

THE

DECEMBER 1982

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

95p



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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.

PI COURSES/EXAM COURSES

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

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

1983 at SIBSON

COMPETITIONS

28-29-30 May. Sibson Speed '8'
25 June — 10 July. 1983 National Championships
11 — 17 July. Collegiate Championships

PROGRESSION COURSES

7 — 15 May
23 — 31 July
6 — 14 August

RW SEMINARS/COURSES


21 — 27 May
23 — 31 July (Cat 10)
20 — 29 August

The SCOTTISH OPEN and NATIONAL PARACHUTING CHAMPIONSHIPS will be held over the WEEKENDS of 14-15 MAY 1983, with registration and draw on Friday 14 May 1983. Should the weather be bad we would hope to continue the meet to the following weekend, 21-22 May 1983. Further details will be available later.

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The Journal of the
BRITISH PARACHUTE
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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.



On behalf of the Staff of Sport Parachutist may I wish our readers and the many contributors to the magazine the compliments of the season, and thank you all for your support this year.

Dave Waterman



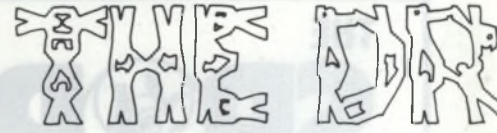
Seasons Greetings from all Editorial staff.



photo by
Norbert Mier



THE DROP MAN



GLC CASH FOR SPORTING YOUNGSTERS

Twenty young London sportsmen and women — aspiring champions of tomorrow — received grants at County Hall to help them develop their skills and abilities.

They were selected by the Sports Aid Foundation — London and South East Ltd., to share in £4,500, the second instalment of a £20,000 grant given by the Greater London Council Arts and Recreation Committee.

Their sports include athletics, badminton, boxing, cricket, judo, rowing, parachuting, swimming, weightlifting and water polo.

The presentations were made in the Conference Hall at County Hall. The Chairman of the Council, Sir Ashley Bramall, was present to welcome the recipients and their families.

Mike Johnson received a grant from Sports Club Foundation presented by 20 sportsmen shared £4,550.

Tony Banks, Chairman of the GLC Arts and Recreation Committee, who said: "The GLC grants will help these talented youngsters in their sporting endeavours. We wish them all well knowing that the GLC will continue to support London's champions of tomorrow."

ANDERSON SKYDIVE TEAM

Instructor **Ali Anderson** puts his twin brothers **Barrie** (left) and **Clive** (right) through their basic training course and first jump at Ashford Parachuting Centre. Both are now on free fall and look forward to making an 'Anderson way'.

CLIVE A.



Red Devils dirt dive, a novel formation at Queens Parade, Aldershot.



Re: A.G.M.

THE BRITISH PARACHUTE ASSOCIATION LIMITED ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT THE SIXTEENTH ANNUAL GENERAL MEETING OF THE ASSOCIATION will be held at: THE LEICESTER CENTRE HOTEL, HUMBERSTONE GATE, LEICESTER on SATURDAY 8th JANUARY 1983 AT 16.00 HOURS

AGENDA

1. To consider and adopt if approved the report of the Council.
2. To fix subscriptions payable by Members for the ensuing year.
3. To elect the Council for the ensuing year.

Dated this 15th day of November, One Thousand Nine Hundred and Eighty Two.

For and on behalf of the Council of the BPA

NOTE:

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

Following the AGM will be the Annual Lottery Draw. At the conclusion of the AGM and other items there will be a buffet, films etc. in the Albermarle Suite, Bar to 23.59 hours.

Yours sincerely,

CHARLES W. PORT
Secretary General

MIKE FORGE MEMORIAL TROPHY

Have you a person on your DZ that you can nominate for the above Trophy? Someone that has started parachuting after the beginning of 1982 and has reached at least Cat. VIII in a reasonable time. If so send your nomination to the Chairman of STC with a resume and photostats of their Log Book as soon as possible.

OF BAKK THE DOB ANN



Congratulations to **Derek & Carol (Nee Sawyer Thomas)** who were married at Bridlington on July 7 (the day the Nationals started).

DICK KALINSKI AAC

On behalf of all members of the BPA may we extend our sincere congratulations to you on your Mention in Dispatches awarded during the Falklands Campaign.

CHARLES SHEA-SIMONDS

The Silvercloud Skysports, which operated at Kinnell Airfield, has closed and has been replaced by Paraclan II Sport Parachute Club, c/o Stuart Charleton, 15 Cameron Avenue,

Bridge of Don, Aberdeen. They are jumping at Kinnell and are in the process of building up kit facilities etc.

1983 WORLD CUP OF PARA-SKI

Venue — Bud Hofgastein

Date — 19—26 March 1983

Teams consist of 3 jumpers.

Entry Fee — approx £150 per jumper which covers: 6 accuracy jumps, 1 qualifying giant slalom ski-run, 1 Actual giant slalom ski-run, Hotel Accommodation, Food and Free use of cable cars and ski lifts.

Any Interested Teams — contact the NCSO at BPA Office ASAP.

Must Register by Mid January.

DELAND REVIVAL

Florida looks like providing another skydivers wintering site.

Deland, situated about 80 miles N.N.E. of Z'Hills, is reopening as a fulltime centre this winter. The operation will be run by **Tom Piras** (Desert Heat and Elmer and the gluebags).

The centre plans on providing general progressive training programmes for students, including Accelerated Freefall, and an RW instruction programme.

The aircraft will be MR Douglas DC3, 2 4 place Cessnas and an 8 place Beaver, A Twin Beech and Pilatus Porter are also available by prior arrangement.

SKYDIVE DELAND

P.O. Box 3071, Deland, FLA 32720 (904) 736-7589



Dave Hickling CCI at Langar, just about to enter fourth, on a six man round, the first attempt at a six man, at Langar. Dave is on his 2000 jump and the first six man in this photo.

PAUL BECK

Photo by Paul Beck.

STEVE FREEDMAN RECORDS

Mike Smith getting his SCS and a visiting Norwegian, **Jans Haagen** (I think that's how its spelt) getting his SCR and his SCS by backing out and re-docking.

Incidentally, the other jumpers include **Mick Harris, Dave Parsons, Mac McCarthy, Dave Tews, Heather Deitch** and **A. N. Other**.



CLOSE ENCOUNTERS?

Pictured are **Ronnie Nevins** and **John (Zeke) Thackray** both members of the King's Own Scottish Borderers currently stationed in West Germany.

The descent was made from 10,000 ft in full Nuclear Biological and Chemical warfare clothing, or Noddy Suits as known within the Forces. Definitely not suitable for relative work!

STEVE SLATER

BPA CLUBS AND CENTRES

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

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

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Bridlington, Yorkshire.
Chief Instructor (at club address)
Tel: (0262) 77367
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Headcorn Parachute Club

Headcorn Airfield, Ashford, Kent
Tel: Headcorn 890862
The Secretary (at club address)
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Hereford Parachute Centre

Shobdon Aerodrome,
Leominster, Hereford.
Tel: Kingsland 551
Chief Instructor (at club address)
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Peterborough Parachute Centre

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

Ipswich Airport,
Nacton Road, Ipswich, IP3 9QF.
A. G. Knight. Tel: (0473) 76547
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Ashford Parachute Centre

Ashford Airport, Lympne, Kent.
Tel: Flythe 60816
Club Secretary (at club address)
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East Coast Parachute Centre

8 Burns Crescent, Chelmsford.
CM2 OTS, Essex.
* √ FT BS KHS KHFF RW NM

R.S.A. Parachute Club

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

Langar Airfield, Langar, Notts.
Chief Instructor (Club address)
Tel: 0949 60878
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Montford Bridge Para Centre

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

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

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

Midland Parachute Centre

Long Marston Airfield,
Nr. Stratford-upon-Avon, Warks.
Tel: Stratford-upon-Avon 297959
Dave Deakin, Tilton Cottage,
Stourport-on-Severn, Worcs.
Tel: Stourport-on-Severn 5954
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Black Knights Parachute Centre

Patty's Farm, Cockerham, Nr. Lancaster.
R. Marsden, Primrose Hill Farm,
Bilsborrow, Nr. Preston, Lancs.
Tel: Brock 40330
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British Prison Officers Parachute Club

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

Cambridge University Free Fall Club

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

Cheshire Parachute Club

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

Leeds/Bradford Free Fall Club

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

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

Duck End Parachute Group

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

Halfpenny Green Skydiving Club

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

Glenrothes, Fife. Tel: (0592) 759204
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Golden Lions FFT

Glenrothes (see above)
•

Parachutists Over Phorty Society

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

Scottish Parachute Club

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

c/o Martin H. Rennie,
45 Britwell Crescent, Edinburgh.
Tel: 031-669 1872 (H): 031-554-8121 (B)
• no more details

Blackpool Parachute Centre

Blackpool Airport
Blackpool FY4 2QS. Tel: 0253 41871
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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, Colerne,
Wiltshire. Tel: Box 742890 (1730-1930)
• < BS KS KF BB © WC

Staffordshire Sport Skydivers

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

Sunderland Parachute Centre

Sunderland Airport, Sunderland,
Tyne & Wear.
W. J. Barnes (at club address)
Tel: Boldon 367530
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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
•

Mantlesham Heath Para Club

Flixton Airfield, Bungay,
Mrs. L. Bennett, 76 Grundisburgh Road,
Woodbridge, Suffolk
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WCNM △

North West Para Centre

Cark Airfield, Flookburgh,
Nr. Grange-over-Sands, Lancs
Tel: 044853 672
J. D. Prince, 21 The Coppice, Ingol,
Preston, Lancs. PR2 3OL
Tel: Preston 720848
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Spread Eagles Parachute Club

N. Melcombe Bingham, Dorset.
Sally Corr, 24 Southsea Avenue, Tuckton,
Bournemouth. Tel: (0202) 421108
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TPA Parachute Centre

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

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

London Parachuting

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

West Lancs Parachute Centre

Burscough Airfield,
Nr. Ormskirk
Roy Harrison, 77 Argyle Street
St. Helens, Lancs.
Tel: St. Helens 35342
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SERVICE ASSOCIATIONS AND CLUBS

Army Parachute Association
Commandant, JSPC Airfield Camp,
Netheravon, Salisbury, Wiltshire, SP4 9SF
Tel: Bulford Camp (09803) 3372
Ext. 277/245
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Rhine Army Parachute Association

The Commandant, RAPA Centre,
STC Sennelager, BFPO 16
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Cyprus Joint Service Adventurous

Training Camp (CJSATC)
Chief Instructor (CCSPC), CJSATC
Pergamos Camp, BFPO 58
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RAF Sport Parachute Association
 Hon. Sec., RAFSPA, RAF Brize Norton, Oxon.
 DZ, Weston on the Green. Tel: Middleton Storey 343
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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
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Hong Kong Parachute Club
 CCI, JSPC (HK), Borneo Lines, Sek Kong, BFPO 1
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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.
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FULL TIME CONT.

Dunkeswell Skydivers
 Ian Louttit
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 (Luppit 350)
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The Editor, *Sport Parachutist*, c/o BPA,
Kimberley House, Vaughan Way, Leicester,
LE1 4SG.

"GROUND INSTRUCTORS"

You have asked for input on the subject of "Ground Instructors", my views are as follows.

As you well know, there is more to teaching a subject than being knowledgeable in it. I think the minimum qualifications for an instructor are quite reasonable, in particular, the cat. 10 requirement indicates an enthusiasm for progression in the sport in excess of logging 200 jumps.

At busy times most instructors are glad of suitable assistance, indeed, this is already provided for duties in manifesting, the kitting up of students (not flight line checks), D.Z. control and packing areas.

Extending this involvement without regulation into areas of student training is full of pitfalls.

There are people on nearly every D.Z. that have the ability and willingness to instruct but due to other pressures are unable to commit themselves to qualifying as Approved Instructors. There are others who, despite their own opinion do not have suitable qualities.

I believe that a student course should at all times be under the direction of an Approved Instructor and the lectures delivered by same (or P.I.). There is room for someone I would title "Ground Assistant" to assist in the practical sections of the course.

The qualifications I would propose for such an assistant would be "C" licence, 2 years involvement with the Sport, recommendation by the C.C.I. and name lodged with B.P.A., renewable periodically.

The mechanics of controlling this system could be as straightforward as the current issuing of packing certificates. On the annual return those assistants thus cleared at a club could be listed.

To extend involvement beyond that of assistance in practical sessions without the benefit of attending P.I. and exam courses would in my opinion endanger the standards of training in this country.

I hope you have sufficient response in order to obtain a representative opinion.

Yours

Ken Gregory
D3784
B.P.A. 60474

Hercules Boogie 83 runs seven days

Dear K. F. Marks,

We were sorry to read in *Sport Parachutist* that you were disappointed with the Hercules Boogie 82. As the editor points out, all calculations were made with 300 skydivers in mind.

The fact is, that this figure was accurate until ten days before. But in three days, we received more than 300 registrations - on top! So there we stood, with not enough aircraft, no enough food, not enough anything.

One story to make you understand our difficulties: the Fokker, leased the week before the boogie, was at that time not approved for jumping in Sweden... But some testruns, some testjumps and some positive thinking can make wonders...

Yes, the weather was not so good. But that period, end of May, is statistically the best, and because of that, we have placed the Hercules Boogie 83 May 22-29.

As you can see, next years boogie is seven days long. Registration begins Sunday, first load Monday, closing next Sunday. We have one C-ü30 of the Airforce all the time, and it is possible that we bring another one for the last week-end.

The manifest will be completely computerized. Next year, there will be no chance to double-, triple-, or even quadruplemanifest. (I did not think decent skydivers would do that!)

Place probably the same. I hope that you have made some nice dives during the year, and I look forward to see you under the skydivers monster, the Hercules.

Best wishes,

Anders Bursell
Hercules Comitée

Some thoughts on the paper by Dave Howerski .. "BPA Status"

The principle of attempting to improve the equipment which is in use by BPA clubs for the training of novice parachutists is praiseworthy, but we should be careful to avoid hasty decisions which will be regretted and which might have to be reversed.

I will take Dave's paper point by point:

1. There is no question that a net skirt on a parachute DOES prevent Blown Periphery malfunctions. However, the BP, from a bag deployed system is almost certainly the result of a high aircraft speed and the malfunction can, in its most severe form, be eliminated by controlling the dropping speed of the aircraft.

We have used the bag/static line system here since May 1976 in both the open bag and the centre base tie form. Since then we have experienced five BP malfunctions, only two were severe and where as a direct result of a high aircraft dropping speed. Over 31000 bag descents have been made.

The Centre base Tie was introduced as a result of two incidents some years ago when a bag deployed parachute struck the tail of the aircraft. It might be argued that knowledge gained since then makes it unlikely that this will happen again, nevertheless, the Centre base Tie guarantees that the canopy will not strike the tail and it is ESSENTIAL that it should be used with tail wheel aircraft.

2. Automatic Openers are certainly a good idea for free-fall students, less of a good idea — or even necessary — for static line parachuting. The thought of a premature firing of an AOD with a student in the door of a tail wheel aircraft is an exciting

one but not something I would like to see happen.

3. Kicker Springs, again a good idea but mainly in that their use enables Instructors to spend less time on reserve/suspended harness drills on the basic course, and perhaps more time on the lessons which also need emphasis — PLF's — Aircraft Drills. No evidence exists to show that the spring, in its present method of use is any more efficient in the deploying of a reserve parachute than two hands are.
4. Staged Deployment. I believe this to be the most important advance in student parachute safety ever and that the diaper probably has advantages over the sleeve. A representative from APA will probably describe how the use of this system managed to clear a 'Horseshoe' malfunction.
5. Radios, as an aid in canopy control are a good idea for the DZ's with limited space but are hardly necessary.
6. Membership of the BPA. This should be encouraged as it is in the interest of Clubs and Students that the Association should flourish and it can only do that by the continued support from the Clubs.

JOHN MEACOCK

Thanks to Ray

I'm sure that all those involved in the 50-way attempt at Weston recently, would agree that we owe several people a big vote of thanks.

Ray Willis, who has sadly now left Weston, made the impossible come true, by organising 2 Twin Otters to appear at the same place and time. He also had the difficult task of selecting the lucky 50 out of the multitude of people available, and of organising the other events of the weekend.

The Marines, instructors, and other club members did a great job, preparing the hangar for the party that night, and supplying the large quantities of food and drink.

Fred Weemes and his band

provided good quality music for Saturday night, but had a hard time to-coax anyone onto the dance floor — most jumpers wanting to conserve their energies for the next day's jumping!

Last, but certainly not least, is a big vote of thanks to **Rob Colpus**, who did his usual magnificent job of organising the attempts.

Let's just hope the next attempt is blessed with better weather!

Yours,

TONY CUMMINGS

Kit News

I hope you will kindly print this letter in the next 'Sport Parachutist' so that jumpers may read it, and be warned. Last weekend, I had one riser release on deployment, causing a rotating mess, cutaway, and reserve ride. Examination of the kit revealed that the white loop of the three ring circus had snapped, thus causing the separation. At first, I just thought it was a duff loop, and had simply broken under the strain on opening.

However, closer inspection showed something else. Looking at the grommet that passes through the riser (not the one on the end of the cutaway cable housing) as if from the rear of the jumper, one could see something odd. The inner part of the grommet i.e. the piece of the front half of the grommet which folds through and round the rear half to hold them together, had two very small splits in it. No jagged edges and they looked harmless enough. They ran from the outer rim of the inner ring towards, but not quite reaching, the centre of the grommet. But they were enough to pick at the loop as it shifted over them, perhaps on previous openings. Finally the weakened loop parted (happily at 2500', not 250').

I realise that if I had checked the kit properly before jumping, it wouldn't have come to a cutaway, and that's a lesson learned. But I would urge jumpers to check their kit for similar deficiencies. Find out now, not later.

Good to see colour photo's in the magazine.

Yours

Charlie Hoare
D4074

Club Input

After reading your last editorial about lack of input from clubs, here are a couple of opinions I have formed after listening to many people at "grassroots level".

Over the last few months there has been some debate over the idea that there should be a course available to convert Cat. 8 students from T.U. to Ram Air canopies. I haven't yet found anyone who objects providing it is done on a basis designed and approved by S.T.C. As a Cat. 7 student I must admit I'm not looking forward to jumping our club H.P. round because after watching my cousin cut away from it, several Cat.

10 jumpers related their tales of their cut aways from it years ago. The point is we can't afford to buy new kit which will have a limited use! Nobody looks at 25 P.C. jumps as progression, it's just something you have to do to qualify to jump a square! Surely the members of S.T.C. ie: the CCI's know their students? They know if the student has bottle problems, if he's switched on, if he's aware, and above all else if he's safe. Could such a course not be run using students recommended only by their CCI's?

The recent debates about the cash spent on competitions both National and international don't hold much water down here at grassroots level. If it wasn't for the first time jumper and keen students who land safely and rush to the instructor for a critique, there wouldn't be any civilian D.Z.s and no B.P.A. either. Does he click his heels when he hears the British Team does well in far flung expensive places? Does he hell! He wants to know if he's cleared for D.P.s, freefall, turns, U.S. Suits, dive suits, back loops, deltas, tracks or to jump that bloody awful kit lurking in the corner of the kit store!

The mag this month contained a nomination form for council. Personally I don't know anybody who wants the job. However once the papers are in and the voting papers are counted the annual complaint about lack of response from the membership will doubtless be forthcoming. To this criticism I say who the hell are these nominees? What policies do they support? According to the voting forms everyone of them have been in the sport for years and are the greatest thing since ripstop nylon! Let each person who wants the job write down his views on relevant topics. Finance, training, safety standards, aircraft safety standards and all the stuff I haven't thought of but which a future council member should. If this was done then the grass roots member would know what he was voting for instead of trusting providence and the not too trusty pin.

Yours chor

TONY LASZCZEWSKI

Progression System

We must bear in mind that there is more to parachuting than falling stable for a few thousand feet. I wonder if A.F.F. really results in a faster progression or simply introduces techniques at different progression stages. However he learns it, a qualified parachutist still has to be able to make sub-terminal delays, recover from unstable exits and learn to spot. With A.F.F. we almost have the reciprocal of our present system in that the novice performs three-way (present Category 10) and "progresses" to five-second delays (present Category 3)! The main advantage is the idea that early acclimatisation to free fall will induce confidence and enhance learning ability. If this is the case A.F.F. may be regarded as a significant development.

Equipment

My views on canopy progression have been aired in The Sport Parachutist before and I remain convinced that our present student equipment — especially with the new "Aeroconical" canopy — is the ideal introduction to parachuting for all. The only modification for A.F.F. would be an AOD fitted to the main parachute along similar lines to the military free-fall and HALO equipment. Whether the first-time A.F.F. student would deploy his own canopy or rely on the AOD with manual backup is open to discussion. Apart from this I feel it to be undesirable to alter radically the present student equipment.

Conclusion

Accelerated Free Fall is a fascinating concept and as a forward looking and progressive Association we should not overlook it. I feel that it will never supplant the current BPA Category System but will rather run alongside at certain centres. I suggest a good starting base would be a tightly controlled pilot scheme using the facilities of a well-equipped and expertly staffed full-time club. During a period of perhaps several months, the proposals could be critically evaluated and the necessary Regulations produced. Even then, I believe that A.F.F. will lie beyond the scope of the average weekend club and will be the domain of one or two selected Centres.

I cautiously accept Accelerated Free Fall as part of a progressive, successful and above all safe student system.

Blue skies throughout Winter everyone.

ALISTASIR SMITH, D3407 59210

A.F.F.

As a recently qualified BPA Approved Instructor (to coin a phrase!) I would like to add my voice to the debate regarding Accelerated Free Fall (A.F.F.). Few will argue that in terms of safety our present Category System is unrivalled, and that before introducing any radically new system we must be sure that our excellent record is upheld. This I believe to be a fundamental tenet and it is from that viewpoint which I address the discussion.

Student Suitability and Selection

Just as Free-Fall "per se" is not for everyone, A.F.F. is likely to prove suitable for an even smaller student percentage. At present we can safely dispatch on an enjoyable static-line jump people who might be quite incapable of progressing to free-fall. Indeed such students usually comprise the bulk of first-jump courses and are probably responsible for the very existence of most civilian

clubs! Therefore I envisage A.F.F. as an additional and complementary scheme to our well-proven progression system for the more able. Several correspondents have mooted some kind of selection procedure but not stated what form it should take. An applicable and easily conducted aptitude test would be initial performance on static-line with transference to A.F.F. programme after the Dummy Ripcord stage. I accept that this somewhat negates the overall principle of A.F.F. but it seems an excellent selection test coupled with elementary training.

