

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION

95p



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

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

The Swift Reserve is:

- 1. Safer:** Ram-air canopies have no known inherent malfunction mode. A round reserve can (and often does) invert or has a line-over (mae-west) on deployment. Statistics indicate a round reserve experiences inversions or line-overs 3 to 5 times per 100 activations independent of body position or proper activation. In addition, the Swift Reserve is deployed by our famous 'free-bag' system. This system gives the Swift Reserve a chance to open even if the pilotchute becomes entangled with the jumper or his gear. No round reserve offers this unique system.
- 2. Faster Opening:** With its shorter lines and requiring less air to fill, the Swift Reserve can open in less than 100 feet. In fact, squares open so fast they must be reefed to slow them down.
- 3. Better Performing:** The Swift Reserve has a 3:1 glide ratio and a 20-30 mph forward speed — that's more than three times better than any round reserve. Since the Swift Reserve flies like your ram-air main (including steering toggles) you can steer it confidently into tight landing areas and flare it for a soft landing, so important on a demo or tight DZ.



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

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

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

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

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



CIRRUS RESERVE

The 5 good reasons listed above apply equally to the CIRRUS RESERVE however this square reserve is designed and engineered for the heavier sky diver who weighs up to 250 pounds.

The CIRRUS RESERVE has 230 ft² of lifting area, weighs only 6.9 pounds yet has LESS pack volume than the much smaller (180 ft²) Safety Star.

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CIRRUS RESERVE* WHAT'S YOUR REASON NOW FOR NOT BUYING A SQUARE RESERVE?**

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

After the sale

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



PARA-FLITE, INC.

5801 Magnolia Avenue • Pennsauken, NJ 08109 USA
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Directors: J. L. Thomas and G. Thomas

Buying Gear in the States?

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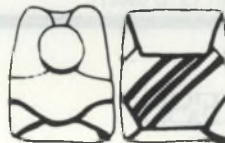
Being based in the U.K. means not only a fast service, but should you have any problem with your new gear we're in the best position to help you sort it out.

LOFTYS LOFT

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

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

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



FAA Licensed Master Rigger
No. 2085459

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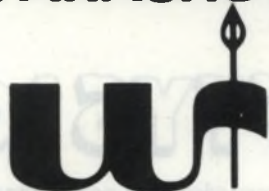
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DIARY OF EVENTS

- MARCH 19-26 - World Cup Para-Ski, Austria
APRIL 2-4 - 5 Man Accuracy Meet, Verona (Italy)
MAY 2-6 - PI Course 2 - 83, Strathallan
MAY 7-9 - Scottish Nationals, Strathallan
MAY 9-13 - Exam Course 2 - 83, Strathallan
JUNE 6-16 - APA Championships, Netheravon
JUNE 18-19 - Police Accuracy Meet, Sibson
JUNE 25 - JULY 10 - National Championships,
Classic/RW, Sibson
JULY 13-23 - RAPA Championships, Bad
Lippspringe
AUGUST 8-21 - Cyprus Meet, Cyprus
AUGUST 27-29 - Open RW/Accuracy Meet,
Netheravon
DECEMBER 9-19 - World Championships, South
Africa

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

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THE SPORT PARACHUTIST

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

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

EDITORIAL

Two years ago when I took over the editorship of the magazine, I asked Council's permission to implement changes which in my judgement would result in a better product.

At the time, I made the point to Council that I considered that the magazine was the most tangible item that the membership got from the Association as such was worth improving. **This I believe as sincerely now as I did then.**

That is why the membership are entitled to be angry when they receive a magazine as late as the October issue. To you all I can only offer an unqualified and inadequate apology, but also to let you know that steps are now being implemented to ensure every effort is made to publish future magazines time.

Namely that the **last** copy date for publication is no later than the end of the second week of the month **prior** to publication.

So, if you have something for the April magazine please get it to us **before 11th March. June issue before 13th May. August issue before 15th July. October issue before 16th September. December issue before 4th November.** Allow up to a week for material that is to be forwarded to me from the BPA Office.

It would be of great assistance and much appreciated if the following points could be noted.

1. Any photographs etc. requested to be returned **must** be accompanied with a suitable, stamped, addressed envelope.
2. All classified ads. should be clearly printed in **BLOCK CAPITALS separate** from any accompanying correspondence, together with contact address and telephone number.

Dave Waterman



SPORT PARACHUTIST

運動落下傘報

We have Dave Stevens to thank for these beautiful pictures of Chinese canopies. they are used specifically for displays. Interested Red Devils?

THE DROP ZONE THE DROP ZONE

CLUB REPRESENTATIVES

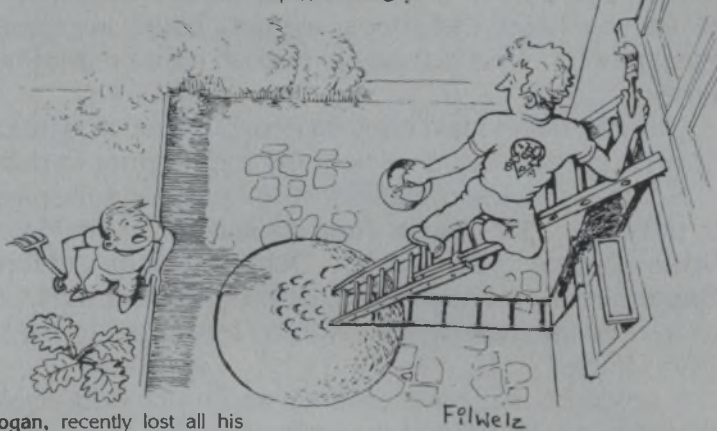
The council has appointed two council members Danny Hennesy and Jane Watts as special club representatives. So if you have a problem or suggestion you feel the BPA Council can help with, and you are not sure how to go about it. These are the people to get in touch with.

One fine day in Northern Ireland yes, that large bit of forgotten land on the left hand side of Liverpool, eight jumpers managed to get together in Newtonards for a demo-jump. After a lot of debating on what to do, all of two minutes, it was decided we would attempt something out of the norm. So eight spaced out jumpers led by Bob Card climbed aboard an RAF Wessex to 8,000ft to attempt an eight man way of sorts. ▼

With so much experience floating around the sky something must happen. Well by 6,000ft a seven man of sorts was made, the eighth man seemed to have a problem, he got so worked up over taking pictures he forgot to dock. I think it was due to him being Irish. ▼



"JOHN, IF YOU MUST JUMP THE LAST FOUR RUNGS EVERY TIME YOU COME DOWN, COULD YOU AVOID SLINGING PAINT ALL OVER MY RHUBARB?"



British jumper Vic Logan, recently lost all his skydiving gear in a fire which burned down his home trailer where he is currently living in Perris Valley, California.

In answer to an appeal organised by local jumpers, several equipment suppliers came to Vic's rescue. The Jump Shack gave Vic a Racer pack and harness. Django Enterprises donated a Firefly Ram Air. Flite Suit donated a Free jump suit. Para-Phrenalia donated a Frapphat and SSE Inc. sent a Pa Skylite provided a parabag and Westguard Enterprises sold him a KXX Reserve at cost. As Logan's gear was destroyed after his 999th jump, he made his 1000th thanks to the generosity of the above companies. (Rumour has it that after Vic's 1000th, Freak Fires broke out in hundreds of Perris jumpers parabags!)

Sweet and Sour Dragon

The JSPC Hong Kong is thriving under their new CCI, Sgt Tim Andrewes, ably assisted by his wife, Karina. Jumping at weekends from a Cessna 182 at Sek Kong in the New Territories they train military and civilian students and also operate a Display Team 'The Flying Dragons' which is highly popular throughout the Colony. Military members get occasional jumping from Army and RAF helicopters based at Sek Kong. This photograph of happy jumpers was taken in early November during the APA inspection, carried out last year by Lt Col Sean Lambe and WO2 Mac McQueen.



The Hall of Fame of Parachuting in Elsinore, California, report that Prince Charles has added his name to the Honour roll of parachutists of the World. Charles registered in June, saying that his first jump was made in 1971.

Pat Works, author of several parachuting books nearly drowned in his swimming pool in July. He received artificial respiration for 20 minutes before he revived. He spent a week in Hospital recovering from chlorinated water in the lungs.

At Lodi DZ in California, first jump students use 9 cell Ram Air as main canopies, packed in student tandem containers. Bill Dawse, owner/operator of Lodi, claims that the training method is attracting novices from other Drop Zones.

The ABC TV network in the USA, paid \$8000 for the exclusive rights to film the US Nationals last year. ABC have paid \$250 million for the rights to the 1984 Summer Olympics coverage.

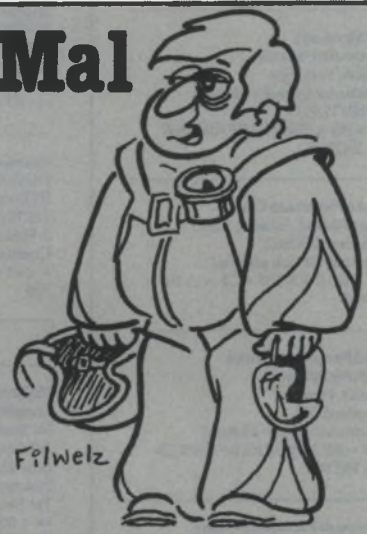
OF BY THE DROP MAN

3 man line of the Golden Lions south of the border at Netheravon - can't spell the Mcnames (foreigners!)

Cheryl Riley exiting the PC6 over Netheravon besides Jo Vaughan and followed by Amanda Kenny — this was before Cheryl went to the States!



Mal



“ IF I KNEW A BOXER WITH A PUNCH LIKE MY ALTI, I'D LIKE TO BE HIS MANAGER ! ”

It should be noted that the posts of officials on British team delegations are open to all B.P.A. members.

If you are interested in representing the Association, send your name and qualifications i.e. competitive experience, organisational ability etc. to the N.C.S.O. at BPA Office.

New Year Jump

Five jumpers saw the New Year in in fine style at the Midland Parachute Centre, by being under canopy at the stroke of midnight. The low cloud of the day cleared just enough to allow a clear and pull. Jumpers from four clubs made the drop, they were, Tony Butler MPC, Frank Smith MPC, Mathew Mortlock London Parachuting, James Lowe 1/2p Green and Bryan Davies Ashford.



“ REMEMBER , FEET AND KNEES TOGETHER . AND ELBOWS IN , WHEN I PULL THIS PIN OUT ! ”

Studd by Studd

Sue Studd pictured here by Bob Studd exits Pat Slattery's Tri-pacer over Wayland. (Can't be the same one I used to jump with Pat in the 60's at Stapleford?)



BPA CLUBS AND CENTRES

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

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

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

Overnight accommodation on DZ ~

B.B. nearby BB

Restaurant facilities on DZ x

Tea and snacks on DZ ⊙

Basic Student course BS

Kit hire student KHS

Kit hire freefall KHFF

Relative work instruction available RW

CRW instruction available CRW

Accuracy pit on DZ ⊙

Camping on DZ △

Washing and toilets on DZ WC

Non-members welcome NM

FULL TIME

British Skysports

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

Headcorn Parachute Club

Headcorn Airfield, Ashford, Kent.
Tel: Headcorn 890862
The Secretary (at club address)
** ≤ < < BSRW KSKF ⊙ = △ BB x
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Hereford Parachute Centre

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

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

Ipswich Parachute Centre

Ipswich Airport,
Nacton Road, Ipswich, IP3 9QF.
A. G. Knight. Tel: (0473) 76547
* ≤ < BSRW CRW KSKF = △ BB x ⊙
WCNM

Ashford Parachute Centre

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

East Coast Parachute Centre

8 Burns Crescent, Chelmsford,
CM2 0TS, Essex
* √ FT BS KHS KHFF NM

Thrupton Parachute Club

Thrupton Airfield, Nr. Andover, Hants.
Tel: Weyhill (026 477) 2124
contact: Dennis Woods (at club address).
* < FT = BB x ⊙ BS KS KF RW CRW
⊙ △ WCNM

British Parachute Schools

Langar Airfield, Langar, Notts.
Chief Instructor (Club address)
Tel: 0949 60878
< < FT BB ⊙ BS KS KF RW CRW ⊙ △
WCNM

Montford Bridge Para Centre

The Airfield, Montford Bridge,
Shrewsbury. Tel: (0743) 850953
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NM

Lincoln Parachute Centre

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

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

WEEKEND

Midland Parachute Centre

Long Marston Airfield,
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Tel: Stratford-upon-Avon 297959
Dave Deakin, Titton Cottage,
Stourport-on-Severn, Wores.
Tel: Stourport-on-Severn 5954
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WCNM

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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⊙ △ WCNM

British Prison Officers Parachute Club

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

Cambridge University Free Fall Club

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

Cheshire Parachute Club

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

Leeds/Bradford Free Fall Club

Elvington Airfield, Yorks.
Tel: (0904) 85 595
B. Pickersgill, 36 Cricketers Green,
Rawdon, Leeds 19. Tel: (0532) 506930
* < BSRW KSKF BB ⊙ WCNM

London Fire Brigade

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

Duck End Parachute Group

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

Halfpenny Green Parachute Centre Ltd.

Halfpenny Green Airport, Bobbington,
Nr. Stourbridge, West Midlands.
Tel. Bobbington 293
* < BS RW KSKF ⊙ △ x ⊙ WCNM

The Glenrothes School of Parachuting

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

Golden Lions FFT

Glenrothes (see above)
*

Parachutists Over Phorty Society

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

Scottish Parachute Club

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

Scottish Sport Parachute Association

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
* < FT = BB x ⊙ BS KS KF RW ⊙
CRW △ WCNM

The School of Free Fall Parachuting

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

South Cotswold Parachute Club

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

Staffordshire Sport Skydivers

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

Sunderland Parachute Centre

Sunderland Airport, Sunderland,
Tyne & Wear.
W. J. Barnes (at club address)
Tel: Boldon 367530
* < < < BS RW CRW KSKF ⊙ x ⊙
WCNM △ = BB

Manchester Free Fall Club

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

Manchester Skydivers

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

Martlesham Heath Para Club

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

North West Para Centre

Cark Airfield, Flookburgh,
Nr. Grange-over-Sands, Lancs.
Tel: 044853 672

J. D. Prince, 21 The Coppice, Ingol,
Preston, Lancs., PR2 3OL

Tel: Preston 720848
< BS RW CRW KSKF ⊙ = △ BB ⊙
WCNM

Spread Eagles Parachute Club

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

TPA Parachute Centre

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

Wales & West of England Para Club

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

London Parachuting

4 Highview, 75 Eglinton Hill, London
SE18. Tel: 01-317 8059

West Lancs Parachute Centre

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

SERVICE ASSOCIATIONS AND CLUBS

Army Parachute Association

Commandant, JSPC Airfield Camp,
Netheravon, Salisbury, Wiltshire, SP4 9SF
Tel: Bulford Camp (09803) 3372
Ext. 277/245
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⊙ △ WCNM

Rhine Army Parachute Association

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≤ BS RW CRW KSKF ⊙ △ BB x WC
NM **

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

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

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

Hong Kong Parachute Club
 CCI, JSPC (HK), Borneo Lines, Sek Kong, BFPO 1
 * WE ◎ BS KSKF RW ○ WC NM

COLLEGIATE CLUBS

British Collegiate Parachute Association

- | | |
|-------------------------------------|----------------------------|
| 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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| Dundee University | Portsmouth Polytechnic |
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FULL TIME CONT.

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 Ian Louttit
 Dunkeswell Airfield
 Nr. Honiton, Devon
 (Luppit 350)
 * < FT = BB × ◎ BS KSKF RW CRW
 ○ △ WC NM

Paraski
 11 Frizley Gardens, Frizinghall, Bradford,
 Yorkshire. Tel. 0274 45662
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CORRESPONDENCE

THRUXTON

I felt I should reply to a letter sent by Simon Jacobson, published in the October magazine. I am not going to deny that in recent times the R.S.A. Parachute Club has been a shambles, badly organised and a depressing place to spend a weekend. When Sue and I took over in February 1982, it was not possible to wave a magic wand and cure all these problems, washing away the bad reputation the club had been suffering from. It was not possible to just walk into the Club with a big fat cheque and think all these problems would disappear immediately. It was going to take a lot of time, effort and enthusiasm, which was already there in the form of our staff and loyal Club members who started returning to Thrupton to rebuild the Club.

It is on their behalf I am writing. After 10 months and lots of effort, it was unfortunate to read a bad report on the Club in the magazine, just at a time when the Club was starting to get a regular enthusiastic group, which had been missing from Thrupton for the best part of the last two years.

Our staff have turned their hands to bricklaying, painting, gardening, carpentry and even digging a new cess-pit, in addition to their normal roles of instructing and rigging. They have done this, living in cold, damp conditions until recently when central heating was installed in their accommodation.

Our regular, loyal and enthusiastic Club members have stayed at the Club, sleeping rough, up until the building of a new Bunk house and also jumped from our Cessna, when they could so easily drive a few miles down the road and jump from more luxurious aircraft, courtesy of Her Majesty's Government.

As for the P.R. and Marketing, we have been to various shows over the Summer, showing the general public what we can offer. We have distributed over 8,000 leaflets alone. We have been reported in local and National newspapers and magazines for the Charity jumps made by our display team and various articles on local people who have made their first jump at Thrupton. I have been on the radio on two occasions and the Club had a slot on one of T.V. South's News broadcasts.

The only bad press we received was about a young lad caught in a tree, but that paper was singing our praises within a few weeks and the Fire Brigade who rescued him (unscathed) made short work of the beer delivered to them for their help.

It would be nice if Simon would come back to Thrupton, at least once more, to see for himself the new attitude and spirit - not because we want to prise him away from the Club he has now settled down with, but we would like him to change his mind about us and hopefully become one of the many people in the sport today who started at Thrupton and still have a soft spot for the old place.

LETTERS on any parachuting topic are welcome and should be sent to:

The Editor, *Sport Parachutist*, c/o BPA,
Kimberley House, Vaughan Way, Leicester,
LE1 4SG.

Sue and I would like to close by thanking all the Staff and Club members for sticking by us in 1982 and we shall keep our fingers crossed for blue skies, so we can repay them in 1983.

DENNIS L. WOODS D3642
(Joint Owner Thrupton Parachute Club)

PR AND BPA

Last Saturday (it was too windy to jump) I saw that the television (Grandstand) was covering Cross Country from Crystal Palace for about half an hour! Surely if they can cover such a minority sport for such a long time they could cover such as our National Championship. We could have an expert telling the viewers what is going on, be it accuracy or C.R.W. (to cover style would, I agree, be more difficult - it would need very powerful and expensive camera lenses) and the finer points to look for. Then present a carefully edited coverage of the whole event.

It would put us on the map, publicise the sport, perhaps get a few more students on basic courses and earn the BPA some money.

I have great respect for Charlie Shea-Simonds and his views but I cannot, on this occasion agree with his Chairmans Notes (P.16 October '82 S.P.) I think parachuting could be made a great T.V. spectator sport - covered properly. For years it was thought that snooker was not a suitable sport for T.V. coverage, now look at its T.V. viewing public!

As for spectators, we at Ipswich Parachute Centre, in the summer, have herds of spectators in the public viewing area. Look at the reaction of strangers when you meet them and you tell them you parachute. There is great public interest in parachuting, look at the ITV coverage of "Alpine Challenge" at peak viewing time.

Have the BPA approached Grandstand or World of Sport? I am sure it could be done. (I have voted for Sarah Brearley partly for this reason).

Take care and blue skies.
NICK PINEGER C3960

FXC

We refer to your August issue of your *SPORT PARACHUTIST* Journal.

Page number 56, item 13 states that "Mr. J. WALMSLEY gave a very good presentation on the Netheravon system of servicing FXC 12000 A.O.D." In the same item 13, "Mr. L. THOMAS suggested that FXC would be better sent to U.S.A. than France for servicing".

It is obvious that FXC EUROPE was established in 1980 to give a reliable service to all users of the MODEL 12000 in Europe.

It is true that for a short period of time it took a little bit more time for us to repair the model that it should. But all problems were promptly solved.

Apart from this minor and uncommon problem, our Company usually gives a fast and reliable service to all users. Among our customers we have:

J.S.P.C. Netheravon (Major D.H. Scarfe)
J.S.P.C. Sennelager (Major T.E. Oxley)
Headcorn Parachute Club (Mr. D. Parker)
Royal Navy and Royal Marines (Mr. S.T. Wood) and so on.....

We trust that all these users are happy with our service since they continue to ship their MODEL 12000 for inspection and repair.

Also we not know and have never heard from Mr. L. THOMAS who is not one of our customers.

Our operations are fully approved by the French Ministry of Defence and the French Ministry of Sports. All of your members are kindly invited to come and visit us.

We would very much appreciate your attention to this matter and make the necessary correction in the next issue of your Journal.

DOMINIQUE MARCO, President
FXC Europe a Division of
Parachutes De France S.A.

NO HERCULES BOOGIE

There will be no Hercules Boogie '83. The reason is, that security and insurances for foreign jumpers on board the aircraft is not solved. And that military jumpmasters are not available.

We are working on 1984.
Best wishes.

ANDERS BURSELL

SP PROTEST

I, along with many other disgusted BPA members must protest about the so far non-appearance of the October issue of *Sport Parachutist*. Five weeks at least, overdue. Not good enough! I have been asked so many times whether I have had my copy that I thought someone ought to try to find out what is going on. Is it that your latest batch of photos are not yet back from the printers, or is it that you are just spending more time in the air than you are as a supposed editor. All because the lady loves Milk Tray I suppose.

I think you as an editor should consider standing down and giving the job to someone who can do it or maybe just spending a little more time and effort behind the desk. This is not the first issue to be well overdue. God know I can't remember any being on time since the new regime took over.

'Apathy' seems to crop up quite a lot between the pages of S.P. so how about practising what you preach. The faithful BPA members get little enough for their £13 per annum subscription. Surely its not too much to ask.

And I hope when it does finally arrive the advertisement for my kit on the ad. page will be complete, not minus the phone number, and maybe even my town will be spelt correctly.

Please try harder.

R. SIMPSON BPA32527

SCOTTISH DATES

The dates for the 1983 Scottish Open and National Parachute Championship have been set as follows:

7, 8, 9 May to be continued on the following weekend of 14-15 May if necessary, at Strathallan Airfield.

The competitions will cover 4-way relative work, style, team and individual accuracy, along with a novice hit and run event.

We would be grateful if you could mention the above in the magazine, when next published, and also include the information in the 1983 Diary of Events.

We look forward to welcoming a large number of teams to the 1983 Championships, which in 1982 had a better turn-out, with 10 4-way teams, than the 'other' Nationals!

MARTIN H RENNIE, Chairman

SKYBIRD

I read with interest the discussions of BPA Approval/Affiliation in October's S.P., as I am a member of a club outside the BPA umbrella (namely the Skybird Parachute School, which was discussed in passing in the Chairman's notes).

I have chosen to become a member of the BPA for what it offers me as an individual, as have several of the 10% of Skybird ab-initio students who have come back for more. However Skybird is a very modest and unpretentious outfit, operating on a very restricted DZ (not in size, for it is an excellent site; but in facilities, as the land is privately owned and intensively farmed, there are strict planning limitations on operating hours, and there is an airway 3500ft overhead!). We have none of the usual amenities (gas, water, electricity, toilets, etc.) on the DZ and we are primarily dedicated to first-jump S/L students (everyone of whose P6 subscription is promptly forwarded to the BPA, and I know of several clubs where it tends to get 're-directed'!).

We consider ourselves very lucky to be members of such a small, friendly group - where everyone is known and recognised as an individual (we all trained at Skybird throughout). Since I achieved my C Certificate I have visited a number of other clubs, both in Britain and abroad, and this has only reinforced my respect for the way things are done 'back home' (though it is a joy to be able to get more than 5000ft without prolonged negotiations with Air Traffic Control!) It is always a real pleasure to be back with the Instructors I know and

trust, and to be using modern, purpose-made sport-parachuting equipment.

