

THE

OCTOBER 1982

# SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

95p





# THOMAS

## SPORTS EQUIPMENT

### MANUFACTURER & SUPPLIER

Directors: J. L. Thomas and G. Thomas



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



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THOMAS SPORTS EQUIPMENT  
TOP FLOOR  
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Europe

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## DIARY OF EVENTS

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.

The "Turkey Meet" is to be held 20th-28th November, 1982. The events are, as always, 8-Way Sequential, 10-Way Speed, 16-Way Sequential and 20-Way Speed.

Further to my letter of the 22nd September, the date for the Memorial Service is Sunday, 7th November at 2.30 p.m. and it will be held at Swansea Airport.

### PI COURSES / EXAM COURSES

November 8th - 12th at Sturgate PI Course  
November 15th - 19th at Sturgate Exam Course

February 1983 7th - 11th at Netheravon PI Course  
February 1983 14th - 18th at Netheravon Exam Course

## EVENTS FOR 1982 At BRITISH SKYSPORTS, BRIDLINGTON

Tel: (0262) 77367 for details.

### MEETS

#### NIGHT JUMPS

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

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BRITISH PARACHUTE  
ASSOCIATION  
47 Vaughan Way  
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Tel. (0533) 59778/59635

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Debbie Walker



Affiliated to the Federation Aeronautique  
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

In the last issue of Sport Parachutist, Jim Crocker requested that editorials which were contrary to Council policy should "carry a note to the effect that the views expressed are mine alone".

Well, although the views expressed in this editorial are certainly contrary to current Council policy (at the time of writing) I doubt very much that they are "mine and mine alone".

Jim also referred to "Council decisions reached after careful deliberation over many months".

Council recently took a decision that will result in the 1983 World RW Championships being held in South Africa.

A decision that certainly was not taken after "careful deliberation over many months".

A decision not even taken at a normal Council meeting but after Council members were asked to telephone the Chairman, who's views on the subject are a matter of record (see S.P. editorial Vol. 16 No. 4 August 1979).

A decision received with dismay and disbelief by the RW competitors not only in this country but world wide.

A decision that could adversely affect our credibility with the media and leave us open to criticism from interested parties.

A decision that could have a very divisive effect on the membership of this association.

A decision that with respect to all concerned should never have been allowed to be taken in such an ill advised way.

**Council decisions should not only be democratic but SEEN to be democratic. This at least we owe to the membership who elect us.**

DAVE WATERMAN



Self portrait  
by Rod Boswell  
on a "Mr Bill"  
dive  
See story page 17



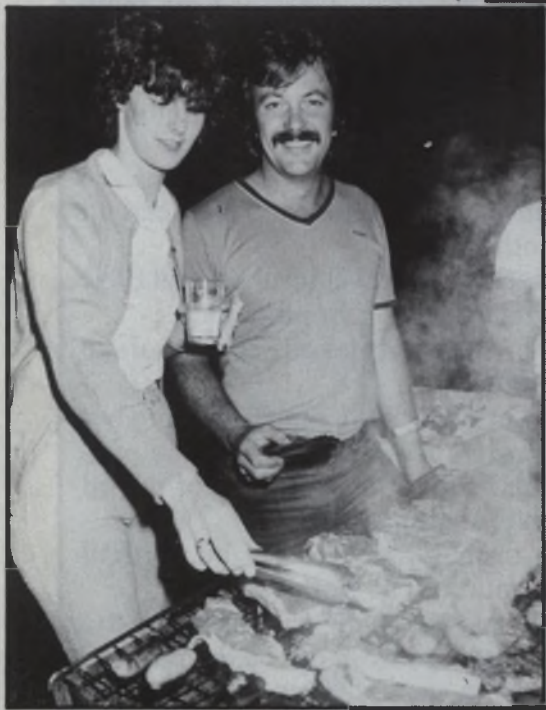
# — THE DROP MAN — THE DA

## FILMING THE IMPOSSIBLE? ▶

Leo Dickinson and Mandy Smart pictured on the way to their wedding reception after being married at Lickey Church, Bromsgrove. John and Fay Boxall, Bob Charters, Paul Applegate, Jim Mitchell and Barry Lewis completed the wedding drop. John Boxall was best man. Photo Simon Ward.

## THE WAY TO AN INSTRUCTORS HEART?

Instructors Andy Page and Sandra Reed pictured at a Bar B.Q. at Ipswich Parachute Centre. They were married 17 days later on 27th July. Must have been Sandra's cooking? ▶



## SKYDIVING CLUB IN CANARY ISLANDS LAS PALMAS

Place: Gran Canaria Maspalomas  
 Hosted by: Paraclub De Gran Canaria  
 Date: 26, 27, 28, 29 and 30 December 1982  
 Aircraft: Aviocar Casa-212  
 Registration Fees: 10 dollars  
 Jump Price: 10 dollars each  
 Jump Altitudes: 10.000 - 13.000 ft. for relative work  
 Documents required: Log book, Skydiving license and insurance  
 For more information contact:  
 Francisco Romero  
 C/Mesa y Lopez, 15 - 6°C  
 Las Palmas  
 Tel: 247393 - 249918 Telex: 95185

### ADDITIONAL NOTES:

1. In the registration fees are included, the use of the Club Installations (bar, restaurant and swimming pool) and bus transfers.
2. From the 15th December to the 15th January 1982 the club operates daily with a Cessna 206 coming from Paracentrum Texel, from sunrise to sunset. It means you can jump every day.
3. As December is high season in Canary Islands it is recommended to book your flight immediately.
4. Please confirm if you come, before 15th November.



## MIDLAND PARACHUTE CENTRE RW AND CRW AWARD

The Midland Parachute Centre have instigated a new Sport Parachuting award. It is for combined RW and CRW. To qualify the "skydiver" has to participate in a RW formation and a CRW formation of at least five persons on the same jump.

The RW formation must be free flown and held for at least five seconds and the CRW formation must be held for at least 1,000 ft. to qualify. Those interested contact M.P. CRW Award, 2 Jellicoe Close, Daventry, Northamptonshire, NN11.



" I'M NOT SURE IF I'LL EVER  
 GET USED TO THIS SWISS PARALERT! "



# OP INN — THE DROP INN —



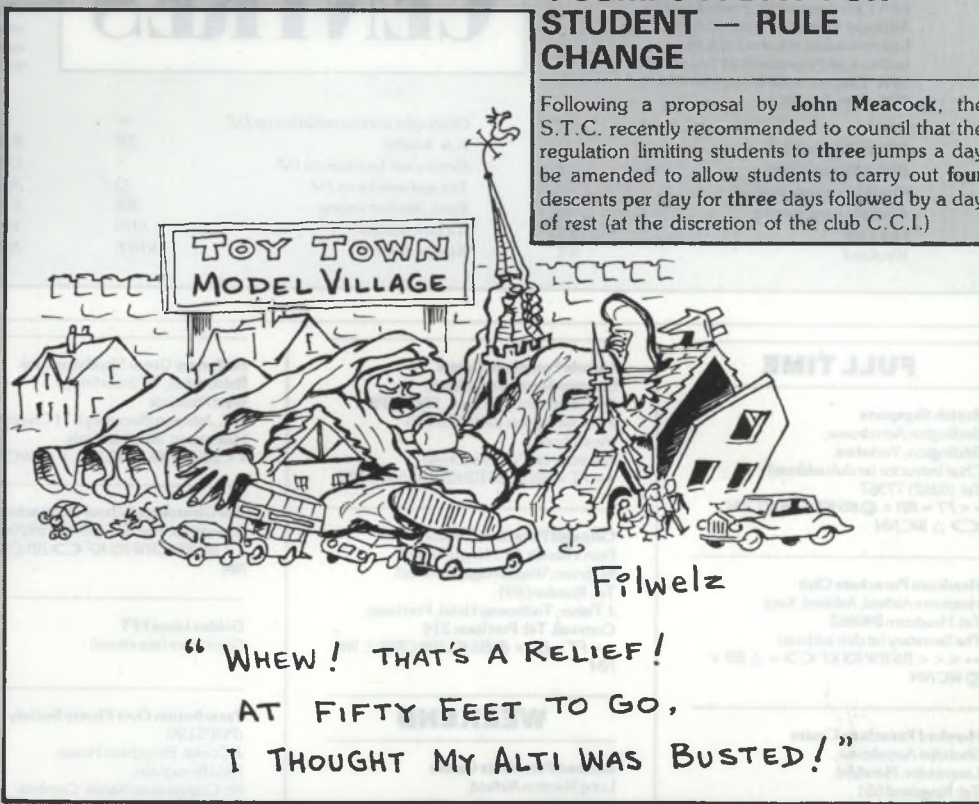
Following his One Thousandth Free-Fall on Thursday 16th September, **Dave Turner**, after attending two PI/Exam courses in a Staff capacity, was recommended by the Sibson course Examiners to be elected by the October STC to the Association's Panel of Examiners.

At 25 years old, this makes Dave, who has been in Sport Parachuting for six years, the youngest member of the Panel. Dave was the first secretary of the British Collegiate Parachute Association, and since graduating two years ago has been the joint owner of the Montford Bridge Paracentre, Shrewsbury, where he is CCI.

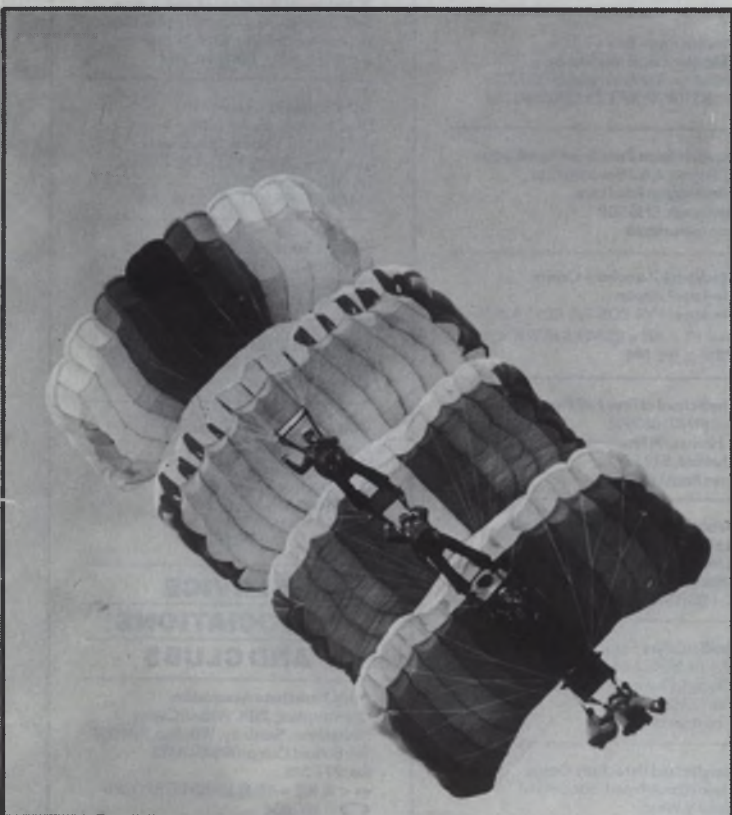
Sorry about the mug shot Dave, but it was all that was supplied by your P.R. Person.

## 4 JUMPS A DAY FOR STUDENT — RULE CHANGE

Following a proposal by **John Meacock**, the S.T.C. recently recommended to council that the regulation limiting students to **three** jumps a day be amended to allow students to carry out **four** descents per day for **three** days followed by a day of rest (at the discretion of the club C.C.I.)



**"WHEW! THAT'S A RELIEF!  
AT FIFTY FEET TO GO,  
I THOUGHT MY ALTI WAS BUSTED!"**



### BIRDS OF PREY UNITE

BPA Treasurer **Peter Ritchie's** Harriers Display Team were joined by Ian Parsons and Mike Marais' Merlins and put together this fine quadraplane which landed on target at Worthing Rugged Club.





# BPA CLUBS AND CENTRES

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

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

## Overnight accommodation on DZ

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

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

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

## FULL TIME

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

**Headcom Parachute Club**  
Headcom Airfield, Ashford, Kent.  
Tel: Headcom 890862  
The Secretary (at club address)  
\*\* ≤ < < BS RW KS KF ○ = △ BB ×  
© WC NM

**Hereford Parachute Centre**  
Shobdon Aerodrome,  
Leominster, Hereford.  
Tel: Kingsland 551  
Chief Instructor (at club address)  
\*\* < FT = BB × © 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 × © WC NM

**Ipswich Parachute Centre**  
Ipswich Airport,  
Nacton Road, Ipswich, IP3 9QF.  
A. G. Knight. Tel: (0473) 76547  
\* ≤ < BS RW CRW KS KF = △ BB × ©  
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 0TS, 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 × © 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: Corringham (042 783) 620  
(Anaphone)  
Secretary (at Centre address)  
\* < FT = BB © BS KS KF RW △ WC NM

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

## WEEKEND

**Midland Parachute Centre**  
Long Marston Airfield,  
Nr. Stratford-upon-Avon, Warks  
Tel: Stratford-upon-Avon 297959  
Dave Deakin, Titton Cottage,  
Stourport-on-Severn, 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 Headcom 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**  
Headcom Parachute Club, Headcom,  
Kent. Tel: Headcom 890862  
M. Tullett, 37 Chaucer Road,  
Farnborough, Hants., GU14 8SP  
Tel: Farnborough 518887  
\* see Headcom 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 ○ △ × © 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 (POPSUK)**  
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 × © 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 ○ × ©  
WC NM △ = BB

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

**Manchester Skydivers**  
(see British Skysports)  
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, Dorset  
Nr. Grange-over-Sands, Lancs.  
Tel: 044853 672  
J. D. Prince, 21 The Coppice, Ingol,  
Preston, Lancs. PR2 3OL  
Tel: Preston 720848  
< BS RW CRW KS KF ○ = △ BB ©  
WC NM

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

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

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

**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 × 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 KS KF ○ × △ ◎ WC

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

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

**COLLEGIATE CLUBS**

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

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

**FULL TIME CONT.**

**Dunkeswell Skydivers**  
 Ian Loutti  
 Dunkeswell Airfield  
 Nr. Honiton, Devon  
 (Luppit 350)  
 \* < FT = BB × ◎ BSKSKFRW CRW  
 ○ △ WCNM

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## CORRESPONDENCE

### ADVANCE COURSES

Recently a very successful Advance Parachute course was held at Netheravon for service personnel. During the course, which lasted two weeks, many subjects of Sport Parachuting were covered, including RW and accuracy instruction, seminars on CRW and Display parachuting.

Over a very short period a great deal of knowledge and experience was gained by the majority of people who attended. On behalf of the course I would like to thank Major O'Hara, Bob Charters and their staff, (which included the Royal Artillery Parachute Team), for a well run and enjoyable course.

To my knowledge only Peterborough Parachute Centre other than service centres have or are taking steps to introduce a continuation parachute course. Although this may not be practical or financially possible for small clubs to run such a course, I am sure the occasional seminar by club instructors would not go amiss for student members?

Jump Hard, Land Soft and Comfy Bar Stools.

ZEKE THACKRAY 63748

### PAUL LAWRENCE

After a lot of pondering about whether or not to write to your correspondence page, I've finally decided to say my piece to your readers.

Last January my husband Paul died whilst trying to perfect some kind of technique when he attempted some "tethered flying". That is, he was parascending from a stationary vehicle. He knew that this was frowned upon, but other people had told him about its merits, so he decided to give it a try.

At the inquest the coroner said that he could understand that a parachutist might think that he or she would be able to parascend without proper expert supervision, this just isn't so!

All I can say is that if any of you out there want to use parascending as a means of improving certain skills, do get properly trained with a parascending club.

Also, just in case you should break a leg or worse, do make sure that you're properly insured. I was lucky enough to have very supportive relatives, but somebody else in my position might not be so fortunate.

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.



Sadly, all the ifs and buts in the world can't bring Paul back, but perhaps this letter might make somebody stop and think.

The BPA has regulations for a reason, to keep its members alive. However, just in case you're prepared to take risks, remember that you may not be the one to face the consequences, but those left behind have to.

Paul was very safety conscious, and while he enjoyed parachuting, he took it seriously and treated it with great respect. As far as he was concerned, he didn't take risks being a very confident person. Perhaps he was a bit like one of you, if so, well take care and try to make sure that you come home safely.

BRENDA LAWRENCE

### DOCTOR WHO?

We, the undersigned, being of one mind and having but one mother and father, do hereby wish it to be known that the use of our aliases frequently favoured by contributors to your magazine should be discontinued forthwith.

We wish to be answerable only to the name on our common birth certificate which is

— ROGER MARTIN FLINN —

The omission of our second forename will be acceptable to us.

signed ROGER FLYNN

DOC FLYN

DOE FLYN

RODGER FLIN

DOC FLIN

ROGER FLIN

Point taken Dock! Ed.

Please find enclosed a negative of Tom Moody's second, three second delay jump performed at Blackpool Parachute Centre.

I do hope you can use this photograph in the *Sport Parachutist* magazine as the members would like to see some photos from Blackpool P.C. included.

CHRIS HORSFALL  
Res. Photographer

Well Blackpool, we aim to please.  
Ed.

### BASE OSTRICH?

In response to Mike Cobbe's letter regarding BASE jumping, I feel that his attitude of "not getting involved" is about as constructive as an ostrich burying its head in the sand, and that the BPA should not try to be isolationist, in this matter.

Yours,

STEVE WHITT BPA 111147

### BASE AGAIN

Recently I have read many articles in SP and other magazines on the subject of BASE jumping. Although personally I do not support this activity there are no doubt many who do whether they are the actual jumpers or just sympathisers who through their efforts/actions jeopardise parachuting for the majority of jumpers in their respective areas of the sport whether it be at club level or national level.

The problem is of course how does the BPA disassociate itself from those in the parachuting community who are bent on having the sport banned due to their activities?

I believe the BPA can take a leaf

out of the Australian Parachute Federation's book. Currently in the UK membership of the BPA is purely a matter of choice and as we don't all carry large banners proclaiming our membership of the association (or non-membership for that matter) the public tend to tar us all with the same brush. No matter how many disclaimers are published after some BASE jumping incident the time lapse usually means the public will not be aware that the association is against this form of jumping. What's more the public are not interested in reading much more than the sensational aspect of the sport.

In Australia the membership of the APF is mandatory for all interested in parachuting of any sort. Visitors are covered by reciprocal arrangements with other international associations but a jumper who is not a member of one of the recognised parachuting organisations just does not jump!

This arrangement enables the APF to closely monitor all aspects of the sport. Of course they are aided by the fact that by comparison Australia has fewer exponents of the sport than the UK. Be that as it may if a member of the APF were to participate in some activity injurious to the image of sport parachuting the APF could seriously curtail the individuals freedom to jump to the point of suspending his/her jumping altogether.

Some may say this removes the freedom of choice currently exercised in the UK and others may say it would be in the BPA's favour to press for such legislation to boost it's membership and therefore it's revenue but I see it as a means of uniting against those who would take the sport from us by their actions. Legislation would not be necessary if clubs were to promote voluntary membership of the BPA to its members. This would possibly have the indirect advantage of lowering membership costs or place more funds at the disposal of the BPA to help those clubs that complain that the BPA does nothing for them.

Any comments?

GIL NALDER BPA91084

### HAPPY SNAPPING

I have really enjoyed reading many of the articles over the past year on such things as CRW, kit, running an aircraft, etc. I had intended to ask if there was an article planned for freefall/CRW photography as I have recently become interested in this side of the sport. I then recalled that someone else had enquired about this and on flicking through the back



issues I found that Nigel Slee had mentioned it at the end of his letter in the December issue.

I am sure that such a feature would be of interest to many people like myself who are learning by trial and error. Some of the questions that immediately spring to mind are: what is the best lens to use; is fast or slow film better; what about aperture and shutter speed settings; will filters make the photo more interesting? Unfortunately I am not an aspiring David Bailey so I find most of the experimenting being on the technical side rather than on the actual positioning yourself for the shot.

Finally, for all us would be photographers who would like to display our 'work' in the magazine; is it better to send slides, negatives or prints for good reproduction and would we get them back if we enclosed a SAE.

Happy Snapping

RON TAYLOR D3985

*I'm working on such a series at the moment which we hope to publish during the winter period.*

*Please send SAE with any material submitted. We have only a limited amount of space for colour but it is possible for us to get a monochrome print from a slide, colour neg or print. Ed.*

## MR. BILL EVERYWHERE?

What do you think about this picture as a coverphoto of "Sport Parachutist"? This dive was performed by Herman Landsman, Simon Woerlee and Charles von Sury on 4-7-1982 above Texel/Holland. The camera was mounted on Simon Woerlee's foot. On the picture you can see Charlie von Sury (captain of "The Texel Experimental Circus") sitting on Simon's shoulders. The moment this shot was taken the altitude was 5000 ft. We hope you like the picture and hope you'll find the answer on the question "How did they do that"? With the compliments for "Sport Parachutist".

Blue Skies!

SIMON WOERLEE

CHARLES VON SURY D3151

*Well Simon you are about one month too late. I expect you have seen our current front. Ed.*

## RIVAL ASSOCIATION

It is with regret that I have to tell you that your Association has now some competition.

