instructors attention to detail and their close concern regarding your progress give you absolute confidence, the equipment they use is modern: PC's tandem containers with an automatic cutaway system built into the reserve handle, plus sentinel AOD's. They have an ingenious simulator harness for training. The result of all this is that the student on his/her first A.F.F. jump does not feel the slightest bit nervous, and one instantly gets the true feeling of a skydive when they release you and you see other people in free fall only feet away."

Several British jumpers have done the course or part of it and report being most impressed with the safety standards.

Many people feel that some kind of selection of students would be necessary for safety on A.F.F. courses, but those running them maintain that anyone capable of safely making a static line jump is capable of safely making an A.F.F. jump. Mike Johnston the U.S.P.A. Director of Competition and Training who is in charge of the A.F.F. instructor training programme says, "Properly trained Jumpmasters and Instructors can provide A.F.F. jumps for students that are much safer than static line jumps."

The safety of the system lies in the vigorous selection of instructors not of students. An A.F.F. instructor must be capable of handling and safely deploying a student under any circumstances. They must also be responsible

enough to refuse anyone they feel is not capable of making a safe jump.

For this reason the qualifications for A.F.F. instructors and jumpmasters are very high by comparison to conventional instructor qualifications.

In order for Jumpmasters and instructors to become properly trained it is necessary for them to attend an A.F.F. Certification course run by the U.S.P.A. Some of the qualifications for this are, that they must already be a qualified U.S.P.A. instructor and possess a U.S.P.A. D licence, they must have at least eight hours of freefall time logged and the ability to consistently fly 3 and 4 way exits stable. In order to pass the certification course aside from written tests the jumper must prove themselves by performance with other jumpers pretending to be difficult students.

Besides this, the cost of the course itself is likely to deter anyone who is not willing to apply themselves seriously to the course, and the one to one instructor/student ratio is liable to prevent any "dead wood" going undetected.

So far several hundred students have been trained with no serious incidents or injuries, but comparable statistics will not be available until several thousand have been trained. The retention rate is 50-80%.

The big difference the A.F.F. programme could make to the sport is that it makes it available to people who, because of professional commitments possibly, do not have the time necessary to commit to progressing through the current systems, but can financially commit a lot to the sport. Although the cost of the course seems high, when compared to the accumulated cost on, travel, food etc. over the time taken to achieve the equivalent standard in the current system the course seems a more viable prospect.

As for the course becoming an accepted training programme within the BPA there are not many natural pressures liable to motivate the change, there is a plentiful supply of students, the existing safety record is excellent and because of the length of time it takes to train and jump one student particularly in this country it is unlikely there is an immediate fortune to be made from running A.F.F. courses alone. Aside from this there is always the question of how much unguaranteeable weather would affect the efficiency of the course.

So if the course is to be brought into the country it will have to be the result of a pioneering influence like Coleman's or because of pressure applied by the BPA membership as a whole.

I'd like to thank the following people who helped me in compiling this article:-

Adrian Warren

Nigel and Mark Taylor

Mike Johnston "From conception to concrete reality: the A.F.F. story" Parachutist

Larry Jaffe "Accelerating the pace of learning" Parachutist

Stefan Lindblom "Up Down Out" Svensk Fallskarmssport

Ian Head.

Sarah Brearley

A number of C.C.I.'s and full-time centre proprietors were canvassed by us for their views on A.F.F. Their replies follow in an un-edited form. We thank them for their support in compiling this article.

Jim Sharples — Chairman, S.T.C., and C.C.I. at Midland Parachute Centre.

These notes appear in no special order, or priority. While not wishing to take the usual conservative view, I believe we must examine any radical change in training procedures carefully. We must try to relate these 'new' techniques to our very real limitations, and restrictions on skydiving in this country. Our present system is well proven and SAFE. That is very important to the paying customer as well as the responsible instructor. Having said that I believe there is a place within our system for AFF in some form or other.

1. The ideal of a 1 to 1 instructor ratio would improve retention rate under any system.

2. I don't believe that 7 AFF jumps would equal a proper Cat 10.
3. I can't accept that the standards for 'conventional' instructors are lower than for an AFF instructor, just different. A lot of hard work, experience, and dedication are required to become an instructor in the UK.
4. AFF has provided one fatality, an instructor with a problem student, spent to long sorting the student out leaving to time to save himself.
5. The ability to pay £500.00 for a course does not qualify anyone. There would have to be some sort of selection, such as a sporting or aviation background.

6. Under our conditions I could envisage AFF would be viable with selected student from the 5-10 second stage.
7. The ability to provide continuity in instruction, and facilities would probably restrict courses to a full time facility at the start.
8. Pressure from the membership will not force AFF in this country. It will have to come from a suitable Centre with the facilities.

Overall I am in favour, but we must be realistic.

Ray Willis, C.C.I., RAFSPA

Ray Willis, CCI at RAFSPA-based at Weston-on-the-Green, has been a military parachute instructor since 1967 and a sport instructor since 1968. During this time he spent two years as a military HALO (High Altitude, Low Opening) instructor. This includes teaching specialised and fit service personnel to undertake their first free-fall jump from 12,000' and to accelerate from there.

The concept is to solo exit the aircraft in a delta position at an altitude of up to 12,000'; the delta giving the student forward movement and stability.

The student is taught to pull his own handle at 3,000' with an AOD as a secondary to operate at 2,000'. He is also taught to pull should any uncontrollable turns build up which the Delta cannot correct. This method has been in operation for about 10 years with no serious problems.

Ray believes there is no doubt it works, however he does have reservations as to whether it could be "safely" introduced into the BPA system for the following reasons:-

a.) The military system deals with fit and disciplined service personnel.

- b.) There is no financial reward to influence judgement.
- c.) The servicing and maintenance of all the equipment is completed to the usual thoroughness afforded through the normal military back-up.

Ray feels that before ever considering introducing this as a recognised BPA system, all these points need to be very closely studied and supervised, along with the ability of the individual to instruct accelerated free-fall.

John Noakes jumped from 25,000' on his 7th jump with this system.

Dave Parker — Proprietor, Headcorn Parachute Club (which as most of you will already know, is a full-time centre catering for first-time students.)

Selection

To some extent this will be self regulating as AFF is, in terms of initial outlay, expensive and only likely to appeal to the type of person with the confidence and therefore capability of handling the challenge as presumably the bulk of the course fee, if not all, would be paid in advance. None the less I feel that some type of aptitude assessment should be decided upon for all. If a candidate has already been introduced to the sport then obviously the state and nature of his progression would indicate a great deal.

Weather

AFF in the UK is going to be affected by our climate. The argument that AFF is a good thing for would be skydivers in the UK because they require fewer jumps to progress is true enough (with some inherent drawbacks I admit), but the importance of continuity and remaining current must be more critical than with the conventional system and therefore I feel that time limits, at least as far as progression from one level to the next is concerned, must be introduced. On the other hand people will argue that AFF is only for (the likes of) the USA, as they have the facilities and the weather — That is very negative thinking — Yes, we are lacking in big aircraft, but look around and you will find some of the

best skydivers in the world in our midst in the UK, and these are the people wantint to introduce AFF into this country.

Where

Yes, I would welcome the introduction of AFF at Headcorn with genuine people, genuinely interested and accept that commercialisation is inevitable. (Of course I do!) I do not think it possible to run AFF anywhere in the UK, except at the full time centres which have an independent source of revenue from the conventional first timer. I do not think there will be sufficient demand to raise the revenue required to maintain the type of operation necessary to run

AFF on any type of permanent basis if this is to be the major source of income. Weekend AFF strikes me as being a poor idea at this stage of development for all sorts of reasons but with particular reference to continuity (back to back jumps).

The End Product

I can not accept that an AFF trained skydiver is necessarily better, or even equal, to the conventionally trained

category 10 jumper. The AFF product must be lacking in depth of knowledge of the sport and the general conduct of parachuting ways. There is no answer to this problem, and because of it the progress on completion should be carefully monitored by the instructors and CCI. Further, I would suggest that FAI licences with particular reference to the privileges of an FAI 'C' certificate, should only be issued on completion of the current minimum requirement, namely 50 descents.

Finally, a plea to the decision makers. I accept that a level of caution is sensible, but please don't bury your heads in a bucket of sand. The sport needs a boost at the moment and the BPA and committees have upset a great many jumpers over several issues recently. Here is a good opportunity to help prevent a delicate situation from becoming any worse by showing a realistic attitude to AFF which I predict is not going to go away.

John Meacock — a past chairman of B.P.A., and proprietor of Peterborough Parachute Centre.

The present systems of training free-fall parachutists in Britain are as follows;

The BPA Category System

This has been in use as a written part of BPA regulations since 1971. However, from the earliest days of sport parachuting it was recognised that a careful progression of the novice parachutist was the best way to avoid dis-orientation and or loss of control which might lead to a failure to pull either ripcord.

The careful progression also meant that the novice learned stability at slow speeds on 3 - 5 - 10 second delays. Any loss of stability therefore would not necessarily lead to a malfunction, or, if a malfunction did happen it was less likely to be severe on a 5 than on a 30 second delay. Records available from the early and mid-60's show a pattern of accidents whereby the instructor ignored or forgot the importance of stability in the enthusiasm to progress the student, who sometimes paid for this progressive parachuting with his/her life.

The category system was developed to avoid such pitfalls. Six static-line jumps was to be followed by short delays leading to longer free-falls during which the novice would learn the rudiments of control, — turns — loops — unstable exits and dive exits — tracking and track turns. All this provided a sound basis for the learning of RW. Provided the novice is keen and is prepared to spend the time, then progress can be rapid.

The advantages of this system is that above everything else it is safe. It enables a strict control of the less able parachutist. At the time of writing this article there is no more reliable method of making a parachute jump than with a static-line operated, bag deployed, round parachute from a slow flying aircraft. The evidence is available and it is overwhelming.

This system has also meant that many people who, for various reasons, would

never become a free-fall parachutist are given the opportunity to make a jump. The importance of the 'one jump' student within sport parachuting — albeit financial — is often not fully understood. Without them the BPA would be a shadow of what it is now. Most clubs and centres would either close or be reduced to a very limited operation. National Teams would be required to be self sponsoring, the numbers of experienced jumpers would slowly dry up. The sport as we know it would not exist within a few years.

The only disadvantages are that a very few might be discouraged from persevering with a minor stability problem and abandon the sport, or the very impatient become tired of the time that it is necessary to spend in Britain and go on to other things. The latter would be unlikely to have the patience to become an experienced jumper.

Military Free-Fall (MFF)

This is the system used by No. 1 Parachute Training School RAF for the training of military free-fall parachutists. It has been in use for many years with great success. Participants are required to be qualified military parachutists and after ground training, in which considerable time is spent in a 'Flight Simulator' or suspended harness the first descent is made, usually from 12000ft. The jumping would concentrate on the need for stability and for free-fall grouping. The novice would normally be a member of Airborne Forces and their high standards of fitness, enthusiasm, and determination would enable them to take full advantage of the long free-falls and the often individual attention from their instructors who accompany them on each jump. The main parachute is fitted with the rugged and reliable Irvin 'Heightfinder' automatic opener.

Accelerated Free-Fall (AFF)

This is a method whereby a novice can be balanced and controlled in free-fall by two instructors — each supporting the jumper from either side of the front of the harness. With this system, which is beginning to be used in the USA, stability and control can quickly be learned from the initial jumps from 9/10000ft. The parachute is fitted with an automatic opener, as with MFF, which would hopefully open the main should the jumper lack the presence or the instructor fail to oblige.

The advantages are that the novice would progress faster than someone trained under the category system, might be of a better standard with fewer jumps and be less likely to give up the sport. The presence of another person/s in free-fall, close to them and controlling them could be a very significant boost to their confidence and might go a long way to keep them within the sport.

The disadvantages are obvious. A struggling — panicking novice would be an interesting experience for the instructors attempting the control. High openings and indifferent canopy control would increase the annual fatality rate with drownings and electrocutions from the DZ's with water and power cables as hazards.

The death last year in the USA of a British parachutist who had been subjected to a primitive form of AFF illustrates the potential dangers. Nevertheless, the progress that could be made with a student parachutist who had begun to master stability, who had a good understanding of canopy control, who was fit, co-ordinated and well motivated, could be surprising and it will be interesting to watch developments in the United States as AFF becomes more widely used.

Pete Sherman — who at the time of writing, was NCSO.

Accelerated Free Fall

I have read Sarah's article with interest and, I must admit, with a conscious effort to overcome my "built in by years in the sport" leaning towards the safe, steady progression system that we have evolved with success over the years.