Ted Lewington, our CCI, has been involved in parachuting for twenty years, has made more than 2500 jumps, is an Advanced Instructor/Examiner, spent 12 years with the Red Devils, and served for several years on the BPA Council. He is thus well qualified to ensure that all our training is strictly in accordance with the BPA syllabus and Category system.

So, we have no delusions about becoming a recognised 'Jump Centre', as the many limitations of our DZ must permanently preclude this. This is why Simon Jacobson (and others) have been disappointed when trying to locate the club with a DZ just west of Reading. Nevertheless, we have a lot of fun parachuting safely and responsibly in our own very modest way. Furthermore we are in an excellent position to offer one-jump courses to any individuals or groups in the west of London/home counties area.

We do not seek BPA Approval (with a capital 'A'), but we do hope to operate in such a way that we have your approval (with a small 'a') and understanding.

ROB HEWISON C4785

P.S. Congratulations on your part in the film 'Alpine Challenge' on ITV.

SKYBIRD

Dear Charles,

I received my copy of the October issue of 'Sport Parachutist' in the mail on 15th December, and read with a certain amount of concern the letters on page 16. Now that I am back at work after the winter break I feel I must reply in defence of Skybird.

Simon Jacobson has obviously been misinformed by someone as to Skybird's status, and had he listened to the message on the Answering Machine would have realised that our planning permission does not extend to Sundays, and that we are a School as opposed to a Club.

Simon's letter is understandable, not knowing the facts about Skybird, however your reply, (having said that you could not comment on individual clubs, you continued to make a remarkable effort to do so) was I feel, to say the least, somewhat unnecessary and misleading, bearing in mind that the BPA is fully aware of our circumstances.

As I have already discussed with Charles Port and yourself on the telephone - Late in 1981 Ted and I decided to run one or two Parachute Courses with a view to opening a School for the average man in the street. As you are well aware, during his time with the Red Devils, Ted operated strictly in accordance with the BPA Rules and Regulations. At that time he had not only the big khaki umbrella over his head, but the backing of somewhere in the region of twenty other Team Members to help. Because of the way in which he had been used to operating Student Courses, we, or at least I, who was responsible for the paperwork side, carried out the same BPA procedures as he had done. As I stated in my letter of 27th July, 1982 every single Student who has been trained at Skybird has been made a P2 and latterly a P6 Member.

Initially trying to get the Application Forms, Membership Forms and Category Cards was like looking for gold dust and because of this, my job was becoming increasingly difficult. I asked if I could have a supply of magazines, not necessarily one for

every Student, but certainly enough for everyone to at least see one during their course. They had after all paid £2.25, only 38 pence of which was insurance and as thinking people they asked what they got for their money other than the insurance.

Returning to the facts about the School. We operate on private land under an air lane, and our planning permission is for 12 noon to 6 p.m. Monday to Saturday only for a maximum of 40 days a year. Being under an air lane, height is very restricted. Being on private land means that spectators and hangers-on have to be kept to a minimum. We do not have electricity, running water and a running buffet on the DZ, they are at the training area, and we therefore only spend the minimum amount of time on the DZ itself. We, therefore, do not qualify for affiliation to the BPA.

Our operation is run only for first-time Students and a few continuation jumpers whom we have trained, if they wish to continue.

We have no intention of becoming any more ambitious. We have the co-operation of the land owner and the restrictions on planning does not affect our small operation. The facilities are adequate for the operation we run, but the site due to its locality and ownership is highly unsuitable for a full time Centre, regardless of planning.

Apart from the efficient despatch of paperwork and a supply of magazines and the BPA's verbal backing we have asked for nothing in return for the £2,500 we have forwarded to the BPA for Provisional Memberships.

We are only trying to make a living out of the job which Ted knows best, and in a personal caring way which I like to project - there's no sausage machine at Skybird, everyone knows everyone else by name, so don't knock what is maybe a different way of looking at parachuting, where safety is a priority and what we lack in facilities we try to make up for in personal attention. Do the big Centres receive **Thank you Letters** from their Students the following week I wonder?

Come over and see us - I think you'll be quite impressed - but it's not Peterborough, Thrupton or Netheravon and it never will be.

Hypermarkets are fantastic, but there are still some who prefer the Corner Shop even in this day and age.

JENNIE LEWINGTON
Skybird Parachute School

THRUXTON NOW

I read with interest the letter from Simon Jacobson, see Chairman's notes October issue, who describes the facilities at Thrupton as very poor. He also complains of the organisation. I don't know when he last visited the club, but as you know the club has recently changed hands, and I would like to take this opportunity to outline some of the facilities we now offer.

1. Two Cessna 206s one of which is turbo. Plus one Cessna 180.
2. Kit hire to include Ram Air (tandem systems)
3. Centrally heated (bunk bed) accommodation.
4. Ground training rooms and lecture theatre.

5. Full time staffed Canteen serving hot cooked meals all day.

6. Parachutists shop selling kit from razor blades to rigs.

7. Resident freefall photographer.

Plus a number of other benefits planned for in the future, not the least of which is a Britain Norman Islander.

In closing, we have just completed our first year as Thrupton Parachute Club having trained the best part of a thousand students of which there are remaining some ninety students still awaiting their first jumps through bad weather. Some five thousand descents have been made since February last year. We actually encouraged experienced jumpers to use the Club and hope that more people will take time to visit us in the future.

Finally, we look forward to the New Year with whatever we think, are some of the Best Facilities currently available to jumpers in the South of England.

Many thanks, and seasons greetings to all in the New Year.

Mac McLaughlin D2916

PEGASUS MOD

This is in reference to the Pegasus Canopy Mod. which has been mentioned twice now in the SP magazine. The first time it was in the October issue 1982 under BPA STC ADB no.2. The second time in the December 1982 issue under BPA STC item 6.2.

As I own a Pegasus it is of great interest to me, however, it does not make any sense, obviously I am not up to date on the old? mod., or was it the canopy as made in the first place?

Perhaps something as serious as a problem with a very popular canopy should be a bit more explicit and prominent in the mag. i.e. "Kit News." Also I think that a page should be set aside for incident reports, as in the "Parachutist" magazine so we can all learn from other's mistakes or kit failures.

Dave - Hereford

BIG JUMP SHIPS

I am sick with jealousy. Why? Well I am just a normal civvie, plodding up the Cat. system, weekend jumper, jumping the usual 4 or 5 seater with, perhaps the odd trip to Peterborough to have a real 'high' in the wonderful Porter.

Over the last few magazines, I have been getting more and more jealous. It started with the R.G. J's open day, with the Hercules jump for selected civies in September '81 (SP Feb. 1982) (Due to some incredible oversight I was not included - perhaps it was due to the fact that I was then on 10 sec. delays!) Then the Hercules in Sweden (SP April 1982) next the DC3 meet Swansea (I had exams at that time) and the DC3 meet in Texel (SP Aug. 1982).

In the latest edition we have the military with the S.O.E.S.T. Chopper Boogie - in West Germany using Pumas and the Combines Services meet in Cyprus using a Buffalo!

The point and the plea is - what is happening in the UK, this year are any of the UK clubs getting a 'wonder jump beast' in? Further, what about you military chaps getting something

organised? Obviously the red tape is not insurmountable - re the Hercules jump in September '81 - can it be done?

Yes the Swedes I know are getting another Hercules in, but it is a very expensive and long way - in both time and distance - to run the risk of just watching the wind blow. Parachuting is expensive enough without international travel (especially on a student grant) so how about it - let us all know the plans for dream machines in 1983. All the best for safe jumping.

Nick Pineger C3960

MR. BILL AWARDS

Just a few lines for devotees of "Mr. Bills". I have just this last week heard from **Curly MBPB No. 1**. Should anyone wish to register for a number, they should send \$2 plus a note signed by a witness by (a) the pilot, (b) a ground observer. Should a T Shirt be required a further \$8 or \$9 for both. I sent a little extra to cover postage, to **Curly Roe, PO Box 1451 Tahlequah, Oklahoma 74462** (delivery is quite fast).

In his last letter Curly mentioned that a 'Night Bill' has now happened, by two guys in Texas, just over a month ago. Recently a '3 Way Bill' was launched including **Mike** as Host, a girl called **Beth** and **Curly** himself. It was successful and both parasites climbed onto the host's shoulder. (That will make a good snap). He's also landed a "Mr. Bill" but doesn't recommend it as he landed up limping to the bar. All the best.

Foggy - USA MBPB 16

CLUB PAGE

Here it is at last.....

We'd like to introduce a club page to the magazine this year. A page for you to tell us about your club, what makes it special, what makes you jump there.

The idea is, you are the editors. You can dene in anything from quick bulletins on whats happening, who made freefall last weekend, to major projects with pictures, layouts, articles, the lot. We'll keep the page as elastic as possible to start with, until we get a better idea of what kind of material and how much you're going to produce.

There's probably a lot of undiscovered talent around the DZs, artistic, photographic and literacy. So next bad weather day, get together on the DZ and have a think about what you can do. From a history of the club, to the story of a days jumping. Facts about how many students the club has trained and progressed. What your biggest problems are and how the BPA or magazine might help you. What are your plans this season? Who's going where and why? Have you got a local team who need encouraging? You might even start by telling us how you are going about organising your page, who's involved and what you'd like to do.

Drop me a line if you need technical advice or just encouragement or inspiration. It would also be helpful in planning space, if you can let me know when something is in the pipeline.

The copydate for the next issue will be published in each magazine, but as a general rule it's two weeks before the first day of the month of publication.

Let's hear what you've got to say, I'm looking forward to hearing from you.

Sara Brearley, 235 Sussex Gardens, London W2 2RL. Tel. 01-723 3333.

BASE DOUBLE STANDARDS?

I would be obliged if you could clarify for me the proposal put forward by D. Waterman on 12/8/82. "...should he be (sic) or any other BPA member, whether they had jumped or were merely associated with it, found to be involved with base jumping in the future then they would be automatically banned for life from membership of the British Parachute Association."

It so happens that I have in the past associated socially with most of the leading Base Jumpers in this country. We invariably discuss Base Jumping, its merits and de-merits. I fully intend to continue my association with these people and discuss Base Jumping with them. I am also a subscriber to Base Magazine, the journal of the United States Base Association. And while I am not prepared to admit to having made a Base Jump, neither am I prepared to say I will never make a Base Jump in the future.

Does this statement qualify me for a life ban from the BPA?

If so, then I would suggest the entire editorial board of Sport Parachutist be banned also. By carrying a half page advertisement for the 'Happy Landing Company' which offers for sale video cassettes of Carl Boenish's Base films, Trolveggen and El Capitan, they too should come under the umbrella of being 'merely associated with it (Base Jumping).'

Why should anyone take seriously the BPA's repeated dissociation from Base Jumping, both in the National media and Sport Parachutist when Sport Parachutist derives some income, however little and however indirectly, from Base Jumping?

Could it be perhaps, that you have one set of rules for your members and another for yourselves? I await your reply.

'Boogie till you're Banned' (as the UK Base Jumpers say).

P.S. Your Editor's note on page 5 does not let you off the hook, as an advertiser is hardly a contributor.

CANICE THOMAS HAYES
BPA 122350

You raise a very interesting point and certainly one which has been on my mind for sometime. I intend to bring this matter to the attention of Council for some guidance. No doubt you will follow the ensuing debate with interest. Ed.

BPA

It is a sad fact that having almost completed my first year in Sports Parachuting I am already beginning to feel contemptuous towards the BPA.

The leadership, the committee, seem to come to life only when they can slap somebody's wrists like a bunch of schoolboy prefects. They certainly cannot be said to have been seen to promote the sport much in the

last year - an area which I believe to be deserving of more of their energies than it gets at present.

The anger which has brought this pen to paper is that in the October issue of SP which arrived just before Christmas, were a book of Lottery Tickets to support the National Team Fund and Sports Parachuting Development Fund. Both, as you will imagine, I see as very worthy causes. Having sold my allocation within four hours, I phoned the offices of the BPA for another five books to sell over the Christmas period. In true fashion of BPA organisation they never did arrive. Meanwhile, I spent new year scrounging an unsold book of tickets to enter those I had already taken money for.

As I see it the BPA has lost £25 from those funds from this one member alone and assuming the same could apply to just 10% of membership - well that's a lot of money lost from where it would do a lot of good. In future I probably would not be as keen to lend my support which is the loss of a further sum of money.

Of course, to totally abandon the BPA would be foolish. Far better that it is changed from within. But, I have to ask myself, by the time I feel eligible to take a place on the committee, will there still be a BPA and if there is will it be so screwed up that it is simply a joke?

I sincerely hope that in the forthcoming election a committee will be voted who will regain the respect of the membership.

P.J. McCORMACK BPA 112170

I hope the following observations from the Secretary General's office helps to explain the situation.

a) We did have a request from him for tickets.

b) Debbie sent 5 books off to him the same day.

c) Not the office's fault if they did not arrive.

d) If he would like to come up here one day I'll show him the BPA organisation.

CHARLES W. PORT

A.F.F.

I have read with interest, during 1982, correspondence appearing in both 'Sport Parachutist' and the 'USPA' magazine 'Parachutist' concerning AFF programmes.

In America, under the strict management of Jack Gregory and Mike Johnston, their programme seems to be successful.

In my opinion the safety and credibility of AFF lies in the structured programme run by fully trained, experienced and licensed AFF instructors and Jumpmasters.

Could an AFF programme work in this country?

At present, reasons why first time students would not go freefall on a buddy jump are numerous. Amongst these would be cost, weather conditions, size of aircraft, suitability of instructors/jumpmasters, DZ facilities and equipment, and the method by which students would be selected.

However, a structured rapid progression programme run at selected DZs and parallel to the present category system could be feasible. The programme would be designed

for the student showing potential at, say, the 10 second delay stage.

With respect to M. Turner (SP Oct '82) AFF would not be the magic answer for struggling students such as himself. (We all must have overcome similar problems). This is because an AFF programme would demand even greater consistency and continuity of jumping than that demanded by the present conventional category system. If he can only manage 17 jumps in over a year, for whatever reason, then he is unlikely to be considered eligible for an AFF programme.

For safety's sake, safeguards must always be incorporated into any system against discontinuity of, or unreasonably layoffs from jumping.

We have already seen several letters and articles printed on this subject, now is the time for Council and STC to initiate a feasibility study for the introduction of a British AFF programme.

BARRY GREGORY C3766

FROM CHARLES

I was deeply moved by the presentation made on your behalf by Jim Crocker at the AGM on Saturday. The decanter and glasses have already become a treasured possession, whilst the life membership, plaque and Certificate of Merit are a constant reminder of the last fifteen years working for the Association - a period that has been a happy and richly fulfilling one.

But after 15 years and some (estimated) 80,000 miles I reckoned it was time to make way for others. And in this respect I have no regrets - the elected 1983 Council will, I know, continue to serve our great and unique Association in the same diligent, enthusiastic way that its predecessors have done.

All thanks again, God bless you all and go safely.

CHARLES SHEA-SIMONDS

COUNCIL ELECTION 1982/83

The membership of our Association should be made aware of an apparent "irregularity" in the manner in which this year's council was elected.

A letter, addressed to a senior and well respected member of the BPA from a member of HM Forces in Germany, was shown to me prior to this year's A.G.M. The contents suggested that certain elements of the vote in Germany were being 'guided' (not forced) in the way they should vote. This to the extent that a large number of ballot papers, something over one hundred, were reproduced and completed prior to distribution. This being possible due to the lateness of the magazine and the responsibility for distribution being placed with the military.

Exactly how this was done remains to me somewhat of a mystery. However certain facts are beyond dispute. On the morning of the ballot count, a little over one hundred ballot papers arrived en masse for the Secretary General, courtesy of RAPA. In view of the circumstances, this would appear to be understandable. In view of discussion and subsequent rumours, the Secretary General was contacted and these ballot papers

were scrutinised a little closer than would otherwise have been the case.

Of the one hundred and thirteen ballot papers delivered, eighty one were identical and appeared to have been completed by three or four people, (same handwriting) although signed by bonafide members of the BPA who all just happen to be German Nationals.

Whatever has happened is not by definition illegal but is, in my opinion, immoral. There is a high difference between discussing with and advising individuals, on potential council members, and blatantly organising a block vote on this scale which has certainly a substantial impact on the make up of the 1983 council.

The people concerned know who they are and I would suggest that the membership are entitled to a reply through the columns of this magazine. Further, council should endeavour to ensure that this type of folly should not be allowed to occur again.

If the council does not reflect democratically the wishes of all the members but rather of individuals or pressure groups by dubious means, then the constant moaning and complaining of a large fraction of the membership will only increase in the long run.

P.D.N. PARKER

SOUTH AFRICA

In connection with your Editorial in the December issue of the October magazine, may I raise the following points.

1. Should the Chairman or other Council Members wish to conduct their business by meeting, telephone, or even semaphore, then that is fine with me, providing I can read about the decisions taken on behalf of the membership **within a reasonable time**. If a meeting is called then quite rightly it should be open to observers but for many members this would mean an expensive and time consuming journey. Whilst I am on the subject, how many meetings are held for their own sake?
2. In my opinion the decision to hold the RW Championships in South Africa as decided by the National Parachuting Bodies is a good one. The opinion might be mine alone but has been formed by seeing the country and not by listening to bar-talk or reading the 'popular press'. The decision to take part however is a personal matter and it will be interesting to note who refuses to go. Until the Sports Council state that the grant will be withheld if we participate (which to my knowledge they have not to other governing bodies of sport) then I see no reason for the BPA to climb on the political bandwagon.
3. The great thing about democracy is the right to disagree and the right to voice it without penalty. I wonder if the Editorial, however, is the correct vehicle for what appears to be petty bickering between Council Members. Perhaps more usefully to the membership, constructive comment on the 'Mr Bill' jumps could have been given. e.g. what level of experience recommended, should there be a laid-down briefing?

4. Finally, democracy is the government of the Members by representation and as long as Council remember that the competitive people probably represent no more than 4% of the active members and make their decisions accordingly then perhaps democracy will be seen to be done.

S. CHALK D3081

I read with interest your editorial in the October issue which I have just received. I feel I am in a reasonable position to comment. Shouldn't we, the parachuting fraternity, set an example to the rest of the sporting world, that politics are not part of our sport, and as such, we are able to hold our championships anywhere? I know that this issue slightly upset the World Meet at Z-Hills last year, but it did not grind to a halt, did it? I would even suggest that it may strengthen our credibility with the media and with the B.P.A. membership.

Changing topics slightly, I've been in South Africa since April and unfortunately not done as much jumping as I would have liked. Jumping with strangers isn't quite the same is it? Nevertheless, the two clubs I've found have excellent facilities, Wonderboom P.C. near Pretoria operates a Porter with a ceiling of 8-9000ft. Understandable, when their ground level is 5500ft above sea level! They have a pool to their credit as well!

I recently made contact with Chris Francis (ex-Ashford) and we hope to meet up soon for a boogie on the Zimbabwe border in January.

Finally, my sympathy goes to the families and friends of the Swansea lads.

NIGEL T. PEART D3883 (BPA71294)

May I support your right, as editor of the magazine, to give expression to points of view which may not necessarily be strictly in line with Council policy.

The tradition of editorial freedom within certain limits is basic to democracy, and while the limits may be a matter for discussion they must certainly be a good deal wider than official policy. In fact, I consider it the editors duty to give voice to those currents of opinion which from time to time make their presence felt among the readers of any publication.

I was dismayed at the decision on South Africa and I would have expected the Council to oppose it. There can be no doubt that the South African regime uses sport as a means of bolstering its fast deteriorating international relations as the money offered to sportsmen and entertainers is totally uneconomic and can only have this purpose.

The lists of individuals and organisations who will have nothing to with South Africa is long and its growing fast. I sincerely hope the BPA will join it.

TERRY BUTTON

Little article for the magazine. I promised Jim sharples that I would send it along. Do you think it would be possible to set up a page for the non competitive or lower category jumper? I realise that it would be dependant on those very people for input, but perhaps if the idea was put into their minds by yourself in the next editorial some of them might be stirred off their rump.

Congratulations on your last editorial, (Oct.) in fact on a few of them! Editorials are recognised as an independent viewpoint, anyway, if they are having a go at you it proves they are at least reading the magazine.

Keep up the good work, all the best for '83.

MIKE ABRAHAM 73418

There have been many objections raised to holding the next RW World Meet in South Africa on the grounds that it will damage the standing of the sport. This is true enough, but I feel the most important objection is a moral one.

In a world crowded with tyrannies, SA stands out as the only country where racial discrimination is enshrined in national law. Blacks can neither vote nor join a political party. They cannot form free trade unions. They suffer 25% unemployment, and those in work get on average a quarter of the mean white wage. Blacks have 90% less spent on their education than whites. They are forced to live in 'homelands' drawn up by the whites to exclude the prosperous and fertile areas, and which occupy only 13% of the land area - this for 70% of the population. In these homelands (e.g. Boplwatswana) the infant mortality rate is 45% and one in five has TB. SA also illegally occupies and exploits, South West Africa (Namibia).

Sport is very important in SA and here apartheid is rigidly enforced, even to the extent of dictating the ethnic composition of visiting teams, e.g. the New Zealand rugby team were banned because they included Maoris. Under such conditions, normal sporting links are impossible, which is why SA was excluded from the Olympics, and both the UN and the British Commonwealth have called for a ban on SA involvement in international sport. Because of this isolation, SA is desperate to host such events as the RW World Meet, even offering free jumps, accommodation, and cheap air fares, as a bribe. If we send a team to SA, we will be lending our support to an

oppressive and abhorrent regime.

I suggest the time is long overdue for skydivers to come into line with every other sport, by expelling the SA Aero Club from the FAI.

MARTIN LYSTER C4246 BPA 93488

The above letters are published in keeping with our editorial policy that correspondence columns are a vehicle for the views of the membership. All points of view, I am sure, are sincerely held, but with respect have political undertones in their reasons for and against the World Meet being held in South Africa.

Most Relative Work competitors (and after all they are the ones most affected by this), including the sixty nine who were signatories to the request to Council to change the World Meet venue are trying hard to be apolitical about it. They can see the damage that holding a World Meet in South Africa would do to their competition and would rather we did not venture into that political mine field.

After all, there was an alternative - Austria. Ed.

Coach's Column

At the Safety and Training Committee Meeting of 25th November 1982, a large part of the BPA Category System was changed. Categories I to V remain as they were before, the changes are from Categories VI to X. The complete Category System is as follows:

CATEGORY I

Has been passed out on Basic Ground Training (6 hours minimum) and is ready for first static line descent.

CATEGORY II

a) Has performed a MINIMUM OF THREE ABSOLUTELY STABLE OBSERVED STATIC LINE DESCENTS in the full spread position (counting throughout).

b) Has completed a total of 13 hours of ground training in accordance with the BPA Minimum Ground Training Programme.

CATEGORY III

Has performed a MINIMUM OF THREE SUCCESSFUL AND CONSECUTIVE, OBSERVED STATIC LINE DESCENTS WITH DUMMY RIPCORD (counting throughout).

Progression to free fall may be authorised by an Approved or Advanced Instructor only.

CATEGORY IV (5 Seconds)

a) Has performed a MINIMUM OF THREE STABLE 5 SECOND DELAYED OPENINGS (counting throughout).

b) Has remained stable throughout opening on each descent.

c) Has looked at ripcord handle before and during the 'reach and pull'.

d) Has achieved reasonable canopy handling.

CATEGORY V (10 Seconds)

a) Has performed a MINIMUM OF THREE STABLE 10 SECONDS DELAYED OPENINGS (counting throughout).

b) Has learned to maintain heading during exit and in free-fall.

CATEGORY VI (15 Seconds)

Has performed a minimum of 3 flat stable delayed openings in the following sequence:

a) One flat stable counting throughout.

b) After introduction to instruments, two flat stable delayed openings with instruments but continuing throughout.

N.B. A strong position on exit for six seconds and then slowly relaxing into a natural position maintaining aircraft heading.