I enclose a copy of the notice which was recently posted on the board at Halfpenny Green, to announce the arrival of the British Turkey Association. I will not waste expensive paper explaining what it's all about, I think the notice does that itself.

However, I will waste expensive paper by telling you how the B.T.A. was formed.

I was a lonely Cat.4., and I was stuck there. Owing to my brain-lock, lack of funds, and a recent lay-off which had seen me back on the state-line I was going nowhere fast.

Simon was doing just as well as I was, except that he was jumping



more often, and consequently getting all the glory (cries of "oh, what a hero!" and "oh no, not again, Simon!"). He continued every weekend to fight the air, and every weekend the air threw him off the plane in a variety of balletic poses.

Instructors fought to dispatch him. If he was first out of the plane, heads leant out of the doors, windows, bomb-bays and luggage hatches to match.

Cameras swivelled on helmets, and the new art form was recorded for all to see. He won a prize for best newcomer in a comedy film. We both had buckets of water thrown at us.

And it came to pass one day, as Simes walked off the DZ with me after our first D.R.F.S. (Dope-Rope Full Service), he turned to me and said, "You know, there ought to be an association formed for us, the British Turkey Association, and I should be B.T.A.1.)"

I became B.T.A.2. No more numbers were ever officially nominated, because neither of us could remember what comes after 2.

Halfpenny Green was suddenly full of Turkeys! Hardly a weekend went by without us gazing skywards at cock-up after cock-up. As people drifted down after a bum dive, cries of "TURKEY!" flew at them like 88mm flak. A logo was dreamt up by Simon, and after a few discussions at the Royal Oak, some tentative rules emerged, which eventually resulted in the learned paper you see before you.

I have also enclosed an example of the sort of safety notices we have had occasion to issue, with some regret, to all members.

At present, the B.T.A. is in hiding in the weeds and thicket behind ½ P.G.'s clubhouse, but we heard through an open window the other day that the committee are talking about calling in an air strike to destroy

our lair. They will not succeed.

Even now we are preparing to move into a disused air-raid shelter on the far side of the airfield. In there we will set up our printing presses and flood the nation with our anti-establishment writings. We shall not rest until we have established a new disorder, the cry of "skydive" has been banished for ever, and replaced with the voice of a million idiots hurtling and plummeting to the cry of .

SKY TURKEY!!

B.T.A.2.

(Better known as R. Boardman — BPA 93240)

## AFF — A STUDENT'S VIEW

I read with great interest the arguments about the introduction of an AFF system in Britain, in the August edition of "Sport Parachutist". As a student I would like to see an introduction of an AFF or SIMILAR system.

I have been jumping for over a year and during that time have only managed 17 jumps because I have had to move around the country with my job, which also keeps me bust on a number of evenings and weekends. Out of those 17 jumps, 1 was freefall, 3 were VGT's, 9 were VGT DP's and the remainder had minor faults. The freefall remarks make interesting reading but it was the weather and time lapse rule which made me go back to DP's which I am now working off the required number of VGT DP's before being allowed back onto freefall.

I want to progress further but feel that had all the later jumps, after a prerequisite number of static line jumps, been done at altitude under

supervision, I would have progressed further than I have already got, as I could also have identified and corrected problems there and then instead of waiting for the next lift, which unfortunately may be a few weeks away.

I fully support the need for safety, but at a time when people are talking about trying to promote the sport and give it a boone I feel the council should take a serious look at the possibility of introducing a safe AFF system, before the likes of myself lose interest and leave the sport, not for want of trying, but because they become tired of the time spent waiting to progress.

I would be interested to hear what other students feel about the introduction of an AFF or SIMILAR system.

Yours sincerely

M. Turner (BPA No. 74330)

Dear Ed.,

Having just returned from the States I thought I'd let you know of some latest happenings over there.

Two months ago Pete Hanlon and myself flew to Seattle for an 8 week holiday in the States with a short hop to Canada. Down to Perris L.A., where we saw Vic Logan shouting that the Swimming Pool was full of Herbies. Then heading east to N.Y. Eventually we decided to head for the U.S. Nats in Muskogee OK and arrived for the last 2 days of the boogie to find out the 734 had registered before us. When the Nats were in Droggess. We headed for the alternative DZ at Talequah, and met our old mate Ken Hills, last year's organiser of the Nats. Naturally in the evening we decided to go for a meal at the local Pizza Parlour. Eventually the chat led to "have you tried a MR BILL yet?" "Mr Bill's what?" I replied to Ken. He then went on to tell the tale. Two or three months ago two guys Mike and Skip went over to Talequah from N. Carolina and talked to Curley (an instructor and hot skydiver there) about a new form of sport the idea being two people under one parachute. "Let's hear more" said curley, "Well" said Mike, "the idea is to take a 182 with a step exit to 7,000, slow it to about 60mph and out goes the first man commonly known as the Host or Clingee, he gets into the normal base, stable position, next the parasite or clingon exits and faces the Hose, placing his hands inside the front webbing of the Harness below the reserve handle. The Host then puts his hand in the Parasites webbing around the 3-ring the other hand being held onto the strut he then shouts RSG and on the go replays his throwaway and flings off, grabbing the parasites loose jumpsuit above the shoulder. The parasite then wraps his legs around the Host's bum. Tucking his head into his breast. They both hang on keeping stable while the parachute (preferably a swivelling unit deploys. This is called a Mr Bill. Next the clingons climbs up the rizers and onto the shoulders of the Host facing in an opposite direction both feet on his shoulders arms chimpanzee style. At about 4,000 ft. the parasite exits to the calls from the Host of 'Oh No MR



BILL'. He then deploys from the normal height. This is called a "Piggy Back Mr Bill".

The mind boggles at the possibilities passing sandwiches, sweets, coffee, cigs 8 Mr Bills exiting then 8 way speed 3 way CREW have already been done as have Mr Bill Transfers. All this has been photographed by **Mike Bisemare** whose photos are submitted to Parachutist and will be in the earliest issue. I hear there will be a big article about it. I myself was involved in the first all Brit Mr Bill, at present there are about 25 Bills, expect to see ads in VS Mags soon for numbers T-shirts, Hats, Badges etc. Please find enclosed a photo of my Historic dive. Photo by **P. Harlow** (me and curly) Mr Piggyback.

Host — Parasite

Should you wish to reproduce this in the mag please feel free to edit in any way you feel suitable.

All the best.

Foggy UK Bill  
R. Hardgrave — D2788

## B.P.A. STATUS

The B.P.A. approved or affiliated status is being badly abused at present and the main reason for this is the weakness of the organisation itself.

## B.P.A. Membership First Jump Students

If a Club wishes to remain recognised as a B.P.A. affiliated or approved Club then it seems logical and fair that the 1st jump students of that Club should be processed by the B.P.A. It seems an utter waste of finance to advertise Clubs in the B.P.A. magazine as B.P.A. Clubs and to give them official endorsement in the eyes of the media when they refuse to contribute to the financial support of our organisation.

As a general guideline this type of penny pinching is usually aligned with an operation which inevitably will be using old, out of date equipment, no A.O.D.s, no radios, no kicker springs or any of the other modern safety devices currently available. The continued use of antiquated equipment is therefore currently endorsed by the B.P.A. in its own apathy! The B.P.A.'s financial problems are also worsened as it does nothing to rectify this increasing loss of income.

## Safety Standards

Currently a Club acquires B.P.A. status with the following criteria.  
16mm Film Projector  
Overhead Projector  
35mm Slide Projector  
Suspended Harnesses etc.

These criteria are training aids, the equipment itself is not covered. The problem comes as the student exits the aircraft and no amount of suspended harnesses or projectors will be of any use to him in a malfunction situation. However if he had good malfunction proof equipment in the first place then the need for the training aids virtually subsides.

The emphasis is entirely wrong. Clubs that are given B.P.A. status should be given it because they have good serviceable parachutes with all available modern safety devices and they process their 1st jump students via the B.P.A.

I would recommend the following be a criteria for

## B.P.A. Status

Firstly there should be no approved or affiliated difference, either an organisation has the safety standards or it does not.

1. Net skirted centre base tie static line bag deployed main canopies.
2. Automatic Activation Devices i.e. FXC 12000 or Sentinels.
3. Automatic Opening Devices i.e. Kicker Springs.
4. Student free fall systems with Diaper deployment and staged deployment.
5. Radios for all static line students.
6. All first jump students are B.P.A. members.

These are the basic requirements for safety and would immediately reduce the number of accidents and generally raise the safety standard of our sport.

## Finance

Obviously from D.Z. operators points of view this is the main hurdle, but what is the B.P.A. Councils primary consideration, finance or safety. Action is required on this situation soon. The B.P.A. is being seen to be vacillating and displaying weak and ineffectual policies.

## Timing

A final date should be established for this change and a time period allowed for Clubs to convert. Say one to two years. There are a large amount of B.P.A. Clubs and D.Z. operators who are dissatisfied with the B.P.A.'s attitude on this subject and if no action is taken even more B.P.A. subscriptions could eventually be lost.

D. L. HOWERSKI, D1027

## B.P.A. AND CLUBS

I refer to your editorial in the August issue of Sport Parachutist and to the paragraph replying to the person who had asked the question 'What does the BPA do for the Club'. How about:

- **Established** — written and published the basic safety regulations which are GIVEN to instructors, and which, if kept to will keep people alive.
- **Train** — at no charge to clubs/centres — their potential instructors — instructors — and advanced instructors — I repeat, at no charge.
- **Has**, in the past supplied cost price parachutes to clubs.
- **Has** supplied and does supply — at cost — training aids such as overhead projectors — posters — 35mm slides.
- **Given** parachuting scholarships to promising new jumpers.

• **Obtained** Sports Council support for the running of a well staffed well run central office.

• **Obtained** Sports Council support for the post of National Coach/Safety Officer who, in the role of Messrs. Shea-Simonds and Peacock played an important part in the running of the sport since the establishment of that position.

• **Organised** — ran — and sometimes subsidised the National Championships which in themselves often produced valuable press publicity and from which the National Teams were selected to represent the Country.

• **Paid** judges expenses for club competitions, allowed the attendance of the National Coach with the BPA van and equipment and sponsored such competitions with a grant of £150.00.

• **Established** the reputation of the Association with the Civil Aviation Authority and the Sports Council to such a degree that the Association is recognised as the clear authority of the sport within the UK.

• **Given** help and advice in establishing new DZ's.

• **Obtained** legal advice on planning permission for clubs — fought up to an appeal a planning refusal — given cash support for planning approval.

• **Produce** the magazine 'Sport Parachutist' to a consistently high quality.

• **Provide** cheap and reliable third party insurance cover throughout the membership.

• **Raised** cash for badly injured jumpers and helped their dependants.

• **Provide** a Board of Enquiry into fatalities that will act in an honest but sympathetic way and produce findings that are accepted without question by police and coroner.

• **Negotiate** with the CAA Airworthiness Division for the approval for parachuting of new types of aircraft.

• **Negotiated** with the CAA for an exemption to enable jump aircraft not to be fitted with seat belts or straps.

• **Obtained** CAA approval for simplified rules regarding display parachuting.

• **Provide** 'Certificates of Merit' for people who are not jumpers but who might have given valuable service to clubs — a useful and well received gesture.

The BPA has lost money over the past two years mainly due to inflation and attempting to do too many things. No organisation is perfect, but there is a lot more right with the BPA than there is wrong with it and if you are in parachuting you should do the decent thing and make your students become members. If nothing else but from self interest . . . IT MAKES SENSE.

JOHN MEACOCK

## TIME FOR CHANGE?

In response to requests for more letters on 'matters of importance', I enclose here a category system that I would prefer to use, if I were given the choice.

I feel strongly that it is about time we updated our methods, although I don't necessarily agree with some of the 'crackpot' ideas I have heard in the last few years. I believe that this new category system is one that is above all practical and SAFER than the old one and given a chance would prove to be popular all round.

It seems to me that if this sport is going anywhere in this country, we must sooner or later, be prepared to at least give new ideas a TRY.

After considerable thought, I first compiled my own revised category system about two years ago: amidst the present controversy over student training methods, it seemed a good time to offer it up as my contribution to improve the system.

I must point out that it is NOT an attempt at an accelerated freefall programme; nor is it an attempt to short cut the present category system. What it is, is a new approach working on the basis that a student cannot be expected to successfully handle being taught freefall TECHNIQUE until he has gained his confidence by mastering long freefall delays. A NERVOUS student is not capable of carrying out even the simplest manoeuvres, and is therefore a DANGEROUS student and inclined to panic if anything goes wrong; which is likely to happen on account that he is nervous and prone to making mistakes. A vicious circle, and one that can progressively demoralise the student and possibly lead to him quitting the sport in the belief that he is not capable of mastering the skills. I have seen this happen many times, as well as a great number of 'hairy' experiences watching students attempt freefall manoeuvres they are not really ready for, just because the category systems demands that they should in order for them to progress.

A system of progression should also be applicable to the kind of parachuting the student intends to do once he has qualified and clearly define what he is capable of at each stage. To this end I have included clear restrictions on relative work that will hopefully encourage proper instruction on the subject which should be within the scope of most clubs, while at the same time leaving instructors free to use their own methods of teaching.

No new system should be forced upon clubs and centres without being properly tested and examined; therefore I would like to see the B.P.A. offer permission to any club in the country to adopt it, on a trial basis, for the period of at least one year for evaluation. During that time, the club could carefully record EACH students progress and provide the S.T.C. with a complete report at the end of that time.

Now it's up to you.

Ricky Briggs, D1324



## PROPOSED NEW CATEGORY SYSTEM

- Cat. 1.  
Has been passed out on Basic Ground Training (six hours minimum) and is ready for first static line descent.
- Cat. 2.  
Has performed a minimum of three absolutely stable observed static line descents in the full spread position (counting throughout).
- Cat. 3.  
Has performed a minimum of three successful and consecutive observed static line descents with dummy ripcord (counting throughout).
- Cat. 4.  
a. Has performed a minimum of three stable 5 second delayed openings (counting throughout).  
b. Has remained stable throughout opening on each descent.  
c. Has looked at ripcord handle before and during the reach and pull.
- Cat. 5.  
a. Has performed a minimum of three stable 10 seconds delayed openings (counting throughout).  
b. Has learned to maintain heading during exit and free-fall.
- Cat. 6.  
a. Has performed a minimum of five 15 seconds delayed openings in the following sequence:  
1) One flat stable (counting throughout).  
2) After instruction in the use of instruments, three flat stable delays using instruments but continuing to count throughout.  
3) One flat stable relying solely on the use of instruments.  
b. Has been introduced to spotting.
- Cat. 7.  
Has performed a minimum of three 20 seconds delayed openings.  
Has demonstrated his ability to recover from an unstable position leaving the aircraft.  
Introduced to dive exits.
- Cat. 8.  
a. Has demonstrated his ability to perform the following manoeuvres in the following sequence on 30 seconds delayed openings.  
1) 360 degree turns left and right on a single descent.  
2) Back loops.  
3) Delta.  
4) Track and track turns.  
5) After link with instructor, turn, track, wave and pull.  
b. After completion of a. has been cleared for two way instructional relative work.  
c. Has been cleared for self spotting from all altitudes after having successfully jumpmastered three lifts.  
d. Has been introduced to high performance canopies.  
e. Has a B.P.A. packing certificate.
- Cat. 9.  
Has demonstrated his ability under instruction in both momentum and non-momentum two way relative work to fly and dock safely.  
Has been cleared to engage in relative work jumps in groups of not exceeding four, and where the Cat. 9. jumpers do not outnumber the Cat. 10. jumpers.
- Cat. 10.  
a. Has been cleared for all free-fall relative work parachuting.  
b. Has a B.P.A. advanced packing certificate.

## REVISED CATEGORY SYSTEM

Below I have broken down the categories in order to explain the reasons behind the changes I have proposed.

### Categories 1 to 5 inclusive

These, as you can see, I have left largely unchanged. The exceptions being the thirteen hour rule on ground training and the one on canopy control, both of which I believe to be superfluous.

### Category 6

As you can see I have made a number of changes here. I have dispensed with the necessity to perform manoeuvres at what I believe to be a dangerously early stage in the students free-fall career. Instead I have devoted this category to establishing free-fall stability to the stage where he/she should be able to confidently carry out a 15 second delay, having been properly 'weaned' onto the full use of instruments, without losing stability or spinning. These are perhaps the most important lessons that the student will have to learn and should be enough for him to cope with for the time being.

### Category 7

Really only a stepping stone onto thirty second delays, so three descents at this height should be enough, seeing that he has already proven his ability to fall stable. These three descents can be usefully employed by introducing the student to unstable and dive exits. By now the student should, wherever possible, be spotting for himself.

### Category 8

By the time the student has reached this height he should be able to free-fall on a long delay without losing control or stability, reading his altimeter and pulling on it at the correct height. Now he is ready to learn free-fall manoeuvres. **THEY SHOULD ALL BE PRACTICED AT THIS MINIMAL ALTITUDE WITHOUT EXCEPTION.** Now for the first time the student will have plenty of time to carry out the different exercises, and carry them out slowly, learning from his mistakes as he goes. If he loses stability at the beginning of a manoeuvre, he will have plenty of time to stable out and have another go. This way, in free-fall time alone, the learning process per jump will be better than doubled; in other words he will learn to free-fall better, twice as quickly, and SAFER! You will notice that I have also included in this category his first link with an instructor. On this, he must be able to demonstrate his ability to turn and track away quickly and efficiently before he can be cleared Cat. 8.

### Category 9

The Cat. 9 jumper can be considered, if you like, as an intermediate trainee relative worker. I have deliberately left the standard of two way R.W. necessary to be achieved before being progressed on to three and four way R.W. to the judgement of the individual instructor. My own personal view is that if the student is not capable of consecutively linking with a stable base with at least a 90% chance of success, he will be of little use in larger formations.

### Category 10

Self explanatory.

## COLLEGIATE MEET

These days my jump bill knocks my salary rather than my grant for six each weekend. This time last year however, I had just reached the end of my period as Chairman of Trent Poly Parachute Club, and was disappointed then that the Collegiate Nationals were held right in the middle of my — and presumably most other — Polytechnic students exams.

To my surprise exams once more inhibited the Paraski Collegiate Meet (May 8th-9th) this year. This strikes me as lacking in common sense and I would ask the Oxbridge Parachutists to bear with we Poly thickheads who need until mid July to guarantee freedom from exam timetables.

A Collegiate meet held in mid July at the earliest might well help to inject keen Poly competitors in sufficient numbers to ensure success for the BCPA; an organisation which is in my view a vital part of the BPA's long term future.

I am spending the next three years in South Africa and therefore would finally like to pass on my thanks and best wishes to all at Nethers and Headcorn for some outrageously enjoyable skydives, especially that bunch from Southampton University and Portsmouth Poly.

Go very safely now lads.

SIMON TURNER D4189

## GRIMDALE ANOTHER VIEW

I am but a humble static line student both eager and keen to progress,

but something came recently to my attention that causes me nought but distress. Apparently the D.Z. I oft frequent my progression may have cause to mar for facilities offered consist of one shower and the students are trained in the bar. Now after much thought and consideration my information it seems comes from a Sky God, Cat.10 competitor living on idyllic dreams.

N. McArthur, B.P.A. No. 108092

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## DIABETICS AND SPORT PARACHUTING

Many thanks for your kind letter of the 2nd August, and I was very touched by the appreciation which you express. I won't pretend that it has always been a pleasure to do medical vetting for the B.P.A. as it is quite tiring and aggravating work and there is little satisfaction or pleasure in having to turn somebody away. However, I think it is worthwhile trying to be as fair and careful as possible so at least if somebody is turned down they know that their case has been looked at in reasonable detail and care.

You mention the question of diabetics and this I have always found extremely vexing and difficult. As you know, there are many intelligent, articulate diabetics who put up a very strong case for their inclusion in sport parachuting. On the face of it, with good diabetic control, it does seem reasonable for them to parachute. However, I have always been worried that in a diabetic, one has a person who is dependent upon the balance between glucose ingested and an administered drug, i.e. insulin or tablets, to maintain his health. Important manifestations of imbalance of this control through insulin excess arrived at either by taking insufficient carbohydrate, i.e. sugar to match the administered insulin, or burning off glucose through extra activity, **are disturbances of mental awareness, alertness, judgement and emotional evenness.** These symptoms are very akin to those brought about by oxygen lack. The person concerned may fail to appreciate danger and react angrily if criticised or warned of any danger. The counter for this argument of course is that diabetics should guard against this state by taking extra sugar and keeping supplies of extra carbohydrate on their person to take at the first signs of this problem arising. This, of course, assumes that they recognise the signs and symptoms and that they do something about it if these occur a few seconds before exit from an aircraft. For these reasons, I decided that it would probably be wisest not to allow diabetics to parachute and I did discuss the matter with the British Diabetic Association who rather tended to agree with me, although a little reluctantly at first, as they are committed to fighting to remove restrictions on diabetics. I suppose we must be one of the only sports which

debar diabetics, apart from flying, and they are certainly debarred from driving public service vehicles. The other points worth consideration are that control of a person's diabetes may deteriorate with the passage of the years and that diabetics are, unfortunately, prone to develop quite a wide variety of complications, such as coronary artery disease, strokes and degeneration of the arterial system, leading to gangrene at the extremities, and also, for good measure, problems with eye sight. I wonder if you could pass these observations onto my successor, who may profoundly disagree and wish to rethink the whole thing, or even open a further dialogue with the British Diabetic Association. I will, of course, pass on my now very bulky files to him.