Instructor Qualifications

The concept of exiting at 10,000' with an "ab initio" free-faller is undeniably exciting. But just as we cannot expect every student to progress to A.F.F. so we cannot ask every instructor to perform in the A.F.F. role. A new qualification, beyond BPA Advanced Instructor rating seems appropriate. The qualification of A.F.F. Instructor is certainly one for the mature, vastly experienced individual whose ability in the new environment has been unquestionably assessed in a further Exam course. The stated USPA requirement of eight hour's free fall seems a good foundation on which to build, backed with years of experience gleaned in the conventional Category System. I believe that instructional ability, both in classroom teaching and practical parachuting cannot be over-emphasised and is pivotal to the success of A.F.F.

Dear Sir,

I have recently returned from the U.S.A. where from 15 second delays in 23 jumps including comebacks' under the BPA system, I took on Accelerated freefall course at Elsinore, California; broadly similar to that described by **Sarah Brearley**. Equipment was indeed a tandem with ripcord, containing either a PC or double-keel dactyl, single point cutaway and AOD. All descents were scheduled from 12,000', which invariably meant 13,500!! Those jumps from the DC3 were accompanied by a video jumper.

With my small experience I was introduced at level 3, but was required to repeat this after backlooping going small.

The standard of instruction from **Jill Johnson** and **Mark Pharr** was superb, and I can only repeat that which I have been saying since my return, "I was indeed less perturbed about going to the moon with those people, than doing an early freefall jump at home; standing all alone on that step". What an incredible experience for a student at the stage I was. I had never had severe stability problems, but on that first AFF jump found that I could almost relax, and fly without the imminence of a pull. Critique after each jump was exhaustive and the video was there

for as many re-runs as required. Logbook entries were precise and constructive, with many cases of beer asterisked here and there! After completion of Level 7 I was cleared for both solo jumps and being capable of doing RW with a competent instructor. The dangers of involving myself with unknown quantities was stressed.

On jump 36 and at a price of \$75 I spent few hours with **Bill Johnson** and made two square jumps on a Pegasus from 5,000 ft. with 5 second delays. More cases of beer! May I point out here that anyone visiting the States who, at around 100 ft. hear, "Cut it away!" take no notice!

The only exercise lacking, in my view was tracking. A strong deta was considered sufficient. Whether that has been revived, I can't say. You will no doubt gather that my experience in the U.S.A. was personally favourable. Completion of the course in one week being due to California weather — a major factor. Perhaps a more protracted period may have necessitated re-jumps; as the course is indeed a concentrated one with much to accomplish on each descent.

Whilst I would never pretend to be any better than a student who has progressed through the B.P.A. system, I would certainly feel qualified to recommend AFF to anyone — with the following provisions:

- 1) Having achieved 10-15 second delays.
- 2) Possessing a firm desire to skydive; with the mental capability to succeed.
- 3) Go to Elsinore and look up **Bill Johnson**.

Before commencement of the course, ground training I felt, was as much to condition my mental approach, as to effect flying skill. After all, it is not fair to place an instructor in the position whereby he is struggling to deploy a panicking student's handle. As an additional safeguard, on Levels 1-4 deployment is initiated at 4,000 ft, with a thumbs-up by the student to his primary jumpmaster at 5,000 ft. If one learns little else on the early levels, attitude awareness is paramount.

Perhaps the main purpose of this letter is to provoke the discussion which must surely ensue as more and more AFF graduates return to the U.K. with less than 50 jumps clamouring to do RW with their new squares. CCI's are in an unenviable position here. What does he do with a 'student' in this position; without incurring the wrath of the B.P.A. would clear any misgivings. The LCI may have about exercising his discretion or not. Does he in fact have the right to properly exercise discretion under existing regulations?

I hope I have offended no-one with this article, which is intended only to provoke thought, and a possible B.P.A. directive in respect of Accelerated students on their return to the U.K.

R. D. DIBB

Wind Limits?

You must hear many students moan because of the frustrations that afflict them. I have also noticed little sympathy from accomplished parachutists. I claim to be keen and yet I have in one year achieved only 4 jumps and I had to retrain after I had started DPs. What has initiated me most during this "achievement" is the arbitrariness of the rules coupled with their inflexibility. I am referring to the rule concerning windspeed and the one which makes you retrain if not having jumped for more than 3 months, you still wish to continue. Those two rules are the ones which, I believe, terminate students' careers in the sport.

The arbitrariness and inflexibility of these rules mean that no matter how good and experienced you are, you have no advantage over a total novice. No account is taken of the progress recorded in your log-book and you are not given the opportunity to demonstrate that you are fit and safe to jump if you have not managed to come across a calm day for 3 months (you can't go to your club every day especially if it takes 2 hours to get there and if you are a full time student who hopes for a degree). The cause of this is mostly the wind! While we are told the most dangerous part of S/L parachuting is the landing there is no mention of canopy control or of the PLF in the log book as a rule. I have seen a person do the opposite of what he was being told and actually steer into a tree and most people seem satisfied to just fall over even after they have practiced dozens of PLFs. For these people surely 10 mph is too much whereas 11 mph or even 12 should be safe for a competent jumper.

I would strongly suggest that canopy control as well as the quality of PLFs should be recorded on students log-books. The instructors could then exercise their professional discretion and judgement to decide whether a particular student may or may not jump on a particular day for all's safety. Similarly if a student has an excellent record and has missed the 3 month deadline by a few days, could the instructor then not do the student a favour if he was worth it. The instructor would earn more respect and would have contributed to the sport and to his club.

JACQUES DU CHASTEL
BPA 113032

Collegiate News

I am writing to you as new Secretary of the Collegiate mob. The BCPA has lain dormant for the past year or so, and I'm trying to give it a poke, to get things moving. I would be grateful if you could help me do this, by inserting an article in the magazine.

To begin with, could you substitute my name and address and telephone number for those of **Chris Pomery** under "Collegiate Clubs" on page nine?

Sheet Number

Homefield
Cowfold
Sussex

17.9.82

To the Editor
Spot Parachutist

Although the Mag is great generally, it is fair comment to say that if Parachutists jumped with the same disregard for detail that is displayed in editing misprints, spelling & grammatical errors, we would all have died long ago.

The situation is DEFINATELY becoming more CRITICLE with each issue so PLEASE GET THE BETTER BEFORE THEIR International readership becomes to Bored to WARK out what the HEEL is being described - PRE COWER or not.

It is sometimes none too easy for the Native Brit to understand.

Sincerely

Nigel Younge

Well Nigel (Younge or Yonge) I accept most of what you say. But the biggest problem the typesetters of the Mag. have is understanding handwriting as your letter well illustrates.

Ed.

The purpose behind inserting an article in the mag is to let people know that we're not quite extinct yet, and to tell them of the BCPA's plans for the year. In addition to this, the inactivity over the past year means that the list I have, of clubs, secretaries, and addresses, is by now largely out of date. If I could get the new people to get in touch with me by calling to them in the mag, it would help me enormously to get things moving again. I am thinking of something along these lines:

"Having just taken over the BCPA from Chris Pomery, I am trying to organise one or two events for this year, including an AGM at Christmas or Easter, and a boogie for next summer. The boogie will consist in a week's jumping, for all experience levels from three jumps to RW, for fun and progression, along with the Collegiate Championships. These will be competitions in static line

technique, round accuracy, PC or square accuracy, style, and 2, 3 & 4 way RW (including 4-way speed). However, it would help if all college clubs, teams and individuals who are interested could let me know their thoughts about these — and their addresses! The addresses I have are probably out of date by now, as students come and go in fast succession . . . not to mention the new clubs which spring up year by year.

Cheers — keep leaping, and I'll look forward to hearing from you.

Henry Robinson,
110, Marlborough Road,
Oxford.

(0865 725692)"

I really would be most grateful if you could put this in the October SP.

Yours sincerely,

HENRY ROBINSON



AOD RECALL

SSE inc. manufacturers of the Sentinal automatic opening device are recalling all AOD's with serial numbers between 9043 and 9228 for modifications.

STUDENT PIGGY BACK

Para Flite inc will soon be releasing a Student Tandem rig, equipped with single action cut-a-way and reserve activation. The Rig will come equipped with a Sentinel 2000 automatic opening device and Two Big Ram Air canopys, a 375 ft main and a 275' Reserve.

MOD FOR RAM AIR RESERVES

Because of a couple of incidents lately in the States, one of which involved a fatality. A mod is recommended for Ram Air Reserve Free Bag systems.

The mod is in the form of an additional #5 stur grommet to be installed on the bag adding a third locking stow to prevent 'Bag Strip'. 'Bag Strip' is when the bag is snatched off of the canopy by the action of the pilot chute and extra long bridle line leaving the unbagged canopy still in the reserve pack tray. The mod should be carried out by a rigger. If in doubt contact the manufacturer.

3 RING CIRCUS

Bill Booth of Relative Workshops, Florida, has just been granted a patent on the 3 Ring release cut-away system, he first introduced on the Wonderhog about 6 years ago. Most rig manufacturers now use the 3 Ring sold under licence by Booth.

JUMP SHACK MANUAL

The SST Racer Rig now comes equipped with a 64 page owners manual, which covers every Racer container made and includes packing instructions for every compatible reserve on the market.

STRONG LO-PO LINES

A few years ago Strong Enterprises recalled its 26' LO PO reserves with serial numbers between 3000 and 4000 so as to remove a resin from the lines. The resin caused the lines to stick together when packed for some time.

According to the manufacturers several of these reserves are still at large.

Canopys that *have* been serviced by Strong have an I or W printed on the data panel.

La Palisse

La Palisse is a privately owned and run centre located almost exactly in the centre of France.

The centre is run by the Challet family headed by Claud Challet who has been jumping for about 30 years. The centre is something of a lifetime dream, purpose built, it opened last April and must be one of if not the nicest skydiving facilities in the western world.

The building itself has an enormous central packing area with 8 full length packing tables which occupy slightly less than half the space. This area is surrounded by 23 bedrooms which sleep 96 people in all. Each room contains 4 beds with pillow and blankets and wardrobe!, table, stools, washbasin, blinds on the windows!, lights by the beds! There are 2 shower blocks each with 6 individual shower units and

toilets and a washing machine. There is an equipped communal kitchen, rigging rom, and parachutes de France shop. For recreation there is a TV lounge, table tennis, volley ball and TV games. Accommodation is 1.50 fr. per person per night.

There is also an excellent ground video and video viewing room available for all jumpers.

The centre operates one Pilatus Porter and one Cessna 207 and jump rates are as follows for experienced jumpers

	700 and 2500m 60 frs.
	3000m 70 frs.
(≈ 11.7 fr to the £	3500m 80 frs.
at time of writing)	4000m 90 frs.

There are various rates for students including the incredible deal of, first jump course 10 jumps and 8 nights accommodation for 500 frs. These course are available on specific dates and for groups of 12 or more only. The French progression system though is

much slower than ours and 10 jumps takes you only to first freefall. Any visiting students would be expected to fit into the French system and also use the centres gear which has cones and pins, the type of equipment banned by some CCI's in this country.

The Challets are keen to encourage teams to train at the centre and can offer team rates by arrangement. The weather however is not 100%, although the main weather for July taken from the last 30 years reports only 4 days of storm and 2 of fog. We must have had most of them in the week we were there as we lost 2-3 days (19th-24th July).

The family do not speak English but there frequently seems to be someone who does.

Enquiries: Madame Favier, Centre Parachutiste, Aerodrome de Periguy, 03120 La Palisse. Tel: (70) 99 18 03.

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 AODs, no radios, no kicker springs or any of the other modern safety devices currently available. The continued use of the 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:

- 16 mm Film Projector
- Overhead Projector
- 35 mm 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

BPA 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 BPA 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 DZ operators points of view this is the main hurdle, but what is the BPA Councils primary consideration, finance or safety. Action is required on this situation soon. The BPA is being seen to be vacillating and displaying weak and ineffectual policies.

Coach's Column



NATIONAL COACH and SAFETY OFFICER

Since 1975 when the BPA appointed its first National Coach and Safety Officer, the sport has developed enormously in all aspects. From a massive increase in the numbers attending first jump courses, more clubs and centres with larger aircraft becoming the norm, to more sophisticated and complicated equipment.

Successive coaches have had, over the years, an ever increasing work load. This has developed to such an extent that BPA Council, at the recent interviews for the post, decided to appoint two coaches.

It is my pleasure to introduce the two successful candidates to you, they are **Tony Butler** and **John Hitchen**. They took up their posts from November 1st.

Tony Butler made his first descent at Shobdon in November 1974, and since then has made over 1500 jumps. He qualified as an Instructor in 1978, Advanced Instructor in 1981, and Examiner in 1982. He is a very experienced RW and CRW instructor, working for a time at Perris, being involved with several 24 and 36 way sequential dives. Plus several CRW firsts, including the first British 4 stack in 1978. He now has well over 700 CRW links. Tony also designed the BSCR and BCRW awards.

John Hitchen made his first descent as a National Serviceman in the Para's in 1956, and started sport jumping in 1972. Since that time he has obtained the following ratings. Rigger, BPA Judge, FAI Judge, and Advanced Instructor/Examiner. He has been CCI of several clubs, and an elected member of the BPA council. John is a familiar 'figure' on the competition scene having judged at many National Championships, also at World meets in France, U.S.A., and Czechoslovakia.

Both Coaches are well qualified for the job, they represent considerable experience at all levels of parachuting. They are there to help you, if you have any problem. Use them.

JIM SHARPLES
Chairman STC

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 BPA Clubs and DZ Operators who are dissatisfied with the BPA's attitude on this subject and if no action is taken even more BPA subscriptions could eventually be lost.

D. L. HOWERSKI D1027

Due to a poor copy, this is a verbatim copy.

TO ALL CLUBS

Dear All,
The Competitions Committee had suggested changing the title of the

British National Parachuting Championships to British National Skydiving Championships and also that the word Parachuting and Parachutists within the rules of the Competition be changed to Skydiving and Skydivers.

The Council have agreed to discuss this at the meeting of 8th December 1982.

In the meanwhile I have been tasked with finding out how the memberships feels on the subject, in general terms. The only way I could think of finding out, in time, was via your good selves.

Could you please therefore ask around your Club and elicit the feelings of your members, and I would be more than grateful if you could drop me a line on the matter before 8th December.

CHARLES W. PORT
SECRETARY GENERAL

A conversation with Elek Puskas

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Skydiving magazine. (c) 1982. Michael Truffer. All rights reserved.

Elek Puskas is President of Para-Flite inc of Pennsauker, New Jersey, makers of a long list of Sport Parachutes since the mid 1970s. Para-Flite canopys include the Delta II, Para Plane, Strato Star, Strato Cloud, Strato Flyer, Safety Star, Safety Flyer, Cruisair, Cruislite, XL Cloud, Swift, Cirrus, Pursuit and Bird Wing.

Elek started jumping in 1963, he joined Para-Flite two years later, and has been with the company ever since.

SKYDIVING: You seem to be the only canopy manufacturer that's still really seriously building five-cell canopies. Why is that?

PUSKAS: The Swift construction technique allows us to build large 5-cells. It allows us to build high-aspect ratio 5-cells.

SKYDIVING: Could you explain what high-aspect ratio means as compared to low-aspect ratio and what high- and low-aspect ratio canopies would look like, respectively?

PUSKAS: The low-aspect ratio parachutes are more like squares. The high-aspect parachutes are rectangles. The aspect ratio is basically the span-to-chord length ratio.

SKYDIVING: What aerodynamic considerations are there between high-aspect and low-aspect . . . what capabilities does each give you?

PUSKAS: The lift-to-drag ratio is one specific way to measure efficiency. It's almost directly proportional to the aspect ratio: the higher the aspect ratio, the more efficient the wing becomes as a lifting device. Extremes are sailplanes that have glide ratios of 40 to 1 and aspect ratios that are, offhand, astronomical. I don't know what they are but they have a 60-foot wingspans with maybe a five-foot chord. The other extreme, in my opinion, is the Strato-Star, which has a 13-foot chord and a 15-foot span. That's extremely low-aspect ratio, almost one-to-one.

SKYDIVING: How much effect does a pilot chute have on a parachute on the average?

PUSKAS: It's responsible for a reduction of about .25 or .3 L/D, LIFT/DRAG RATIO.

SKYDIVING: A lot of parachutists seem to make mistakes under square parachutes that result in serious injury and, occasionally, death. Have you noticed this trend dissipating to some extent as the community knowledge of gliding parachutes improves, or is there still a real problem with a lack of understanding of basic aerodynamics and control?

PUSKAS: I think the basic lack of understanding is still in existence. Although we have many more people with much more expertise than before, we also have many more people jumping gliding parachutes, and some with much less experience than was acceptable before now. The injuries have decreased for two reasons: the primary one being the equipment being built today is much more docile, much more forgiving; the other is that enough expertise is in the field that those kind of manoeuvres that definitely can cause injury . . . that kind of information is passed on down to the novices.

SKYDIVING: What do you think remains the biggest injury-producing canopy technique among jumpers?

PUSKAS: Probably turning close to the ground or not flaring in windy conditions; because the groundspeed is cancelled out, some people don't seem to think flaring is of any value — of course it is because it reduces the rate of descent dramatically.

SKYDIVING: What percentage of the descent rate is eliminated by a flare, regardless of groundspeed.

PUSKAS: Up to 100 per cent — you can flare and stop. You can eliminate all of your rate of descent. But even with a Mickey Mouse flare, you can reduce your rate of descent by 50-60 percent.

SKYDIVING: What sort of increase is there going to be in your rate of descent for a good solid turn, say 50 percent?

PUSKAS: It depends on the particular parachute: what its characteristics are, and its suspended weight and the wing loading will vary even on the same parachute if you vary the weight of the jumper. It also depends on the angle of attack of the parachute, of the relative suspension line lengths. If it's a parachute that's trimmed really steep — and by steep I mean the nose pointed more at the ground — when you produce a turn, what will happen is that the nose will point itself at the ground and the canopy will dive. A 50 percent toggle stroke on most parachutes — if

you pulled it to 50 percent and you allowed it to make a 180 degree turn, you'd definitely be going down fast enough on almost any square parachute to be needing some facial work after you land.

SKYDIVING: Could you give a figure on the increase in descent rate over level flight?

PUSKAS: It would be very difficult to do that as a general statement. That's something that would vary dramatically from one parachute to another.

SKYDIVING: How can a jumper learn that about his own canopy?

PUSKAS: I suppose, if you really wanted to know, you could take a stopwatch and altimeter and do it high and measure it, but my recommendation would be that that sort of thing not be done close to the ground. The procedure to land a square parachute is just like any other aerial device — you face into the wind and land. You can't fly an airplace and come over the end of the runway at a thousand feet and decide to land; you have to put the airplane in a position that will allow you to touch down near the end of the runway.

SKYDIVING: Which seems to infer that, when you jump a square, you really have to plan a lot farther ahead than when you're jumping other parachutes . . .

PUSKAS: That's correct. It is a gliding device, as opposed to other parachutes, which are primarily descending devices.

SKYDIVING: What advice or guidance would you offer to novice square pilots? What specific things should they keep in mind when they're first transitioning to a gliding parachute in order to keep themselves safe and have the most fun?

PUSKAS: Listen to someone who's competent enough to instruct them in how to use the particular gliding parachute they are using. Don't shortchange experience — what I mean is: make a certain number of jumps with only one aim, and that is to learn all about the parachute you're flying. Open high, wring it out: do turns, pull on the toggles and see what happens — experience it so you know what the feeling is. By all means, *stall* the canopy — see what it feels like when it stalls. Let it surge forward and see what happens. Develop a *feel* for the canopy. That's how we all fly these parachutes; we don't have an instrument panel that tells us what the thing is doing; we fly by

feel and visual observation.

SKYDIVING: It's sort of "seat-of-the-pants" you might say . . .

PUSKAS: One of the primary reasons for that is a shoulder-low opening rather than your shoulders being parallel to the horizon. Many people, especially with hand-deploy pilot chutes or pull-out pilot chutes, and also just for observation's sake, look over their shoulder and they aren't perfectly level with the horizon when they reach line stretch. This allows some slack on the — if you're looking over your right shoulder — on the right riser group, which causes them to sort of whip-lash against the other lines and sometimes you get a pressure knot tied. I'm sure you've observed this kind of malfunction. When you land, after you've cut it away and go find your parachute — there's nothing wrong. It was just a pressure knot. It was a real malfunction — don't get me wrong — even though it disappears after the canopy lands. That's the most common reason for it: the riser group is slack and as the parachute deploys, it deploys on one side first, the other side, still being slack, slaps against some of the lines and the loose lines entangle.

SKYDIVING: Is cutaway the only solution in that situation or is there some sort of action you can take to clear it without breakaway?

PUSKAS: Cutaway is not the only solution. It really depends on how tied up it is, what kind of spin it causes, and if that spin is controllable by the opposite toggle. If you have to control it so the canopy is essentially stalling, if it requires that much toggle on the opposite side, then it's probably safer to cut it away. If you can comfortably — say at half brakes — control the spin, then you can land it that way. Those are the only two options: if you can control it with the opposite toggle comfortably, then by all means you can land it.

SKYDIVING: And comfortable is defined as not being at the limit of the control stroke to hold it steady?

PUSKAS: That's correct.

SKYDIVING: What are your views on canopy transfers rather than cutaways?

PUSKAS: I don't really believe in canopy transfers unless it's absolutely essential. The reserve allows you to make another skydive and the chances of having two parachute malfunctions back-to-back are minimal. The very safest way to deploy a parachute is to be in freefall, not have any extra things hanging around you.

SKYDIVING: How do square reserve deployment times compare to round reserve deployment times?

PUSKAS: They are probably between 40 to 60 percent quicker.

SKYDIVING: Why is that?

PUSKAS: Primarily because of the shorter lines and less filling time required.

SKYDIVING: If you have a two-square system and you encounter some sort of difficulty where you cannot cut away but you need to get something out, is it better to dump a round into garbage or a square into garbage?

PUSKAS: I'd prefer a square if that's my choice, but I'd rather not dump anything into garbage. The results are iffy in either case. The problem is one of spinning: if you have anything that's spinning and you try to dump something — whether it's square or round — probably wouldn't make a lot of difference; your chances with either wouldn't be substantially different.

SKYDIVING: If you had a fairly stable streamer, how would that picture change?

PUSKAS: If you have a fairly stable streamer, I think that your chances are very good with either.

SKYDIVING: There's often been theories bandied about — usually late at night in the drop zone bar — concerning what to do if you have a streamer or a horseshoe in order to assist the reserve in finding some cleaner air, like hanging an arm into the airflow or doing something so you can create some kind of asymmetrical force so you can perhaps get the canopy a little ways out of the path of the main. Are any of these valid possible solutions?