CATEGORY VII (20 Seconds)

Has performed a minimum of 4 twenty second delayed openings in the following sequence:

a) 1 x 20 second delayed opening, maintaining aircraft heading

Coach's Column *Continued*

- and continuing to count throughout and relaxing position.
- b) 1 x 20 second delayed opening with 360° left turn after ten second fall away. Stopping on aircraft heading.
- c) 1 x 20 second delayed opening with 360° right turn after a ten second fall away. Stopping on aircraft heading.
- d) 1 x 20 second delayed opening. Alternate turns left and right with precision.

CATEGORY VIII (30 & 35 Seconds)

Has performed a minimum of 8 descents of 30 & 35 second delays in the following sequence:

- a) One unstable exit with alternate turns with precision.
- b) One unstable exit with backloops.
- c) One dive exit with backloops.
- d) 2 x Tracks
- e) 2 x Track Turns (sharp 45°/90° left or right turn as an avoiding manoeuvre whilst maintaining the track).
- f) 1 x Half Series with short track and waive off, from a minimum altitude of 8,000ft AGL.
- g) Cleared for self spotting descents up to 8,000ft AGL.

N.B. (1) Single exercises such as dive exit, unstable exit or backloops may be done by themselves from a minimum altitude of 5,000ft AGL. No tracking exercises may be done below 7,000ft AGL.

(2) On completion of dive exit and backloops the student may be introduced to a tandem system with throwaway pilot chute and high performance round canopy. At this time cutaway drills live may be carried out. In accordance with Sec. 14, Para 5 (D) (On a specially constructed tandem system).

First two descents on a tandem system with throwaway pilot chute must be preceded by a lecture/brief on tandem emergency procedures and if a high performance round is used this must be preceded by a formal lecture/brief on high performance round canopies.

The first two descents will be a ten second delayed opening from 5,000ft AGL. CCIs must clear jumper concerned and endorse log book before planned descents.

A further three descents for the purposes of equipment familiarization on tandem system with throwaway pilot chute (and high performance round if used). No other exercises during these three descents. Minimum height 4,200ft AGL.

(3) On completion of Category VIII the student may be recommended for a FAI C Certificate by his instructor.

CATEGORY IX

Has been introduced to relative work parachuting and has attempted the following supervised instructional relative work exercises with either a CCI nominated Instructor or a CCI nominated Cat. 10 jumper of proven relative work instructional ability.

- a) Fall rate. Fast Fall/Slow Fall.
- b) Horizontal Movement, Handtrack, Back Sliding.
- c) Side Slip Left and Right.
- d) Back ins.
- e) Side ins.
- f) 360° Flat turns left and right and levelling.

N.B. (1) May also be covered, Exit Positions.
Centre Floater
Rear Floater
Lead and No. 1

Diving techniques, target and docking approaches. It is recommended that instructional groups, be ideally two persons only, occasionally three. No more than two Cat. 9 jumpers per group of three.

(2) On completion of Cat. 9 and a minimum of five tandem system jumps, the jumper may be recommended for

Ram-Air Canopy by the CCI, who must endorse his log book.

Prior to the first Ram Air descent a formal lecture/brief on the Ram Air Canopy and revision on tandem emergency procedures must be given by a CCI nominated Instructor. The first five descents must be done with no other exercises included.

Jumpers progressing to Ram Air Canopies in conventional systems, are not required to have done any previous Tandem descents.

CATEGORY X

- 1 x Pin back loop Pin
- 1 x Close third
- 1 x Close fourth

NOTE: Up to and including Category VI, all students are to be observed and timed (from exit to full canopy development) by the instructor in the aircraft.

Details of release, count, position, pull and recovery must be entered in all student log books for Categories II-IV inclusive.

All details of performance up to and including Category VIII through Category X will be entered in the parachutist log book by the instructor.

For Category IV a student no longer has to do his/her turns on a 15 second delay, these have been moved to Category VII which gives the student more time, so that he/she does not have to rush. The higher the altitude someone has for performing manoeuvres the safer it will be. For a student that does everything correctly it is possible to obtain Cat. VII in nineteen jumps.

The next two Categories VIII and IX is where most of the work is going to be done and all from an altitude of at least 7,000ft. Once the student has proved his/her ability to regain stability from manoeuvres such as dive exits and back loops, it is possible for that student to progress to a tandem system, and high performance round canopy, though a high performance canopy round is no longer a mandatory requirement in the progression to a Ram Air type canopy. There are very few skydivers that are not going to buy a Tandem System, when it come to forking out cash for their own gear, so introducing a tandem system at an earlier stage is only preparing them for the inevitable.

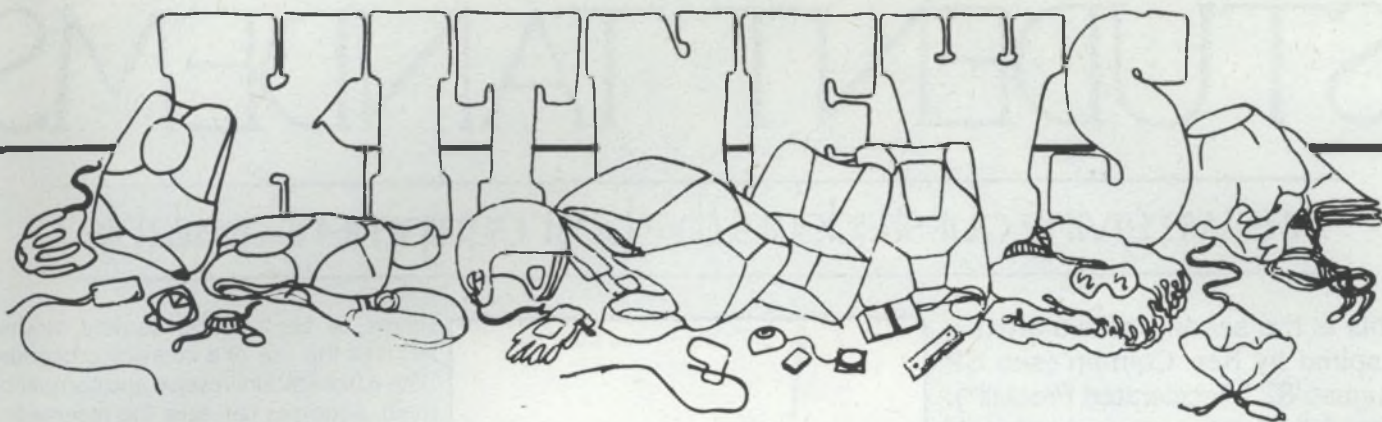
The last part of Category VIII, a half series with a short track and waive off, and self spotting is preparing them for the next phase (Cat. IX) when they will start jumping with other people.

The exercises for Category IX is to teach the jumper all the movements needed for good relative work, how to move up, down, relative to someone else, to move forwards, backwards, side slip left and right and how to perform back ins and sides ins. Once someone has performed all this, Category X should be a piece of cake!

Most of these changes come from a paper by Dave Howerski and Phil Mercer, they have been thoroughly worked out and discussed and should lead to a better quality of skydiver in the future.

Remember that the requirements for Categories I to X are minimum requirements, and a CCI can add whatever he wishes to these requirements. Some CCIs may wish to keep High Performance rounds in system at their Club/Centre. So don't go waving the Category System to your CCI if he is asking you to do something extra, what works for one club may not work for another and he will be doing it in the interests of what he believes are the safety of you and your club.

TONY BUTLER
Joint National Coach &
Safety Officer



Rob Colpus

STUDENT TRANSIT

The 'Student RTS' is a version of the 'RAPID TRANSIT' piggyback intended for use by novices. This new rig by **Sky Supplies** can be built to include an automatic opening device, a STEVENS system (which automatically opens the reserve after a cutaway) and a single-operation Reserve handle. The main is Ripcord and spring pilot chute operated.

MILITARY 9 CELL

A 340sq. ft. 9 Cell version of the **TITAN** ram air is being developed by the **Pioneer Parachute Co.** It is intended for the Military market and is reported as having a good glide angle and easy landings with a heavy load, although slow to react compared to sport ram airs.

EMERGENCY VIDEO

The **Jump Shack** has produced a 30 minute video entitled "How to use your Emergency Parachute". The tape is intended for Jump Pilots and covers harness fitting, exit, canopy control and landings.

DJANGO BANDIT

Django Enterprises, who recently released a 9 Cell high aspect ram air called the 'DRAGONFLY' are now working on a 7 Cell version called the 'BANDIT'. No specifications are as yet available.

REMOVABLE SLIDER

In the USA some Accuracy jumpers are using a removable slider so as to allow their risers to fully expand, thus producing a slightly larger canopy area.

The slider is by four locking pins, one on each grommet. The attached pins are removed by the jumper pulling on a velcro handle, mounted on the slider itself. The slider can then be stuffed down the jumpsuit leaving only the grommets in place on each line group.

R3 RIVETS

Some R3 canopy releases were originally supplied with Aluminium rivets. Because aluminium tends to stretch and fail under stress, these rivets are now replaced by stainless steel ones. If you use R3's, check the rivets by trying to scratch them, or by doing a destruction test, by pulling on the rivets. The aluminium ones will stress and fail. You can also look for stretching by locating a space between the fabric and the backing plate and com. If that's the case - replace with steel rivets or replace the whole R3.

SLIDER BAG

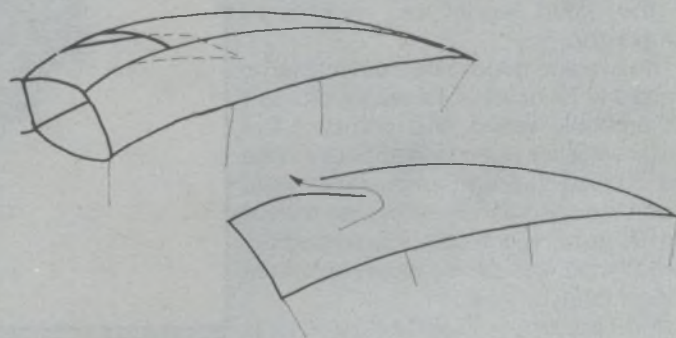
Some **Russian** jumpers have been seen to use a special kind of slider on their ram air canopies.

This slider doubles as a deployment bag or wrap. After the canopy is stacked on the ground, the slider/bag is pulled up the lines in the usual way and then wrapped around the canopy. Observers reported that the slider looked like a pile of washing flapping over the jumper's head when the canopy was in flight.

ACCURACY MOD.

East German Accuracy jumpers are using an interesting mod on their Cloud-like 7 Cells.

The mod consists of a slit in the upper skin about 2½ft. from the leading edge, which runs the span length of the canopy. This slit allows air to escape when brakes are applied, thus cutting down on the un-wanted ballooning effect. Observers at the '82 Classics World Meet reported that the mod was very effective, allowing a smooth transition into deep brakes.



SAFETY BULLETIN

All SST/Racers with Ram Air Reserves must be inspected immediately by an appropriately rated parachute rigger. All SST/Racers with Ram Air Reserves are hereby grounded until an inspection of the reserve steering guide rings has been noted on the reserve packing data card.

Three random failures of toggle rings on main ram air canopies have been reported by **G.Q. Security Parachute Inc.** Toggle rings from the same lot may have been used by **Lite Flite Inc.** or field rigger on SST/Racer main and reserve risers. The ring involved in a ¾ inch inside diameter "O" ring. This ring must be replaced with a 1¼ inch outside diameter, 1 inch inside diameter, solid steel ring (Para-Gear part number H424, or equal) on all SST/Racer reserve risers with a ram air canopy installed.

No failures of the ¾ inch I.D. ring have been reported on the SST/Racer but replacement is required on reserve risers if a ram air canopy is installed.

STUDENT TANDEM

Are we giving our students the best equipment available?

This is the second of two articles inspired by Ken Colman (see SP August '82 "Accelerated Freefall"). Ken felt there was an anomaly between what we know and do and what we teach our students to do.

In relation to equipment Ken like others felt that by the mid '70's students were retreading the path of history using equipment already abandoned by experienced jumpers. The advances in equipment of that era were only available to the experienced jumper. One of the "modernisations" of the sport Ken became involved in was the development of the student tandem system (S/T).

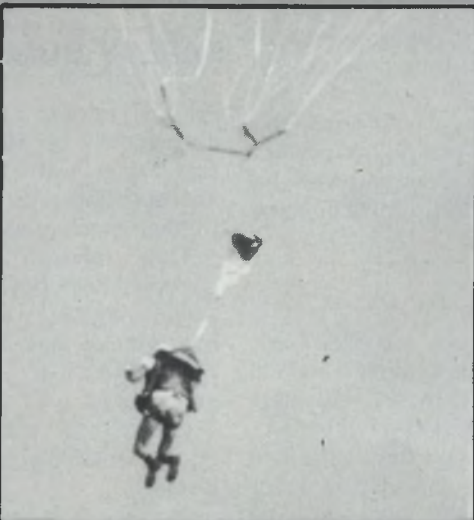
In the past 3 years approximately 44,000 people in this country have made their first parachute jump. Until the recession, the number of first jump students trained has rocketed but the numbers who have become participants in the sport itself are minute by comparison.

The average return rate from first jump courses is 1% or less. The reasons for this are probably varied and complex, but similar statistics in the United States in the mid '70's led equipment manufacturers to reason the sport and therefore the market was not growing and one of their attempts to rectify this was the development of the student tandem system.

The Tandem or Piggyback system is now well established as the most efficient piece of equipment for the experienced jumper. Low weight and bulk allows freedom of movement and therefore aids better performance. The design also allows the location of handles in less venerable positions. The single assembly makes it easy to put on correctly and does away with the problem of the harness and therefore the reserve container becoming loose after the main has been deployed. The incorporation of a single point release makes the emergency procedures far simpler and easier to operate than previously and the simplicity of design aids easy location of handles for checking in the aircraft and use in freefall.

Why then are these advantages not applicable to students?

The greatest doubt in this country



Steven's cut-away system in action.

seems to be that the student tandem requires the use of a cutaway procedure. With a front mount reserve and compatible main, a jumper can take the reserve and feed or throw it clear of the malfunctioned main canopy. Without rubber arms this is impossible on a tandem system. The jumper must cutaway.

However, the degree of effective control over the path of a reserve past a malfunction main cannot be very great I'm sure given the choice experienced jumpers would almost unanimously elect to cutaway rather than take their chances with a main reserve entanglement.

But the situation with the student is not quite so clear. The inexperienced jumper cannot always be relied upon to perform correctly in an emergency. The equipment advocated for students in this country has been arrived at after the careful balancing of the probability and consequence of many factors, for example, the incidence of fast or violent malfunctions on bag deployed C9's is so low, deploying a reserve with main becomes more feasible.

Ultimately it is felt, should a novice make a mistake, or should they have a main reserve entanglement, they may get away with injury, by comparison, failing to take appropriate action after cutting away will obviously result in death.

This argument would seem to be supported by the number of novices one sees who attempt to deploy a reserve at 200ft. Cutting away at that height could be disastrous. However, most students are taught to pull the reserve if in doubt, at any altitude.

A better idea of the likelihood of this danger might be gained from Australia, Canada and the United States where many centres have been teaching students to cutaway not only on student tandems but for many years on front and back systems.

Perhaps the country most comparable with our own in the degree of control over the standards of instruction and operation is Canada. They report no fatalities due to students cutting away too low either on front and back of student tandem systems within current records (past 5 years).

The Americans attribute three fatalities last year to students cutting away at sufficient altitude but not deploying a reserve at all. This figure might be in better context though when set against the total fatalities for the year '67.

Two or three fatalities were recorded in Australia when they first started using

student tandems. The systems used incorporated a single cutaway and reserve handle and the deaths were due to students not pulling the handle far enough to activate the reserve, since the problem was recognised there have been no more student fatalities associated with low cutaways.

It is hard to compare statistics with those of fatalities due to main reserve entanglement as very few centres in these countries advocate deploying the reserve with the main still flying. In the U.K. we have had one fatality due to a similar situation when a reserve was inexplicably prevented from inflating properly by the malfunctioned main.

It seems though that in view of the comparative number of jumps made in these countries and the less effective control of safety standards in some, the statistics indicate the incidence of low student cutaways is not as great as might be imagined.

It is also worth setting these figures against fatalities caused by the difficult transitional phase from front and back no cutaway, to cutaway drills on front and backs including capwell drills, to tandem systems. The student on a tandem system would only ever learn one simple emergency procedure. This could considerably reduce if not obliterate a whole section of fatalities.

The problem of cutting away has obviously been given a great deal of attention and most student tandem systems are now built with three separate reserve opening devices.

The first is the students themselves, despite two automatic devices, the student is taught to beat the automatic opener (A.O.D.)

Either the conventional separate cutaway and reserve handle set up is used or the single pull system (S.O.S or pygmy) where the continued action of pulling the cutaway handle pulls the reserve ripcord.

Next is the reserve static line or "Stevens System", again there are varying types. One has a line direct from one riser to the reserve ripcord by the pins. The other has a cross connector running

between the risers and under the reserve ripcord and loose housing. This is designed to pull the pins only when both risers are free.

The final backup is the type of barometrically operated A.O.D. used on front and back systems.

The only other major reservation on the safety operation is held by the only two remaining Drop Zones in Australia to use front and back systems, all other 28 have converted to student tandems. The retention rate there is an impressive 'one in eight'.

The doubts of these two DZ's centre around the horseshoe malfunction. (The apex of the main canopy becomes entangled with the jumper). With a tandem the reserve cannot be fed past the hung-up main but even the exponents of this theory agree it is doubtful whether the inexperienced jumper would effectively do this in the available time and the incidence of horseshoe malfunctions is very rare anyway.

In spite of all the apparent safeguards, DZ operators in this country are understandably cautious to experiment, when they already have a safe and efficient system. It is reasonable to assume with such a radically different system, there may be completely unforeseen problems.

There are now though a surprisingly large number of centres in Canada, Australia and the US using student tandems as part of varying programmes. Internationally there is a rapidly growing source of experience to draw from.

Some observations are as follows:-

Most report a marked improvement in retention rate. Less time required for effective instruction and kitting up of students. Students find procedures easier to learn and therefore perform better when required.

Most had teething problems and had to adapt either equipment or procedures accordingly. But apart from the Australian early experience there have been no other disastrous discoveries.

Most experienced organisational problems initially not the least of which was the handling of a sudden increase in jumpers

at their DZ.

Most seem to prefer a single cutaway and reserve handle to prevent confusion with the preferred main ripcord handle.

All advise close examination of the systems available and consideration of ones own operational requirements. But it seems that there are now enough operations using student tandems of one type or another to prevent DZ operators re-inventing the wheel.

The other major consideration of course is the financial one. The initial outlay is considerable. Most centres feel it is too complicated to operate with both systems available so a complete re-kit is needed. The added problem is that unless a system with reserve integral with the harness and clip on main is invented, a centre has to provide a reserve for every main and harness.

However, as mentioned most centres found the increase in student retention considerably offset the cost and others have found that there is quite a market for their old equipment amongst progressed students looking for their first system, again because of the growing sport, this market itself is growing.

As Jim Mowrey who was involved in the introduction of student tandems at Ellinton, Connecticut says, "There is no two ways about it, new technology student equipment is an idea who's time has come."

I would like to thank the following people for helping me in compiling this article.

Duncan Grant and the C.S.P.A.
 Canpara - Bob Wright - Tom McCarthy
 Jim Mowrey
 Claud Gillard and the A.P.F.
 Al King and the U.S.P.A.
 John Sherman of the Jump Shack (the only US manufacturer who replied to enquiries)
 Jim Sharples
 John Meacock
 John Hitchen

Sarah Brearley

I must admit that the idea of a student tandem system is an extremely thought provoking one. However, having given the idea a great deal of thought, my conclusions are on balance, against it for the following reasons.

The S.T.C. have always tried to standardise training, equipment and progression throughout the UK with I think, a good deal of success. Some of the results of this can be seen in the high standard of the instructors who qualify, the countrywide use of the B.P.A. category system as a minimum yardstick for progression and the universal use of the static line bag deployment system for ab initio students. Taking the risk of being

called complacent, I would suggest that this is reflected in the good safety record that we now have in the field of training basic students.

Over the years the S.T.C. has consistently rejected the idea of student parachutists cutting away a malfunctioned main parachute mainly for the reasons you state in the article. The countries you quote as having put into use the S/T System, that is USA, Canada and Australia have mostly been teaching basic students to cut away from a malfunction for years. If that is how you teach students to react to a malfunction, then perhaps a S/T system with the associated one point release etc. is a step forward. The point is however,

that we do not teach students to cut away, so the need for a S/T system in that context does not exist.

You say that the USA had three student fatalities last year through cutting away and not activating the reserve handle, but set against the overall fatalities of 67, it might be in better context. Well I don't intend to comment on these statistics, I don't think I need to, the figures speak for themselves.

Despite original apprehensions, we at the NWPC have not, to date, had any problems with transitional students converting to tandem systems, throwaway pilot chutes, one point releases and square parachutes, providing they are

subjected to a thorough briefing, they seem to 'hack it' quite well. I must at the same time admit that we haven't had a transitional student experience a malfunction!!!

You say the S/T System would be easier

to operate in the event of a malfunction, I don't agree. Using the existing fore and aft student equipment with a kicker spring fitted to the reserve, the student is taught to simply pull the handle, that's about as easy as one could get.

Finally, I think that the enormous cost of completely re-kitting would be better spent in other areas rather than investing in equipment of dubious value.

DAVE PRINCE

It is true that the system we use at present in this country is well proven and extremely safe, but having thought about this subject over a couple of years, after first seeing it in use at Elsinore, California, I personally believe that the Student Tandem System will be used in Britain, it is only a matter of when. I will not go into the points for and against as most have been

covered in the article.

What I do believe is that any Centre thinking of changing to this system, first must totally convince themselves that it is the right system for them and that their motives are honourable ones and it is not just a chance to sell expensive equipment to inexperienced students. Also anyone wishing to use this system should present

their case very fully to STC outlining their reasons for changing, their full training syllabus and the backups that I believe are essential, such as AAD's and Radio Helmets.

TONY BUTLER
Joint National Coach &
Safety Officer

I personally feel that the Static Line Students Equipment has had some tremendous improvements to it over the last ten years, i.e. Static Line Bag Deployment System which is undoubtedly the best thing that has happened in Sport Parachuting. The Kicker Springs and AOD's are also good news followed by the Staged Deployment for the early free-fall parachutist which I feel we should encourage the clubs to use.

I feel that in the not too distant future we

will be seeing Static Line Tandem Systems being used in this country.

As with all new things, we must have a look at its effect on the entire system, and move forward with caution. At the end of the day I cannot see where any system in the world is any safer than the Static Line Bag Front and Back System. On the very rare occasions when this system does malfunction there is no need for the cut-away. So that obviously must be a concern to anyone thinking of introducing the

Tandem System.

The benefits to the students would obviously be comfort and he/she starts with the same equipment that he/she will be using throughout his/her parachuting career. I am sure your article will cause a lot of discussion around the Clubs and Centres.

JOHN H. HITCHEN
Joint National Coach &
Safety Officer

Over the past ten years, the student equipment has changed very little in concept. There have, though been some significant advances such as, Bag Deployment, Centre Base Tie, Net Skirts, Kicker Springs. These changes all have one thing in common. They have dramatically improved or consolidated important safety aspects. We can virtually guarantee the student a good canopy above him. This must be our most important aim.

The proposal of a Student Tandem System puts forward a completely new concept. The introduction of which will not make any improvements in safety. Therefore, that introduction, and subsequent training changes must be considered

very carefully. The use of such a system will put the student jumper in the position of having to cut away his main canopy in the event of a malfunction, in order to deploy his reserve. One of the main problems with experienced jumpers in recent years, has been the no, or low deployment of the reserve after the cut away. We must ensure that this problem is not brought to the student. The use of a reserve Static Line, and/or an A.A.D. would probably be necessary.

There is an increasing feeling at many centres that the time for change is near. In fact as from the November meeting of STC, the use of a Tandem System is allowed for Cat. 7 students, after the

unstable exit. So the process of change has begun. With the increasing use of new lightweight main canopies, such as the GQ Aeroconical, which will pack into the same size containers as many of today's 7 cell Ram Airs. We have the equipment technology to provide a suitable student Tandem System right from jump number one. Incorporation of all the safety features developed over the years, I am sure will provide a safe system. With the added advantages of light weight, low bulk and comfort.

