

THE

JUNE 1983

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



**MARINES BREAK
U.K. RECORDS
STORY INSIDE**





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

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

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

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

Both were jumping Strato-Clouds.

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Strato-Cloud Δ



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

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Rande Deluca-California

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

Robert Lane-Maine

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

Bill Stable' Mason-Missouri

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

Cliff Lord-North Carolina

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

Jim Baker/ Mirror Image-Missouri

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

Guy Bryant-Arizona

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

Robert 'Lizard' Waltzer-California

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CRUISLITE



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Telephone 08324 490**

DIARY OF EVENTS

COMPETITIONS AND BOOGIES

JUNE 18-19 - Police Accuracy Meet, Sibson
JUNE 25 - JULY 10 - National Championships
Classic/RW, Sibson
JULY 11-17 - BCPA Nationals, Sibson
JULY 23-31 - R.W. Boogie, Swansea
JULY 30-31 - Duck End Accuracy Meet, Rectory Farm
AUGUST 4-7 - Fokker Friendship Boogie, Langar
AUGUST 13-14 - Launch & Accuracy Meet, Headcorn
AUGUST 27-29 - Pat Keeley Round Accuracy Meet,
Shobdon
AUGUST 27-29 - Open RW/Accuracy Meet, Netheravon
SEPTEMBER 1-5 - CRW Nationals, Netheravon
SEPTEMBER 10-11 - 6 Way Speed Star Meet, Swansea

OTHER

JULY 13-23 - RAPA Championships, Bad Lippspringe
AUGUST 17-21 - Accuracy Competition, Graz (Austria)
AUGUST 8-12 - Cyprus Meet, Cyprus
AUGUST 19-28 - International Parachuting Competition
Canada
DECEMBER 9-19 - World RW Championships,
South Africa

COURSES AND SEMINARS

JULY 19-22 - Cat. 8-10 Progression Course, Swansea
JULY 23-31 - RW Seminar, Sibson
JULY 25-31 - Student Progression Course, Sibson
AUGUST 6-14 - Student Progression Course, Sibson
AUGUST 8-12 - PI Course 3 - 83, Long Marston
AUGUST 15-19 - Exam Course 3 - 83, Long Marston
AUGUST 20-28 - RW Seminar, Sibson
NOVEMBER 7-11 - PI Course 4 - 83, Swansea
NOVEMBER 14-18 - Exam Course 4 - 83, Swansea

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THE SPORT PARACHUTIST



The Journal of the
BRITISH PARACHUTE
ASSOCIATION
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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

The figures produced by Tony Butler in the Coaches Column of April Sport Parachutist have been the centre of considerable interest and surprise.

But should we be **surprised** by the statistics?

Surely if you actively and aggressively market hamburgers you would hardly expect to sell much prime steak.

The sport as a whole (this includes some military organisations as well as commercial centres) markets first (and only) jump courses.

Very little is done to sell freefall courses.

Those cynics amongst us would argue that once the student has paid his or her £50 (or what ever) for the basic course, it's really not in the interest of the organisation providing that course to **actively** encourage the student to remain in the sport. Some would argue that in any event the system could not cope with too many students wanting to become sky divers.

Those involved in large student operations will also argue that it is those very students that enable them to operate 8 place aircraft. Point taken.

Certainly most of our established centres would not be here today without student income, not to mention contributions to the BPA via membership.

But large numbers of students are a double edged sword (see correspondence this issue).

Perhaps if those entrusted with the organisation of the sport ten or fifteen years ago had been more far sighted and had set up a couple of regional centres on the Netheravon lines to cater solely for those interested in a two week residential course, by now we would have two well established centres which would be actively encouraging progression for those students interested in skydiving, not to mention a home for the nationals, instructor courses, etc.

But then it's all too easy to be wise in hindsight.

DAVE WATERMAN

SPORT PARACHUTIST



Marines on their way to breaking two British records in one week. Pictures Peter Mason, Taff Jones.

Mark Miller (pilot) catches a Mr. Bill exit over Headcorn with George Shapland as host and Jane Buckle as the leech.

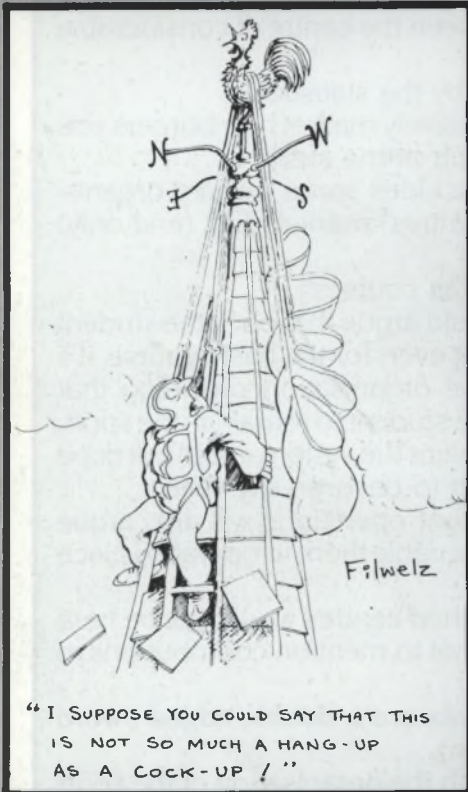
MARINES BREAK U.K. RECORDS STORY INSIDE

THE DROP MAN THE DROP

TRUE STORY FROM MIDLAND PARA CENTRE

A Girl wanting to do her first jump, went to her doctor for a medical, and he discovered she already had — she was pregnant and didn't know!

We are told by Dave Howerski that BPA Member Ben Marcus has a record out called, A Side 'When You've Gone', B Side 'Life Is Cruel'. The record label is Woodmark.



"I SUPPOSE YOU COULD SAY THAT THIS IS NOT SO MUCH A HANG-UP AS A COCK-UP!"

"Congratulation on your first freefall - that's a case of Beer!"

"But I can't drink a whole case!!!"

The names have been omitted to protect the guilty!

MALLY ELLIS C3670

TURBINE ISLANDER APPROVED AT HIGHER WEIGHTS

Pilatus Britten-Norman Ltd. has increased by 400lb (182kg) the maximum gross weight of the BN2T Turbine Islander to 7000lb (3175kg), it has also been possible to raise the maximum landing weight from 6600lb to 6800lb (3084kg) and to increase the maximum zero fuel weight by 300lb to 6600lb (2994kg). In addition to the new approved weights the C.G. Envelope has been extended.

These improvements have been achieved without any structural modifications, provided the now standard tip tanks are fitted, so the full increased weights are available to increase payload/range, substantially increasing the usefulness of the already versatile BN2T Turbine Islander

TIME FLIES AT SIBSON

Back to the good weather of '82. Last lift of the day. I was up for a lowey, 2500 exit. Porter door wasn't big enough. Bang! Ouch! Seiko for a burton! Skydiving she went. Lost forever. Dusk fell, no time to find her. Didn't see spot. "X marks the spot" pointed Fred on Ariel Picie.

Next morning up early. It was bright but foggy. 7.00 a.m. I was sitting by the spot with Jamie Graham. BEEP! BEEP! WOW! It was my wrist friend calling, quick! only 20 seconds. Yipee! Jamie's got half of Harry's farm in his hands, and a shiny time piece appears from beneath. It must have held on first bounce! as its only the 'Second Bounce that Kills'. My watch is still skydiving. So remember if its your turn, 'GRAB THE GRASS'.

BOB THOMPSON C4849

NEW EUROPEAN MAGAZINE

Heinz Fischer, a German free fall photographer and editor of the photograph book 'Between Heaven and Earth' tells us he is planning a monthly European Skydiving Magazine. Heinz plans on a 40 page, 50% colour magazine which will include all aspects of competition jumping and European news. Two editions will be printed, one in German and one in English.

SKYDIVE AIR COMMAND

Sandy Pollick, ex Sibson jumper now living in the USA, tells us he is currently jumping at the Skydive Air Command DZ at La Grange, Georgia. La Grange operates a DC3 known as 'Sugar Alpha' or 'Firestone', which is equipped with carpet, tinted windows and a stereo system. The DZ is about 60 miles south of Atlanta, almost on the border of Alabama. Sandy reports that the skydiving quality and quantity are good at La Grange, and that a visit there is well rewarded.

SWEDISH BOOGIE

Two, perhaps three Twin Otters will be the jumpships for a Boogie in Sweden from the 13th to 14th August, this year.

The Drop Zone, Lidköping, is one hour drive from Goteborg.

Prices will be about 50 - 60 Swedish Crowns for 12,500 ft.

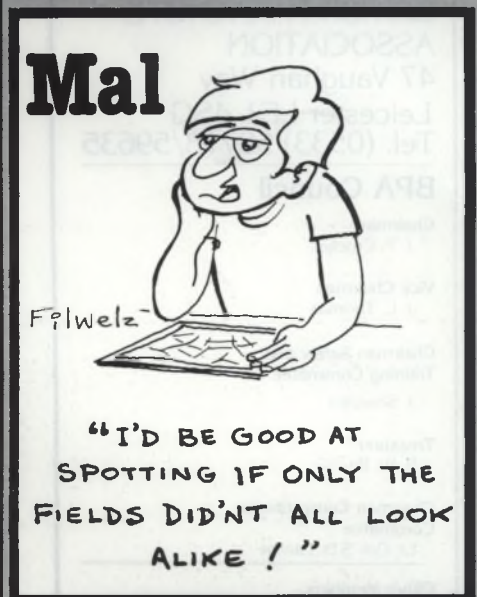
Revised Maximum Weights etc. are:

Maximum Take-Off Weight	7000lb	3175kg
Maximum Landing Weight	6800lb	3084kg
Maximum Zero Fuel Weight	6600lb	2994kg
Empty Equipped Weight (approx)	4040lb	1832kg
Maximum Payload (approx)	2960lb	1343kg
Payload with Maximum Fuel	1520lb	689kg
Fuel Capacity (useable)		
Mains and Tips	215 US gals	814 litres
Range		
VFR (no reserves)	728 N.M.	1349 KM
IFR (inc 10% block fuel + 45 mins hold)	590 N.M.	1093 KM

PUBLICITY FOR BRITISH JUMPING

The latest issue of the Swedish Skydiving Magazine 'Svensk Fallskärms Sport' contains a detailed report on the jumping scene here in Great Britain. Langar, Sibson, Sturgate and Netheravon have received detailed coverage, giving prices, facilities and aircraft etc, whilst about 16 other clubs have also received a mention.

Dave Howerski's Relative Work seminars were also covered. The report followed a visit by 'Svensk Fallskärms' Sports Editor, Anders Bursell, and fellow Swede, Inger Bäckström.



Mal

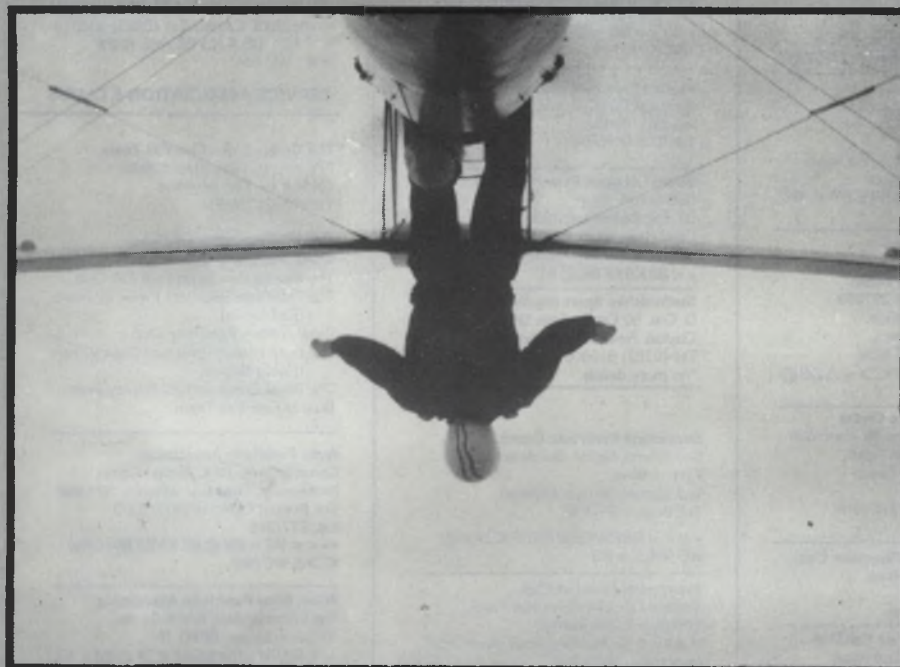
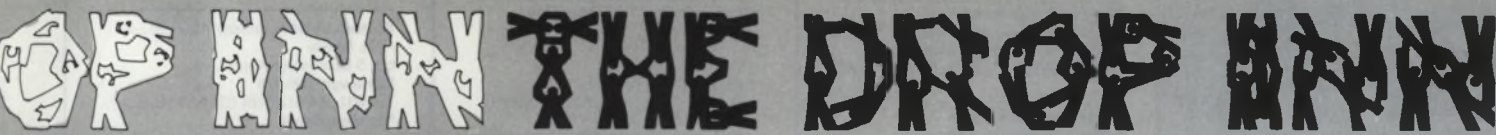
"I'D BE GOOD AT SPOTTING IF ONLY THE FIELDS DIDN'T ALL LOOK ALIKE!"