With best wishes,

Yours sincerely,

C. MURRAY-LESLIE

Consultant in Rheumatology and Rehabilitation

## The Diminishing Canopy

Three years ago I decided it was time to throw out my old, heavy B4 pack and PC canopy and I bought my first new light-weight square canopy. It came, not surprisingly, complete, ready to be rigged, packed and flown. The last three years have seen the development of more efficient and even lighter-weight canopies and I decided it was time to invest in a new one.

My first shock came when I realised that I had to pay 165% more for a new canopy today than I did three years ago (inflation only accounts for 40%). Anyway, I was not to be deterred by mere money, I took a deep breath, looked my Access card squarely in its plastic face and stretched it until it screamed.

F-111 material and Kevlar lines meant I was paying more money for less canopy, but when it arrived I realised why they were so light. It's not the F-111 material or the Kevlar lines, it's because there are no risers, bag, pilot chute or even toggles.

Next year, I understand that they will be supplied without lines and that the canopy will be so thin you will have to buy a coloured canopy in order to see it. Although it will be a hell of a job packing an invisible canopy it won't be half as embarrassing as jumping and finding out that you haven't packed it at all. Never mind, as you prepare yourself for an exceptionally heavy landing, you can think of the story of the Kings new clothes.

BISH — IAN BISHOP, D3059



## RESERVE STEERING PROBLEM

According to tests carried out by the Parachute Equipment Industry Association of the USA (PEIA). It was found that 26ft. Low porosity Reserves with a 4 Line release mod, mounted on two risers "MAY NOT BE STEERABLE". They recommend a change to Trivent or mounting on 4 risers.

## SUSPENDED HARNESS

'Strong Enterprises' of Florida USA are now marketing a suspended harness for novice training. The harness comes complete with a functional single point release, realistic steering toggles with simulated toggle pressure, plus complete comfort padding. The harness can be used in a Horizontal or Vertical suspension mode.

## NARROW RIG

Relative Workshops are releasing a Narrow version of the VECTOR piggyback aimed principally at the female market, as most standard rigs are very wide on the shoulders.

## 9 CELL

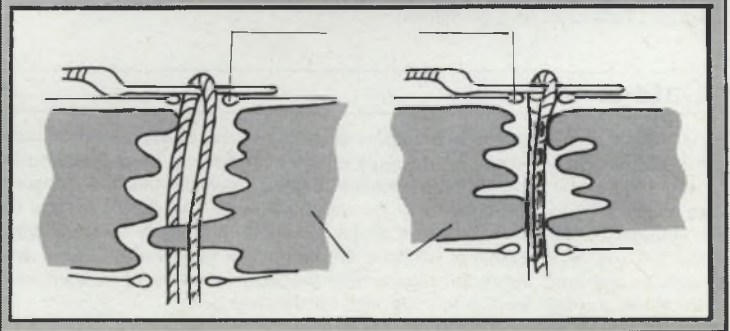
'Django Enterprises', makers of the Pegasus and Fire Fly canopies, have brought out a 9 cell ramair. Called the 'Dragon Fly', this 220 sq.ft., F111 canopy has a Span of 25 ft. and a chord width of 9 ft. The Glider ratio is quoted as 4.5-1 which allows very good recovery from bum spots. The accuracy capability is also reported as being good. In fact the Silver medal winner at the US Nationals accuracy event this year was using a Dragon Fly. However the conditions were good, which allowed a flat approach to be very difficult on this canopy. The Dragon Fly weighs in at 8 lbs. and packs up about the same size as a Pegasus.

## PREMATURE OPENINGS

Old and Weak velcro has been the cause of several premature openings recently. Apparently the bridle line running from a front mounted throwaway pilot chute comes adrift and due to flapping pulls the pin on the main container, creating a premature opening and a possible horseshoe malfunction. *Old velcro is very easy to replace.*

## QUICK LOOPS FITTED INCORRECTLY

When fitting the new 'Lite flite' Quick Loop to the RACER reserve pilot chute you should ensure that the loops are stitched where they pass through the container, leaving about 1/2 inch for the pin to pass through. It is potentially dangerous to allow an open loop to pass through a packed canopy and lines, as a loose piece of material trapped in the loop could cause a total malfunction. This principal applies to any through loop container system.





# Coach's Column

## ATTENDING A PI COURSE

Anyone examining on a PI course soon realises that there is considerable variation in the preparation of candidates who attend. From the ridiculous, deciding the weekend before the course, to the sublime, professional instructors from some related activity. For the most part though, anyone wishing to qualify as a parachute instructor, it is their first experience of having to do any form of teaching.

The aim of a PI course is to give the basics of the art of instruction, and make an assessment of the candidates potential. It is the official start of your parachute instructing career, but good preparation is needed in order to obtain maximum benefit from the course.

Firstly the minimum qualifications required to attend a course are:—

1. D. licence
2. 2 years in the sport

Having achieved that basic standard, the next stage in the preparation for attending the PI course is to get involved with your clubs student operation. To do this you will need to discuss with your CCI the areas in which you can help. Assistance with DZ control, flight line, manifesting, packing, etc: are likely areas. They will all get you involved in 'handling' people. During basic training courses, instructors very often require assistance with the demonstration of equipment, and help during aircraft drills, PLF's, and reserve drills. All practical periods where you can assist; and observe the instructor at work. Another important aspect of the preparation is a good basic knowledge of parachuting and parachutes, and of course BSR's. Although an Instructors Manual is given to all candidates attending a PI course, there is nothing to prevent you purchasing your own copy from the BPA office, well in advance. If you do, then the purchase price will be refunded when you arrive on the course. A sound knowledge of its content is essential for a good performance. Other useful reading would be Poynter's Manual, a RE-read of any of the current text books on the sport, plus the continual updating provided by the popular periodicals.

If having become involved with student training, and had a taste of the hard work involved, you still want to become an

instructor, the final requirement is a written recommendation from your CCI.

What happens on the course? Initially you will be given instruction in the responsibilities of an instructor, methods of instruction, S/L procedure, despatching techniques, preparation and planning of lessons. Plus specialist lectures on all aspects of parachuting. You will be asked to prepare lessons from the BPA's basic training course, and then give them to the other PI's. After which you will be given a critique by the examiners, with the emphasis on how you can improve your performance. You will be required to despatch S/L jumpers, usually the other PI's (this means you get a chance to jump the latest LL canopies). It is worth noting that you can despatch S/L students at your own DZ under the direct supervision of your CCI. Also a jump from 7000 feet, to test your own abilities, incorporating a dive exit,  $\frac{1}{2}$  series, followed by a track. There is also a written test.

I must emphasise that a PI course is not an exam, with a pass or fail. It is designed to teach, help, and encourage you to become an instructor. But of course any candidate must show a basic ability to instruct, in order to receive a recommendation from the examiners to go forward to the 6 month probationary period.

## ATTENTION TO DETAIL

Incidents and problems in sport parachuting are very often the result of a number of small things going wrong, or being overlooked. The good instructor must be continually aware of all that is happening on the DZ.

Whilst visiting a DZ, I was watching a student dropping programme, when it appeared that one of the students was descending upside down with her legs caught in the rigging lines. After a few seconds she swung into the correct position, with one of her boots going back into free fall. Apparently some rigging lines had caught in the HOOKS on the climbing boots. They hadn't been taped up on the flight line. So an unstable exit combined with some metal hooks just dying to snag on some loose rigging line produced a potentially nasty incident on landing. The tension of the rigging line luckily ripped the boot off.

Attention to even the smallest details will prevent these hazardous situations building up.

JIM SHARPLES

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# CHAIRMAN'S NOTES by Charles Shea-Simonds

I received the following letter recently from **Simon Jacobson** and he raises a number of questions which I believe are worthy of reply through the Medium of the magazine. I am grateful for his interest.

"Dear Mr Shea-Simonds,

*I am relatively new to Sport Parachuting. (Still on Dummy Pulls). I noticed in your column in the June edition of 'Sport Parachutist' you had a section marked Membership Input, encouraging people to write with ideas and suggestions.*

*I don't wish to give the impression that I'm telling you how to do your job, which you and the council do very well, but I feel more could be done in the area of marketing and P.R.*

*As we can all see whenever there is an accident in parachuting (military or civilian) or someone is involved in fixed object jumping, there are always a few lines in the National Press, which I suppose is understandable as its the job of the press to report the news. This of course shows up parachuting in a bad light.*

*I think one way to counteract bad press reports would be to submit to the sports editors, results of competitions, both National and International. All newspapers sports pages are full of football, cricket, horse racing etc, but many papers have columns of 'minor' sports such as rowing, shooting, fencing, etc.*

*The problem of getting the results published, (the results could come from either the centre or B.P.A.), could be overcome by inviting sport editors to a club or meet and showing them how organised parachuting works.*

*This of course could have the long term possibility of increasing the number of people taking up sport parachuting. (Most people's idea of parachuting is the Red Devils'). After all the potential for increasing membership is enormous when you consider that almost every healthy person between 16-50 is a potential sport parachutist.*

*As you will notice from my address I live in the Home Counties, which is a bit of a problem as there is no full time club within 50 miles. At present I go to Peterborough, which is a very good centre although it's a round trip of over 200 miles. The nearest full time club to me is the R.S.A. club at Thruxton. I did my first course there, whilst I found the training adequate I thought that the facilities and organisation were very poor.*

*I believe now there is a 'club' called 'Skybird' which has a DZ just west of Reading. They are not listed in 'Sport Parachutist'. When I phoned one Sunday morning to find out if they were jumping, an answering machine said no. It was a superb day. I thought if they weren't jumping today, when do they jump?*

*This is not meant as a criticism of the people at 'Skybird' but the club does seem rather vague. I still wonder why there is no club in the Berk/Bucks/Oxon/Herts/Surrey areas. I can understand that a club too near London might cause problems with air space near Heathrow Airport. Suggestions for possible sites would include Booker, Nr High Wycombe, Denham, Blackbush or Leavsdon, Nr Watford.*

*I'm sorry this letter has gone on and on, but I would be very grateful for your views and comments.*

*Thank you*

Yours sincerely,

SIMON JACOBSON"

On the subject of marketing and P.R. this has always taken up a considerable amount of Council's time and everything Simon suggests has been tried. The basic problem is that not only is parachuting a minority sport, it is also *not* a spectator sport. Getting publicity in local papers is relatively easy and the Association has produced a Public Relations brief (which forms part of the Instructors Manual) which gives useful guidance. National press is a somewhat different ball game. For two years the Association employed a Public Relations firm with only limited success — basically people can understand rowing, shooting or fencing (they are easily recognisable as being competitive, for instance) whilst they can't understand why we do something as hairy as jumping out of perfectly serviceable aeroplanes! Also you can send the media any amount of material (and do all the things Simon suggests) but you can't force them to use it. Sadly our sport, in common with hang gliding and micro lighting, provides sensational news when things go wrong and on this the press, sadly, thrive.

Simon's problems with individual clubs is something on which I cannot comment, but Thruxton is now under new management and **Dennis Woods** has already injected fresh ideas, facilities and enthusiasm since he and his wife, Sue, took over. Skybird, for reasons best known to themselves, do not wish to be affiliated to the Association and have told us they feel the Association does nothing for them or their first time students — other clubs don't agree but Skybird are entitled to their opinions — just wait till they have a planning or environmental problem that's too big for them to handle . . . see note.\*

Basically the problem of parachuting within the home counties is caused by the controlled air space associated with Heathrow, and too a lesser extent, Gatwick. Just look at an aeronautical chart and this is readily apparent. All the airfields you mention have been tried and either the operators do not want parachuting or there is an air space problem (or both!)

Simon says he's new to the sport and because of this I am particularly glad he's taken the trouble to write. Your Council want ideas and constructive criticism no matter what your experience level. B.P.A.'s job is to better the sport at all levels but we can only do it with your support.

Soft Landings

CHARLES SHEA-SIMONDS

Ed's note \*

See John Meacock's letter (correspondence)



# Mr Bill or the "Klingon" Dive



On 14 August at Weston four pairs of jumpers exited from the Islander and four canopies blossomed!

By doing a 60 knot run-in and hanging on hard with legs locked we succeeded in flying two people under each canopy. The leeches then climbed up and sat on the slider then exited to deploy their own canopies.

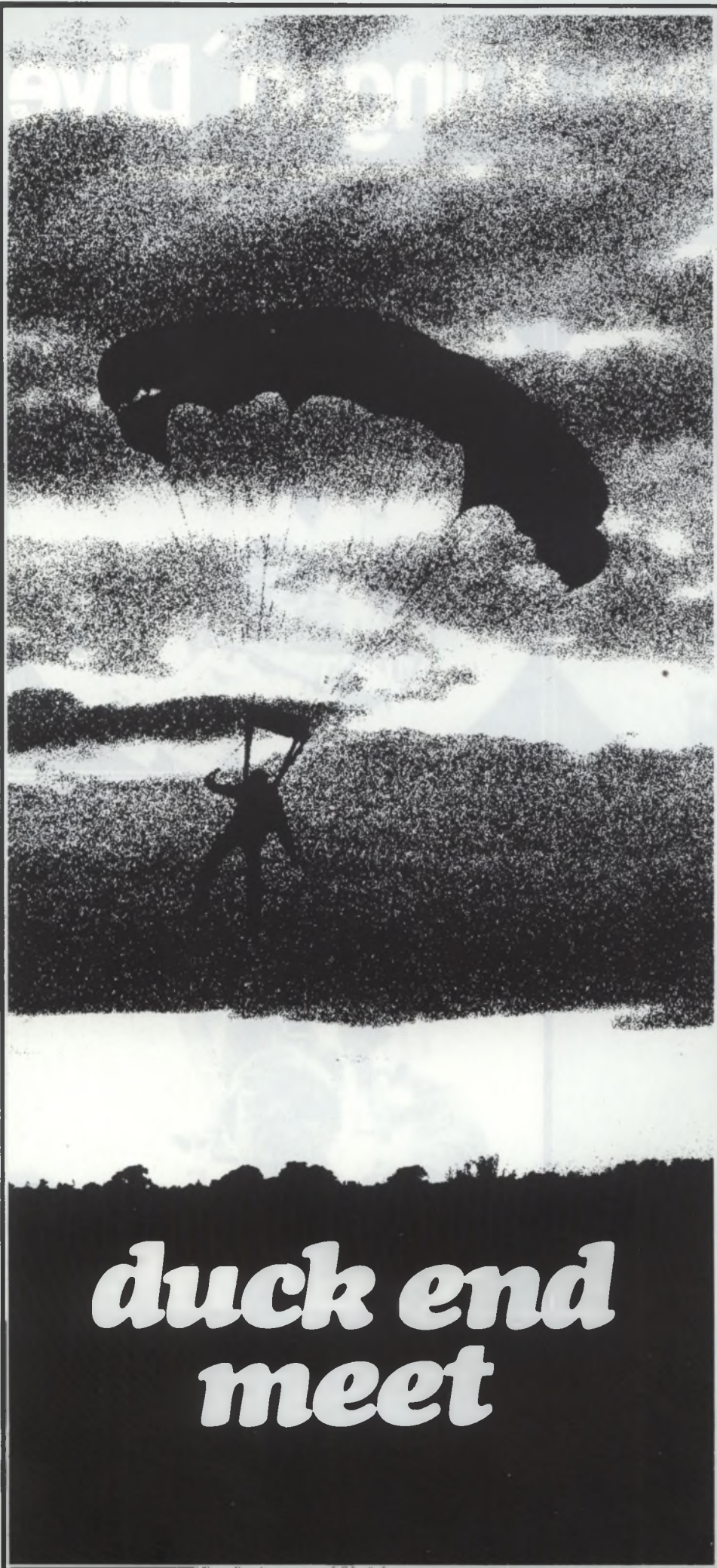
The most successful method was to do a standard hinge exit with the 'leech' holding the other's harness below the 3 ring circus and locking his legs hard around. On the 'go' the pair fall stable and the carrier holds the leech by his arms until deployment, also locking legs. By throwing the pilot chute in the slip-stream you get a very slow

deployment and virtually no opening shock. Once the canopy is fully deployed the leech climbs, with a certain amount of difficulty, up to the slider.

The descent rate is about that of a front riser descent of a single canopy. The exit from the canopy is still air and the whole thing is quite a buzz!

ROD BOSWELL





# duck end meet

**I don't suppose that way back in 1971 when the challenge was laid down between 'Duck End' jumpers and the Army, that the four teams who took part in the 1st Duck End Meet, really envisaged what they were giving birth to; a team accuracy event that would run for 12 years and after all that time still prove to be one of the most popular competitive events on the jumping calendar.**

We 'Duck Enders' responsible, if that's the right word for running the meet are unceasingly amazed by the fact that no matter what horrors we put you through over the years, you still come back again for more, and come again you did. This year in the form of 20 4 man teams armed with tents and campers to transform our humble little D.Z. into a bustling jumpers community, swelling the population of Abbotsley Village to nearly twice its normal size.

Each year, after it's all over and we're clearing away the debris, thoughts occur as to how we can make changes in the hope of improving the event next time around. The biggest change this year was moving the meet forward from its normal late September date to early July in an effort to defeat the British weather which, in past years has always tried, and last year succeeded, to defeat us. We didn't exactly sail through with no weather problems at all, but did cash in on the longer summer days and make good use of the usual summer evening lull on the Saturday. We must also consider ourselves dead lucky that the torrential rains of the previous weeks held off long enough for our strip to dry out. Only the weekend before we had stood in the middle of the runway with the water up to our ankles. We knew another storm near or during the meet would render it unflyable. Visions of another streamer extravaganza, like the one from Cranfield in 1974, loomed threateningly on the horizon. Having the meet in the summertime allowed for the second change of no marquee. **David Hipwell**, our very kind and understanding farmer, still had his barn empty and allowed us to use this as our base. No more worries about losing a very pricey item in a gale and a great boon to the kitchen with full water and electricity supplies, and what about those toilets!? Such luxury has never been known before, hot and cold running water, proper little cubicles, oh, such bliss!

Past patrons will recall that we've tried a variety of bogs over the years, ranging from a hole in the ground, a bucket in the middle of a large tent, (unisex, whistle while you pee), planks over straw bails (watch those splinters), straw bails without planks and a catalogue of other unseemly receptacles, most of which result in jumpers trying to hold it for 3 days, which certainly is no good for one's stomach or accuracy.

Friday, practice day for competitors and panic day for Duck Enders, dawned dry and clear. People soon began arriving to pitch their tents on David's front lawn and start practising from the club's 180. The other two aircraft were due in at dawn on the Saturday morning. Everything else was installed or taking shape and by 8.00 pm that night 20 teams had registered and we were all set to make the draw. I did me bit and duly pulled 'Duck End A' out of the hat as first team to jump. They later took me to one side and gave me a severe beating. At the briefing **Gordon Lilly** explained about our counter plan to fly from Bourne Airfield, should our strip go U.S. due to more rain. We could only wait and hope, keeping our fingers crossed.

At 6.00 am the next morning, **Bob Styles** our club Chairman and chief pilot, walked the strip, said it was o.k., started up the 180 and the streamer was thrown over the pit at 6.30 am by



meet director, **John Looker**. This revealed brisk winds at altitude and zero on the ground. The judges were all set up in our 5 meter pit (a daunting sight for those jumping at the farm for the first time) and all the teams were slowly prising open eyelids and getting their brains into gear.

Duck End 'A' made the first marks on the pad, with **Bob Hull** scoring the first disc, **Alan Layton** 0.02 cents and **Gordon Lilly** and **Paul Slaughter** somewhat uncharacteristically with 0.10 cents and 0.12 cents respectively. The second team in, 'Pigs Might Fly', saw two zaps and third team, 'Purely Platonic', with **Mike Cawood** getting the second disc of the meet. With three aircraft flying the jumpers started coming in thick and fast, too fast at times, but this proved no problem at all to the experienced team of judges, **Pete Sherman**, **Tracey Rixon** and **Bob King**, who incidentally have all been involved by either jumping, judging or organising this meet, since its conception. We soon had round one under our belts which had only produced one more D.C., **Simon Kloos**, 'Who Moved It' and dare I print it, 34 zaps! Well, it was early in the morning. At the end of the round, 'Duck End A' were lying first, 'Purely Platonic', second and 'Who Moved It' third. Round two was under way but it was becoming increasingly apparent that the ground winds were on the up and were soon nudging the 16 mph limit on the anemometer. By mid-morning we had had several stand downs and a few rejumps awarded. The gusts were becoming more frequent and we soon found ourselves following the usual pattern in British Competition of "We'll take a look at it again in an hour". Realistically, most of us knew that the winds were in for the day, but we were all fairly confident that they would subside again in the evening. True to form they did and we were able to commence with round two. At the end of which there was no change in the placings of the top 3 teams, 'Duck End A' 0.85, 'Purely Platonic', 7.23 and 'Who Moved It' 10.73. By this time we'd all seen some interesting new ideas on how to get a Ram Air canopy into a pit. Some were successful some not so successful and some were just plain hysterical. Still, we were all enjoying ourselves, which after all, is what its all about and, miraculously, managing to survive! By dusk we had completed round three, all except a few rejumps, when jumping stopped due to failing light. All the competitors then took a weary walk down to the barn to partake of the excellent Bar-B-Q that our team of girls had spent the afternoon preparing. As we tucked into the grub, the beer and wine flowed and produced much loosening of the tongues and the regular jumping tales, some of which must be as old as our meet!! But we never get bored with them do we? A film show, kindly laid on by our old friend **Dave Stenning**, was followed fairly rapidly with most competitors forsaking the beer in favour of their pits, knowing that we'd all got to be up early again next day to try and complete the meet.