JIM SHARPLES
Chairman STC
CCI Midland Parachute Centre

I can support the reasons for a move towards using this type of equipment from the first jump onwards. There do appear to be some advantages. However, I would like more discussion to take place as to

how the student training is carried out.

I think the system, without very thorough training, is potentially more dangerous than at present. Our students

are not taught to cut away and therefore do not know how to do so at 200 feet.

DAVE TYLCOAT
Lincoln Parachute Centre

Recent papers by Jim Sharples and Mathew Mortlock describe the advantages that the tandem system has over the conventional front and back gear. Both papers admit the reliability of the present system, both press for change.

Curiously, neither mention the disad-

vantages. The principle and the obvious would be that of abandoning a system which is tested and proven beyond all doubt, and as it is the first duty of the parachute instructor to safeguard the novice we should look with care into the system which is to replace that which is

proven.

Jim seems to think that we need to change to 'improve the reliability of the reserve deployment.' Why? There is no debate about the safety of the present equipment. It is unwise to quote American statistics to prove a point, the methods

and equipment in use throughout the USA are often very different to that in use by BPA clubs. If the reserve system is in question, why hasn't it been debated before? The students trained and the jumps done in the UK has remained much the same for several years and the tandem has been with us since 1965, but the reason why the tandem has not been seriously considered for student use in the UK is:

A. We have a system that, as all agree, is about as safe as is possible to make.

B. It would mean a novice, perhaps with no experience, perhaps with only 6½ hours training, or whatever, to adopt a course of action which up to now has been restricted to jumpers of Cat 8. Make no mistake, if you change to tandem the student must cut away from:

* High twists, when the canopy cannot be checked.

* Minor damage.

* A Broken line.

* A minor malfunction.

It could be that a student with almost no experience, who for the first couple of jumps can be dazed from aircraft to ground, would be put in the position of having to cutaway from a canopy which, in all probability would land them safely, onto a canopy which might not.

Reserve malfunctions are not unknown both with and without a pilot chute. The use of the reserve must be kept to an absolute minimum, not just because of a possible failure of the reserve but also to minimise injuries that can result from a fast, unstable landing. In 1962 a novice parachutist died as a result of injuries caused by hitting a concrete runway, the reserve is the last resort.

It can be argued, with a degree of accuracy, that the only absolute way of avoiding a main/reserve entanglement is to jettison the main. I agree. But I would

suggest that the way to avoid the initial malfunction is with the use of a bag deployed parachute from a slow flying aircraft.

The way to avoid a malfunction after the student has progressed to free-fall is by a control of their progression and by the use of a main parachute which has:

* A good quality pilot chute.

* Staged deployment.

* Fitted with a diaper as opposed to a sleeve.

* The absence of student fatalities is proof of the soundness of the present system. To change the system will require whatever replaces it to be proven. What will actually happen is that it will be proven, or not, by students. IF IT WORKS....DON'T FIX IT.

JOHN MEACOCK

Peterborough Parachute Centre

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Building and landing the Bi-hand

Taking bi-planes, tri-planes and quad-planes into a demo arena has been common practice for a number of years. at RAFSPA we thought something new was called for to demonstrate the latest CRW techniques and so evolved landing the bi-hand.

It is assumed that before engaging in CRW the jumpers are aware of BPA BSRs fully briefed and that standard CRW hardware is in order (hook knives, single bridle lines etc.)

To build a bi-hand, it is first necessary to get a bi-plane together. From the bi-plane the top jumper (base) assisted by the lower jumper (pin) has to climb down so that he is next to and level with the pin. Harness holds are taken below the reserve handle and cutaway pad. Leg locks are made by hooking the inside legs tightly together, this helps to take some of the tension off of the arms. The jumpers are now side by side with the canopies still flying as a bi-plane. To complete the bi-hand, both jumpers take their outside brake toggles and simultaneously ease the canopies out by gently 'milking' the toggles at about the half brake position. Once the canopies are flying side by side the bi-hand can be steered towards the target cross.

Unlike the bi-plane, which has an increased rate of sink and decrease in forward speed than a solo square, the bi-hand has the same level flight characteristics as a solo square (determined by flying a solo square along side a bi-hand for a comparison).

To turn the bi-hand left, both jumpers pull their left toggles with their free hands. As the canopies are turning, the inside jumper looks at the ground to assess their position while the outside jumper looks up at the canopies to ensure that they are flying level. He makes corrections by letting up slightly if his canopy is leading and pulling down more if his canopy is falling

behind. The canopies must be controlled so that they fly side by side, otherwise they try to revert back to a bi-plane, not amusing at 200! This is only a problem during spirals and fast turns. During level flight and gentle turns the canopies stay side by side no problem.

The approach to the target is made in exactly the same manner as for a solo square - downwind leg, baseleg and the final approach. On final approach at a height of about 200ft. the jumpers take both toggles with their free hand and go on to $\frac{1}{3}$ brakes. (This leaves the canopies with a reserve of drive in case of being short). Steering can still be accomplished with both toggles in one hand by holding them level with the keepers and moving them horizontally to a keeper. This moves one brake approx 18 inches and the other zero, so slow corrections on final approach can be made. At about 50ft the leg locks can be released and at the normal flare height shout ok and flare together with one hand. Stand up landings result every time.

Important Points

1. **Harness holds to be below reserve handle and cut away pad so that if handgrips slip down, a reserve is not deployed or jumper cut away.**
2. **Have plenty of accuracy practice before attempting 'tight' demos.**
3. **Build the bi-hand taking into wind, this helps prevent canopy collapse.**
4. **Both canopies should be the same type, or have the same flying characteristics.**
5. **In case of canopy collapse during transition from bi-plane to bi-hand simply let go and the canopies will be in free air.**

STEVE THOMAS D3913 RAFSPA



Mogas Trails Report

On May 10th 1982, CAA Notice number 98 was published, authorising the use of BS 4040 "Mogas" in selected light aircraft, and opening up the opportunity for a much wider application to other types.

On May 24th 1980, the British Light Aviation and Gliding Foundation's Trustees provided the British Gliding Association with the funds to purchase, overhaul, certificate and operate BEAGLE A.109 "Airedale" G-AVKP for the specific purpose of testing and evaluating Mogas. Subsequently the

British Parachute Association, Flying Farmers Association and the Vintage Aircraft Club donated additional funds to the BGA for this cause.

By May 1st 1982, G-AVKP had flown 220 hours and was sold to repay the Foundation a sum of money promised at the time of our application to them.

The Lycoming 0-360 (180 h.p.) engine, with constant speed propeller, and with a compression ratio of 8.5:1, was particularly suitable for such tests, since it represented a typical engine in the higher compression ratio bracket. BS 4040 '4 Star' was used throughout.

The British Gliding Association has co-operated with the Gliding Federation

of Australia, and the GFA have co-operated with AOPA (Australia) and jointly they have 'uncovered' 27,000 hours of Mogas operation, in a wide variety of types from Pawnees to Tiger Moths, in ambient temperatures as high as 46°C.

In the USA, the Experimental Aircraft Association have flown 500 hours in a Cessna 150 and have made their submission to FAA the BGA have exchanged reports with EAA.

Experimental work to measure the temperature in 'Airplane' fuel systems was first published in the USA in 1931 (SAE Papers). Subsequently the BGA 'Airdale', CSE's Tomahawk and Wakefield test aeroplanes have repeated these tests. In Australia, Dr. David Llewellyn has carried out most comprehensive testing on a PA-28-140 'Cherokee' and published a report entitled "Fuel System Temperature and Pressure Measurements on a typical low wing light aeroplane".

The findings of the 1931 SAE report are re-confirmed by the 1980's test programmes, i.e. the highest fuel temperatures (likely to lead to vapour locking) occur between flights when aircraft are "hot-soaking" on the ground, particularly in higher ambient temperatures. To quote the 1931 report "if there is no trouble on the ground, there should be none in the air in normal cases"!

The BGA published a report entitled "The Case for BS 4040 is Selected Light Aircraft" dated October 1981, a few copies of which are still available from the BGA office.

Insurers have co-operated in providing cover for Mogas operators, on application, and have thereby provided a welcome degree of encouragement.

Whereas the New Zealand Airworthiness Authorities were the first to 'approve' Mogas for use in "homebuilts", the UK CAA have established world leadership in the degree of approval contained in CAA Notice No. 98.

The BGA wishes to thank the Trustees of the British Light Aviation and Gliding Foundation for making possible 'live' trials. These in themselves have established worldwide interest and activity in an aspect of general aviation likely to prove of maximum cost benefit by reducing the cost of operation of such aircraft by (say) more than £5.00 per flying hour and, at the same time, raising standards of airworthiness by eliminating plug fouling!

In real terms, Mogas saves £1.00 on every tow to 2,000 feet, and many clubs achieve 10,000 launches every year! Furthermore, they can purchase modest bulk supplies, and no longer have £10,000 in storage tanks'.



BEST SHOTS OF 1982



Frank Smith sent in this excellent set which include:

1. The Royal Engineers over Z-Hills.
2. Members of Western Union and **Fred Ryland** in a 'Star' over Z-Hills.
3. Members of Western Union and **Fred Ryland** completing a 'Donut'.
4. **Tony Butler, Andy Marchant** and **John Lines** in a '3 Stack Plane'.



2



3





**BEST SHOTS
OF 1982**

1-2. All the way from Australia Tony Dale sent the photo of 3 'Poms' over Perris Jed, Heather and Rod, sorry no surnames!

3. K.D. Nyduist records the Falcons in action over Squires Gate Airport at the Blackpool Airshow.



2

1







BEST SHOTS OF 1982

1. **Guss Sing** captures the exhilaration of 4-way rotation and going over the top in this excellent picture of the Marine Team winter training at Z-Hills.
2. **Randy Quiroz** catches the Marines and **Harry Morgan** in an 8-way action over Z-Hills.
3. **Simon Ward** pictures an exit from the 'Nethers' Islander showing **Chris Francis** following a moustachioed **Brian Dias**.
4. **Dave Waterman** records the biggest formation put together in the UK, a 33-man surry, person over Weston.



2

1



3



4





The enclosed 'question and answer' session took place between Bob (Biff) Bum and myself, the present Chairman of the Scottish Sport Parachute Association, late in 1982.

Q. Can you give me a brief history of the Scottish Championships?

A. The Scottish Championships started 21 years ago and have had teams from all over the world competing. The Chandy Trophy is the oldest trophy competed for in sport parachuting in Great Britain, and is valued at nearly £2000.

Q. At the recent Sibson 8-way meet, when this competition was mentioned, it was met with derision, admittedly from a minority. How would you reply to this?

A. The Scottish Championships this year attracted more entries than the British Championships. Scottish teams regularly travel south and have picked up a considerable number of medals over the years. Virtually all teams representing Britain in sport parachuting have had Scottish jumpers on them, and in some cases Scots have outnumbered the "auld enemy".

Q. In Scotland, sports aid and grants seem to be available to all categories of jumper, is this a deliberate policy by SSPA?

A. The policy of the Scottish Sport Parachute Association is to assist jumpers in all aspects of the sport, at all levels, by whatever means at their disposal. If this entails claiming for available grants from government, private trusts, industry or any other source, then we will pursue these avenues.

Q. In recent years the competition scene has incorporated CRW. Have you any plans?

A. There has only been one year where CRW has been included in the British Championships. The SSPA are aware of this aspect of the sport and will incorporate it into the Scottish competition scene, when they consider the time correct.

Q. On a personal level, how do you see competition going?

A. The Scottish Championships have traditionally been held over a weekend, with the following weekend being reserved for continuation, if the weather has been unfavourable. 1983, with the number of teams entering in 1982, will be on a different format over a longer time period.

Q. Do Scottish jumpers feel left out at all by having the NCSO visit Scotland at intervals?

A. The SSPA has 500 plus jumpers, and over the past 6 years, apart from visits to cover necessary investigations, and a DZ recce, I can only remember one visit where we paid part expenses to bring the NCSO north to assist judging the Scottish Championships.

Q. You have more competitors than both British Nationals combined, how do you account for this?

A. Only the jumpers who have travelled hundreds of miles to jump into the valleys at the foot of the Highlands will know what attracts jumpers to Scotland, unless of course the beer is better.

Q. Does SSPA have any plans for a full-time centre or coach?

A. The SSPA have already applied for funding for a National Coach/Development Officer for Scotland, but at present the economic climate is against this. As for the full-time centre, if we could get security of tenure of an airfield then we would probably develop a centre. (SPC are regularly fully booked for courses months in advance and they are only one of eight clubs in Scotland). As for a national competition centre, we have discussions and plans in preparation but more information will be available in due course.

Q. The two Otter weekends at Glenrothes were very popular, will SSPA be trying to run anything like this in the future?

A. The Twin Otter weekend gave 28 people their Scottish SCR, and a number of people their SCS awards, along with a new British record at the time. The next big event will probably be held during the staging of a Scottish Nationals, or possibly during a British Championship, if we felt we could attract jumpers to travel north, instead of us always travelling south.

Q. Whatever happened to the Border Trophy meets of years gone by, or the Home Countries championships?

A. The Border Trophy was eventually won outright by the jumpers from Cark who, at the time, tended to concentrate

on accuracy, which is what the competition involved. The Home Countries championships were hosted initially by Ireland, then Scotland and in the following year the BPA were invited to organise them on behalf of England, as there was no parachuting in Wales at the time. Due to the organisation involved in arranging the British Championships, the BPA declined the invitation, and the competition fell by the wayside. The Trophies, however, are still available and anyone wishing to resurrect the Championships should contact the SSPA to discuss it further.

MARTIN H. RENNIE

MINUTES OF THE 10th ANNUAL GENERAL MEETING OF THE SCOTTISH SPORT PARACHUTE ASSOCIATION HELD AT THE NEW TOWN HOTEL, EDINBURGH ON 26th NOVEMBER, 1982

1. Apologies for absence

A. Smith, A.M. Irving, J. Inglis, S. Inglis, S. Spence, Chris Clements, Alison Gilmore, K. McCormac. A letter from Paraclan II apologising for their members not being present and introducing Tom Boyle, their pilot, to represent them. The letter also invited members to Kinnell, which is now a thriving club. A letter was also received from Mrs Ann McConkondale, advising us of her husband's death, and wishing the Association all the best for the future.

Mr. Charles MacLennan, of the Scottish Sports Council was in attendance, as an invited observer.

2. Treasurer's Report

Copies of the accounts were circulated before the meeting and Ruth Newberry, Treasurer, invited questions from the membership. J. Gordon asked about Windsock provision written back in the previous year's accounts, and this was explained by the Chairman.

Mr. Charles MacLennan, of the SSC, congratulated the Association on the manner in which they conduct their business.

The report was adopted and the auditors for the coming year were to be kept as Armitage & Norton. Proposed by R. Stewart and seconded by Gordon Sharp.

3. Secretary's Report

D. Yeomans reported that the membership now stood at 505, which was made up of 126 renewals and 379 (419 1980/81) new members. A question was asked by the number of new members was down. The Chairman explained that this was probably due to the closure of Glenrothes as a training centre, and to Paraclan II only joining members after their third jump. Tom Boyle, of Paraclan II, informed the membership that this may change in the near future.

4. Election of Office Bearers

There was only one nomination for each of the posts of Chairman and Treasurer, M.H. Rennie and Douglas Graham were appointed. For the post of Secretary there were two people willing to assist, they were Wilma Drost and Dave Yeomans. A vote was taken and C. MacLennan agreed to count the show of hands. Wilma Drost, 33, Dave Yeomans, 1. Wilma Drost was appointed.

The number of independent members was unclear from the constitution and it was proposed that changes be made to this section of the constitution for the future. For the present, proposals were received from the membership for the four nominations which had been received.

1st proposal from W. Forrester, and seconded by M. Rennie, was that all four members be invited onto the Committee.

2nd proposal from I. Robertson, and seconded by M. Ramsay, was that two members be elected and the other two be coopted.

3rd proposal from T. Newberry, and seconded by B. Smith, was that two members be elected and the other two be brought onto Committee as members of sub committees.

Various discussions took place and a vote was taken on the above proposals.

1st proposal received 16 votes

2nd proposal received 11 votes

3rd proposal received 6 votes

It was therefore agreed that all four members be invited to join the Committee, they are: Bob Thomson, Ian Robertson, Chris Clements and James Gordon.

The Chairman then welcomed the new Committee and advised them that the first Committee meeting would be on Tuesday 7th December 1982, at the Sports Council offices.

5. Donation to Swansea Skydivers Appeal Fund

Various discussions took place and three proposals emerged:

1. nothing should be done - M. Strachan, proposed - I. Robertson seconded,

2. a collection be taken and SSPA to make the figure up to £50, T. Newberry, proposed - R. Newberry, seconded,

3. a collection be taken and SSPA to make the figure up to £100, M. Ramsay, proposed - B. Thomson, seconded.

A vote was taken and the third proposal was unanimously accepted.

6. Any Other Intimated Business

The Chairman informed the members present that Chris Clements has been nominated for a position on the Council of the BPA. The Chairman requested that everyone who was a full time member of the BPA to use their vote wisely to give Chris the best chance of being elected, and therefore being able to represent the views of Scottish jumpers on the BPA.

The meeting was called to a close, and sandwiches and a film show followed.

On 11th September 1982 the Down to Earth Skydivers display team dropped into the Largs Viking Festival, in Viking outfits.

The jumpers involved were disguised as **Rob Noble Nesbit**, being interviewed for Radio Clyde, **Felicity Martin**, about to rape and pillage some unsuspecting, nose-picking steward, **Ian (Wobby) Robertson**, completely hidden under the black hairy wig, **Harry Morgan**, looking himself, and myself, **Martin**

Rennie. DZ control was by **Susan Morgan** and **Carole Holliday**.

There was a crowd of over 7000, and the exit was over the sea with the Islands of Arran and Millport in the background, with the sun setting behind them. A really excellent demo which resulted in more than half an hour of radio interviews going out to assist in publicising the sport.

Martin H. Rennie



CHAIRMAN'S REPORT 1981/82

The major efforts of the year have been in fighting proposals to have advisory airways converted into fixed routes, which could have serious effects on our sport, by restricting our operations.

We have also spent considerable time on the Levitatum project, with many meetings and discussions with other parties. We only hope that the effort so far, will not have been wasted when we submit, shortly, the formal application for the grant to develop a prototype.

Training aids (which cost £1000 plus), and purchased this year should enable our members to do even better in National and International competition in the coming year.

This year's British Championships saw us pick up a silver medal for ladies style, and another for ladies accuracy, both won by Chris Clements. Summerlin Blues won the gold medal in the relative work intermediate event.

To these jumpers, and others who competed, we thank them for their efforts, and wish them success for the future. The Scottish Nationals, after a disastrous start due to bad weather, were eventually able to be called on the minimum required for a meet.

The standard of jumping in Scotland is improving day by day, and the day, when we will be recognised as being in the forefront, is already here.

On the administrative side, the formation of a working committee has improved the areas we are able to get through, and stand up against, for the future.

I would also like to thank the various clubs for their help given to me in the past year, and also the members of Committee for the work they had done.

The appointment of the Sports Council, both as a law and advisory, was a big step, particularly the help from Mr. C. Macgregor.

Thank the friends and relatives who have helped me, and the parachuting, with comments and letters.

SCOTTISH SPORT PARACHUTE ASSOCIATION

The 1983 Scottish Open and National Parachuting Championships will take place over the weekend of 7, 8, 9 May and 14-15 May, if necessary.

The events will be:

4-way relative work

Individual and team accuracy

Style, and a novice hit and run event

The competition will be held at Strathallan airfield, the DZ of the Scottish Parachute Club.

Contact Martin Rennie at:

C/O 5 Bonnington Road Lane,
Edinburgh EH6 5BP for further information.

Other parachute centres in Scotland include:
Highland Parachute Club, C/O Bill McLennan,
5 Culcabock Road, Inverness. Tel: 0463 40998

Paraclan II Parachute Club,
C/O Stuart Charleton,
15 Cameron Avenue, Bridge of Don, Aberdeen.
Tel: 0224-707412 (H), 0224-574588 (B)

CASA BOOGIE

"115 knots." replied the pilot of the 737 when we asked how slow the plane would fly. The British contingent from the MIDLAND PARACHUTE CENTRE, **Micky Collins, John Goodman, Ruth Lawrence, Nolan Mackey, John Mayo, and Roger Preston** had been invited onto the flight deck after the cabin crew had noticed the altimeters poked down the webbing of the seats, and copies of Sport Parachutist nonchalantly strewn around. The pilot didn't seem too keen on letting us out over **Las Palmas**, so we had to settle for a landing. As we taxied to the disembarkation point, we spotted the plane for our connecting flight, the Aviocar 212 'CASA'. We left the plane in a sunny 65 degrees, and were taken by a licensed bandit in a taxi to the **Aeroclub at San Augustin**. It appeared deserted, but we were greeted by two of the guys from Texel, who were running a student operation on the island. They informed us that everybody was on the last lift of the day. We were unable to watch the skydiving, as the DZ was situated some 7 kilometres away in the sand dunes of **Maspalomas**. While waiting for the coach to return the jumpers, we arranged our accommodation in a gutted DC-7 airliner, parked on the aeroclub frontage, with an enormous advertisement for rum painted on it. Accommodation can be obtained in Maspalomas itself, but it seems that you have to 'know' someone. Going to apartment blocks or hotels on your own and enquiring produces much headshaking, raised arms and books showing all rooms full over the Xmas and New Year period. Finally, the coach arrived, and as the jumpers debriefed in a babble of Spanish we registered (\$10 or £6.25), bought jump tickets (also \$10 each), and we were ready to skydive! Off we went to the hotel DC-7 for eyelid inspection ready for manifesting at 0730 next morning. Our sleep was disturbed only by the arrival of 3 more Brits, **Paul Grey, Adam Parsons and Colin Hume**, from Weston, at 3.00 in the morning!

Dawn broke at 07.45 and the coach carrying the jumpers departed for the 30 minute drive to Las Palmas airport. On the way we decided to do a nice, simple all Brit 6-way 'familiarisation' dive to check out the DZ etc. The meet organiser, **Paco Romero**, soon changed that by adding a few more Spanish jumpers and made it an 11-way. At the airport the Casa was not there, instead a **De Havilland CARIBOU** stood on the tarmac. This noisy, radial engined beast takes 22 skydivers to 12500ft in about 20 minutes. A 4-way base was launched to sort the men from the boys, as Paco was keeping a keen eye open and assessing people's varying

abilities for future jumps. **Micky Collins** immediately impressed Paco by flying under him and taking him out! The scenery is colourful and impressive, but being in freefall over the Atlantic can be a little disconcerting! Landings are fun, every one a 'mini-demo' in front of the gathering spectators. The landing area is a rocky plateau, with a windsock swinging through 90 degrees showing the ever present turbulent winds. A softer landing can be had in the dunes themselves, but flaring and landing techniques must be perfected to avoid cells full of sand!

On the bus back to the club, we chatted to a German jumper who had been there since the start of the boogie, and had made 7 jumps in the previous 2 days. As soon as we arrived back at the club, it's 15 minutes to pack and back on the bus to



the airport. This hectic pace is kept up until about 17.30-18.00, with the result that most people are getting about 4 jumps in a day on alternate lifts.

Meanwhile, back at the airport, Paco is organising the most experienced jumpers onto bigger and bigger loads. Less experienced jumpers are easily finding others to jump with, and even people with less than 100 jumps are doing 8 and 10-ways.

On the 4th day of the boogie, the Carabou blew an engine on take-off run, so a Casa was wheeled out. A faster, quieter plane taking 19 jumpers to 12500ft in about 10 minutes. Another mixed lift, with smaller groups for the less experienced and larger groups for the more experienced. Later in the day another Casa appears, and a couple of two-plane loads are organised. The first was a 25-way, consisting of an 8-way star base with flakers. The base didn't take much knocking though before it funnelled spectacularly. Later a 28-way diamond was attempted which built to about 20 before it started to break up at around 5000ft. All credit must be given to the pilots of these aircraft, who taxied, took off, and flew them in perfect, almost wing-tip to wing-tip formation. It was on one of these lifts that Paco got his revenge on **Micky Collins** by getting his champion

spotter, Mendosa 'Lowe', to spot his RW group. As a result, Micky gave an impromptu demo into the middle of the town, much to the delight of the tourists! The bus back to the club made various stops to pick up the fragments of this ill-fated load, who were to be found packing on the pavements. They were easily spotted by the large groups of tourists forming round them and taking pictures. I'm sure they were only doing it to impress the Scandinavian blondes!