PUSKAS: Not really. The best thing is to be able to avoid the horseshoe. The second best is to be lucky and have your reserve deploy next to it, and the free bag offers additional advantages. The first thing that comes out is the pilot chute and that's the most likely, and also the most dangerous part of any reserve to tangle with the horseshoe that's trailing behind you. As far as being able to move something far enough out to be effective, your arm length is not enough. The air flows around your body and it rotates in toward the center line of your body.

SKYDIVING: How many feet do you drop below the cutaway point with a Safety-Flyer or Swift reserve after cutaway?

PUSKAS: Of course, parachute deployments are not a real finite, repeatable occurrence, but I would say between 75 and 150 feet. I think, generally, no more than 100 feet.

SKYDIVING: And this is based on a pretty much freefall velocity or under a 50 mile per hour rate of descent?

PUSKAS: It's based on even less of a descent rate, such as a steering line entanglement, where you're cutting away from an essentially open

parachute. When you're cutting away a streamer and your velocity is very high, the deployment would be more on the order of 150-200 feet, simply because you're moving faster so the time it takes you to cut away and reach the reserve ripcord and pull it — that's 50-75 feet right there. In a high-speed malfunction situation, your deployment distance would be greater.

SKYDIVING: Are parachute openings a function of time or distance? Do canopies, for example, always open in 1.3 seconds, regardless of the velocity?

PUSKAS: There is nothing in the parachute deployment that's completely repeatable from one deployment to another. There are just too many variables. It has a fairly repeatable envelope within which it will function, but there is not any one factor, whether it's altitude or time, that you could unequivocally state "This is how long it takes to deploy this parachute" It's just sort of a rule of thumb: if a certain parachute design takes 150 feet to deploy from initiation to complete deployment, it would generally take that altitude regardless of the speed. But like I said, it's a very crude measurement and velocity extremes negate that. Zero speed parachute deployment might be four seconds and still not take more than 100 feet. Two hundred mile per hour deployment might be three quarters of a second and take 200 feet.

SKYDIVING: So of the two parameters, it would seem distance is the most constant.

SKYDIVING: What experience do you have with very low-speed deployments, say in the 20-50 mile per hour range?

PUSKAS: Only from cutaways, and parachutes seem to deploy quite well at low speeds. It's not a real problem area. We generally deploy from an open-main cutaway within 75-100 feet or so.

SKYDIVING: Line twists are a sort of annoying occurrence for a lot of jumpers. What causes lines twists in most cases and what's the best way to avoid them?

PUSKAS: There are two primary causes for line twists: one is the jumper not having his shoulders level with the horizon. The other is the containers themselves; sometimes the interaction between the deployment bag and the container causes twists. There are some types of containers that cover the risers with Velcro and even if you are just very slightly not level, one riser will strip out before the other, adding dramatically more slack in one line group than the other and causing the bag to spin. These two primary causes of line twists manifest themselves in different ways. In one case, the container bag interaction and maybe riser cover

interaction problem manifests itself by the deployment bag twisting as it lifts off your back because some suspension lines stay in rubber bands and others don't. This twists the bag, which means that once you open, the line twists are already there. The other manifestation is that if your shoulders are not level and you deploy, and you take more opening shock on one shoulder than the other, you will spin and twist the lines. So if you find yourself with the earth rotating on deployment, the cause is your shoulders weren't level, although in some cases, where you have Velcro hanging up one riser really strongly and the other one is loose, that can make your body rotate after the parachute is open.

SKYDIVING: What effect does a slider have on the performance of a canopy?

PUSKAS: The slider has no effect on the performance of the parachute. The

reason you see other systems on accuracy parachutes is because most accuracy jumpers are also style jumpers and they fall very fast and dive very fast and a slider is not an efficient enough reefing system for them. You will see some accuracy jumpers use a split slider, where you're able to split the slider after opening, which does allow the risers to spread, in effect making the apparent size of the parachute a little bit bigger. But when you see stylists use reefing systems other than a slider, it's because the slider is not efficient enough to soften their opening to a comfortable level.

SKYDIVING: How is the performance of a parachute affected when the slider is removed completely?

PUSKAS: Heh, heh, heh . . . very dramatically. It's very explosive. At terminal velocity, certainly, most any modern lightweight canopy would

receive some damage.

SKYDIVING: Why are you a parachutist, Elek?

PUSKAS: I think it's one of the most dynamic, and the most exciting sports I know of. I'm also an avid skier and I like that, too — it's probably one of the closest things to skydiving. I like riding motorcycles — I think motorcycle racing has a lot of similarities in terms of its dynamics. By dynamics, I mean, really, speed. I really like the speed associated with the sports I pursue, whether it be skiing or skydiving.

SKYDIVING: What do you find attractive about speed?

PUSKAS: It feels good; heh, heh, heh . . . It's operating on a different plateau, in a different environment, where reaction times are critical. It's dynamic . . . it feels good.

PEBBLE MILL

During the hot balmy days of our 1982 English summer, some wag at BBC Pebble Mill said: "I would love to make a parachute jump." The idea grew quickly and in no time at all seventy Staff and Friends said they wanted to 'have a go'.

The Midland Parachute Centre was approached to run a course for novices. **John Lines**, the MPC Chairman agreed, and **Dave Deakin**, the MPC Secretary, set to organising the event which, to us at Pebble Mill, seemed like a mammoth task.

However, dates were agreed and permission obtained from Pebble Mill Management to do all of the training in the Rehearsal Room and on the adjacent lawns.

Administrative hiccups were overcome and eventually the Training Areas were ready to receive the seventy souls who were all eagerly awaiting to be instructed in the art of making a parachute descent. It was arranged with MPC for instruction to take place on the Wednesday and Thursday evenings, 22/23 September and the jumps to be done during the weekend, Saturday and Sunday, 26/27 September.

On Wednesday evening at 1815 hrs. the students, and many other spectators, were treated to a display of Sport Parachuting par excellence by four MPC Instructors — **Jim Sharples**, **John Mayo**, **Tony Butler** and **Dave Deakin**.

It was a display of perfect precision. It required the spotting minds of tacticians; the intricate skills of time-served craftsmen and the professional deftness that only experience can provide.

Jumping from a Cessna 206 at



Tony Butler explains the finer points about being filmed for Television.

5000', Jim and John went into a free-fall link up, popped, and performed virtual aerobatics with their canopies. Tony and Dave followed and quickly formed into a two-man stack.

Phil Jones had laid out the cross on the front lawn of Pebble Mill to await their landings and much to the great pleasure of everyone who was watching (let alone the participants!) the whole event was film-recorded and broadcast on television the following evening (did you see it?).

Mr. Phil Sidey, Head of Network Production Centre, witnessed the spectacle and, after all four parachutists had landed on target, welcomed them to Pebble Mill.

On the Thursday evening, a visit by the City of Birmingham Lord Mayor

nearly caught **Tony Butler** on the hop during his training period (as if that were possible!). **John Lines** and **Dave Deakin** were presented to the Lord Mayor who gave a short speech and then bid training re-commence.

The climax to all the training — the parachute jump — took place the following Saturday and Sunday at Long Marston Airfield.

All of the smiling faces said that everyone thoroughly enjoyed the new experience — a fitting tribute to the expertise and dedication of the MPC Instructors — and have promised to raise some £3000 in sponsorship for The Pebble Mill Lifeboat Fund.

JOHN PRIESTLEY
BPA 117572



**BPA PI AND EXAMINATION
COURSE 4 - 82
LINCOLN PARACHUTE CENTRE
- STURGATE
8th - 19th NOVEMBER 1982**

1. Introduction

The full facilities of the Lincoln Parachute Centre at Sturgate were generously put at the disposal of the BPA for the two weeks of the course. Accommodation and messing were also provided along with full use of lecture room.

Because of poor weather Paraski's Cessna 207 was used for only one lift on the PI Course and ten lifts on the Exam Course.

There were 5 candidates for the Potential Instructors Course, with two observers, 9 for the Exam phase, 3 for upgrading to Advanced Instructor and 3 for upgrading to Examiner.

2. The Advanced Course

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

Mathew Mortlock	London Para Services
Joe McCready	R.A.F.S.P.A.
David Chadwick	Green Jackets

All three candidates completed the full syllabus as recently revised, and gave good assistance in coaching and assessing the Potential Instructors Course. Mathew Mortlock gave as his specialist lecture "The Use of Training Aids (Video)", Joe McCready gave a lecture on "Incident Procedure" and Dave Chadwick gave a lecture on "Displays".

Mathew Mortlock and Joe McCready were successful and were awarded 'Advanced Instructor' status. Dave Chadwick failed to reach the required standard and was advised to re-apply.

3. Examiner Upgrading

Three candidates attended for upgrading to Examiner status.

Alan Ashton	Headcorn
Pat Walters	1/2p Green
Tony Butler	M.P.C.

All three candidates completed the second phase as the recently revised qualifications require, and all three were successful, and it is recommended that they should be awarded Examiner status.

4. The PI Course

This was conducted by John Hitchen, Jim Sharples and Gary Douglas with the assistance of John Curtis. There were five candidates applying for PI status.

Rod Burgess	Paraski
David Hallam	Green Jackets
Dave McLagen	Netheravon
Robin Bevan	Wales and West
David Bray	West Lancs.

Rod Burgess, David Hallam and Dave McLagen were successful and were awarded PI status. Robin Bevan and David Bray were advised to re-apply. Results and individual reports have been sent to their CCIs.

All candidates were assessed on their own

practical parachuting but because of poor weather were unable to be checked out on S/L despatching. All were given a written exam at the end of the week. Two observers also sat in on the course, Bob Bright from Sunderland and Barry Henderson from RAFSPA.

5. The Examination Course

This was held during the second week and was conducted by John Hitchen, Gary Douglas and Tony Butler assistance from Brian McGill.

There were nine candidates, all were assessed on lectures, S/L despatching. A number were also assessed on aerial critiquing, their briefing and de-briefing and on briefings 9 - 17 in the Instructor Manual, flight line checks and their use of telemeters. All were given a written examination. They were split into groups and were given a night and a water jump to organise.

Four candidates were successful and five were invited to resit in three months time.

Successful candidates were:—

Kenny Lloyd	British Skysports
Pete Bedigan	Sunderland
Alan Brown	Golden Lions
Steve Thomas	R.A.F.S.P.A.

To re-apply in three months:—

John Mayo	M.P.C.
Reg Halford	R.A.P.A.
Andrew Ring	Headcorn
Charlie O'Loan	Golden Lions
Pete Reynolds	R.A.F.S.P.A.

Results and individual reports on the above five have been sent to their CCIs.

6. Conclusions

There are still too many candidates attending the PI Course ill-prepared and as stated from the last course CCI's must ensure that anyone recommended is fully aware of what is required of them.

Many Exam candidates are also ill-prepared with regard to lesson plans and training aids, candidates cannot expect to use all the training aids of the host Centre, as Centres are usually loathed to lend their training aids to candidates due to loss or damage.

7. Recommendations

1. John Mayo and Reg Halford — extend PI by 6 months.
2. Alan Ashton, Pat Walters and Tony Butler — be awarded Examiner status.

COURSE 4 - 82 NOMINAL ROLL

PI COURSE

Examiners:

John Hitchen, Jim Sharples, Gary Douglas.

Candidates:

Rod Burgess	Paraski
David Hallam	Green Jackets
Robin Bevan	Wales and West
Dave McLagen	J.S.P.C. Netheravon
David Bray	West Lancs.

Observers:

Barry Henderson	R.A.F.S.P.A.
Bob Bright	Sunderland

Staff:

John Curtis

Advanced Course:

Joe McCready	R.A.F.S.P.A.
Mathew Mortlock	London Para Services
David Chadwick	Green Jackets

Examiner Candidates:

Alan Ashton	Headcorn
Pat Walters	1/2p Green
Tony Butler	M.P.C.

EXAM COURSE

Examiners:

John Hitchen, Kerry Noble, Gary Douglas.

Candidates:

John Mayo	M.P.C.
Reg Halford	R.A.P.A.

Pete Reynolds	R.A.F.S.P.A.
Steve Thomas	R.A.F.S.P.A.
Charlie O'Loan	Golden Lions
Alan Brown	Golden Lions
Andrew Ring	Headcorn
Kenny Lloyd	British Skysports
Pete Bedigan	Sunderland

Staff:

Tony Butler, Brian McGill.

Zwischen Himmel und Erde

"Between Heaven and Earth" is a book after the style of the "Skies Call" books. The book was produced by Hienz Fisher a German photographer, and all but a few shots are by Europeans.

I don't know how many shots there are but there's a LOT! and it will probably take more than one sitting to absorb it all.

The European backdrops make a pleasant change, snow and clouds, and there's some shots of demo's into narrow European streets that will make your hair stand on end.

The book is very much for the European community and has the flavor of a personal album. Certainly at the World Cup in Gratz numerous people found themselves in it, even me. I'd be interested to know how many more Brits there are in it as there's quite a few shots from Z'Hills. The coverage of the World Championships at Z'Hills is good and really gives the flavor of a big international meet. I particularly like the ground shots throughout the book, they explain a lot about skydivers as well as skydiving. Students also get a good coverage.

The layout is imaginative with some film strip pages and lots of fold outs. The print quality is excellent.

All in all it's a very nice book, there are possibly two problems for the book in the U.K. Firstly the text is in German, although there's only a few quotes from Shakespeare and the like and secondly the price is \$45, although I don't think it's extortionate for the quality and number of photos in the book, it's still a lot of money.



DISPLAY JUMPING

SOME EXPERIENCES By Peter W Ritchie

Author's Note: I would like to express my indebtedness to the Chapter on Display Jumping in Charles Shea-Simonds book "Sport Parachuting". This article is not intended to be an exhaustive survey of the subject and budding display team organisers should consult that book and be fully familiar with the BPA's Basic Safety Regulations (BSR's) and the Display Manual.

What is a Display Jump? As I found out when I wanted to jump into my own wedding, it is almost any jump away from a registered DZ. It is not generally realised that parachuting is actually illegal in the U.K. under the Air Navigation Order 1980 unless an exemption is obtained from the Civil Aviation Authority. There are various classes of Exemptions covering regular DZ's Clubs etc. Specific Exemptions and Display Team Exemptions. I understand that Specific Exemptions are not particularly common but we did find the need for one when we organised a water boogie into the sea off Shoreham Beach, just south of the Airport. It is allowable to put basic students into the water but I cannot emphasise too strongly the observance of the BSR's — more of that later. Charles Shea-Simonds explains most of the basics of organisation in great detail and I will not reiterate his excellent advice here. Assuming that a decision has been made to start a Display Team, a suitable name should be chosen and the appropriate registration procedures carried out both with the BPA Office and the CAA as explained in the Display Manual.

I imagine that the choice of suitable names is now going to be rather restricted as most of the birds of prey have been used up, along with the some obvious ones as the 'Red Barons' for example, and it is a difficult choice to tread the line between something gimmicky which catches the eye but will at the same time look good on posters and other promotional material.

Having got the team in being, on paper, at least, it will be necessary to consider the equipment to be used. On the ground a target cross will be needed, some means of indicating the wind strength and direction to the jumpers, as they come in, and some way of measuring the wind. We use a target cross made from a sheet of 8' by 4' hardboard, cut into one foot strips, each 8 x 1 foot strip being hinged for easy stowability in car boots. The cross is painted white, of course, and a standard code is used. When in the cruciform configuration, it means "go", in a bar form it means "hold" and an "L" it means abort, aircraft to land with skydivers on board. To indicate windspeed and direction, you can use smoke which is expensive — and can be irritating for the spectators, or we prefer a windsock. Originally we used a heavyweight airfield type sock which we scrounged from Shell but it proved too heavy for the light conditions that we somehow seem to have experienced quite frequently recently. I therefore had an excellent lightweight sock, custom built by Dick Gays at a surprisingly modest price. My ground crew uses one of the cheap windspeed indicators that are on the market to determine whether the conditions

HON. TREASURER,
BRITISH PARACHUTE
ASSOCIATION
TEAM CAPTAIN OF THE
HARRIERS AND
THE WHIRLYBIRDS
DISPLAY TEAMS.

are alright for jumping so he can signal to the aircraft accordingly.

In the air, apart from normal parachuting equipment, of course, wind drift indicators will be needed, together with smoke and smoke brackets. In his book, Charlie relates how to construct WDI's and I found it convenient to have a 100 custom weight rods made for me by a local Engineering Company — it was only £7 and saved me a great deal of time and trouble. In my opinion, it is absolutely essential for smoke to be jumped and I always fire one on the run-in so that the crowd can see exactly where the jumpers are in freefall. It is very easy for those of us who are accustomed to looking at aircraft at altitude to realise how difficult this can be for the layman. My estimate of crowd reactions would indicate that a series of good spiral turns with smoke is rather more impressive than canopy relative work, no matter how skilled we know we have to be to do CRW. Unfortunately, smoke flares are rather expensive items these days — Pains Wessex charge £12.66 plus V.A.T. for the cheapest colour, orange, which is, fortunately, the most effective in the air. We use a very simple form of smoke bracket made of medium gauge alloy strip, in two semi circular sections to go round the heel and instep riveted together with a 3½ inch jubilee clip to attach the smoke — most jumpers will need to attach the bracket to the left foot to avoid any possibility of entanglement with their hand deployed pilot chute.

As far as personnel are concerned, I must say that I am in favour of only using "D Licence" holders as this does reduce the complications on DZ size and the necessity of including an Instructor and it is hardly necessary for me to emphasise that team members should be personal friends and jump together as often as possible. The number of members of the team will generally be governed by the size of aircraft which you have available and, in addition to the jumpers, you will need a ground crew, you must be a responsible parachutist, a driver and a commentator. The latter is almost the most important member of the team and I prefer to use a girl as this seems to go down better with the spectators. She must have a good microphone voice and as well as being fully briefed on the personal details of the jumpers and the manoeuvres they will be executing, she should have a basic knowledge of skydiving and the ability to "think on her feet" in case of emergencies or sudden changes of plan or weather. When I started my own team, all these ground jobs were done by wives or girlfriends of the team members which helped a great deal in keeping the organisation "tight".

All this assumes that there are some bookings

and here I found a "chicken and egg" situation. Until the team gets known in its locality the Team Captain cannot rely on word of mouth recommendations which I have found to be the best source of introductions. As a Bank Manager, I am, of course, in a fortunate position as far as personal contacts are concerned with Organisers of Shows, Fetes, Galas etc. but I do know that some teams advertise for example, in Rotary and Round Table magazines. Having obtained the booking, I have it confirmed in a written contract with a 20% non returnable deposit and the balance payable five working days before the display. I am not going to print the contract here as its present form emerged after several years of experience and I may well copyright it! Suffice it to say it details the obligations and liabilities of both parties so that any dispute is reduced to a minimum. The most obvious area of conflict is likely to be a cancellation due to bad weather conditions on the day and, whilst I have every sympathy with a harassed Show Organiser in this situation, the fact remains that virtually all the expenses of the display apart from the aircraft time will have been committed before the decision is made to cancel and it is, therefore, important to specify cancellation arrangements in detail. As far as the costs are concerned, consideration will have to be given to jumpers fees, and expenses, smoke flares, and aircraft time and for the average three man team, this will not generally work out at much less than £250. I have, however, been as flexible as possible about this in the past and shaded the fees (providing the jumpers agree) for a favourite charity or worthwhile causes.

I use a modified form of Charlie's Display Information Sheet which is circulated to all participants in the display, organiser, airtraffic control, police, aircraft operator etc. incorporating detailed timetable for the display, right from the arrival of the team at the drop zone. I also like to send an information sheet to the local press, radio and television, with a press release, highlighting any unusual features of the jump as this is a good opportunity to obtain media coverage for the sport, mentioning the BPA wherever possible.

I like to have the whole team rendezvous at the location of the jump at least two hours before the display to give plenty of time for jumpers to familiarise themselves with the area, be briefed and for sufficient time to be allowed for the driver to take the jumpers to the airfield in plenty of time, usually on a Summer or Bank holiday weekend. It is important to establish a good relationship with an aircraft operator who can be relied upon and we have been extremely lucky to have Toon Ghose Aviation at Shoreham Airport who have three 172's available, together with several good jump pilots and we can cover most of what we regard as "our" area from Shoreham. Lately, however, we have been doing some displays from Bell Jet-Ranger helicopters although the operating costs are so high that it is generally only practicable where the machine has already been positioned at someone else's expense, for joy rides, for example. To enhance the display, I generally suggest to the organisers that the Team Captain carries some item for presentation — an inscribed baton for presentation to the Mayor, for example, or a giant sized cheque if money is being raised for charity, by the event. For peace of mind, I would not recommend you to repeat one episode where we actually carried £4,500 in



pound notes in our jump suits for presentation to Dame Vera Lynn, unless you happen to be a Bank Manager!