The initial reaction that I have is that AFF is not for everyone. The vast number of students trained here, and probably in a lot of other countries in the world are people who just want to 'try it once'. There will always be this vast pool of people, and am sure that a lot of the drop zones in the UK are glad of it. Only last week I was told by an

experienced student training instructor that he "loses money above 4000 feet". Not many of the students who are not 'retained' for further training after their first jump drop out because of the BPA progression system. Most of them only wanted to 'do it once'. How many of those few who continue will be willing, or financially able, to enter into an AFF Course.

On the technical side, the syllabus, of the system I have these initial reactions. Once again, I feel that it is not for everyone and agree that a rigorous selection system, an "evaluation", would be an essential part of the initial course processing. Having watched 'D Licence' qualified potential instructors on a recent course attempting a "turn,

backloop, track" exercise I query the rates of progression at levels 5, 6 and 7. The idea of "clearing the jumper to go and jump with other experienced jumpers" after only seven jumps presupposed that the student is experienced.

Another worry that I would have is that of maintaining the standard of the AFF Instructors Courses in the future. Possibly the best way to maintain control of these standards would be for AFF to be run only at the National Centre, should this dream ever materialise!

These are my views on AFF, based on this article and having followed the evolution in the USPA magazine articles.

Pops Meet at Langar

Saturday, 5th June, must have been the hottest day of the year. As 31 POPS gathered for the Summer Meet at Langar, it was the culmination of two weeks of tropical weather, and as we sweltered in temperatures of nearly 90° for the briefing meeting, the Lecture Room was like a hothouse. Formalities over, I, for my sins, was elected Chief Judge and, clad in a bikini, made my way out to the Pit, complete with sun tan lotion, blanket to lie on and — I nearly forgot — paper and pen to take the scores (we have to get our priorities right!!). A band of willing helpers shared the chores with me armed with stopwatches — **Dick Scott**, **Bob Hoskins** and daughter, **Linda**, and that truly magnificent stalwart, **Wyn Davies**, who gave up jumping only this year on his 70th birthday, having achieved 10 second delays — Wyn did his first freefall at the age of 68 at a POPS Meet in Eustis, Florida — what a fantastic achievement, and a lesson to be learned by all those young jumpers who are ready to give up.

And so the Hit and Rock commenced, the object being to land as close as possible to a balloon in the centre of the pit, burst it, and run and sit in the rocking chair. Lacking a rocking chair we made do with an ordinary one,

which is always placed upwind to make things more difficult. During the day, most competitors completed two rounds, some more experienced jumpers even completed the third. Come 5.30, however, down came the rain, so we called a halt till the following day. Fortunately, the weather cleared in time for the disco and barbecue that evening for both POPS and Langar members, free beer included, and it was quite late before the last merrymaker staggered off to his tent.

Sunday dawned grey and misty, but improved sufficiently for the third round to be completed before, once again, the rains came. At that stage, we felt we shouldn't push our luck too far so decided to award prizes without attempting any RW competition. As usual, all the guys who had actually attained the best points were disqualified — **Graham St. Clair** for over-confidence (he'd won several prizes before, so although he came 1st, he wasn't allowed to take the trophy) and **Cookey** for cheating (would you believe it, Lofty actually handed him the balloon — you really have to watch some of these POPS — they'd go to any lengths to get a prize!) I'd decided quite early on in the Meet that **Cookey** would have to be disqualified anyway for obscenely displaying his person. As Chief Judge, you'd be surprised what I

could see as he wafted down under his canopy wearing the briefest shorts, followed by **Lofty** in even tinier shorts! **Archie**, our oldest POP at 84, got a prize for just being **Archie**. **Wyn Davies** awarded a special prize he had made himself to the oldest skydiver. This consisted of a walking stick with handle in the shape of a duck, exquisitely hand-carved in horn — an item of considerable beauty and one to be treasured. **Pete Best** qualified as oldest jumper at the age of 62. In keeping with most POPS Meets, there had to be a boo-boo somewhere and, here again, **Lofty** lived up to his image as the biggest bungler of them all by (you won't believe this!) leaving all the trophies and prizes at home. We had to get round that one by promising to send them on to the prize-winners. **Mike Bushnell**, who somehow managed to get a score of six minutes over his three rounds, was awarded a fiver to cover his fares next time (we thought of giving him a map).

Twas a good Meet. As Meet Director, **Dick Scott** put in some hard work and a good deal of his time and I think his efforts were well rewarded. **Dave Hickling's** facilities were excellent and everything was run with the greatest efficiency. In short, a great time was had by all.

LAUREL KINBRUM
POPS Secretary/Treasurer

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COPING WITH THE LONG LAY-OFF

Many jumpers experience a long lay-off at some stage in their parachuting careers. Whilst any breaks from jumping will make a student's progression into a frustrating game of snakes and ladders, B.P.A. regulations simply stipulate that "experienced parachutists who have had a lay-off of six months or more will resume parachuting with a delayed drop not exceeding 10 seconds."

In practice the jumper may return to the sport and pass through this vulnerable period in a rather haphazard way, guided mainly by common sense. Of course your experiences may differ from my own due to various factors, such as: how long is it since you last jumped REGULARLY? How experienced are you? Your attitude — how experienced do you THINK you are?

From my first jump in February 1974, until February 1978, I made just over two hundred descents and gained my instructors rating. Since then I have had four lay-offs, each one progressively longer than the last. The first break was six months, followed by a further eight month lay-off. In April and May 1979 I did five jumps followed by a fifteen month lay-off. In August 1980 I had eight jumps including four RW dives from ten grand, a static line jump (to see what it was like!) and a deliberate cutaway. Now I have just started jumping again after a rest of nearly eighteen months.

EQUIPMENT

Your arrival on the D.Z. may elicit a range of responses, largely dependent on whether you are known or unknown. If you are known, you are likely to be greeted with gleeful laughter and a static line and/or an invitation to jump on the relly load just kitted up.

But first you have to repack your kit. I suggest you think carefully about this and take your time, especially over the reserve. Everything seems very familiar; but only after you have done step four do you remember that you usually do step two BEFORE step three! It may take you two goes before you are happy with it — and at this stage as

at every other, you must not be afraid to ASK! Of course, while you have been away, kit has changed somewhat and the pundits will come and hoot derision at your silk stitched Strato-Star, and what's this a ripcord? However, do not be tempted to change just yet. This is your equipment and you are (or used to be) familiar with it. Read the safety notices on the club noticeboard, then put on your kit and practise.

REHEARSAL

You now have to plan and rehearse your jump and your emergency drills. The biggest problem here is that you probably have not really been thinking about parachuting for a long time. All the routines which used to be second nature must now be carefully thought through. I would be prudent at this stage to ask an instructor to talk through emergency drills with you, but again you will have to ask. The minimum you require is a briefing from the air photo, on hazards around the drop-zone. The best thing that can happen at this stage is for the weather to close in, sending you home for a week to think about it. Ideally, you should take your kit and practise some more.

ILLUSIONS

People ask about abattle. I have found my puse racing and adrenalin tingling in my fingertips whilst sitting at a desk sixty miles from the airfield, and even sensed relief at the sight of a crow flying backwards across the M3. Once on the drop-zone things seem familiar and in the aircraft, as soon as the ground falls away it all seems like yesterday. I believe this is DANGEROUS ILLUSION NUMBER ONE.

Having exited the aircraft, does it all come back "just like riding a bicycle?" Yes — after your initial surprise at finding yourself on your back, or falling slowly over and over like a leaf, you make an effort to arch in order to recover; then it comes naturally enough. At least that is what I would have answered until my latest resumption of jumping. I exited at 3,200 feet, went onto my back — recovered, only to find that all I could see was white — aware of turning-turning-turning — a voice in my head saying "one thousand and nine" — look at handle/alti. and pull "one thousand and one, one thousand and two, one thousand and three, check canopy." In retrospect, I had experienced the same sort of tunnel vision as does

the early student or learner driver. In addition I had been disorientated due to lack of a visual reference point. The next jump was O.K. though DANGEROUS ILLUSION NUMBER TWO is that which other jumpers may have of you and your ability. This can stem from a variety of things: an instructor may remember you despatching him during his early progression, or another jumper may just notice your low licence number. This leads to invitations such as "We're going to ten grand, you might as well come too" and "if you can fall stable for ten seconds you can fall stable for ever!" Either way, these two Illusions compound to obscure the fact that your mental and physical abilities in all aspects of parachuting are pretty rusty. Therefore instructors must not be embarrassed to be quite firm in dictating exactly what re-induction jumps they require of each individual who appears on their D.Z. with a leather-bound log book. Of course this applies especially to older jumpers.

ROUTINES

After you have done a few jumps and you are just beginning to feel that you are back into it, then run through your last jump in your mind (and the ride up) and think "have I remembered everything? For example, did you check altimeters at 2,000 ft. on the way up? Did you check the following immediately before exit: the ground to air signal? — No aircraft below? — Altitude? When your canopy opened, did you check it? I mean did you have a really good look? When you packed, did you check your connector links? and the grommets in your slider?

At this stage I have been able to kick myself for forgetting one thing at least. If you haven't jumped for sometime, then the single most important thing is to get the skydiving circuits in the brain working again. Think about it, talk about it and it and imagine it. Then do it again!

Dave Beaven

See also.

"Surviving the move to new gear" — Pat Works, S.P. April, 1981.

"Common Knowledge" — Dave Howerski, S.P. February 1982.

FOR ALL YOUR DEMOS

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Dave or Angela Hickling

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A member of the U.A.E. Team shows the way

Brian Dyas just gets his foot down before his butt



ARMY PARACHUTE CHAMPIONSHIPS 1982

The meet started with a briefing and draw at JSPC Netheravon on Tuesday 22nd June.

Over 100 competitors, 29 officials, and 8 pilots had come to Netheravon for the 1982 Championships and were hoping to complete 10 rounds of accuracy, 4 of style, 8 of sequential, and 4 of CRW by Wednesday 30th.

There were 17 teams entered, including 3 from the UAE, 1 from Germany, 2 from Denmark and an RAF Team. Three aircraft were standing by — the Netheravon Islander and 206, and the new Turbo Islander from Lippspringe. We had everything but the weather!

Wednesday 23rd we did nothing. Thursday morning when the streamer run was about to go up, a 15mm shell whistled over the DZ on the way to Larkhill Ranges and we were stopped for the day — an occasional inconvenience when operating on Salisbury Plain.

Wednesday was the first day we looked at the weather at dawn, what we didn't know then was that this was to be the pattern for the whole meet.

Friday evening we got going and in bits and pieces we got 1½ rounds of RW and 1½ rounds of accuracy completed by Sunday evening.



Mike Smith on target

By sheer persistence and with several re-jumps and aborted lifts we finally called the meet with only 3 rounds of accuracy and RW, 2 rounds of style, and 1 round of CRW completed.

Scottie Milne was called away on duty shortly after the meet began and could not therefore defend his title of Army Champion, this year won by Steve Treble, Guards Para Team. Dougie Young won the style and the Royal Artillery won the Team Accuracy despite one member of the team dropping a great distance in one round! Conditions for accuracy were not good, and some teams even managed to miss the pit. It could be done though as the Danes showed, when with winds gusting to 6¾ metres per second they had 3 jumpers on the pad.

REME 'A' won the 4 man sequential beating the Royal Artillery by 1 point. REME also won the CRW.

Captain Harvey Dyson Life Guards was Intermediate Champion having one the Intermediate Accuracy and Style.

The German Army Team won the Visitors Cup and the overall winners and British Army Champion Team were the Royal Artillery. A/T Cpl Raymond Langley REME, Princess Marina College, won the Novice Event.

Pete Sherman used all his charm and diplomacy as Chief Judge and Norman Nisbett on the video did excellent work.

We had tremendous support from the JSPC staff and from the Commandant, Major Gerry O'Hara, who organised it all.

Many thanks also to the judges, pilots, recorders, refuellers, manifesters, caterers, barem etc.

The prizes were presented by Major General Mike Gray, President of the Army Parachute Association and a magnificent barbecue in the evening brought the meet to a suitable end.