The last day of the boogie dawned, and everyone was doing much their own thing, some doing sequential, some doing more demos, and some more fairly big loads. To catch the last Casa lift, we had to pack at the DZ as the bus was still coming back from the airport. When we finally caught it, about halfway back the Casa buzzed us on its way back, so it was kit up and dirt-dive on the bus! 15 minutes later at the airport, the Casa is waiting for us with its engines still running. 1 quick dirt dive, a 12-way, and away we go. A good, fun jump, considering the lack of practice, which built to about 8. The least experienced jumper had only 75 jumps! Back to the aeroclub for the free end-of-boogie party, at which over 50 litres of Sangria was consumed!

With the official boogie over, people started to leave, and activity decreased accordingly. Two more Brits arrived, **Peter Kershaw** and his brother **Steve**. The Texel guys hired out their 206, for £7.50 to 8000ft. A few jumped it sporadically over the next week, but most people were spent out after the boogie. A couple of days were also blown out too, with winds around 30 knots. Our December issue of SP was hand delivered to us by the editor, **Dave Waterman**, who had come over with **Bob Colpus** to do some filming for a commercial for a Dutch Insurance Company. Towards the end of our second week, activity increased as the locals drifted back in. The club rolled out its Dornier 27, which struggled up to altitude at about 200ft per minute! The charge for this plane was £7.50 for 10000ft but run ins were usually made a lot lower as the dives began to fade from people's memories!

So in all, a good fun boogie, offering the chance to jump a tailgate aircraft or two, marvellous views at altitude, a chance to meet skydivers from all over Europe, and a chance to get a suntan in the middle of winter! Our thanks to **Paco Romero** for all his work and effort in organising the boogie and all the people who turned up to make it a thoroughly enjoyable occasion.

JOHN MAYO D3623

One for the wee folk

It has been said, with some justification that nowt is ever published in the 'Sport Parachutist' about us low catagory members....The wee folk. So, Mr Lowcat, read on, this is your life.

While some went into their superman act with a blase nonchalance born of practice, we superb anti heroes were dragged screaming to the door to make the standard cocked exit to the traditional count of ONE. THOUKERIST! I well remember the sleeve ripping off and thinking that the whole shebang had blown asunder, yet there I was two minutes later, on the ground and with over a thousand pounds for the sunshine homes. Many of us jumpers started that way, the majority also giving it up on the same day. It's not everybodys cup of tea.

Those with the money, time and ability swiftly advanced up the catagory ladder, (good luck to them) whilst we who were perhaps short on all three counts continued to jump once or twice a week. Some of us recognised our shortcomings and adjusted to DZ life in the lower strata, while others, not able to contemplate a lifetime of 10s and 15s quietly left the DZs never to return. It depends what parachuting is to you. If it is purely the jumping then anything less than cat' 10 is unacceptable but, if like me you can think of the sport as a combination of attractions, you will still enjoy every minute. What other sport can give you such a wide variety of pleasure? The open air with that sharp tang of avgas, a flight over wonderful open country, the tranquility of the canopy ride followed, after a few twirls by the satisfaction of landing exactly where you wanted to. On top of all this you are part of a sport shared by hundreds of nice to know people who are not interested in your position in life, only in that you are a jumper, one of them.

Thankfully the days of the macho image disappeared with the advent of little old ladies having the temerity to jump for charity. I well remember the old lad of 71 who as I kitted him up said, "you know son (that I liked as I am well past forty) it seems a pity at my age to come down again." To top it off he came back for more. Our CCI took him to one side

and suggested that he take up a less strenuous sport, advice which with great dignity he accepted.

Take a real interest in parachuting and you will soon get to know that the jumping is only a tiny part of the sport and, if you pursue a thirst for knowledge and then put this to use within your club you will be putting as much into the sport as you take out. That must be good.

What are your limitations for club involvement? That depends on both you and your CCI. Many chief instructors are very happy to have lowcat jumpers working within the club, however, the first step is yours. Get an advanced packing certificate. This will involve you in learning the correct and only way of packing a rig. Make sure that you get a lot of experience in packing the following..... C9LL static line operated and deployed by centre base tie, POD, and diaper, and the same with aeroconical. TU and PC sleeved and diaper with single and two stage deployment. 124 and T10A reserves. Make sure you get a proper test and learn how to strip and reassemble gear. On the advanced packing certificate you should also get endorsed for the calibration and checking of FXC and Sentinal AODs. You may also be cleared for final fitting and checking. Once you have that little lot you are in a better position than a great many of the Cat 10 jumpers who do not require any of this knowledge in order to gain catagory or licence awards. Don't stop here though, there is a lot more yet. Manifesting looks simple, it is in fact a fairly complex business dependant on such things as fuel load, body weights, catagory, and even licence requirements and although the documentation of a jumper is usually checked by the CCI it should always also be checked by the manifester. It wouldn't be the first time that a jumper had done a 15 when he had one ten to go, they don't get caught until they make an error and that will mean it is your problem as well. Learn the requirements for displays, help out with them and, if you can handle it, take on the commentators job when needed, this will mean brushing up on the people in the team, the pilot, the aircraft, all the different rigs plus a little bit of showmanship. If you should do this don't give the crowd a load of bull. It is **NOT** dangerous but it **IS** highly skilled.

Get to know all of the accident procedures, you could be the only person on the ground at the time to handle it till the CCI gets down with the plane. In the unfortunate event of this occuring, especially if ab initio students are around, try to keep calm, don't rush about, organise things quietly, you can panic yourself later on in private. Try to get a water jump under your belt, it's a great experience and not one that a great many jumpers get the chance to achieve. If you should get the chance be prepared for the effort of going in for the pull if you wear a wetsuit, and don't hit those capewells till you touch water unless you are near an object that will give you a relationship to your height. What looks like two feet could be twenty and water is hard.

There are not many posers about today because even the tea lady has done a couple of lobs, but should you be got at by one, and generally they are fifty jump six months in the sport types, don't be alarmed. If you have done your homework you can smile sweetly, mention Rogallo and Jalbert and man carrying kites, and tell him that you are a parachutist and an experienced one at that, for the canopy he flies has as much in common with a parachute as Tyrol Ford racing car has with a Bull Nose Morris. You know that you know some of it, he thinks he knows all of it. Bite on the bullet, keep the pease and ignore him, he'll learn. Most of all do not confuse him with the real ram air flyer. The genuine item has no 'side', is helpful, is much more knowledgeable than you and is a highly skilled man who, to become an expert has worked hard **after** reaching cat 10. He has learned about aerodynamics and turbulence, base legs and finals, he is a skydiver.

So there you go, it isn't just jumping from an aircraft that makes a sport parachutist, it's a combination of enjoyments and quite a lot of hard work. Stick at it, do your own thing and love every minute of it. Make yourself a goal.... Mine? To get my 1000th jump badge at the age of sixty as a catagory five. There aint many about!

And remember, if you wouldn't jump a reserve in that wind, don't pester the CCI to let you jump the main. Blue skies and safe jumping.

Mike Abraham BPA 73418

MAINS AND RESERVES

P	A	R	A	C	O	M	M	A	N	D	E	R	Q	V	R	A	P
E	T	E	V	R	E	S	E	R	P	R	Q	G	I	P	M	I	A
G	S	I	E	R	R	A	C	R	U	I	S	K	M	B	N	D	R
A	E	R	P	N	S	T	O	S	S	K	I	A	S	T	O	X	A
S	V	E	V	A	F	E	T	T	L	N	L	T	R	U	W	T	F
U	E	L	O	P	R	U	R	R	G	V	R	W	B	N	A	E	O
S	N	G	S	T	W	A	E	A	S	A	T	L	W	I	N	R	I
A	G	Q	S	A	C	I	F	T	T	S	E	C	O	M	E	T	S
T	O	P	M	I	N	I	F	O	I	L	P	P	T	L	S	R	I
E	R	G	M	I	N	Y	C	S	I	R	O	Q	A	S	A	A	N
T	E	N	A	C	B	L	C	T	H	L	Q	U	L	S	S	T	G
I	T	I	G	R	O	I	B	A	R	G	Q	T	I	T	I	S	L
L	U	W	T	U	E	M	E	R	L	I	N	E	S	R	P	Y	E
S	C	S	D	G	P	A	R	A	S	F	C	L	M	A	L	T	B
I	C	L	O	U	D	L	I	T	E	I	N	O	A	T	I	E	L
U	G	Q	S	A	D	L	A	N	O	I	T	A	N	O	T	F	A
R	F	E	A	T	H	E	R	L	I	T	E	P	A	R	S	A	N
C	R	U	I	S	A	I	R	A	S	Y	S	I	N	I	M	S	K

Fly Safely
GEOFF MANNING

Cloudlite	Comet
Cruisair	Cruislite
Double-L	Featherlite
GQ-SAC	LoPo
Merlin	Minifoil
National	Paracommander
Parafoil	Pegasus
Pisa	Preserve
Safety Star	Seven-Gore TU
Sierra	Single Blank
Strato Cloud	Strato Star
Talisman	Tricon
TU	Viking
Wing	

RULES FOR 'DZ TIME WASTER'

1. Find the appropriate word
2. Can be -
 - a. As is
 - b. Back to Front
 - c. Diagonal
 - d. Up or Down
 - e. Always in a Straight Line.

UP-DATE 'Z' HILLS

On leaving Z-hills one year ago, after the world meet, I did not have a good impression of the place or the organisers. Having now just returned from a three week holiday over Turkey meet '82 I am happy to say that I found it a most enjoyable place to be. The DZ itself is cleaner with grass growing around the packing area; it's still not the cleanest drop zone I've been to but it had some of the finest weather in late November early December. The temperature remained in the mid eighties, blue skies with a few fluffy white clouds around. There was only one day when we couldn't jump due to bad weather.

The airfield facilities now include a bunkhouse at \$2.50 per night, camping is allowed on the airfield at no charge and there are shower and toilet facilities. Good food and beverages are available on the DZ at reasonable prices. There are enough winter locals living around the area to normally catch a ride into the town of Z-Hills. It is only a few miles from the airfield with an abundance of motels and restaurants, there are several sky-diving stores in town including Jump-

shack and National offering equipment and rigging repairs. The most recent store to open, Aero Adventures, also offer balloon dives.

The airfield has three aircraft positioned there permanently — Southern Cross, a fast climbing DC3, minimum load 25 and maximum 40, a Beaver which takes 8 jumpers, climbs like a slug, and a Cessna 182 taking 4 jumpers. Jump prices are \$13.00 to 12,500ft. Jim Hooper is still running the DZ and I found him to be both helpful and friendly.

There is a reasonable efficient RW instructional programme being run by Mitch and RW Instructor for many years and a member of all four winning teams over Turkey meet. He has several competent RW instructors on his staff including Eric Bradley, Joni Murphy, Heidi, Peter Gannaw, Ian Head and Tony Uragello. RW instructors apart from instructing RW, organise jumpers onto dives suitable for their own ability. So if you, as an individual, turn up at Z-Hills not knowing anyone and wanting to jump and RW instructor will organise you with a group of people of the same standard. That's the theory and most times I'd say it works.

Accelerated free fall is now offered at Z-Hills efficiently run by Mitch and Roland. In the time that I was there I saw several AFF students completing a

thorough and intensive training. Murph the 'clown' was a perfect AFF student. Murph performed for us one sunny afternoon his clown routine, juggling with flaming skittles, acrobatics and mono-cycling, entertaining the drop zone. The following day he started his AFF course, he had previously completed 3 static line jumps, and after nine AFF jumps with instructors he was cleared to go his own way. Eleven of us went with him on his 13th dive for his SCR. We completed a nice star by 10,000ft, he was laughing and geeking everyone obviously relaxed and flying well in the star.

Turkey Meet '82

The competition was due to start Monday so more and more people started to show up the weekend before. For many teams it was their first time getting together and grabbing a few practice dives. However there were a few practiced teams including 'Wizards', consisting mainly of Florida locals Deland jumpers, the 'Golden Knights' showing good form throughout the competition and 'Sticky Business' showing exceptional form. 'Sticky Business' consisted mainly of 'Gluebag', Californian jumpers efficiently organised by Bungee Wallace.

The 8-way event with ten teams registered started the competition round 1, set 14, showed a good standard with close competition. Round 2, the random Frizby · Long Diamond · Arrowhead · Dogbone · Double Bipoles, began to break up the competition but left a fight for first place between the 'Golden Knights' and 'Sticky Business' both with 13 points. The third and final round was the decider, set 15, the tension was on, not only for first place, but a fight between three teams, 'Pheonix', 'Phelix' and 'Wizards' all with 9 points, had developed for third place. As the scoreboard shows the 'Golden Knights' pulled off a nice 9 points, but just missed first place as 'Sticky business' put 10 points on the board. A jump-off was required to decide third place between 'Wizards' and 'Pheonix' both with 16 points. 'Wizards' finally proved the better from scoring 5 points on the random dive.

The 16-way event showed some of the finest skydives of the competition. A team scores 16 points for the first completed formation, thereafter the dive consists of flying 4-way pieces around, so for every 4-way piece docked together a team scores a further 1 point. It is impossible to score 17 points. Round 1, flying 'Murphy's' were the top team with 28 points, that is four completed 16-way formations. Round 2, was an 8-way base

with double pods as shown. The 4-way pieces were 'Zippers'. On a re-jump the winning team scored 48 points, that is 9 completed 16-way formations - nice flying Bungee & Co.

20-way was fun but possibly a bit of an anticlimax after 8 and 16-way. **Tony Uragello** was a member of the winning team '**Sticky Nites**' organised yet again by **Bungee**.

10-way the final event proved for me to be quite an exciting event. After the first round we, '**Ripped Grissle**', were lying in second place; I had the bruises to prove it. However, our form deteriorated, this was not the case for the 'Golden Knights' having been shown a new exit by their rivals 'Stick It To Me', their times improved and they pushed their way into second place. We took fourth place in the end coming closely behind 'Wizards'.

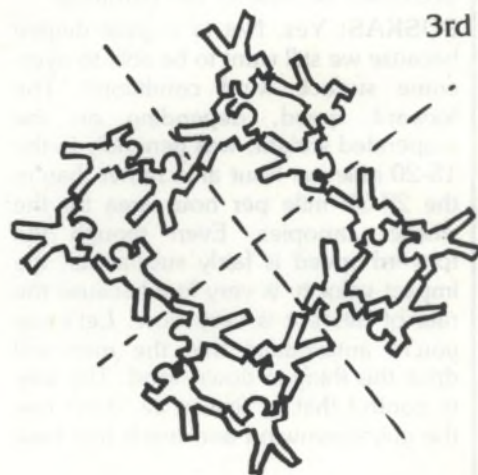
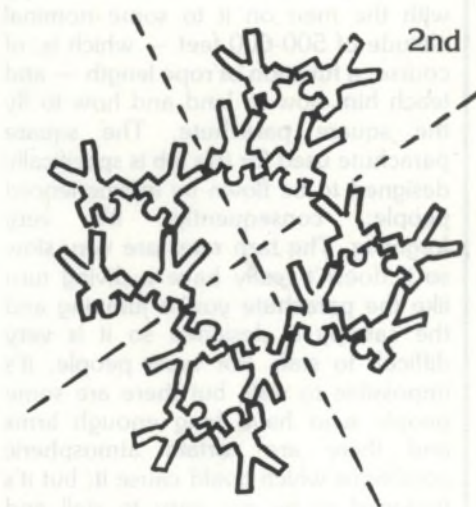
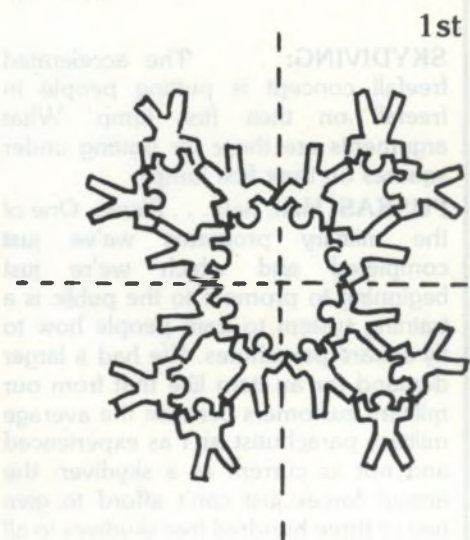
For our \$10 entry fee, free beer was available on the DZ every night during the competition. **Frenchie** had the fires going and a rock 'n roll band played on into the am on the last night, a good time was had by all.

The prize giving showed a clean sweep by **Bungee Wallace** organiser of all four winning teams. '**Ripped Grissle**' received an unexpected prize - CG God Frogs good vibe's award. We were obviously having too much fun.

KATH McCORMAC SSC13

	ROUNDS			Total	Placing
	1 Set	2 Random	3 Set		
8-Way	14		15		
1. Golden Knights	7	6	9	22	2nd
2. Hyper Dive	6R	1	5	12	
3. Sticky Business	7	6	10	23	
4. Scratch 'n' Sniff	5	3	7	15	
5. Wizards	6	3	7	16	5 3rd
6. Phelix	6R	3	4	13	
7. Sticky Side Down	0	3	4	7	
8. Sticky Side Up	4	1	3	8	
9. MD Chainsaw Massacre	2R	2	2	6	
10. Phoenix	5	4	7	16	3 4th
16-Way	1	2			
1. Sticking Together	20	24		44	4th
2. Phelix & The Horny Bees	27	44R		71	2nd
3. Sticky Affair	28	48R		76	1st
4. The Group	23	28		51	3rd
5. Lizards	27	23		50	5th
20-Way	1	2		Average Total	
1. Spaced Odyssey	37.96	33.41		35.69 secs.	3rd
2. Sticky Nites	32.27	29.46		30.87 secs.	1st
3. Gizards	35.92	32.33		34.13 secs.	2nd
4. Stickin' Together	42.63	43.09		42.86 secs.	4th
10-Way	1	2	3	Average Total	
1. Sunshine	30.00	18.54	23.26	23.96 secs.	
2. Spur of the Moment	21.67	18.03	13.41	17.70 secs.	
3. More Women	23.68	22.75	30.00	25.48 secs.	
4. Hampster Slammers	27.49	24.50	26.54	26.17 secs.	
5. Golden Knights	16.23	12.42	12.41	13.69 secs.	2nd
6. Ripped Grissle	12.98	18.02	17.04	16.01 secs.	4th
7. Stick It To Me	9.66	10.26	9.96	9.96 secs.	1st
8. 9 Flies & a Maggot	17.13	18.47	30.00	21.87 secs.	
9. Wizards	14.22	20.81	12.78	15.94 secs.	3rd

16-Way Dive Round 2



Repeat from 1

A conversation with Elek Puskas

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SKYDIVING: . . . The accelerated freefall concept is putting people in freefall on their first jump. What arguments are there for putting under squares on their first jump?

PUSKAS: Heh, heh . . . Plenty. One of the military programs we've just completed and which we're just beginning to promote to the public is a training system to train people how to fly square parachutes. We had a larger demand for an item like that from our military customers because the average military parachutist isn't as experienced and not as current as a skydiver; the armed forces just can't afford to give two or three hundred free skydives to all of their parachutists. They make a lot fewer than we do. So what we've done is developed a training system that includes a canopy and all the things necessary so you can tow this canopy with the man on it to some nominal altitude of 500-600 feet — which is, of course, a function of rope length — and teach him how to land and how to fly the square parachute. The square parachute used for this job is specifically designed to be flown by inexperienced people; consequently, it's very forgiving. The turn rates are very slow so it doesn't really have a diving turn like the parachute you're jumping and the canopy is designed so it is very difficult to stall. For most people, it's impossible to stall, but there are some people who have long enough arms and there are certain atmospheric conditions which could cause it, but it's designed to be not easy to stall and prevent an inexperienced jumper from getting into trouble.

SKYDIVING: Is the forward speed also decreased because of this detuning?

PUSKAS: Yes, Not to a great degree because we still want to be able to overcome surface wind conditions. The forward speed, depending on the suspended weight, was generally in the 15-20 mile per hour area rather than in the 20-30 mile per hour area for the smaller canopies. Even though the forward speed is fairly substantial, the impact velocity is very low because the rate of descent is very slow. Let's say you're anticipating that the man will drive this thing in down-wind. The way to control that is, first of all, don't tow the guy downwind and teach him how

to land a square parachute for the first time in winds over ten miles per hour. Consequently, the impact velocity would be a function of the wind, the forward speed of the vehicle, and the rate of descent. Also, the *angle* of impact is very low. The fact that he would be impacting on a very very shallow angle would make this a relatively safe way to . . . mishandle it, if you will, whether it is a mishandling, or not following instructions, or having *something* wrong.

SKYDIVING: It certainly seems the reason for a lot of injuries under round parachutes is the fact they're coming absolutely straight into the ground rather than skipping off of it.

PUSKAS: Yes. Going at a shallow angle like that — even if you're going fast — is much safer than coming straight down very fast. If you keep your feet together, of course.

SKYDIVING: How do you measure rates of descent on a particular parachute?

PUSKAS: We use a special altimeter and a stop watch. You measure your rate of descent for a hundred feet or a thousand feet or whatever number you want to take, depending on the conditions. If it's really thermally and turbulent, then you want to measure descent when you hit a smooth portion for maybe a hundred feet. Otherwise, the reading wouldn't be very accurate. Or do it at a high altitude where turbulence isn't as much of a problem.

SKYDIVING: Is the person released at 600 feet and allowed to descent on his own, or is he tethered until landing? How does this work?

PUSKAS: We have a complete training syllabus. The first three to five flights or so — depending on the individual's ability — we only tow them up to 100-150 feet, have them fly straight ahead without making any turns, and have him land by pulling the toggles down just prior to landing — not really flaring, but putting the canopy into a minimum rate of descent situation. We do that by either radio direction or direction from the ground with a highly visible — an orange glove or a signal flag type thing, where he follows the instructor's motions, positions his hands in exactly the same position you put yours. So you watch the guy fly toward

you and you direct him to put his arms down at his sides as he approaches the ground. There's been very good success with the system. We have put a number of people on it who have never flown anything . . . and have been able to get about 99 percent standup landings on the first landing. While still on the rope, without releasing the rope, tow him up to a little higher altitude, have him follow the radio directions or ground direction and make shallow S-turns, still following the tow line, and then go straight ahead and land into the wind. We may do that for three to five landings like that, depending again on the individual's response: if he's responding to your signals and doing it well, then you proceed. If not, then you deal with that problem at that time. Eventually, he then graduates to where he's releasing the rope at higher altitudes, doing shallow S-turns and still just flying straight ahead and landing into the wind. Still being directed from the ground. Eventually, work up to making a 360 degree turn, come back into the wind and land, and eventually they'll be able to make a 180 degree turn and fly back to the launch site and land on the launch site.

SKYDIVING: What canopy have you used for this training technique?

PUSKAS: This training system has its own canopy, which was developed specifically for this reason. It's a 370-square foot canopy. It has span-wise construction, seven cells. We use very heavy materials in the ribs because, believe it or not, towing — under certain circumstances, will exceed the load on a canopy of using it for a parachute jump. It's very heavily cross-ported — three huge cross-ports — because that helps initial inflation. We have had, on launches, where half or more of the top surface was drooped over the lower surface, closing off the mouth, with the tips being open where the people were holding it. Even in this condition, it's a no-problem launch. If there's any breeze at all, even a few miles an hour, launch becomes a real cinch because the cells are filled and you take maybe one step forward before the guy is lifted from the ground. Another part of the system is: we give him maybe 20-30 landings in a couple of hours.

IT WAS NO-SE GOOD

by

JUMPING JOCK MUIR

We exited at 9,000 feet from the Islander over Bad Lippspringe. I was first out with three others exiting close behind me. The object of the exercise was a four man caterpillar with about another 20!!! so-called manoeuvres planned.