Swansea is holding a large aircraft Boogie in July, 23rd to 31st, and a 6-way Speed Star Meet. September 10th - 11th.

DZ DIRECTORY

If you are travelling abroad and would like to know if there's a DZ nearby or you just want information about a DZ you know of, the BPA Office now has a copy of the World DZ Directory which carries information of most DZ's around the world.

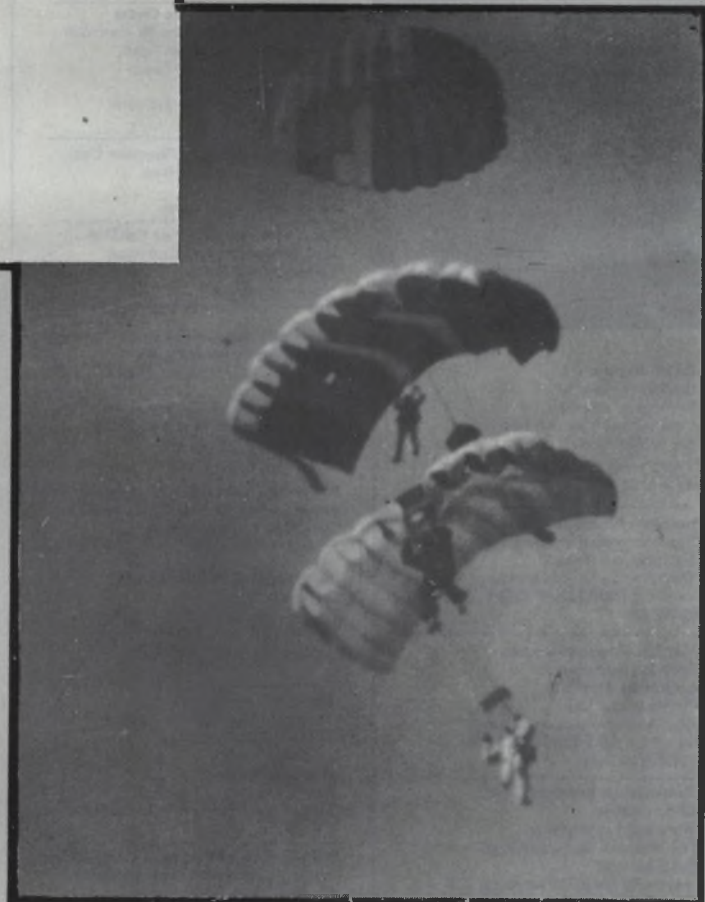




LOOPY PIC

Yes the picture is the right way up, it was taken at Sturgate by a camera mounted on the tail of a Tiger Moth. Several of the Lincoln Para Centre Members had the pleasure of exiting at the top of a loop.

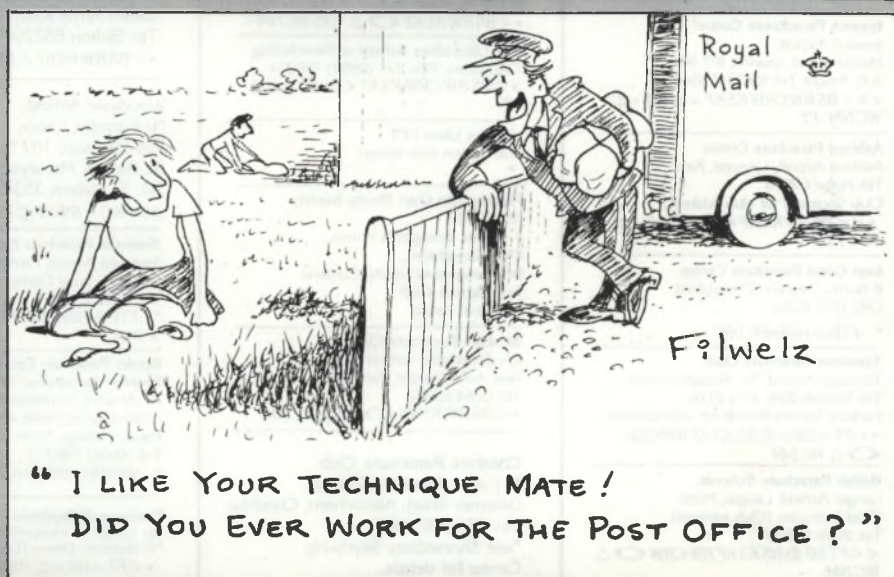
Who says the camera lies! True to Ram Air progression at Sturgate? This pic was sent in by Mr. A.N. Other from Leeds University. That is two pictures from Lincoln in one issue, well I guess thats their ration for the year. Ed.



PILOTS EYE VIEW OF THE NEW CATEGORY SYSTEM

- CAT I Has demonstrated the ability to fall over on the grass a lot, and has handed over £45 in used notes to the CCI.
- CAT II Has hung around the DZ for at least two months before getting a job.
- CAT III The student has survived 3 jumps on rigs packed by the CCI.
- CAT IV Wears pull up chord but still on static line.
- CAT V First free fall after instructor forgets to hook up static line.
- CAT VI Has demonstrated ability to fall out of aircraft and spin at 78 r.p.m.
- CAT VII Any one with British Railcard allowed to self spot.
- CAT VIII Cleared to fall unstable, write down own lies in log book, and buy very dodgy tandem rig from a frightened man.
- CAT IX Cleared to jump dodgy kit, pull low, cut away, sell kit.
- CAT X Cleared to stand round DZ, talk about good old days, buy CCI drinks, get drunk, fall over and co-opted onto BPA Council and STC.

Discovered by **Jazz Pilot Ben**, written by **Robin Lloyd** notorious northern Jump Pilot.



**" I LIKE YOUR TECHNIQUE MATE!
DID YOU EVER WORK FOR THE POST OFFICE ? "**

BPA

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

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

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Montford Bridge Para Centre
 The Airfield, Montford Bridge,
 Shrewsbury. Tel: (0743) 850953
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Lincoln Parachute Centre
 Sturgate Aerodrome, Upton,
 Nr. Gainsborough, Lincs. DN21 5PA.
 Tel: Corringham (042 783) 620
 (Ansaphone)
 Secretary (at Centre address) @
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Comwall Parachute Centre
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 St. Ervan, Wadebridge, Cornwall.
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 J. Fisher, Trethoway Hotel, Port Isaac,
 Cornwall. Tel: Port Isaac 214
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Black Knights Parachute Centre
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 R. Marsden, Primrose Hill Farm,
 Bilsborrow, Nr. Preston, Lancs.
 Tel: Brock 40330
 WEBB(C)BSKSHKHFRECRW
 WCNM

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

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

Shrewsbury Skydiving Centre
 The Airfield, Montford Bridge,
 Shrewsbury. Tel: (0743) 850622

Leeds/Bradford Freefall Club
 Alanbrooke Barracks,
 Topcliffe Airfield,
 B. Pickersgill, 36 Cricketers Green,
 Rawdon, Leeds 19. Tel: (0532) 506930
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 Tingwall, Shetland.
 Sec: Martin Fraser, 185 Sandveien,
 Lerwick, Shetland. Tel: (0595) 5880

Duck End Parachute Group
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 G. Lilly, 11 Parkfield Close,
 Fairfield Crescent,
 Edgware, Middlesex.
 * < @ = Δ
 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 @ Δ x @ WC NM <

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
 c/o Strathallan Airfield (ZLL)
 near Auchterarder, Perthshire.
 Tel: 0764 62572
 * < BS RW KSKF @ BB @ WC NM

Cheshire Parachute Club
 P. Evans, Dunham Grange,
 Delamer Road, Altrincham, Cheshire
 Tel: 061 928 6918
 *see Shrewsbury Skydiving
 Centre for details.

Paraclan II Sport Parachute Club
 Kinnell Airfield,
 c/o Stuart Charleton,
 15 Cameron Avenue,
 Bridge of Don, Aberdeen.
 Tel: 0224-703412 (H) 0224-574588 (B)
 WEBB(C)BSKSHKHFRRWNM

Blackpool Parachute Centre
 Blackpool Airport, Blackpool FY4 2QS
 Tel: 0253 41871
 * < FT = BB x @ BS KSKFRW @
 CRW Δ WC NM

Skybird Parachute School
 Mayridge Farm, Theale,
 Reading, Berks.
 Tel: (0734) 760584

South Cotswold Parachute Club
 Badminton, Avon.
 DZ Tel: Badminton 486
 Carol King, 82 Forrester Green, Coleme,
 Wiltshire. Tel: Box 742890 (1730-1930)
 * < BS KSKF BB @ WC

Staffshire 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 @ WC NM Δ = 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

Martlesham Parachute Club,
 Mrs L. Bennett, Currant Cottage,
 Dyke, Woodbridge, Suffolk. IP12 2RX
 Tel: Eyke 365
 * < WC BS RW CRW @ KSKF = BB WC NM Δ

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 @ = Δ BB @ WC NM

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

Manchester Skydivers
 (see British Skysports)
 Brian Greenwood 33 New Street, New Mills,
 Stockport. Tel: 0663 45487
 *

TPA Parachute Centre
 Chetwynd Airfield and
 Sieghoff Airfield, Staffordshire.
 G. Evans, Springbank, Overhouses,
 Green Arms Road, Turton, Nr. Bolton.
 Tel: Bolton 852295
 * < BS RW KSKF Δ BB @ WC NM

Woodvale Airfield,
 Nr Formby, Lancs.
 Roy Harrison, 107 North Road
 St. Helens, Merseyside.
 Tel: St. Helens 35342
 BS * WC < RWKF @ BB NM

Swansea Parachute Club
 Swansea Airport, Fairwood Common,
 Swansea, West Glamorgan SA2 7JU.
 Tel: 0792 296464
 * FTBBBSKSHKHFRRWCRW
 WCNM

Border Parachute Centre
 Brunton Aerodrome, Chathill,
 Nr. Alnwick, Northberland.
 contact: Kerry Noble, 44 Salisbury Avenue,
 Preston Village, North Shields NE29 9PF.
 Tel: (0632) 596712
 * WEBB(C)BSKSHKHFRRWNM

Dunkeswell Skydivers
 Ian Louttit, Dunkeswell Airfield,
 Nr. Honiton, Devon (Luppit 350)
 * < FT = BB x @ BS KSKFRW CRW @ Δ WC NM

Scottish Sport Parachute Association
 M. H. Rennie
 c/o 5 Bonnington Road Lane,
 Edinburgh EH6 5BP
 Tel: 031-554 8121 (B) 031-669 1872 (H)
 *no more details

The London Skydiving Centre
 The Secretary, London Skydiving Airfield,
 Pampisford, Cambs. Tel: (0223) 834613
 FT BB x (C) BS KHS KHFF
 RW WC NM

SERVICE ASSOCIATION & CLUBS

The Golden Lions Free Fall Team
 Fife Airport, Glenrothes Airfield,
 Glenrothes, Fife, Scotland.
 Tel: (0592) 759802

Other Service affiliated Clubs:-
 REME Parachute Club
 The Ravens Para Sport Free Fall Club
 The Parachute Regiment Free Fall Team
 (Red Devils)
 Royal Artillery Parachute Club
 The Light Infantry Parachute Display Team
 (Flying Bugles)
 The Royal Green Jackets Display Team
 Guards Free Fall Team

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

Rhine Army Parachute Association
 The Commandant, RAPA Centre,
 STC Sennelager, BFPO 16
 * < BS RW CRW KSKF @ Δ BB x WC NM **

Cyprus Joint Service Adventurous Training Camp (CJSATC)
 Chief Instructor (CCSPC), CJSATC
 Pergamos Camp, BFPO58
 * < 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 @ x @ Δ WC

Royal Navy & 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 x @ KSKFRW CRW @ Δ WC NM

Hong Kong Parachute Club
 CCI, JSPC (HK), Borneo Lines,
 Sek Kong, BFPO 1.
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Royal Corps of Transport (RCT) Parachute Club
 (Silver Stars Para Team)
 Axminghur Barracks, Coleme,
 Chippenhams, Wiltshire SN14 8QQ
 Tel: Box (0225) 743585/743446
 WEBB(C)BSKSHKHFRRWCRW WCNM

British Collegiate Parachute Association
 c/o 110 Marlborough Road,
 Oxford OX1 4LS. Tel: (0865) 725962.