SEAN LAMBE

BRITISH PARACHUTE ASSOCIATION LIMITED
(A COMPANY LIMITED BY GUARANTEE)

INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31st MARCH 1982

	Note	1982 £	£	1981 £	£
INCOME					
Membership subscriptions			46,618		43,058
Sports Council grant			58,140		56,050
Investment income (net of tax)	2		2,750		3,455
Sundry income	3		6,248		4,849
TOTAL INCOME			£113,756		£107,412
EXPENDITURE					
HEADQUARTERS ADMINISTRATION					
Salaries		32,254		27,132	
Travel		8,546		6,421	
Rent, rates, heat and light		6,586		5,981	
Postage		13,496		10,909	
Telephone		3,028		2,359	
Printing and stationery		10,226		9,430	
Magazine		381		(3,809)	
Publicity		2,344		3,625	
Bank charges		96		—	
General expenses		1,982		1,896	
Hire of office equipment		704		307	
Bad and doubtful debts		(26)		204	
Ex-gratia payment to former employee		—		500	
			79,617		64,955
OTHER ITEMS					
Audit and accountancy		2,250		2,250	
Insurance		118		177	
Legal and professional		1,444		1,900	
Depreciation		3,616		2,799	
Subscriptions		1,428		763	
Boards of Enquiry		876		79	
Research and Development		90		2,468	
Deficit on members insurance		1,411		1,113	
B.P.A. vehicle running costs		1,520		437	
Coaching		13,608		11,008	
A.G.M.		1,145		1,278	
Grants to Clubs		1,840		1,300	
CIP conference		739		917	
			30,085		26,489
CHAMPIONSHIP EXPENSES					
World Championships		16,070		16,905	
European Championships		2,232		—	
National Championships		3,958		2,590	
			22,260		19,495
TOTAL EXPENDITURE			£131,962		£110,939
DEFICIT FOR THE YEAR			(18,206)		(3,527)
ACCUMULATED FUND BROUGHT FORWARD			51,544		55,071
ACCUMULATED FUND CARRIED FORWARD			£33,338		£51,544

BRITISH PARACHUTE ASSOCIATION LIMITED
(A COMPANY LIMITED BY GUARANTEE)

BALANCE SHEET — 31st MARCH 1982

	Note	1982 £	£	1981 £	£
FIXED ASSETS	1&4		9,251		10,449
CURRENT ASSETS					
Stocks	1	10,923		11,651	
Debtors		7,080		8,856	
Loans to Clubs	5	10,947		5,563	
Cash and Bank balances		30,786		45,634	
		<u>59,736</u>		<u>71,704</u>	
Less: CURRENT LIABILITIES					
Creditors		21,200		21,659	
Subscriptions in advance	1	12,831		7,815	
Taxation		1,618		1,135	
		<u>35,649</u>		<u>30,609</u>	
NET CURRENT ASSETS			24,087		41,095
NET ASSETS			<u>£33,338</u>		<u>£51,544</u>
REPRESENTED BY: ACCUMULATED FUND			<u>£33,338</u>		<u>£51,544</u>

G. C. P. SHEA-SIMONDS — Chairman

P. W. RITCHIE — Treasurer

29th July 1982

**AUDITORS REPORT TO THE MEMBERS
OF THE
BRITISH PARACHUTE ASSOCIATION LIMITED**

We have audited the accounts set out on pages 1 to 4 in accordance with approved auditing standards.

In our opinion the accounts, which have been prepared under the historical cost convention, give a true and fair view of the state of the Association's affairs at 31st March, 1982 and of its deficit and source and application of funds for the year then ended and comply with the Companies Acts 1948 to 1981.

EDWARD MOORE & SONS

Chartered Accountants
LONDON

29th July 1982

BRITISH PARACHUTE ASSOCIATION LIMITED
(A COMPANY LIMITED BY GUARANTEE)

NOTES TO THE ACCOUNTS
FOR THE YEAR ENDED 31st MARCH 1982

1. ACCOUNTING POLICIES

(a) Depreciation has been charged on fixed assets, when they have been brought into use by the Association, at the following rates, calculated to write down the assets over their estimated useful lives:

Office fixtures	10% on cost
Office equipment	15% on reducing balance
Exhibition equipment	25% on cost
Training equipment	Various rates between 10% and 50% on cost

(b) Stock is valued at the lower of cost and net realisable value.

(c) Subscriptions are brought into account only when actually received.

2. INVESTMENT INCOME

	1982	1981
Interest receivable	4,368	4,479
Less: Corporation tax at 40%	(1,618)	(1,024)
	<u>£2,750</u>	<u>£3,455</u>

3. SUNDRY INCOME

	1982	1981
Profit from BPA shop	3,644	2,291
Film hire receipts	372	118
Profit on raffle	2,232	2,236
Profit on sale of fixed assets	—	174
Unrealised gain on foreign currency deposit	—	30
	<u>£6,248</u>	<u>£4,849</u>

4. FIXED ASSETS

	Exhibition Equipment	Office Fixtures	Office Equipment	Training Equipment	Vehicles	Total
Cost at 1st April 1981	842	1,436	6,659	8,636	2,660	20,233
Additions at cost	—	200	100	2,118	—	2,418
Cost at 31st March 1982	<u>842</u>	<u>1,636</u>	<u>6,759</u>	<u>10,754</u>	<u>2,660</u>	<u>22,651</u>
Depreciation at 1st April 1981	—	805	2,855	4,754	1,370	9,784
Charge for year	210	164	595	1,982	665	3,616
Depreciation at 31st March 1982	<u>210</u>	<u>969</u>	<u>3,450</u>	<u>6,736</u>	<u>2,035</u>	<u>13,400</u>
Written down value at 31st March 1982	<u>£632</u>	<u>£ 667</u>	<u>£3,309</u>	<u>£4,018</u>	<u>£ 625</u>	<u>£ 9,251</u>

BRITISH PARACHUTE ASSOCIATION LIMITED
(A COMPANY LIMITED BY GUARANTEE)

NOTES TO THE ACCOUNTS
FOR THE YEAR ENDED 31st MARCH 1982 (Continued)

5. LOAN ACCOUNTS

	Rate of Interest	Due for repayment by:	1982	1981
Northern Counties Parachute Club	5%	—	—	1,156
Staffordshire Skydivers Club	5%	—	—	490
Hereford Parachute Club	5%	March 1982*	2,200	2,000
Headcorn Parachute Club	5%	April 1982	917	1,917
Ipswich Parachute Club	5%	November 1982	2,875	—
Halfpenny Green Parachute Club	5%	November 1983	1,917	—
Peterborough Parachute Club	5%	July 1982	3,038	—
			<u>£10,947</u>	<u>£5,563</u>

*Repaid April 1982

SOURCE AND APPLICATION OF FUNDS
FOR THE YEAR ENDED 31st MARCH 1982

	1982 £	£	1981 £	£
APPLICATION OF FUNDS				
Deficit for the year		18,206		3,527
Adjustment for items not involving the movement of funds:				
Depreciation	3,616		2,799	
Taxation provided	1,618		1,024	
		<u>(5,234)</u>		<u>(3,823)</u>
		12,972		(291)
Purchase of fixed assets	2,418		2,731	
Tax paid	1,135		957	
		<u>3,553</u>		<u>3,688</u>
DECREASE IN WORKING CAPITAL		<u>£16,525</u>		<u>£3,392</u>
WORKING CAPITAL DECREASE/(INCREASE)				
Stock	728		(4,663)	
Debtors	1,776		(3,135)	
Loan Accounts	(5,340)		202	
Creditors	(503)		4,908	
Subscriptions in advance	5,016		(675)	
		1,677		(3,363)
DECREASE IN CASH AND DEPOSITS		<u>14,848</u>		<u>6,755</u>
		<u>£16,525</u>		<u>£3,392</u>

**Hon. Treasurer's Comments
on the Accounts for the year
ending 31 March 1982**

Although, at the Annual General Meeting in January, during my presentation of the Association's finances in connection with the proposed subscription increase, we were forecasting a deficit of £13,000, the actual figure of £18,206 is of truly appalling dimensions and

will, I hope, give pause for thought in all branches of the sport. It would, of course, have been a relatively simple matter to reduce this figure as soon as the trend was seen, by cutting such immediately controllable items as coaching, grants and loans to clubs or participation in International competitions. Your council is, however, elected to further the best interests of the sport and these actions would not have served that end. The overwhelming support for the large subscription increase approved at the Annual General Meeting has therefore encouraged us not to cut back too

heavily but to weather the storm in the knowledge that our income will be that much greater this year. The council has decided to support a recommendation for four-monthly management accounts so that I will be able to present a much clearer position at the next Annual General Meeting at which I feel it would be of great help to have a general discussion as to the directions and proportions in which our available funds should be allocated.

Peter Richie Hon. Treasurer

CAPITAL DISPLAY



by Jeff Hinckley

Take four jumpers and it's said you'll have five different opinions. Take twenty and you can forget any sort of organisation, at least until their feet are off the ground! So it might be surprising that the Capital Venture Day and 300,000 people every witnessed nine parachutists over Battersea Park in central London.

In fact, the event must rate amongst the best 'PR' for the B.P.A. this year — a good trumpet to blow (try it) — and certainly a jump to remember.

Early in the year, Capital Radio had decided to take over Battersea Park on 6th June, inviting more than 100 organisations to present their Sport, hobby or recreation to the public. The idea was to provide a shop window for people to find out about and try new things to do, all within the park.

As luck would have it, we found out about the event before any announcement had been made and asked whether we could demonstrate parachuting by jumping into the event. This was fine, they said, but there were two catches. We had to represent the governing body of the sport, and, the eye-watering one, it had to be done for free!

For such a simple task, it seemed that we had bitten off more than we could chew. Capital wanted us to run a 'B.P.A.' stand, where the interested public could chat to us while we put them through P.L.F.'s and suspended harnesses. The D.Z. recce showed that we would need life jackets, power boats on the Thames, and crowd controlling forces in addition to our D.Z. crew. For the 'stand' we needed mats, scaffolding, handouts, the B.P.A. display board, harnesses, time, money and above all, many willing hands to help.

A call to Charlie, a brief explanation, and the backing of the B.P.A. was

promised. **Charles Port** and I met at Capital Radio for a very constructive meeting, at the end of which Chas had persuaded them to pay for the plane! Help came from many quarters, Chelsea Barracks provided mats, harnesses and ground flares, and volunteers with 1 to 500 jumps offered to help on the day.

The preliminary tasks turned us into administrators, radio interviewees, scaffold erectors and logistics experts, not to mention grey and exasperated on occasions!

The 'Day' arrived, and miraculously everyone arrived when they were supposed to, excepting Kipper and Vanessa, who were found asleep in the park having arrived at 5 a.m. courtesy British Rail.

Charles Port arrived and handed the team their tracksuits. The girls obligingly changed into their B.P.A. tee shirts, instantly attracting a large crowd of interested youths who were duely rolled, suspended and ordered to contact the Leicester office!

Throughout the day, more than 2,000 visitors talked to our crew, all keen to know how and where to do their first jump. We were greatly honoured by a visit from **H.R.H. The Prince of Wales** who showed a keen interest in what we were doing.

The weather deteriorated during our dash to Biggin Hill, and as we emplaned all faces were looking decidedly unhappy. **John Boxall** was given a pre-jump drenching when the Islander taxied through one of the small lakes which were growing across the airfield. We sat at the end of the runway and looked into darkening gloom. A decision was taken to 'have a look', so the engines roared and we splashed down the track towards London.

Surprisingly, we reached 1500 feet without hitting the clag, and it appeared to be getting brighter. The A.T.C. at Heathrow (who incidentally did a great job — thanks) instructed us to fly North for a couple of minutes, thus clearing air traffic, and allowing us to see the City, Campden Town, Regents Park (Charlie nearly jumped into a C.N.D. rally) Buckingham Palace and at last the Park itself. From 2,000 ft. we could clearly see the flare on the ground, and we finally knew that we were 'on'.

Charlie Shea-Simmons was cast to the Capital, rapidly chased by **Chris Raymond** and **Nick Green**. The second pass dropped off **Andy Cook**, **John** and **Kipper** who demonstrated an interesting exit. We haven't seen style for a long time! The final run gave me a new experience, spotting over London. **Barry Lewis** checked it before leaving and figuring that 236 Battersea Park Road was as good a spot as any, **Jerry Lanchbury** and I followed. The rain stung the face and hands and 'streaked' the photo's, but all the canopies headed for home and popped us bang on target. Instantly we were overrun by a sea of kids, 'where's the plane, mate. I wanna go!'

But we were too busy smiling and enjoying that "warm feeling" to worry about being mobbed.

Capital Radio were delighted with our performance, and let's hope the B.P.A. has 2,000 new members before long!

We would like to thank everyone that helped, Capital Radio, **Fay, Kay, Dixie, Dave Coombs, Dave Green, Martin** and **John H. Steve** and friends, the London Air Traffic Controllers, the C.A.A. and pilot, and everyone else who gave their time to ensure a successful day.