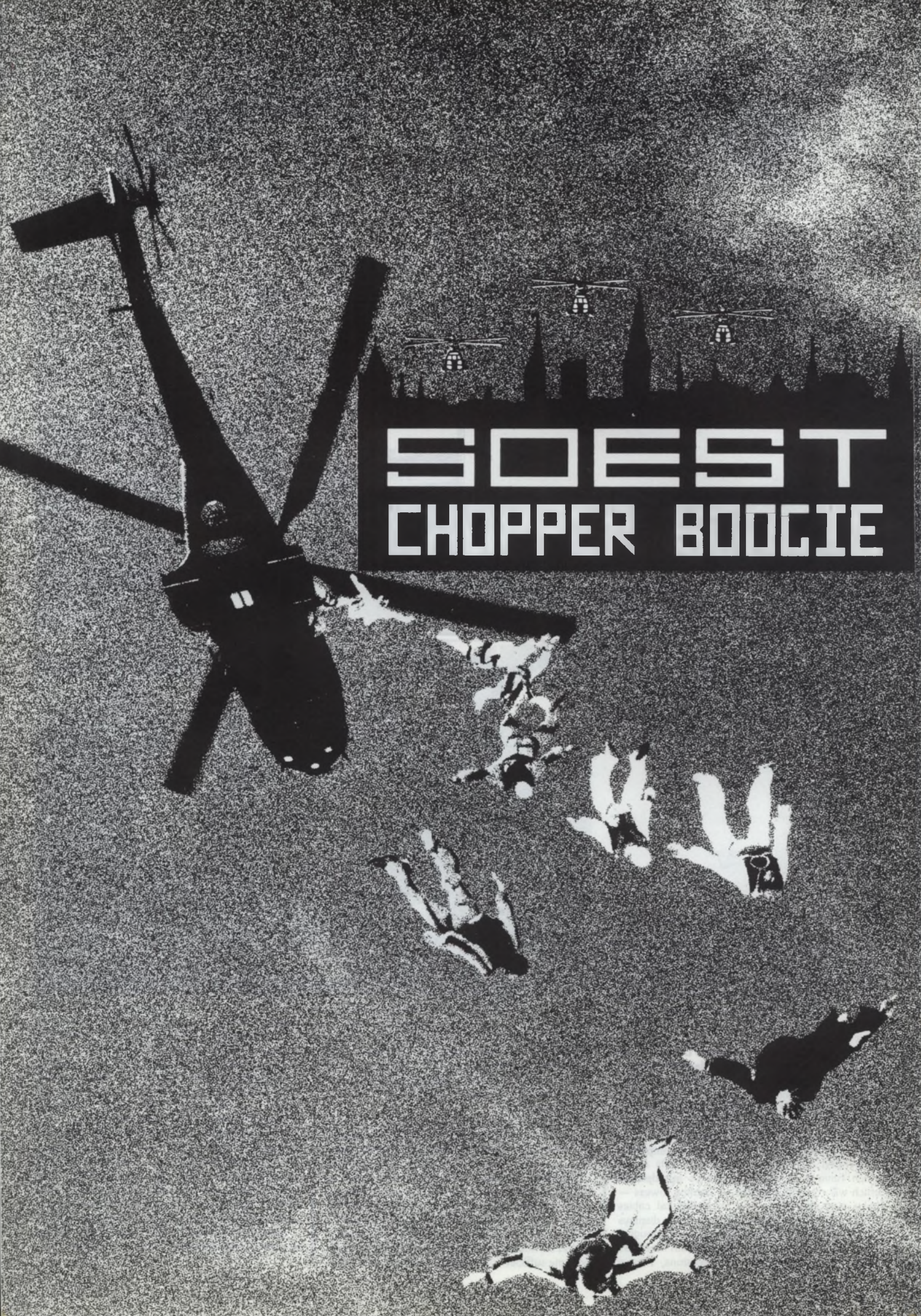
The very essence of a Parachute Display is that the jump is being made into unfamiliar territory and special regard must be paid to the DZ inspection, particularly to ensure that it falls within the regulations and that the inevitable hazards do not present insuperable obstacles. I have found an increasing tendency to be booked to jump into parks in the middle of towns completely surrounded by built up areas, or sports stadia which have their own hazards or grandstands which will cause turbulence, or lighting towers — make sure that there are no horizontal cables between the tops of towers! Spotting for displays requires, I think a different technique although I have had long arguments with my team members about this. On a number of occasions, I have

found in built-up areas that the streamer lands on open fields if it is what would normally be regarded technically as "long spot" and in this situation, it is my opinion that the exit point should be directly over the target cross. If a jumper has fully opened the main canopy he will get into the DZ and if he has a reserve ride, then he will land in the open country.

Living near the coast, we have done a number of jumps on to the beach, which if it is shingle, is an extremely forgiving medium and I always place the onus for providing a safety boat on the organisers. We have also done a number of display jumps into the sea for which considerable extra precautions have to be taken and a careful study made of the safety regulations but this is a subject which would take another whole article.

As I do not have the time or money to be able to become sufficiently proficient at sequential relative

work or accuracy, in the technical sense, I find display jumping most fulfilling. It is challenging and demanding and a great more difficult than the average jumper imagines. Some of my best parachuting days have been spent doing display jumps with my team of friends. Never forget that your purpose is to entertain the crowd and not to satisfy your own ego. In fact, some of the best audience reactions come from the smaller, more intimate events particularly at schools where the demand for autographs can be overwhelming. Never leave the drop zone until the last little autograph hunter has been satisfied and when making bookings, do not disdain these small events. You can have more fun at a Scout Jumble sale than any of the First Division Football arenas! And that is what it is all about, both for the crowd and the jumpers. Have fun, but be safe!



SOEST CHOPPER BOOGIE

The SOEST Chopper Boogie, a pseudonym for the annual display jumps at Soest Air Day in West Germany, was a great success this year, the result of which can be seen on these pictures. Although originally planned as a 3 day event finishing off with a day of display jumps at the air day, the final timetable was cut to 2 days, one for practicing at Bad Lippspringe and the second for the display.

On Wednesday the 8th September the participants started to filter in and by headcount time on Thursday evening we had collected around 35 jumpers from 5 nations. Friday morning dawned clear but very hazy and that was to be the weather for the whole weekend. Fun loads in Bad Lippspringes new 10 place Turbine Islander gave a loose start to the day and towards the early afternoon we started dirt-diving a 30 way, much to the bemusement of a large number of first time students as we lay out the formation in front of the clubhouse. Shortly afterwards the 3 Pumas arrived. Kindly provided by 230 Sqn based at RAF Gutersloh. It was explained to the crew what we were aiming to do and it was agreed that the helicopters would fly a 'vic' formation, but not particularly close so as to get a good approach angle to the base formation coming out of the lead helicopter.

It was at this point that we found we could only take 10,000 ft!

The formation was eventually going to be the same as the 25 way done at Weston on the Green with an extra five closing single slots in each quadrant. At the first attempt we managed 26 on due to a slowish fall rate and lack of time but this was amply compensated for by the magnificent visuals on run-in and exit.

One of the Pumas had to leave us then so, by purely arbitrary selection, we got together a 22 way sequential, beautifully choreographed by **Rob Colpus**, which was well into its second move when we ran out of time. That ended the 1st day's jumping and a spur of the moment decision produced a superb barbecue which really got the vibes going for Saturday.

The day started slowly as bodies emerged from their various resting places and at midday the Pumas arrived to take us the 30 miles to Soest airfield for the first display drop. The formation was the same 30 way as Friday, with a few slot changes, but it didn't work anything like as well because the fall rate was way too slow, the final total being around 23 on.

The air display itself took our attention for the next couple of hours as people generally relaxed and looked around, and shortly after 4 o'clock, having changed 3 slots and dirt dived again, we took off for the final attempt.



The weather was looking marginal because of some high cloud so each heli-load had briefed its own separate dive in case we had to take a low one.

This seemed to calm everyone down and the 'its - going - to - work' feeling was everywhere. Sure enough it was textbook. The pace of the 5 man base formation was good and fast and from exit the build was rapid with continuous smooth no momentum docking up to 29.

The last man on seemed to take for ever and as he docked at 5000 ft a slight wave passed through the formation. But it remained intact and rock solid with little tension for the final couple of seconds before break off.

The buzz after this success was, predictably, carried well into the night at the disco and barbecue at the airfield which was a memorable evening and a fitting end to a really good 2 days jumping.

Our thanks go to **Major Tom OXLEY** for allowing us to use his DZ for practise, to 3 Regiment Army Air Corps for organising the Air Display in the first place and to **Squadron Leader Jim Derby** and his pilots who, by some excellent flying and immeasurable patience with the jumpers, made the whole thing possible.



3rd PAT KEELY ROUND CANOPY. MEET 28th~30th August, SHOBDON

As usual, this event was well attended, with 22 3-man teams entering. This year, the various commercial interests on the airfield sought to further their interests by sponsoring individual teams. Thus we had 'Clive Edwards International Skydivers' receiving free meals from the canteen, while the McCarthy family were rumoured to be receiving free beer from the barmaid, Pam, for entering as Pammy's Posers, while the bar manager, Tom, had similarly sponsored 'Tommy's Turkeys'.

The Meet got off to a slightly late start, but the weather was used for a few RWloads. Chief Judge **Tracy Rixon** gave us a thorough briefing, refusing Mac's request to give Kevin a rejump if he missed the pit. Wind conditions were not ideal for TU's but were well within limits.

First team to jump were the McCarthy family, who managed a total of 33.68m, which set the pace for the round. The fact that they were jumping the only F/F Aeroconicals was said to be purely coincidental. It was the 14th team to jump, Tommy's Turkeys, who eventually took the lead, with a fine score of 17.72m, including 0.57m by Mark Jones. 'Paralytic Perverts' had a strong

attack at this but just failed to take the lead, picking up 18.49m. **Steve Naylor** just swung off the disc to score 0.55m, but the rest of his team seemed determined to live up to their name, 'Five Miles Out'. The two resident instructors, 'smiling' **Mike Townsend** and **Rick Shaw**, together with **Jane Brinkworth**, put in creditable scores to take 3rd place.

As it turned out, the first round was the only one completed, and the Meet was decided on these scores. However, part of the second round was jumped before the atrocious weather moved in on the Sunday. Some of the scores put in would have caused a major upset to the placings if the round had been completed.

If the weather prevented the jumping, it certainly didn't stop the drinking with a disco laid on on Saturday night, followed by an excellent Meet (meat?) dinner on Sunday. Thanks must go to **Mark Owens** for organising these two events.

Thanks are also due to Mac for organising the event, Tracy, for her sympathetic judging, and her team of helpers in the pit. Thanks are also due to the chief scorekeeper, Liz, pilot Mike, and every one else who made the Meet live up to its

reputation of being a really enjoyable event.

RESULTS (decided on one round)

Teams

- Tommy's Turkeys
J. Pryce
M. Whatley
M. Jones 17.72m
- Paralytic Perverts
A. Victor
J. Barron
G. Amies 18.49m
- Crash 'n' Burn
J. Brinkworth
M. Townsend
R. Shaw 29.39m

Individuals

- Gentlemen
- S. Naylor 0.55m
 - M. Jones 0.57m
- Ladies
- M. Acton 5.52m

RICH HOWELL

RAM-AIR, 10 Second Transition Course or First Jump

The Marana Method

As an active jumper, just off the student status, I feel that what I have learnt in the roundabout way that I got to CAT. 10 could be of interest to the BPA.

After a fairly slow start to the sport, and after a term laid up. I decided to go stateside, where, with good weather on my side, I hopefully would be able to catch upon lost time.

What follows is a very abridged version of a booklet given to me by the author **Tony Frost** USPA I 73. Mr Frost has started something that would be very short sighted of us to ignore out of hand.

A first jump course on RAM-AIR parachutes, and a transition course for 10 second delays onwards.

Project Description

We have designated course to be project rather than a simple class because the use of the RAM-AIR canopy in a first jump situation did require a new class or course outline, this program goes much further into that.

In order to provide a relatively 'SAFE' environment for students to make their first jump using RAM-AIR technology, an entire system from helmets to toggles had to be devised, implemented, tested, revised and, accepted. Equipment costs were to be held beneath a ceiling of £1,000, per outfitted student.

For some time now RAM-AIR technology has been able to provide reliable and very managable main canopies to the sport. It has generally been held however that the additional performance available with RAM-AIR parachutes would always prove to be excessively hazardous to novice

parachutists. Consequently, most training environments have imposed a transition pattern which requires, first a minimum of jumps on low performance or MC-1-1 class canopies (ie. 28 Lopo, Piglet 3 etc.) Transition to and a number of jumps on the 'high performance' round canopies, (PC's, RWPC's), and a final transition to RAM-AIR canopies.

At Marana we were essentially uncomfortable with this transition for a number of reasons:

Firstly: This method subjected students and novices to large numbers of harder than necessary landings during their early experiences. It was generally felt by staff that these landings and their accompanying risk of injury had a negative effect on student/novice retention.

Secondly: The dual transition period was felt to at least double the risk of a transition related accident as well as reduce the 'time in type' benefit the student would enjoy under any single transition system.

Thirdly: The use of MC-1-1 type parachute or para commander class canopies during the 'on instruction' phase of a novices progression required the novice to require a basic free-fall skills using unnecessarily heavy and cumbersome equipment.

Fourthly: None of the 'high performance' round parachutes had a reliability ratio (malfunctions/overall operations) approaching either the direct bag deployed MC-1 or T-10 and RAM-AIR only allowed the novice to develop essentially useless habits while subjecting him to an increased chance of canopy malfunctions as well as pro-

viding him with a learning impediment in his development of free-fall skills.

Program in operation.

Transition malfunctions were reduced to minimal levels (None have occurred). Students seemed in general to achieve the same if not better free-fall skills, compared to the traditional methods.

We feel novice safety is increased because the use of 'state of the art' gear provides for simpler and easier reserve actuation, less likelihood of a canopy malfunction than the high performance canopies, and reliability ratios roughly comparable to the direct bag MC1-1. The canopies overall reduced rate of descent reduces lower extremity injury (vertical squat syndrome) and the increased forward speed/component does not seem to introduce any corollary injury to a significant degree.

The intensive instruction period covers all aspects of the jump-including remedial action for anomalies such as closed cells mid/point sliders, asymmetrical brakes and twists. The instruction is generally on a one to one basis throughout the whole program. The students are guided from around 3,000ft. by a large brightly coloured arrow — and from around 1,000ft. by a pair of paddles held by the instructor on the ground, the student mirrors the instructors arm movements.

Most students fear landings more than any part of their jump, and rightfully so, at the best of centres one half on one percent (1/200) of all students are injured sufficiently on their first jump to require hospital treatment. At Marana the majority of students land standing up, the reduction

in fear of landing injuries adds impetus to their desire to remain in the sport.

The equipment in use at marana was subject to intensive and rigorous testing and comparison before being placed into service with novice parachutists. It is our suggestion that any equipment not previously tested in a novice mode, or any modifications to equipment currently in use be tested by DZ staff members in exactly the configuration to be used by the students prior to its being placed into service.

MSC by no means condones or suggests the use of first through third generation RAM-AIR equipment for novice use. (Para-Plane, Strato Star, Heavy Cloud). It is one of the greatest concerns of the originators of this program that centres will choose to implement it whilst scrimping on equipment purchases. **NOVICE TRAINING**

OR TRANSITION IS NO PLACE FOR HAND ME DOWN GEAR!

We at Marana feel that the time is right for instruction in sport parachuting to experience a change. We also feel that the advent of a basic training system using large, docile RAM-AIR canopies for novices will provide a better training environment as well as an increase in novice retention and overall popularity of any sport parachuting.

Parachuting as a sport must compete with any other professionally instructed sports. The public has come to expect, both professional appearances from the instructors and the institutions that support them.

We finally believe that without a palatable method of novice indoctrination our sport will stagnate. However if a good method of entry level

training is coupled with the option of private advancement lessons such as AFF., our sport stands a good chance of accelerated growth in years to come.

I underwent the transition course and although I am unable to put down in its entirety, the booklet. I hope that I have managed to introduce another aspect of sport parachuting.

I do not say that the system in total should be accepted lock stock and barrel. The system works, in Marana, however we should be able to adopt a compatible training method, which would take into consideration our climate and level of students.

We SHOULD be aware of the advancements in sport parachuting throughout the world, and (once again) LEARN from it.

Safe jumping and blue skies.

PAUL GRAY, BPA 114567

BPA PI AND EXAMINATION COURSE 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 Instructors 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	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		Buscough
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 HP 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.

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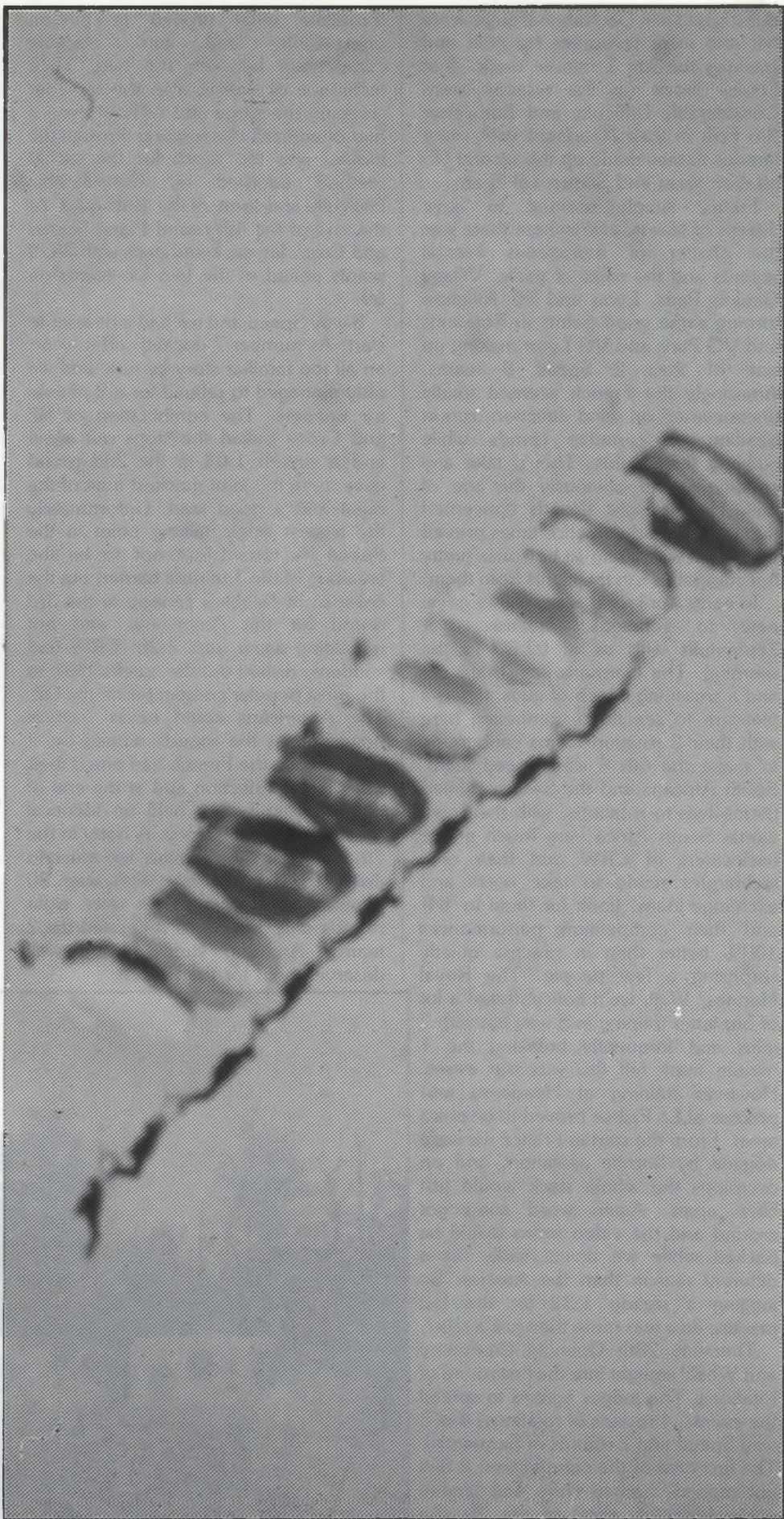
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By being woken with commends like "Whats your favourite colour Blue?" and "Whats your favourite pastime, Sport?" it became immediately obvious that our Colonial friends down under had already arrived before us in the early hours. It was July 25th in La Palisse and after a long journey down through France in a Sherpa and Transit the Aussies greeted us with a "Thank God you've arrived, nobody speaks bloody English round ere!!" We woke to find the French had built a purpose built DZ and facilities, which really are second to none, a brand new building with all the parachutists requirements under one roof. All except perhaps, enough accomodation for a World meet, so armed with tents, hammers and flagpoles the 'Brits' set about making their own little bit of England, which actually, during the first day, made a perfect collecting point for all the newly arriving teams.

That first day heralded the arrival of most of the teams, The Swiss, Germans, South Africans, New Zealand and of course the French were there it force, only the absence of the Americans prevented each team scrutineering carefully the performance of each other during the first two practise days. When the Americans did arrive the French did a great job of "cycling" everyone out by landing a Diamond almost to the flare. Nice Welcome! So the stage was set for the 1982 2nd World CRW Cup with 3 events; 4 way Rotations, 8 way Speed and 4 way Sequential.

The 3 practise days were invaluable, judges could work out their routine, the video operators set up the equipment and teams blow away the cobwebs of travelling. It was obvious the Aussies and Kiwis had been doing their homework in both events. Word soon got around and the video room was packed with competitors when either of the teams dived, if the ultimate Rotation score could be accomplished surely we'd see it from one of these two teams. 4 way rotations had suddenly taken on a new level, I guess coming from a competitor that maybe seen to be a bit defeatist, but in reality the video screen showed almost perfect CRW.

The Americans bought over a very formidable team consisting of their 8 way Speed team Eclipse, average height not short of 6 foot plus, with **Debbie Ambrose** making it difficult to resist giving them the Beauty and the



11 CRW WORLD CUP

Beast tag. Their US National times were hot and were favourites for gold and cracking the sub 1 minute mark. $\frac{1}{2}$ of Eclipse made up the rotation team Considerable Difficulty and Budweiser (Po Folk in their Nationals) with some famous names made up the second US rotation team and Sequential Team.

France simply seemed to have dozens of teams, everywhere there was the chatter of outrageous French accents and the smell of garlic. Village Gaulois Paris, Lyon and PC Avignon turning some good points in Rotations and VG Paris and VG Lyon making up one of their 2 Speed 8 teams. Amazingly the French seemed totally unconcerned on wind direction, run in heading or cumulus clouds while building their eights. They'd take any conditions and obviously the age of their Heavyweight Clouds concerned them not. Steady practice times proved that there was going to be some pretty hot competition in the eights from them.

In early April we'd watch other guys, new to rotations, practise over Zephyrlulls with us at 07:30 in the morning. The Germans were hard cor and a smashing bunch of guys, it was a pleasure to see them competing here with their 2 rotation teams canburning to make the 6th 8 way Speed team. South Africans and the Swiss confined themselves to rotations, with their own words South Africa very much in the backwaters of CRW and their own techniques ready to take notes and exchange ideas, (look for them in '84) and their competition performances 100% better than in practise quietly surprising a few people. The Royal Marines? Well, we'd concentrated a lot of our latter training to 8 way but with 7 guys and frequently breaking the 1 minute mark felt this was our event. However training at Headcorn and practise at La Palisse proved to be poles apart. From the start in France we were dogged by horrific oscillation, and on occasions the whole stack would just blow apart. Again word soon got around and the video room would be packed while we dived, sadly for a different reason than the Aussies. So logging a steady 1:32 for the last practise dive was more than just a relief.

Thursday 28th Opening Ceremony and Whak! straight into the first round of rotations. The judges agreed to spread the events; 4 rounds of rotations, 4 of 8 way Speed and 2 rounds of Sequential. The first dive of the competition; 2 Siss got rapped, had to chop and landed somewhere just short of the Massive Central (the spotting never improved from then on). So a good start! PC Avignon did the same and while competitors doubled away to check 3 rings and reserve pins Plane Scared (NZ) and Crooz (Australia) started to

formulate what proved to be an unassailable lead and cracking competition between the two. Their technique of stalling over the top, not stopping the surge and without even a hint of end cell closer going through the burble, was too much for the sachet method adopted by Considerable Difficulty and some of the 'Bub' guys. At the end of the 4th round Plane Scared and Crooz lay neck and neck with 78, 9 points ahead of the two US teams on 69.