Shortly after exit, my right shoulder collided with Reg Halford's NOSE. The collision was so great as to dislocate my shoulder. As Reg has an elongated steel like nose that protrudes about 12 inches from his face I consider myself very lucky in not severing my complete arm.

Anyway in severe pain I turned approx 45 degrees, waved off and tried to dump my throw-away with my left hand. The outcome was I was sitting under my Cloud at 6,000 feet. Having never seriously injured myself in my life this came as a frighteningly new experience to me. (I'll get another one if you decide to print this and Reg gets somebody to read it out to him). The landing wasn't too bad considering that every time I tried to move, a great pain shot down my arm. I was given First Aid by my old mate Yorky Nesbitt, who made me lie face down on a work-bench and dangle a hammer from my hand. I was lying there relaxing with a hammer in one hand and a cigarette in the other when Reg came in to bollock me for cocking the jump up, giving a Bum spot, and wanting me to help him get DACHMA (one of the other jumpers on the load) out of the trees. (She's renowned for tree landings!!) He eventually left, moaning under his breath that I'd do any-thing to get a cigarette from Yorky Nesbitt.

As my shoulder was so severely dislocated and couldn't be put back into the socket at the local Medical Centre, I ended up in the British Military Hospital at Rinteln where the Duty Medical Surgeon gave me 2 Rothmans, a General Anesthetic and put my shoulder back in place. I awoke about 2 hours after the anesthetic to find my shoulder in plaster, my Relly Suit hanging in a cupboard, the hammer on a bedside locker, and my shoes and socks on the outside window ledge.

Believe it or believe it not, I consider myself to be a safe jumper, and I am not going to harp on about what went wrong, but in all fairness to Reg, Dachma and Geordie, the fault was entirely my doing. Luckily enough, the accident happened on a military DZ in

Germany and being a member of Her Majesty's Forces I received free medical treatment.

If you are a civilian planning to jump on the Continent, and dont have private medical cover, then I suggest you:-

a. Call into your local Post Office and ask for leaflet EC 111. You fill in this form and send it to the Department of Health and Social Security in Newcastle. They will return a form to you stating that they will re-imburse you any medical expenses incurred by you in the EEC countries you are visiting. (If you dont have this form prior to your departure, and have no private medical coverage, you will probably end up paying the medical expenses and not being able to claim them back.)

OR

b. Send me £1.50p and a pre-paid envelope and I will send you Form EC 111 wrapped in one of Reg's used handkerchiefs.

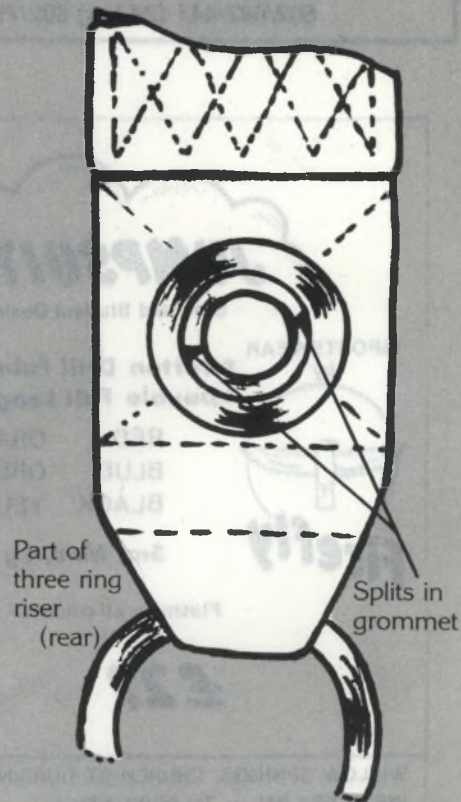
In ending this tale of woe, I would like to take this opportunity through the auspices of your magazine in thanking Doug Peacock for the help and understanding he has given to me over the past couple of years. Welcome back Pete Sherman and I look forward to showing him how to do some decent Relly dives. Thank the guys at Bad Lippspringe for their help and understanding putting up with me for over 8 years (and allowing me to park my car in the Staff car park). Thank the guys and gals around the various DZs who let me have the use of their aircraft from time to time (Even at extortionate prices). And last but not least, thanks to yourself Dave for publishing this load of crap. (If you dont, then up your NOSE). I have been actively involved in Sport Parachuting for the past 9 years. I enjoy my parachuting as much now, as I did when I completed my 3rd jump (my eyes were closed on the first 2). If some elements of our fraternity prefer to sit on the ground and write letters of complaint to you on every topic under the sun, then may I suggest that they get off their fat backsides and take up another Sport.

SKYDIVE
JOHN MUIR

P.S. Its taken me 9 years to write this.

SAFETY NOTICE

1. An incident occurred at Netheravon involving the premature release on one side of a three ring system.
2. After making a normal RW jump from 12,000ft - upon opening the right riser released. The jumper cutaway and deployed his reserve.
3. Upon inspection it was found that the risers were of local manufacture and the grommet allowing the retaining loop to come through the riser was split. It is felt that the edge of the split caused the loop to break.
4. It is recommended that all jumpers using this system, check for splits in the grommets.



TONY BUTLER
Joint National Coach &
Safety Officer



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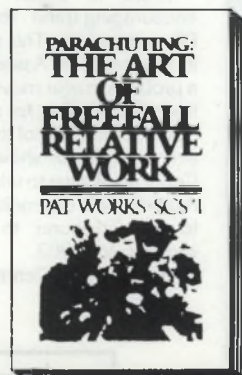


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BRITISH PARACHUTE
ASSOCIATION

TREASURER'S ADDRESS AT
ANNUAL GENERAL MEETING
8th JANUARY 1983

Good afternoon Ladies and Gentlemen. One of the tasks of the Annual General Meeting is to fix the subscription rates for the coming financial year starting 1st April and it is my job to explain to you your Council's recommendations.

The income of the Association is not purely derived from subscriptions but it is substantially boosted by funds from the Sports Council, both for routine functions such as administration, coaching and salaries and for specific purposes, for example, training for, and participation in, World and European Class International Competitions. In addition, extra funds are occasionally available on top of the amounts I have already mentioned.

In looking at the financial situation of the Association, there are two main factors that draw attention in any given year's accounts. These are the surplus or deficit, i.e. the balance between income and expenditure for the year and the net worth of the Association, that is to say, what would be left in cash if all the assets were sold and all debts, such as they are, paid for. Taken in isolation, both these figures can be misleading. A substantial surplus may indicate a 'windfall' of unexpected income whilst a deficit may be because of routine expenditure exacerbated by inflation. The size of the 'net worth' figure may not necessarily indicate that the Association is wealthy. As I pointed out when presenting the Accounts at the Extraordinary General Meeting in November, very substantial outflows, for example on participation in the World RW Championships, have to be financed and a large capital sum is now needed to support our cashflow.

Last year, when I made this presentation, I pointed out how our subscription rates had lagged behind inflation to a point where urgent action needed to be taken to reverse some disturbing trends which could have led the Association into serious financial difficulties as a result of which a substantial increase in the subscription was approved coupled with a recommendation that in future the sub should be increased annually by not less than the rate of domestic inflation.

At that time we were forecasting what seemed the enormous deficit of £13,000 which, when the audited accounts were produced to the year ending 31st March 1982 actually turned out to be no less than £18,000 as you will have seen from the accounts published in the magazine. Partly as a result of the problems which have arisen in making recommendations for subs based on events of more than a year previously, we have now instituted four monthly management accounts and I am pleased to say that we predict a surplus for the current year around £9,000.

Whilst indicating that we have satisfactorily reversed the adverse trend this only goes part way towards restoring the fortunes of the Association and does not give cause for complacency. I would now like to illustrate some of the trends and I am grateful to Chas Port for providing the graphs.

(At this point turn to graphs to illustrate trends of subs compared with inflation adjusted figures £15.20 as against proposal £14.50).

The figure which your Council recommends to you is based on a straight 10% increase plus the additional cost of insurance of 12p. There has been no increase in the annual rate of 50p but there is an adjustment due to the change of period. The proposed new annual renewal rate is, therefore, £14.50 with pro-rata increases in the various other rates including a new P6 rate of £2.50. I therefore move adoption of these rates.

Annual General Meeting Instructors Convention

The instructors convention started a little after 10.00 a.m. on Saturday morning and was well attended. There were two talks, the first by Charlie Shea-Simmons, on the use of visual aids for instruction. This outlined several technical and artistic hints on preparing slide shows to accompany lectures.

The second was a light hearted talk by Robert Burns of GQ Security Parachutes. This traced the development of the forward driving parachute, again the talk was accompanied by a slide show.

After some brief discussion the assembly adjourned to the various hotel bars the hotel began to fill with even more skydivers from all over.

The AGM proper started at 4.00 p.m. by which time around 500 jumpers had arrived.

The Chairman kicked off by requesting a show of hands of those members who would be interested in using the social facilities available at the Royal Aeronautical Society headquarters in London. The premises is just of Hyde Park corner and has a restaurant, bar, conference room and library facilities amongst others. These facilities may be available at an annual fee to BPA members. The fee will be dependent on the number of members interested, hence the show of hands. After this the meeting settled down to regular business and the Chairman delivered his report

which follows.

CHAIRMAN'S REPORT - 1982

1982 has been a sad year for the Association, for a number of reasons, but primarily because we have lost so many of our friends and colleagues. I would, therefore, ask you to remember the 22 members of this Association who are no longer with us:

Killed whilst on Active Service in the South Atlantic: **Major Mike Forge**, Royal Corps of Signals, **Captain Dave Woods**, The Parachute Regiment.

Killed in the awful helicopter crash in Mannheim: **Frank Fonfe**, **Paul Kibblewhite**, **Simon Ridgewell**, **Stuart Shiers**, **Russell Porter**, **Nick Green**, **Dave Coombs**, **Chris Raymond**, **Andy Cooke**.

Killed in Parachuting Accidents:

Edith Summers, **Paul Lawrence**, **John MacDonald**, **Michael Moreau**, **Richard Booth**, **Lillian Ayres**, **Phil Corr**, **Mathew Selfridge**.

Natural Causes:

Tom Dickson, **Mal Reed**.

The meeting then stood in silence in remembrance of the dead.

It has also been a sad year because our financial situation has still not benefitted from the subscription increase voted this time last year. Thus we suffered another loss during the financial year ending 31st March, 1982. Our membership statistics for 1982 are reproduced below:

Membership Statistics

	1978	1979	1980	1981	1982
Renewals	3763	4025	4270	3662	3661
Full	1733	1533	1081	1166	867
F4	1848	1265	1804	1098	573
P6 (Was P2)	8880	8241	12184	14200	19936
Scottish	(In Above)	655	596	488	249
Associate	(In Above)	75	86	95	98
(Mag Only)	-	-	(74)	(186)	(190)
	16224	15794	20021	20709	25384

Monthly Analysis 1982

	Ren	Full	P4	P2/P6	Scottish	Assoc.	Mag
January	2	43	37	370	10	-	(13)
February	-	40	6	935	-	-	-
March	-	5	142	881	80	-	-
April	2801	182	73	1789	30	80	(131)
May	480	92	51	2519	73	10	(14)
June	137	79	50	1990	3	-	(2)
July	82	89	68	2008	3	5	(10)
August	67	79	17	1631	12	-	-
September	34	70	114	2048	3	-	-
October	34	91	15	2511	19	1	(10)
November	24	85	0	1942	11	2	(10)
December	-	12	0	1312	5	0	(0)
	3661	867	573	19936	249	98	(190)

There is within these figures one very encouraging trend - this is the marked increase in P6 membership. This reflects, not only an increase in support of the Association by the clubs, but also a probable major move towards rectification of our financial situation for the year ending March 31st next. If at the end of the current financial year our accounts are still showing a loss situation, the new Council will have to take drastic steps to reduce the Association's expenditure. Once again I will leave it to the Treasurer to explain our subscription situation for 1983.

BPA Clubs and Centres

The success or failure of the Association can be directly linked to the support it receives from the Clubs and Centres. I hope that future Councils never forget this and that they continue to provide whatever assistance they can to the vital grassroots of our sport. I believe that the 1982 Council has given valuable assistance to the clubs in a variety of different ways, though financial support is the one area that springs readily to mind:

Cornwall	- Subsidy of £150
PPC	- Short term loan £3,000
RSA	- Three Year loan £3,000
Duck End	- Comp. Grant £150
East Coast Parachute	- Telemeter Purchase

Centre £505 loan
British Parachute - Grant £3,000 · Loan
Schools £2,750 planning etc

I am very grateful to my old friend, John Meacock, a distinguished previous BPA Chairman, who explained so positively what BPA does for Clubs in the correspondence column of the October 1982 issue of Sport Parachutist - and that from a man whose operation at Peterborough probably contributes more financially through membership to the BPA than any other.

If any BPA Club has a problem; planning, environmental, financial or whatever, a telephone call to Charles Port or to the new Chairman will start the ball rolling.

The Safety and Training Committee

Jim Sharples has ably led the Committee through a very productive year enthusiastically assisted by all those Chief Instructors who have driven so many miles and given up so much of their time to attend all the meetings. The principal outcome of these deliberations has been an updating of the Category system which has come about through the rapid development of new equipment. Also qualifications for Advanced Instructors and Examiners have been revised. On the debit side our record of fatalities in 1982 (the Mannheim disaster apart) has been the worst ever. A close study of these accidents will reveal that they needn't have happened. 99% of sport parachuting accident are caused by simple human failure and, having read hundreds of accident reports over the years, I am left with a feeling of utter despair at the needlessness of them. Our sport is probably the most unforgiving of all if common sense, diligence and observance of well established rules are disregarded.

Our PI and Exam courses continue to be professionally and enthusiastically run and our thanks must go to all those Examiners who give up so much of their time to give of their knowledge and expertise and to those clubs who so generously host these courses. As a result we now have 54 new Potential Instructors, 18 new Approved Instructors and 12 new Advanced Instructors. Of all the workers for our sport I believe Instructors are the least rewarded, save that of the satisfaction of a job well done; on behalf of all those new members of the Association who have just started to enjoy our sport, a very sincere thanks to all instructors for their diligent enthusiasm.

Last year I made mention of STC's responsibility to monitor the work of the Riggers, and this has gone on through 1982 with promising results. The Association now has 34 Advanced Riggers and 69 Approved Riggers.

Display Parachuting is another STC responsibility and it is sad that one of our fatalities during 1982 was as a result of a poorly executed display. Whilst STC took firm action in this case it is vital that every member of our 247 registered display teams is constantly aware of his representing our sport in full public view.

The Finance Committee

The Finance Committee has once again been astutely led by our Treasurer, **Peter Ritchie**. Their responsibility is an awesome one, particularly in a nationwide recessionary situation and we owe them our thanks. Peter will explain far more expertly than I the details of our financial situation and his committee have worked hard to ensure our financial wellbeing, even though we have just suffered a second year of loss.

Once again I must say a very special thanks to the Sports Council. We enjoy a close working relationship with them and their generous financial support (some £58,000 in the last financial year) has enabled us to continue to promote our sport in difficult times. We are extremely grateful. In the same way some of our more talented competitors have benefitted financially from grants from the Sports Aid Foundation and again we are extremely grateful.

The success or failure of this year's lottery is unknown at this time but will certainly be influenced by the lateness of the October issue of Sport Parachutist with which the tickets were

distributed.

The Competitions Committee

Bob Hiatt has chaired the Competitions Committee whose job has been the promotion of Competition and selection and training of our National Teams. We have not had a very successful year, but not through lack of effort or determination of our Competitors who have, as always, proved themselves great sporting ambassadors for our Country.

The RW and Classic Nationals were held at Swansea and Grindale and our thanks are due to the two clubs concerned for putting themselves out to accommodate us. We must not forget that Clubs get little or nothing out of hosting the Nationals with the result that venues are not becoming any easier. Congratulations to **Scotty Milne** and **Esther Reynolds** for becoming Mens' and Ladies' Champions respectively and to Symbiosis and the Marines for their success in the RW and CRW Nationals.

After training in Raeford the Classic Team journeyed to Czechoslovakia for the World Meet where they didn't perform quite as well as anticipated. **Tony Uragallo** just missed a Silver in the Individual Accuracy whilst the only other pleasing result was a fifth place in Overall Team. **Tracy Rixon** did well to qualify as an International Judge.

The British Teams at the World Cups in RW and CRW in Austria and France respectively achieved disappointing results. The results of these meets are reproduced in the October and December issues of Sport Parachutists.

The Club Competitions at Sibson, Headcorn and Duck End have all, as usual, been well organised and well attended. Long may our BPA tradition of good club meets continue and to those of you who have yet to compete in one, why don't you have a go in 1983!

The 1983 World Championships

The decision to accept the South African bid to host the 1983 World Championships has caused some unrest amongst elements of the Association and therefore a factual explanation is, I feel, necessary.

At the CIP Meeting in Paris early in 1982 there was no bid to host the 1983 World RW Championships. At the CIP Meeting the previous year Canada's bid to host this Championships had been rejected as their Association sought to exclude South African participation which is contrary to FAI Statutes. It should be pointed out that South Africa are full members of the FAI. It was therefore decided that the Bureau of CIP (the President, 1st Vice-President and 2nd Vice-President) should be empowered to select the venue if bids should materialise. In early June the South African Aero Club presented a comprehensive bid to host the World Championships in an independent black state, the Republic of Bophuthatswana, at zero entry fee. This was passed to the Competitions Committee. South Africa, not unreasonably, required an answer by the end of September. In the intermediate weeks furious efforts were made by a number of parachutists worldwide to persuade other Nations to put in a bid. The outcome was that in July the Austrian Aero Club withdrew their bid to host the 1984 World Classic Championships and three days before the end of September put in a bid for 1983 (the entry fees being the only details given). In my capacity as 2nd Vice-President, elected by my colleagues on CIP to represent them in a non-partisan way I felt inclined to vote for the South African bid. My reason for so doing were principally:

1. Their bid was, in my view, a better bid.
2. The South African Aero Club had hosted two vitally important World Cups in RW in 1974 and 1976, when no other nation was prepared to.
3. Since 1978 they have been unable to compete in three consecutive Classic World Championships as they have been denied visas to Communist Countries.
4. With a World Meet in South Africa, nations would have to make their decision about attending well before the event instead of making political

mileage by withdrawing on site as has happened all too often in the past.

5. Those nations who wouldn't be able to compete (because of political restraints) in south Africa, would similarly be unable to compete in Austria as the Austrian Aero Club were happy to accept a South African entry.

I then asked the BPA Council to assist me to make the decision. On a vote of 7:2 Council decided not to have a meeting to discuss the matter further and they also decided I should cast my vote in favour of the South African bid. Contrary to Editorial Comment in the October issue of Sport Parachutist I wish to assure the membership that the vote was: a. taken democratically, b. after due consideration and c. not in an ill advised way. The First Vice-President of CIP also voted in favour of the South African bid and the FAI subsequently announced this decision. The 1983 World Championships in RW will therefore be held in Bophuthatswana with grant aid available from the Sports Council for preparation training. With the gross hypocrisy of the Gleneagles Agreement exposed by our enjoying vital trading links with South Africa, I hope this Association has the moral courage to send a team so that some of our young members can make up their own minds about the South African situation instead of being influenced by what the Media would have us believe. With all my heart I believe that communication between young people through international sport is vital for understanding and peace between nations in the future, and I consider myself fortunate indeed that I have enjoyed this privilege over the last ten years.

Note 1

During the Chairman's delivery on this subject he was interrupted from the floor by several members, with comments along the lines they felt the Chairman was not presenting a factual but his personal view, and that his comments were irrelevant to the issue of BPA involvement with South Africa. These members were then shouted down by jeers and comments from the rest of the members along the lines that skydivers should not be involved in politics.

At the conclusion of his delivery the Chairman received applause. He then continued:

BPA Staff

Charles Port as our Secretary General has worked very diligently on our behalf particularly during transitional periods between National Coaches; he has also consolidated his excellent working relationship with the Sports Council and maintained a high standard of service in the BPA Office. We have had a turbulent year in the post of National Coach and Safety Officer. **Doug Peacock** left us after nearly four years of service early in the new year for a job in the Middle East. His work on our behalf was recognised by the recent award of an FAI Tissandier Diploma - we wish him well. He was succeeded by **Peter Sherman** who after 6 months decided the job wasn't for him. Peter's place has now been recently taken by **John Hitchen** and **Tony Butler** working in unison - I am sure they will serve us well. **Suzy Bates** still heads the Girl's Team of her smiling happy self, **Trudy Kemp** and **Debbie Walker** - we are lucky to have such an efficient trio. **Mrs. Manty** still keeps our books and young **Caroline** has joined the Staff as a junior under the Youth Opportunity Scheme during the year. I believe we are very fortunate to have such a loyal permanent staff - on your behalf I can only say thank you to them all.

BPA Council

The 1982 Council of twelve arrived in office by default and during the year we lost two staunch members - **Phil Corr** was tragically killed whilst **John Laing** was forced to resign through ill health. This has meant a heavy work load on the remainder together with our co-opted members. To all of them I say a sincere thank you on your behalf - their efforts have been totally conscientious. My Vice Chairman, **Jim Crocker** has been, once again, a pillar of wisdom and I believe we owe him a special vote of thanks. His efforts on your behalf have recently been justly rewarded by the award of a Royal Aero Club Bronze Medal.

Sport Parachutist

Your magazine has continued to be edited by **Dave Waterman** and his team. Whilst the magazine has retained a high quality and has produced an increased advertising revenue, Council have on two occasions been forced to remind the Editor of his responsibility to the membership to produce the magazine on time, (after a lamentably late October issue which caused a number of problems, I am pleased to see that he caught up with the December issue), and also they have impressed him with the necessity to be factually correct in his editorial comment. The incoming BPA Council will be discussing the editorship of the magazine at their first full Council meeting this year, as this matter is still causing concern to a considerable number of BPA Members. I believe that we owe a vote of thanks to **Fishers** who continue to print our magazine to exacting standards.

Note 2

During his comments on the magazine the Chairman was again interrupted by a member who received vocal support from the audience, saying that words were not enough and something should be done about it. (I couldn't agree more! S.B.) The Chairman replied by saying that he felt sure the new council would have taken the obvious depth of feeling displayed at the meeting into account when reviewing the position in their next meeting.

Civil Aviation Authority

I believe we enjoy good relations with the Civil Aviation Authority, principally through the close co-operation with and sound guidance from our old friend **Gordon Robinson**. It is therefore with sadness that we have learnt of his impending retirement in March, therefore, on your behalf I say a very sincere thank you to him and wish him well. The Authority are coming round to accepting the fact that our Regulations are really very comprehensive and that separate provisions within an Operations Manual are unlikely to achieve anything constructive. One of the problems of dealing with CAA is a lack of continuity amongst their officers with the result that we regularly have to brief new heads of departments on the Association's responsibilities and operations. It is interesting to note that CAA informed us in 1974 that steps would be taken to 'legalise' sport parachuting - eight years later we still operate under the terms of an exemption to an article of the Air Navigation Order.

The Falklands Campaign

A large number of BPA Members served in Her Majesty's Forces in the South Atlantic and to them I say on your behalf how proud we are of their achievements. Congratulations particularly to ex-Red Devil, **Dick Kalinski**, who was awarded a Mention in Despatches for his active service flying as a helicopter pilot.

Mogas Trials

Last year I reported of our financial commitment to the British Gliding Association Mogas Trials. The result has been that CAA have now published a list of aircraft that are approved to operate using Mogas and I am confident that additions to this list will be forthcoming in the near future.

Young and Old

I am proud to have been recently accepted as a member of POPS and I am frantically trying to enrol for an 'O' Level course in basket weaving so that I can qualify as a member of BCPA! Seriously I believe that both these excellent organisations have much to offer but it's worth making the point that, like BPA, they require the full support of their membership to be wholly successful. Both organisations must be congratulated on all the events they have promoted during the past year.