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING — KIMBERLEY HOUSE, LEICESTER
17th JUNE 1982, 6.30 p.m.**

Present:

G. C. P. Shea-Simonds	Chairman BPA
P. W. Ritchie	Treasurer
J. R. H. Sharples	Chairman Safety and Training Committee
R. Hiatt	Chairman Competitions Committee
R. O'Brien	
D. Waterman	
D. Hennessy	
D. Tylcoat	
J. L. Thomas	

Co-opted:

J. Hitchen
L. Melville
R. Colpus

Apologies:

J. T. Crocker Vice Chairman BPA

In Attendance:

C. W. Port Secretary General BPA
P. W. Sherman N.C.S.O.

Some 16 observers were present
Prior to the Meeting commencing the Chairman read a letter which had been received from **Mrs. Sally Corr.**

"Thank you for your kind letter.

Could you please convey my thanks to all Council and Members of the BPA for their help and kindness and the beautiful floral tributes received following the tragic loss of Phil.

At this present time it is uncertain whether the Club will continue to operate — the Club will definitely be closed until the end of June, after which I will let everyone know of my decision".

Item 24/82

Minutes of Previous Meeting

Proposed by D. Hennessy and seconded by J. R. H. Sharples that the minutes of the meeting of 13th May be accepted as a true record.

Unanimous

Matters Arising

The Chairman stated that the minutes of the Meeting with the Civil Aviation Authority had been received. A copy will be attached to these minutes as Annex A.

SEC-GEN

Item 25/82

Committee Reports**1. Safety and Training**

The Chairman of STC, J. R. H. Sharples, presented the minutes, and asked for comments from the Council

Item 4 — Issue of BSRs with Category 8 Licence was ratified by Council.

Item 15 — e) A letter had been received from J.H. Barnes. This problem had been sorted out by J. L. Thomas.

The minutes of the meeting of 27th May were ratified.

2. Competitions Committee

The Chairman of the Committee, R. Hiatt, presented the minutes which due to the short time between the Competition and Council Meeting, were in front of members for perusal.

Item 1 — National Team Training Squad

Council spent considerable time debating and discussing the recommendation of the Competition Committee regard to the participation of Miss Reynolds, Miss Clements, Miss Vaughan and Miss Roberts in the National Team Training Squad for 1982.

The Treasurer, P. W. Ritchie, asked whether now was the time to discuss the financial implication of the inclusion of the ladies in the light of the fact that the numbers of people taking part in the Nationals had automatically left places open, i.e. the placing in the top fifteen overall when in fact only a total of 13 people had entered the event. He stated that the Association obviously wanted to have lady competitors in the future but thought that World Championships was hardly to place to train them. He felt that inclusion in European events would be more likely to give them the competitive

grounding required. He also wondered, purely from the financial aspect, whether the Association would be obtaining value for money by their inclusion at this time. He also said that he was not an expert in Classic and Style parachuting and would like to know from the NCSO and the Committee whether these athletes were of World Class and would be likely to get anywhere near placing in the medals, or whether their inclusion was a lucky accident arising from the rules which perhaps ought to be revised.

R. Hiatt said that when he first took part in the event he was not of World Class.

G. C. P. Shea-Simonds stated that at that time the Council had not passed the resolution which stated that the object of sending people to the World Championships was to win medals. He also brought the attention of Council and observers to two letters which had been received following the recommendation to include the lady athletes.

The first letter was from W. J. Meacock who expressed astonishment that a ladies team had been recommended to train in the USA and take part in the World Event. Given, he said, the standards shown at the Nationals he considered this unwise, and would leave the Council open to the charge of grave financial incompetence at a time of economic difficulties and when several clubs are threatened with legal action to stop jumping, and all the legal costs which these will incur. He felt that perhaps the ladies would benefit from a further two years training.

The second letter had been in the form of a telex from the Vice Chairman, J. T. Crocker. He apologised for his absence and thus, in accordance with accepted practise wished his proxy vote to be cast against sending the ladies team to the World Championships. He stated that time precluded his giving detailed reasons for this but added that it had long been accepted practise that womens teams should not be sent unless they had attained reasonable pre-set standards. He said that he did not wish the Association to discourage ladies from attending, but it was ridiculous to suggest that they should be sent just because they had placed in the top fifteen when so few people had entered the competition. He stated it was ridiculous to suggest that at least three of the four should be sent to the World Championships, with regard to the fourth he kept an open mind.

R. Colpus asked if all the men were of World standard. He was not happy at the split of men and women and felt it should be competitors.

G. C. P. Shea-Simonds stated that the standards of the top 6 men had risen year by year, whereas with the exception of one person that of the ladies had not.

R. O'Brien said that the Association cost to send the ladies to the Championships would be some £3,400. He stated that the Association needed an assistant NCSO, and felt that the money might be better employed in that sphere of the Associations operations, rather than, in his opinion, squandering that money on sending three of the four ladies to the Competition. He felt that Miss Reynolds should go as she had got into the times laid down whilst the others had not.

The NCSO stated that his opinion was that the Council must decide what they were after, if they wanted to obtain medals, or whether the long term position of Classic Competition was the aim.

D. Tylcoat said that he had felt that at the time what he had wanted was to encourage ladies participation. He had not envisaged that a) there would be so few people entering and b) that the financial situation over the year would have been so poor. So that we must decide, are we sending the ladies to gain medals or gain experience.

The Treasurer made the point again that his thoughts were, whatever the financial state, would we be getting value for money on behalf of the members money.

The scores for the ladies were then read out and much further thoughtful discussion ensued.

D. Waterman stated that seeing the scores and bearing in mind the financial implication he tended to feel they should not go, but felt that perhaps the possibility of inclusion in other competitions could be considered, and that they might, as in the past, be asked to contribute themselves in order to show their keenness.

The Chairman said that as he saw the situation it was a question of what was best for the Association generally and what was best for the future of British Competition and could we afford to send them. He felt that D. Waterman had made a very valid comment about arranging alternative Competitions for the athletes in question.

Various forms of propositions were considered and it was finally proposed by R. O'Brien and seconded by D. Waterman that Miss E. Reynolds be the only lady

competitor who should take part in the training camp and compete in the World Championships. But that in order not to discourage people the Competitions Committee should actively examine the possibility of the remaining three lady competitors being given the opportunity to take part in European Championships in order to gain the necessary experience required for future years, with financial assistance from the Association.

In favour 5
Against 3

The proposal was carried, the Secretary General was tasked with informing those people concerned.

N.B. The Secretary General would draw up a final budget for the whole event and would send a complete itinerary to all those taking part.

R. Hiatt said that he wanted the following comments recorded in the minutes.

"I think you are making a mockery of the National Championships and what we are trying to do for the National Championships".

the Treasurer, P. W. Ritchie, said that he felt that "The whole question of the cost of Classic Competitions, the cost of the Nationals, and our participation in World competition should be the subject of some discussion at the Annual General meeting. That the Competitions Committee should phrase a motion for the Annual General Meeting so that the membership could give some idea of whether they feel that these very large costs are worth it for the sport as a whole which is the only basis on which we have been making financial decisions. We only have so much finance, do we spend it on this, that or the other. This subject should be discussed so that we know whether the membership, as a whole feels that Council on the whole is making the right decisions".

The Chairman said that it was a good idea and that anyone who felt like preparing such a paper would have plenty of time.

A. Milne and D. Tylcoat wished to join the training camp on the 12th July to 28th. The Secretary General stated that he could not guarantee being able to uplift these two athletes on the 12th it would all depend upon the availability of flights. He had, some time previously, after his recommendations had been ratified, booked seats on the A/C due to depart on the 2nd July.

NB The bid to Sports Council would now need to be amended in the light of the change of dates etc.

He would make every attempt to uplift these people as near the 12th as was possible.

J. L. Thomas asked that there be no problems such as arose during the World Championships last year with date changes etc.

R. Hiatt stated that the last full seven days at Raeford would be used as the selection procedure.

The jump costs had been increased, the Secretary General had prepared yet another budget based on these updated figures.

The point of foreign nationals being able to win the cups had caused some consternation among competitors. The whole situation of Open/Closed Competitions would be examined by the Competitions Committee.

The Chairman said that two members of the Association had died in the hostilities in the South Atlantic and he felt that a memorial cup should be struck in their names. The Competition Committee was tasked to look into this matter.

Judges Video Aids

J. Hitchen felt that there should be more aids available for the judges. He further hoped that the video would be up to standard by the start of the Nationals at Swansea.

D. Waterman said that the video should be up to standard when the new pan and tilt had been attached. It would be tested well beforehand to ensure that it functioned properly.

J. Hitchen requested two recording machines. D. Waterman had this in hand.

CRW Chief Judge

R. Charters to be approached in this capacity. NCSO

BPA Mobile Unit

It had been requested that the BPA van be used at the World Meet. R. Flinn and J. L. Thomas had agreed to drive to the venue.

The Secretary General would discover routes etc. for the trip.

Sec-Gen

The minutes were ratified.

3. Finance Committee

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

The Chairman, G. C. P. Shea-Simonds welcomed Mr. Woods to the meeting.

1. Matters arising from previous minutes

a) In response to a question from the Chairman, the Secretary General reported that the outstanding advertising debts were still being followed up.

Sec-Gen

b) There has been a response from those people who trained for Graz in 1981. They have only recently returned to the UK and have assured the Secretary General that they will repay the monies as soon as they have worked out how many jumps each person made and have discovered the cost per jump which was charged at the time in question.

c) BPC Fund details are being arranged between J. T. Crocker and Mr. L. St. John

2. Sale of Video Equipment

Following the Council decision to purchase some new video equipment and the request that the Finance Committee look into the possibility of offsetting the capital cost by the sale of the present surplus to requirement video equipment. D. Waterman offered to arrange the sale of the equipment.

D. Waterman

4. The Sport Parachutist — Editorial Expenses

After the Councils decision to increase the basic Editorial Expenses to £200 per issue it had been requested that the Finance Committee, working on figures produced by the Editor, should consider the whole subject of Editorial expenses, in the main, as to whether the present system and amounts were reasonable and sufficient.

The Editor explained that to date he did not have a complete breakdown of expenses, i.e. telephone charges, general expenses etc. At present any of the Editorial staff incurring expenses submitted a list to him and he reimbursed them from the bi-monthly editorial expenses.

The Editor agreed to produce figures covering the next two issues of the magazine, at which time the Finance Committee could discuss the situation again and would be able to present concrete recommendations to Council.

D. Waterman

4. Life Membership Costs

The cost of life membership of the Association was set some two years ago at £100. Since that time there had been an increase in membership fees but the cost of life membership had remained the same.

After some discussion the Finance Committee agreed to recommend to Council that the cost of life membership should be increased to £200, with immediate effect, and that it should be reviewed annually at the same time as normal subscription reviews.

Sec-Gen.

5. Loan to RSA

The Chairman of the Finance Committee, P. W. Ritchie had visited the club and had made a search of the company records.

There was considerable and thoughtful discussion on the subject and the general feeling was that clubs should be helped when and where possible subject to the normal guarantees and protection of the Associations money.

The Committee concurred with the recommendation of the Treasurer, that a loan to £3,00 be afforded to the Club, repayable over a 3 year period at the usual interest of 5% fixed, front end loaded. (50% of the repair costs to the aircraft). With the following riders:

- The security of first charge over the aircraft plus a personal guarantee of Mr. and Mrs. Woods, the new proprietors.
- The confirmation of transfer of the shares of the company to Mr. and Mrs. Woods.
- The new proprietor has undertaken to process all ab-initio students through the BPA P 6 scheme.
- It was further felt that a clause be added to the agreement that the loan and repayment of the loan only remain in force while the club remains alive. If, for any reason, the club ceased to exist then the outstanding monies owed to the Association be repaid immediately in order that the money available for club loans would then be available for use by some-one else. The Secretary General would contact J. T. Crocker to arrange this.

Sec-Gen.

The Secretary General would have the paperwork ready so that once the criteria were met the loan would be available.

e) Total sum available for Loans to Clubs, and Individual amounts loaned

It had been a Council decision that the most that a Club could expect, generally, as a preferential loan was not to exceed £2,000, and that the total on loan at any one time should not, normally, exceed £12,000.

This was not binding absolutely and Council could at its discretion vary these amounts where it was considered necessary.

The Finance Committee concurred with the Treasurer, P. W. Ritchie, that in line with inflation over the past two/three years the loan ceilings should be raised. The Finance Committee, therefore, recommended to Council that the amount allowed per club should be increased to a ceiling of £3,000 and the total on loan at any one time should not exceed £15,000. Once again it was re-stated that these limits were not intended to be rigid, but should be waived, if necessary, at the discretion of Council.