The Sunday morning streamer was thrown at the later time of 7.15 am by **Mike Cawood** on his third round rejump. The winds were already a steady 10 mph so it was all flat out now to get the teams jumped. Chairman Bob kept the aircraft flowing with the greatest expertise and we soon had the third round completed, which showed a change of third place team from 'Who Moved It' to 'Duck End B' now with 12.25.

As well as a battle for team positions competition for the individual placings was pretty intense. This year, battling away valiently with the fellas was top meet lady **Jane Buckle**. Her total score at the end of round 3 was 0.24 putting her in second place overall. Lying 1st was **Bob Hull**, 0.14 cents and 3rd **Paul Slaughter** with 0.26 cents.

We went straight into the fourth round but by now the judges were keeping a very eagle eye on the anemometer and with 10 teams jumped the stand down started. The sun was shining so it was all down to some relaxed sunbathing by the pit while **Bob Styles** sped off to get a Met forecast. He came back with the sad tale of a front moving

right across the country, bringing freshening winds which were not forecast to drop, even at nightfall.

Only 10 more teams to go to complete the meet, just one hours flying time, that's all we asked. But this was not to be and soon after our beloved Goodyear windsock purchased in 1973 for the 3rd Duck End Meet, split from top to tail as if the wind was making a final statement that it was going to be the one to win the day.

Reluctantly, the meet was called by **John Looker** and the prize giving set for 1.30 pm. Bearing in mind that so many competitors had long journeys to get home it did not seem reasonable to keep them hanging on with such a dismal forecast. The Ceremony took place around the pit with **David Hipwell**, who had just returned from his holiday that morning, giving out the medals.

The only thing left to print is all the thank yous. Thanks to everyone who helped to organise and set it all up, especially the very hard working girls in the kitchen. Our thanks to the pilots and judges and of course to all the teams that came from all parts of the country, and from France, to make our meet another fun, hassle free event. Lastly our very grateful thanks to **David Hipwell** for letting us all trample over his land. Long may our association with him continue and therefore our Meet.

See you all again next year!

The final placings were:—

<i>Teams:</i>		
1st.	Duck End A	1.14
2nd.	Purely Platonic	12.08
3rd.	Duck End B	12.25
<i>Individual:</i>		
1st.	Bob Hull	0.14
2nd.	Jane Buckle	0.24
3rd.	Paul Slaughter	0.26
<i>Ladies:</i>		
1st.	Jane Buckle	0.24
2nd.	Katrina Andrews	0.73
3rd.	Sue Clark	1.65
Best round canopy — Chris Harman		12.68
Best C Licence — Pete Mears		0.64
Best under 500 jumps — Pete Mears		0.64
Best Foreign Visitor — Katrina Andrews		0.73





# "I had 'em fooled for 9 rounds"

a report from the World Meet  
in Lucenec, Czechoslovakia,  
by Bob Hiatt

Tony Uragallos' remark on leaving the pit after his tenth round accuracy jump of 0.05cms had put him from second place to seventh may have sounded laconic and jovial but it masked a disappointment that I felt in Rome when I did the same sort of thing. It also showed a resilience to adversity that was during all the training camp and would meet, was admired by the rest of the team. We were all sorry that the medal slipped away but his natural sense of humour and personal philosophy and dedication to the sport certainly made me proud to have been associated with the team. After the nationals we had seven numbers of the team to train at Raeford in the USA. One lady, **Esther Teynolds** and six fellas, **Scotty Milne, Dougie Young, Dave Tylcoat, Steve Treble, Dave Spencer** and **Tony**.

The basic plan was to train hard from the 3rd to the 20th of July utilising Gene Paul Thackers' excellent video and coaching techniques to the maximum and then go into 5 days of competition between the six men to select our 5 man team. Everything went well until the 17th when **Dave Spencer** broke a bone in his wrist. After resting for a couple of days, he started jumping again but it soon became obvious to him that the pain involved might affect his performance if he did make the team so he very courageously stood himself down from the selection programme leaving us with our team.

The training finished on the 27th with a distinct improvement shown by all the team and our final team stock of 5 were all dead-centres. Back to UK and a week to sort out our lives and to cram in a few more jumps before going East.

Off to Czechoslovakia for the big one. What a good reception, met by a representative of Chek Aero Club for quick zoom through customs and a short visit to Prague before our flight to Kosice and coach trip to Lucenec and the site of the meet.

The next couple of days were taken up with training jumps and a very impressive opening ceremony attended by the President (?).

On the 9th August the competition got under way, accuracy for the ladies and style for the men. The accuracy went OK with a very neat electronic system supplied by the Soviet Union but

the style suffered a setback. After 14 jumpers had been assessed by the computer, an error with the system was discovered. The only solution, much to the annoyance of some nations, was to start the round again. The system used afterwards proved to be good, with the judges eventually knowing what they were looking at and giving the right penalties.

Esther did very well with her accuracy always on the electronic pad but the footwork made life difficult and she finished with 0.58 over 10 rounds and came in 22nd.

The fellas suffered an equal amount of bad footwork and in Dougie's case missed the pad twice. Tony stayed close and after 6 rounds had 0.01 and second place. Dougie had to be dropped.

Into the team accuracy event. First round a total of 0.04. Good jumping. If we can maintain that the team will do well. Unfortunately it was not to be and the team finished with a total of 0.37 and we came equal 6th with the Checks.

Ladies style finished with Esther doing a creditable average of 10.34 leaving her 49th in style and 37th overall. Out of 71 ladies and on her own it was a very good performance in her first world meet.

OK. Down to Tony to go for a medal. After 7 rounds a total of 0.01 and equal second. The 8th round and Tony dropped 0.02. That's OK **Nicki Usmafer** of the Soviet Union did the same thing and the Bulgarian, Stefanov moved into 2nd place with a plate.

9th round Tony a "smartie" and for Usmafer and Stefanov 0.37. Back into second for Tony and Nicki.

10th round. Suspense . . . Please Tony don't do what I did. Heart thumping and Tony's as well. Perfect Approach, perfect finals, heel in short. In one breath Tony and I said "Oh shit" and looked at the read-out . . . 0.05 and back to 7th place.

"Oh well, I had them fooled for 9 rounds and at least we finished 5th overall as a team".

With a little more help I believe we can beat the rest of the world. This is a sport and a highly competitive one.

Thanks to the meet Director for excellent organisation and hospitality. Thanks to Buzz for doing an excellent job as Chief Judge (and Meet Director)

and a big thank you to the Chek peoples for making our team so welcome in your country.

## Team leaders report World classic championships Lucenec 1982

On 31st July 1982 I left England with **Doc Flinn** and **Grace** on route to C.S.S.R. Uneventful trip except for getting lost in Vienna, and taking 1½ hours to get through emigration at Bratislava.

Deposited Doc at his hotel on 3rd August threw CSSR organisation into a wobbler by arriving three days early, it took them 5 hours to decide to let us have the room they had booked for us (it was empty anyway) but we finally made it.

Teacy and Hitch arrived Wed. 4th late at night got them settled in O.K. Team arrived very late on Friday 6th August, no food laid on for them so got them fed at Slovan hotel then finally got them bedded down.

### Saturday 7th

Team taken to D.Z. facilities were excellent, Porto cabins for each team with sun loungers chairs and umbrellas, even closed circuit television to watch the style events. 11. AN 2s on site (they sure weren't going to have any aircraft problems).

### Sunday 8th A.M.

Heads of Delegation, team leaders, and Jury members met the chief Judge and meet director. Jury members were called and "H" had his name added to the list followed by heads of delegations and team leaders who were introduced to each other.

The Judges are as usual good ambassadors for our country, Doc in his quiet way usually sucking away on his dummy (PIPE) and Hitch speaking Sheffieldese confusing all as no one could understand him anyway.

Congratulations to **Tracy Rixon** for obtaining her international Judges Status. It was a very hard test this time even Liz the trainee judge was overheard to say that she did not think she would pass if she had to sit this one. The competition ended mid morning Tuesday 17th August. This was followed by an early afternoon tour of a museum, a rather pretty Catholic church and on to a Factory which



produced cooking appliances and Baths etc. Good dinner was supplied by the Directors of the Company, lots of Vodka, then we went on to a wine cellar cum restaurant. This seemed to go on for ever. Team enjoyed themselves.

### Wednesday 18th

Bus tour to the High - Low Tatra mountains, very beautiful scenery and

very good lunch. A good day.

### Thursday 19th

Closing ceremony in the square in Lucenec town itself. Every country has 1 jumper jump in to the square, good demo, especially by Abraham the Dutch man who lost both his steering lines.

Sorry no medals for us, but it was nice to see the Aussies pick one up.

End of championship party in evening, what a Hoolie finally poured the team on to the coach at 2.30 a.m., went to bed sober.

Finally it was a pleasure to be with this team who were a credit in every way to their country.

LOFTY



### MENS ACCURACY

1st	Bernd Weizner	DDR	0.01
2nd	Nicki Usmajev	SU	0.04
3rd	Jurgen Doehme	DDR	0.05
7th	Tony Uragallo	GB	0.08
41st	Scotty Milne	GB	0.19
45th	Dave Tylcoat	GB	0.20
69th	Steve Treble	GB	0.39
115th	Dougie Young	GB	3.92

### WOMENS ACCURACY

1st	Cheryl Stearns	USA	0.08
2nd	Elena Burrova	SU	0.09
3rd	Heike Glaw	DDR	0.15
22nd	Esther Reynolds	GB	0.58

### MENS STYLE

1st	Maurice Fernandez	USA	7.135
			Average
2nd	Jan Sofraner	CSSR	7.2475
3rd	Vjaceslav Valjinas	SU	7.2625
29th	Scotty	GB	8.215
33rd	Dougie	GB	8.4125
36th	Dave	GB	8.5525
40th	Steve	GB	8.63
57th	Tony	GB	9.2

### WOMENS STYLE

1st	Irina Walhkoﬀ	DDR	7.4275
2nd	Barbara Harzbecker	DDR	7.67
3rd	Larisa Koriceva	SU	7.76
49th	Esther	GB	10.8425

### MENS OVERALL

1st	Bernd Weizner	DDR
2nd	Christian Lubbe	France
3rd	Nicki Usmajev	SU
25th	Scotty	
29th	Tony	
30th	Dave	
49th	Steve	
89th	Dougie	

### WOMENS OVERALL

1st	Larisa Koriceva	SU
2nd	Irina Walhkoﬀ (DDR) & Cheryl Stearns (USA)	
37th	Esther	

### TEAM ACCURACY

1st	France	0.22	Total
2nd	G.F.R.	0.28	
3rd	Australia	0.29	
6th	GB	0.37	

### TEAM OVERALL

1st	DDR
2nd	France & Soviet Union
5th	GB





# TO NINE MEN; THANK YOU FOR THE GIFT OF FLIGHT

*Stay with me till dark clouds brighten,  
Help my despair to disappear,  
Give me strength that will enlighten,  
Banish all my childlike fear.*

*Hold me in the cold night hours,  
When hope is fading and tears rise,  
Give me faith to encourage others,  
Keep me to my worldly ties.*

*All I need is sky to dive in,  
Clouds to track through, earth to see,  
Deep inside I'll know that nine men  
Forever will S-K-Y-D-I-V-E with me.*

HILARY B. SMITH  
Swansea Skydivers



Back row: (left to right) Paul 'Kipper' Kibblewhite, Chris Raymond, Andy Cook, Dave Coombs, Stuart Shiers, Nick Green.  
Front row: (left to right) Frank Fonfé, Russell Porter, Simon Ridgewell.

Our sport suffered the cruelest blow ever on Saturday 11th September when 41 skydivers lost their lives in the helicopter tragedy at the Air Festival in Mannheim, West Germany.

Among the total of 46 victims were the founders of Swansea Skydivers Parachute Club, Frank Fonfé and Paul 'Kipper' Kibblewhite, plus seven of their most experienced members. The Swansea Club had been invited to attend the 375th Anniversary of the founding of Mannheim together with the Club from Toulon. Both towns were twinned with Mannheim and as part of the celebrations all three Clubs were to give a demonstration in what was to be one of Europe's biggest air festivals. Celebrations gave way to grief and mourning when it was disclosed there had been no survivors. Nine BPA members had lost their lives and many more had lost their Club.

Frank and Kipper had opened their doors for business on 1st April 1982 after more than a year of planning and negotiating. To their credit they had gained great inroads into the jump scene, particularly since the staging of the DC3 Boogie over the May Bank Holiday weekend.

Based on a solid partnership, matched only by their skills and infectious enthusiasm, the membership began to grow and with it a loyalty of unsurpassed dimension. Willing hands were always in abundance from building the Clubhouse to the thankless task of packing rigs, and many a students' parents were on hand to offer advice and encouragement.

Perhaps the Club's greatest asset was the incredible rapport it had with its landlord — the City of Swansea Council. You may have well read in the previous issue of the mag the extent to which the Council had gone to support the DC3 Boogie. In the past few

years our sport has suffered all too often the ravages of bureaucracy and stringent pettiness inhibiting our activities through no major fault of our own, it is therefore both commendable and a fitting tribute that the City of Swansea Council, especially the Lord Mayor's Office, have pledged their help to re-establish the Club — for it is the express wish of Frank and Kipper's next of kin for the Club to continue.

The Lord Mayor's Appeal Fund for the bereaved families and dependants will remain open for a further two months, your donations large or small will be gratefully received by The Lord Mayor of Swansea, The Guildhall, Swansea, SA1 4PA.

To the parents, families, wives and girlfriends we extend to you our deepest sympathy and we thank you all for sharing your dear ones with us.

THE BOXALLS



### Chris Raymond

Perhaps the quietest of all, Chris at 29 had infinite patience with jumpers less able than himself, always lending a helping hand and words of encouragement. Even away from the sport he took time out to assist people when they needed it. Always courteous and never one to seek the limelight, although he was pleased to have been invited onto the Battersea Park jump. He had been a Shobdon student too, but settled to jump at Netheravon as it was closer to his home in Middlesex.

### Stuart Shiers

His parachuting career began five years ago at Badminton but was soon making regular trips to Shobdon where several of his friends were jumping. At 35 he was a quiet and unassuming character yet he had a wicked sense of humour. He had a demanding job as a fireman and made even greater demands upon himself with squash, swimming, marathon running and a daily jog of some six miles. He was pleased as Punch when the Swansea Club opened for it was no great distance from his home at Bridgend where he lived with his wife Sue and daughter Debbie.

### Frank Foné

As co-founder of the Club, Frank had long planned to operate his own DZ and found a kindred spirit in Kipper. Born 33 years ago in South Africa his jumping career took shape from his tours of duty in HM Services. It was in the Middle East that most of his jumping took place. On leaving the RAF he endeavoured to become a Doctor, but the sport had taken its hold and with it a desire to become his own boss. Tolerance and diplomacy were his great attributes, coupled with a sense of purpose in all he did. He had become quite adept at free-fall photography but was always self-critical to extreme. A totally loyal friend and confidant, ready to listen and always approachable. He had only recently embarked upon the greatest adventure of all — marriage: a fleeting experience of some eight days.

### Paul Kibblewhite

Affectionately known throughout the sport as 'Kipper', he was a co-founder and CCI of the Club. He was a gregarious character, often outrageous but never disrespectful. His wit and humour were trademarks which dispelled any notion of aloofness. For many students he became their mentor and they in turn gave their respect and loyalty. Truly at home in the air above or the waters below, for he had a great affinity with the sea. From a young naval cadet he joined the RNVR and qualified as a frogman serving on patrols around our coast. In between scuba diving, swimming and surfing he found time to take his navigational certificate enabling him to take to the high seas. Nevertheless he found his true vocation in parachuting, serving the sport to the full. He crammed a lot into his 29 years fulfilling all his ambitions and personal goals.

### Dave Coombs

An extrovert if ever there was one. Dave had enthusiasm in abundance which equalled his resolve to succeed. A quick-witted and humorous individual who exuded confidence. Like most of his friends he started parachuting at Shobdon and quickly progressed through the system. When the Swansea Club opened he was one of the first to become a fully paid up member, making the weekly trek from his home in Middlesex. He was very much part of the Swansea social scene. Prior to taking up parachuting he had been a very experienced racing driver.

### Russell Porter

At 22 Russell, or Jack as he preferred to be known, was the youngest of all but every bit an adult. He took great pride in his work as a camera technician and could often be found on the DZ fixing someone's pride and joy. As an emigre from Shobdon under Kipper's initial instruction, he emerged, along with his friend Simon, as a well tempered individual who quickly identified with the Club and its aims. At home he took time out to encourage his young sister at horse riding. Although only in the sport a year — exactly — he was eager to learn and applied himself totally. He was a great pal and a joy to know.

### Andy Cook

He and Nick were old school friends and continued their friendship through University. With many of his colleagues now progressing in the sport, Andy was soon enrolled on a course at Shobdon that Nick had organised. He took to it like a duck to water and in furtherance of his new found interest journeyed to the States where he enjoyed the jumping immensely. He became sufficiently experienced to be invited on to the Battersea Park demo, which pleased him no end. He managed to combine parachuting and rugby with equal application, together with a very active social life. He had only recently become a very proud and loving father.

### Nick Green

Nick's introduction to jumping came about whilst studying at Aston University. Several of his friends were already hooked and it wasn't long before he too was smitten. He could be relied upon to accomplish several tasks simultaneously. As a dedicated student he completed some 38 jumps in between starting and taking his BSc examinations. An unassuming and likeable character who greatly enjoyed the company of his many friends. He was fast becoming a successful Sales Executive and countered the pressures of business, particularly on those wet weekends, with a game or two of golf.

### Simon Ridgewell

Having tasted the thrills of aviation as a qualified pilot he took to parachuting at Shobdon. At 24 years of age he had already become an accomplished swimmer and scuba diver and indeed he worked as a Lifeguard off the Gower Peninsula. A truly likeable fella, he nurtured many a friendship at Shobdon and his involvement with the sport soon flourished. When Frank and Kipper announced their intention to open up at Swansea, Simon became instrumental in getting some of the machinery set in motion. Before long he had become an essential part of the Club, which was only minutes away from his home. Such was his devotion to the Club it was Frank and Kipper's intention to groom him for his instructor's rating.

Dear Mr. Shea-Simonds,

Further to my letter of the 22nd September, the date for the Memorial Service is Sunday, 7th November at 2.30 p.m. and it will be held at Swansea Airport.

Yours sincerely,

LORD MAYOR  
Councillor Tyssul Lewis

Dear Members,

Saturday, 11th September, was a sad day not only for Swansea and the Association, but especially for the relatives of the young men who died at Mannheim.

We were proud of the Swansea Sky Divers Club at Swansea Airport. Through the enthusiastic leadership of Frank and Kipper, the Club had not only emerged as a front runner in the Association, but had helped many voluntary organisations around and about Swansea, and therefore, had made many friends in the City.

Their participation in the first Lord Mayor's Parade is an example of their involvement in the City's affairs and the Club was always seen to be a busy centre as you entered the Airport.

Although we will miss these young men, I hope we will see a new Club flourish. What better memory could we have of them.

Yours sincerely,

LORD MAYOR  
Councillor Tyssul Lewis

Dear Charlie,

Just a short note. I was with Kip's mum and dad recently and they showed me the letter you wrote. Peter, Kip's dad really appreciated it, I thank you for myself and other friends, for so eloquently expressing our views. It really was deeply appreciated by Kip's family.

Yours sincerely  
Dave H.

I was deeply shocked to hear of the tragic accident at Mannheim. It is particularly sad that members of the Swansea Sky-Diving team should have lost their lives in holding out the hand of friendship to Swansea's twin city. Please convey my deepest sympathy to bereaved families and the people of Swansea.

MARGARET THATCHER

Dear Mr. Shea-Simonds,

We want to tell you how much we appreciated that very nice letter you wrote to us on behalf of the British Parachute Assoc. concerning our loss of our son David at Mannheim.

We well know that it is the most difficult kind of letter to write, but it did help us to know how you, and so many others felt about him.

With most sincerely thanks,  
Frank & Eileen Coombs

My dear Lord Mayor,

I was most shocked to learn of the tragic accident involving the death of nine members of the Swansea Skydivers Display Team.