Service Co-Operation

I have always considered that this Association is very fortunate in the relationship it enjoys with the three services. We are extremely grateful to them for their continued support of our activities and for allowing our membership to enjoy their magnificent facilities - the latter is a privilege we should always recognise and never take for granted. It is also a health sign that so many servicemen have stood for election to the 1983 Council.

Conclusion

I started this report on a somewhat gloomy note but I would like to end it on a more optimistic one. Our Clubs had a lean year in 1981, but 1982 has, for most, been a great improvement. I am sure 1983 will be a great year for the Association and for all our Clubs who will be introducing yet another generation of participants to our unique and fabulous sport.

Our sincere thanks are due once again to the Sports Council whose support is a positive tower of strength and my personal thanks go to all of you, the membership, who make this Association the finest organisation of its kind in the World. In my fifteen years working for the BPA I have learnt one vital thing - that sport parachutists, particularly BPA members, truly are the Salt of the Earth.

May I humbly leave you with these words:

The more you give,
The more you get.
The more you laugh,
The less you fret.
The more you do unselfishly,
The more you live abundantly.
The more of everything you share,
The more you'll always have to spare.
The more you love,
The more you'll find
That life is good
And Friends are kind;
For only what we give away
Enriches us from day to day.

CHARLES SHEA-SIMONDS

After delivering his final report the Chairman was presented with a cut glass decanter by **Jim Crocker** on behalf of countless members of the Association past, present and future who will often unknowingly benefit from the hours of hard work **Charlie** has put in during his 15 years with the Association. I am sure that those unable to attend the AGM would join in spirit with those who stood in applause and thanks at the meeting.

Charlie accepted the token with a typical witty retort, "I'm deeply touched.....my only regret is that it's not full."

The meeting then moved on to the presentation of the various awards for the year. Specially this year two BPA Certificates of Merit were awarded to **Councillor Lewis**, from Swansea who has lent great support to the Swansea Skydivers Club, and **Gordon Robinson**, of the CAA (see Chairman's report CAA).

The award for outstanding new instructor went to **Steve Thomas** from RAFSPA. 1,000 jump awards went to **Ray Ellis**, **Pat Walters**, **Dave Turner** and **Paul Kibblewhite** (deceased) who's award was collected by **John Boxall**. **Dave Hickling** collected his 2,000 jump award.

Beverly Snook of the Royal Aeronautical Society then dubiously took the floor, having had some difficulty addressing the rabble at the dinner dance the previous night.

He thanked the assembled very much for an entertaining and 'different weekend' and said he would look forward to next year.

The first **Mike Forge** memorial trophy was awarded. Mike was killed in the Falklands and the trophy will be awarded annually in his memory to the best student of the year. The trophy was presented by Mike's father **Edward Forge** who took the floor saying, "As a layman and member of the basket weaving fraternity, to show you I'm in touchHi!" He then awarded the trophy to **Paul Ross**.

At the conclusion of the meeting **Pete Marsden** received applause as he repossessed his wallet which had been discovered in the men's toilet. He shook the Chairman's hand, almost gave him a kiss and address the audience, "You're probably wondering why I asked you all here today....."

The new council was announced at the meeting. A record number of votes had been cast - 802 and the new council is now:

Jim Crocker — Chairman
Lofty Thomas — Vich Chairman
Jim Sharples — Chairman Safety & Training Committee
Peter Ritchie — Treasurer & Chairman Finance Committee

Sean Lambe — Chairman Competitions Committee
Danny Hennessy — Club representatives
Jane Watts — Club representatives
Rob Colpus
Jim Walmsley
Gerry O'Hara
Dave Tylcoat
Lenny Melville
Brian Dyas
Bob Hiatt
Mickey Munn
Ken Yeoman
Gordon Lilly
Sarah Brearley

The council then retired to their first meeting whilst the rest to food and drink and to enjoy an audio visual presentation by **Dave Waterman**, and then.....you guessed it partying and drinking continued into the night.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING 8th DECEMBER 1982 KIMBERLEY HOUSE, LEICESTER

Present:

G.C.P. Shea-Simonds	Chairman BPA
J.T. Crocker	Vice Chairman BPA
J.R.H. Sharples	Chairman Safety & Training Committee
P.W. Ritchie	Chairman Finance Committee
D. Tylcoat	
J.L. Thomas	
R. O'Brien	
R. Hiatt	

Co-Opted Members:

L. Melville
R. Colpus

Observers:

Ms. S. Brearley, D. Ward, B. Mason,
Miss S. Bradley, D. Woods, Mrs. S. Woods,
C. Homer, D. Williams, I.S. Mobbs

In Attendance:

C.W. Port	Secretary General BPA
A.K. Butler	J.N.C.S.O. BPA

Apologies:

D. Hennessy	R.A.F.S.P.A.
Group Capt. Walker	J.N.C.S.O. BPA
J.H. Hitchen	

The Chairman, G.C.P. Shea-Simonds welcomed the Council Members and observers to the Meeting.

A letter had been received from D. Waterman confirming his original letter of resignation from the Council of the BPA. This resignation was accepted by the Council of the BPA.

Item 53/82

- Minutes of Extraordinary Meeting of 28th October 1983.
1982.
- Minutes of Council Meeting of 28th October 1982.
Proposed by D. Tylcoat and seconded by J.T. Crocker that the minutes of the above meetings be accepted as a true record.

Unanimous

At this juncture the Chairman, G.C.P. Shea-Simonds stated that he had never, in the fifteen years he had been a member of Council seen such a lengthy set of minutes and considered that it was a waste of the Secretary Generals time. However he said that next year's Council would be called upon to decide on this matter.

Council

Matters Arising

1. B.P.C. Trust Fund

The Treasurer reported that the fund was now in operation and was able to give the Secretary General the cheque for £500 to send to the Swansea Appeal Fund. It was to be made clear that this money was from the B.P.C. Trust Fund.

2. Ashford - Approved Status Application

The Secretary General reported that, to date, no decision had been made, so far as he was aware, as to whether Ashford intended to make their ab-initio students members of the BPA.

3. Nationals 1983 - Video

The APA had agreed to loan their video system to the PPC for use at the Annual National Championships.

4. Royal Aero Club

G.C.P. Shea-Simonds said that the R.Ae. Club had asked for an indication as to whether affiliated bodies would be prepared to contribute an annual amount (to be decided) in order to set up and run an aeronautical type club at the Royal Aeronautical Society in London. A bar, restaurant and meeting place for aeronautical bodies, and members to meet. He suggested an indication, on a show of hands, to be taken at the Annual General Meeting.

5. Skydiving v Parachuting

To date only five replies had been received, four against, one for. The Secretary General agreed to keep this matter in hand and report back to the new Council in 1983/84.

6. A.G.M. Guests

There was one addition to the list to date, that of the SATCO London Air Traffic Control Centre.

7. Fosters Sports Foundation Grant

The Secretary General was pleased to announce that Fosters (Draught) Sports Foundation had agreed to give the Association £1,000 sponsorship in 1983. Details of return had yet to be agreed by the Company and the Association. The Secretary General had a meeting planned for the 9th December, and would report back to Council.

He also said that he had several plans in the offing which, he hoped, would net the Association further sponsorship in the New Year. To this end a paper is attached on Sponsorship and a decision by Council at the meeting of January (8th) 1983 would be essential to the progress of Sponsorship, and two further decisions on 3rd February 1983.

Sec. Gen.

8. Phone Round Voting

It was agreed to leave this for discussion by the incoming Council for 1983.

9. BPA Medical Advisor

Doctors Abdu and Flinn had both agreed to accept the honorary posts of Medical Advisor to the Association.

Sec. Gen.

Item 54/82 Committee Reports

1. Safety and Training Committee

The Chairman of STC, J.R.H. Sharples presented the minutes of the STC of 14th October, 1982.

The main topic was the change to Category System. These will be presented in full in the STC minutes in the BPA Journal.

The Secretary General was asked to discover whether the BPA 3rd Party Liability Insurance covered the unintentional dropping of items carried by parachutists, i.e. Smoke Canisters, Rip-Cords, Kicker Springs etc.

A.K. Butler was congratulated on obtaining his Examiners rating.

N.B. The Insurance does indeed cover the risk 16.12.82.

Sec. Gen.

Minutes were ratified

2. competitions Committee Meeting

R. Hiatt, Chairman of the Competition Committee presented the Minutes of the above meeting.

A bulletin had been received with the dates for the World Championships 1983 as 7th to 17th July 1983 in Sun City, South Africa. These dates clashed with our own National Championships and it was felt that these dates could not now be changed. It was recommended that at the CIP Meeting in January everything possible should be done to change the venue of the World Championships. Failing this the Committee recommended that the Association attend the alternative Championships to be staged in Canada.

R. Hiatt stated that it was sad that for the first time since 1964 a team may not be sent to the World Championships.

J.L. Thomas said that he disagreed with the recommendation to send a team to Canada rather than South Africa. He drew attention to the letter from the Sports Council.

G.C.P. Shea-Simonds said that the main problem was the change of dates by S.A. We could not change our National dates when one of our Centres had put itself out to such a degree to lay the whole thing on for the Association.

The first bulletin is attached to these minutes. It was felt that any further discussion on this should be left to the incoming Council for 1983.

National Championships

The Chairman informed the Committee that owing to aeroplane difficulties the R.W. event at the Nationals would now be held on the second week, with the Classics on the

first, this should still leave two weekends for R.W. if necessary.

With the inclusion of any eight-way speed event, there should be a lot more competitors at the 1983 Nationals. S. Brearley said that there had been requests for film/slide shows and seminars to be held at the Nationals.

R. Colpus said that it was difficult to organise seminars as most competitors would either be jumping or resting, but it was a good idea should the weather be inclement.

D. Waterman would be approached to give a film and slide show and the Committee would discuss this with him and J. Meacock.

It was also hoped that as it is to be an Open Championships more foreign teams would enter, and the Committee would like a poster/letter to be sent to the European Parachuting Organisations advertising the Championships.

S. Brearley
BPA Office

It was also suggested that a Judges Seminar/Training session be held at the Nationals and it was recommended that an advertisement be placed in the Magazine for trainee judges to train at the Nationals.

J. Hitchen

The Chairman stated that video was to be the prime training aid at the Nationals, with the BPA Video and hopefully the APA Video as well (this is to be discussed at the APA Meeting in December).

R. Hiatt said he would liaise with D. Waterman concerning video for the Nationals. J. Hitchen said he would like all video tapes kept from the Nationals as future training aids for Judges.

R. Hiatt
J. Hitchen

The Committee are waiting for information as to whether the APA are to host the CRW Nationals. (The APA are to discuss the matter of their meeting in December).

European Competitions

The Chairman informed the Committee of the 10th World Cup in Para-Ski to be held from the 19th-26th March 1983.

He believed there could be a problem, as a number of teams had shown interest, and a way of selecting a team would have to be found, should the need arise. He also stated that Alpine Countries could send two teams and Non-Alpine Countries (i.e. Britain) only one team. T. Butler was asked to write to the organisers to see if it was possible for the BPA to write to the organisers to see if it was possible for the BPA to register two teams (hopefully to get an answer before next Council Meeting) also to write to Clubs informing them of the Competition requesting proposed entries for selection to be sent to the Office by Mid-January.

The Chairman informed the Committee of 15 Man Accuracy Competition in Verona, Italy, on 2nd, 3rd and 4th April 1983, and requested that a copy be sent to all Clubs. D. Tycloot said that any individuals wishing to go should get in touch with him, as he was considering going.

A.O.B.

1. A format for Team Leader/Head of Delegation to compile a day to day Diary of Events at Competitions had now been received (copy with minutes).

2. A report from the C.R.W. Team has now been received from the 2nd World Cup at La Palisse. (Copy with minutes).

3. The subject of Team Leaders and Heads of Delegations for World Championships was discussed, and the Competitions Committee recommends to BPA Council that bids for the posts of Head of Delegation and Team Leader should be advertised in the BPA Magazine.

The Minutes were ratified

3. Finance Committee Minutes

The Chairman of the above committee, P.W. Ritchie presented the Minutes.

1. R.S.A. Loan

The Treasurer had received a letter from Mr. D. Woods in which he stated that it had been discovered that the burden of debt upon the Club was too heavy, he has decided to liquidate RSA Ltd., and open a new club in the name of 'Thrustone Parachute Club'. he had requested that the committee and Council consider granting a £3,000 loan to the new club. In the meantime the original cheque had been returned to the Secretary General via the Treasurer.

The Finance Committee recommended that the loan be made to the club in question on the same terms and conditions, i.e. monthly repayment, 5% per annum front loaded and the security to be the charge on the aircraft plus a personal guarantee of Mr. D. Woods.

Council agreed to the loan on the usual conditions.

2. Annual Grants to Approved Clubs

Replies were still awaited from two clubs, the Secretary General would keep the item 'live'.

3. Four Monthly Management Accounts

The Treasurer said that the first set of the above had been compiled but would not really be full value until the same time next year when a true comparison could be made.

The Secretary General was pleased to inform Council that the figure work for the second set would be with the auditors very soon and the requisite information would be with the Treasurer in time for the A.G.M.

4. Membership Subscription 1983

The Secretary General had prepared figures and recommendations for the above. The Treasurer explained to the Council and would give a full explanation at the A.G.M.

It was agreed to recommend to the Annual General Meeting that in line with last years decision the annual subscription should be increased at least in line with inflation. It was recommended to propose an increase in renewal to £14.50 per annum.

Agreed

5. Annual 3rd Party Liability Insurance

The rate had been proposed at 50p per annum from 1st April 1983. But an addition of 12p is made to cover the 3 month period 1.1.83 to 31.3.83.

Agreed

6. Loans to Clubs

Swansea

A request for a short term loan had been made. However since the discussion there had been some problems with the Clubs situation. A letter had been received from Sqn. Ldr. Fonfe withdrawing the request for the loan.

7. Staff Annual Xmas Bonus

The Finance Committee recommended the following bonuses after the recommendations of the Secretary General.

Miss S. Bates £60, Miss T. Kemp £40, Miss D. Walker £20, Mrs J. Mantykiewicz £60.

The Committee felt that the two new employees, the Joint National Coaches and Safety Officers, had not been with the Association long enough to warrant a bonus this year.

The Secretary General had not asked for any bonus this year following the generous status and salary increase he had had earlier in the year. However the Finance Committee asked him to leave whilst they discussed the situation. The Committee recommended a bonus for the Secretary General of £50.

Agreed

8. Royal Aero Club Annual Subscription

The Secretary General had sent a set of the Associations accounts to the Treasurer of the R.Ae.C. and requested a sight of their annual accounts.

Sec. Gen.

Minutes were ratified

Item 55/82 Magazine

There were many questions put concerning 'The Sport Parachutist'. There ensued extremely lengthy and in depth discussion on the whole matter. It was proposed by J.L. Thomas and seconded by R. O'Brien that the magazine should be taken away from the present Editor and that it should be printed in house by A.K. Butlet and C.W. Port. For 2. Abstentions 5, Not Carried.

It was agreed that the dates of publication of the magazine remain as they have been until discussions are held and advertisers contacted for their views.

Further lengthy discussion ensued and it was finally agreed that the Vice Chairman, J.T. Crocker initially contact D. Waterman putting the points in favour and against the magazine continuing as at present and inviting him to say whether in future he could give a specific undertaking to produce the magazine to a dead-line and whether he would be prepared to keep the editorial within certain guidelines. And that in the light of the meeting with the Vice Chairman the need or not for the Editor to attend the inaugural Council Meeting on 8th January 1983 could be ascertained.

Points for continuing as at present:-

Doubled Advertising
Doubled Correspondence
Centre Colour Spreads
Presentation i.e.
Artwork
General Quality
Format

Points against continuing as at present:-

Delay, sometimes considerable
Not one issue has been out on time since taking over

Untruthful Editorship

Problems created by delay with Advertisers i.e.

Loss of revenue to Advertisers

Loss of revenue to Association

Postal Contract in jeopardy

This specific issue October 1982

Will cause - lateness of Voting, Lottery Tickets (loss of revenue), (Call for prizes for the raffle). 300 phone calls complaining of lateness. Information on Dinner Dance delayed. Chairmans report will have to be given to members at the Annual General Meeting.

J.T. Crocker
Agreed

Item 56/82 A.O.B.**Annual Returns**

D. Tylcoat requested that the information sent in by Clubs be collated and then sent back to all Clubs as grand totals. This to be sent out as numbers instead of club names.

J. N.C.S.O.'s
Sec. Gen.

The Chairman expressed his thanks to all Council Members, elected and co-opted for their work during the last year on behalf of the membership, whatever their own views may have been and also thanked all the observers who have regularly attended meetings for their interest in what goes on. He hoped that future Councils and observers put as much enthusiasm into their attendance as has those of this year.

J.T. Crocker on behalf of the Council and Association said, "it was only right to say that there are many of us who have agreed with you and many who from time to time have not but it must be said that no one person has ever put as much effort into Council or the Chairmanship as you, whether that effort has been directed rightly or wrongly is irrelevant. I do not think that anyone in the past has ever put that much effort in. I personally think it sad that you are leaving Council, you are the longest serving Council Member, I do not think we will ever again have a member who is prepared to sacrifice virtually everything with the amount of time that you have put in and I think it would be ungracious of us if we did not record some vote of thanks in these minutes for your umpteen years service as a Council Member and your tireless work as Chairman. And even those who do not agree with your views in the main recognise the pure volume of work you have put into the Association's business and the tremendous energy that I know goes on into the early hours of the morning, to the detriment of your business life, for the Association. I've not seen it before and I don't think I shall see it again."

Council Concurred

1. FAI Announces World Meet at Sun City South Africa

On the 6.10.82 the FAI headquarters announced that Bureau of the CIP had appointed the Aero Club of South Africa as organisers for the Fifth World Parachuting Championships in Relative Work.

2. Date and Venue

The Fifth WPC/RW will be held at Sun City, Bophutatswana, South Africa from the 7 July to the 17 July 1983. The month of July, although early in the traditional parachuting season, has been selected as it is South Africa's best weather month and also as this is the only other time (apart from August and November which are not good weather months) that the Sun City complex could accommodate such a large group for such an extended stay. Sun City is 130km north west of Johannesburg and is 3400 feet above sea level. Enclosed is a brochure on Sun City.

3. Entrance Fees

There will be no entrance fees for the following members of the National Delegations:

- Head of Delegation
- Team Leader
- FAI/CIP nominated International Judge
- 10 members of the eight-way team
- 5 members of the four-way team

The organisers will provide the following:

- Accommodation in top class hotel rooms
- All official training and competition jumps
- Substantial English Breakfast
- Transportation to and from Sun City from the Johannesburg Airport or the Pretoria drop zone.
- Opening and closing ceremonies

Any other delegation member, as detailed in the FAI/CIP regulations, may obviously form part of the official delegation but will be required to pay a non-jumping entrance fee. This entrance fee will be announced in bulletin 2.

4. Accompanying Personnel and Visitors

The organisers have a block booking for a further 50 double rooms over and above the rooms for the official delegations. Any persons wishing to visit the championships are asked to book early as Sun City is a very popular resort hotel and accommodation is at a

premium. The nearest other hotel is 50km away. Should you require accommodation, please write to the organisers at the championship address provided hereunder.

5. Entry Forms

Entry Forms for the official delegations and their accompanying personnel will be sent out with bulletin 3 in January 1983, and will also be available at the CIP meeting in Copenhagen.

6. Aircraft

The Championships will be run out of two eight place turbo Pilatus Porters. A 24 place Skyvan will be available as a back up in case of serious technical problems with one of the Porters.

The aircraft will be available for unofficial training prior to the Meet at the Pretoria drop zone. The Pretoria drop zone is within easy reach of a number of local hotels and the Club also intends to establish a tent village and a caravan park on site for those delegations who make prior arrangements. More information on this proposed unofficial training camp will be sent out with bulletin 3.

7. Official Rules

The Official Rules for the championships will be sent out with bulletin 4 (February) as these rules will only be finalised at the CIP meeting in Copenhagen.

8. Postal Address, Telephone, Telex etc.

The official championships address will be:
Fifth World Parachuting Championships in Relative Work,
P.O. Box 504
Bergveit 2012
SOUTH AFRICA
Telex: 4-23994 SA
Telephone: Richard Charter work (011) 786-5006
home (011) 788-6765
Aero Club of South Africa (011) 678-5623
Richard Charter's home number will change on 1 December 1982, and the new number will be announced in bulletin 2. South Africa's dialling international country code is 27.

9. Air Transportation

The Organisers are negotiating hard with the International Carriers that fly to South Africa to secure lowest possible group rates for delegations wishing to participate in the championships. Information and details of these arrangements will be enclosed with bulletin 2 (December).

10. Visas etc.

The South African Government and the local Government of Bophutatswana have guaranteed that all member nations of the FAI will be allowed free entry to the championships. Although, in some cases visas will have to be applied for, this will be a mere formality.

11. Indication of Participation

To assist the organisers with the preparations for the World Meet it is requested that National Aero Clubs and Associations indicate their intentions to participate on the enclosed form. This is not an official entry form but only a survey of those nations who expect to participate.

12. Summary

The Aero Club of South Africa and Sun City are determined to make this World Parachuting Championship one to be remembered. Never before has a Parachuting Championship been held at such a spectacular location and never before has a Parachute Championship been presented without an Entrance Fee. The Aero Club of South Africa sincerely hopes that all member countries of FAI will seize this opportunity and participate in the Fifth World Parachuting Championship of Relative Work 1983.

The Treasurer, P.W. Ritchie concurred with the Chairman, and felt that the normal summarised version of the minutes prepared, in the normal course of events, was more than sufficient.

J.L. Thomas said he agreed except that as previously agreed, they should include any specific remarks and observations made by a Council member when he requested that this be done.

Sec. Gen.

**BRITISH PARACHUTE
ASSOCIATION
ANNUAL GENERAL MEETING
LEICESTER CENTRE HOTEL
8th JANUARY 1983 - 1630 HRS**

Present:

G.C.P. Shea-Simonds

P.W. Ritchie

C.W. Port

Chairman BPA

Treasurer BPA

Secretary General BPA

Some 500 members present

Apologies:

D. Waterman, R.A. Colpus

Prior to the Commencement of the Meeting, the Chairman G.C.P. Shea-Simonds welcomed all members and thanked them for being present.

He welcomed the special guests:

Mr. B. Snook, Chairman Royal Aero Club
Councillor Tyssul and Mrs Lewis, the Lord Mayor and Lady Mayoress of Swansea
Mr. Gordon Robinson
Mr. Edward Forge

He asked all members present to stand while the roll of those members killed in The Falklands Conflict, the Helicopter Crash at Mannheim, in accidents and who died of natural causes was read.

Item 1**Chairmans Report for 1982**

The retiring Chairman, G.C.P. Shea-Simonds presented the report of Council for the preceding year.

The report, in full, is printed in the February edition of 'The Sport Parachutist'.

Proposed by M. Winwood and seconded by J. Boxall that the report for the preceding year be accepted.

Carried

Item 2**Treasurers report and subscription rate recommendations for the ensuing year**

The report is published in full in the February issue of 'The Sport Parachutist'.

Proposed by P.W. Ritchie and seconded by A. Brook that the subscription rate for 1983 be £14.50, all other rates on a pro-rata basis, as usual, and that P6 membership be increased to £2.50.

At this juncture, the outgoing Vice Chairman took the floor to bring the memberships attention to the tremendous work that had been unselfishly carried out by the retiring Chairman, G.C.P. Shea-Simonds, over some fifteen years as a Council Member and the last two as Chairman of the Association. No-one, he said had ever given so unstintingly of time and effort as had G.C.P. Shea-Simonds, and he doubted if anyone else ever would be able to equal this tremendous record.

On behalf of the membership he thanked Charles Shea-Simonds and presented him with a Decanter and Glasses, also a Certificate of Merit for services to parachuting and as a final token of appreciation a Life Membership of the Association.

The outgoing Chairman received a Standing Ovation from the Meeting.

Charles Shea-Simonds then thanked the membership for their most generous gifts and said how sad he was that he was unable to continue at this time. He wished the membership well and said that he was certain that the new Council would continue to work for the good of the Association.