6. Assistant to NCSO — Financial Implications

After discussion on this subject the general feeling was that until there had been a full year on the new subscription rate and until it was seen whether these increases did indeed put the Association into a more healthy financial position, there was no way in which the Association could fund the salary and allied administration costs of an Assistant National Coach.

7. Salary Review

The Treasurer appraised the Committee of the fact that salary reviews would be ready for discussion in July/August of the year. In response to a question from the Chairman, the Secretary General stated that the new salary scales for 1982/83 had not been sent out from the Sports Council as the whole of the Civil Service Scales were still the subject of discussion. However he had been told that increases would probably be held at 5.9% this year. If indeed there was a larger increase then the Sports Council would send them out later in the year for implementation, and always backdated to April 1st. N.B. The Secretary General had compiled a complete scale based on the figures for last year plus the 5.9% increase which is in force at present.

Secretary General — Telephone Cose

The Secretary General stated that up until the last quarter his private telephone bill had not been substantially added to by BPA business. And in general he had borne any calls made, himself, unless they were long distance, over a long time, when he had asked for the cost to be given by the operator and be reimbursed from petty cash. However since the engagement of the new NCSO, people had been telephoning him and he had had to make business calls from home. The request was for £10 per quarter towards the cost of business telephone calls.

The Finance Committee recommended that the sum of £10 per quarter be paid to the Secretary General to defray the cost of business calls.

The minutes were ratified.

Item 26/82

Suspension of Membership

Mr. N. Slee

Mr. I. Marshall

The Chairman introduced the above item by explaining that two members named above had been involved in the descent from a 420 ft. high tower block in London, during which Mr. F. Donnellan had been killed. The reason that he was killed was that he had replaced the closure loop on his main container just before he jumped and he failed to remove the pull up cord, which caused a total pack of closure, and this fact established when he and the NCSO inspected the equipment at Notting Hill Police Station on Monday 14th June 1982 at the request of the police. After it happened he had received a telephone call from the police as to the background of the incident, and as a result of this and after a phone round of the majority of Council Members these suspensions were implemented. Since those suspensions he had received a letter from Mr. Marshall, (a copy of which all Council Members had received plus a copy of the Chairmans reply). As a result of this, the discussion on the removal of membership or otherwise permanently will be now carried forward, to the 29th July (at the request of Mr. Marshall). Correspondence had also been received from BPA members.

The Chairman stated that the British Parachute Association will be represented by J. T. Crocker and the NCSO at the inquest and will also be represented by a barrister.

He said that he intended no further discussion at this time. It will be discussed on the 29th July.

Item 27/28

Royal Aero Club Council Meeting

The Chairman, G. C. P. Shea-Simonds reported on a meeting of the R.Ae.C. Council.

- The Technical Committee has now been established for a technical exchange and various matters.

- There is now a R.Ae.C. Parliamentary Committee, this gives and inroad direct to Parliament and the first item to be covered is the definition, so far as CAA are concerned of HIRE and REWARD.

He asked for a volunteer to take on the function of serving on this Committee.

- Council agreed that P. W. Sherman should represent the Association on the Royal Aero Club Council.

Item 28/82

The Secretary General advised Council as to the time table for the EGM, AGM/DD, the dates of sending out Council nomination and ballot papers. Also the fact that Council at its meeting of 20th January had agreed to recommend changes in the ARTICLES and Memoranda of Association. These would need to be put to the membership before either the EGM or AGM.

J. T. Crocker
Sec-Gen.

Item 29/82

AOB

- The venue for the RW World Championships for 1983 was discussed in general terms. It is the first time that the venues have not been arranged 2 years in advance. It has been left to the Bureau of the CIP to decide upon the venue before the next CIP Meeting.

2. Mr. N. Slee — Suspension of Membership

At this point Mr. Slee addressed Council to state that he had attended this meeting in response to a telegram and had received no other communication to change dates. He requested therefore that his case be discussed now.

The Chairman and Council after some deliberation agreed to accede to the request.

The Chairman asked all those present who were of Council members to leave the room.

The Council held a further discussion in camera.

Mr. Slee and the observers were invited to re-join the meeting.

The Chairman G. C. P. Shea-Simonds stated the decision that had been reached by Council, and began by reading the resolution of the Council Meeting of 9th December 1981 — "Fixed Object Jumping without the permission of the Safety and Training Committee is not compatible with the aims of the Association and could lead to evocation of membership of the British Parachute Association". We have discussed this at some length. It was not until Monday that we discovered that the inquest will be held on the 5th July and Council feel that the inquest verdict is needed before full discussions of this incident can be made in full Council, so the suspension is to continue until the July meeting and Council in respect of you, Nigel, will pay your out of pocket expenses for the inconvenience you have had of turning up at this meeting, i.e. the cost of your petrol in travelling here.

Mr. Slee said he thought they were going to discuss it now.

The Chairman repeated the Council decision.

Mr. Slee wanted it recorded in the minutes that "I am to this meeting to comply with your telegram and that I also attend on the 29th July and that I am not very happy about it".

The Secretary General would prepare and despatch all necessary paperwork to all concerned.

Date of Next Meeting: 29th July 1982

Addendum to the Minutes — 21.6.82

Following a request from the Chairman, G. C. P. Shea-Simonds, following a request from the Competitions Committee that Miss. C. Clements be allowed to take part in the World Championships, providing she paid half the total cost involved of the Training Camp, Travel, Jumps, Food/Accommodation etc. and half the cost of the Championship event, the Secretary General conducted a phone round of Council for a vote from each member either in favour of Miss Clements being allowed to travel as a team member or not.

The result of the phone round was

In favour	4
Against	6

The proposal was *not carried*.

The general feeling was that it would have created a very dangerous precedent, in that anyone would have been able to enter a World Championships if they paid their own way, and it was not possible to just attend the training camp because if chosen it would have been too late to have entered Miss Clements as the forms have to be with the CSSR by 30th June 1982.

The Secretary General contacted the Chairman of the Competitions Committee R. Hiatt to discover what Miss Clements would be paying half of, he needed to know this for accounting and administration purposes. He was told that Miss Clements would be paying half the complete Training Camp costs and half the World Event Costs.

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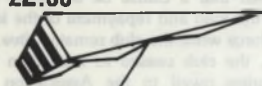
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THE BRITISH PARACHUTE ASSOCIATION LIMITED

ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT THE SIXTEENTH ANNUAL GENERAL MEETING OF THE ASSOCIATION WILL BE HELD AT:
THE LEICESTER CENTRE HOTEL, HUMBERSTONE GATE,
LEICESTER
ON SATURDAY, 8th JANUARY 1983 at 16.00 HOURS

AGENDA

1. To consider, and adopt if approved, the Report of the Council.
2. To fix subscription payable by members for the ensuing year.
3. To discuss any Special Business.
4. To Elect the Council.

Dated this 6th Day of July, One Thousand, Nine Hundred and Eighty Two.

For and on Behalf of the Council of the BPA.

C. W. Port
Secretary General

NOTE: Members are reminded that under Article 30 of the Articles of Association only such business as is notified to the Secretary General in writing at least 30 days prior to the date of the Meeting can be included under item 3 — "Special Business".

Accommodation at the Centre Hotel for Friday and or Saturday should be booked direct with the hotel — telephone Leicester (0533) 20471, Telex 341460.

Election to Council — Your nomination paper (an insert with this issue of the Journal must reach the BPA Office by not later than Friday 8th October 1982, but do please submit as soon as possible, typewritten if possible please.

Ballot Papers — These will be sent out as an insert with the October issue of the Journal.

Dinner/Dance — 7th January 1983 — Details in October issue of the Journal.

THE BRITISH PARACHUTE ASSOCIATION LIMITED

NOTICE OF EXTRAORDINARY GENERAL MEETING

Notice is hereby given that an Extra-Ordinary General Meeting of the British Parachute Association Limited will be held at:

KIMBERLEY HOUSE, LEICESTER

ON

THURSDAY 28th OCTOBER 1982 at 6.30 p.m.

AGENDA

1. To receive and adopt if approved, the Annual Accounts and report of the Auditors for the financial year ended 31st March 1982.
2. To confirm the re-appointment of Auditors and fix their remuneration for the ensuing financial year.

Dated this 6th Day of July, One Thousand, Nine Hundred and Eighty Two.

For and on Behalf of the Council of the BPA.

C. W. Port
Secretary General

**DUNKESWELL
COMPETITION WEEKEND
OF 19th & 20th JUNE**

The Competition briefing originally scheduled for 10.00 a.m. Sat had to be postponed to 1 p.m., as high winds and low cloud looked all set to spoil our weekend. Gaps appeared in the cloud in the early afternoon allowing the start of the Seniors Accuracy event. However stiff winds prevented students jumping in the Intermediate and Novices Classes till late in the afternoon. Sunday was perfect for jumping and despite the usual set backs, shortage of fuel etc, a fun day of jumping was had by all. Prizes were duly presented on Sunday evening to the following worthy winners.

NOVICES

- 1st N. Elliott
2nd P. Spiller
3rd I. Keir

INTERMEDIATE

- 1st T. Smart
2nd I. Pasemore
3rd N. Spring

SENIOR

- 1st A. Farrow
Runner Up D. Wright

D.I.S.C. TURKEY PRIZE 1982

I. Bishop

My many thanks to all competitors who took part, especially our guests who travelled up from Cornwall Parachute Center.

Lawrence Rayment
B.P.A. 94138

P.S. Looking forward to seeing everyone again next year.

WANTED VIDEO OPERATORS!



The B.P.A. video is only as good as the operator. To ensure both competitors and judges can make full use of the equipment in future National championships, the Competitions Sub-committee are anxious to train a number of genuinely interested voluntary operators.

The picture above shows Danny Hennessey operating the video at this year's RW National Championships.

For the technically-minded, the equipment consists of a 400-1,000mm zoom lens (electrically operated); a JVC 1900 KY video camera; and a JVC U-matic portable tape-recorder.

Anybody interested, contact Dave Waterman (0242) 35982.

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James

BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING — KIMBERLEY HOUSE, LEICESTER
13th MAY 1982, 6.30 p.m.

Present:

G. C. P. Shea-Simonds Chairman BPA
 P. W. Ritchie Treasurer
 J. R. H. Sharples Chairman Safety
 and Training Committee
 Chairman Competitions Committee

R. Hiatt
 D. Hennessy
 R. O'Brien
 J. L. Thomas
 D. Waterman
 J. H. Hitchen
 R. Colpus

Observers:

D. Turner Ms. S. Brearley
 B. Mason R. Burgess
 R. E. Gays (Plus 2 other members who
 did not sign in)

In Attendance:

P. W. Sherman National Coach
 & Safety Officer BPA
 C. W. Port Secretary General BPA

Apologies:

J. T. Crocker Vice Chairman BPA
 P. Corr
 D. Tylcoat
 J. Laing

The Chairman welcomed all Council Members and observers. He also welcomed P. W. Sherman, to his first Council Meeting as NCSO.

Minutes

Proposed by P. W. Ritchie and seconded by J. L. Thomas that the minutes of the previous meeting be accepted as a true record.

Carried unanimously

Matters Arising**Item 5**

Meeting of CAA Concerning the Operations Manual
 The Chairman, G. C. P. Shea-Simonds, reported on the latest meeting which had been held with the Civil Aviation Authority in relation to a proposed Operations Manual. He thought that the meeting had not been as productive as had been hoped. He had since written to the authority and had received replies (copies were available at the Council Meeting). The Chairman gave a verbal resumé in that the basis of the reply to CAA was that the Association should be delegated the same authority, in the same way as other aviation bodies, i.e. AOPA, British Balloon and Gliding and the Popular Flying Association. He expected that the next step would be a further meeting with the CAA.

Chairman

Item 10**Mogas**

The Chairman brought the Councils attention to a press release from the BGA, which the Secretary General had received that afternoon. It stated that the CAA had cleared MOGAS for use in certain types of aeroplane.

Page 7 of minutes — D. Hennessy brought attention to the numbering of the items, for 5 read 3.

Sec-Gen

National Championships

D. Hennessy stated that there was insufficient content on the top of page. He felt that his remarks to the chair on this subject should have received more amplification. Although it did not affect the outcome he felt that more detail of his remarks should have been included.