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

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

British Skysports
 Bridlington Aerodrome,
 Bridlington, Yorkshire.
 Chief Instructor (at club address)
 Tel: (0262) 77367

* < FT = BB x @ BS KSKFRW CRW @ Δ WC NM

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

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

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

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

Ashford Parachute Centre
 Ashford Airport, Lympe, Kent.
 Tel: Hythe 60816
 Club Secretary (at club address)
 * < < BS RW KSKF @ Δ BB @ WC NM FT

East Coast Parachute Centre
 8 Burns Crescent, Chelmsford
 CM2 0TS, Essex.
 * FTBSKSHKHF NM

Thrupton Parachute Club
 Thrupton Airfield, Nr. Andover, Hants.
 Tel: Weyhill (026 477) 2124
 contact: Dennis Woods (at club address).
 * < FT = BB x @ BS KSKFRW CRW @ Δ WC NM

British Parachute Schools
 Langar Airfield, Langar, Notts.
 Chief Instructor (Club address)
 Tel: 0949 60878
 < < FT BB @ BS KSKFRW CRW @ Δ WC NM

SEC GEN CORNER

In the next few issues of the magazine I'd like to deal with the various aspects of the BPA HQ administration dealt with by the Staff at Leicester. Memberships, Magazine, Championships, Courses, Competitions, Committees, AGM/EGM, Accounts.

1. Memberships

Members appear via a variety of sources, from suggestions by friends, articles in magazines etc. colleges, clubs. Prospective members contact either a club direct or the BPA Office. On receipt of an enquiry or letter or phone the BPA Office send out a Brochure and Club List so that people can select the club of their choice. No club is preferred by the office when dealing with enquiries. Thence they contact a Club and arrange a course of training, either at a week-end club or at a full time centre often during the week. The club arranges training and initial, P6 Membership (or P4 or Full) to the BPA. Once a student has completed a total of 6 jumps in a four month period (P6), any number of jumps in a 4 month period (P4) they then may wish to continue in the sport, convert to full membership, this can be accomplished at club level in some cases, but more normally via the BPA Office.

All completed P6 forms, P4 forms are kept in store at the BPA Office. Once a person is either a full member or converts from P6 to P4 to full membership, their details are inserted onto the computer bureau file and they automatically receive every 2 months their copy of the BPA Journal, 'The Sport Parachutist'. Although it may seem that membership costs are expensive the fee is subject to break down as follows.

Total Fee	14.50
Sub to BPA	8.53
Vat on Sub to BPA	1.28
3rd Party Liability Insurance	.62
Mag Subscriptions	4.07
The £8.53	

The £8.53 sub to BPA is designed to cover all administration costs for a complete year, for any and everything to do with the administration of each member of the Association. The VAT we have no control over at all. The Insurance element affords every member Third Party Liability, including member to member of £500,000 per any single incident. The magazine subscription gives each member 6 issues per year, at an approximate cost of 68p per copy.

BPA Memberships run as follows. Full - April 1st to 31st March. P6 for 4 months from date of joining. P4 for 4 months from date of joining. There are also other categories i.e. Associate - this is a full but non jumping membership. Scottish - full except they do not receive the magazine. Visitor - for visitors from abroad for short periods of time. Magazine subscribers only. For conversion to full membership the year is split into 2 equal parts. Those joining between April 1st and September 30th pay the full conversion fee, those joining between October 1st to March 31st pay half the fees. In February each year a Renewal Notice is sent to all Full and Associate members so that they can renew their memberships by 1st April each year. It is also possible to pay by Direct Debit from ones bank, and each year you would be told of the projected increase before the money was transferred from your account. As a member of the Association you are able to contact the office at Leicester in order to resolve any problems etc. which may occur from time to time.

Please remember the staff are here for you to contact if you have any queries, gripes, moans or groans and unless you tell us of problems we, a) don't know about them and b) can't do anything to remedy them. We will always be willing to help anyone at any time.

CHARLES W. PORT
Secretary General

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CORRESPONDENCE

INCIDENT REPORTS

I would like to respond to the comments by **Alison Gilmour** and **Dave Hereford** in the April issue of *The Sport Parachutist*. Both complain of lack of information concerning incidents, and suggest that we do not learn from them.

Firstly I would like to explain the incident procedure in the UK. All CCI's of BPA affiliated and approved clubs are required to send into the NCSO a comprehensive report on all incidents occurring on his DZ. These are then collated and presented at the next STC meeting, where they are discussed by all the chief instructors. A considered and informed decision is then made. The information and lessons learnt are then spread to all via the clubs, which is where the jumping is. If defects are found in kit or procedures found to be inadequate, then a SAFETY NOTICE is issued to all clubs and display teams. STC meetings are usually every 6 weeks. In certain circumstances when defects have been found over a weekend, then the NCSO has issued an interim SAFETY NOTICE to warn all.

To be specific about Dave's complaint. It became apparent over a number of malfunction incidents that a design change of Pegasus steering lines was causing a higher incidence of Steering line malfunctions. A SAFETY NOTICE was issued on 2nd September, the manufacturers were also contacted. On receipt of the correct drawings from Django, a further SAFETY NOTICE was issued on 14th October. This explained what was required, and that the Mod would be done free of charge by a qualified rigger.

The point is Dave, if you had looked at your club notice board soon after the 14th October all the information was there. It should be a regular part of your skydiving to check for any new SAFETY NOTICES, IT MIGHT AFFECT YOUR KIT. If it still does not make any sense to you then ask your CCI. He will explain what is required.

Alison suggests that an incident page, as in the USPA Parachutist magazine would save the day. I too read those incident reports, and sometimes find them interesting and informative, but it is worth remembering a couple of points.

1. Copy dates for any magazine will ensure that safety information is wildly out of date when it is finally printed.
2. The USPA itself warns about the accuracy of these reports from the field.

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.

The fact that STC is formed from all the CCI's and meets at regular intervals is unique in the parachuting world. I believe it provides an effective and efficient distribution of information within the sport. The minutes of STC meetings are only an aid to the committee itself and a guide to its work. Their appearance in the magazine is not intended to be the source of safety information. That is done through the clubs direct and the SAFETY NOTICE.

JIM SHARPLES
Chairman STC

ENCOURAGE JUDGES

Members of Council and General Members may not be aware of a situation which is developing and, could have the effect of reducing the British National and Open Parachuting Championships, to being only another event.

This year we only have 5 British FAI judges, all categories and, 2 others for RW and Accuracy, not all of whom have been particularly active (for various reasons) over the past few years.

To maintain an FAI rating, in each event, you have to judge at least 200 jumps, of which 95% at least be evaluated and 'agree' with official scores over 7 competitions over 4 years. At least 2 of these have to be National Championships, one of which has to be in the year preceding the year of application to become an FAI judge.

The number of FAI judges has been falling steadily over the past few years, as has the number of serious competitions where a judge can maintain or achieve a rating.

I would suggest that the Council and Members must decide if they want to encourage judges by having training seminars, more serious competitions, training camps for competitors and judges etc, or decide to only concentrate on boogies etc and possibly not send teams to International or World Competitions.

MARTIN H RENNIE
Chairman SSPA

Dear Martin,

The subject matter raised by you is, of course, an extremely important one. Indeed the matter was discussed at length at the Competition Committee meeting on the 25th April.

It may well be that Charles Port has sent to you copies of the Minutes of the Competition Committee Meeting on the 25th April, but if not I will ask him to do so.

You are absolutely right to raise this very important matter. Only last week Sarah Brearley, Danny Hennessy and I spent the best part of a day with the Sports Council in an effort to persuade them to completely re-think the basis upon which grant aid is given to us, particularly for the purpose of coaching. Indeed, I think our meeting may well have produced very substantial results, although, most unfortunately, these will not be seen until the year commencing April 1984. Any suggestions at all that you may have as to how we might be able to finance training seminars, training camps and competitions would be greatly appreciated.

I will, in fact, let you know the outcome of the negotiations with the Sports Council.

Whilst writing could I please extend very best wishes for the start of the Summer Season to all members of the Scottish Sport Parachute Association. Kind regards,

Yours sincerely,
James Crocker
CHAIRMAN

PARASCENDING SAFETY

Having read with interest the article between Sky-diving magazine and **Mr. Puskas** which you printed in the Feb edition of SP, I would like to make a few safety requirements a lot clearer.

Mr. Puskas said '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 a nominal altitude of 500-600ft.'

Now that statement may cover all the things that I am going to elaborate on, but I am convinced that a lot of CCI's would like to be made aware of the requirements needed to carry out this operation. However you look at it, the training system used in the above statement is one of Parascending and listed below are just a few mandatory requirements before a parascending operation can be carried out.

1. INSTRUCTOR The tow unit and launch must at all times be under the control of a BAPC (British Association of Parascending Clubs) licenced instructor, or a trainee instructor registered with the BAPC either:

- a) Under tuition accompanied by a BAPC licenced instructor or;
- b) When authorised by the CCI with the BAPC licenced instructor on the site.

2. TOW UNIT (Vehicle) A tow vehicle must be used and be such that an unobstructed view of the towed flight can be gained by the instructor/driver.

3. TENSIO METER AND QUICK RELEASES The tow line must be fitted to a tensiometer/quick release on the tow unit, and a quick release on the Parascenders yoke. Both quick release are mandatory and must be easily operated by the instructor/driver and Parascender.

4. EMERGENCY RELEASES An emergency release must be made by the instructor/driver in the event of a fast rotation of the canopy. The parascender MUST release the tow line after an emergency release or line break.

5. CUTTING IMPLEMENT The tow unit must be equipped with a bill hook, machete or suitable knife with which to cut the tow line in the event of quick release failure or entanglement on the tow unit.

6. LAUNCH MARSHAL Must have previous experience of Parascending operations and must have received instructions in his duties as defined in 'Operating Procedures'.

7. STEERING ON TOW (Wing Canopies) The flier must maintain control throughout inflation, launch and self release.

8. ANCHORMEN These must be used in exercise 7 (static) for the purpose of preventing the Parascenders feet from leaving the ground. (It is recommended that one anchorman be used for launching self inflating wings unless the instructor in charge grants exemption under special circumstances).

9. PROXIMITY TO WATER Suitable permanent buoyancy aids of life jackets must be worn when water is

within two tow line lengths of the canopy launch path.

To convert a round canopy para-scender to a wing canopy the individual must be taken through a series of exercises before his feet leave the ground. The para-scender must prove his ability to the CCI that he has reached the standards expected. These exercises are as follows.

1. To be shown the canopy and have all its features and flying differences explained to him/her.
2. To practice a static Ex 7. This is by using a short line (3-5M long) fitted to the tow unit and the students tow yoke, and also using an anchorman. The canopy is inflated above the student who can now take and practise canopy control.
3. The student will be taken through all aspects of canopy control and also the action to be taken in the event of end cell closure.
4. EXERCISE 7 MOBILE This is the use of the tow unit (i.e. a landrover with all the superstructure removed) where the student is harnessed into the rear of the tow unit through a system of anchorages. The driver moves slowly off into wind whilst the canopy is inflated above the students head. The instructor is in the rear of the tow unit and instructs the student further in canopy control.
5. The student having satisfied the CCI that he is capable will now make his first ascent. The following points will be emphasized.
 - a. Ensure that all cells are inflated on initial part of launch.
 - b. Check periphery of canopy and direction of line to vehicle during ascent.
 - c. That control is maintained throughout launch (if control is relaxed canopy can rotate with fatal results).
 - d. Student knows correct procedure in event of a line break.
 - e. Student knows correct procedure in event of a line break.
 - e. Student knows correct procedure for line release.

Here the student will now make his first ascent, and as soon as the height required has been reached the student will signal for line release and will operate his own quick release. He must fly straight, land into wind and flaring at the right time to attain a stand up landing.

REASON FOR LINE RELEASE

The line must be released from the student once correct height has been reached, failure to do so could result in an accident. Ever seen a tow line caught in grass? I have and the results are dam frightening.

Now by bringing a few salient points forward I hope that prior to any parachuting CCI or instructor undertaking a parasending operation, will now seek expert advice on safety requirements and correct equipment that must be used. The answer is if in doubt then find out by contacting the BAPC office (0533 - 530318) and ask for the contact address of the nearest parasending instructor who would be only too glad to assist in any way he/she can. But please remember that the 3 ring quick release mechanism used in free fall is banned in parasending operations.