As I am sure you are aware there are many Welsh people living and working in Hereford and on behalf of them, the Members of the City Council and all the citizens of Hereford I write to extend to you and to all the bereaved families, relatives and friends our sincere condolences and deepest sympathy.

Yours sincerely,

Councillor James McMahon  
Mayor of Hereford

The tragic air crash in Mannheim, where the victims were joining in the anniversary celebration because of their close links with the German City, have come as a great shock.

On behalf of the Secretary of State, who is abroad, and also of my colleague Michael Roberts, I would like you to convey our deepest sympathy to the bereaved families and to the people of Swansea.

WYN ROBERTS

Dear Charlie,

I would like to thank you, and Frank's friends and colleagues in the British Parachute Association for your very kind letter and expression of sympathy. It was very much appreciated.

I am so well aware of the support and help the association gave to the Swansea Skydiver's and know how happy Frank was in realizing his "dream".

For this reason, the Parachute Club at Swansea must — and will — continue, as Frank and Kipper would have wished.

It is very difficult to understand why these tragic and unfair things happen. But, hopefully, some of the courage and strength that Frank undoubtedly possessed will, somehow, find its way down to line.

Again, many thanks and warmest wishes.

Nora (Frank's wife)

Dear Mister Shea-Simonds,

With deepest regrets we learned that eight parachutists affiliated to your association were killed in the helicopter crash in Mannheim/FRG on 11 September 1982.

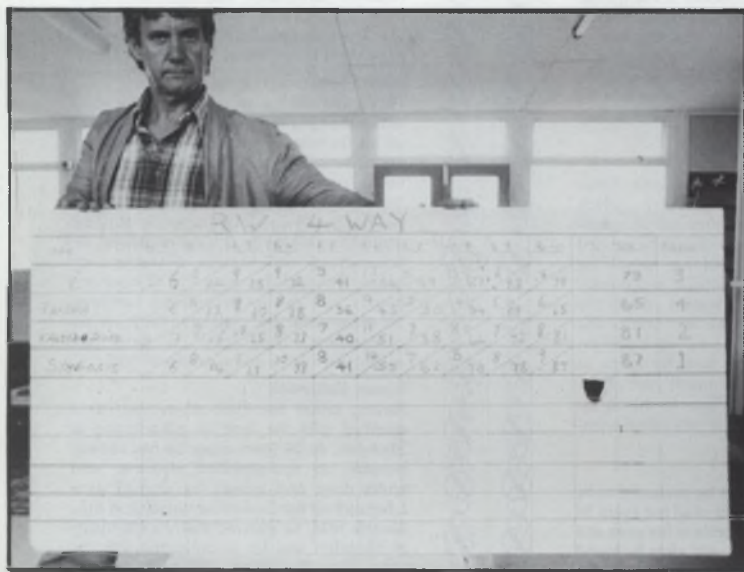
Please accept our sincere condolences in this for your association so grievous loss.

Yours sincerely,

ROYAL NETHERLANDS  
AERONAUTICAL ASSOCIATION  
Sportparachuting section



# The Camera at the 1982 R.W. Nationals, Swansea



One picture which is worth a thousand words! The Meet director's face and the abysmal number of entries says it all.



Chief Judge **John Hitchen** explains a point in the rules to the Scottish entry 'Summertime Blues'.



The home team Swansea skydivers discuss their dirt-dive.



Runners-up Kaleidoscope.



Symbiosis perform a cross between a barn- dance and a Scottish reel, with a touch of the John Travolta's during a dirt-dive.



Meet director **Pete Sherman** watches with interest the novel way team "i" go through their dirt-dive.



The team from RAFSPA making full use of what little sun was available.



A Law receiving his runners-up prize in the Novice Event. He also received a Gold as he was entered as alternate for Novice winners Summertime Blues. A case of backing both horses!



**BPA PI and EXAMINATION COURSES 3 - 82**  
**PETERBOROUGH PARACHUTE CENTRE — SIBSON**  
**6th — 17th SEPTEMBER 1982**

**1. Introduction**

The full facilities of the Peterborough Parachute Centre at Sibson were generously put at the disposal of the BPA for the two weeks of the course. Excellent accommodation and messing was provided at reasonable rates.

The Centres Cessna 182 was used for 10 sorties on the PI Course and 31 sorties on the Exam Course.

There were 8 candidates for the Potential Instructors Course, 16 for the Exam phase, 2 for upgrading to Advanced Instructor and 4 for upgrading to Examiner.

**2. The Advanced Course**

The two candidates attending for upgrading to Advanced Instructor were:—

**Joe Diamond** Manchester Free Fall Club  
**Des Palmer** L.I.F.F.T.

Joe Diamond completed the full syllabus, his specialist lecture being 'Purchase and Operation of Aircraft' was well presented. He is short of a night jump to comply with requirements. The examiners recommend upgrading to Advanced Instructor on the completion of a night jump.

Des Palmer had to leave on the second day.

**3. Examiner Upgrading**

Four candidates attended for upgrading to Examiner status:

**Alan Ashton** Headcorn  
**Pat Walters** ½p Green  
**Tony Butler** M.P.C.  
**Dave Turner** Montford Bridge

All candidates assisted in the coaching and assessment of the PIs plus specialist lectures on DZ Management, Display Jumping, Incident Procedures and the Category System.

Recommendations are that, **Alan Ashton, Pat Walters** and **Tony Butler** successfully completed the first week of the two required, and are invited to attend for a second week for upgrading.

**Dave Turner** successfully completed two weeks and is recommended for Examiner status.

**4. The PI Course**

This was conducted by **Jim Sharples, Ronnie O'Brien, John Hitchen** and **Bob Harman** with the assistance of **James Lowe** and **Barry Bias**. All eight candidates were successful and were awarded PI Status. Results and individual reports have been sent to their CCIs.

All candidates were checked out on S/L despatching and their own practical parachuting and were given a written exam at the end of the week. The successful candidates were:

**Anthony Day** R.S.A.  
**Stuart Gedge** L.I.F.F.T.  
**Jim Crawford** Red Devils  
**Julian Spence** Red Devils  
**Chris Allen** Red Devils  
**Brian Hucker** Ashford  
**Robert Cooper** Ipswich  
**\*Rosalind Tetlow** South Africa

\***Rosalind Tetlow** having recently arrived in England will be awarded PI Status upon recommendation from a CCI.

**Conclusions to PI Course**

Although all the PI Candidates obtained a PI rating, the standard was not high, the written test showed a lack of knowledge of BSRs. In many cases candidates were ill prepared for the course. The onus is on all CCIs to ensure that anyone recommended for a PI Course is fully aware of what is required and has a reasonably sound knowledge of BSRs. It is essential that all available time is utilised, i.e. up to a 12 hour day.

**5. The Examination Course**

This was conducted by **John Hitchen** and **Bob Harman** with assistance from **Dave Turner** and **Tony Butler**. There were 18 candidates, all were assessed on lectures, S/L despatching, their aerial critiquing, their own practical parachuting (the standard being quite high), they were also assessed on briefings 9 - 17 in the Instructors Manual and their briefings and de-briefings of student jumps. They were given a written examination, the general standard not being very high and a number were also given an oral examination, a number were also assessed on flight line checks and their use of telemeters. They were split into groups and were given a night and a water jump to organise, they were also given RW jumps to organise and do.

All 18 candidates were successful and have been awarded "Approved Instructor" status, the successful candidates were:—

**\*\*Alec Munro** Burscough  
**\*\*Kevin Daykin** R.A.P.A.  
**Dave Tucker** Guards  
**Syd Pugh** L.I.F.F.T.  
**Sean Best** L.I.F.F.T.  
**John Thomas** South Staffs  
**Davy Jones** Red Devils  
**Mick Hawken** Red Devils  
**Roger Dearman** Red Devils  
**Andy Houston** R.N.R.M.S.P.A.  
**Steve Taylor** R.A.F.S.P.A.  
**Dave McCullough** Langar  
**Richard Bissett** Ipswich  
**Alan Bonnett** Sibson  
**Pete Marsden** Silver Stars  
**Brian Shaw** Burscough  
**Ali Smith** Netheravon  
**Ali Anderson** Ashford

\*\* **Alec Munro** and **Kevin Daykin** were examined on the PI Course because they were unable to make the exam course owing to work commitments.

**6. Recommendations**

Owing to the number of instructors now applying for upgrading to Advanced and Examiner rating, several recommendations were made:

**Advanced Instructors**

Must be recommended by CCI, have been an Approved Instructor at least two years, have 500 plus jumps. Must have been involved in the organisation and taken part in a Water Jump, Night Jump, Demo and Intentional Cutaway before attending the Course, and on the Course can be asked to:

1. Organise and give a brief for a water jump, night jump + demo.
2. Brief on a first square jump, first H.P. round, first RW jump, Cutaway drills, and brief for training a jump pilot.
3. Give a DZ Management lecture.
4. Give an Incident Procedure lecture.
5. Written paper on an Advanced subject.
6. Critiquing PIs.
7. Run a parachuting program.

**Examiners**

1. Must have been an Advanced Instructor for at least two years.
2. Must attend 2 PI Courses after becoming an Advanced Instructor.
3. Present a paper on some form of parachuting (approx. 1000 words).
4. Be able to critique instructors.
5. Prove his/her ability to examine all aspects of parachuting.
6. Must after becoming an Examiner attend a PI/Exam Course at least every two years.
7. Must be able to give all special lectures on PI Course.
8. Present 25 questions for basic instructors and 10 questions for advanced instructors.



**COURSE 3 - 82 NOMINAL ROLL**

**P.I. Course**

**Examiners:** **Jim Sharples, Ronnie O'Brien, John Hitchen, Bob Harman.**

**Candidates:**

**Anthony Day** R.S.A.  
**Stuart Gedge** L.I.F.F.T.  
**Jim Crawford** Red Devils  
**Julian Spence** Red Devils  
**Chris Allen** Red Devils  
**Brian Hucker** Ashford  
**Robert Cooper** Ipswich  
**Rosalind Tetlow** South Africa

**Advanced Course:**

**Joe Diamond** Manchester F.F.C.  
**Des Palmer** L.I.F.F.T.

**Exam Course**

**Examiners:** **John Hitchen, Bob Harman.**

**Staff:** **James Lowe, Barry Bias**

**Alec Munro** Burscough  
**Kevin Daykin** R.A.P.A.  
**Dave Tucker** Guards  
**Syd Pugh** L.I.F.F.T.  
**Sean Best** L.I.F.F.T.  
**John Thomas** South Staffs  
**Davy Jones** Red Devils  
**Mick Hawken** Red Devils  
**Roger Dearman** Red Devils  
**Andy Houston** R.N.R.M.S.P.A.  
**Steve Taylor** R.A.F.S.P.A.  
**Dave McCullough** Langar  
**Richard Bissett** Ipswich  
**Alan Bonnett** Sibson  
**Peter Marsden** Silver Stars  
**Brian Shaw** Burscough  
**Ali Smith** Netheravon  
**Ali Anderson** Ashford

**Examiner Candidates:**

**Dave Turner** Montford Bridge  
**Tony Butler** M.P.C.  
**Alan Ashton** Headcorn  
**Pat Walters** Halfpenny Green



# Relative Work Seminar at Sibson — 9th-15th August 1982

**All sixteen of us agreed — the first R.W. Seminar at Sibson was a great success. We included two girls and had between 200 and 600 jumps each.**

John Meacock's idea was to improve the sequential R.W. of 16 people who regularly jump at Sibson. He arranged for **Rob Colpus** from Symbiosis to run the whole seminar. Aply assisted by Sibson instructor **Fred Ryland**, Rob showed us all the drive and enthusiasm that have made Symbiosis so successful. He emphasised the need for composure and control and talked about motivation, attitude of mind, team commitment and dive organisation. He imparted so much of his knowledge and experience that everyone benefited tremendously from the course. Not only did our flying get much better but we made some marvellous friendships and everyone came away full of ideas and even more enthusiastic about sky diving — if that is possible!

We were divided into four teams, each one consisting of people of roughly the same ability. Rob suggested a dive, left us to sort out the manoeuvres, watched our dirt diving, then made suggestions for more efficient exit positions and transitions, pointing out potential problems. Our first few jumps were made using free flying

exits and no-contact formations, which meant that once in a formation we didn't merely hang on to it.

Using the mock-up or the cardboard plane as my children call it, he showed us the best grips and body positions for floating, diving and sitting exits explaining our body attitude on hitting the prop. blast. He gave the count with a short **READY** and a drawn out **SET** with rocking body movement to assist floaters who may not be able to hear.

We did some different level flying as in the 'slalom dive' where the points set up roughly eight feet apart with a two foot vertical separation before the top person flies through touching each point as he goes. We rotated opposed diamonds with the point setting up two feet above the wings and the tail two feet below.

Next came 'Isotosis dives' which were completely new to some of us — where each person in turn drops out of one formation. Rob explained 'mystery dives' in which you find out what you are to do only a few minutes before exit; 'Simon dives'; 'flaking dives' where everyone flakes on a given person from the other team, each team taking it in turn to build a formation; and 'Star War dives' in which each team has defenders, attackers, base builders and decoy bases — we could do with a DC3!

On Tuesday the weather was perfect and we made six jumps from 12,000 feet. Our last was at 8.30 p.m. and

having made the long walk back for the sixth time, we were greeted by the smell of Sue's barbecue. As we cooked and ate our pork chops and sausages, with Sue dousing the flames from time to time, we discussed our day's jumping and wrote up our log books. My index finger was beginning to ache from unaccustomed use of my little man stamp!

The course competition was begun on Friday with the formation of four new teams. Two random rounds and two set sequences, drawn from the international pool of competition dives, were picked from a hat. Each team member organised one dive with suggestions from the others. For those of us who had never done any competition work this was quite an eye opener and we learnt a great deal from the more experienced members of the team. **Dave Smith** and I were relieved we had **Graham Heywood** and **Geoff Cummings** on our team — we would have been lost without them.

Being in a competition was great fun but did involve a tremendous amount of concentration and dedication, as we were all anxious not to let the other three down. The atmosphere in the plane was tense with both teams in deep concentration. Paul the pilot shouted 'Jump Run' while receiving directions from the ground observers. 'Standby' was the next command leaving us with ten seconds to the 'Exit, exit, exit'. I can







tell you my heart was in my mouth during our first exit — it certainly got the adrenalin flowing. We were judged from telemeters when the cloud cover was minimal or a judge in freefall with us.

The excitement grew as the rounds were completed. The first formations of the four rounds were a bipole, a diamond, a compressed accordion and a zipper. 'Des and the Barn Burners', a team consisting of **Des Atkinson, Dave Stallion, Paul Smith** and **Glyn Thomas** were the only team to launch a first formation which was the diamond. The rest of us decided to stick to the same exit for each round.

We were judged very strictly. In Round 2 'No Idea' — **Dave Ward, Alan Brooks, Jerry Launchbury** and **Dave Parsons** — only scored 1 having been zapped from 5 to 1 due to a wrong grip. On Round 3 they should have scored 4 but were not seen. They were offered a re-jump but decided not to take it and hence the zero scored.

It was a very close finish with 'Judy in the sky with Diamonds' — **Judy Slater, Robin Arnold, Tony O'Connell** and **Jim Blaine** in third position behind my team 'Heather and the Fire Raisins' in second place and 'Des and the Barn Burners' as the winners.

These strange team names were directly related to great excitement on Wednesday. We arrived back from lunch to find flames and smoke pouring out of the newly roofed and tarred hangar next to the aeroclub. That evening hundreds of large, burnt and wet boxes of raisins were brought out of the hangar and left smouldering much to the grief of all present!

The course party was held at The Black Horse in Elton on Thursday evening. We were joined by **Charlie Hotze** from Zephyrhills and **Glen McGowan** from Australia and had lots of laughs. **Dave Stallion** thanked Rob and Fred for all their ideas and encouragement.

Whenever there was a lull in the day's jumping Rob showed us some videos of Symbiosis 4 way and 8 way practice rounds and of the World Meet at Zephyrhills. We also had an interesting session of slides taken by Rob including beautiful sunsets and unusual reflections.

And of course more dirt diving. Rob continually stressed the importance of dirt diving with much greater concentration, bending well over for a better idea of what the formation will look like in the air. My husband Robin, who is not a sky diver, thinks we enjoyed the dirt dives so much that there is now no need to jump from planes!

We also tried inventing new 4 way, 5

way and 8 way dives — not an easy feat, but managed successfully by some. Some of these were then put into practice.

Being able to jump from Sibson's Porter meant we reached altitude in about 11 minutes — the round trip takes 14. We had no 'cut' so we had good working air immediately we entered it. We all made about 23 jumps over the nine days including the final one when several SCR's and SCS's were obtained. Most of the dives were 4 way but the more experienced made several very good 8 way jumps.

John Meacock was a marvellous host for the course and I should like to thank him and **Ronnie O'Brien** for its extremely smooth running. They are hoping to run similar courses every three or four weeks during 1983. So if anyone is interested in improving their relative work they will benefit greatly from attending one and I am sure they won't regret it.

HEATHER LEACH D3545

#### The P.P.C. Inaugural R.W. Progression Course 4 way Sequential Championships 1982

Team name	1	2	3	4	Total	
Judy in the Sky with Diamonds	2	5	5	3	15	3rd
No Idea	2	1	0	3	6	4th
Heather and the Fire Raisins	3	5	3	5	16	2nd
Des and the Barn Burners	5	4	5	3	17	1st



# WORLD CUP GRATZ, AUSTRIA

**The World Cup in Gratz, Austria was one of the nicest competitions I've been to. As competitors it was nice to be treated as V.I.P's. This I'm sure was due to Franz Lauber, the organiser, he diffused every contentions issue and lent many a sympathetic ear.**

The meet ran from 27th July to the 1st August and value for money, it was the meet to be at. For £120 we got 10

jumps, lunch every day, 2 dinner receptions, one with genuine Austrian umpa pa pa! board and barbecue with band. Not only could these people organise a piss up in a brewery, they did.

It's also a great opportunity to jump alongside so many nationalities, different attitudes and methods, theories and equipment. The trend in small suits continues, some teams had suits that were little more than sure grip mounts.

At a World Cup each country may send 2 teams to represent it but if any slots are not taken they are open to any other team.

The entrants in Gratz were mostly european with the exception of a team from the U.S.A. A collection of past National and World champions (they've quite a few to choose from) who's meet motto was good vibes means good dives.

There were also 2 international teams. In the 8 way "Hodge Podge", Sandy Spence, Scott, Jonnie Murphy, U.S.A., Ian Head Brit, Johan ? Norg and the Swiss 4 way team, and in the 4 way "Noah's Ark" 2 French Sylvi Pages, Evelyn Blidon and 1 Canadian Isabelle Arthur and 1 Brit, Me!

On the whole the meet was quite low scoring, the 4 way being won on a 8-6





average, lower than the winning average at the British Nationals. The Porters were a problem for those not familiar with the exit, and several teams hunkered exits during the meet.

In the 4 way; competition was close with just about everybody in 3rd place on the first round. Contention for medals was between both U.S.A. teams and the "Pink Panthers" from Sweden.

The score board tells the story. Both British teams had a bad meet. Kaleidoscope lost **Nevil Howarth** just before the meet due to torn ligaments and jumped with **Colin Kendrick**. Both he and **John Parker** from "I" 3rd place team at the Nationals had gone as alternates to the other British teams.

Symbiosis had a very frustrating meet and jumped well below par, hunkelling one exit suffering mass confusion on another and being busted on yet another.

However, I think all team members would agree that competition pressure played a large part in the meet scores, and that the less experienced members gained immeasurably from the meet.

We, "Noah's Ark" were quite pleased with our performance having met for the first time only 2 weeks before to make 30 jumps, with just a little language problem. We averaged 6-4 about half way on the score board.

In 8 way, competition was more spreadout with the U.S.A. and the French military team "E.I.S." fighting for the gold. The perennial French "Icarus" coming 3rd. The Americans suffered 2 premature openings in the competition, not good advertising for their free gear.

The international 8 way did very well for a scratch team. We put together a scratch 8 way of Symbiosis, **Colin** and **John Mathew**, **Mortlock** of Kaleidoscope and myself. We didn't do so well and had a couple of right off dives. But again it was all good competition experience.

## Final Scores

During the completion of the rounds, Tree Frogs, after the good start were showing progressively slower times whilst Let Em Sweat and Weery and the Bag Worms were showing faster times. So that at the end of round five these were the final scores:

1st Let Em Sweat

**B. Mason**

**M. Boys**

**J. R. Parker**

**C. Kendrick**

**M. Johnson**

**M. Murtlock**

**G. Howarth**

**N. Howarth**

Times: Five eight way stars in 65.59 secs

2nd Weery and The Bag Worms

**F. Keery**

**R. Colpus**

**T. Uragallo**

**S. Brearly**

**D. Kingston**

**C. Hotzie (USA)**

**B. Hiatt**

**G. Sanders**

Times: Five eight way stars in 71.05 secs

## Reserve Incidents

Two incidents during the meet made it one to remember for **Paul Beck** — Buckafuffalo and **Barry Wright** — Liverpool All Stars. Paul had his first malfunction in 451 descents. A freak opening left his pilot chute through his lines and under his slider holding the slider up. He successfully cut away and deployed his reserve.