The Chairman explained that if any member had anything which they specifically wanted included in the minutes they should state this at the time or, as the Secretary General had instituted a system of sending a draft copy of the minutes to all Chairman of Committees for approval before printing, members could get in touch with those Chairmen and ask for the remarks to be included. D. Hennessy stated that he would have been unable to do this as he had not seen the minutes until they were sent to him. He felt that his remarks to the Chair and the replies were relevant to the final outcome. The final outcome was all that had been stated and not his remarks etc. which had led to the decision. The Chairman stated that it was sometimes difficult for the Secretary General to condense subjects and compile the minutes. He again asked that if there was any matter on which a member felt strongly, and wished specific comments recorded to please say so at the time in order that those comments could be included in the minutes.

R. Hiatt said that he did not remember the item concerning Royal Aero Club awards being discussed at the last meeting.

The Secretary General explained that these nominations for awards had been communicated to him by the Chairman, by telephone, following a Royal Aero Club Meeting the Chairman had attended. He apologised for not dating this addition to the minutes and making it clear that it was not business which had been discussed by Council.

The Chairman was pleased to say that the nominations, for the awards had now been confirmed and accepted by the Royal Aero Club.

D. Waterman asked how people were recommended for nominations when it had not been before Council for discussion. The Chairman stated that he accepted full responsibility for the nominations. It had always been the case in the past that the Chairman of the Association put in the names for nomination. He stated that if people felt very strongly on the subject then perhaps there should be an award sub-committee set up to nominate people for R.Ae.C. Awards. But he certainly felt that these nominations should not be the subject of a full scale Council discussion.

D. Waterman said that he did not feel that anyone put up for an award was unworthy of it, but felt that it could be misconstrued that those getting awards were coming from "the old guard" and that people working at club level were worthy of awards but did not receive them.

R. Hiatt said that it should go before Council.

The Chairman said this ought not to happen as there would then be an open discussion on people, some of whom might even be on Council. He said that either the Chairman should be entrusted with the task, or an award sub-committee should be set up to receive, monitor and recommend nominees.

D. Waterman said his main objection was that the average BPA member did not know these awards were around and they might well feel that they would like to contact the Chairman to suggest some-one who was considered suitable for such an award.

The Chairman said that the citations had always been sent for inclusion in the magazine once the awards had been given, as in this case. He also said that he would be interested to know if anyone considered either person to be unworthy and if they do perhaps the editor could show them the citations. However the basis on which he nominated those two was that D. Peacock had given service to the FAI side of his job as National Coach, back to his being a member of the 1968 medal winning team at Graz, whilst J. Crocker was nominated for 10 years as Chairman of the Safety and Training Committee which no other individual member of this Association had ever done, either as Chairman of Council or Committee.

He suggested that Council consider the situation and asked for ideas on how this should be tackled in the future.

Council Members

P. W. Ritchie stated that he agreed absolutely that it should not be a matter for open Council and saw nothing wrong with the way it was being presently carried out. He suggested perhaps that it might be a good idea if the subject was spoken of in the Chairmans column in the magazine, explaining the system without changing the status quo.

Committee Minutes**1. Safety and Training Committee**

The Chairman, J. R. H. Sharples, presented the minutes of the STC Meeting of 29th April 1982.

Item 1

The composition of STC aroused considerable comment and discussion. It was finally agreed to see how it ran for a year.

There was an additional request, that of clarification on proxy voting.

In the past a CCI could send a representative to vote in his place. Clarification was therefore requested.

P. W. Ritchie felt that it could be dangerous to allow proxies because a subject could be included on which the proxy had not been briefed and he might then well vote in a way contrary to the way his own CCI would have felt, and if it was a close vote, then there could be a decision of STC carried on a mistake.

J. L. Thomas said that a proxy should come armed with a written proxy on a certain subject, i.e. a matter previously discussed at an earlier meeting, then that would be perfectly in order and that was what had been suggested at the meeting. He felt that a proxy should not vote on a new subject.

J. H. Hitchen agreed with the comments made by J. L. Thomas.

R. Hiatt also felt that proxy voting should only be allowed on previously discussed subjects.

It was finally agreed that a proxy vote be allowed on a specific subject, so long as it was communicated in advance to the Chairman of STC either by telephone or letter.

J. R. H. Sharples requested comments on the minutes page by page.

Item 4.7

AODs are now being made with a new housing. The NCSO is visiting Netheravon to talk to them about this.

J. L. Thomas also said that if the AODS were returned, with \$35, they could be re-jigged by the manufacturers. *N.C.S.O.*

D. Waterman said that he would like to see some amplification of incidents for publication in the magazine in order that BPA members could learn from them. It could be included as either a lengthier discussion in the minutes or as a subject for the NCSO's column. *N.C.S.O.*

The Chairman asked how the CAA found out about the problem encountered regarding frozen mud on an aircrafts elevator. This was because it had been reported to the CAA. The Chairman requested that these sort of problems should be reported to the Association first and then the Association would tell the CAA.

Chairman STC The minutes were ratified

At this juncture the Chairman said that observations had been made to him that the holding of meetings in private homes was making the meetings difficult and were not conducive to producing the best results, due to other distractions in a homely atmosphere.

P. W. Ritchie said that he was surprised to hear the comments made and would like to know who had been complaining.

The Chairman stated that it had been made to him by at least three people who attended the last meetings. The Chairman said it was not a complaint, just an observation and he did not wish a big issue to be made of the comments.

D. Waterman felt that it was up to the Committee to sort it out amongst themselves.

The Chairman asked that it be recorded in the minutes and asked the Chairmen of the Committee to ask their members what they felt about it.

Committee Chairmen

The NCSO said that he did not mind admitting that he felt the informal atmosphere of the Competitions Meeting wasn't good, and stated that it was very difficult to decide what was going on.

The Chairman of the Finance Committee asked it to be recorded that he did not think it would make the slightest difference to the business or conduct of the Finance Committee where it was held.

R. O'Brien stated that the Competitions Committee meetings were becoming rather large with some eleven people in one flat.

The Chairman hastened to say that everyone was grateful to the people concerned for offering to host those meetings, but he felt that the meetings could be more formalised, and offered to find venues for those meetings in London.

2. Competitions Committee

The Chairman of the Committee, R. Hiatt presented the minutes of the meeting of 20th April 1982.

Item 1.1. Classic Nationals

Due to illness of the nominated Chief Judge, J. Laing. The position of Chief Judge was again open. J. H. Hitchen hoped to be able to fill the post as soon as he had contacted the Danish Parachute Association to ask if he could be released from a commitment to judge at their event. *J. H. Hitchen*

Item 1.4. World Cups RW and CRW 1982

The financial situation will be discussed under the Finance Meeting minutes.

Item 2. C.I.P. Delegate

Council agreed to the nomination of P. W. Sherman as alternate delegate.

It is a rule of the CIP that only those people who had attended a CIP Meeting and whose names were recorded in the minutes, or were the delegate or alternate delegate, could sit on a World Championship Jury and be entitled to vote. The names this year: G. C. P. Shea-Simonds, R. Hiatt, D. Peacock, J. Laing.

D. Waterman asked if the rule could be changed to allow more UK members to be eligible. The Chairman said that there had been a great deal of discussion on this matter but the CIP felt that anyone involved should be au-fait with the various decisions taken and the reasons why they had been made.

The Chairman stated that we should think more than one year ahead and plan who should go to CIP Meetings in order that the Association should have ample representation, and asked that the Competitions Committee recommend people for 1983. The Chairman agreed to continue to lobby for a change. *Chairman*

R. Colpus brought up the questions of anomolous RW dives. There was considerable discussion on this.

The Chairman said that hours of work had gone into the dives. Various ways out were suggested, i.e. cut out these dives for this years Nationals, more explanations on the dives.

The Chairman agreed to contact the people concerned on the anomolous dives and give the Competitions Committee the results by the next Competitions Meeting.
Chairman

Item 3.

The cost of the A/C is exclusive of Value Added Tax.

The Nationals are confirmed as Classics at Bridlington, RW/CRW at Swansea, the changes were necessitated due to A/C availability and an attempt to keep the costs of the Nationals to a break-even situation. The aircraft are arranged, administration details and entry forms for the Classics have been sent off. Those for the RW/CRW will be sent out as soon as possible now that details and costs are available.

Sec Gen

Competitions Cttee

Sec Gen

D. Waterman suggested that venues for the Nationals should be investigated at least two years ahead.

J. L. Thomas brought up the fact that the Championships change of venue had meant that the CRW events were now no longer at Bridlington, and it had been decided initially that the CRW was at Bridlington thus the details had been published locally that those events were to be seen there. He felt that some-one should be held responsible for having a) told the proprietor the events were to be held and then taking them elsewhere.

The Chairman said that in the end the criticism should come back to the Council as we made the decisions and should shoulder the blame.

The Secretary General was asked to write to the host, on behalf of the Council, to explain the need for the changes which had had to be made.

Sec Gen

D. Waterman again re-iterated that the Council has tasked the Competitions Committee with achieving a break-even Nationals.

The host had said that he would probably need to hire in some showers. It was agreed that the NCSO should make some arrangements with a local Centre for use of Shower facilities. The Chairman said he would write to E. Finney on the whole matter.

N.C.S.O.

Chairman

It was re-iterated that one person should co-ordinate the A/C, and that suggestions should go to the Competitions Committee and the NCSO should make the final arrangements. D. Waterman suggested that National Championship venues should be explored at least 2 years in advance.

N.C.S.O.

4. 1982 WPC Composition of Delegation

R. King tendered his apologies but would be unable to attend this years preparation training in the USA.

1. Head of Delegation

There was a great deal of discussion on the subject of the delegation composition. One important factor that had to be borne in mind was that the person involved must be eligible not only to sit on the jury but also to vote.

R. Colpus suggested and D. Waterman concurred that it had previously been agreed that requests should be put to the membership, for the posts involved following the problems which arose last year.

D. Waterman felt that he did not want the membership to feel that there was no option offered as criticism had been levelled at Council on this subject on previous occasions.

R. O'Brien stated that if one post was offered out then so should all posts, conversely if one post was agreed now then so should they all. The Chairman concurred.

The Chairman asked for a vote on whether the decision should be made now or later.

In favour of appointments tonight

6

Against

2

J. L. Thomas abstained.

Proposed that R. Hiatt be Team Coach/Manager. Agreed.

R. Hiatt

Proposed that J. L. Thomas be Head of Delegations. Agreed.

J. L. Thomas

It was agreed that the nominations for Judges to attend this event be made to the Competitions Committee who would make the final choice. It was further agreed to send two judges. The NCSO to contact those concerned.

N.C.S.O.

It was agreed that Ms. T. Rixon be asked if she would like to be the trainee judge, if she would agree to pay her own entry fee etc. Those expenses to be reimbursed if she qualified at the event. This had been the way it had been carried out in previous years.

N.C.S.O.

The minutes were ratified

3. Finance Committee Meeting

The Chairman, P. W. Ritchie presented the minutes of the Finance Meeting of 26th April 1982.

Item 12/82

Matters Arising

a) Advertising Debts

The Secretary General was able to report that outstanding debts were being paid. The major debt from Peakin Enterprises had been paid in part. The residue would be paid after the proprietor had contacted the advertising manager on the question of alleged overcharging.

Advertising Manager

b) Team Training Graz

The Secretary General had written to those concerned and was awaiting replies.

Sec Gen

c) World Championship Budget/Travel

The cost of the World Championships is a total cost of £11,012.94, for a team of 11 and £7,709.06 for a team of 6. The cost of last years World Championships had been kept low because there had been no cost of travelling to the event as the team were already in situ.

d) National Championship Budgets

D. Waterman explained that the only item of capital expenditure needed for the video system was a zoom lens, with an engineering device to automatically move the lens.

It would, however, be necessary to hire the remaining equipment, recorder, two monitors plus a camera. Competitive quotations had been obtained and the cost was £400 per week. This would mean a total of £800 per Championship. This would bring the possible surplus on the Classics down to £372, and increase the possible deficit on the CRW/RW to £2,685. It was agreed to discuss the sale of what we had to try to defray the outlay.

D. Waterman

There was considerable and energetic discussion following the above figures. It was said that Council had stated that the budgets should be drawn to a break-even point. R. Hiatt wanted to know why the budgets had not been drawn to the break-even point, the Secretary General explained that he had to work on figures which were available, i.e. cost of A/C hire, cost of jumps, and the increase of entry fee to £25 per person. Despite increasing the entry fees the CRW/RW did not reach a break-even point, and he was not empowered to increase other costs without consultation. It was finally agreed that the cost of jump fees to competitors should be increased as follows, in the CRW/RW events.