SSGT. J. SCOTT
BAPC No.L522/A28, BPA141622

DELAND VISIT

After spending Christmas in Z-Hills and New Year in California, we went to Deland for a change of scenery and were pleasantly surprised. The 'Dealand' that many will remember is no more.

The new operators of 'Skydive Deland', **Bob Hallett** and **Tom Piras**, are part of the successful 4-way team, 'Desert Heat' from Arizona. Both are current skydivers and, as such, they know what skydivers want and are working hard to provide it.

They have three planes permanently stationed there during the winter. If you don't like the Cessna or the Twin Beech, you can rock and roll to altitude in 'Mr. Douglas' while admiring **Dave Rickerby's** mural inside the plane. During the Easter Boogie, two Twin Otters were brought in to take up the slack. The vibes at Easter were so good that the FAI official, signed, sealed, stamped and judged a World Record 72-Way, was inevitable.

The facilities on the Drop Zone are good and constantly improving (I painted the bogs). They include free camping and hot showers, a daytime snack bar at the packing area and the Airport Bar just 100 yards away.

Local restaurants and motels have good 'skydiver deals', as do the two manufacturers on the DZ, **Sky Supplies** and the **Relative Workshop**. (Check Sky Supplies' new price list - it is incredible).

As far as night life is concerned, the University town of Deland is close-by. But, if you can't find what you want in Deland, a short drive to nearby Daytona Beach or Orlando (Disney World etc) will provide all the entertainment you can handle.

As the originators and pioneers of the Accelerated Free Fall Programme, Deland is continuing to provide students with the best equipment and instruction available. Front-mounted reserves have been allocated their rightful place in a museum and the only round canopy in the Deland skies is a reserve. LR288 squares are used from the first jump from 11,000ft, and the static lines went with the belly-warts.

There are plenty of connecting flights into Orlando from the usual International Airports and if 'Skydive Deland' is notified ahead of time (phone 904-738 3539) transport can usually be arranged.

Try Deland. The weather is there, the aircraft are there and the top quality skydives are definitely there.

I hope you're as pleasantly surprised as we were. Blue Skies,

COLLIN FITZMAURICE
DAVE RICKERBY
SUE GRAYLING

STUDENT TANDEM

I wish to make some observations concerning the question of Student Tandem Kit and in particular the Steven cutaway system. I recently visited a weekend centre in Belgium where they use Student Tandem Kit. The CCI gave me a briefing on the cutaway system. This involved hanging in a harness and then pulling the

cutaway/reserve handle. He stressed that I should pull the handle right out to arms length as some-one had been killed through cutting away and not opening the reserve.

He left me to experiment and on my second attempt I pulled the handle to about half way the length of my arm. A good foot in fact, so I was amazed to discover on examination that though I had cutaway I had not even moved the pins on the reserve.

The CCI had of course briefed me to pull it to an arms length but would a first timer remember this under great stress. On reflection I found it difficult to see how it would be possible to avoid there being some difference in length between the wire which releases the three ring system and the reserve wire, added to this the CCI's admission that the system had made no difference to his retention rate, I must admit that I have been greatly turned at the idea of Student Tandem Kit.

NICK KELSO, C4794

AGAIN

Having just read the most recent edition of SP, I was prompted by the article on Student Tandems to put pen to paper. I was intrigued by the debate, largely because much of it echoed my feelings as an intermediate jumper when I was using PCs and their associated paraphernalia (I am now a veteran of 120 jumps in 3 years I should point out).

It irked me then, and baffles me still, that students who have graduated from the bog-standard round canopy to one which must be cutaway (PCs, Paps), and are therefore at the most risky part of their progression, are generally kitted out with the most complex and least purpose-built cutaway system: the front and back mounted harness with 1 1/2 shot capewells.

The notion of having to carry out the seven separate actions necessary to get me away from a garbage main and onto a nice, clean, pretty reserve used to bother me more than a little when I was jumping PCs. It still does. The system accepted into use at Nethers just before Christmas makes much more sense to me. Aero-Conicals in Piggybacks, with a standard 3-ring chop system, and used in the progression of students who have graduated from the static line but are not yet ready for high performance ram-air. By adopting this system you achieve many things. The main advantages, to my view are:

1. The jumper progresses from one simple reserve drill to another equally simple one without that nasty stage of complex 1 1/2 shot procedures.
2. The jumper grows accustomed to an advanced harness earlier, without the nerves associated with transition to high performance canopies at the same time.

To sum up, it seems to me that the notion of putting first-time freefallers on to cutaway systems is a little drastic, but to insist that the intermediate student, who is likely to be at that 'a little knowledge is dangerous' stage use the most complex cutaway of all is equally severe.

Thank you for your kind attention, if this is ever published I shall look forward to getting my ear bent next time I set foot at Lippspringe or Nethers. Blue skies.

PHIL STURTVANT

AGAIN

What has prompted me to write this letter is that on receiving the February issue of the SP while at the Port of Long Beach California and thumbing through it in order to get its general contents in mind, I reached the page which has the heading — Student Tandems, what follows has been lingering on my tongue and fingers for some time, Sarah's article swayed the balance, so here we go.

Being a student and in the sport for just over one year, my first jump at Cokerham (Black Knights) early March '82 along with another shipmate of mine (come on in Billy - your time is up). We managed to complete three good jumps over the weekend on LL/C9s. From there I joined my local club — Swansea Skydivers where it opened in April, doing a total of five S/L before going for my first DRCP, then my work interfered with my pleasure, and it was September in fact before I returned to the UK. Three more DRCP at Shobdon and then the big day with my first F/F all done with A/Conical canopies. That is about as far as I have progressed with the BPA.

Once again it was off to sea to go, and for guidance in the sport I had Sport Parachutist to refer to. Down in New Zealand I was shown and taught the 1 1/2 shot capewell release from the suspended harness, managed to satisfy the safety officer and got myself into a PC Rig...yes fellow students, a chance to fly a PC before Cat. VIII. But gusty winds put a stop to everything, so from that point onwards I had a strong desire to jump a PC before my return to the UK (students flying PCs are a common thing in New Zealand).

My next opportunity was in Canada putting the CCI's mind at rest that I could carry out the 1 1/2 shot with Stephens cutaway on a front reserve, I was given a 35ft 7.TU and put back on a DRCP due to the fact that I had gone over the '90 day' jump rule, I was told that if I did a good one from 2,800 maybe the next one would be a PC. Everything went ok but due to the rapid loss of daylight it was another 7.TU or nothing. Action replay and I was cleared for F/F. Sailed the following morning for NZ at a DZ in the north, I was once again asked to satisfy various people that I was capable of doing what I said I could, so after another DRCP (can't blame them) with a Papillon as a main, which was very kindly loaned to me, I managed to total six jumps....DRCP - 5s 3 x 10s - 15s with alti. Exits being from 3 grand to 5. There will no doubt be some very critical comments about me jumping a PC or PAP so early in the sport. But my argument is that if the person concerned can satisfy the club safety officer/CCI that he/she is capable of doing such things then why shouldn't he/she be given the encouragement and opportunity to progress in the sport at the rate which he/she is capable of doing, along with other such students and with the added benefits as described in John Hitchen's last paragraph (Feb Issue).

The word safety is forever in heavy print and rightly so, but if other leading countries can operate this system in safety, why then should us Brits not do the same? After all it's not only the Sky-Gods who venture abroad on holiday or business or both, we students would like to have 'Somewhere in Aussie' recorded in our log books as well. The BPA system is not compatible with a lot of other countries, therefore the Brit student is often left in no-mans-land. For those of you who by now are foaming at the mouth, please understand that I am not knocking the BPA, I am only stating things as I see them, and then only as a student. Regarding the magazine itself I would like to add that perhaps it has been the victim of some harsh remarks in the past few issues, some people seem to think that a mis-spelling is as serious as a total malfunction. To them I say show me a magazine about Sport Parachuting that is as good!!

To the people who's DZs I forgot to name, and some I know are BPA members, perhaps you will come across this article. Allow me now to say thank you for your time, I can only agree with the people who will say that my experience is going to be limited to a few, but the question I would like to put is...Are we falling behind in the world of Sport Parachuting, particularly in student training, and after all...everybody has been a student.

ROB NICOL · BPA115882

P.S. Page 36, Feb Issue. Top left hand corner.

HORSESHOE MAL

After the tragic fatality Easter Sunday of John Stain, certain points came about of which our Association must be made aware. I think the biggest contributing factor in this incident was that having suffered a Horseshoe type malfunction on a main canopy the throwaway pilot chute became lodged in the legstrap pocket and couldn't be pulled.

I know there are as many ways to pack a pilot chute chute as there are ways to pack your main parachute and everybody has their own method. However, after this accident a group of us experimented with different methods of packing pilot chutes so that during a horseshoe type malfunction the pilot chute would be pulled from the pocket by the canpy above and not the jumper. After experimenting not only with throwaways on leg straps but side pouches (SST RACER) and belly-bands it became very apparent that the only way the pilot chute can be pulled with not too much pressure was when the pilot chute was packed/ folded in such a way that the base of the pilot chute was at the mouth of the pocket/pouch, and asking around it appeared that only a small number of people on the DZ pack that way....I would just like to put this question to the readers of the mag, "Do you really know how to pack your pilot chute to eliminate Horseshoe type malfunctions?" and if the answer is no...find out now, it could save your life.

ANDY GRICE

PARACHUTING CAREER

I'm a sixteen year old who has just taken up the sport of parachuting and I must say that besides only having done six jumps I really enjoy what I have done and can't wait to taste freefall.

But getting more to the point there doesn't seem to be anyway of making a career in parachuting. I do realize that it would be a limited career as far as age goes but then of course there is always the administrative side of things.

I am still at school and taking my 'O' levels this summer (God help me), but is there something like an apprenticeship perhaps to become an instructor.

Perhaps you could suggest a way of getting into and helping the sport in a careers sort of way.

JULIAN DAINTREE · BPA133385

Any serious suggestions readers? Ed.

CHRISTMAS CARDS

There have been many letters over the last few months in SP concerning both publicity and fund raising for the Association.

I write to enquire whether the BPA has ever printed its own Christmas cards, for sale to members?

I am sure that cards depicting some parachuting scenes and offered for sale through the SP magazine would be readily taken up by readers during the run up to Christmas.

J.L. SULLIVAN, BPA70548

Many years ago the BPA did sell Christmas cards. I believe the response from the membership was less than enthusiastic

RIGGERS LIST

Would it be possible to publish names, addresses and telephone numbers of BPA Approved Riggers in the mag?

If you are jumping away from your home DZ and you need a rigger for an emergency repair to get you jumping again on a Sunday, it can be a real problem finding one.

This has happened to me twice recently whilst jumping in the Cambridge area. The most obvious solution, asking local jumpers, got me directed to Lofty's at Bridlington - ok if I had plenty of time, but too far from Cambridge for a quick journey, repair and jump the same day.

The mag (February '83) only has one advert from a rigger (Lofty again), so that wasn't much use. My final attempt was to phone nearby large parachute centres - I was lucky, I found a 'mobile' rigger at Sibson with his tackle in his van the first time, second occasion took me to a loft in Ipswich. A list in the mag would have made it much easier.

PETE KETTLEWELL D1721

Good idea! Rob Colpus is compiling a list. It may even be in time for this issue. Ed.

SOUTH AFRICA

As a subscriber to Sport Parachutist, living in Africa, I have been following the recent debate concerning British participation in the 1983 World Parachuting Championships in South Africa with great interest. I was particularly amused by the letters from Terry Button and Martin Lyster, supporting a boycott. (February 1983) Judging by these letters it becomes readily apparent that neither of these gentlemen has ever been to South Africa or even Africa and that the opinions expressed therein reflect the rather simplistic outcries of the left-wing press and of bleeding heart liberals.

parts of Africa for many years, I have found out that the problems of Africa and particularly South Africa are not simple. There are no instant solutions. South Africa is trying to find some answers, and based on the record of corruption, violence and poverty of the other 49 African countries, one-man-one-vote is not a desirable answer for South Africa. Sure, blacks don't have a free vote in South Africa, and many of them live in poverty, but on the whole they are much better off than anything I have seen in Uganda, Tanzania or Burundi. The fact is, South Africa is doing much more for its black population than any other African state can ever hope to do. If we can sit idly by, watching repression and human rights violations in Mozambique or Angola, so we can ignore South Africa's internal affairs.

In most countries of Africa, that is with the exceptions of South Africa, Zimbabwe and Kenya, one cannot even make a sport parachute jump, for 'security reasons'. The last guy to make a jump in Uganda was arrested and jailed as a spy. So much for human rights!