The second incident happened when **Barry Wright** had a complete canopy collapse after a CRW hook-up with **Malcolm Finch**. After the collapse the decision to cut away was made when it was realised that Malcolm had Barry's bridle caught around his neck. A good reason, I think, not to attempt CRW when you have a split bridle cord.

## Fastest Eight

Although Let Em Sweat managed to take first place, some of their glory must be taken by Weery and the Bag Worms for producing the fastest eight of the competition, this was a very quick 10.78 secs.

A special prize of a bottle of booze each was given to Only Boring Holes for the most pleasing subsequent formations. They broke the eight star into two four way stars next to each other then into four lines of two. These were redocked into opposing zippers then back to a star.

## SCS's

I think there should be a mention for the team Buckafuffalo who managed to complete three eights in time giving four people on the team their SCR's and two their SCS's. **Steve Plank** made his 300th descent and **John Smythe** had his 30th birthday. Not forgetting **Paul Beck's** first cutaway.

8 WAY								
PLACE	TEAM	COUNTRY	ROUNDS					TOTAL
			1	2	3	4	5	
1	Elmer and the Glue bags	U.S.A.	11	9	3	9	7	36 + 7
2	France I	France	10	8	7	5	6	36 + 6
3	France II	France	8	7	7	5	1	28
4	Flying Genesys	Denmark	6	5	5	3	3	22
5	Phönix Ramscheid	Germany	6	5	2	4	4	21
6	Hodge Podge	International	3	5	3	4	1	16
6	Eye of the Sky	Netherland	4	5	3	1	3	16
6	Just for Grass	Belgium	7	5	3	1	0	16
9	Great Britain	G.B.	6	0	4	3	2	15
10	Intersport Austria	Austria	4	4	1	1	3	13
11	8-Track	Belgium	3	5	2	1	1	12
12	Union IKARUS	Austria	3	1	3	0	1	8

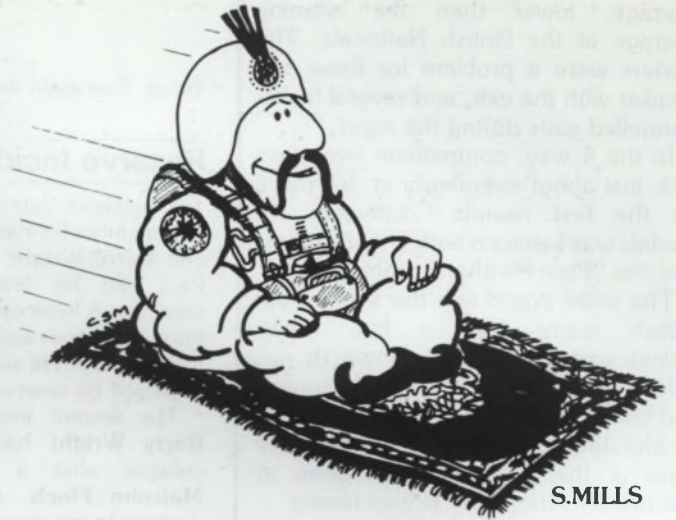
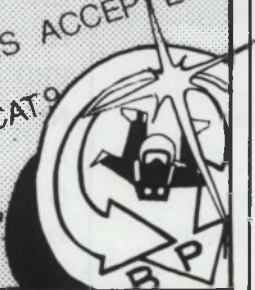
4 WAY								
PLACE	TEAM	COUNTRY	ROUNDS					TOTAL
			1	2	3	4	5	
1	Full Stink	USA	9	8	7	9	10	43
2	Pink Panthers	Sweden	7	11	7	8	9	42
3	Bonnie and the Jerks	USA	9	8	6	7	9	39
4	Skybrud Den I	Den	8	9	6	9	6	38
5	France I	France	9	8	5	4	7	36
5	South Africa	S.A.	10	5	7	6	8	36
7	Diomedia	Sweden	8	9	3	8	7	35
8	Symbiosis	G.B.	9	5	4	10	6	34
9	Noah's Ark	F. Can. G.B.	8	6	5	6	7	32
9	Schweiz I	CH	10	3	2	8	9	32
11	France II	Fr	8	8	4	3	6	29
12	Phönix	BRD	8	8	3	6	2	27
13	Out of Money	NL	7	7	1	5	5	25
14	Memphis	A	8	7	1	3	5	25
15	Kaleidoscope	G.B.	8	3	2	2	8	23
16	Ren Humle Den II	Den	6	5	3	3	5	22
17	Cirrus	Bel	7	6	0	1	6	20



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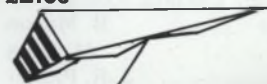
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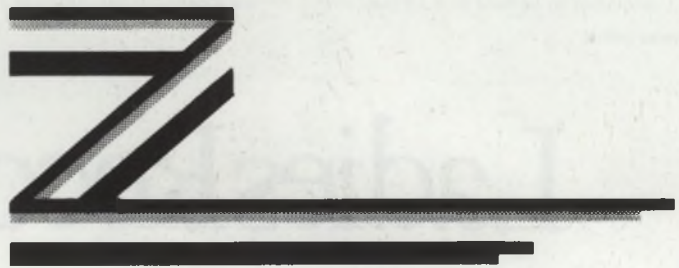
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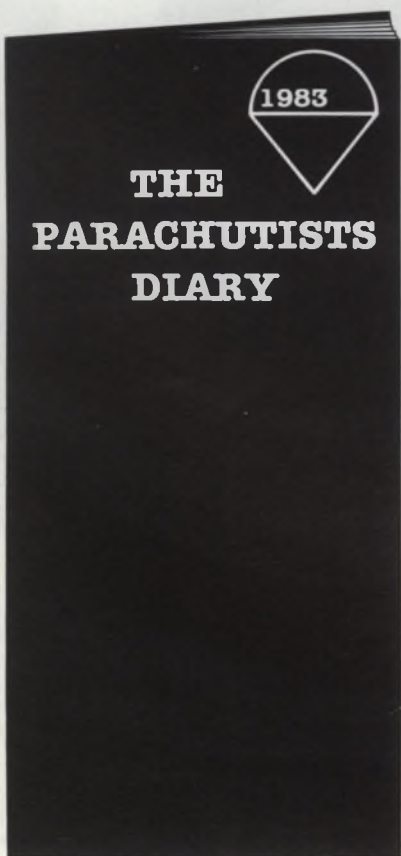
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Military jumpers in what looks to be an unsteady ten way (one on wrists) over Nethers. It recovered to be built to a 16 way round (A new military record for Brits.)

Photo Simon Ward

# Ladies Record



Paul Austin approaches the eight girl from the right

Photo Simon Ward



At the debut weekend of the Netheravon Pilatus Porter **Jackie Smith** observed that there were quite a few girls around. She piped up, 'How about doing a nine girl — just for the record?? To everyone's amazement there was overwhelming enthusiasm and support from all present.

We exited at 12,000' and the ninth girl docked by 6,000'. Consequently the air was full of high pitched screams and yahoos (but no more high pitched than normal) which could be heard on the ground.

Besides this being a new **British Ladies Record**, we assume it to be a European Ladies record too.

On our noisy return from the pit the men begged (with pretty pretty please) if we could do it again to enable them to achieve their **British WSCR**.

We braved it once again and took off in the B.N. Islander so that the men could have a warm and comfortable climb to altitude in the Pilatus. The understanding was that the guys hung out until it was at least an eight girl. They showed the utmost discipline and patience and as soon as the eighth girl docked, so too did the men.

The result being a hard core formation with a soft centre!

JACKIE SMITH

Jackie Smith  
Karina Andrewes  
Joyce Dyas  
Alison Jenkins  
Kim Claydon

BWSCR 9  
BWSCR 10  
BWSCR 11  
BWSCR 8  
BWSCR 7

Carol McIlwee  
Sally Goodacre  
Sally Pearce  
Cris Clemence

BWSCR 4  
BWSCR 2  
BWSCR 12  
BWSCR 13

Tim Andrewes  
Paul Austin  
Simon Ward  
Cris Francis  
Bob Charters  
Paul Cook  
Kevin Hardwick

BWSCR 14  
BWSCR 15  
BWSCR 16  
BWSCR 17  
BWSCR 18  
BWSCR 19  
BWSCR 20

Number control for BWSCR's, contact: Alison Jenkins, 2 Ironmonger Lane, Marlborough, Wiltshire.



## PHIL AND GEOFF

This memorandum will have no name to it, indeed it is written by every member of the Spredaeagles Club.

Tragically on Saturday 22nd May 1982 close to Piddletrentide in the countryside they both loved so much, **Phil Corr**, our chief instructor, and **Geoff Smith**, our pilot died when G-DAVI a Cessna 206 plunged to earth while returning from a flight.

Both men, much loved by all members, died as they had lived most weekends of the year, flying an aircraft used by Sport Parachutists.

The grief that we deeply feel in our personal loss is only exceeded by that felt for the families of both of our departed friends.

Phil, with Sally's able backing, was the club, Spredaeagles. He was a humane yet hard, friendly yet firm, sober yet sociable guy.

Geoff, with Kathy usually at his side was a quiet, gentle, hard grafting man. He was not quick to get to know but was a staunch friend of those who offered the hand of friendship to him.

Chief instructors and pilots can be replaced — what we cannot do is replace the people themselves.

Phil and Geoff will be remembered with affection by all who knew them.

Phil's outrageous humour, Geoff's giant salad rolls, will be heard and seen no more and the DZ will be sadder for the loss. One thing is for certain. They will both live on in our memories and in the history of the club.

We who loved them wish only two things. That Phil's and Geoff's families will find comfort and will learn to smile again.

Also that if there is a life after death it has long grass runways and a clear blue sky: where they have joined our other departed friend Mick.

Phil and Geoff, much loved friends and colleagues, may you both rest in eternal peace. You will be sadly missed by those of us who remain.

## Lottery 1982

Once again I become a pleader at this time of the year. The Annual Lottery tickets are in your copy of the magazine (always assuming that all the correct inserts have gone into the correct place). The Annual Lottery is one of the ways in which a little extra revenue can be accrued. The draw will take place after the A.G.M. on 8th January 1983 for which the prizes are:—

1st	£1,000
2nd	£ 500
3rd	£ 250
4th	£ 150
5th	£ 100

Could I ask, once again, for everyone to sell as many tickets as possible. If you feel able to sell more than one book, just call the office and we'll gladly send you some more.

## Annual Dinner Dance

The 'do' is on Friday 7th January 1983 at the Centre Hotel Leicester. The proceedings will start as usual at 7.30 for drinks in the ante-room, dinner is served at 8.00. The bar will remain open until 2 a.m. The Disco is booked, the menu is as under:

Melon Marinated in Port

\*\*\*\*

Smoked Mackerel

\*\*\*\*

Veal Zingarra  
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Broccoli  
Carrots  
Sweet Corn

\*\*\*\*

Gateaux Soaked in Kirsch

or

Cheese and Biscuits

\*\*\*\*

Coffee and Mints

The cost will be the same as last year £9.00 per person.

Accommodation can be reserved at the **Centre Hotel**, please telephone them on: **Leicester (STD 0533) 20471**, at a special rate of £11.00 inclusive of VAT but excluding breakfast. Dress — Optional.

(I've been requested to supply better weather than last year, and I've promised to do the best I can).

I hope to see everyone on the night.

## NATIONAL COACH & SAFETY OFFICER RESPONSIBILITIES

- Responsible to BPA Council for matters related to Training, Safety and Competition.**
- Safety & Training Responsibilities**
  - Organise and operate 4 BPA Instructors Courses per year
  - Visit BPA Clubs & Centres (each once annually if possible)
  - Collate & Distribute Safety Information
  - Collate & Distribute STC Meeting Agenda and Minutes
  - Update Regulations as necessary
  - Update Training Aids as necessary
  - Update BPA Instructor's Manual as necessary
  - Liaison with Civil Aviation Authority
    - General Aviation Branch — Exemptions and Legislation
    - Airworthiness Division — Aircraft matters
  - BPA Representative on General Aviation Safety Committee
  - Organisation of Training Seminars as required
- Competition Responsibilities**
  - Organise and Operate 2 National Championships per year
  - British Team responsibilities as required
  - Collation & Distribution of both Meeting Agenda & Minutes of Competitions Committee
  - Assistance to Clubs for local competitions
  - Maintenance and operation of BPA Caravan as necessary
  - Maintenance of BPA Competition Equipment: Video, Telemeters, Radio, Anemometer etc. as required
  - Co-ordination of judges training and qualification
- Miscellaneous**
  - Public Relations in conjunction with Secretary General
  - National Centre Committee
  - FAI Representative

SEC GEN  
CORNER

## Ballot Papers for Council 1983

The Voting Papers are an insert in this issue of the magazine and are of a new format.

They have been kept as small as possible so that they are more easy to handle and post.

There is a space opposite each name for a YES or a NO. PLEASE FILL IN A YES or a NO against EACH NAME. This enables me to keep a better check on all votes cast, and there can be no chance of any mistakes creeping in.

The papers have been sent out early this year so that everyone can get them back to the office by 6th January 1982. All Full, and Associate members of the Association are eligible to vote. I do implore all those eligible to vote to please cast their vote for the people of their choice.

CHARLES W. PORT  
Secretary General



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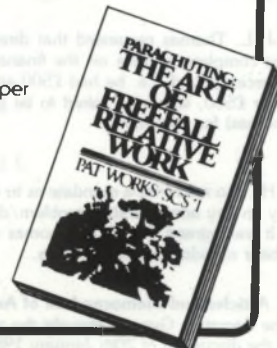
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**BRITISH PARACHUTE ASSOCIATION  
COUNCIL MEETING —  
KIMBERLEY HOUSE, LEICESTER  
29th JULY 1982, 6.30 p.m.**

**Present:**

G. C. P. Shea-Simonds Chairman BPA  
J. T. Crocker Vice Chairman BPA  
P. W. Ritchie Chairman Fin. Committee  
J. R. H. Sharples Chairman Safety  
and Training Committee

R. O'Brien  
D. Waterman  
J. L. Thomas

**Co-opted:**

J. Hitchen

**Observers:**

R. Manzi D. Woods  
R. Gays A. Adams  
S. Ruffell K. Wimbury  
D. Ruffell N. Slee  
C. Ruffell I. Marshall  
A. Ruffell Mr. Marshalls, Secretary

**In Attendance:**

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

**Apologies:**

D. Hennessy  
D. Tylcoat  
R. Colpus  
R. Hiatt Chairman Competitions Committee

The Chairman opened the meeting by thanking all Council Members who had attended, and welcomed the observers to the meeting.

**Item 30/82****Minutes of Previous Meeting**

It was proposed by P. W. Ritchie and seconded by J. L. Thomas that the minutes of the meeting of 17th June 1982 be accepted as a true record.

*Carried***Matters Arising****1. Operations Manual**

The Association is now awaiting contact on the above from the Civil Aviation Authority.

**2. Participation in the British Team Training — Miss C. Clements**

A letter on this subject from R. Colpus had been circulated to all Council. The Chairman G. C. P. Shea-Simonds, asked for comments from Council. There was no further discussion on the matter.

**3. World/European Championships update — Secretary General**

The Secretary General had, at extremely short notice arranged the travel, entry, medicals etc., for both the C.R.W. at Lapalisse and the R.W. Cup at Graz. Council had in front of them an Income/Expenditure account for both events up to 29th July 1982.

The final arrangements for the World Championship event in Lucenec had now been completed. Track Suits, Shoes etc., were now to hand, would be parcelled up individually and these would be taken to the venue in the B.P.A. Van, by those travelling by road.

Air line tickets and half the emergency fund (£500) would be with R. Hiatt during the following week. The Team will travel out on Friday 6th August and return on the 20th August. Itineraries had been sent out to all concerned. To date the Secretary General had not been able to prepare an Income/Expenditure account for the preparation training and event but stated that as soon as time allowed he would prepare the account for submission, in the first instance, to the Finance Committee.

*Sec-Gen*

The Chairman asked J. L. Thomas to pass on to the team the best wishes of all Council and members of the BPA.

*J. L. Thomas*

J. L. Thomas requested that directly the delegation was complete he take on the financial direction of the emergency fund, i.e. he had £500 and R. Hiatt had the other £500, which he asked to be given to him (J. L. Thomas) for accounting.

*Agreed**J. L. Thomas, R. Hiatt*

He also asked for a mandate as to whom had the final say on any administrative problem/disagreement.

It was agreed that J. L. Thomas should be the final arbiter on administrative matters.

*J. L. Thomas***4. Articles and Memorandum of Association**

The Secretary General brought the attention of Council to the discussion of 20th January 1982, when there was

a discussion which was to clarify the situation regarding

- a) Co-opted Members to council and,
- b) The voting rights, or not, of those co-opted

It had been agreed at that Meeting that input be requested from Council in order that J. T. Crocker could formulate such changes.

J. T. Crocker suggested and Council agreed that these matters should be put to the Annual General Meeting in January 1983. G. C. P. Shea-Simonds stated that nothing could be discussed unless a resolution was put down.

J. T. Crocker said that proposals must be submitted and that notice (30 days) must be given to the membership.

J. L. Thomas re-stated his earlier remarks that people should ensure that their nominations were in time and that voting papers were also submitted in time. R. O'Brien agreed and further stated that the members of Council must be those elected by the membership and not co-opted just to fill places.

*Council Members***5. R.S.A. Loan**

Mr. Woods stated that he was still awaiting the finalisation of the transfer of shares, in order to be able to take up the loan offered by the Association.

The Chairman, on behalf of the Council offered Mr. Woods any help that he might need in expiating the situation.

*Mr. Wood, Council*

6. P. W. Ritchie asked for clarification on item 30/82.2. as to whether the criteria for selection for the British Team were to be tidied up so that the problems which had arisen this year would not occur again.

The Chairman asked the National Coach to request that the Competitions Committee look again at the qualifications for selection.

*N.C.S.O.*

The Chairman suggested that an "exceptional circumstances clause" be added which would allow Council to make the final decision in cases where "grey areas" might arise.

*Competition Committee*

At this point item 2. — "Membership of Mr. Slee and Mr. Marshall" was due for discussion. As these gentlemen had not yet arrived the Chairman continued with item 3. on the agenda. Committee Reports.

**Item 31/82****Committee Reports****1. Safety and Training**

The Chairman of S.T.C. J. R. H. Sharples, presented the minutes and asked for comments. He went through the minutes item by item as the minutes had only just been put before Council due to the S.T.C. Meeting being held some three days previously.

**Item 1. Previous Minutes****Item 2.(c) Withdrawal of Instructors Rating, Mr. L. Hitchcock.**

Some concern was expressed by various members that the Association had, so readily acceded to the request from A.P.A. to endorse its decision.

The S.T.C. Chairman said, in reply to a question from the Chairman G. C. P. Shea-Simonds, that the feeling of the Meeting was to endorse the decision taken by the A.P.A. board of enquiry.

There was considerable discussion on this subject with members putting in a great deal of thoughtful comment. The N.C.S.O. read the letter which had been received from the A.P.A. It was tacitly agreed that the decision of the S.T.C. should stand.

J. H. Sharples continued with the minutes.

**Item 3. FXC AOD Incident**

The N.C.S.O. expressed considerable concern regarding the number of reports of premature firing of FXC AOD's. This provoked considerable discussion and the N.C.S.O. was tasked with contacting the manufacturer to attempt to clarify the whole position regarding the FXC AOD problems.

*N.C.S.O.**The Minutes of the S.T.C. were ratified*

At this juncture Messrs. Slee and Marshall arrived. The minutes of this item follow.

Memberships: Mr. I. Marshall

Mr. N. Slee

At the request of the Chairman non Council Members vacated the room. In their absence a discussion ensued as to whether or not any part of the meeting should be held in the absence of Mr. Slee and Mr. Marshall and the observers.

It was unanimously agreed that the entire meeting should be held openly. No other discussion, particularly no discussion as to the merits took place in the absence of the observers.

The discussion then continued in the presence of all observers and Mr. Marshall and Mr. Slee.

Extremely lengthy discussion took place, all of which is recorded on a tape retained in the B.P.A. office.

After much discussion it was proposed by Mr. J. T. Crocker and seconded by Mr. J. Sharples that Mr.

Marshall's approved instructor rating be revoked and that Mr. Marshall be prohibited in the future from re-applying for the instructor rating to be reinstated.

This proposal was carried by five votes in favour, none against, with one abstention.

Further lengthy discussion ensued following which it was proposed by Mr. D. Waterman and seconded by Mr. R. O'Brien that the B.P.A. memberships of Messrs. Marshall & Slee be suspended for a period of one year from the date of the incident. The voting was five in favour and one against.

Mr. J. Thomas voted against but pointed out that the only reason he did so was because in his view the period of one year was far too lenient.

Council then reiterated its earlier views that should any B.P.A. member be found to be involved in BASE jumping not specifically approved by the Association then they would automatically have their membership to the British Parachute Association revoked for life.