RW 4 Way £8.50 per person

RW 8 Way £9.50 per person

CRW 4 Way £8.50 per person

CRW 8 Way £9.50 per person

Sec Gen

The Finance Committee recommended to Council that:

1) A sum of £400 be allocated as capital expenditure for a suitable lens for the video system, this would then last for several years.

D. Waterman

2) The remaining video equipment be hired in at some £800 per Championship event.

D. Waterman

3) That the jump fees for the CRW/RW be increased to
8 Way events £9.50
4 Way events £8.50

Sec Gen

Using the new jump price figures there could be a small surplus on the CRW/RW Championships.

e) BPC Fund

J. T. Crocker reported that he had spoken with Mr. O'Brien and Mr. St. John. They wished the fund to be operated as they proposed, with the BPA being the arbiter of who needed the grants. The Treasurer suggested that the whole be set up as a separate deposit account in the names of the people concerned, plus the personal name of the Secretary General, the BPA to indemnify the Secretary General for his name being on the account. All interest and administration costs to be borne from the money invested. J. T. Crocker agreed to put this to the people concerned.

J. T. Crocker

Item 13/82

NCSO Post. Accounting/Administration

Following the appointment of a new NCSO, who had been engaged on a substantially different basis than the ex-NCSO, in that he would be working, in the main, from his home. The Secretary General had asked for clarification and guidance on several matters appertaining to the Accounting and Administration.

1. Telephone Expenses

The Finance Committee recommended that the NCSO should pay £50 (including rental) and the Association to pay the difference. The Secretary General was directed to monitor closely any increases in telephone costs.

Council felt that this would be reasonable at present. The NCSO stated that he had been out of the country for 7 years and did not know what his private bill was liable to be and said that it would need to be looked at again in 6 months time. The Council agreed.

Sec Gen

2. Ansaphone Installation

At the initial interview it was stated that the NCSO offered to install an ansaphone service. The Finance Committee considered that an Ansaphone was not necessary at the NCSO's home. All messages could be left on the ansaphone at the BPA Offices, urgent messages could be relayed to the NCSO and non urgent could either be sent second class post as needed or collected and dealt with when the NCSO came to the Office. (The NCSO hoped to be in the office at least once per week).

There was some thoughtful discussion on this subject and Council decided that in its opinion an Ansaphone was a necessity as the NCSO was working remote from the Office, and it should be provided by the Association.

The Chairman G. C. P. Shea-Simonds said that the NCSO had been offered the post on the understanding that he worked from home and so the Association should provide the tools for the job. The Chairman also felt that we should be looking at the management side of the situation, we should look after our National Coach in every way we can, if we regard him as just a pawn in the game then we'll be appointing a National Coach every six months.

Proposed by R. O'Brien and seconded by J. H. Hitchen that the Association pay for the installation of the Ansaphone.

Sec Gen

For

5

Against

2

Carried

3. Motor Mileage Expenses

The Finance Committee recommended that the NCSO should be paid the normal staff rate when he used his own motor vehicle. It was stated that the use of his private car would save wear and tear on the van and he should be reimbursed for using his own vehicle. The NCSO stated that, in his opinion the van would need to be replaced by the end of this year.

4. Salary

The Secretary General informed the Committee that the Sports Council could not fund any overlap of salaries for the handover takeover period.

5. Shelving

The ex-NCSO had offered to either buy the shelving located in his garage for £85 (cost £91) or leave in lieu a radio, speaker and stereo recorder which he had brought, in the BPA Van.

Finance Committee recommended that the radio etc. be left in exchange for the shelving. Agreed.

Sec Gen

Item 14/82.

Salary Review — T. Kemp

Finance Committee recommended an interim salary increase to £2,834, from 1st April 1982. With the normal staff salary review in August 1982. Council agreed to the above. Agreed.

Sec Gen

Item 15/82.

Travel — Mileage Rates

The Treasurer, P. W. Ritchie, brought the attention of the Committee to the following rates allowed by the Inland Revenue, which were considered to be non-profit making.

1001/1500cc — 24½p per mile

1500cc plus — 27½p per mile

It was pointed out that it was expected that Council members be seen to put something more than their time into the Association which was why the mileage rates had historically been kept to a break-even level, and no profit be made from the claims.

The Finance Committee recommended to Council that the rates be increased to:

1. Authorised paid officials — 22p per mile

2. Council/Others — 20p per mile

Sec Gen

R. Hiatt requested that the following be included in the minutes. "I've put about £2,000 a year into the Sport for the past 15 years and I think a break-even situation is good".

Council agreed to the increase and also agreed that these rates remain in force until the end of the year.

Item 16/82.

The Sport Parachutist — Costs 1981/82

The Secretary General had prepared and circulated an income expenditure account for "The Sport Parachutist" for 1981/82.

Resume:	
Expense Total	31,453.23
Income Total	23,852.10
	7,601.13
Defined total cost	20,088.68
Income total	23,882.10
	3,763.42

The Editor, D. Waterman had expected a surplus of some £5,000, but due to the decline in 'paying' memberships of the Association there had been a decline in the projected income.

He stated that there had been a significant increase in the revenue attracted from advertising, mainly due to the work carried out by the advertising staff, R. McGuire, C. McGuire and S. Brearley.

He said that the editorial expenses of £1,000 per year inhibited him from travelling to the printers too often. Also all the expenses of the remaining staff had to be paid from this sum. He asked the Finance Committee to consider an increase in editorial expenses.

The Finance Committee, unanimously stated, that the magazine was a first class publication, and recommended to Council that the editorial expenses be increased to £200 per issue, an annual total of £1,200. The expenses had been static for almost 2 years and the increase reflected only a 20% increase. Agreed.

The Finance Committee agreed to consider the overall editorial expenses of the magazine, regarding mileage etc, and the fact that there is now extra staff working on the magazine.

Item 17/82.

Off Year Competitions

In response to a recommendation by the Competition Committee on 20.4.82. The Secretary General had prepared budgets for the two off year Championships

1. The European RW Cup — Graz
2. The World CRW Cup — La Pallisse

He emphasised that the figures were "top whack" based on limited information available at the time. A new budget, based on Finance Committee recommendation, has been drawn up.

Resume:	
1. Graz — Cost to Association	578.00
2. La Pallisse — Cost to Association	359.00
	937.00

The above assumes that the competitors each put in £50, and use their own transport.

Sec-Gen

Item 18/82.

National Championships 1983

The Secretary General briefed the Finance Committee on the fact that it might be possible to turn the Anniversary year of the BPA, National Championships, into a European Championships for 1983 which would attract 40% grant aid from the Sports Council.

Finance Committee acknowledged the brief but could not make any recommendations until Council had discussed the basic idea and reached a decision.

The Secretary General said that he would be unable to organise such an event on his own.

Council thought this a good idea but no decision could be made at this moment, but it would be borne in mind.

Minutes Ratified
Sec-Gen

Sport Parachutist

D. Waterman explained to Council the way in which the magazine was brought to the membership from original ideas to final product. The problem in delay in issue have been several, not least the distance between where he lives and Fisherprint. There had also been problems with rail strikes, holidays etc. all contributing to the lateness. He proposed that the art and typesetting would be carried out locally under his immediate supervision and then Fishers would carry on doing the printing and distribution of the magazine. It was unanimously agreed that the editor should use the new system. He hopes that this will ensure that the magazine appears on time, because no one was more upset than he when the magazine was late.

He read out some of the many letters he had received congratulating him on the new magazine, in response to the odd letter of criticism. It was said though that there

were members who were upset about the lateness of the magazine. It was re-iterated that it was a good journal and all Council wished the editor success with the new system and hoped that this would help with the magazine being on time.

D. Waterman

Resignation J. Laing

Due to ill health J. Laing had been forced to tender his resignation from Council. The Chairman had written to him following his enforced resignation.

Council agreed to present a suitably engraved plaque to J. Laing for his work for the Association.

Chairman

Enforcement Order — Montford Bridge

The above club had written to the Association concerning the placing on them of an enforcement order. They were actively engaged in fighting this order but it was going to cost quite a considerable sum of money for legal/fees etc. At this stage they were unable to say how much it would cost but were asking for help.

The Council agreed that this Association was 100% behind the Club in its attempts to appeal and would be prepared to help financially when the need arose.

D. Wilkinson

Royal Aero Club Meeting

The BPA representative, the Chairman, G. C. P. Shea-Simonds, reported on the last meeting of the Royal Aero Club.

After a five year period all the officials stand down and re-elections take place. There is now a new Chairman, Mr. B. Snook, and his feeling is that the Royal Aero Club should become more involved with matters affecting the aeronautical world, including the situation concerning MOGAS and also the projected Operations Manual in respect of this Association. The meetings will be increased in frequency to once every three months.

The Vice President is Mr. J. Black also involved in aeronautical activities, president of the International Aerobatic Federation.

The new Treasurer is the present Chairman of the BPA, G. C. P. Shea-Simonds. This now leaves a gap for an official representative on the Royal Aero Club Council for the British Parachute Association. He asked for nominations from members for this post and he would conduct a "phone round" because the next R.Ae.C. Meeting was before the next Council Meeting of the BPA.

Council Members
Chairman

P. W. Ritchie offered the Councils congratulations on the appointment of G. C. P. Shea-Simonds as Treasurer of the R.Ae.C.

The Chairman reported that the FAI had phased out renewal licence stamps, and he had suggested, it had been agreed, that the R.Ae.C. now issue these stamps.

It had been suggested, and G. C. P. Shea-Simonds had been tasked with input, for weather to be on Cefax and Oracle. He asked for input as to the type of information the Association Clubs would need.

He then reported on a meeting which had been held with Sir Hector Munro M.P. on starting a direct link between the Aeronautical bodies and Parliament. So that any problems could be put to him and into Parliament.

A.O.B.

1. RSA Loan

The Chairman had presented to Council a set of papers which requested a loan for the new proprietors of RSA to get their aircraft back into the air. The new proprietor is Mr. D. Woods, and there is no involvement with the previous owner.

The Treasurer agreed to conduct a company search and would ensure the matter was discussed at the next Finance Committee Meeting.

Treasurer

2. Assistant NCSO

The Chairman had approached R. Jeeps, the Director of the Sports Council, on the above subject. At this time, Mr. Jeeps had replied that there was not a lot of hope of funding. The Chairman directed the Secretary General to obtain all the details of the way in which British Gliding Association funded an assistant Coach etc., and to ask the Finance Committee how the position should be handled from now.

Sec-Gen

Date of next meeting 17th June 1982, 6.30 p.m. at Kimberley House, Leicester.

Safety Notice

Model 12000 Installation on Piggyback Harness & Container Systems Notification Bulletin

As parachuting/free-fall techniques and equipment have grown in sophistication, a situation has been identified and brought to the attention of FXC Corporation.

The Model 12000, when originally mounted on chest-type reserves, did not experience any altitude or premature actuations. But when installed in a piggyback system, harness flexing/elongation is being experienced which can cause the hose to stretch and to possibly cause a premature actuation when above the altitude setting. To ensure that this problem does not occur, the hose must be allowed to move freely. The use of loops to secure the hose to the harness is recommended rather than excessive tacking.

If your harness/opener could possibly experience a stretch situation, a new hose assembly is strongly recommended, which is 2 inches longer. This must be accomplished at FXC Corporation for a cost of \$35.00 which includes the normal calibration testing (\$25.00) plus the new hose assembly, \$10.00. Please mail prepaid and the opener will be returned freight collect.

For international customers, send air parcel post only and do not claim the value above \$250.00 U.S., for custom duties purposes. Otherwise any additional costs for customers will be added to the repair charges.

FXC wishes to thank the jumpers around the world who were helpful in testing this situation and proving this potential problem.

Please direct any correspondence regarding this modification, if required, or any other features of the FXC Model 12000 to:

FXC Corporation
3410 S. Susan Street
Santa Ana, CA 92704-6997
Attention: Product Support

**BRITISH PARACHUTE
ASSOCIATION SAFETY AND
TRAINING COMMITTEE
1900 HOURS
THURSDAY 27th MAY
1982 KIMBERLEY HOUSE,
LEICESTER**

Present:

P. Sherman	N.C.S.O.
J. Sharples	Chairman STC
A. E. Rose	R.A.P.T.
D. L. Howerski	Paraski
P. Kibblewhite	Swansea
Mac McCarthy	H.P.C.
J. L. Thomas	Riggers
Phil Cavanagh	B.K.P.C.
J. H. Hitchen	S.O.F.F.P.
Bob Charters	A.P.A.
Ronnie O'Brien	P.P.C.
Geoff Horan	B.P.C.
J. D. Prince	N.W.P.C.
D. Parker	Headcorn
A. Knight	Ipswich
G. Douglas	R.G.J.
Q. Rigby	South Cotswold
K. Toyer	W.L.P.C.
D. Turner	Montford Bridge
G. Evans	T.P.A. & S.S.S.C.
Tony Butler	M.P.C.
D. Palmer	L.I.F.F.T.