Item 3**Council 1983**

The Secretary General, C.W. Port, announced the result of the Council Elections for 1983. A total of 802 votes were cast, the results were as follows:

Name	Votes for	Position
P.W. Ritchie	535	1
J.T. Crocker	534	2
R.A. Colpus	488	3
J.R.H. Sharples	478	4
J. Walmsley	466	5
G. O'Hara	453	6
D. Tylcoat	447	7
J.L. Thomas	440	8
D. Hennessy	415	9
S.D. Lambe	401	10=
L. Melville	401	10=
B. Dyas	390	12
R. Hiatt	386	13
M. Munn	369	14
K. Yeoman	368	15
G. Lilly	351	16
J. Watts	340	17
S. Brearley	339	18
S. Treble	307	19
B.R. Mason	279	20
K. Hardwick	262	21=
R.E. Gays	262	21=
J. Curtis	250	23
R. Burgess	240	24
C. Clements	174	25

The first 18 persons receiving the highest number of votes therefore form the new BPA Council for 1983.

The following business was then conducted:-

Presentations

The Chairman, G.C.P. Shea-Simonds, called upon the Chairman of the Royal Aero Club, Mr. B. Snook to present the following.

- To The Lord Mayor of Swansea - Councillor Tyssul Lewis the British Parachute Association Award of Merit for his tremendous efforts following the tragic helicopter crash at Mannheim.
The Lady Mayoress was presented with a bouquet.
- To Gordon Robinson, Civil Aviation Authority, the British Parachute Association Award of Merit, for his unwavering help over the years.

3. 1000 Jump Awards

Paul Kibblewhite (deceased) accepted on behalf of his parents by J. Boxall.
P. Walters
D. Turner
R. Ellis
D. Hickling plus a 2000 jump award.

Instructor of the Year

Presented annually by G.C.P. Shea-Simonds. S. Thomas RAFSPA.

Mike Forge Memorial Trophy

Mr. Edward Forge presented the first award to P. Ross M.P.C.
Charles Shea-Simonds presented Mr. B. Snook with a BPA Plaque and Tie.

Lottery 1983

The Lady Mayoress of Swansea kindly agreed to draw the lottery for 1983.

019

Prize No	Prize	Ticket No.	Name
1	£1,000	053595	Mrs. Vardi
2	£500	088705	T. Harrison
3	£250	025682	D. Williams
4	£150	025983	V. Harrison
5	£100	186216	D. Graham
6	£20 voucher	086144	G. Liefels
7	£20 voucher	119815	R.G. Davies
8	£20 voucher	154804	Mrs. M. Jones
9	£20 voucher	056907	G.A. Bibey
10	Book	126189	D. Taylor

The Annual General Meeting closed at 1734 hours.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING LEICESTER CENTRE HOTEL 1750 HRS. SATURDAY 8th JANUARY 1983

Present:

P.W. Ritchie, J.T. Crocker, J.R.H. Sharples, G. O'Hara, D. Tylcoat, J.L. Thomas, D. Hennessy, S.D. Lambe, L. Melville, B. Dyas, R. Hiatt, M. Munn, K. Yeoman, G. Lilly, J. Watts, S. Brearley.

Apologies: R. Colpus

In Attendance:

C.W. Port Secretary General BPA
A.K. Butler Joint National Coach & Safety Officer
J.H. Hitchen Joint National Coach & Safety Officer

Item 1

Election of Chairman

The Secretary General, C.W. Port, took the Chair at the Inaugural Council Meeting of 1983 and welcomed all members to the Meeting. He called for nominations for the position of Chairman of the British Parachute Association.

J.T. Crocker was proposed and seconded for the above position.

Carried Unanimously (by the fifteen people present plus a written vote by R. Colpus).

J.T. Crocker accepted the position as Chairman of the British Parachute Association and took the Chair for the remainder of the Meeting.

Item 2/83

Election of Other Officers

1. Vice Chairman BPA

The following were nominated and seconded for the office of Vice Chairman:

D. Hennessy, J.L. Thomas, S.D. Lambe.
A secret vote was taken and by a majority J.L. Thomas was confirmed as Vice Chairman for the ensuing year.

2. Chairman of Safety and Training Committee

J.R.H. Sharples was nominated, seconded and confirmed as Chairman of the above Committee for 1983.

3. Chairman of Competitions Committee

The following were nominated and seconded for the office of Chairman of the above Committee:

R. Hiatt, S.D. Lambe
A secret vote was taken and by a majority S.D. Lambe was confirmed as Chairman of the Competitions Committee.
The following were invited by S.D. Lambe to serve on the Committee:
R. Hiatt, L. Melville, A. Milne, M. Munn, D. Tylcoat, J. Horne, plus the Joint NCSO J.H. Hitchen.

4. Chairman Finance Committee

P.W. Ritchie was proposed, seconded and confirmed as Chairman of the Finance Committee. The Chairman invited the following to serve on the Finance Committee:
J.T. Crocker, D. Hennessy, R. Hiatt, S. Brearley, G. O'Hara.

5. Club Representative

D. Hennessy and J. Watts both agreed to accept nomination for the positions of Club Representatives.

Item 3/83

C.I.P. Delegate, C.I.P. Alternate Delegate

It was unanimously agreed that G.C.P. Shea-Simonds continue to act as C.I.P. Delegate.

It was proposed by L. Melville and seconded by R. Hiatt that J.H. Hitchen should be the Alternate C.I.P. Delegate.
Carried Unanimously

N.B. J.L. Thomas stated that he was travelling as an observer at his own expense to the C.I.P. Meeting and agreed to uplift J.H. Hitchen which would leave the BPA Vehicle free for use.

R. Hiatt asked if he could attend at his own expense, as an observer, this was agreed.

Item 4/83

The Chairman, J.T. Crocker, was unanimously confirmed as BPA representative on the Royal Aero Club Committee.

Item 5/83

Minutes of Meeting of 8th December

With the proviso that any outstanding matters arising would be discussed at the next Council Meeting the minutes of the Council Meeting were accepted as a true record.

Item 6/83

Sponsorship Paper

The Secretary General had produced a paper concerning sponsorship for perusal and discussion at the next Council Meeting. He however requested that he be given permission, in consultation with the Chairman to make agreements in principal with possible sponsors.

There was some little discussion on this subject and it was finally, unanimously agreed that the permission be given but that in addition to liaising with the Chairman he should also liaise with the Vice Chairman and Treasurer.

Item 7/83

Magazine Editorship

J.T. Crocker reported at some length on his talks with the Editor on the above. (Minutes 8th December 1982 refer).

Despite the fact that D. Waterman had asked for a decision on the subject the incoming Council felt that it was impossible to digest all the information there and then and reach a decision. It was therefore agreed that the matter be deferred to the first full Council Meeting of 1983 and that the Secretary General write to the Editor inviting him to attend. It was also stated that if the Editor was unable to attend the next Council Meeting then a decision would have to be made in his absence.

Item 8/83

Council Meeting Dates 1983

In order to try to give everyone as much notice as possible, bearing in mind how busy members were, the Secretary General had put forward a suggested list of Council dates in order that these could be diarised by the members. However it was felt that it would be impossible to set dates for a complete year, but the following dates were agreed.

- Wednesday 9th February 1983
- Monday 7th March 1983
- Thursday 21st April 1983

The Secretary General had further proposed dates for the Finance Committee Meeting for 1983. These will be:

Monday 24th January	Monday 18th July
Monday 28th February	Monday 22nd August
Monday 28th March	Monday 10th October
Monday 9th May	Monday 28th November

Item 9/83

Venue D/D and AGM 1984

It was agreed that subject to a satisfactory negotiation on the price of the banquetting bar prices the venue for the D/D and AGM 1984 should be the Leicester Centre Hotel. Dates 6th and 7th January 1984.

Item 10/83

World Championships 1983

After considerable in depth discussion the Council agreed to defer this matter to the first full Council Meeting in order that new members had time to digest all the information available, consider all the ramifications and to receive any new information available from the Secretary General and S.D. Lambe.

J.L. Thomas asked for it to be recorded that no blame could be laid on the Secretary General for previously distributed information as he had only sent out the information which he had been given at the time.

Item 11/83

Phone Round Voting

There was very considerable in depth and thoughtful discussion on this subject, with all Council Members contributing ideas, suggestions and thoughts both for and against the subject in question.

It was finally proposed by S.D. Lambe and seconded by P.W. Ritchie that:

"In exceptional circumstances phone round voting should be allowed but that this must be confirmed in writing."

For 8. Against 6. Abstentions 1. Carried.

R. Hiatt requested that his vote against the proposition be put in writing in the minutes.

R. Hiatt proposed that proxy voting no longer be allowed. The proposition attracted no seconder.

The system of Proxy Voting remains, i.e. a letter must be sent to either the office of the Chairman stating the way in which a person wants his/her vote cast.

Item 12/83

A.O.B.

Judges Seminars at Nationals

It was agreed to leave this for discussion by the Competitions Committee.

Date of next meeting: Wednesday 9th February, 1983

Venue: Kimberley House, Leicester.
Time: 6.30 p.m.

N.B. Paperwork previously enclosed

- Parachute Training Film
- Sponsorship - KONISHIROKU UK

BRITISH PARACHUTE ASSOCIATION SAFETY AND TRAINING COMMITTEE 1900 HOURS THURSDAY 25th NOVEMBER 1982 THE POST HOUSE, LEICESTER

Present:

J. Sharples	Chairman	J. Laing	A.P.A. Netheravon
P. Walters	1/2p Green	P. Mercer	Lincoln
	B.K.P.C.	J. Meacock	P.P.C.
B. Harman	Red Devils	J. Melville	R.A.P.T.
P. Slattery	E.C.P.C.	B. Bias	R.S.A.
L. Thomas	Riggers	R. Souter	RAF.S.P.A.
D. Parker	Headcom	D. Hickling	B.P.S.
G. Evans	T.P.A. & S.S.S.C.	T. Knight	Ipswich
R. Ellis	L.I.F.F.T.	J. Lines	M.P.C.
I. Louttit	D.I.S.C.	M. Bolton	Cornwall
D. Howerski		G. Douglas	Green Jackets

In Attendance:

J. Hitchen	Joint N.C.S.O.
T. Butler	Joint N.C.S.O.

Observers:

B. Parry	M. Townsend
N. Hamilton	R. Shaw
M. Newall	V. Slattery
P. Newman	F. Gannon
D. Gays	R. Cummings
J. Curtis	R. Ooalhof
L. George	T. Homer
B. Parker	D. Palmer
J. Crawford	D. Cox
J. Lennon	P. Beck

The Chairman started the meeting by introducing John Hitchen and Tony Butler, who have taken on the positions as Joint National Coach and Safety Officers from November 1st 1982. The Chairman stated that as this was the last meeting of the year, he wished to thank all those attending STC Meetings for their tremendous support throughout 1982.

1. Previous Minutes and Matters Arising

L. Thomas requested that his name be included on the list of those present at the last meeting, as he arrived late and his name was not recorded in the minutes.

N.C.S.O.

Item 4.1

Incident Reports

Mr. P. Thomas had been written to, requesting his presence at this meeting, but was not present. The Chairman stated that he believed Mr. Thomas is being prosecuted by the CAA. Until such time that Mr. Thomas appears before the STC Committee his Authorisation to Drop Parachutists stays suspended.

N.C.S.O.

Item 9.1

Mike Forge Memorial Trophy

A number of nominations for the above trophy have been received and the Chairman is in the process of selecting a suitable recipient.

Chairman

Item 10.3

D.Z. Clearance Clacton

This item was discussed, but it was felt that P. Hewitt should attend personally to present his own case for D.Z. Clearance.

N.C.S.O.

It was proposed by G. Douglas and seconded by B. Harman that the minutes of the meeting of 14th October 1982 be accepted as a true record.

Carried Unanimously

2. Category System - Sub Committee

A paper from the Sub Committee meeting of Monday 22nd November 1982 on 'Proposed Changes to the BPA Category System' was presented to the meeting. The proposed changes were from Category 6 to, and including Category 10.

D. Howerski (Chairman of the Sub Committee) outlined all the proposals in full, he stated that the Sub Committee were unanimous in the proposed changes with the exception of the qualifications to jump Ram Air Canopies, as some members of the Sub Committee believed a number of high performance round jumps should be mandatory before progressing to Ram Air.

After a great deal of discussion it was proposed by P. Cavanagh and seconded by G. Evans that Part 2, Appendix 'F' of the BPA Rules and Regulations 'Parachuting Regulations, System of Parachutist Classification' should be amended as per attached paper.

N.C.S.O.

Carried Unanimously

3. Incident Reports - resume

Several incident reports had been received, the first being a damaged grommet on a 3 ring riser causing the retaining loop to break (Safety Notices have already been sent out to Clubs). It was stated that the metal loop at the end of the ripcord housing could also damage the riser retaining loop, all jumpers using 3 ring risers are advised to check for wear.

An incident concerning two 'D' Certificate jumpers in Scotland doing CRW, where both pilot 'chutes entangled causing both jumpers to land in a river, neither were injured.

Two incidents where demo's misfired were also reported. One where a Marines display team jumped into the BBC Pebble Mill Studios with a number of jumpers landing in trees and one jumper slightly hurt (bruised kidney).

The other being a water jump into the Thames by the Red Devils where the parachutists were carrying a bottle of wine each, one bottle got dislodged sometime after exiting the plane and smashed on the ground near a member of the public, no one was injured.

Display Team Leaders are reminded of their responsibilities, bearing in mind that some are given extensive medical coverage. It is also suggested they check their insurance cover regarding items that could accidentally be dropped from the air. i.e. Smoke Bkts, Ripcords, Bottles of Wine etc.

Display Team Leaders

N.C.S.O.

4. Exemptions

1) A South African Instructor, R. Tetlow who attended the P.I. Course (3-82) at Peterborough and was to be granted PI Status upon recommendation by a CCI, now has this recommendation from B. Bias CCI of RSA and is now granted Potential Instructor Status.

N.C.S.O.

2) A request from Lt. Col. S.D. Lambe has been received for BPA Examiners to conduct the Annual Instructor Course in Hong Kong should the

need arise. BPA Examiner T. Andrewes was already in Hong Kong and another will be going there. The request for an exemption to run an Instructor Course in Hong Kong was unanimously granted.

N.C.S.O.

5. Ground Instructors

A letter on this subject from K. Gregord and J. Meacock had been circulated and a letter from the Scottish Parachute Club was read to the meeting by J. Meacock. After a great deal of discussion on the subject it was generally felt that ground instructors were not really necessary, but an assistant under the direct supervision of an instructor was a good thing.

It was proposed by J. Meacock and seconded by J. Laing that BSR's Part 1, Section 10 (Training) No. 5, should now read:

Ground Training of Novices A minimum ground training programme for novices totalling 13 hours is attached to Appendix H. Not less than 6 hours of this programme will be given before the first static line descent is made. The remainder of the programme will be completed before the fourth static line descent is made.

N.B. An assistant may be used by an instructor at the CCI's discretion.

For	17
Against	3
Abstentions	1

All CCIs

6. D. Howerski - Standards of Parachuting Equipment with regard to BPA Status

This item has been put forward for discussion at the Instructors Convention at the AGM. No decision is required. BPA Council just wanted STC's comments.

This subject with regard to club approval and affiliation is for discussion at the next Council Meeting. D. Howerski outlined his paper stating that he believes that certain items generally believed to enhance Safety in the Sport, should, if not be made mandatory, be recommended by STC.

It was generally accepted by the Meeting that Approved/Affiliated Status be outdated and ALL Clubs should seek to obtain the safest equipment possible.

It was also generally accepted that the S/L Bag Deployment System, net skirts, and staged deployed free fall systems should be recommended.

The Chairman stated that there were only two clubs in the country that do not process their students through the BPA, and the BPA is well supported.

7. Instructors Course 4-82

John Hitchen gave details of this Course which had been run at Sturgate from 8th November to 19th November. 5 PIs had attended, 3 being given PI Status. 9 attended for examination four having passed and five recommended to re-sit in 3 months. There were three candidates for upgrading to Advanced Instructor, Joe McCready and Mathew Mortlock being successful and Dave Chadwick advised to re-apply. On the Examiners part of the course three candidates attended for the second phase of the course and Pat Walters, Alan Ashton and Tony Butler were recommended for Examiner Status.

It appears that candidates on these courses are still not coming prepared, CCIs should ensure that anyone attending is aware of what is required of them, and PIs on the exam course should come with aids. Also anyone wishing to attend PI, Exam or Advanced Course should have a written recommendation sent to the BPA Office before the Course.

It was recommended by J. Laing and seconded by J. Lines that John Mayo and Reg Halford have their PI Ratings extended by 6 months and Alan Aston, Pat Walters and Tony Butler be awarded Examiner Status.

All CCIs

N.C.S.O.

Carried Unanimously

8. A.O.B.

1) Minutes of Riggers Meeting 14th October 1982

John Curtis (Chairman Riggers Committee) requested STC approval of the minutes of the riggers meeting of the 14th October 1982 and approval of any recommendations in those minutes, which he kindly outlined for STC members.

The riggers minutes and recommendations were approved unanimously.

N.C.S.O.

Riggers

2) A request from a member of the Belgian Parachute Association for information concerning amputee skydivers in Britain. If any CCI knows of any such jumpers in Britain please contact John Hitchen at BPA Office.

N.C.S.O.

3) A paper by D. Howerski was made available to anyone interested. On FXC installation on front mounted reserves.

D. Howerski

4) Mathew Mortlock issued a paper on 'Tandem Systems for student parachuting' (paper attached with these minutes) which is to be discussed at the next STC Meeting.

M. Mortlock

N.C.S.O.

5) Bob Harman of the Red Devils gave some details of an incident that had happened the day before concerning Cpl. Jim Bailey, who had a rotating Malfunction on his canopy, and is in hospital. A report is to be sent to the BPA.

The date of the next meeting will be 1900 hours Thursday 20th January 1983. The Post House, Leicester.

26th November 1982

Tony Butler, Joint National Coach & Safety Officer

BRITISH PARACHUTE ASSOCIATION ANNUAL INSTRUCTORS CONVENTION CENTRE HOTEL, LEICESTER SATURDAY 8th JANUARY 1983

Present:

J. Sharpies	Chairman S.T.C.
J. Hitchen	Joint N.C.S.O.
T. Butler	Joint N.C.S.O.
G.H. Robinson	
B. Snook	

Some 150 instructors and potential instructors plus a number of observers.

The Chairman opened the meeting by thanking all those present for attending and also thanking the three guest speakers for attending. The Chairman then asked Mr. G.C.P. Shea-Simonds to present his paper.

1. The use of 35mm Slides as Coaching Aids - G.C.P. Shea-Simonds

Mr. Shea-Simonds kindly offered to give a presentation on the use of slides at short notice owing to the fact that Mr. D. Waterman was unable to give his talk because he had to go abroad at short notice. The presentation (paper attached) was very well received, instructors being made aware of how important a professional approach to instruction is. The Chairman thanked Charlie for his presentation who then retired to applause.

2. A History of GQ Sport Canopies - A. Harrison

Mr. A. Harrison, Technical Director of GQ Parachutes, gave a well presented and highly amusing talk on the history of GQ Parachutes, starting with ex-World War II surplus canopies going through to which GQ believes is the next generation of Sport Parachutes - Closed Cell Canopies. Mr. Harrison also gave a history of GQ reserve canopies. A couple of questions were asked and Arthur retired to much applause after being thanked by the Chairman.

3. FXC 1200 A.A.D. Basic Maintenance - A. Davenport

As the first two speakers had finished quite early it was decided that Anton should give his presentation before lunch. Anton gave a very well prepared talk with slides informing those attending the problems that had been experienced at the North West Parachute Centre with the FXC, most of the problems appeared to have been caused by corrosion, and Mr. Davenport stated that in his opinion the FXC needed re-designing in parts. Gerry O'Hara stated that the problems at Netheravon were more likely to be caused by mis-handling of the equipment, and he did not believe the problems warranted the FXC being withdrawn from service. A lively question and answer session followed.

The Chairman once again thanked all the speakers for attending and asked instructors to inform himself or the BPA Office of any subjects or speakers they would like for next year's Instructors Convention. The meeting closed at 12.45 hours. The date of the next STC Meeting was confirmed as 20th January 1983 at the Post House, Leicester.

10th January, 1983

Tony Butler, Joint National Coach & Safety Officer

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0274 390561 day

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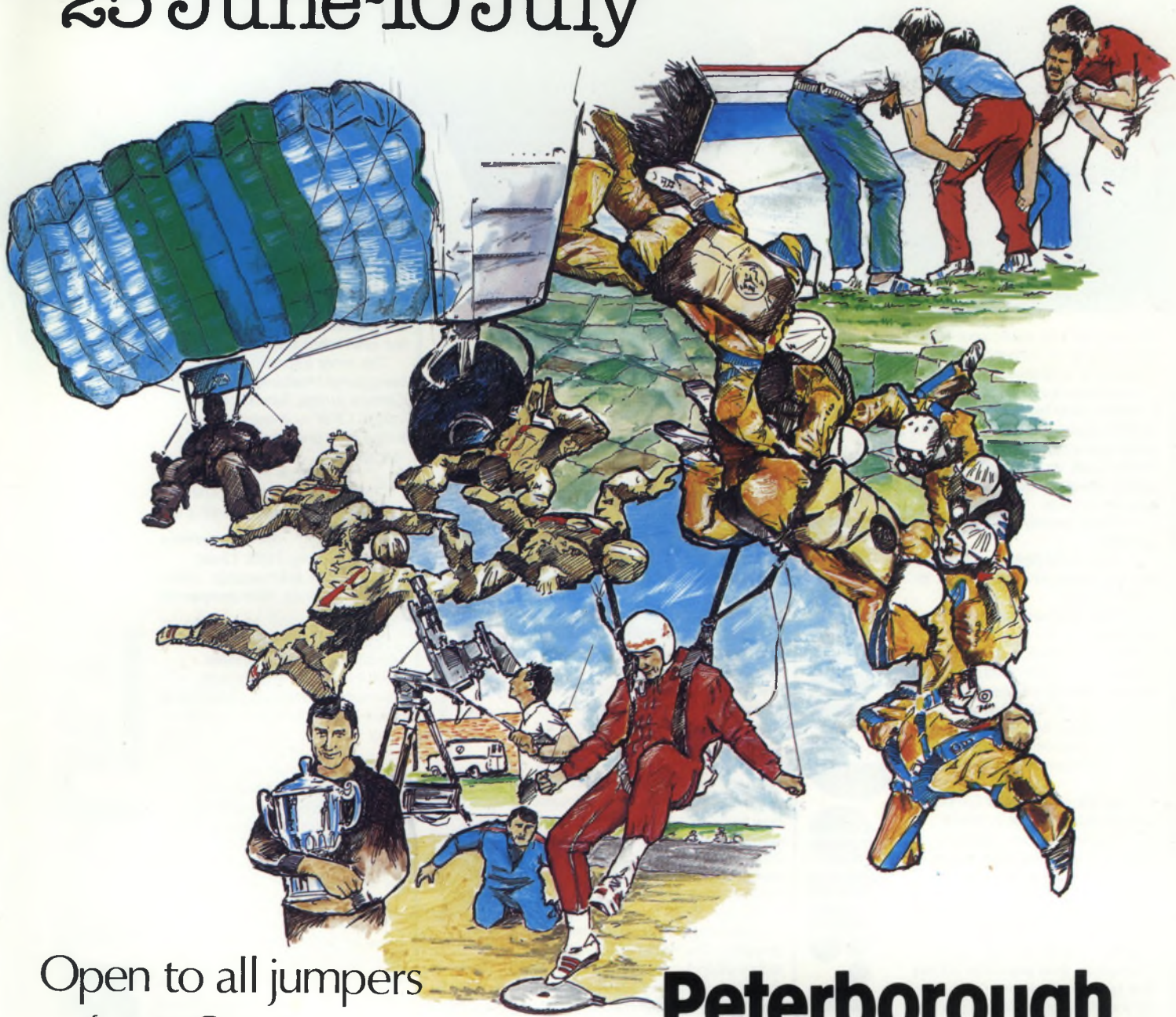
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