Mr. Crocker commented that the lady taking shorthand notes had been selective in the notes that she had recorded and that clearly, therefore, a transcript of her shorthand notes could not be treated as an accurate record of what had been said during the meeting. It was therefore agreed that the tape recording of the meeting would be preserved for the benefit of Council members, any members of the Association, including observers to the meeting, and also, in particular, Mr. Slee and Mr. Marshall. It was agreed that the Association ought not to go to the time and expense of transcribing the tape but if any person, including Mr. Marshall or Mr. Slee, required the tape to be transcribed at a later date this should be done at the expense of the person requesting the transcript.

**31/82.2. Competitions Committee**

At Swansea Airport on 17th July 1982 a Meeting had been held, post National Championships. The Meeting should have been titled "Competition Forum", and could not be classed as a full competitions meeting as there was not a quorum of members present. The Competitions Committee were tasked with taking into account the comments which had been made at the forum.

*Competitions Committee***31/82.3. Finance Committee**

The Treasurer, P. W. Ritchie, presented the minutes of the Finance Meeting held on 19th July 1982, at which John Lister, our Accountant, had been present, the principal subject being the annual Audital Accounts for the year ending 31st March 1982. He began by asking for comments on the minutes, and then drew Councils attention to the salient points. He explained the various sections of the Accounts inviting comments as they arose. He began by explaining the new format of the Accounts, which had been re-compiled for ease of accountability for Sports Council and ease of reading for the membership and to obviate the Sec-Gen having to cast 2 separate types of accounts.

The Accounts start with the Income/Expenditure Account, page two contains the Balance Sheet and statutory Auditors Report to the members. Page three contains the various Notes to the Accounts and list of fixed assets. Page four completes the Notes to the Accounts and the final section deals with the source and application of funds.

There is a deficit of £18,200 compared to £3,527 in the previous year. In the event membership income increased which was a bonus as it had been expected that it would at best remain static and at worst decrease. It was anticipated however, that expenditure would increase, at least by inflation, in the final analysis expenditure did increase by inflation and in some respects, a great deal more. At the beginning of the financial year a deficit of at least £10,000 was anticipated and when the Secretary General had cast a six-monthly set of accounts, that amount was up to at least £13,000, by December it appeared that the deficit would be near to £14,000, the final position is a deficit of £18,200. There would have been an even greater deficit had there not been an increase in membership income and an increase in sundry income (i.e. Shop Sales). The three main expenditure items are Headquarters and Administration, an increase of £15,000, other items of £3,500 and Championship by £3,000. The greatest increase has been in the Headquarters expenditure and it can be seen what sort of effect inflation and the increase in costs of services has had on the various figures. In the event expenditure as expected has risen, but by more than was anticipated. The Treasurer said that travel had increased, postage had increased substantially, due to the increases in postal costs. The biggest increase had been in the magazine costs, this had been due to the increased costs of production. The increased subscription to offset this would not come into effect until the period 1982/83. J. T. Crocker asked about the projected profit of some £3,000. The Secretary General said that he had expected a surplus of that order but, the Council had



agreed that the Editor could improve the magazine and only expected there to be a break-even situation, in the point of fact there was a small cost of £381. To the end of this period there had been no increase in subscription income. J. T. Crocker said that we must be careful to find an equilibrium in membership subscriptions and magazine subscriptions. The Treasurer pointed out that it took two years to correct expenditure/income problems. The Secretary General re-iterated a point he had made previously that two years before he had asked that an increase in subscriptions be considered but that in the event these had been held at the preceding years levels. This situation should not occur again as the policy decision had been taken, via the AGM, that subscription rates should be increased year on year by at least the annual rate of inflation. J. T. Crocker suggested that there should be four-monthly management accounts in order to see how the situation was developing during the year, so that trends could be seen and corrective measures taken. This could be done as the book-keeper controlled the books on a monthly basis, and could draw up a trial balance, but it would need the Secretary General to prepare a complete list of creditors, debtors, prepayments, stock etc. and auditors could then cast a set of management accounts. At this point the Secretary General stated that he no longer had any extra capacity to take on more work, he was at saturation point on the Administration and Accountancy, and had also had to take on a great part of the Competition side of the Associations affairs. He also said that Mrs. Mantykiewicz, coming in on 2 mornings per week for a total of 8 hours was only just able to cope with the day to day running of the books. In fact he had asked her to work overtime in order to get the accounts ready this year. In fact it was due to the extra work of both the book-keeper and Secretary General that the provision of £2,250 for audit and accounts had been maintained. The Secretary General did point out that compared to last year the liquidity of the Association was vastly increased despite a great deal of money already having been spent. At the end of June the liquidity stood at some £66,000 compared to the previous year of some £44,000.

J. T. Crocker had stated that we ought to be in a position to counter these problems in advance, then there would be no need for drastic action every two or three years, because in truth if a large surplus does arise it only brings the Association back to an overall small surplus situation, because you have to look at the state of the accumulated fund. Mr. Lister at this point stated that assuming that the book-keeper and the Secretary General could do the work, it would cost between £150.00 and £250.00 per set of management accounts.

The Finance Committee recommended to Council that the Association have four-monthly management accounts, for a trial period, and that Mrs. Matykiewicz be asked if she could work extra hours, and it would be at an extra cost of between £150/£250 per set of accounts plus the extra cost of Mrs. Mantykiewicz working extra hours.

*Agreed*

J. T. Crocker had queried whether there might be an improvement in postage due to the cost saving suggestions proposed by the Secretary General earlier in the year. To recap on these, it was that Council mail be sent once a fortnight where possible, and all mail sent second class unless urgent. Telephoning too, in the main would be held to the cheaper time period, i.e. after 1.30 p.m. J. T. Crocker also asked about the cost of publicity, the Secretary General had prepared a detailed list of costs and stated that the next financial year would not include the National Action Sports Show, Bristol Exhibition nor the Photographic Competition, a saving of some £1,500. Coaching was also queried, and the Secretary General had also broken those costs down. During next year there would be a saving of some £2,770 as the Scholarship Course had now been stopped. There was some discussion on the expenses of the NCSO arising from the suggestion by the auditor who is anxious to see the Association take a much more stringent and tighter control on all financial matters.

The Secretary General explained that in accordance with a recommendation by the auditors, recommended by Finance and ratified by Council the NCSO was given a £500 float for all expenses. This was topped up on a three week/monthly basis on the production of receipts and bills for expenses incurred. The Secretary General did not check each individual receipt, the book-keeper checked the figure work and then the Secretary General paid out the sum needed to keep the float to £500, as and when this amount was nearly used. There was considerable discussion on the subject of NCSO expenses in general, it was recommended that the float be reduced to £150, and that all the receipts be scrutinised by either the Treasurer or someone delegated by the Treasurer at each Council Meeting. But that the situation be kept under review. J. T. Crocker stressed that no criticism was implied, that payment should not be held up, but merely that these receipts should be scrutinised.

*Agreed*

**N.B.** The NCSO also has occasion to pay out on stationery, training aids etc. and then these amounts are re-analysed to their respective journal places. Thus the NCSO may spend £50 on petrol, £60 on training aids, £10 on stationery etc. thus the only true amount spent on NCSO expenses is the £50. It is sometimes necessary for the NCSO to buy in items on the road and is unable to contact the office for agreement in advance.

D. Hennessy asked whether the control, on postage was in fact working. The Secretary General explained that as far as was possible he kept the postage to a minimum and had instructed the staff to post all Council mail in the pigeon holes and send out once per fortnight where possible.

Item 29/82

#### **BPC Trust Fund**

J. T. Crocker stated that Mr. O'Brien had been unable to attend the meeting as it had been moved, rather late in the day, from London to Leicester. He would have attended had the meeting been in London. The Treasurer had agreed to meet Mr. O'Brien and that the third name on the mandate would now be that of the Treasurer of the BPA.

Item 30/82

#### **Salary Reviews**

The annual salary review would be discussed on the 23rd August 1982, in time for discussion and decision by Council for implementation in September 1982.

Item 31/82

#### **National Championships**

The Secretary General had now prepared and submitted an income/expenditure account to Council. This would be discussed in detail at the next Finance Committee Meeting.

The Secretary General asked that in line with the majority of lotteries the cost of the ticket be increased to 25p. The cost had been 20p since he took over the post in 1978 and further that the prizes remain the same.

D. Hennessy said that he understood it had been agreed to change the date for sending out the tickets.

The Secretary General stated that Council had been tasked with finding ways and means of improving the publicity etc. for the lottery and changing the date. But so far no one had made any recommendations for discussion thus he had had to go ahead on the same basis as last year.

The Finance Committee recommended an increase to 25p and prizes remain as last year. It was further agreed that, via the magazine, requests for extra prizes be made.

*Editor*

The tickets will be reprinted and be sent out in the October issue of the magazine.

The Finance Committee to consider the idea of a bonus to the club which sells most tickets.

31/82.2.

#### **Temporary Staff**

The Secretary General asked that a temporary member of staff be taken on to help cover while Miss Bates was on holiday for the 1st two weeks in August. He suggested employing Miss Brown an ex. Y.O.P. Member as she was thoroughly conversant with the office, at a cost of £25 per week.

Finance Committee authorised the Secretary General to approach Miss Brown on these terms and if she was agreeable to take her on.

*Agreed*

31/82.3.

#### **Duck End Competition**

A grant of £150 was recommended by the Finance Committee. The whole idea of grants to Clubs for competitions and seminars was aired.

Proposed by R. O'Brien and seconded by J. L. Thomas that in future Clubs which made a loss on competitions and seminars, produce a set of accounts and that any loss be grant aided up to a total sum of £150.00.

*Finance Committee Minutes were ratified by Council*  
Item 33/82

#### **Letter to the Editor — J. T. Crocker**

A letter to the Editor of The Sport Parachutist from J. T. Crocker had been circulated to all Council members. It was concerning the Editorial discretion of the Editor in so far as the last issue of the journal was concerned, where Council had come to an authoritative decision regarding the National Championships. A letter had been received and printed in the magazine, a reply from the Chairman, putting Councils dictum had been printed as a reply. The Editor has expressed a contrary view in the Editorial and had drawn attention to this by adding at the end of the

Chairman's reply, "for Editors views see Editorial" (page 5). J. T. Crocker stated that he was not, in effect, implying criticism of the Editorial, which he had stated was in his opinion, very well written. But he felt that a system should be established where authoritative decisions of Council should be projected as the authoritative decision, and where you have a situation where the Editor is writing an Editorial which is for example putting a contrary view to that of Council, without criticism, then there ought to be written down something which specifically says "this is directly contrary to Councils decision".

D. Waterman quoted from the minutes of some three years ago when a similar situation had arisen. He stated that he was very conscious of the content of his Editorials, and felt that to date he had acted and written responsibly. He also felt that his Editorial was not directly contrary to Councils view. J. T. Crocker interposed at this point to make it clear that he did not feel that an Editor should be shackled in any shape of form, and said that we ought not to be discussing that particular Editorial. He said that from personal contact he had discovered that the content of the Editorial was considered by the membership to be the authoritative view. He felt that it should be stated that it was the Editors view and not Councils.

D. Waterman agreed that something of that sort should be written down, but maintained that he realized that this Council had the ultimate sanction.

*Editor, Sport Parachutist*

Item 34/82

#### **Resignation Dr. Murray-Leslie**

A letter had been received from Dr. Chris Murray-Leslie stating that he has found he now has insufficient time to carry on with his unpaid, honorary role as Medical Advisor to the BPA.

The Chairman said that Dr. Chris Murray-Leslie had taken on this role for some considerable time and that he had also agreed to carry on until a successor could be found.

Council unanimously agreed that Dr. Chris Murray-Leslie be offered a life membership of the BPA.

Council were asked to forward suitable names of a successor to the STC.

Item 35/82

#### **Letter from Mr. Edward Forge**

A Letter had been received from Mr. Forge offering to donate a suitable memorial award to the Association in memory of his son who was killed in the Falklands Conflict.

The Chairman offered to write to Mr. Forge to thank him on behalf of Council and accept his most kind offer and to put forward some ideas of the type of award and for what it should be awarded.

Item 36/82

#### **Letter from Ms. Vaughan**

Correspondence had been received from Ms. Vaughan concerning the National Championships. Complaining that, in her opinion, she should have been included in the British Team and demanding a refund of her entry and jump fees.

The Chairman asked for comments from Council. After some discussion it was agreed to ask the Chairman to write to Ms. Vaughan.

*Chairman*

Item 37/82

#### **1. Any Other Business**

An application for Affiliation had been received from the R.C.T. Parachute Club. The application was in order and Council unanimously agreed to offer affiliation to the R.C.T. Parachute Club.

*Sec-Gen*

#### **2. A.G.M. Dinner Dance**

The Secretary General had presented a 'run down' for the A.G.M. and Dinner Dance. Plus a menu for the Dinner Dance. Tickets for the Dinner Dance to be sold at £9.00 per person attending, the same as last year.

Council agreed to the suggestions.

*Sec-Gen N.C.S.O.*

(The Secretary General was asked to arrange rather better weather than last year. He agreed to try)

#### **3. Letter from Skybirds**

A Letter of complaint had been received from Mrs. Lewington. The Chairman agreed to write to the club and the Secretary General was tasked with visiting the club to try to help out.

4. The NCSO mentioned the agreement to arrange a trip for the Ladies. He suggested Strasbourg as the venue. It was agreed that the Ladies be allowed to use the BPA van, but pay for the cost of petrol etc. The Association to pay the entry fees for those taking part, who had taken part in the National Championships, any other Ladies



taking part would have to pay their own way in total. But there must be a full team to take part. The two concerned were Ms. J. Vaughan and Miss C. Clements. Provided two more people could be found to make up a team, the BPA van be loaned but the Ladies pay all the expenses, i.e. Petrol and Road Tolls.

N.C.S.O.

Date of next meeting 23rd September 1982  
Venue — Kimberley House, Leicester.  
Time — 6.30 p.m.

**N.B. 12/8/82 A.O.B. Item 4**

Miss Clements has informed the Secretary General that there is now a full team, Miss Clements, Miss Vaughan, Miss Buckle and Miss Smith.

**Agenda Item 2 of Council Meeting of 29th July 1982  
Annexe A**

Memberships: Mr. I. Marshall  
Mr. N. Slee

**N.B.** This is not a verbatim transcript of the above item. Before discussions commenced the Council of the Association went into a short closed session.

The Chairman opened the discussion by saying that "the subject of the fixed object jump in London in which an ex-BPA member was killed will be discussed in front of everybody present. All Council are aware of the background to it and basically for the benefit of Mr. Marshall and Mr. Slee our understanding of the case is that Mr. Slee jumped off this building first, Mr. Donallen jumped off it second and was killed and Mr. Marshall, a BPA member, was obviously going to jump off it and there was a subsequent inquest in which the whole matter was discussed. I would just like to ask now if whether Mr. Slee or Mr. Marshall would like to say anything before I ask Council if they have any questions to ask of the two individuals." Mr. Slee intimated that he had nothing to say. Mr. Marshall stated that he had several questions to ask.

1. As his solicitor was on holiday he had been asked to bring up a few points
  - 1) "Why am I being banned?"
  - 2) "Under what authority and Articles of Association did you call the meeting to suspend me reference the telegram of the 4.6.82?"
  - 3) "Under what Article of Association did you suspend me?"
  - 4) "Why did you not send Articles of Association with the telegram and I had to ask for them?"

"Also that any decision you may make against my defence will be a breach of natural justice and human rights."

**G. C. P. Shea-Simonds**

"I'll answer the first question, you have not been banned, your membership has been suspended until it was discussed with an opportunity for everyone to be present, and you were the person who asked for it to be held over until today's date. The suspension would only have lasted in the first instance until the first Council meeting but you asked it to be put back. It is not a ban, purely a suspension."

**Mr. Marshall**

"Under what Article was I suspended?"

**J. T. Crocker**

"AS I understand it Mr. Marshall was suspended under Article 14. Which gives Council the power to suspend any member it chooses to suspend, rightly or wrongly".

**Mr. Marshall**

"That's in breach of Article 13."

**J. T. Crocker**

"Let's get this right, you were suspended by resolution of Council and the purpose of the meeting today is effectively under Article 14 for considering whether or not you should be excluded."

**J. T. Crocker**

"Suspension is not the same as exclusion."

**Mr. Marshall**

"There are no provisions in the Articles for suspension."

**J. T. Crocker**

"There are provisions made for suspension in the Rules and regulations which are accepted as being the rules governing the Association, and the day to day running of the Association."

**Mr. Marshall**

"I've not been given a copy."

**J. T. Crocker**

"As a BPA Instructor you have a copy of the rules and regulations."

Mr. Marshall then queried the decision taken by Council following a "phone round" of all available Council members as to the course of action to adopt following the fixed object jump and subsequent fatality. "This is normal Council procedure and the results of any phone round or letter vote bear the same validity as a vote in Council at a Council meeting (Article 59). All these discussions are validated at the subsequent Council meeting. In reply to several comments of a similar vein from both Council members and Mr. Marshall, J. T. Crocker, stated that this meeting had been properly convened, the matter under discussion was properly promulgated on the agenda and you (Mr. Marshall) have been given proper notice, to the extent that you asked for it to be adjourned from the last meeting to a later date. He agreed with the remarks made by P. W. Ritchie that there was no point in arguing the technicalities but if Mr. Marshall wants to argue the technicalities then we'll sit here and argue them. It takes us no further, because once the technicalities have been considered then the merits have to be considered, and speaking personally as one member of Council I feel that an ultimate decision will be made based on the merits and not on the technicalities.

**G. C. P. Shea-Simonds**

"You have been suspended because you were involved to a greater or lesser extent as a BPA member in a jump by an ex-BPA member who was killed."

Mr. Slee was again asked if he wanted to say anything. He said "I am a proven jumper."

Mr. Crocker asked Mr. Marshall whether he felt he had discharged his obligation as a BPA Approved Instructor in taking part in an activity of this sort, whether you jumped or not, bearing in mind your training as an Instructor and your obligation as an instructor?"

**Mr. Marshall**

"I was just watching".

**N.C.S.O.**

"So as a BPA Approved Instructor you allowed two people to jump from this low altitude without checking their equipment."

**Mr. Marshall**

"You can't stop people from jumping."

**J. T. Crocker**

"Do you accept that had you checked the deceased equipment, then the deceased would not now be deceased?"

**Mr. Marshall**

"That goes to say for almost any fatality."

**J. T. Crocker**

"No the people do not die because of equipment failure they die due to human failure of one sort or another, in this case the deceased jumped from the roof of the building, you were there, a BPA approved instructor and had you checked his equipment he would be alive."

**Mr. Marshall**

"I had nothing to do with the jump."

**J. T. Crocker**

"Why did you have your own equipment on?"

**Mr. Marshall**

"I didn't."

**N.C.S.O.**

"I have seen pictures and film of you wearing the equipment."

**Mr. Marshall**

"That's not proven."

In answer to several questions Mr. Marshall agreed that he was aware of the decisions taken by Council concerning base jumping one of which was that if permission to do this was not obtained from STC then taking part could lead to revocation of membership.

There was further discussion on this matter concerning the decision taken by Council on base jumping. And the conversation which Mr. Slee had had with G. C. P. Shea-Simonds on the day preceding the jump when the Chairman had re-iterated that if proof positive was available then those concerned in base jumping incidents could find their membership jeopardised. Mr. Marshall said he had only heard parts of the conversation.

The two people concerned were asked whether they had thought of the people who might be below them, they said they had.

J. T. Crocker read out the Council minutes of 9th December re base jumping.

"This Council re-iterates its previous decision that fixed object jumping without permission from the STC is not compatible with the aims of the Association and could lead to revocation of membership of the BPA."

The NCSO described the drop zone site. "It's a very small grass area near to a pavement, opposite this is a canal." He estimated that it is about one quarter of the area into which a D Class licence holder would be

allowed to jump.

D. Waterman asked what mitigating statement they could give, firstly to Mr. Marshall.

**Mr. Marshall**

"I can't say anything, I didn't jump."

**Peter Ritchie**

"Mr. Chairman I really feel there has been enough of this discussion. The Council has the power to suspend anyone who brings the sport into disrepute. The Council has already suspended for a period of six months one member who, by base jumping, brought the sport into disrepute. Mr. Marshall did not jump but he was involved in an activity bringing the sport into disrepute. Mr. Slee admits he jumped. I propose that they both be suspended for a period of six months from the date of the offence."

There was considerable discussion on the whole subject, whether membership should be suspended, revoked and what length of time should be involved.

Mr. Slee asked to speak.

"Just before the accident I was about to come into the open. I'd spoken with the Chairman. I was worried about the safety of the public. I felt that over the years, in a slow process that this could become another, legal form of parachuting. He agreed he had been given sound advice, in that he should wait until the legal side had been sorted out, and he managed to form a bona fide Association for base jumping. He said that "in my youthful enthusiasm I just carried on." In response to a question from J. T. Crocker, Mr. Marshall said that he could not say what he would do in future, i.e. whether he would be involved in base jumping or not. Mr. Slee said that jumping is a very large part of my life, all aspects, so obviously I will try to make base jumps again but in such circumstances that they will be acceptable to the General Public, BPA and all other bodies involved. As I see it it's a thing for the future.