In my opinion the international fraternity of jumpers is so small that mutual support is vital if we are to survive as a sport. Our fellow skydivers in South Africa are being ostracised and maligned because they live in a country with policies unpalatable to some Third World countries. South African parachutists deserve our support, as a matter of friendship and principle. They want to host a World Meet and they should be successful at it. Let us support them in this effort and not be intimidated by threats from other quarters. Above all, let us not stay away from the World Championships just because it seems to be more convenient and less troublesome to do so.

HARRO TREMPENAU, Past-President
Canadian Sport Parachuting
Assoc. Nairobi, Kenya.

AGAIN

Now that the question of involvement with South Africa has surfaced for discussion in the BPA I feel strongly that it should be dealt with exhaustively.

As indicated by the Chairman in his report to the AGM one of the first things to take into account is FAI policy. In order that the membership may be fully informed may I request that the relevant statute be published in full.

I was a little disturbed at your remarks in reply to the correspondence in the last issue, to the effect that the discussion should be kept apolitical. I understand this point of view, but the fact is that it will just not be possible to have a meaningful discussion on this issue, and reach a properly considered and satisfactory conclusion as an organisation, without making reference to political and social conditions in South Africa.

I would hate to think that any member would have his or her point of view suppressed simply because they cannot express it without mentioning apartheid etc. The only criterion should be strict relevance to matters directly concerning the BPA and its members.

TERRY BUTTON, BPA755

AND AGAIN

Can any informed Briton seriously believe Martin Lyster's regurgitation (Feb '83 SP) of hacked out clichés as propagated by your supposedly 'free, fair and impartial' media?

I always considered Sport Parachutist to be a journal dedicated to the promotion of the sport we all love. However, since it has now become the platform for political diatribes, be good enough to find space for a reasoned response.

The other side of the picture is as follows:-

1. 'Racial discrimination enshrined in law' — True and a source of everlasting embarrassment and shame for those of us who do not condone the system. On the other hand is it any worse than Britain's class system? Your methods are different but the final result is the same. An English skydiver once told me that there is no way he could become a member of a certain cricket club as (a) he spoke with the wrong accent, (b) he lived on the wrong side of town and (c) he had the wrong job.

2. "Blacks can neither vote nor join a political party" — True but only in the areas designated for white occupation. These rights can be exercised in the 'homelands' (ex Tribal Trust Lands as they were known in Rhodesia under British sovereignty). Not a very satisfactory solution to a situation unique to this part of the world. Those Blacks who have acquired the vote in the liberated states north of the Limpopo have put them to good use by creating one party states/dictatorships and ruining once viable economies. Not one western type democracy exists to my knowledge. Would you quite seriously wish a similar state of affairs upon yourself if you lived here and had seen both sides of the coin, Mr Lyster? Zimbabwe's democracy has reached the point where the body of the Opposition's chauffeur was murdered in his employer's home by the army. And your media led you to believe that Smith was the bad guy!

3. 'Blacks cannot form free trade unions' — False, the trade union movement is emerging amidst all the growing pains usually associated with the vested interests which would resist such a movement. At this point in time SA is probably where Britain was in the early 30's in this aspect of its social development.

4. 'Blacks suffer 25% unemployment' In a population of 28 million people (all races) approximately 3 million are unemployed. Since blacks outnumber whites 4:1 it stands to reason that there will be more unemployed blacks than whites. As there is no dole system here, being unemployed is no fun for anyone. However, blacks have the option of practicing subsistence farming in the homelands in accordance with their traditional way of life. Whites are forbidden to reside in these areas or conduct businesses there.

5. Blacks do earn less on average than whites and less is spent on their education at present. However the wage gap closes each year. The education budget for blacks also increases each year — funded from white taxes. Of course in business the sky is the limit and I could show you black suburbs and homes that whites here or in the UK could not remotely aspire to.

6. 'Forced to live in impoverished homelands - 13% of land occupied by 70% of population' — A study of your atlas will reveal that $\pm 60\%$ of South Africa's area is desert or semi-desert, unattractive for human settlement. When the white settlers arrived here they avoided these inhospitable areas and headed for the high rainfall areas to be found along the south and eastern coasts and the eastern interior. These areas were settled by the indigenous blacks who also did not see paradise in the dry regions. In the ensuing land grab the British settlers repeated the same exercise that their countrymen were simultaneously practicing in Canada, the USA, Australia and New Zealand. Today the arid areas support the second largest wool producing industry on earth. The 'terrible homelands' you mention are some of the most fertile regions in the nation. Transkei is larger than Switzerland, supports a population of ± 5 million people and enjoys a rainfall of 20 to 40in per annum. Your media invariably photographs the homelands in the dry winter months when the whole of the sub continent looks like a dust bowl. This 'enforced occupation' is on the land traditionally occupied by the respective tribes and reserved in perpetuity for their sole use. Whites may not reside or trade here in order to prevent exploitation of these Third World societies. Does an Australian Aborigine enjoy similar protection and is it just chance that finds him in the desert areas of the Empire?

7. Infant mortality rate — I do not have a statistic but relative to whites it is higher. However, relative to the state of affairs prior to the arrival of the white man, penicillin and the hypodermic syringe it is significantly lower. So much so that there is a virtually uncontrolled population explosion amongst blacks that consequently perpetuates their poverty and inhibits upward social mobility. Now who's fault is that — the white man's I suppose?

8. Illegal occupation of SWA/Namibia Upon the demise of the League of Nations, SWA became a mandated territory under SA's care. This fact was re-affirmed by a World Court decision in 1966. In 1978 SA agreed to a UN resolution granting SWA's independence. To date the world is still waiting

with bated breath while the West figures out how it should be done. In the meantime the conflict in Northern Ireland escalates thanks to British intransigence. But there are none so blind as those that will not see, are there Mr Lyster? Just who is exploiting who?

9. Apartheid in sport — Your information is so out of date as to be quite laughable. I regularly share the terraces with blacks at the local cricket and rugby stadiums watching South Africans of all races test their skills against one another. I've even shared an aircraft on a skydive with blacks. In the remoter parts of the nation isolated racist incidents still occur where white racials find it difficult to accept that the status quo is changing. Alternatively black racials maintain a well-orchestrated campaign in the international media to torpedo any news of the reforms that are taking place.

The fact that money is doing the talking these days in sport proves that most sportsmen do not enjoy a diet of political principles. The bid that South Africa lodged for the '83 World Meet is the best package international skydiving has ever been offered. I doubt if Great Britain could match it. We hope that meet will provide worthy champions besides creating the vital cross-pollination of cultures so necessary to liberate certain minds and attitudes. Those visitors who make use of the opportunity may discover a few facts about their own attitudes and countries which may not be all that palatable.

If Mr Lyster's letter represents a researched opinion about a pet subject I dread the day he puts pen to paper on any topic pertaining to skydiving.

JOU GAT, A2001

Correspondence on the World Meet/South Africa decision is now closed. Readers will agree we have given all sides a fair hearing.
Ed

STUDENT RETENTION

With reference to 'Coach's Column' SP April 1983. Do clubs really want more people retained in the sport than already do? The number of ab-initio students who progress past jump one are small indeed and as I imagine my club is basically similar to others, I shall risk a few generalisations.

My experience on static lines and now early freefall is as frustrating as everybody else's whilst waiting for first-timers to jump. 'They get preference on kit and lifts which is fair enough, but sometimes the backlog is very large and there may be well over 50 people waiting on the DZ to make their first descent. It doesn't take much imagination to envisage the scenes should just one person from each course of about 26 (representing about a 4% retention), return to struggle through the system.

After one year, 50 people clamouring for kit and lifts would create total chaos as I doubt any club has enough

kit to cope, particularly as the number of freefall kit available is less than static line rigs. As for PC's and squares ...forget it! I doubt anyone would progress, or 'Mr Bill' jumps would be standard practice for static line descents!

However, as so far my comment has been negative, I venture to suggest one way in which clubs might retain more people. Should the course fee be increased to cover two or preferably three jumps instead of one, this will give the opportunity for the person to more fairly assess the sport. The result inevitably being a larger number of people giving up a normal life to take up skydiving.

There are reservations, there always are. Firstly preferential treatment must apply to the first jump only. Secondly, the increase in fee should not be a straight forward addition of two jump costs, as I'm sure not all and perhaps most would not complete three jumps. This can only be of benefit to the club and its members generally, after all, we had to pay a non-returnable deposit at first, so it really is up to the individual to decide.

Any excess revenue, and I'm sure there would be, will be required to invest in more kit and facilities in order to cope with the extra numbers, but it's a thin line to tread and may well prove impossible to operate. Now I'm off to fight my way through the first-timers to the manifest board.

Blue Skies (whatever they are. 'No Wind' seems infinitely more appropriate from my own experience!)

PHILIP BELL, BPA131903

AGAIN

First may I stress that I am by no means an experienced jumper - a dozen jumps and am presently on early free-fall - so I am willing to stand corrected on anything I may say.

However, I was reading with interest Tony Butler's 'Coach's Column' in the April edition of SP, where he was discussing the reasons why so few students stay in the sport. This, I know, seems to be a matter of great controversy, but my own view is that if only the BPA System could progress students onto the more high performance equipment a bit sooner then perhaps there would be more incentive. After all, if what Paul Gray writes in his article entitled 'help' (in the same issue) about an American club which jumps first-time students on squares and has a 80% return rate is true, then that really speaks for itself. Of course the weather and money are usually more on their side overseas, and such courses would inevitably be more involved, sophisticated and perhaps span over a few days as opposed to the usual two-day ground training in this country.

I had a lay-off of well over twelve months after my first couple of jumps and so had to go through a retrain, and I know what seems to put most people off the sport is the thought of having to endure dozens of hard landings which more resemble sacks-of-bricks than text book PLF's! If 'us students' could only get onto the decent equipment a bit quicker and start enjoying better canopy control and soft landings then I think you would find more students staying in

the sport. How about giving it a try? It's certainly well worth considering.

Thanks very much for giving me a couple of minutes to say what I think.

Happy jumping,

JON WARWICK, BPA 136343

STUDENT COUNTS

Many words have been said and written about the respective merits of the 'One thousand.....' and 'Thousand one.....' counts. Please indulge me whilst I say a few more.

Shouted correctly, there is no difference in time duration between the two counts; however, the tendency is, to make any movement on the number and not on the thousand, and this is encouraged by the way the count is taught.

() () (M) (1)

() () () (1)

(1 Thousand) (2 Thousand) (3 Thousand)

() () (M) (2)

(Thousand 1) (Thousand 2) (Thousand 3)

Reference to the diagrams will show that, in count (1), movement (M) is made at the start of a second, but in count (2), movement is made as the end of a second. Whilst this is of no importance for straight forward static line jumps and long delays, it becomes critical during dummy pulls when the tendency is often to rust the count, thus shortening it even further and causing related problems.

May I suggest that count (1) be modified to place the emphasis on the first syllable of 'Thousand' and that any movement is made on this part of the count.

() () (M) (3)

(1 Thousand) (2 Thousand) (3 Thousand)

Movement now, is nearer the end of the second, the count is less easy to rush and the delay period is strengthened. I found this modified count very useful and I feel that it may help other students who are finding it difficult to get through this very important phase of progression.

G. BOWSKILL, BPA 87981

CHEAP TRAVEL

I have recently become a representative for the British Airways Jet Club, and I know this will be of some value to many BPA members who may be considering travelling to the States (or Hong Kong) at some time in the future.

Membership of the Club costs £3 for which you receive a T-Shirt and Club Newsletters, but the real advantages come after you have purchased your ticket. You then receive a Club Benefit Book which entitles you to thousands of discounts, including 40% off Car Rental, Greyhound and Rail Travel. Significant savings on accommodation, fast food, sight seeing etc. Flash your card at over 4,000 shops, restaurants, night clubs for additional savings, and there is much more!

It really does cut the cost of your holiday considerably, so if anyone wants all the details, please contact me — Dave Smith on 061-872 2213 (24 hrs).

DAVE D2081

Having just received my April issue of Sport Parachutist, I have been prompted to write to help you avoid the embarrassment of repeating letters from previous issues to fill empty spaces!

In a more serious vein, I would like to comment on the topics raised by Nick Pinegar (SP February '83). Although high powered lenses are necessary for recording style and/or RW jumps, this equipment is surely already in use at the Nationals as an aid to judging.

For a relatively minor outlay (i.e. the cost of a few video cassettes) it would be possible to record the whole competition without outside assistance, and present the television companies with a package requiring only editing and addition of a suitable commentary (aided by technical and biographical notes, or personal assistance) to provide an interesting, colourful and spectacular television broadcast.

While there may well be technical problems of tape compatibility or picture quality, which would make such a submission unusable for broadcasting, it would still provide an impressive 'demo' of what could be achieved with the correct equipment.