8 way Speed and we had a disaster to start. As number 7 docked, off it went, an all too familiar story by now and we only managed to rebuild for a 2 minute for openers. The combination of NZ and Crooz pulled the stops out again and a superb 1:03 in the 2nd round gave them the joint quickest time of the meet and a good lead. Unfortunately the biggest single talking point in the Speed 8s turned out not to be the breaking of the 1 minute barrier, but the collapse of Debbie's canopy in the 3rd round for the Americans, and not rebuilding again until 2:20. CRW had suddenly dished out the cruelist blow to the most popular competitor on the DZ. The Americans could never recover now, and as the rounds slipped by, it was obvious the French had timed their training to perfection and at the end of the 6th round they held an identical time with NZ and Crooz. A hotty in the 7th and it left the 'colonials' too much to do in the final round. With over 30 minutes of working time over eight rounds only 9 seconds generated the 2 teams. Amazing stuff! and a well deserved gold for the French.

With a number of cutaways, raps and funnels the unfortunate Swiss decided perhaps someone was trying to tell them something and withdrew from the rotations. Perhaps a bit to learn but great guys and first class Embassadors for Switzerland. The mid table battle between us, the French and SA provided us with tension the top teams 'enjoyed'. We'd consistently put 35 seconds initial 4 stack together but couldn't get the smoothness while rotating, the French would take well over a minute but cracked in quick rotations. I guess frustration was the overriding feeling, knowing for any of us anytime 16/17 points was within our grasp. Sadly it never happened.

On the whole the judging of the rotations and Speed 8 had proved pretty sound with only the occasional Whimper, but the Sequential, using the video as a backup, problems started to arise. Judges were spread over the whole DZ to try and relieve the problem of viewing angles and seeing whether correct grips were taken. Disagreements repeatedly cropped up and rejumps ordered. The Budweiser team in the thick of it and clearly unhappy; undoubtedly sequentials biggest problem is not the "doing it" but the "seen to be doing it". However when Plane Scared pulled out a 6 points in time (4 mins) in the 3rd round, the competition of 'Bub' and the two French teams were left a little behind New Zealand and took the gold.

The most amazing battle was emerging at the top of the rotation table, **Jeff Little** of Crooz maintained that 24 or even 25 points in time could be



accomplished given that illusive perfect dive. The same applied at the top, either the 4 stack was slow (45) or a hiccup occurred somewhere in the rotations. On round 6 both happened to Crooz and they found themselves 3 points adrift. Plane Scared would never let it slip in their form, they didn't, their second Gold secured and an amazing World Cup for NZ.

I guess its the same in RW and indeed in any international sport meeting, that the success of the meet demands the great comradeship we all experienced at

La Palisse this Summer. The vast disappointment we felt at not emulating the success of the Mounting Men 2 year previous, was put aside by the warmth generated by everyone's common interest; CRW. If CRW workers here could have grasped just a bit of the atmosphere we had in France, well, I'm confident that we'll have more teams competing for their place in the III CRW World Cup in 1984. Everyone would welcome that!

NIGE WATSTON CLARK.
RM. CRW. TEAM

II CRW WORLD CUP 4 way Sequential				
Team: Country	1	2	3	Total
Plane Scared: NZ	2	2	6	10
Vill Gall Paris: France	2	1	4	7
PC Avignon: France	0	1	5	6
Budweiser: USA	1	1	3	5
Crooz: Australia	0	1	4	5
Vill Gall Lyon: France	0	0	2	2

II CRW WORLD CUP 8 way Speed

	1:21	1:18	1:10	1:13	1:10	1:07	1:10	1:16	
FRANCE Village Gaulois		2:39	3:49	5:02	6:12	7:19	8:29	9:45	9:45
NZ & Australia Plane Scared Crooz	1:11	1:03	1:18	1:08	1:33	1:06	1:28	1:09	9:56
USA Eclipse	1:15	1:14	2:20	1:15	1:09	1:03	1:09	1:03	10:28
Great Britain Royal Marines	2:01	1:34	1:22	1:26	2:31	1:38	1:41	1:39	13:52
FRANCE Avignon	2:17	1:53	1:57	2:24	2:19	1:48	1:34	1:32	15:44
GERMANY Cumulus	2:54	2:34	1:44	1:44	2:03	1:46	2:14	1:59	16:58
COUNTRY & TEAM	1	2	3	4	5	6	7	8	Total Time

II CRW WORLD CUP 4 way Rotations

Team: Country	1	2	3	4	5	6	7	Total
Plane Scared: NZ	19	20	20	19	20	21	21	140
Crooz: Australia	18	20	21	19	19	19	21	136
Consider Diff: USA	16	19	16	18	19	19	19	126
Budweiser: USA	17	16	18	16	18	19	19	123
Vill Gal Paris: France	16	10	13	11	15	15	17	97
PC Avignon: France	03	14	15	15	16	16	16	95
Vill, Gall, Lyon: France	12	12	13	11	11	11	12	82
Royal Marines: GB	12	12	24	09	12	10	11	77
Afrique Sud: SA	10	09	11	11	12	11	10	74
Cumulus I: Germany	09	06	10	12	11	10	10	71
Schroumphis: France	06	10	08	09	08	09	09	59
Cumulus II: Germany	05	04	05	06	07	05	06	38
Grenchen: Swiss	00	01	04	04	09			

Cyprus Championships 1982 (the friendly meet)

Most competitors who took part in the Cyprus Combined Services Parachute Club Championships this year agreed that it was just about the most perfect meet they had entered. Just what constitutes a perfect meet? There is no such thing as a perfect meet you may retort Wrong! You obviously were not a competitor in this years' championships and missed out on one of the most pleasant, friendly and exciting meets in the British calendar. What made it so special this year? Well, as all parachutists who have competed over here in the past know, the weather in August is no problem, the most common complaint being that it is too hot. What in fact made the meet so outstanding was the aircraft. A Buffalo. An absolutely fantastic parachuting aircraft most skygods in UK have never set eyes upon let alone jumped. This 'Beast' was insured to carry 34 parachutists and the room left over, even when carrying a full load, had to be seen to be believed. The aircraft, coupled with perfect weather conditions, meant that parachuting ceased by about 1100 hours daily and the competitors were then free to enjoy the wellknown delights of Cyprus, such as swimming, sun bathing, sight seeing and whatever parachutists do when they are satiated with jumping. The air conditioned club bar was a popular venue when parachuting ceased, not

surprising, with a large bottle of ice cold beer costing the equivalent of 25p and spirits about 12p a tot.

The aircraft arrived at Larnaca International Airport on Wednesday 4th of August and came into Kingsfield, the Cyprus Clubs' drop zone, the following day. After the CCI, Mike Winwood, got over the shock of the sheer size of the aircraft, he gave a comprehensive briefing to the pilots about local conditions, such as the close proximity of the border, Larnaca approach and rifle ranges etc. The CCI then took the pilots on a recon of the area, after ensuring his rig was in the hold, and once completed, 'test jumped' the aircraft with Chris Lyall, CCI of the Oman free fall team.

On Friday 6th August Ken Collins, Chairman of the club, and Tom Oxley, meet director, accompanied by Tony Rose (Tony who?) went to RAF Akrotiri — in the Buffalo of course — to meet and bring back to Kingsfield the competitors from UK. It was a pleasant surprise for them to step off a VC10, and after custom formalities, climb aboard the Buffalo for the short flight to Kingsfield, rather than endure the three hour, hot, uncomfortable bus ride. It's a pity the Royal Green Jacket Team missed the VC10 flight. You wouldn't have had any tail strikes jumping the Buffalo lads, it's 21 feet above the ramp!

Saturday, Sunday and Monday were given

over to practice jumps. Well, when all practice jumps are free one must not rush into the competition, must one? Some 270 practice jumps were completed by the 45 competitors and surprisingly the novices, some only on 10 second delays, found no problem whatsoever with the tail gate exit and the 90 knot slipstream lurking under the belly of the aircraft for the unwary. The exits performed by the skygods were something else, but more about that later.

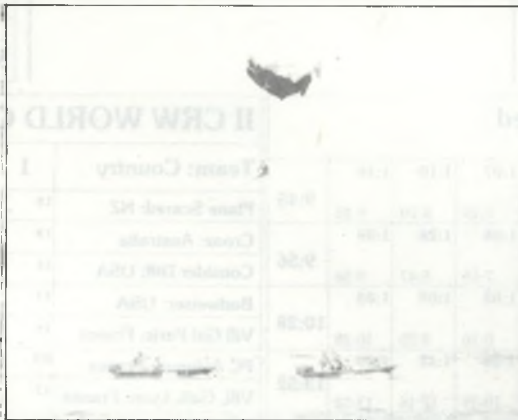
Minor problems associated with the aircraft were soon ironed out, such as spotting for novices. This was left in the expert hands of Chris Lyall, ably assisted by the loadmaster, Jack Hiley, who has swapped his sewing machines for headphones and microphone. However, as the meet progressed it was found just as easy to ground spot both the RW and accuracy events. The only suitable air photograph of the DZ was permanently fixed to a table, normally kept in the manifesting area. This problem was soon resolved when the photograph — and table — were securely lashed down inside the plane and 'lost' in one corner of the cavernous hold. John Burns (Kermit to his friends) being the smallest, shortest and ugliest competitor was given special dispensation by the loadmaster to sit near the tail of the aircraft after complaining that the walk from the front of the plane to the ramp knackered him

prior to each jump. The Omani novices were carefully briefed where to land, and where not to land, after one of them had used the roof of the CCI's new car as a target. However, the damage was repaired, and paid for, before the end of the meet and no claim was made to the BPA. Thanks Chris.

Tony Rose, the manifester, and **Mike Winwood's** successor, lost a bit more hair when he discovered that he couldn't get the whole meet on one lift and was heard to mutter something about getting a Herc for next year. After dropping off the accuracy teams at 4,200 feet, the RW teams on board thought they would take advantage of the room left over to continue with their dirt diving, inside the aircraft, but soon discovered that with a climb rate of over 2,000 feet per minute they were soon on jump run at 9,000 feet some two and a half minutes later.

The competition commenced on Tuesday and to everyone's surprise the perfect weather of Cyprus deteriorated so badly, with winds over the limit for accuracy, that four way sequential was the first event to get under way. After three rounds RAPA 'A' were well in the fore with 15 points followed by the Silver Stars with 7 points. Wednesday, and again the winds were marginal for accuracy so two more rounds of RW were completed with RAPA 'A' increasing their lead. It was then decided that fun jumping — free/non official practice — call it what you like, was the order of the day and competitors were able to cool off by leaving the tail gate at 12,000 feet, and for the next 60 seconds work out how much it would have cost them to do that at Peterborough. Yes! We all realise that once a meet has started practice jumps are not allowed, but have you ever had a Buffalo sitting on the end of your runway just waiting to be used at no cost? As **Tony Rose** was heard to say a couple of (hundred) times "This is a friendly, non hassel meet and when I say jump, you jump".

Thursday saw the start of the accuracy event and by 1100 hours Friday five rounds had been completed. I won't bore you with the details of scores but during this phase a new event was created, unknown to the judges on the ground, and as much effort was put into this new event as trying to hit the pad. It was called Crazy Exits, and had some of the novices on board looking sideways at each other. Guys, and dolls, were leaving the ramp in all sorts of unconventional poses. There were (attempts) at backloops, forward loops, swan dives and feet to earth, all accompanied by lots of verbal. The more adventurous tried four man launches and this was followed by hand stands, back flips and piggyback launches. And don't forget this WAS the accuracy event. The 'stampede' was favoured by the last team on board, running from the front of the aircraft straight off the ramp shouting "What's the name of that bloody Red Indian?". Scoring was simple. If you made **Jack Hiley** grin, 5 points were awarded, a smile got you 10 points and a laugh, a rejump, so he could watch it again. Unfortunately no one kept a record of the score so no official winner was declared, but the general consensus was that the Gerkins Team, with their 'four dwarfs exit', would have taken top place, as not only did it make **Jack Hiley** laugh, but the remainder of the load were heard to shout encore, encore. Their exit started off by the team kneeling down in single file on the ramp and on the command, exit, marched off the tail gate, still on their knees, singing 'Hi ho, hi ho, its off to work we go' and one by one disappeared into the blue. Their team leader was overheard later on to say "It's a pity the RW event has nearly finished as that's the tightest exit we have achieved so far". Because the meet was progressing so well it was decided at this stage that an extra, free round, with scores to count, would be added to the meet and this would take place on the last day of the competition. Except for the RW event, with RAPA 'A' so far in front and uncatchable, this left quite a few individuals and teams on tenderhooks but provided a competitive atmosphere in an



otherwise very friendly meet.

On Saturday all rejump and odds and sods were completed and the rest of the morning was given over to more 'non official practice'. Sunday morning dawned and with the temperature at 95°, coupled with nil winds, it was an ideal setting for the water accuracy event and a dip into the warm waters of the Mediterranean. All competitors, including novices, were permitted to enter because the safety procedures were well in excess of the minimum laid down in BSRs. For instance, everyone jumping must have attended the briefing given by the meet director which was followed by a technical briefing given by **Tony Rose**, who has incidently, only done 186 water descents. Three twin engine pick up boats, manned by army crews, were used to get the competitors back to dry land, and these were backed up by a safety boat with the meet director equipped with ground to air radio. All boats carried divers as an additional safety back up. There was an advanced instructor in the aircraft, two advanced instructors in the boats, and an advanced instructor on the jetty to keep an eye on things. All competitors wore life jackets, but for some this was not enough, as one or two people decided that face masks, snorkel and fins might come in useful. Spearguns, however, were banned by the CCI. Hamood, the camel racer, from the Oman team, with only 240 jumps to his credit showed the experts how it should be done and won the event with a DC. After drying out, and repacking, Monday was declared a day off,

not for the officials and aircrew though. They were all taken out to dinner, as guests of the club, to one of the local beach taverns and thoroughly wined and dined. In fact some of them were so well wined that they went for a midnight 'no suit dive'.

Tuesday was rehearsal day for the display jump to be given after the prize giving on Wednesday. This was to be in the form of four novices jumping from five grand, followed by a mass exit from 15 grand. The pilots then showed us all just what the Buffalo is capable of. It took just seven and a half minutes to get to 15 grand and that included dropping the novices off. The plan on the mass exit was to build a 15 man cluster and the other 15 would then track left and right of aircraft heading. It didn't quite come off on rehearsal but two Cyprus records were broken, an eleven man formation, followed by 30 ram air canopies, as opposed to the usual four, in the air at the same time.

On Wednesday the final round in all events were completed and some, especially **Chris Lyall**, gave a great sigh of relief when he learnt that his team, who were leading the accuracy by a narrow margin two days before, had in fact clinched the title. After more rehearsals and fun jumps everyone retired to lunch and returned later in the afternoon for the display and prize giving. All the spectators were suitably impressed by the display, which again built to an eleven man, but this time six of the trackers were wearing smoke and all 30 participants landed on the small drop zone thanks to a good ground spot given by **Tom Oxley**. Following on that evening all competitors, officials, aircrew, helpers and club members had a marvellous end of champs party, which included a free Bar B Q, and brought a perfect meet to a perfect end.

As with all parachute competitions a lot of hard work is put in by numerous people and to try and mention them all by name would be impossible. However thanks must go to **Brigadier P. M. Davies OBE CLF Cyprus**, for presenting the prizes, **Tom Oxley**, meet director, **Garby Leifeld** and **Martin Tougher**, judges, and all committee members and helpers. A very special thanks to the Royal Oman Police Airwing for lending us their fabulous aircraft at no cost. A special thanks also to the aircrew, **Roy, John and Hugh**, the pilots, whose superb flying throughout the competition made it all look so easy. To **Tom**, the engineer, whose faultless servicing of the Buffalo ensured we did not lose one minutes parachuting due to aircraft unserviceability, and, to **Jack Hiley** the loadmaster, who ensured nobody fell off the tail gate. Finally a big thank you to the person who made it all possible, **Chris Lyall**, and his charming wife **Denise** who did such a good job of stats control.

And next year? They say lighting never strikes twice but as we all know that is untrue!

M. W.

Results

Overall Champion Team Winners	Silver Stars
Overall Champion Team Runners Up	RAPA 'A'
Individual Accuracy Winner	Cpl. Boardman
Individual Accuracy Runner Up	Sgt. Chandler
Individual Accuracy (Round Canopy) Winner	CSgt. Heavens
Team Accuracy Winners	Oman A
Team Accuracy Runners Up	Silver Stars
Team RW Winners	RAPA 'A'
Team RW Runners Up	Silver Stars
Novices Individual Accuracy Winner	2Lt. Ryall
Novices Individual Accuracy 2nd	Nassir Musabah
Novices Individual Accuracy 3rd	Cpl. Teasdale
Water Accuracy Winner	Hamood Abdullah
Water Accuracy Runner Up	Capt. Dyson
Leading CCSPC Senior Competitor	Sgt. Winwood
Leading CCSPC Novice Competitor	Cpl. Teasdale
Leading CCSPC Team	Cyprus 'X'
Leading Lady Competitor	LCpl. Isaac
"Unofficial Crazy Exits"	Gerkins

Headcorn Second Annual LAC Meet

The weekend of the 11th and 12th September saw the Headcorn Parachute Club hosting their second annual Launch and Accuracy competition. The format had changed slightly from last year. The formations to be launched were a Star, Stairstep Diamond, Bipole and Donut. No penalty to be given if the formation was shown within five seconds, for every additional second between five and fifteen, half a second would be added to the team total accuracy score. The maximum penalty for a zapped launch was therefore five metres. The aircraft to be used was an Islander, and the exit altitude 5,000ft.

This year saw a better turnout than last year with fifteen teams registered. These ranged from one team with six hundred jumps between them to one with eight thousand between them. Many clubs were represented and it was good to see such enthusiastic support. There was to be a £100 prize for the first team and a £25 prize to the winner of the individual accuracy, plus cups, trophies and booze.

Saturday morning unfortunately dawned very misty and jumping could not start until lunch time. The first team to jump were "Residual Thrust", who launched their star nicely and followed it up with two discs from **Jeff Chandler** and **Paddy Ritchie**. The next team "My Body is my Tool" weren't so lucky because their launch was not seen because of cloud and they were awarded a rejump.

Half way through round one the cloud really started to get in the way and a temporary halt was called. After an hour or so it did not look like it was going to improve, so the decision was, into round two accuracy only, round one to be

completed if the conditions improved.

More discs were scored in round two by **Jeff Chandler** (again) and **Mel Cooch** of the "Local Actors Society Team". At the end of this round "The Guards" had taken the lead with a score of 0.76cm. By this time the cloud had broken up again, enough for round two to be completed plus all the rejump. With a few exceptions all teams launched the star within the five seconds. The fastest launches of the round being by "Spider" and "Residual Thrust" with a time of 2.2 seconds. Two more discs were scored by **Simon Kloos** and **Dave Spence** and a zap by someone called **Tony Uragello** who was heard to say on the finals "ooh it hurts".

So at the end of the first day two rounds had been completed. "The Guards" were in the lead with a score of 2.76cm, followed by "Residual Thrust" with 6.30cm.

So to the barbeque where a good time was had by all, and then to bed in preparation for the next day.

Sunday morning again dawned very misty and although it soon cleared to blue skies upward the outward visibility still remained very poor. In fact it wasn't until midday that it finally became jumpable although conditions were still not ideal. The launch for the third round was to be the Bipole, and last year no one managed to launch this within the five second period. The first team to jump were "Spider" probably the most inexperienced team of the meet, but the bipole posed no problem to them and they launched it easily in 5.4 seconds. Unfortunately they still have a lot to learn about accuracy. This score was not beaten until the last team of this round "Wishful

Thinking" also another inexperienced team, who managed it in five seconds dead. Altogether four teams managed it in the no penalty period. Obviously people have been practising since last year. Only one disc was scored in this round by **Dave Spence** of "The Guards" team.

Into round four and the donut launch, but it was not to be as the visibility deteriorated making the judging impossible and flying dangerous. It didn't look like it was going to improve so a meet was called on three rounds.

The end of another successful meet, it only remains to say thank you first of all to the judges **John Laing**, **Roger Flinn** and **Jim Sharples**, and secondly to all the Headcorn Parachute Club helpers without whom the meet would not have been possible.

It was good to see such a large turnout, lets hope we can equal it next year.

Results

Team

1st	The Guards	4.87metres
2nd	Residual Thrust	11.88metres
3rd	Who Moved It?	15.64metres

Individual

1st	Jeff Chandler	0.01cm
2nd	Dave Spence	0.03cm
3rd	Paddy Ritchie	0.10cm

Jane Buckle

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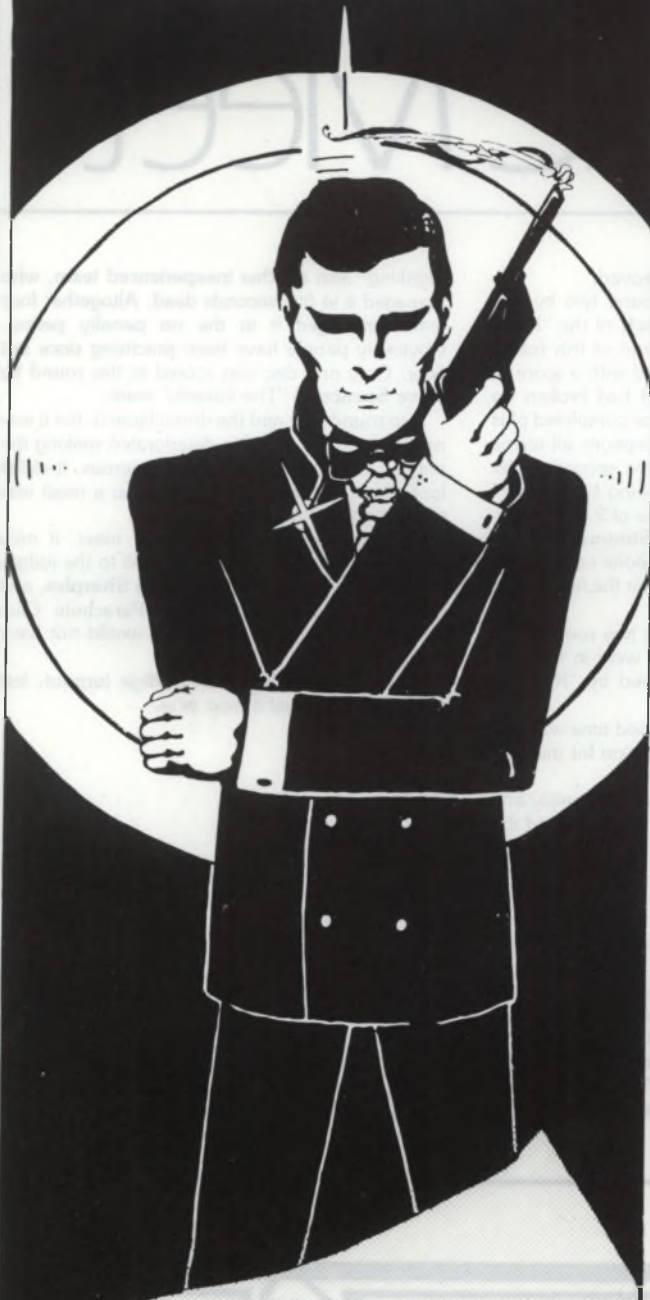
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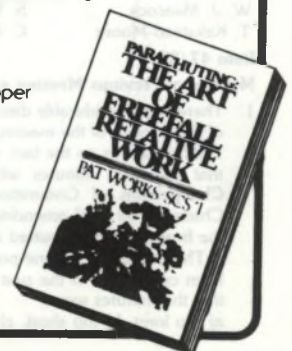
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**BRITISH PARACHUTE
ASSOCIATION
EXTRAORDINARY COUNCIL
MEETING
KIMBERLEY HOUSE, LEICESTER
6.30 p.m. 28th OCTOBER 1982**

Minutes

The Chairman, G. C. P. Shea-Simonds, welcomed those present to the EGM. He explained that the reason for holding this meeting at this time of the year was in order to comply with the statutory requirements of the Companies Act which requires that accounts are presented and discussed at the latest, 6 months after drawing the accounts for the previous financial year.