Mr. Crocker stated that he had not asked a leading question, he just wanted to know what they were hoping to achieve. Both people agreed that they understood the Associations views as expressed in minutes etc, but Mr. Marshall said he could not see how the BPA could stop it.

Further discussion ensued. The proposal from P. W. Ritchie was seconded by J. T. Crocker. He stated that he fully understood and appreciated the tougher stand taken by other members of Council, but felt that if there had been any ambiguity in the Associations position, it gives us the opportunity now of taking a lenient view of the present situation but at the same time making the situation crystal clear for the future.

He also said that the situation should be absolutely clarified. He further said that if the proposal was carried then the instructor rating of Mr. Marshall ought to be removed for life, with no prospect of it ever being applied for.

The proposal was debated at some considerable length with all Council members putting views, feelings and reasons. Plus the circumstances surrounding the whole matter.

It was agreed to deal with the instructors rating first.

Proposed by J. T. Crocker seconded by J. R. H. Sharples that Mr. Marshall's instructor rating be removed and that he never again be allowed to re-apply for that rating.

In Favour 5  
Abstention 1

The proposal was carried.

Further discussion then ensued on the subject of membership of the BPA of Mr. Slee and Mr. Marshall.

P. W. Ritchie stated that as there did not appear to be unanimity on his proposal he withdrew it.

It was proposed by D. Waterman and seconded by R. O'Brien, that the memberships of Mr. Marshall and Mr. Slee be suspended for 1 year from the date of the incident and that should he be or any other BPA member, whether they had jumped or were merely associated with it, found to be involved with base jumping in the future then they would be automatically banned for life from membership of the British Parachute Association.

In Favour 5

Against 1 - J. L. Thomas because he considered that the 1 year suspension was too lenient.

Carried.

J. T. Crocker stated that he had noticed that the lady taking shorthand notes had been selective in the notes that she had taken and that a transcript of her shorthand notes is not an accurate reflection of what has been said and the context in which it has been said at this meeting. The tape recording of the meeting must be preserved for the benefit of Council members, observers Mr. Slee and Mr. Marshall and anybody else who may be interested. I do not think we ought to go to the trouble of transcribing that tape, it would cost too much money, and too much time of the staff. If Mr. Marshall or Mr. Slee wanted a transcript, I don't think that they should be denied that opportunity provided they pay whatever it costs in money and time to get it done.

Agreed



**BRITISH PARACHUTE  
ASSOCIATION SAFETY AND  
TRAINING COMMITTEE  
1900 HOURS  
THURSDAY 2nd SEPTEMBER  
1982 THE POST HOUSE,  
LEICESTER**

**Present:**

J. Sharples	Chairman
T. Butler	M.P.C.
P. Walters	1/2p Green
G. Evans	T.P.A. & S.S.S.C.
P. Slattery	E.C.P.C.
D. Turner	Montford Bridge
R. Ellis	L.I.F.F.T.
Y. Nisbett	R.A.O.C.
B. Charters	A.P.A.
J. Meacock	P.P.C.
T. Knight	Ipswich
D. Tylcoat	Lincoln
D. Hickling	B.P.S.
A. Ashton	Headcorn
M. Bolton	Cornwall
D. Howerski	Paraski
J. Hitchen	S.O.F.F.P.
G. Douglas	R.G.J.
B. Bias	R.S.A.

**In Attendance:**

T. Butler	B.P.A. Office
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**Observers:**

D. Woods	S. Woods
D. Fisher	D. Gays
J. Curtis	R. Colclough
K. Bradley	C. Colclough
D. Cox	V. Slattery
R. Jenkinson	Vanessa
K. Edwards	M. Newstead
J. Walton	T. Oaks
P. Handley	E. Reynolds
S. Howerski	P. Newman
M. Newall	S. Cooper
Rod Burgess	

**Apologies for absence:**

J. L. Thomas	D. Prince
K. Toyer	

Prior to the commencement of the meeting the Chairman, J. R. H. Sharples gave the following notices.

He said that as all members were no doubt aware, the NCSO had left on the 28th August. This leaves the Association without an NCSO, applications have been invited for the post, but in the interim period Tony Butler has been engaged as a part time NCSO until the new appointment is made. If anyone has any technical questions on parachuting he is the man to contact.

The PI and Exam Course venues for November had not been finalised.

**N.B.**

- Following a telephone call by the Secretary General to Sturgate, it is confirmed that the next venue for PI and Exam Courses, 8 to 12 and 15 to 19 November will be Sturgate.
- Netheravon contacted the Secretary General to confirm that they would host the February PI and Exam Courses, dates PI 7th - 11th and Exam Course 14th - 19th.

**Item 1****Minutes of Previous Meeting****Matters Arising**

- Any equipment which is in need of clearing must go via the Riggers Committee prior to being put before S.T.C.
- D. Prince has withdrawn all his FXC AOD's from use following the premature firing of this equipment, and is awaiting a report on the problems and will present his findings to the next STC.

D. Prince

**Item 11**

Mr. Fothergill had been asked to attend the Riggers Meeting. At the present time it is not known whether he had received the letter requesting his attendance. The Chairman would investigate.

J. R. H. Sharples

**3. Students No. of Jumps per day**

In order to encourage more parachuting, and to speed up progression rates, it was proposed by J. W. Meacock and seconded by B. Charters that the regulation be amended to allow students to carry out four descents per day for three days, followed by a day of rest, at the discretion of the CCI.

For	16
Against	0
Carried	

**N.C.S.O.**

It was proposed by G. Douglas and seconded by R. Ellis that the minutes of the meeting of 22nd July 1982 be accepted as a true record.

Carried Unanimously

**Item 2****Changes to Instructor System**

The paper had been submitted by M. Abrahams, in order that members could fully study the paper it was agreed to hold this paper over until the next meeting.

S.T.C. N.C.S.O.

**Item 3****Instructors Convention 8th January 1983**

It was requested that members consider the item for discussion and/or guest speakers, the input to be sent to the office. These items to be a subject of discussion at the next S.T.C.

Members N.C.S.O.

**Item 4****Incident Reports**

There were no incidents reported. It had been agreed that in order to speed matters up the NCSO would prepare a resume of incident reports for the information and consideration of STC.

**Item 5****Student No. of Jumps per day**

This item has been dealt with under previous minutes, matters arising.

**Item 6****Birchfield Paramen — Display Incident**

There was no information available and thus, this item was held over until the next meeting of STC.

N.C.S.O.

**A.O.B.****1. Drop Zone Clearances**

P. Slattery had applied for two drop zones to be cleared for student jumping, the relevant paperwork was in front of members.

a) The first DZ (2) had been inspected by T. Knight who had recommended that it was in order for it to be used for student parachutists.

Proposed by T. Knight and seconded by G. Douglas that this D.Z. be accepted as one to be used by student parachutists.

N.C.S.O.

In Favour	15
Abstentions	1
Carried	

b) The second DZ (1) is already in use by Cat. 8 jumpers and above.

P. Slattery requested that this DZ be allowed use by student parachutists.

After considerable discussion it was decided to ask T. Knight to inspect this DZ and report back to STC.

T. Knight

**2. Pegasus Canopy Modification**

D. Howerski expounded on a modification which had been carried out on the above equipment. The brake lines on this equipment are now 44 inches longer and there had been some malfunction problems.

He agreed to prepare drawings which the BPA would circulate to all clubs.

D. Howerski, Sec-Gen

**3. Twin Otters to Altitude — All Out Pass**

An application had been received from Weston on the Green for two Twin Otters to make 15,000 ft. with all parachutists out on one pass.

After some discussion it was proposed by Y. Nisbett and seconded by P. Slattery that the application be granted.

Carried Unanimously

**4. Fatality — Weston on the Green**

There was discussion on this item but no report had been received to date, no recommendation could be made.

**5. Exemptions**

An application for an exemption from the 16 year old rule had been made by T. Knight on behalf of Mr. C. Mason aged 15½ years. The exemption was requested on the grounds that Mr. Mason had considerable experience in parascending.

Proposed by T. Knight and seconded by D. Turner that the exemption request be granted.

In Favour	9
Against	5
Abstentions	1
Carried	

Date of Next Meeting: 14th October 1982

Venue: The Post House, Braunstone Lane, Leicester

Time: 19.00 hours

**BRITISH PARACHUTE  
ASSOCIATION SAFETY AND  
TRAINING COMMITTEE  
1900 HOURS  
THURSDAY 22nd JULY  
1982 THE POST HOUSE,  
LEICESTER**

**Present:**

J. H. Hitchen	S.O.F.F.P.
P. Slattery	E.C.P.C.
J. Meacock	P.P.C.
M. Bolton	C.P.C.
P. Cavanagh	B.K.P.C.
A. Ashton	Headcorn
R. Ellis	L.I.F.F.T.
K. Yeoman	Red Devils
D. L. Howerski	Paraski
P. Mercer	Lincoln
K. Toyer	W.L.P.C.
J. Diamond	M.F.F.C.
R. Bias	R.S.A.
P. Walters	1/2p Green
D. Turner	Montford Bridge
D. P. McCarthy	H.P.C.
J. L. Thomas	Rigger
P. Kibblewaite	Swansea
G. Evans	T.P.A. & S.S.S.C.

**In Attendance:**

P. Sherman	N.C.S.O.
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**Observers:**

Tony Rose	Julie Rose
J. Whittaker	K. Bradley
R. Colclough	R. C. Colclough
D. Cox	J. Davis
Vera Davis	D. Gays
H. Curtis	N. Lathall
Valerie Slattery	D. Higgs
T. Oakes	D. Woods
Susan Woods	Paula Hereford
E. Spoor	P. Newman
D. Foster	P. Handley
T. Homer	L. Brazier
P. Bath	S. Lavenbury
S. Kilgour	G. Toland
P. Foster	J. Keen
G. Copestake	S. Gedge
Cathy Steele	R. Brocklesby
J. R. Nickolls	Suzie Howerski
Sheila Cooper	R. Burgess
B. Pary	

**Apologies for absence:**

Tony Knight	Brian Pickersgill
Dave Parker	Tony Butler

**Item 1****Previous minutes and matters arising**

The Chairman went through the previous minutes.

Item 11(c), the Montford Bridge/Royal Green Jackets Team incident was discussed. A letter detailing the outcome of the APA Inquiry into the incident was read to the meeting. The Instructors rating of the jumpmaster concerned, Cpl. L. Hitchcock, has been withdrawn for one year from 2 June 1982 and may be reinstated provided he is re-examined on an appropriate PI Course at either Netheravon or Bad Lippspringe.

A letter from Cpl. Hitchcock was read to the Committee.

Proposed by D. P. McCarthy, seconded by K. Yeoman that the BPA support the APA endorsing this ban on Cpl. Hitchcock.

7 in favour, 2 against, 5 abstentions. The NCSO is to write to Cpl. Hitchcock.

Proposed by P. Kibblewhite, seconded by G. Evans that the minutes be passed as a true record. Unanimous.

N.C.S.O.



## Item 2

**Tony Rose — Permission requested to use GQ Canopy Release System**

Tony Rose is taking over the Joint Services Parachute Centre in Cyprus shortly. He is hoping to fully equip the Centre with GQ Parachute Systems which incorporate a new canopy release device. Mr. Rose demonstrated the working of the new device and requested permission to use them in Cyprus. After some discussion, during which Mr. Rose agreed to report back on the use of the new devices, it was proposed by D. Howerski, seconded by R. Ellis that this equipment be cleared for use in Cyprus.

15 in favour, 0 against.

## Item 3

**Halfpenny Green — FXC A.O.D. Incident**

Reports from Pat Walters, CCI Halfpenny Green, and John Broderick, the student involved, were read to the meeting. The reports concerned the premature firing of an FXC 12000, set for 1000 feet, just as the student pulled at the completion of a 15 sec. delay.

Introduced at the same time was a letter from Dave Parker of Headcorn reporting the random firing of FXC 12000 AOD's whilst on the ground, unattended and switched off. Mr. Parker had contacted the suppliers, Parachutes de France, who had advised him that "AOD's with Serial numbers around the 2000 mark, manufactured approximately 2½ years ago, have a small, built in inherent fault and that as soon as this occurs the AOD should be withdrawn from Service". Parachutes de France also advised Mr. Parker that this type of firing is most likely to occur with high pressure and hot sunny days.

The Committee expressed concern at the apparently casual attitude of the suppliers and requested the NCSO to contact FXC Corporation in USA reference this malfunction.

Mr. Parker has withdrawn all of his FXC 12000 and returned them to France for examination.

Input to the NCSO is requested concerning FXC 12000 premature firings complete with serial nos, date of manufacturers and supplier (i.e. USA direct, ex Parachutes de France or other source).

N.C.S.O.

## Item 4

**Incident Reports**

(9a) An incident, involving a jumper doing his 50th jump on a Delta Wing II was discussed.

In fine weather conditions with 5 - 10 mph winds, the jumper without any toggle alteration during a half brake upwind approach experienced a canopy stall with a 180° turn close to the ground resulting in a double fracture of the pelvis.

Considerable discussion ensued concerning the performance and flight characteristics, and problems of Delta Canopies.

No explanation could be offered about the occasional tendency of these types of canopy to react like this.

(b) An incident, involving a student at Ashford was reported. The student, despite receiving instruction from the ground, was still turning his canopy when he landed. His feet and knees appeared to be together on landing. Wind speed was 10 mph.

The student sustained a fractured femur. After discussion it was felt that the probable cause was student error.

(c) An accident at Netherley, Liverpool, involving Ron Cowley was discussed.

During a display, Mr. Cowley, jumping a Heavyweight Cloud, misjudged his entry into the arena, hooked his canopy about 10 ft above the ground and had to take a cross-wind land. Mr. Cowley broke his ankle, tibia, fibula and one arm and cracked his hip-bone. The accident was thought to be a clear case of misjudgement on the part of the jumper involved. No other jumpers or spectators were involved.

(d) An incident at Ashford, concerning a jumper being involved with a grass cutter/tractor last year has come to light. Because of the lateness of the report the Committee decided not to pursue it any further.

(e) An incident involving a student at Martlesham landing on the edge of a runway and sustaining concussion and a chipped neck bone was discussed. The student had not made a good landing despite being under instruction from the DZ Controller.

The cause was thought to be student error.

(f) The Montford Bridge/RGJ tail strike was discussed under Item 1 (Previous Minutes) above.

(g) An incident at Bad Lipsprunge, involving a collision between two RW jumpers was discussed. During a 9 man load K. Redfern collided with P. Fisser and broke his arm. Mr. Fisser (a doctor) realised that his arm was broken and managed to deploy his reserve at 7000 feet. He landed on DZ. Expert jumpers on the load confirmed that the incident was wholly

caused by reckless and unskilled RW Work by K. Redfern. Mr. Redfern Parachuting Category has been downgraded from Cat. X to Cat VIII, restricting him to supervised RW under instruction. RAPA will not upgrade him until he has successfully demonstrated his RW ability by closing smoothly on No. 7 or 8 on a sequence of RW jumps. In the report on this incident the Commandant of RAPA raises the point that, had Fisser been rendered unconscious in this collision he would probably have been killed as he was not wearing an AOD.

(h) Gordon Evans, CCI at TPA Parachute Centre, described an incident at Chetwynd involving two jumpers doing CRW. When attempting to separate at 1200 feet it was found that the base jumpers Wonderhog canopy container, which had a plastic stiffener plate inside was trapped in the front right hand centre cell cascade joint of the pin mans canopy.

The pin man was able to explain their predicament to the other jumper who managed to free himself. Initially the entanglement was obscured by the Slider and was not immediately obvious. The jumpers lost about 400 feet during this disentanglement.

During discussion of this incident the advice included in the BPA CRW briefs concerning break off heights — i.e., "above 1000 ft or land it" was re-emphasised.

## Item 5

**D. Howerski papers —****(i) Exemptions****(ii) TU - Ramair Progression**

These two papers had been circulated at the previous STC and held over until this meeting.

After discussion on paper (i), Exemptions, it was proposed by D. Howerski, seconded by Alan Ashton that the proposed form (less Section 6, the NCSO part) be brought into use.

In favour — 9 (including D. P. McCarthy!)

Against — 5

Abstention — 1

Paper (ii) was held over for discussion at a time in the future.

## Item 6

**Guinness Book of Records — Heaviest Parachutist Category**

After discussion it was felt that it was not desirable to encourage or endorse this Category in the Guinness Book of Records.

NCSO will write to Guinness Superlatives Ltd.

N.C.S.O.

## Item 7

**Leeds/Bradford FFC. Notification of Displays**

The proposer of this item was not present to explain his opposition to the requirement to notify the local police that a display was to take place in their area. After discussion it was felt that the notification was necessary and required.

To avoid unnecessary telephone expenditure, and to ensure that notification did take place it was felt by the Committee that the best course of action was a letter to the local police station, with a copy of the letter being retained by the team leader, giving details of the display in question was all that was necessary.

## Item 8

**Dave Parchment — Withdrawal of Display registration.**

Mr. Parchment was not present at the STC Meeting. Mr. D. P. McCarthy said that Mr. Parchment had told him he was "withdrawing from sport parachuting". He has returned his display certificate to Mr. McCarthy who will be forwarding it to the BPA Office.

## Item 9

**Phil Mercer — S/L unhooking**

Mr. Mercer queried the advisability, or otherwise, of the current requirement in BSRs that all static line hooks be undone and the bags/static line stowed prior to other freefall jumpers exiting an aircraft.

Considerable discussion ensued and it was decided that the matter would be discussed at the next STC Meeting in order to give the members of the Committee time for reflection.

## Item 10

**This item was not discussed.**

## Item 11

**Riggers Committee Report**

As a Riggers Committee was not held prior to the last STC, due to lack of support, no report was forthcoming.

A Riggers Meeting had been held prior to this meeting. The report on this meeting would be presented at the next STC.

## Item 12

**Any other business**

(a) A diabetic had requested permission to make a parachute descent.

He will be referred to Dr. Murray-Leslie.

(b) Mr. P. Slattery requested clearance of a new DZ area.

It was agreed to clear this DZ subject to a satisfactory inspection by Tony Knight.

(c) A letter from Mrs. Sally Corr was read to the STC. In this letter she regrets to announce that Spreadeagles Parachute Club will be closing down its operation at Bramblecombe Farm, Melcombe, Bingham, but that the Spreadeagles Display team will be continuing to operate.

(d) A request for an exemption from the rule requiring direct supervision of a water jump by an advanced instructor was requested by David Wright of Birchfield Paramen. The jump in question only involves Mr. Wright and the only available advanced instructor will be flying the aircraft being used. A BPA Instructor, Chris Goss, would be supervising at the DZ site.

Proposed by D. P. McCarthy (!) seconded by P. Kibblewhite, that this arrangement be allowed.

8 in favour, 0 against with 2 abstentions.

(e) A letter of complaint from Halfpenny Green had been received concerning the 32 ft LL Canopy incident dealt with at a previous STC. The NCSO is happy to correct the impression given in the minutes of that meeting that the canopy in question failed at Halfpenny Green. The canopy in question was in use at Montford Bridge.

(f) Mr. J. Meacock of Peterborough PC requested that the STC reconsider the rule which limits student jumpers to three jumps a day for three days followed by a one day rest.

This matter will be put on the agenda for the next STC.

(g) Andy Houston of RN & RMSPA had been involved in the Falklands and so requested an extension of his PI rating until the end of 1982. Granted.

(h) A request for clearance of a DZ at Wheaton Aston, Staffordshire was received. The DZ was suitable for student operation dropping only one jumper per pass.

Proposed by D. Turner, seconded by D. Howerski that clearance be given.

In favour 12, against 0 with 1 abstention.

(i) A damaged National 26' reserve canopy, in a Red/Black TSE Chaser were sent to the STC Meeting at the Post House, Leicester on 29.4.82. Canopy Serial No. 12358, Manufactured Feb. '79. These items were seen at the Meeting but disappeared afterwards. If anyone has knowledge of the whereabouts of this kit please contact the NCSO.

There being no further business the meeting closed at 2130 hours.

The date of the next meeting will be 1900 hours Thursday, 2nd September 1982, The Post House, Leicester.

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contact: Tel: John Sullivan, Maidstone 46003

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contact: Tel: 01-462 7109

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- 1. Safer:** Ram-air canopies have no known inherent malfunction mode. A round reserve can (and often does) invert or has a line-over (mae-west) on deployment. Statistics indicate a round reserve experiences inversions or line-overs 3 to 5 times per 100 activations independent of body position or proper activation. In addition, the Swift Reserve is deployed by our famous 'free-bag' system. This system gives the Swift Reserve a chance to open even if the pilotchute becomes entangled with the jumper or his gear. No round reserve offers this unique system.
- 2. Faster Opening:** With its shorter lines and requiring less air to fill, the Swift Reserve can open in less than 100 feet. In fact, squares open so fast they must be reefed to slow them down.

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

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

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

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

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

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

#### After the sale

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



## PARA-FLITE, INC.

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