I hope this letter may prompt somebody in a position to do so, to give it a go, and look forward to my favourite sport displayed for all to see.

STEVE MARR, BPA126167

I am a little reluctant to raise again in this magazine the subject of Martin Evans' horrific incident at Ashford, but I believe there is a point worth noting by us all.

Most physical sports involve some element of risk, and if we participate regularly then disability insurance cover should be considered. As few

people take up this option, the insurance is expensive, and I doubt if I am the only one who hates paying insurance premiums. However, each of us must weigh his commitments against his resources and guess what his financial position could acceptably fall to. Only then could one say "Its too expensive — and I can manage without."

The BPA has neither the expertise nor the resources to act as an 'insurance fund' for its members. It may have a useful role as support in the last resort, where someone's resources are wholly inadequate to see him through the initial problems. Any major assistance could only be left open to the charity of individual members. I do not believe the BPA may evaluate or administer any assistance for the long term.

These views are initiated by, rather than for application to Martin's case. My point is — have each of us considered our own circumstances and any need for insurance cover? I've just been doing my sums, and trust we will all do so. I trust Council will review the circumstances of Martin's case.

Martin's point on DZ safety should be considered as a responsibility of the parachutists by necessity. Farm-work does not fall into a five day week and it is difficult to tell the farmer to vacate his own valuable farmland so that we may get on with some serious parachuting. Most experienced parachutists would not consider a single vehicle as a hazard, but a DZ controller who finds the machine in a critical part of his 200-odd acres of drop zone would have to take a different view for students on C9-LL canopies. It won't stop the tractor — just the parachuting.

I must state, I admire Martin's determination to overcome his injuries and get back into jumping.

ALAN BROOKS D2746

PERRIS

In April of this year, having just returned to jumping after an 8-month absence due to a badly broken leg, I celebrated a few injury-free jumps by three weeks in Perris Valley. I do not propose to dwell on the merits of Perris, as these were accurately expounded by Jane Watts in the April SP issue. Suffice it to say that in my opinion it must be thw world's best drop zone (and yes Jane you're right about the balloon jump! Wow!)

I thought however that I would write to make readers aware of another California Drop Zone, which was recommended to me while at Perris, and to which six of us ventured for a day. San Diego Air Sports Centre is situated by the lakes at Otay, 90 miles south of Perris and well worth a visit if you have transport.

The DZ itself is reasonably new but growing, with a small café and a shop, etc. A swimming pool is planned for the near future. As a measure of its growth, Mirror Image are using Otay as their practice DZ as they run up to the nationals. The DZ is certainly set amongst some of the most beautiful scenery I have been lucky enough to gaze down at, being surrounded by a large lake on two sides, and mountains on one of the others. With a road across the fourth side, the enclosed landing area is 'not large', although student canopies seem to hit it with surprising success. It must be said that the combination of a bad spot, strongish winds and a reserve ride was sufficient, however, to give a nameless fellow Brit a landing in the rocks and a broken wrist and gashed leg. (I won't embarrass you by naming you Brian).

So why did six of us forsake the comparative hazard-free Perris for a 90 mile drive down the freeway? the answer can be summed up in two words, **the aircraft**. Never have I jumped such a creature; the Arara, an Israeli turbo beast, of which there are only four in the USA, is used at week-ends only by Otay. The aircraft seats

18 jumpers, with plenty of spare room, and provides seatbelts for the jumpers 'Searbelts??' thought I, but was warned by the locals to use them. It only took me one take-off to appreciate why, as the initial climb rate was about 2200 feet per minute at a very steep angle. Within six minutes, the pilot turned with a cry of 'Jump Run!' I looked at my altimeter, a little disappointed having been spoiled at Perris by expecting more than the 9500 feet it then registered. I needn't have worried - we reached exit point 3 minutes later at 14000ft, and still climbing at 1000ft per minute!

A later jump that day could not get together the 18 necessary - but on the last lift on Sunday the Arara is flown off to be used to carry cargo in the week, and will take up a partly full lift on its way out. By sunset, with a small amount of cloud around (aren't these Californians fussy?!!), only 15 of us had manifested so away we went, this time exiting at 14,500ft. after an even quicker climb to altitude. If you get into the habit, like I did, of using the climb to altitude for final kit checks, tightening leg straps etc. and dirt dives (which all seem common at Perris), don't try it at Otay! You will have difficulty standing up while that beast is climbing, let alone trying to dirt-dive; and you won't have time anyway! The exits are fun incidentally, spotting can be done by buttons in the doorway (left, right or cut) and the door is easily large enough to accommodate 3 floaters without effort.

So the next time you are at Perris, admittedly you will do what I did and spend virtually all of your jumping days there. But if you fancy a day's excursion, and one of the quickest, fastest rides to altitude you've ever had in a huge watermelon of an aircraft, before exiting over some beautiful scenery, then I would rate San Diego Air Sports Centre, by the Otay lakes, as well worth a visit.

TONY TRACE D4439

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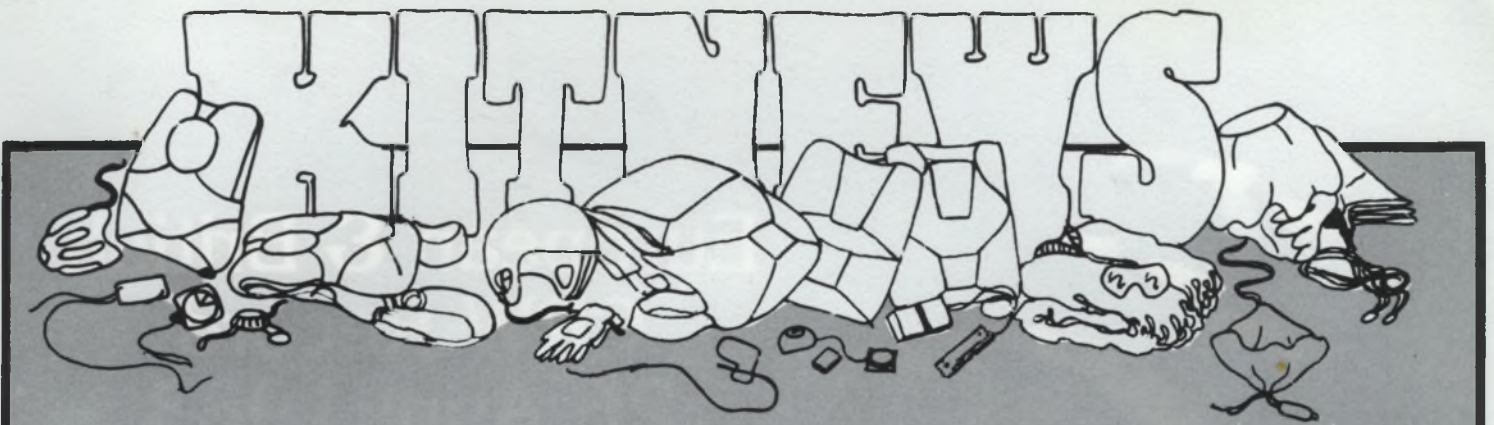
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MADE IN FRANCE

Headcorn Parachute Club have recently opened a shop on the DZ selling most items of Para Gear. **Dave Parker** has set up a dealership with 'Parachutes de France' and has in stock three ram-air canopy types. The 'Magnum', 'Turbo' and 'SOS' reserve and two Tandems, the 'Requin' and 'Jaquar'.

The 'Magnum' is a 7-cell, 255 sq.ft. accuracy machine made from F1-11 material and weighing 8.8lbs. Reported rate of descent is 13-14 feet per second with 190lbs of jumper. The canopy is reported to be very stable in the sink and is used by the top French Accuracy jumpers. It packs up remarkably small for a large canopy and can be packed into a 'UNIT' sized container.

The 'Turbo' is a 222 sq.ft. F1-11, 7-cell weighing 8lbs. It performs very much like Django's Pegasus, with a lively response to the toggles and a stable, easy flare.

The 'SOS' is Parachute de France's entry into the ram-air reserve market. It is a 182 sq.ft. 5-cell made from F1-11 and weighing 6.3lbs. It is suitable for jumpers up to 220lbs, giving a reported rate of descent of 16 feet per second. The 'SOS' uses a FREE BAG DEPLOYMENT SYSTEM.

All three French canopies use low bulk polyester braided suspension lines.

On the Container front, the 'Jaguar' is very similar in appearance to Sky Supplies 'Mirage'. It uses the one pin, loop through

Pilot Chute system on the reserve. The main container comes with either a leg strap throwaway or a pull-out and is equipped with 3-ring and 'D' type reserve handle as on the 'Vector' rig.

The 'Requin' is very similar to the Wonderhog, but can be ordered with either throwaway or pull-out systems.

HATS

The STC recently updated the Rules on Headgear. The following hats are now permissible:

1. A hard protective helmet without a peak approved by the British Standard Institute or equivalent foreign organisation.
2. The Cebe Ski Helmet (Adult)
3. The Protec Helmet
4. The Boeri Sport Helmet
5. The Loubsel Helmet

FAI 'D' Certificate holder only, may use the following types instead:

1. The Frency type ribbed leather helmet.
1. The French Type ribbed leather helmet.
2. The Copper SK600 Hockey helmet.
3. The Cebe Ski helmet.

FRAPP HATS

A new Frapp Hat is now being produced in England. Marketed by **Tribark Limited**, the hat is made of a high quality leather, which, although thicker and tougher than in existing hats, is extremely supple and comfortable to wear, and available in a wide range of colour combinations. The

padding used is a high-density rubber called 'Sorbothane' which has impact-resistant properties obviously desirable in this type of headgear. The hats have already been given the approval of the STC. This now means that at last a Frapp Hat produced to a high standard of quality is available to the British jumper at a price considerably lower than ever before. The hats can be obtained from **Cheryl Riley**, a Netheravon jumper, or by mail-order from Tribark Limited, as advertised in this issue.

SLIDER STOPS

A recent malfunction on a 'Comet' canopy was caused by the disintegration of one of the slider stops, sewn into the stabilizers.

The stops are 1½ ins. diameter plastic discs sewn into the stabilizers at the top of the main suspension lines.

On this occasion one of the discs was shattered, allowing the slider grommet to pass over the stop during packing. This subsequently jammed during deployment preventing full deployment of the canopy.

Stops on early 'ram-air' canopies were a stainless steel ring sewn directly to the stabilizers. The current plastic discs (believed to be in use in many ram-air canopies) are sewn inside a small pocket. Care is required when packing to ensure that they are not broken.

Rob Colpus

FXC SAFETY NOTICE

Due to certain types of FXC Model 1200 Automatic Parachute Release installations on sport parachuting harnesses and aerial manoeuvres, it has been brought to the attention of FXC Corporation that the Automatic Parachute Release (AAD) may experience severe strain and function prematurely.

While FXC takes no responsibility for the AAD installation, on previous occasions it has notified manufacturers of harness/containers and riggers of preferred considerations for mounting of the AAD. These considerations include:

1. Do not disassemble the AAD.
2. Mount the Altitude Control on the front of the harness.
3. Mount the AAD in such a manner that the Hose/Housing have smooth bends.
4. Make sure that the Altitude Control Hose has movement and is not tight in the harness.
5. Install the Mounting Plate in such a manner to assure in-line (direct) pull of the pins during activation.

To further reduce the risk of a premature firing, FXC has offered the enclosed Kit/Installation Instruction. It is recommended if the user expects to experience harness deformation during opening or during free-fall manoeuvres, he should consider requesting this kit. It will be mailed to you free of charge or, if you prefer,


clamps will be installed during your next scheduled servicing at FXC.

ALTITUDE CONTROL "A" "B"

INSTRUCTIONS

- STEP 1: Place clamp strap around hose assembly - Figure A (typical both ends).
- STEP 2: Re-thread clamp strap back into clamp as shown - Figure B, (typical both ends).
- STEP 3: Locate clamp as close as possible to each end of braided hose.
- STEP 4: Tight clamp, using screwdriver, until firmly secure.
- STEP 5: Cover the hose clamps with vinyl-type tape to prevent any sharp edges or protrusions.

Any questions or further information contact Mr. Rick Velazquez in Product Support FXC, 3410 South Susan Street, Santa Ana, California 92704 (714) 556-7400.



European & British CRW Record 26 April 1983

MIKE WILLS, Team Leader
Royal Marines Free Fall Team

During our Winter Training Trip to Zephyr Hills in February 1983 we built a few large CRW planes which worked very well and we decided that we would like to try for a British CRW record on return to the UK.

Due to our display and training commitments we were very restricted as to when we could actually go for it, but eventually it was decided that Tuesday 26 April was the best date available.