Item 1

To receive and adopt if approved the Annual Accounts for the financial year ended 31st March 1982.

The Treasurer, P. W. Ritchie, presented the accounts for comment by the membership.

He said that the accounts had already been published and distributed to the membership via the journal "The Sport Parachutist". "At the Annual General Meeting of 1982", he said, "the trend of the accounts had been discussed and certain projections made. There had been a projection of a deficit of some 13/14 thousand pounds. In fact the final deficit had been £18,206 a truly appalling figure. It was with those projections in mind that the membership had voted for the increase in subscription rate to £13.00, and it was indeed fortunate, in view of the deficit, that that action had been taken. It has been agreed to have four monthly management accounts presented in order to keep abreast of the financial trends."

The Treasurer asked for questions from the floor. W. J. Meacock asked about the magazine deficit shown in the accounts.

The Treasurer replied that the Council had given the Editor a mandate to improve the magazine and this of course in the period had meant an increase in expenditure, but the increase in revenue, both the subscription and advertising elements did not come into force until the start of the new financial year.

The Treasurer moved the adoption of the accounts, seconded by J. T. Crocker.

Carried unanimously

Item 2

To confirm the re-appointment of Auditors and fix their remuneration for the ensuing financial year.

The Treasurer moved the above resolution, seconded by J. T. Crocker.

Carried unanimously

**MEETING 28th OCTOBER
1982 KIMBERLEY HOUSE,
LEICESTER**

Present:

G. C. P. Shea-Simonds	Chairman BPA
J. T. Crocker	Vice Chairman BPA
J. R. H. Sharples	Chairman STC
R. Hiatt	Chairman Competitions
P. W. Ritchie	Chairman Finance
J. L. Thomas	
D. Waterman	
D. Tylcoat	

Co-opted:

J. H. Hitchen
R. Colpus
G. O'Hara

Apologies:

R. O'Brien
D. Hennessy
L. Melville

Observers:

J. Curtis	Ms. S. Brearley
K. Noble	R. E. Gays
W. J. Meacock	S. Waterman
T. Kirkstead-Moore	C. Fitzmaurice

Item 47/82

Minutes of Previous Meeting and Matters Arising

1. There was considerable discussion upon the content of the minutes of the meeting of the 23rd September 1982, and also on the fact, raised by D. Waterman, that the draft minutes which had been sent to Chairpersons of Committees and then onto the Chairman for final amendment were different from the final minutes submitted to Council.

The Secretary General pointed out that there had been complaints in the past from Council members that the minutes were,

a) too long, b) too short, c) did not fully reflect the

views expressed. In order to obviate, as far as possible, these problems he now sent out a draft copy of the minutes, of each of the Committees and the Council meeting which he serviced. In this particular instance he had sent a draft copy to all the Chairpersons, requesting them to check their own Committee parts, and to ask the Chairman BPA to check the entire set of draft minutes for correctness of recording. On receipt of the returned draft minutes he had then had the necessary corrections made and the final minutes circulated. He further drew Councils attention to the fact that the "Matters Arising" section allowed for any further amendments, which were recorded in the current minutes and that the minutes of the previous meeting were only ratified with the proviso that any changes were noted.

At this point D. Waterman said that the statement on page 6, "Council Agreed", could only be made if there had been a vote taken. The Chairman, G. C. P. Shea-Simonds, stated that in his opinion the feeling of Council on this point had been that most people agreed. However he said that in future instead of a slightly relaxed meeting he would ensure that every point was put to a vote.

P. W. Ritchie said that he felt that the meetings ought not to be conducted with such a degree of formality. Surely if it had been contentious then a formal proposition would have been made. In the past, many things had been agreed to by Council without the need for a formal proposition and vote. He suggested that in this instance the wording should merely be changed. D. Waterman then drew attention to page 10 where in the draft minutes agreed by the Chairman of the Competitions Committee, R. Hiatt, there had been a word "would", in the final minutes this had been changed to "could", and he felt that this had an important bearing on matters which were to be discussed later.

The Chairman, G. C. P. Shea-Simonds, said that the Secretary General was unable to remember, with absolute surety whether the word should have been "would" or "could" because he (the Secretary General) did not have the tape. But G. C. P. Shea-Simonds said that he well remembered what had been said and further stated that at the time he had said that he might have to make a decision in a hurry. On the matter of conducting a phone round meeting with Council members he had in fact asked several members whether they wanted a Council Meeting and had offered that the venue could have been at Netheravon the following evening, but the people approached had said no, we have enough information and we want to take a vote on the matter. By the time you (D. Waterman) and R. Hiatt had contacted me that evening the decision had already been carried by a majority of Council Members.

R. Colpus wanted to know why the tape was no longer available.

The Secretary General replied that he did not keep an endless library of tapes of meetings as these cost money, and once the minutes had been sent back by the Chairpersons of Committees and the final copy sent out he re-used the tapes, unless there was a specific request to hold back tapes, as there had been from time to time in the past. He did have copies of some which he had been instructed to keep. This in point of fact was the way it had always been done. He started to say that he had never thought it a good idea to keep quantities of tapes hanging about due to the expense — R. Colpus interjected at this point to state that it obviously is.

The Secretary General discontinued his explanation.

The Chairman said that the above procedure had become accepted practise but if R. Colpus felt that now tapes should be held over then perhaps he would care to make a proposition to that effect.

R. Colpus said that he so proposed, a seconder was requested, but at this point J. T. Crocker said that "before anyone took a vote on this he wished to say that this Council for years and years had passed decisions which have or have not suited varying elements within Council and within the Association and it seems to me that it is only when there is an emotive situation the practice that has been in existence for fifteen years or so suddenly is not good enough any more.

By all means take a vote on it, but let us put it in perspective, we are voting on something now because a few people take an extremely strong view about one particular item and we are liable to put ourselves in a situation of having a great deal more paperwork put onto the Secretary General if he even begins to attempt to record everything that is said at these meetings, it seems to me a waste of time and unnecessary with good will from everybody and if

subjects were not allowed to get out of hand and become emotional it would not be needed anyway".

R. Hiatt said that it had been stated that a Council Meeting was to be held with 48 hours notice and it did not happen.

P. W. Ritchie said the word should be changed from "could" to "would" and the item discussed later.

Proposed by R. Colpus seconded by R. Hiatt that on page 10 "could" be changed to "would".

	<i>Sec. Gen.</i>
For	3
Against	Nil
Abstentions	5
	<i>Carried</i>

Proposed by G. C. P. Shea-Simonds seconded by J. L. Thomas that on page 6 "Council Agreed" be changed to "Nobody Disagreed".

	<i>Sec. Gen.</i>
	<i>Unanimous Agreement</i>

2. Swansea

a) Trust Fund

The Treasurer, P. W. Ritchie, explained that the joint handling of the trust fund had still not been settled therefore we are not yet in a position to disburse any funds from it.

The Finance Committee recommendation was that as soon as the position allowed then £500 should be made available from the Trust Fund to the Swansea Skydivers Appeal Fund, set up by the Swansea City Council.

If Council approved the Finance Committee recommendation then when the final setting up of the trust fund had been completed, £500 could be sent without further recourse to Council, provided that the other trustees agreed.

It was unanimously agreed to accept the recommendation of the Finance Committee on the above.

b) The Chairman, G. C. P. Shea-Simonds reminded members that the memorial service was to be held on 7th November at Swansea Airport at 2.30 p.m. and asked that as many Council Members as possible attend.

3. Honour Roll of Champions

The Secretary General apologised for not having anything to hand on this matter due to pressure of work. He undertook to pursue the investigation as soon as the work-load permitted.

Sec. Gen.

4. Item 46/82.1. This should read:

"D. Howerski presented an idea to Council via D. Tylcoat".

5. Item 46/82.2. Ashford Application for Approved Status

The Chairman, G. C. P. Shea-Simonds, stated that he had been in touch with Mr. A. Collingwood on the question of their students becoming members of the BPA. This was now in the hands of Mrs. B. Black.

6. Item 46/82.3. Royal Aero Club Meetings

The Chairman, G. C. P. Shea-Simonds, stated that the CAA were again looking into the matter of hire and reward.

He also reported on a meeting of the Parliamentary Committee with two members of Parliament. Mr. B. Walker and Sir Hector Munro, and the Minister of Aviation, Mr. Ian Sproat.

The meeting discussed the situation of a Gliding Site in Scotland where the CAA, on a recommendation from NATS (Traffic Control) had arbitrarily planned to place an airway between Glasgow and Aberdeen which would run straight over a major gliding site in Scotland and also take up a great deal of their hill soaring area, after much pressure by the gliders it was moved to the west which put the airway over Strathallan which affects the British Parachute Association. The Minister is very upset because there had been no consultation. It is therefore being proposed that CAA and NATS should in future consult on these matters.

Item 48/82

Committee Reports

1. Safety and Training Committee
The Chairman of STC, J. R. H. Sharples, invited comments on the previously distributed minutes.

Item 2 Mr. Abrahams — Changes to Instructor System

The Chairman of STC would write to Mr. Abrahams.
Chairman STC

Item 6.2 Pegasus Canopy Modification

Django have admitted to a design fault, information has been circulated to all Clubs.

N.C.S.O.

The Secretary General brought up the matter of the disappearance of a Pack and Harness from the Post House. This had been extant for some time. There was considerable discussion on this subject and it was finally proposed by J. T. Crocker and seconded by J. R. H. Sharples that as the pack and harness had been given to an accredited member of the Association, and that it had been stolen from the custody of a representative of the Association that the equipment should be replaced via Thomas Sports Equipment, at a cost of £138 including VAT, and that the serial numbers be sent to J. L. Thomas in case the stolen items came to light.

Sec. Gen.
Carried unanimously

2. Competitions Committee

R. Hiatt, Chairman of the Competitions Committee, took Council through the minutes page by page for clarification and comment.

Item 2. Championship Questionnaire — format

Following a question from R. Hiatt, the Secretary General reminded him that he had already apologised for the fact that the questionnaire had not yet been compiled but as previously agreed would be ready for discussion at the next Competitions Committee Meeting.

Item 3. Off Year Competitions

It was agreed that it was a good idea to have people compete in the above but would need to be looked at each time in the light of finances available etc, and if possible go to the same competition.

Item 4 National Championships 1983

There had to date been no response from Swansea as to whether or not they still wished their bid for hosting the 1983 National Championships to stand. R. Hitt said that he had heard that it was by no means certain that the current club would remain in existence.

It was therefore the recommendation of the Competitions Committee that the offer made by the Peterborough Parachute Centre to host the Nationals in accordance with the details submitted by the Centre, and at the projected total cost of £4,400 be accepted.

Dates to be 25th June to 10th July. The first week, up to and including the 3rd July to be devoted to the 'Off' year Classic events, the 'On' year RW events to be from 1st July to 10th July inclusive. The overlap middle weekend would give the organisers an additional two days to complete the Classic events, and if these had been completed then the RW events could start over that week-end. This would be put to the next Committee Meeting of the APA.

The Secretary General agreed to contact APA to ascertain whether they could hold the CRW Championships during the APA Championships, dependant upon whether it would be possible for civilian teams to compete at the same time.

G. O'Hara
Sec. Gen.

It was also agreed to write to Swansea to ask them if they would care to host the CRW Competition.

Sec. Gen.

Video was to be the prime judging aid for RW and Classics. It was further recommended that the video situation be investigated again, in an attempt to cut the cost of hiring in ancillary equipment at an estimated cost to the Association of £2,000. The Secretary General was tasked with contacting RAPA, APA and RAFSPA with a view to borrowing the equipment for the duration of the National Championships.

Sec. Gen.

Item 5 Detailed Rulings for National Championships 1983

a) Cut Off Procedures

The Competitions Committee recommend the following:—

For the sole purpose of selecting a National Team, if by the end of the 6th day of competition the competitors in the 4 and/or 8 Way RW events have not completed 6 rounds (minimum meet), the meet director may hold all other jumping until the teams in contention (see note) have reached 6 rounds only. At this point the teams in contention will stand down until the remaining teams have completed 6 rounds. All teams will then resume jumping as normal.

Note: The teams in contention should be selected by the Meet Director and Chief Judge, after consultation at a team leaders meeting. The number of teams should always be calculated to fully utilise the lift capacity of the meet.

b) Selection of British Team

There was some little discussion on this point and the full details are presented in the revised draft technical rules at the end of the Competition Minutes.

c) Other Matters Considered Necessary

(i) 8 Way Speed Event

This event to be carried out between a maximum of

9,500' (weather permitting) and a minimum of 5,500', over six rounds, no minimum to declare a meet.

(ii) Open/Closed Events

It was recommended that the following be introduced.

- Open Style
- Open Accuracy
- Open Team Accuracy

This would necessitate the purchase of extra cups for the Open Competition while retaining the original trophies for the highest placed British Competitor in each event plus that of overall Champion. It was further recommended that invitations be sent to other National Governing Bodies advising them that the Nationals were Open and also detailing the costs of entry etc.

Competition Cttee

Open RW events but that the highest placed all British Team should be the British National Team.

Competition Cttee

(iii) Novice Event

The Novice 4 Way event should be retained with the same rules applying as in 1982.

(iv) Other Matters

1. It was recommended that for the duration of the Championships, seminars, films etc. should be arranged and publicity be given to this in both the magazine and on the entry forms and rules.

Editor, Competition Cttee.

2. De-Brief

It was recommended that immediately following the National Championships there should be a Competition Committee at which a complete de-brief would be held, to this end the Meet Director, Chief Judge, Judges and Team Leader be invited to attend.

Competition Cttee.

Official Rules for Classic and Relative Work had been compiled by the Secretary General and apart from one or two minor amendments, were agreed and are published after the Competitions Committee Minutes.

OFFICIAL RULES FOR THE 1983 BRITISH OPEN NATIONAL PARACHUTING CHAMPIONSHIPS CLASSIC AND RELATIVE WORK COMPETITIONS Peterborough Parachute Centre 25 June to 10 July

These Championships will be conducted according to the Regulations of the FAI Sporting Code General Section (1980) and Section 5 (1982) Amendments and Annexes included, and sections 1 - 5 as approved by FAI.

All participants accept these rules as binding by registering for the Championships. No departure from these is permitted.

1. AIMS OF THE BRITISH OPEN NATIONAL CHAMPIONSHIPS CLASSIC AND RW

1.1 To determine the following British National Champions of Parachuting (Men and Women classified separately: Intermediates and Novices classified separately).

Classic

- a) British and Open Accuracy Champion
- b) British and Open Style Champion
- c) British and Open Overall Individual Champions
- d) Team Accuracy Champions

1.2 To establish new British Records in Sport Parachuting.

1.3 To popularize and improve Skydiving as a sport and accepted recreational activity.

1.4 To exchange experiences and strengthen friendly relations between Parachutists of affiliated clubs.

1.5 To exchange experiences among organising Staff and National Judges, to strengthen the principles and regulations for the conduct of the Championships and its scoring system.

2. DATE AND PLACE OF THE CHAMPIONSHIPS

The British Open National Championships will be held from 25th June - 10th July 1983 at the Peterborough Parachute Centre, Sibson. The 20th - 24th June will be set aside for training jumps on an opportunity basis.

3. ORGANISATION AND CONDUCT OF THE CHAMPIONSHIPS

3.1 The organisation and conduct of the British Open National Parachuting Championships have been entrusted to the British Parachute Association via the Peterborough Parachute Centre.

3.2 The technical management of the Championships shall be the responsibility of the Director of the Championships.

3.3 The Basic Safety Regulations of the British Parachute Association shall apply in toto.

4. CONDITIONS FOR PARTICIPATION IN THE CHAMPIONSHIPS

4.1 Only those individuals who are FULL members of the BRITISH PARACHUTE ASSOCIATION and are British Passport holders, and such Teams/Clubs as are affiliated to the Association may be eligible to compete for British National titles.

4.2 Visiting Teams/Individuals are to provide evidence of their association with a National Aero Club.

4.3 Participants (except Novices) are to produce a valid FAI Sporting Licence. All participants must produce current Medical Certificate/Declaration, BPA Membership Form and Log Book. Senior participants must be Category 10 and hold an FAI 'C' or 'D' Certificate. Intermediate participants must be at least Category 8 and hold an FAI 'C' or 'D' Certificate.

4.4 Novices must be Category 5, 6 or 7, and hold an FAI 'B' Certificate.

4.5 The Intermediate Competition is open to 'C' or 'D' Licence holders with less than 350 jumps at the date of registration (Classic).

4.6 The Chief Judge, in consultation with the Meet Director has the right to deny further participation in the Championships to any competitor showing unsafe practices.

5. AIRCRAFT AND PILOTS

5.1 The organisers will provide a sufficient number of aircraft to support the Championships.

5.2 The pilot or co-pilot shall serve as aircraft judge.

6. EVENTS

6.1 All events are OPEN but the British Champions and thus the trophies in the following events may only be awarded to British Competitors, and this only applies to the Senior Events as under:—

6.1.1 Senior Accuracy

6.1.2 Senior Style

6.1.3 Overall Champion

6.1.4 Trophies and medals will be awarded to any foreign national winning one of the foregoing events out right.

6.1.5 All other events in the entire competition will be truly Open.

6.1.6 Trophies are only held for one year and are to be returned prior to succeeding Annual National Championships.

6.2 Rules common to all events.

6.2.1 The jumping will take place men and women together and the order of jumping will be drawn men and women together.

6.2.2 The intermediate style event will take place separately and will be drawn separately.

6.2.3 The novice accuracy event will take place separately and will be drawn separately.

6.2.4 Excessive windspeeds will be grounds for re-jump only in the accuracy events.

6.3.1 **Event No. 1** Individual Accuracy jumps from an altitude of 800 metres. Each competitor shall make 10 jumps. All jumps shall be scored and counted to determine standing. A minimum of 6 jumps must be made to declare a valid event.

6.3.2 Novice competitors shall make a total of 10 jumps and shall be scored to a maximum of 25 metres.

6.4.1 **Event No. 2** Style jumps from an altitude of 2,000 metres. If meteorological conditions do not allow jumping from 2000 metres, the altitude can be lowered to 1800 metres for the whole round. Each competitor shall make 4 jumps (series 1, 2, 3, and 4). All jumps shall be scored and counted to determine standing. A minimum of 3 jumps must be made to declare a valid event.

6.4.2 Intermediate style event. Style jumps from an altitude of 2000 metres. If met. conditions do not allow jumping from 2000 metres, the altitude can be lowered to 1800 metres for the whole round. Each competitor shall make 4 jumps (half series 1 and 2). Two jumps must be made to declare a valid event.

6.4.3 Execution of style jumps may be made from either an upwind or downwind direction of flight according to wind and light conditions.

6.5 **Event No. 3** Team accuracy jumps from an altitude of 1000 metres. Each team shall make 4

jumps. All jumps shall be scored and counted to determine standing. A minimum of 3 jumps shall be made to declare a valid event.

7. SCORING SYSTEM

The scoring system is prescribed in the Sporting Code, Section 5, Annex C and D.

8. THE PANEL OF JUDGES

Chief Judge To be nominated
Meet Director To be nominated
Secretary to the Championships To be nominated

9. DETERMINATION OF BRITISH NATIONAL CHAMPIONS

9.1 The title of British National Champion in Accuracy Jumping shall be awarded to the competitor who has the best score in Event 1 (Men and Women separately).

9.2 The title of British National Champion in Style Jumping shall be awarded to the competitor who has the best score in Event 2 (Men and Women separately).

9.3 The title of British National Champions in Team Accuracy Jumping shall be awarded to the team which has achieved the best score in Event 3 (Teams may be mixed Men and Women together).

9.4 The title of British Overall Individual Champion shall be the competitor with the best score according to the Sporting Code Annex E (1).

10. PROTEST

10.1 Each protest shall be submitted according to conditions laid down in the Sporting Code Section 5 Chapter 6.

10.2 Each protest shall be accompanied by a fee of £7.00

11. JURY

The Jury shall be composed of at least three members appointed by the Parachute Association.

12. NATIONAL TEAM SELECTION CRITERIA CLASSIC — CLASSICS

World Parachute Championships — CLASSICS

It was agreed that the team should be selected solely from the results of the annual National Championships, and that the selection criteria should be as follows:

Men

Six to travel, five to jump selected from:
The first six placings (overall)

plus

The first placed in style and the first placed in Accuracy (should such individuals not be placed in the top six overall). The competitors concerned must have competed in both the Style and Accuracy events.

Ladies

Maximum of 5 to travel 5 to jump who must a) have averaged 11 sec or less in the style event, and either

b) placed in the top 15 (men and women) in accuracy or

c) have been placed in the top 15 (men and women) in style or,

d) have been placed in the top 15 (men and women) overall.

Team Coach will be nominated.

STYLE PENALTIES

(3) Penalties:

(3.1) Undershoots 1- 15 degrees 0.2 seconds
16- 45 degrees 0.6 seconds
46- 90 degrees 3.0 seconds
greater than 90 degrees 16.0 seconds

(3.2) Overshoots 91- 180 degrees 0.6 seconds
181- 270 degrees 3.0 seconds
greater than 270 degrees 16.0 seconds

(3.3) Last backloop off heading: 26- 45 degrees 0.6 seconds
46- 90 degrees 3.0 seconds
greater than 90 degrees 16.0 seconds

(3.4) Execution of a turn or backloop with the body tilted or banked
(pitch or roll) 26- 45 degrees 0.2 seconds
greater than 46- 75 degrees 0.6 seconds
more than 75 degrees 16.0 seconds

(3.5) Omission of a figure, added figure, or incorrect series 16.0 seconds

(3.6) Beginning the first and third turn of the series off heading in the direction of the turn, constitutes an undershoot. If there is another undershoot at the end of this turn, the jumper will be penalised a second time.