Observers:

John Lines	John Fletcher
Vera Davis	John Davis
R. Colclough	K. Bradley
J. H. Thomas	D. J. Cox
J. Whittaker	J. Diamond
S. Kilgour	D. J. Higgs
M. Newall	T. Pape
G. Lawry	P. Ferris
J. Buckle	Dave Morris
Roy Harrison	Lin Brazier
Frank Smith	John Boxall
Jim Walmsley	Simon Ridgewell
Russell Porter	G. O'Hara
Bob Parry	

Apologies for absence:

P. Slattery	L. Melville
J. Meacock	P. Mercer
D. Hickling	N. Law

Item 1**Previous minutes and matters arising**

The Chairman went through the previous minutes.
Proposed by G. Evans, seconded by A. Rose that the minutes be passed as a true record.

Carried unanimously

Item 2**Proxy Voting rights — Council decision**

The Chairman reported on the Council decision re proxy voting rights. The Council decision is that proxy voting for an STC member can only be granted if the proxy voter has been nominated in writing if possible or by phone to either the Chairman STC on the NCSO.

Item 3**Standard specification for Static Line Deployment Bags**

The Chairman explained the need for a standard specification to be written concerning S/L Deployment bags.

The NCSO will send a proforma to every Club requesting such details as time in use, number of jumps etc.

N.C.S.O.

Item 4**Issues of BSRs with Category 8 C Licence**

As a result of input from the 'open forum' at the end of PI/Exam Course 2 — 82 it had been suggested that a copy of BSRs be issued to each jumper attaining Cat. 8/C Licence in order to prepare the jumper for his/her Instructor rating. After various discussion it was proposed by J. Hitchen, seconded by K. Toyer that a PI could purchase a set of BSRs prior to going on the course in order to prepare themselves and that the cost be refunded when the PI phase of their qualification was complete. The feasibility of putting BSRs into log books, as in days gone by was suggested by A. Rose. No decision was taken.

Item 5**Aviation Weather report on Teledata System**

The Chairman BPA had had discussions at Royal Aero Club level, about the possibility of an 'aviation weather' page on the Teledata/ceefax TV news system and had requested input as to the information parachute clubs would like presented.

After discussion it was felt that the information required was:

Ground Wind Speed and direction, 2000' Wind Speed/direction — cloud base and cover — visibility — and further outlook of these items.

Item 6**CAA Mogas Bulletin**

The latest Mogas bulletin was discussed. K. Toyer has had discussions with CAA — Redhill. They have stated that aircraft can have their exemption annotated, on an individual aircraft basis, upon application to Redhill.

Item 7**PI/Advanced Course 2 — 82 report**

The NCSO gave a report on Course 2 — 82. Upon recommendation of the course examiners the exam papers currently in use are to be re-vamped.

N.C.S.O.

Item 8**Aircraft take-off check lists**

These have been received from the printers and one set will be sent out with each copy of STC. Further sets can be obtained on request.

N.C.S.O.

Item 9**Recommendation to STC for Examiners Rating**

Having fulfilled all the necessary requirements K. Noble was granted his Examiners Rating.

T. Andrewes, having fulfilled all the necessary requirements except time as an advanced instructor, will be granted his Examiners Rating in 3 months.

Item 10**Fatality Reports**

(a) The report by the BPA Inquiry into the death of R. Booth was read to the Committee. Discussion took place. It was proposed by Q. Rigby, seconded by R. O'Brien that the BPA Display Team Approval be withdrawn from D. Parchment pending his appearance in front of STC. 16 in favour, 2 abstentions. The NCSO will inform CAA (Mr. G. Robinson) and Mr. Parchment.

N.C.S.O.

(b) A preliminary report was given by NCSO to the STC on the death of Lillian Ayres at Kinnell. A detailed report of the BPA Board Of Inquiry will be submitted to the next STC Meeting.

N.C.S.O.

(c) Phil Corr

A preliminary report on the death of Phil Corr was given by NCSO. This accident, as it involves a fatal air crash, is being investigated by the Accident Investigation Branch of the Board of Trade. The BPA are co-operating in this investigation. A report will be submitted in due course.

Item 11**Incident Reports****(a) Fighldean**

A report has been received of an incident where a jumper, using a Merlin canopy, initiated a late spiral prior to landing and failed to pull out in time. The jumper sustained back injuries. It was decided that the incident was an error of judgement and no further action is necessary.

(b) Sturgate

D. Howerski described a serious error of judgement made by himself during CRW instruction resulting in a cutaway of the jumper under instruction. Mr. Howerski had (a) Failed to check the number of 'square' jumps previously done by the student. (b) Carried out CRW manoeuvres with the student which he had not briefed the student he would be carrying out.

There was considerable discussion during which P. Cavanagh stated that in his opinion D. Howerski should be banned. D. Parker concurred.

Proposed by R. O'Brien, seconded by A. Rose that D. Howerski be severely reprimanded.

12 for. 1 against.

D. P. McCarthy and P. Cavanagh abstained.

(c) Montford Bridge/Royal Green Jackets Team

The reports from the pilot and the jumpmaster upon the incident at Montford Bridge were read to the meeting. A jumper struck the tail of a Piper Lance on an RW exit causing Category 4 damage.

Major G. O'Hara, Commandant of the APA Centre Netheravon then addressed the meeting. The incident is the subject of a Board of Inquiry by the Army Parachute Association. The Instructors rating of the jumpmaster concerned has been withdrawn pending the outcome of this APA Board of Inquiry.

The finds of this Board will be sent to the BPA.

(d) Ipswich

An incident, which occurred some weeks ago, was described. A jumper had experienced slider trouble and, whilst clearing this, had missed the DZ. During his landing he did not see the lamp post (!) and sustained a fractured hip and ankle. As this was an error of judgement on the part of the jumper it was felt no further action was necessary.

Item 12**Request for extension before requalification for Instructors Rating**

Mr. Bishop will be asked to provide a letter from his CCI supporting his request.

N.C.S.O.

Item 13**Presentation on FXC 12000 Servicing — J. Walmsley**

J. Walmsley gave a very good presentation on the Netheravon system of servicing FXC 12000 AOD. A written paper was also distributed. He requested that all incidents involving premature FXC firings and other abnormal happenings be reported to him in order to establish more history on these AODs.

During discussion Mr. L. Thomas suggested that FXC would be better sent to USA than France for servicing.

The notice received from FXC Corporation will be attached to these minutes.

Item 14**BAPC informal liaison on accidents**

It was agreed that the NCSO should liaise informally with BAPC on any accidents involving BPA members.

Item 15**Any other business**

(a) Manchester. An exemption was requested for J. Diamond to act as CCI for the Manchester Parachute Club in place of N. Law.

Proposed by T. Knight, seconded by A. Rose that the exemption be granted subject to J. Diamond attending the September Exam Course at Sibson.

8	For
5	Against
4	Abstentions

(b) A request has been received from CAA Airworthiness Division for an updated list of aircraft in parachuting use in UK.

The NCSO will circulate a form to all clubs asking for details of all parachuting aircraft.

N.C.S.O.

(c) Special DZ clearance. Mr. D. Prince requested a special clearance of a slightly undersize DZ to be used during a TV programme about a student. The student, using a helmet radio, would only jump into this DZ after a minimum of 10 jumps into D. Prince's own DZ.

Proposed by D. Prince, seconded by K. Townsend that this clearance be given.

11	For
4	Abstentions
0	Against

(d) Mr. P. Slattery had rung the BPA Office to inform the meeting of an accident in which he had sustained two broken ankles. He was jumping a Gaurdian 22 ft. reserve on a test jump and estimates that his descent rate was in the region of 32 feet per second.

It is thought that this is possibly the only example of this reserve canopy in use in UK.

(e) Mr. R. O'Brien produced for inspection by the STC a pack/harness, copy of an SST Racer, by J. Hiley.

Amongst the many faults pointed out were the incorrect routing of the ripcord housing and that the end fittings of the cable housings had pulled off.

Concern was expressed by the STC at the number of bad examples of J. Hiley's rigging that were surfacing (Mr. Hiley's riggers rating was removed by the STC on 29 April 1982).

Mr. J. L. Thomas produced an example of a cutaway handle made by Hiley that had used cables covered in a softer plastic than normal.

Proposed by R. O'Brien, seconded by P. Kibblewhite that a Safety Notice be sent out advising that all Hiley made equipment be banned until it has been inspected by a BPA Master Rigger.

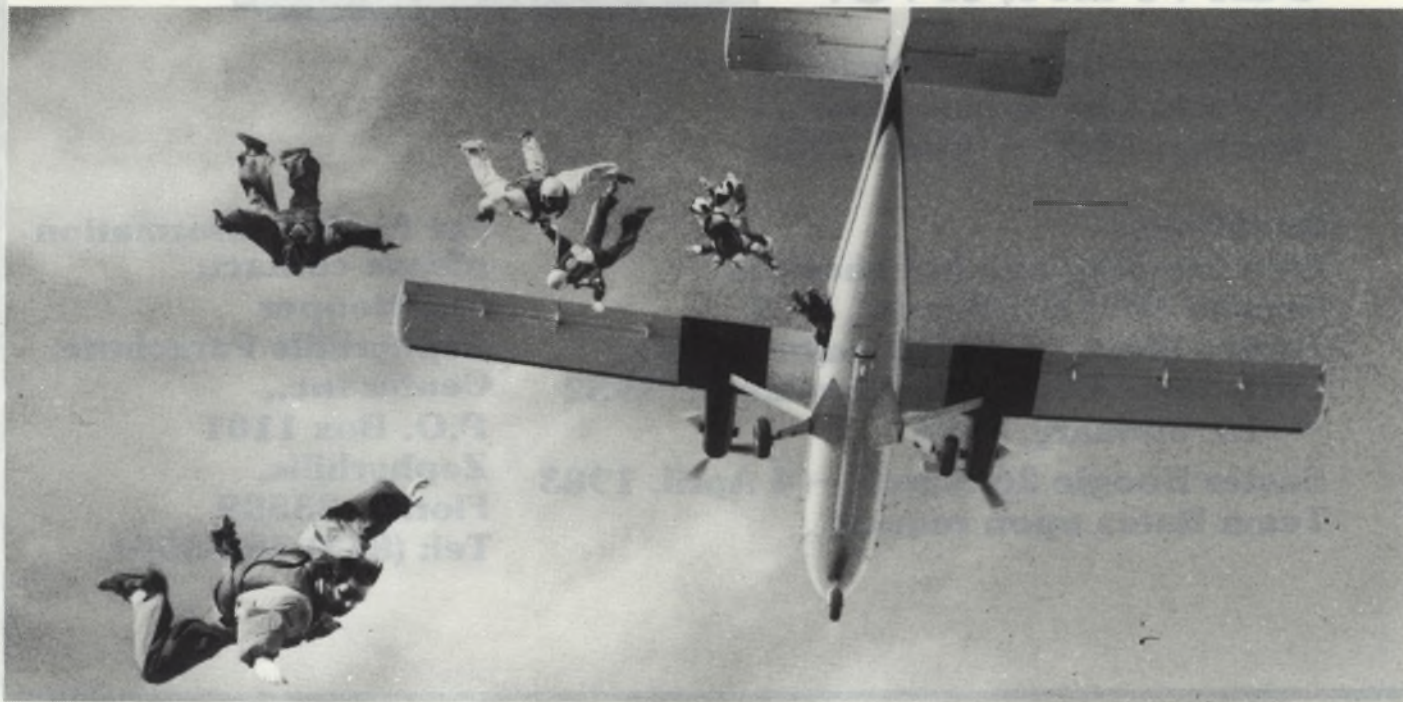
16	For
1	Against
1	Abstention

N.C.S.O.

(f) A request was received for permission to run a special examination course for an instructors rating. This exam is required by Mr. F. Smith, who is a medical student with a further 2½ years to go on an intensive study course. The course precludes him taking time off during week days to attend a normal PI/Exam course. Mr. Meacock and Mr. O'Brien have already tested Mr. Smith on some parts of the syllabus with good results.

Proposed by R. O'Brien, seconded by G. Douglas that permission for the special exam be granted. 12

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Photo of Jump Street CRW Team by Mike McNamara



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