We decided that we would like to go for an All Royal Marine record attempt and managed to muster 15 Royal Marines, all either present or past members of the Royal Marines Free Fall Team. As Pete Lambson and Ian Graham are staff members at JSPC Netheravon and because of the excellent facilities available it seemed the logical place to attempt it.

Tuesday came and the weather was not looking at all promising in the morning. We had agreed to all meet at 3 o'clock at Netheravon for a briefing of both jumpers and pilots. On arrival winds were still over the top but the low cloud had begun to break up. Finally at about 4 p.m. winds had dropped so we agreed to practise the Base 10 from the Royal Marines Free Fall Team WessexV Helicopter.

Dave Waterman

The cab climbed quickly to 10,000ft (its ceiling) and we ran in and exited. The 10 plane built quite slowly but also very smoothly and all the docks were central and very controlled which helped maintain stability. The angle of lean was just right and the 5 Pegasus and 1 Comet on top gave it a lot of lift and stability and made docking further down on Units far easier. Also the Units which have in the past caused us a lot of severe oscillation problems didn't perform at all underneath the Pegasus.

As soon as we landed we had a quick debrief, got packed and then went for the 15 plane attempt. The plan was for the Base 9 to exit the Pilatus Porter at 12,000ft and once it had built the bottom 6 jumpers would exit the Wessex V. We also had a Royal Marine Gazelle as a camera platform with **Peter Mason** from the Daily Express and one of his cameramen on board with **Dave Waterman**. All 3 aircraft took off at about 5.30 and the Porter climbed to 12,000ft and ran in with the Wessex V holding off to one side at 10,000ft. The Porter ran in and we exited, but unfortunately **Rod Boswell** who was No. 3 had a really slow opening which immediately put him low and changed the order.

The Base 9 built very well and as it completed the Wessex V ran in above and in front of the 9 plane, and the bottom 6 jumpers got out. The sight of **Andy Grice** coming head on at the 9 plane in twists caused slight concern amongst the Base 9!

The bottom 6 began docking and we soon had a completion. The 15 plane was held for 50 seconds, or about 2,500ft, and it was flying well with no oscillation or rocking whatsoever. It was complete by 6,000ft which means that we had at least another 4,000ft to work with and therefore, ideally it wouldn't be impossible for another 6 people to have docked in time to beat the World Record of 20.

I would like to say thanks very much to all the pilots, Netheravon Staff and jumpers who made it work and hopefully in the future we can attempt a World Record.



15 Plane Members:-

Ian Graham, Mile Wills, Pete Lambson, Taff Jones, Bob Sturtivant, Keith Winterburn, Kurt Gresham, Bob Scoular, Rod Boswell, Andy Grice, Pete Guest, Andy Guest, Greg Andrew, Nigel Watson-Clark, Taff James.

20-WAY ROUND RECORD

Having been successful with the 15 Plane, everybody was really buzzing and wanted to do something else that could get us into the record books. Unfortunately, the Wessex we had just used had developed ignition problems so we had to cancel all jumping plans.

Whilst in the bar, ideas began to develop along the lines of a large Star record. Who else besides the team do we invite? What about a 20 place aircraft? When can we do it?

Who? No problem, plenty of 'talent' about. Aircraft? Major Ward has decided to approach the Navy for a Sea King helicopter. When? Team demo commitments dictate that it must be Friday, and in the morning is the only time we can fit it in.

Friday arrives at Netheravon, with it comes one Sea King. 14 Royal Marines swarm out telling me we've got less than two hours because the aircraft has to go to another job.

I've been given the job of organising the dive. Naturally there was plenty of advice to help me get it right! And just as naturally, just before the dive some people want to change slots!

"Pete have you briefed the Pilot yet?" "Oh yeah that wouldn't be a bad idea."

"Pete, can you go and explain to Major O'Hara why you marshalled the helicopter into such a position that the portable tannoy and two sets of telemeters were blown over."

Eventually, we got on board, 20 of us plus aircrew and 20,000lbs of fuel. To reach altitude seemed to take forever. The pilot gave us a perfect run-in, with Bobby Scoular spotting.

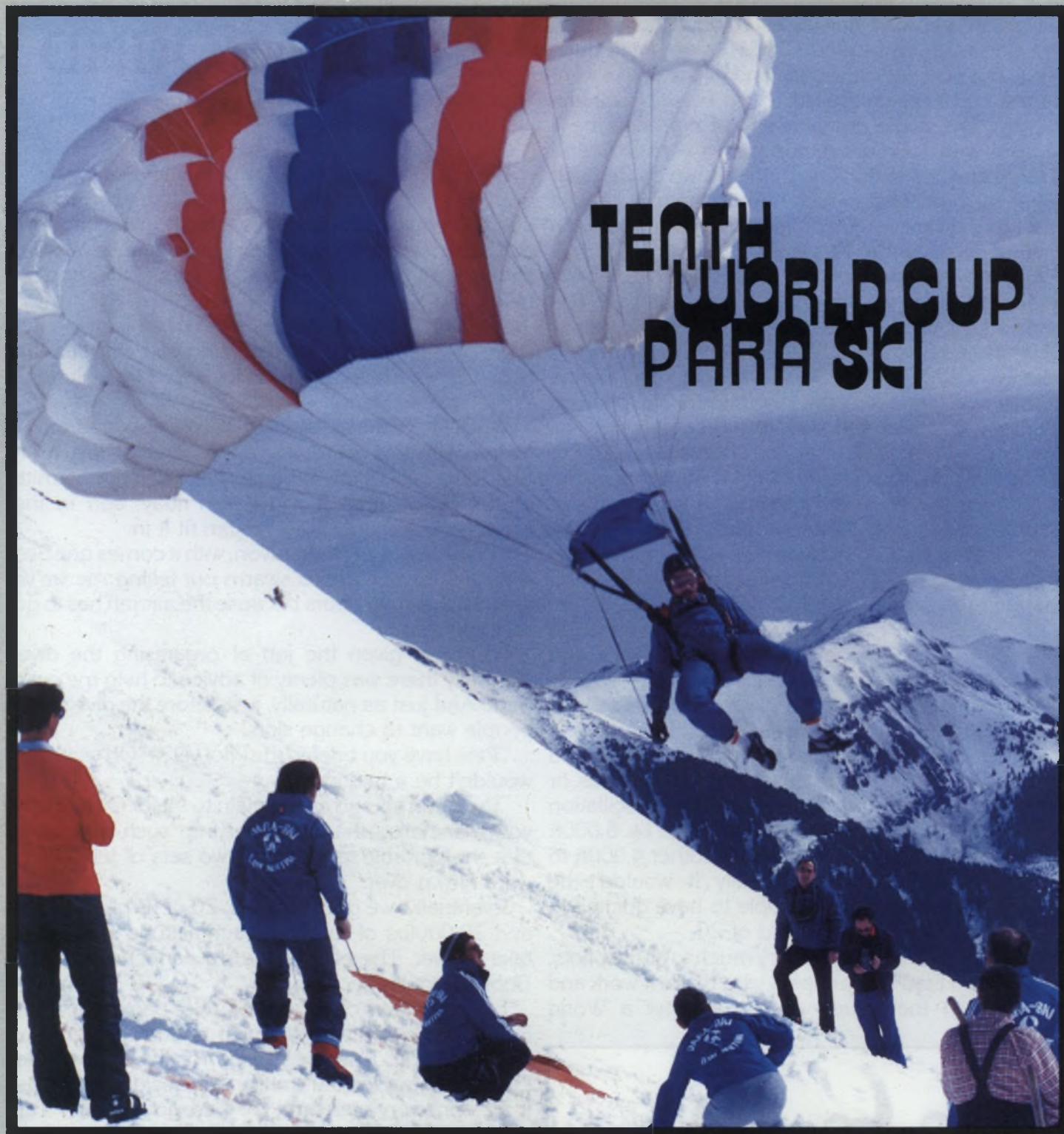
Exit six floaters out, everybody else packed up tight. Ready, set, go. Jesus! When I go out there were two stars building. I decided to go for the largest one. Luckily the guys in the smaller star decided to join us. It all went very well, and we had got 19 with **Taff James** taking pictures, then he joined us and took some from inside the Star.

The observers on the ground saw us appear from behind a cloud in a perfect 20 man Star, and all too soon it was time to dump.

Success, but no time to celebrate, everybody has to go back to work. The team to demos and the rest of the Star members to despatching students at the Drop Zone. The 'Star' members were:-

Greg Andrew, Paul Austin, Rod Boswell, George Devine, Toby Drew, Chris Francis, Ian Graham, Kurt Gresham, Andy Grice, Andy Guest, Pete Guest, Taff James, Taff Jones, Pete Lambson, Gary Lawry, Bobby Scoular, Bob Sturtivant, Nigel Watson-Clark, Mike Wills, Keith Winterburn.

PETE LAMBSON D3354



The Tenth World Cup of Para Ski was held this year at Bad Hofgastein in the Salzburg region of the Austrian Alps. This mountainous resort also double as a Health Farm frequented by a large selection of rich European oldies, obviously under the illusion that two weeks of hot baths, cold baths, saunas, massages, sunlamps and fresh mountain air rejuvenates the body and justifies over indulgence for the remaining fifty weeks of the year.

We opted for a different technique, occasionally throwing ourselves from helicopters and attempting to tread on targets situated on various snow clad inclines, and with the aid of a pair of long narrow pointed device fastened under our feet, transported our bodies down countless snow fields thinking of the long evenings of social entertainment waiting to greet us. For some reason this didn't seem to work either but we had a lot of fun trying it.

The meet was organised by Wolfgang Pfliegerl and an excellent job he did of it too. The combination of well administered competitive events and social gatherings could not fail to enhance the progression of Para-Ski in the future. Seventeen 3-way teams entered, France, Austria, Switzerland and Germany the originators of the event, being allowed two teams each. Other entrants came from Finland, Holland, Belgium, Sweden, Yugoslavia, Hungary, Canada, USA and Australia, who in true Aussie form did extremely well and managed two thirds of a team. In conjunction with the World Cup an International Meet was run, same rules etc, accommodating teams not of national selection. The British Teams entered this event as Britain at the moment has no Para Ski Nationals or means of selecting a team. Considering the fact Britain has never fielded a team in World Cup Para-Ski before. Three teams from England, (Les Carroll, John Carter, Dave Ward, - Rob Colpus, Willy Grut, Geoff Sanders and Tim Mace with two German BPA Members Werner Sunkel and Freddy Leising) and two from Scotland (Harry Morgan, Graem Logan, John McBain with Andy Law, Chris Clements, Kath McCormack), gained considerable experience competing against two teams from the USA, one from Canada and an international team which completed the entrants.

Giant Slalom was the skiing event and comprised of one seeding run followed by two races. Each race to be completed in the same conditions as slight changes affect the times considerably. The course set was a 240 metre run and had 32 gates. The general consensus of opinion being that it was a difficult course and one that changed from ice to snow constantly. Even so the fastest seeds started carving their way down clipping the gates and staying on their edges for maximum speed. The fastest time produced on the first race was by **Joet Youl** of France in 60.2 seconds. The second race was running faster and **Rudi Kneissl** of Austria finished in 55.66 seconds. His team mate **Herbert Pedevilla** slower by just under $\frac{1}{10}$ th of a second, came second but took the combined individual title with a total of 3c.m. over 3 accuracy rounds.

Although our times were much slower this was the first time most of us had seen a slalom course never mind ski one. But the excitement of skiing through the gates faster than our experience allowed, praying not to cross the finish line looking like an abominable snowman was electrifying. I still can't understand how our times were so slow, according to stories later in the bar 70 mph was the slowest any of us travelled. **Andy Law** from Scotland had two very good runs and deservedly finished top British skier.

Team accuracy followed in the remaining days but bad weather hampered what was scheduled to be a six round meet. Three jumps in different positions on the mountains and three in the valley was planned, but unfortunately two on the mountain and only one in the valley was all we could complete. The dives were made from a Hughes 500, a very fast machine which for the valley jumps ferried skydivers horizontally from the middle telecabine station to the centre of the valley and was landing again before the snow had settled from its take-off. **Pal Mengyan** a Hungarian took the accuracy event, discing out in fact apart from his success the meet was monopolised by France, Austria and Switzerland, who incidentally had a special deal arranged with the Austrian equivalent of Securicor to help them get their many medals and trophies home.

Les Carroll won the international accuracy event, but unfortunately no medal was available for this, but it did put Britain on the map and a taste of whats to come, hopefully.