(4) The parachutist with the lowest total for all jumps will be declared the winner.

OVERALL INDIVIDUAL

The overall champion, individual, is found by squaring each competitor's placing in style and individual accuracy and adding these two squared numbers. The competitor with the lowest sum after this addition will be overall champion, individual.

1. OFFICIAL RULES FOR THE RW COMPETITION

2. Programme of Events

The National Championships will comprise the following events:

2.1 8 Man Sequential Relative Work 10 rounds

2.2 4 Man Sequential Relative Work 10 rounds

A minimum of 6 rounds must be completed in each event to establish a National Champion Team.

All rounds will be scored to determine standings.

2.3 8 Way Speed. This competition will take place from an altitude of 9,500 ft. weather permitting, to a minimum of 5,500 ft. over 6 rounds. No linked exits. Working time to be determined by the Meet Director.

3. Rules Common to Both Events

3.1. Definition of test:

Each round consists of a sequence of formations. Rounds will alternate between "set" sequences and "random" sequences. On completion of each sequence it should be repeated until the working time has elapsed.

3.1.1 Set sequences:

Rounds 1, 3, 5, 7 and 9 shall consist of set sequences drawn from a pool of set sequences shown in the appropriate annex. The set sequence round requires the correct completion of the predetermined sequence. Each sequence has required intermediate steps involving jumpers groups must remain intact as a group from the break of the previous formation until the completion of the new formation.

Should a sub-group or formation separate from a completed configuration in a manner other than prescribed, they must reform the last correctly completed configuration. A correctly completed configuration is defined as a formation which is recorded by a majority of the judges.

3.1.2 Random sequences:

Rounds 2, 4, 6, 8 and 10 shall consist of random sequences each comprising 5 formations drawn from the pool of formations shown in the appropriate annex. The formations must be completed in the order drawn, and there must be complete separation between all jumpers between each formation.

3.1.3 The Draw:

For both set and random sequences the draw will be made after the training jumps, before the start of the competition, and supervised by the Chief Judge. Teams will be given not less than 1 hour's knowledge of the result of the draw before the competition starts.

3.1.3.1 In the random sequence draw formations will be drawn once only until the pool of formation is exhausted. All formations will then be replaced in the pool and the draw will continue until the remaining rounds are completed. If two formations are drawn consecutively between which only one team member changes position, the second formation will be re-drawn at the discretion of the Chief Judge.

3.1.3.2 In the set sequence draw, each set sequence will be drawn once only.

3.1.4 Performance requirement:

All configurations shall consist of jumpers linked by grips. A grip for scoring purposes shall consist of a hand hold on arm or leg as required by the illustrations in the annexes. It is a requirement that all formations, sub-formations, intermediate requirements and various configurations are executed in such a manner as to clearly demonstrate to the judges on the ground that the

required performance has been achieved. The formations need not be perfectly symmetrical. Each formation, sub-formation and intermediate requirement must be carried out in accordance with the illustrations in the Annexes as appropriate. Mirror images of all sequences and formations are acceptable.

A performance that creates a questionable impression on the majority of the judges may be recorded as not having been executed correctly.

It is the responsibility of each team to ensure that each formation and sub-formation is built and held in such a manner as to be clearly visible from the ground. A separation must be carried out in such a manner that there is no physical contact between sub-formations or individual jumpers. This separation must be clearly visible to the judges on the ground.

3.2 Definition of symbols:

Coding in the Annexes is as follows:—
Indicates a 360 or 180 degrees turn in each direction.

Indicates 360 or 180 degrees turns by sub-formations outwards.

Indicates 360 or 180 degrees turns by sub-formations inwards.

N.B. The degree of turn, indicated between each sub-group is a relative change of heading between these groups.

Indicates the required break of a formation.

Indicates clarification of intent.

Indicates individual flying permitted to form sub-groups.

Indicates grip change necessary.

3.3 Exit procedures:

There is no limitation of the exit mode other than the limitations imposed by the Chief Pilot for aircraft safety reasons. The exit will be controlled by radio command from the ground, relayed from the pilot to the team in the aircraft. Exit commands will be: "RUN IN" - "STAND BY" - "EXIT". The time interval between the command "STAND BY" and the command "EXIT" will be approximately 10 seconds. The exit command will be given as close to the vertical as possible. Refer to Sporting Code Sec. 5.2.3.7 (2). Once the team has received the "STAND BY" command, they must receive the "EXIT" command.

3.4 Scoring System:

Each team shall score one point per formation completed correctly. Points may only be scored within the working time. Omission of a formation or incorrect transition manoeuvre or incorrect formation according to the sequence shall stop the scoring. Teams may continue scoring by reforming the last correctly completed configuration and continuing with the correct sequence, or by continuing until the omitted or incorrectly completed formation is re-encountered and correctly completed.

3.5 Team Captain requirement:

Each team shall have a Team Captain, who is responsible for the communication between his team and the pilot.

The Team Captain may choose to abort a jump for any pertinent reason, and elect to take his team down with the aircraft. Once any one jumper has left the aircraft after the order "RUN IN" has been given, the jump will be scored. A team that has elected to go down with the aircraft, shall be given a new opportunity to jump as soon as possible. If jump abortion is repeated, the judges shall decide whether the reason is pertinent.

3.6 Training jumps:

The 20th to 24th June will be set aside for training jumps on an opportunity basis.

4. Rules for the 8 man event

4.1 Composition of teams:

The team shall consist of 8 jumpers including the Team Captain. Two alternates may be nominated.

4.2 Sequences to be performed:

The rounds 1, 3, 5, 7 and 9 will be drawn from the pool of set sequences shown in the appropriate annexes.

The rounds 2, 4, 6, 8 and 10 will be drawn from the pool of random formations shown in the appropriate annexes.

4.3 Exit altitude:

The exit altitude shall be 3,500 metres (11,500 feet).

4.4 The maximum working time shall be 50 seconds.

5. Rules for the 4 man event

5.1 Composition of teams:
The teams shall consist of 4 jumpers including the Team Captain. One alternate may be nominated.

5.2 Sequences to be performed:
The rounds 1, 3, 5, 7 and 9 will be drawn from the pool of set sequences shown in the appropriate annexe.

The rounds, 2, 4, 6, 8 and 10 will be drawn from the pool of random formations shown in the appropriate annexe.

5.3 Exit altitude:
The exit altitude shall be 2,750 metres (9,000 feet).

5.4 Working time:
The maximum working time shall be 35 seconds.

6. Rules for the Novice event — 4 Man

6.1 Composition of teams:
The team shall consist of 4 jumpers. One alternate may be nominated. The jump total of 3 team members combined should not exceed 1000. No limit is applied to the 4th member. These criteria apply every time the team boards the aircraft.

6.2, 6.3, 6.4, are as 5.2, 5.3, 5.4.

7. The determination of the National Champions

7.1 The National Champion team in 8-man relative work shall be the team that accumulates the highest number of points in the completed rounds of the 8-man event.

7.2 The National Champion team in 4-man relative work shall be the team that accumulates the highest number of points in the completed rounds of the 4-man event.

7.3 Place ties shall be solved as follows:—
5.3.1. In the 8-man and the 4-man events any points tied between the first three teams in each event shall be solved through extra rounds jumped by the tied teams until the tie is broken, to establish the winner.

8. Cut-Off Procedures 4/8 Way Relative Work

8.1 For the sole purpose of selecting a National Team, if by the end of the 6th day of Competition the Competitors in the 4 and/or 8 Way R.W. events have not completed 6 rounds (minimum meet), the Meet Director may hold all other jumping until the teams in contention (see note) have reached 6 rounds only. At this point the teams in contention will stand down until the remaining teams have completed 6 rounds. All teams will then resume jumping as normal.

Note: The teams in contention should be selected by the Meet Director and Chief Judge after consultation at a Team Leaders Meeting. The number of teams should always be calculated to fully utilise the lift capacity of the meet.

9. National Team Selection Criteria — Relative Work

9.1 World Championships Relative Work
It was agreed that the team should be selected solely from the results of the Annual National Championships, and that the highest placed all British Team should be the British National Team. This applies equally in the four way and eight way relative work events.* Dives to be determined by C.I.P.

There was some considerable discussion on the use of the word Skydiving in the titles. It was finally agreed that it would be discussed at the next Council Meeting. The Secretary General was asked to discover the "lay of the land" via clubs.

Sec. Gen.

Item 6 World Championships 1983

The Chairman, R. Hiatt, said that the venue was to be Bophuthatswana in probably October 1983, and said that there had been a news item on the Governments intention to reinforce the Gleneagles agreement. However at the time the Secretary General had prepared the budgets the Sports Council had not had too many qualms on the venue, at that particular stage. But, the Secretary General pointed out, the budgets were provisional and depended on several factors not least if Sports Council were, in the end, precluded from funding the preparation training. R. Hiatt said that the World Meet could cost the Association £20,000. R. Colpus and R. Hiatt said that they had compiled different budgets, as the training venue, cost of jumps and travel costs were wrong. The Chairman said that the decision to go to

South Africa had been made based on these budgets. R. Colpus asked for his comments to be recorded in the minutes, "we had been told there would be a Council Meeting called within 48 hours if a decision had to be made, but it did not happen and it was decided on a phone round, Council were misled by very wrong budgets and they voted on the basis of those budgets, purely on the basis of those budgets and most of the Council were only concerned with the Finance, and they voted on £24,000 for Graz and £13,000 for Africa which is totally wrong. If the meet had been at Graz you would not have trained in the States, because they have no Pilatus Porter. You'd have to be trained in UK or France then drive to Graz".

The Secretary General interjected to point out that there was nothing to stop the team training in UK or France, then going to the meet.

R. Colpus said that "there would still be the air fares to go to Africa, the Council", he said, "voted on getting a cheaper meet and they are not, they are going to get a more expensive meet this way plus they are going to get all the hassle in involving themselves in South Africa". He agreed that the Secretary General did not have all the information needed when preparing the budgets. R. Hiatt said that new budgets were being typed up and would be ready for the Council Meeting.

The Committee recommend that the British Team attend the World Championships 1983, but are very concerned at the effect on the quality of the Championships due to the choice of venue.

NB The above was a verbatim copy of the Competition Committee minutes of 12th October 1982.

3. Finance Committee Minutes

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

1. Matters Arising

a) **British Parachute Schools — Loan and Grant**
The Grant has now been paid, as too has the loan and the requisite security obtained.

b) **R.S.A. Loan**
This has now been paid as the requisite security has been obtained and the Share Capital has now been transferred.

c) **P. Slattery — East Coast**
This loan has also been processed.

2. Annual Grants to Approved Clubs

There was some discussion on the subject following a letter which had been received from W. J. Meacock. The Treasurer suggested that he write to W. J. Meacock and ask whether he feels that the original idea of the grant, that of an incentive to clubs to improve facilities, was having the desired effect or whether possibly the situation should be reviewed. The Committee felt that it raised a matter of principle.

Further discussion ensued on this matter and W. J. Meacock said that he felt that as a payment it was not a lot of money and it was really up to clubs to improve their facilities.

The Secretary General was requested to contact the approved clubs for their feelings on the matter and to ensure that it was a matter for discussion at the next Council Meeting.

Sec. Gen.

3. Four Monthly Management Accounts

Copy correspondence had been sent to the members, except that the Secretary General had left the latest copy letter in Leicester.

The Treasurer felt that there had been a major misunderstanding between the auditors and the Secretary General on the amount of work involved in producing the four monthly management accounts. The Treasurer, P. W. Ritchie said that the Secretary General contended that he had complied absolutely with the Auditors instructions whereas the auditors contend otherwise. He (the Treasurer) personally felt that it was unfortunate that slightly acrimonious correspondence had been entered into.

The four monthly management accounts were not yet available but he had spoken to Mr. J. P. Lister and he felt certain that the matter could be sorted out at a round table discussion with the Finance Committee and Mr. J. P. Lister, and to that end the next Finance Meeting would be held at Leicester, and he suggested the whole matter be deferred until that time, and he said that the accounts would be ready in time for a projection at the AGM.

4. National Championships 1983

The Finance Committee recommended that the Peterborough bid be accepted but that the cost of

hiring the ancillary video equipment be carefully investigated.

W. J. Meacock said that he had approached the APA as to the possibility of hiring the video equipment. The APA would let him know the outcome as soon as possible.

P. W. Ritchie proposed to put down an item of special business at the AGM for discussion on the whole question of the financial implications of National Championships.

5. World Championships 1983

The Secretary General had submitted very provisional budgets for these Championships. The Treasurer said that the only choice financially was Bophuthatswana, provided it did not damage the Association politically.

R. Colpus stated that the cost of training etc. in Bophuthatswana would be greater than if the meet was held in Graz. He said that "with respect the budgets prepared by the Secretary General were useless". The Secretary General asked that it be a matter of record that he had prepared the budgets, provisionally, with information that was to hand at the time.

The Treasurer at this point interjected to say that if different budgets were to be prepared and submitted to Council then the Council Meeting should be the place for any further discussion.

6. World Championships 1982 — Statement

The Secretary General had prepared and circulated the statements of costs for the World Championships 1982. The statements were accepted.

7. Proposed Scheme for Insuring Parachute Equipment

The Treasurer drew attention to a letter on the above subject. There was some discussion on this and it was finally agreed that the Treasurer would contact the people concerned and suggest that they advertise in the magazine.

8. Any Other Business

1. BPA Van Repairs

As had been previously mentioned by the last NCSO, at Council, the BPA Van was in need of repair in respect of rust. Accordingly the temporary NCSO had been to Crosbie and Dunn and obtained an estimate of repair, refurbishing and spraying of £250 (normally this would cost in the region of £400 - £450) the person concerned was a BPA member and thus the estimate was very good. The Secretary General had contacted the Treasurer who had stated that the estimate should be accepted. The Finance Committee ratified the decision and recommended that the estimate be accepted.

Council agreed

a) Metropolitan Police — Competition Grant Request

Following an advertised Competition the Club had submitted an income/expenditure account showing a loss of £341.47. In that loss was a loss of T. Shirts sales of £185.65 and team refreshments of £68.10. It was felt that the Association could not fund losses on anything other than parachuting activities, thus the loss on parachuting was £87.74.

The Committee recommended that a grant of £87.74 be made to the Club.

Council agreed

b) Headcorn Parachute Club

The above Club had also submitted an application for grant to defray the cost of their advertised LAC Meet.

In the case again the cost for non parachuting activities came to £338.40 their loss was £286.90.

The Committee did not recommend that any grant be made in this case as there was no loss to subsidise.

Council agreed

Council spent some little time discussing the above and also felt that it was only on the parachuting aspect that losses could be reimbursed. J. L. Thomas felt that these cases should be carefully studied and the clubs advised for the future as to where they had gone wrong in their planning.

The Secretary General was tasked with contacting the clubs concerned. Proposed ratification by P. W. Ritchie, seconded by J. T. Crocker.

Sec. Gen.
Unanimously agreed

Item 49/82

World Championships 1983

There was considerable discussion on the above and on the whole issue of South Africa, the fact that there had not been full coverage of the discussion which had been held at the Council Meeting of 23rd September 1982, concerning the latter, it was agreed that R. Colpus, who had insisted that he wanted his comments of the earlier Council Meeting recorded, would send in to the office a resume of his comments and feelings and that a note would be made on the relevant page of the minutes of 23 September 1982 cross-referring to the addition.

Addition to Item 49/82.2. 1 of Minutes of 23rd September 1982

"R. Colpus felt that our CIP delegate should not vote for the South African bid because a World Meet in S.A. would significantly restrict the number of nations able to compete, and could adversely affect the financial assistance that other nations, including ourselves, receive.

He also felt that, as there was a viable, alternative bid from Graz, Austria that immediate and long term risks to the BPA by supporting a S.A. World Meet was unnecessary and ill-advised".

Resume of events leading up to the decision reached by telephone which had resulted in the foregoing

At 9.15 a.m. Tuesday 28th September 1983 the Secretary General had been given the following information and given the following tasks.

1. A decision on the venue for the World Meet 1983 had to be made by 8 p.m. on Tuesday 28th September 1983, to be taken by the bureau of the CIP.
2. There were two possible venues in a) Sun City, Bophuthatswana, an independent self governing state to the North of South Africa where all nationals enjoy equal rights b) Austria, but with South African team participation.
3. If held in Sun City, no entry fee, and subsidised air fares of £456 return. If training held there also it would be at £5.60 to 11,000 ft.
4. If held in Austria entry fees would be:

4 Way	\$510 per person
8 Way	\$530 per person
Combined	\$790 per person
Officials	\$510 per person

The task given was to construct budgets on the information given. Therefore the Secretary General contacted Sports Council on the questions of:

- a) Participation in Bophuthatswana
 - b) Participation in Austria and the stance on Grant Aid.
- He had the following verbal reply:

- 1) Grant Aid would be paid towards Training and subsistence but not travel if in Bophuthatswana.
- 2) If held in Austria, Grant Aid would be available for training in e.g. USA, but no help towards the meet itself if South Africa took part.
- 3) He was assured in any case that other forms of Grant Aid i.e. Administration and Coaching would not be affected.

He therefore prepared PROVISIONAL BUDGETS ONLY, based on the given information, and a quotation for Air Fares, an assumption of the number of jumps etc. for

- a) (i) Preparation Training in USA
- (ii) Meet in Austria (S.A. taking part)
- b) (i) Preparation Training in Bophuthatswana
- (ii) Meet in Bophuthatswana.

With the available information to hand the differential was some £10,000 in favour of Bophuthatswana.

Consequently at 11.30 on 28th September the Secretary General passed all the available information to the Chairman. The Chairman requested the Secretary General to contact all Council and ask them to phone him (the Chairman) before 8 p.m. that day. The Secretary General then wrote to Sports Council confirming the telephone conversations.

On the 29th September the Secretary General was informed of the result of the Council Phone Round decision. The result was in favour of Bophuthatswana. For 7, Not contactable 1. R. Hiatt and D. Waterman voted against and have asked for this to be noted in the minutes.

Subsequent to this the Secretary General received a phone call from Sports Council reinforced by a letter that further investigation had revealed that Bophuthatswana was not recognised as an independent state by H.M. Government and that Grant could not be offered for the visit. The Secretary General therefore had to prepare fresh PROVISIONAL BUDGETS based on the same information because although new budgets had been prepared by R. Hiatt and R. Colpus this information was not passed to the Secretary General nor indeed were these new budgets available until the evening of the Council Meeting of 28th October 1982. With all the

foregoing information the following discussion then took place. R. Hiatt said that he was now referring to the contentious subject of South Africa and the phone round decision which should have been an urgent meeting. He stated that "we had had erroneous information on budgets".

He continued the presentation by saying that it "comes down to the venue for the 1983 World Championships and the erroneous budget which we had had, the first thing I did when we got the budget was to work it out, and got a figure of £14,000 not £24,000". He then proceeded to go through the new budgets he had compiled and just presented to Council. He said "the training in USA was not on because they do not have any Pilatus Porters". R. Hiatt continued by saying that "the point I am trying to make is that the budgets we had over the phone were very very erroneous

N.B. On 2nd November 1982 a letter came from Deland Parachute Centre which now offers the use of a Pilatus Turbo-Porter — a copy of this letter has been sent to the Competitions Committee Chairman, and will be circulated to all Council with these minutes.

N.B. Dates received for World Champs are 7th - 17th July 1983.

D. Waterman said "that most people round this table had made up their minds about whether we would go to South Africa or Austria on two premises, one was financial and the other was that we were told we would get no political hassle in any direction, either from Sports Council or wherever, and we'd get grant aided. Had they

been given other information perhaps they would have taken a different view. People I've spoken to said they'd made their mind up on the finances rather than anything else".

R. Hiatt said "if we'd had that meeting that was planned within 48 hours then we'd have seen all these discrepancies".

The Chairman, G. C. P. Shea-Simonds, said that "the Secretary General had since prepared a new set of budgets which no one had time to look at, nor had there been time to look at the new ones submitted by R. Hiatt and R. Colpus".

R. Hiatt said he'd "seen the budget and it contained the same erroneous figures".

The Secretary General said that "the reason was that despite the fact that these budgets had been prepared well before the meeting, no one had had the grace to pass any information to him at all".

D. Waterman said that "there are Committees who are supposed to have the expertise on these matters, and with respect to the Secretary General at no time to his knowledge was any contact made to bring these members into the discussion".

The Secretary General had a very limited time scale in which to work, and in fact had had trouble even contacting Council Members to telephone the Chairman. There simply had not been time to go into consultations, he had merely done as he was told.

J. T. Crocker said that his understanding was that "if training was not held in S.A. nor was there S.A. participation in the training then grant aid up to a maximum of 75% could be available. Secondly bearing in mind the figures, correct or not, the cost of going to the meet was about £10,000 cheaper than Austria. There was concern in my mind at Austria offering to host a meet when they had just withdrawn from 1984 because it would be too expensive. Thirdly I felt we would be having a meeting if an urgent meeting was called for, when I was contacted certainly my attitude was had there been a meeting I would not have been able to come I would have registered a vote in writing in the normal way and my vote would still have been for S.A. I'm bound to say that I am unimpressed by the arguments that are being put forward by R. Hiatt about the question of training because we have been down this road before, because both R. Colpus and R. Hiatt have said in the past that Europe is not good enough to train. Its all well and good to present an argument by talking about European training and applying costs when in preceding years there have been acrimonious arguments by the same people who had, despite financial costs, argued against Europe. Another point is that we are all putting ourselves in too strong a position viz a viz the CIP Committee because it is only a matter of courtesy that our Chairman should heed what we say about any vote taken by the bureau because he is voted onto the bureau by the members of the CIP not because he is a member of the BPA. What I'd like to see is some rationale brought into the argument. It ought not to be taken to such emotive lengths and accepted that there has not been the "back stabbing" that people seem to imply there has been. If it is felt that things could have been conducted in a better way then it should be discussed calmly to see if there is a better way, it should be brought down to a more dispassionate level".

R. Colpus said "regarding the point about training in Europe being unacceptable, I do not accept this. I say that they have trained in the USA purely because of

aircraft and because of venue of World Championships. Had the meeting been called and Charles Port been given the information, he said he didn't have, then Council could have taken a vote given all the information".

D. Waterman asked "does J. T. Crocker say that our CIP delegate acts independently from us".

Jim Crocker said "yes, if one looks to the various constitutions of the FAI, delegates on selected Sub Committees have been elected not by us but by the CIP delegates, we have no say in the Sub-Committees elections. The real issue is whether this 48 hours meeting should have been called. I am not sure that despite what certain people are saying, that if the meeting had been called the decision may have been different, I'm not sure it would have been".

D. Waterman said "you are probably right". If you go back further than that, this was discussed at the last meeting. I feel that our CIP delegate should have kept us informed of what might be going on. This was originally discussed at a Competitions Meeting and it was agreed that there should be a meeting which is the way that our business should be conducted. I cannot accept that we had to make a decision in the time given. We were first aware, those of us internationally involved, some time ago that the BPA was allying itself to S.A. in lobbying internationally to hold the World Meet there. This caused disquiet in the Commonwealth because they realised how it might affect them. With respect to our CIP delegate he was aware of this and should have brought it to this Council a long time ago".

G. C. P. Shea-Simonds said "direct criticism has been made of me and I feel I should have the chance to answer it as we go along. I circulated to the Competitions Committee the total S.A. bid the moment I received it, there was no other bid at all at that time, and nothing until I had a telegramme from the President of the CIP just before I started this frantic phone round, which I now realise with the wonderful power of hindsight was very unfortunate, and because I am Chairman I must take full responsibility for it. I very much resent the innuendo that I have been lobbying for S.A. because nothing could be further from the truth. There was no question of lobbying because S.A. was the only bid, until the bid from Austria which gave no details other than entry fees. Canada for example would not have been able to take part in Austria because of S.A. involvements. And so also would a large number of other Nations. In fact Canada is organising a separate meet for those Nations who are unable to go to S.A. Canada did make a formal bid at Bisham Abbey but it was not accepted because under FAI rules S.A. is a full member and Canada Aero Club refused to invite them, and all full members must be invited by the Host Aero Club. If subsequently the Host Nation refuses entry visas that is not the fault of the Aero Club. As a member of the bureau, I was elected, for the third time, as Second Vice President of the CIP and I must admit that I had always understood that the bureau consisted of the President, First Vice President, Second Vice President and the Chairman of each of the Committees, a total of 6 votes. This is the first time in 10 years that the bureau has been asked to make a decision on behalf of the whole of the CIP. I was elected as Second Vice President, because I recognised that the decision I had to make was a pretty hefty one I brought it to this Council to ask advice and with the best will in the world I asked the Secretary General to prepare the budgets which he did in all good faith. Its fine to castigate me with the way it was done but I did it with the best possible intent. Twice I was telephoned by the First Vice President who said you have no right to talk to your Association about this you were elected from an International point of view as a member of the bureau and you must make your decision, lets have it. I hung on as long as I could and was given a deadline. The decision has now been made to hold the World Meet in S.A. for which I must take responsibility, however I do resent some of the things which have been said. I have spoken to some of my CIP delegate colleagues and not everyone is against the decision. I have desperately tried to keep politics out of the situation, though this may have been a fanciful elusion. To date I have had no adverse comments from any CIP delegate, and in fact have had complimentary remarks from at least three. You may apportion as much blame to me from this as you like and if D. Waterman wishes to take me to task in the magazine, then this I must accept, I believe I voted honestly in this case and there was certainly no question of my doing any prior lobbying for S.A. because it was the only bid on the table until just before this vote was taken. And I believe what we must now be thinking about is what we are going to do now that FAI has accepted that the World Meet is going to be in S.A. We must decide now whether it is going to jeopardise Sport Parachuting to such an extent as has been made out and decide whether we are going to attend and if we are by how much are we going to support it financially, any decision now about alternative venues is with the benefit of hindsight and its bound to be with lack of information

because we simply don't know".

D. Waterman said that he "felt that it would be best for Sport Parachuting to go to Austria, not S.A., and I resent the fact that it may be inferred that those against going are politically orientated because we are not. I am speaking as some one who has participated in S.A., so has R. Colpus, any argument we put forward is in the best interests, we feel, of competitive parachuting in this country and in the world. You may say you've had no adverse comments, but I've spoken to three people and not one of them support the S.A. bid".

P. W. Ritchie said that he had had some similar thoughts to J. T. Crocker, "there has been too much fuss made, it was not practical to call a meeting at 48 hours notice, for me as I could not have attended, if I had attended I would probably have voted the same way. I think all parties did act honestly in what they considered to be the best interest of the Sport on the information available at the time, I'd even written down "The Chairman is not bound to consult the BPA, he does not represent the BPA on the bureau", if insufficient information had been available he'd have still had to have voted anyway" — ethical considerations by governments involved have nothing to do with the Sport, its not our business to pass judgement on the government of S.A. and if we do then what about the Communist Countries. I feel that these are the inferences behind the comments made".

R. Colpus said "there is a lot of difference between going to South Africa and taking part in a meet where S.A. participated".

P. W. Ritchie said "leaving out any political question, what concerns us is the financial side, even if the meet is held in S.A. it does not appear that our general funding will be affected e.g. British Gliding. In any case our delegate may not have had a casting vote, it could have gone any way, we must now discuss what our policy is and next years Council will have to decide whether we can afford to take part and to what extent. Now its in S.A. we must sit down and decide what we are going to do about it".

J. L. Thomas said that "he wanted to go back to the first set of figures. Over the last years we had tasked our Secretary General with compiling budgets from thin air, he has done nothing different this time than he has done before and I object most strongly to this 'erroneous figures' statement, he was given a task and he did his best with it and I want it fully understood that he should not be chastised for doing what he was asked".

R. Colpus said that "he did not blame the Secretary General but that it would have been advisable to have got more information, before preparing the budgets, if it had been me I'd have rung a few people. I can understand being a few pounds out but £10,000 that is inexcusable".

N.B. The Secretary General would like at this point to state once again, that he was given a job to do, he had to contact Sports Council, Airlines, construct some form of budget figures and also ensure that the information was with the Chairman, arrange to contact all Council to phone the Chairman, so a decision could be reached, by 8 p.m. that day, a total time frame of 10½ hours. The PROVISIONAL figures were ready by 11.30 a.m. (from 9.15 to 11.30) these then had to be typed, checked and then passed to the Chairman and all Council located.

D. Waterman said that "the objections were in the way the decision was taken, and that there was a possibility that if the new figures had been available the vote could have gone the other way, it was ill advised not to have held the meeting".

The Chairman said "I'm making no excuses, I accept full responsibility".

D. Waterman said that "he had heard that a concerted international effort was to be made at the CIP Meeting to have the decision changed".

The Secretary General was tasked with contacting the Sports Council to investigate the grant aid situation.

At this moment in time the Treasurer said that on the basis of all the budgets the Association could not afford to go. He felt that next year something in the region of £8,000 was the top that could be funded.

At this point the question of the offer of resignation of D. Waterman from the Council of the BPA was discussed. he said that his reason was that he felt the situation regarding the phone round vote etc. on the venue for the World Championships 1983 could in his opinion, damage Sport Parachuting, and the only way he could voice his protest was by resigning.

It was put to him that would it not be better to voice his protest via the minutes and still have a voice on Council and in its affairs. Also if he resigned there might be a chance that the editorship of the magazine could be jeopardised because in the past the editor had always been a member of staff or a Council Member. D. Waterman said that of course that must be a matter for Council decision. It was stated that people obviously realised how he felt and respected his views. However he also felt that on numerous occasions Committee

recommendations were not ratified by Council, and that Council did not pay enough heed to the Committees, and he felt that if Council would not listen then he saw no point in having these Committees.

J. T. Crocker felt that as a general rule and in the majority of cases Council agreed with Committee recommendations, but it was pointed out that at the end of the day Council was the elected voice of the membership and thus had the final say in decisions.

D. Tylcoat said that there were times when the Committees recommendations were not taken but in this case the decision on the S.A. bid had been known since February and, in his opinion, the Competitions Committee had failed to discuss this early and strongly enough.

It was formally proposed by G. C. P. Shea-Simonds and seconded by J. T. Crocker that Council do not accept the offer of resignation of D. Waterman.

Unanimous

D. Waterman said that he would like to consider the situation in the light of what had been put forward at this meeting and also upon what the Council does between now and the next Council Meeting.

It was agreed that the Secretary General would elicit the information, previously discussed, from Sports Council and that other members who were able would discover whether there was to be an alternate meet held elsewhere and obtain any concrete information on the whole situation in order that Council could be circulated with the information prior to the next meeting when further discussion and decisions could then be reached.

Sec. Gen.

D. Waterman said that "he had been told by the Canadians that prior to us taking a vote they had sent a letter pleading with us not to vote for S.A."

The Secretary General categorically denied that any such letter had been received in the office.

Item 49/82

D. Howerski — Paper

It was agreed in the first instance that this paper should go to STC for discussion by clubs.

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

Item 50/82

National Coach and Safety Officer

On the afternoon of 28th October interviews were conducted for the above post. Council unanimously agreed to employ 2 Joint National Coach and Safety Officers of equal status, at an Annual Salary of £7,585.

The successful applicants were A. Butler and J. H. Hitchen. Appointments to commence 1st November 1982, on a six month trial basis either way. The salary will be reviewed together with final appointments in 6 months time, but it cannot be taken as read that any review will be funded in the coming year, but as soon as funding was available then it would be implemented.

N.B. Sports Council will fund 75% of the top of Grade II £13,102. So that the Association will be able to employ two people. Any extra money the Association pay will not be subject to grant-aid. I pressed for an answer on the question of funding two coaches from 1st April 1983. They cannot, at this time state that they could fund 75% of point one on the Grade I Scale, therefore the Association could still be in the position where it will have to continue to fund any difference between the top of Grade II and the salary which Council decided should be paid to the Joint NCSO's.

Basic Costings:—

	BASIC	S/C	Assoc.
N.C.S.O. 1	6,551	75%	25% Association
N.C.S.O. 2	6,551		
Total	13,102	9,826.50	3,275.50

To the sum of £3,275.50 will have to be added the difference in the way of a "top up" paid by the Association BOTH FOR THIS YEAR AND AT THE PRESENT NEXT YEAR AS WELL.

I will, of course, keep applying to Sports Council for both Coaches to be assimilated onto point One on the Grade I National Coach Scale.

The Association has decided to employ two people and pay a "top up" of, £1,034 each, the cost will be:

	BASIC	S/C	Assoc.	Top Up
N.C.S.O. 1	6,551.00	75%	25%	1,034.00
N.C.S.O. 2	6,551.00			1,034.00
Total	13,102.00	9,826.50	3,275.50	2,068.00

Total Assoc. Cost
£5,343.50

If the Association decided to only one NCSO, which would only be funded on Point 1 of the Grade II Scale, and employ someone part time for say 7 months April - October, and paid the same as the temporary NCSO is

being paid, the cost of the part-time person would be £4,422.25.

Taking this assumption of £10,914, 1st Point on Grade II Scale then cost could be:—

	BASIC	S/C	Assoc.
Full Time N.C.S.O.	19,914.00	8,185.50	2,728.50
Part Time N.C.S.O.	4,422.25	Nil	4,422.25
			Total Assoc. Cost
			7,150.75

It would, taken the aboved assumptions, prove more expensive to have one full time coach and a part time coach.

Item 51/82

A.G.M. Guests

It was agreed to extend invitations to the following:

- Mr. and Mrs. G. Robinson
- Mr. Forge to AGM
- Mr. and Mrs. B. Snook

Item 52/82

A.O.B.

1. Royal Aero Club Awards

The awards will be presented at the RAF Museum, Hendon, by HRH The Prince Andrew on 9th December at 7 p.m. Guests are asked to be present by 6.45.

The Secretary General has the details. All Council members wishing to attend are asked to contact the Secretary General as soon as possible in order that tickets may be ordered via the British Gliding Association.

2. Fosters Grant

The Company had come up with a grant scheme for application for funds from Sporting Bodies.

It was agreed that the Secretary General would submit an application on behalf of the Association as soon as possible.

Sec. Gen.

BRITISH PARACHUTE
ASSOCIATION SAFETY AND
TRAINING COMMITTEE
1900 HOURS
THURSDAY 14th OCTOBER
1982 THE POST HOUSE,
LEICESTER

Present:

- J. Sharples Chairman
- J. Lines M.P.C.
- D. Turner Montford Bridge
- B. Bias R.S.A.
- J. Diamond M.F.F.C.
- G. Evans T.P.A. & S.S.S.C.
- K. Yeoman Red Devils
- L. Melville R.A. Para Team
- J. Hitchen S.O.F.F.P.
- M. McCarthy H.P.C.
- J. Laing Netheravon
- J. Meacock P.P.C.
- Y. Nisbett R.A.O.C.
- P. Mercer Lincoln
- D. Howerski Paraski
- G. Douglas R.G.J.
- M. Bolton Cornwall
- D. Hickling B.P.S.
- B. Parry B.K.P.C.
- P. Walters Jp Green

In Attendance:

- T. Butler Temp. N.C.S.O.

Observers:

- J. Curtis D. Gays
- S. Howerski S. Newman
- M. Newall R. Burgess
- D. McCullough R. Cummings
- S. Conway J. Melville
- D. Wilkinson A. Lee
- T. Oaks

Apologies for absence:

- T. Knights J. Davis

Item 1

Previous minutes and matters arising

1. Item 11

Mr. R. Fothergill had been written to by the Chairman of STC and the Temp NCSO requesting his attendance at the Riggers meeting prior to this STC Meeting, he did not attend and the Riggers felt that his Riggers rating should be suspended until such time that he attends a Riggers Committee Meeting or STC Meeting.

N.C.S.O.

Proposed by J. L. Thomas, seconded by D. Turner.

Carried unanimously

Item 1.3

Students No. of Jumps per day

Should read:—

No student parachutist will complete more than four parachute descents in a day. Following three days parachuting, students must be given one complete day of rest from parachuting.

N.C.S.O.

Item 1.6

Birchfield Paramen — Display Incident

An incident at Weston Super Mare where members of the above team landed in the sea, all were wearing lifejackets or buoyancy aids and were picked up quickly with no injuries. No further action by the Committee was taken.

N.C.S.O.

Item 6.2

Pegasus Canopy Modification

The Temp NCSO had been in contact with Django (manufacturers of Pegasus and Firefly Canopies) and they agree that by their lengthening the upper control lines this has caused problems. They suggest the upper control lines are shortened with the overall length of the control system staying the same (drawings for Pegasus and Firefly control lines enclosed with these minutes).

J. L. Thomas stated that anyone that has bought either of these canopies from Thomas Sports will get these modifications done free of charge as quickly as possible. The Chairman also stated anyone can get the modifications done by a rigger and send the bill, with canopy serial number to Django Enterprises, 2348 John Glenn Drive, Chamblee, Georgia 30341, U.S.A., and the cost of modification will be refunded.

N.C.S.O.

It was proposed by J. L. Thomas and seconded by D. Hickling that the minutes of the meeting of 2nd September 1982 be accepted as a true record.

Carried unanimously

Item 2

M. Abrahams — Changes to Instructor System

The Chairman referred to part of M. Abrahams letter:—
"If we take a logical look at the student first jump course it will be seen that to insist on a Cat. 10 instructor is not only wasteful of talents learned over many years by the Cat. 10 man, but also insulting to his status as a jumper". The Chairman said that he believed that was not the case and that he believes that first jump students require the best possible instructor.

After a great deal of discussion it was felt that there was probably a need for a form of Ground Instructor mainly for teaching PLFs and doing DZ Control.

J. Meacock felt that CCI's and instructors should be asked what they thought Ground Instructors should be used for, or if necessary. It was left to Mr. Meacock to write a letter that can be sent to instructors for their comments.

J. Meacock

Item 3

D. Howerski/P. Mercer — Changes to Category System

D. Howerski outlined his and P. Mercer's proposals for changes to the Category System. The general feeling was that there is a need for changes to this part of the system, but that there was a great deal to be discussed and it would be better served to form a Sub Committee Chaired by D. Howerski and consisting of J. Meacock, R. O'Brien, P. Mercer, J. Hitchin, D. Hickling, G. Evans, K. Yeoman, J. Laing, B. Bias, to be held at Peterborough Parachute Centre, Sibson, Monday November 22nd at 17.00 hrs. Instructors with any input should send it to c/o PPC.

D. Howerski N.C.S.O.

Item 4

Incident Reports — Resume

Several incident reports had been received, two of first time students with landing problems, one despite having a radio. Also a Cat. X parachutist breaking an ankle, caused by bad canopy control.

An incident of a student canopy over power lines, with no injury or damage to person or property.

An incident report was also received from J. Diamond concerning a plane hitting power lines on a display in Shropshire on 3rd October 1982. The display was completed by the parachutists, when the pilot, Mr. Philip Thomas, flew low over the display field, clipping an 11kv - 3 wire power line.

It was proposed by J. Hitchen and seconded by M. McCarthy that Mr. Thomas's Authorisation to Drop Parachutists be suspended until such time he appears before the Safety and Training Committee.

Carried Unanimously

NCSO to write to Mr. Thomas.

N.C.S.O.

Item 5.

PI/Exam Course 3 - 82

The Chairman gave details of this course which had been run at Sibson in September. 8 PIs had attended and all had been successful, 18 attended for examination and all were successful on this part of the course. One candidate on the Advanced Course. J. Diamond will be given his Advanced Rating on completion of his night jump. On the Examiners part of the course three candidates were checked on the first part of the course and were recommended to attend the second part, these candidates were, P. Walters, A. Ashton and T. Butler. D. Turner successfully completed two weeks of the course and it was recommended he be given Examiner status. This was unanimously agreed by STC.

The recommendations made by the Examiners on the Course were presented to STC and were unanimously accepted. Amendments to BSRs Part I, Section 4, and Part II Appendix 'A' are attached to these minutes.

Instructors already booked on the Instructors Course 4 - 82 will be accepted on the previous requirements.

Examiners note:—

Examiner Qualifications, No. 2(f). Current Examinees should attend a PI/Exam before 14th October 1984.

Item 6

Instructors Convention

A paper by D. Howerski has been put forward for the Agenda of the Instructors Convention, on the "Standards of Parachuting Equipment with regard to BPA status" he will present this at the Convention.

D. Howerski

J. Curtis Chairman of the Riggers Committee said that he would like an engineer from FXC to come and talk about problems with Automatic Activation Devices. Yorkey Nisbett stated he knew of someone in this country who might possibly be able to talk on the subject and he will try to locate him.

Y. Nisbett

The Chairman reported to the Committee that a representative from G.Q. Parachutes would like to give a talk at the Instructors Convention about their Student Parachute System, this was agreed and the Chairman would write to G.Q.

J. Sharples

Any other items for the agenda should be forwarded to the BPA Office

Item 7

D. Turner — Paper in Display Parachuting

D. Turner presented his paper to STC and requested it be produced as a supplement in the Instructors Manual. J. Meacock proposed D. Turner's paper be included in the Instructor Manual. Seconded by J. Hitchen.

Carried Unanimously

N.C.S.O.

Item 8

PI Rating Lt. Col. S. D. Lambe

Due to military commitments Lt. Col. Lambe was unable to attend a PI Course he has however managed a period of time at Netheravon, were a PI Course for Lt. Col. Lambe was conducted by BPA Examiners, J. Laing and B. Charters. It was proposed by J. Laing and seconded by K. Yeoman that Lt. Col. Lambe be given his PI Rating.

Carried Unanimously

N.C.S.O.

Item 9

Mike Forge Memorial Trophy

The Chairman outlined this item. The father of Mike Forge, a BPA. Member who was killed in the Falklands has donated a trophy to be given annually to someone of the BPAs choice, BPA thought it might best be served if it were awarded to the best student of the year, to be chosen by the Chairman of STC.

Students being nominated for this award should have started parachuting after the beginning of the current year and have reached Cat. VIII in a reasonable time. Instructors nominating students should include a resume and photostats from their log book. Nomination to reach

Chairman by next STC. The trophy will be given at the BPA AGM.

C.C.I.S.

Item 10

A.O.B.**(1) DZ Clearance — Cornwall**

J. Fisher requested clearance for St. Merryn Airfield, Cornwall to be used for all Category of Parachutist. BPA Examiner Gary Douglas had been to St. Merryn to inspect the suitability of the DZ for Student Parachuting. Because of the proximity of power cables the DZ required an exemption from STC. A map showing the DZ and location of power cables was shown to STC and after some discussion it was proposed by G. Douglas and seconded by J. Laing that St. Merryn Airfield be cleared for all Category of Parachutist.

For 15; Against 1; Abstentions 0

N.C.S.O.

(2) Yorkey Nisbett — Examiner Rating

Yorkey Nisbett explained to STC that he had fulfilled all the requirements to become an Examiner but had not applied for his rating before. Several Examiners present had worked with Mr. Nisbett and confirmed that he had fulfilled these requirements. It was proposed by J. Laing and seconded by D. Hickling that Mr. Nisbett be granted his Examiner Rating.

For 15; Against 0; Abstentions 1

(3) DZ Clearance — Clacton

There being no one present to present the case for DZ Clearance this item is held over until the next STC Meeting.

N.C.S.O.

(4) Exemption for D. McLagen to attend PI Course

J. Laing asked for an exemption to be granted for D. McLagen to attend the next PI Course at Sturgate, he has done approx. 300 jumps and is two months short of his two years in the sport and has been working full time at a Parachute Centre for over a year.

Proposed J. Laing and seconded by G. Douglas

For 14; Against 1; Abstentions 1

Date of Next Meeting 25th November 1982, 19.00 hours at The Post House, Leicester

AMENDMENT TO REGULATIONS

Amendment to the following in BPA Safety Regulations Part II Appendix 'A'.

QUALIFICATIONS FOR A BPA ADVANCED INSTRUCTOR

Delete nos. 2 and 3, Should now read:—

2. 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 Cutaway before attending the Course, and on the Course can be asked to:—
3. (a) Organise and give a brief for a Water Jump, Night Jump and Demo.
- (b) Brief on a first square jump, first HP round, first RW jump, Cutaway drills and brief for training a jump pilot.
- (c) Give a DZ Management lecture.
- (d) Give an Incident Procedure Lecture.
- (e) Written paper on an Advanced Subject.
- (f) Critiquing PIs.
- (g) Run a parachuting programme.

Amendment to the following in BPA Safety Regulations Part I Section 4.

EXAMINERS

Delete number 2. Should now read:—

2. Examiners:—
- (a) Must have been an Advanced Instructor for at least two years.
- (b) Must attend 2 PI Courses after being an Advanced Instructor for two years.
- (c) Present a paper on some form of parachuting (approx. 1000 words).
- (d) Be able to critique instructors.
- (e) Prove his/her ability to examine all aspects of parachuting.
- (f) Must after becoming an Examiner attend a PI/Exam Course at least every two years.
- (g) Must be able to give all specialist lectures on PI Course.
- (h) Present 25 questions for Basic Instructors and 10 questions for Advanced Instructors.

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