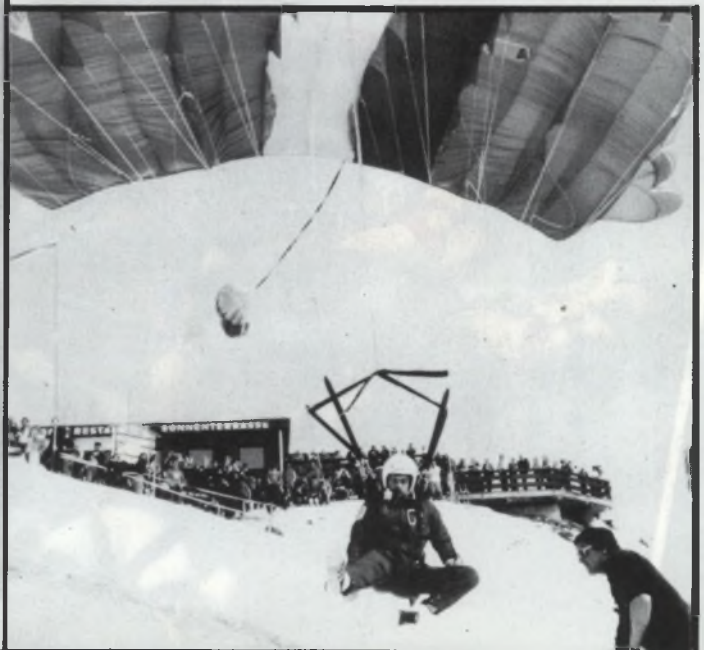
The Governing Body of Para-Ski are hoping for more countries to enter future meets and are inviting Britain to select a delegate for its committee (IPSK). The next World Cup will be in Germany perhaps next year or possibly in 1985. This will be decided later in the year when IPSK meets. In the meantime if we could select a national team for the next one possibly holding a slalom event in Scotland and an accuracy event elsewhere, who knows? Well food for thought anyway. The complete list of scores would take up the rest of this magazine, so I will produce the British results only.

Overall Positions	Ski	Ski	Jump	Jump	Jump
Great Britain	Race 1	Race 2	1	2	3
Les Carroll	96.86	79.58	.04	.04	.04
Geoff Sanders	77.61	75.76	1.20	1.44	.09
Rob Colpus	81.41	85.10	.29	5.00	.37
John Carter	99.71	98.35	2.67	.93	.05
Andy Law	74.58	69.10	5.00	1.63	1.88
Tim Mace	103.58	84.98	.08	5.00	.10
Willy Grut	84.59	72.95	.37	2.16	5.00
Chris Clements	124.12	130.46	1.32	4.38	.00
Harry Morgan	149.61	120.55	.08	5.00	.75
Werner Sunkel	91.15	80.67	1.38	5.00	1.72
Dave Ward	81.67	90.63	5.00	5.00	.76
Freddy Leising	81.54	-	5.00	5.00	3.11
Cath McCormack	100.56	228.14	.82	5.00	1.06
John McBain	108.19	231.71	2.51	5.00	5.00
Graem Logan	165.24	93.32	1.28	5.00	2.87

GEOFF SANDERS

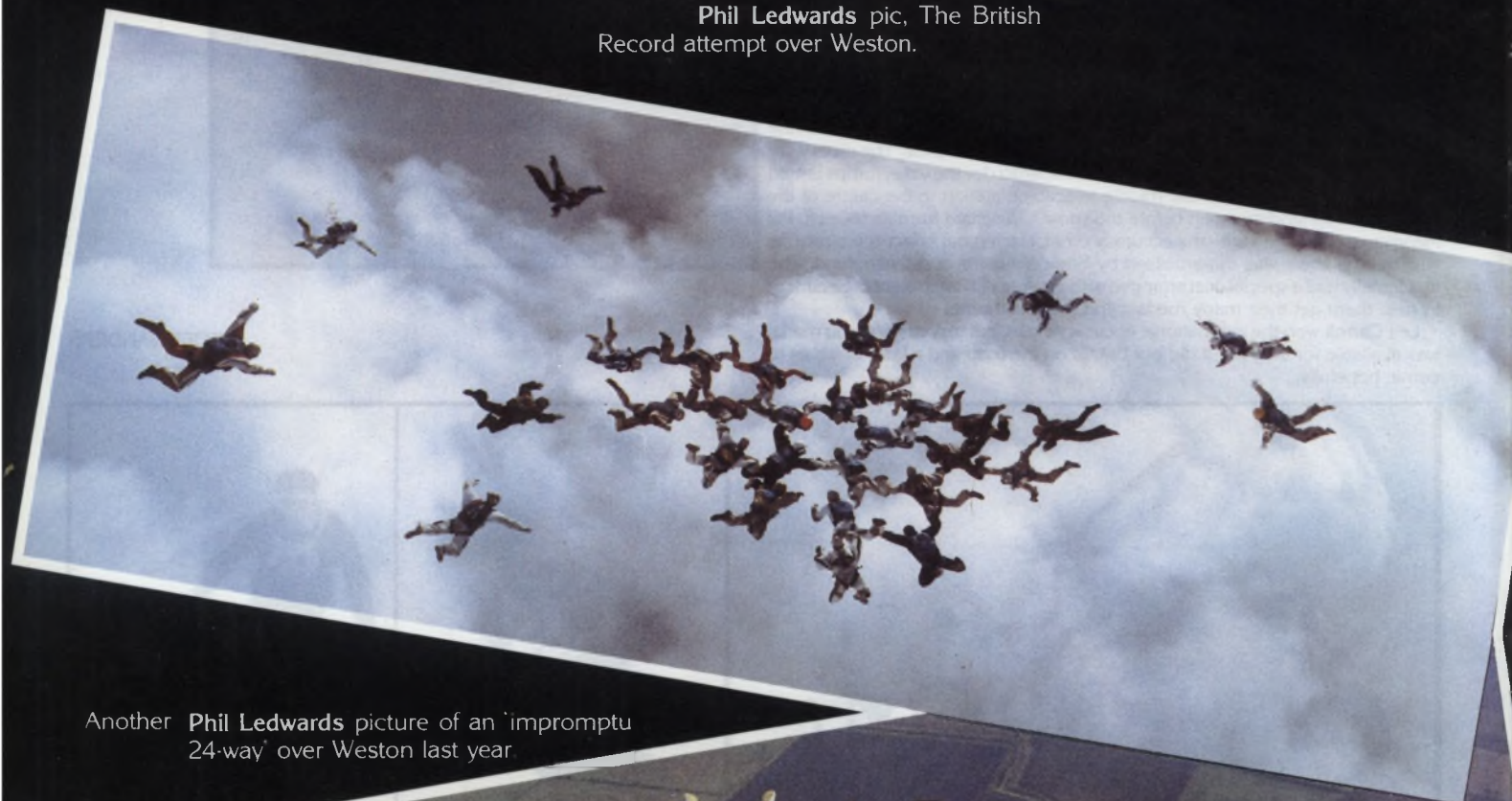


- 1) The Brits
- 2) **Geoff Sanders** (author) looking very professional.
- 3) Another Brit looking even more professional.
- 4) **Kath McCormack** puts both best feet forward.
- 5) Another Brit reaches for the pad.



CLUB PAGES

Phil Ledwards pic, The British Record attempt over Weston.



Another Phil Ledwards picture of an 'impromptu 24-way' over Weston last year.



FROM STATIC LINE TO FISHING LINE

RED DEVILS

An onlooker may be forgiven for wondering what manner of mis-behaviour could result in all the team members of the crack free fall team, The Red Devils, being relegated to static line jumping; and it wasn't a military exercise.

But on a chill spring day over Hankley Common in Surrey, there they were, jumping 22 steerable (military version) canopies from a Short's Skyvan 330. No, **Captain Munn** wasn't really punishing them....they were doing trials to see whether the aircraft was suitable for military static line jumping, using both doors simultaneously. The 22' steerable canopies had a normal static line deployment system, including centre base ties to ensure that the static line bags are well below the tail plane of the aircraft during deployment. Parachutists appeared with great rapidity — simultaneous sticks of thirteen were witnessed at one time, and despite an odd entanglement everyone landed safely and thoroughly enjoyed the venture — packing these canopies was perhaps less enjoyable, but the net result was that the Skyvan has now been successful in obtaining clearance for static line parachutists.

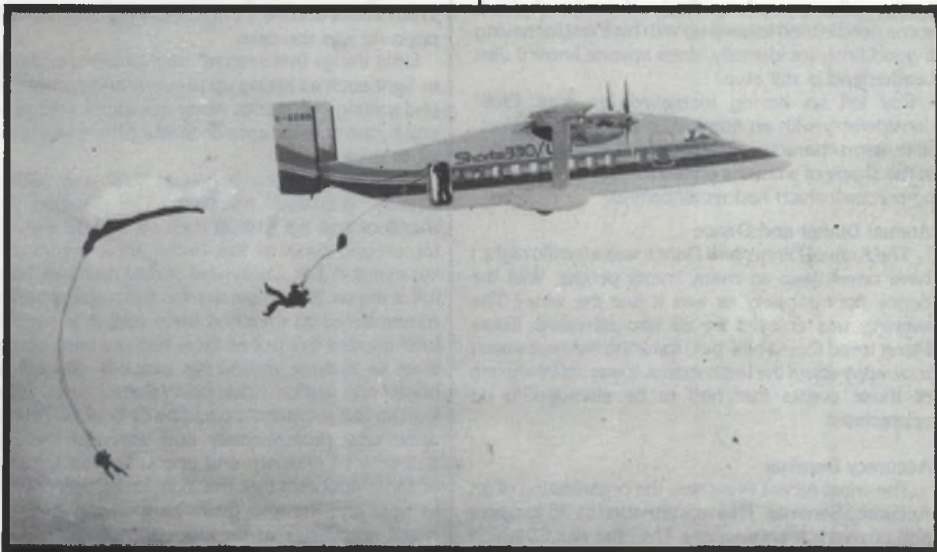
One of the early displays of the season, was a jump into the Duke of York's Barracks in Chelsea, to launch the much acclaimed BBC 1 Series.....The Paras. For some it was the first taste of jumping into Central London, and it proved a huge success. In March, the Freds also helped out with a film which the Leukaemia Research Fund were making. The team have been instrumental in helping this charity to raise several thousand pounds from 'one jump' courses.....but this was something rather different. **Tracey Turner**, is an attractive blonde teenager, whose looks certainly did nothing to remind anyone that she had been desperately ill with leukaemia. She had undergone a bone marrow transplant, from her father, and eventually she turned the corner on the road to recovery. The film would hopefully encourage others in a similar plight to have the courage to fight back. The climax of the film was to follow Tracey through a basic student parachute course, and see her make three static line descents under a C9LL. **Sgt. Bob Harman** was in charge of her training and was delighted with her performance. He said afterwards, "Tracey is an outstanding young lady, and it was a privilege to train her". She has even been seen on the DZ since, which must mean that she also enjoyed it!

On March 20th, four team members, plus the Team Commander were due to run in the Fleet and Crookham Athletic Club's half marathon. The plan was that they would jump from their Islander, into Rushmoor Arena, strip off their jumpsuits and be ready to run. However, the English weather decided differently and after two passes desperately looking for holes in the cloud, they were forced to land on Queen's Avenue, and then had to run to the Arena to arrive not calm, not cool and decidedly uncollected, just in time for the 'off', together with some 3,000 other hopefuls. **Steve Greenhalgh** put in a splendid performance to return a time of 1hr. 11mins. and be the first man home from the Depot Para entrants. **Julian Spencer** ran a very creditable 1hr. 24 mins., and was closely followed home by **Dave Moore**, **Eddie Carroll** and **Captain Micky Munn**.

These runners had been sponsored for the Aldershot Group of Riding for the Disabled; and on April 19th a cheque was presented to **Colonel Eric Ridgeway** on behalf of the Group.

For several months there had been hints of a trip to Bermuda.....but no one was seen to be getting excited about it.....just in case. However, on March 25th, eleven lucky Freds found themselves airborne and en route for Bermuda and the sun. The occasion was the NAS Bermuda Airshow 83, and the team spent ten days in this beautiful island at the kind invitation of the Station Commander, United States Naval Air Station, Bermuda. The lucky eleven were **Captain Micky Munn**, **Ken Yeoman**, **Jimmy Crawford**, **Jim Scarratt**, **Eddie Carroll**, **Roger Dearman**, **Mark Flint**, **Lenny Lampard**, **Dave Moore**, **Julian Spencer** and **Adam Wickers**. This was the first Air Show on the island for 25 years, and no parachuting had been seen on the island for 25 years either; so the audiences were really excited at the prospect of seeing the Red Devils in action. The team used a H.U.I.D. helicopter, affectionately known as Huey, and a de Havilland Buffalo for their jumps; and managed four training drops before the Airshow began on April 2nd. There were of course other attractions or distractions on the island which tested the Regimental Motto (*Utrique Paratus*) to the full! All the team members hired small motor bikes to make the sight seeing less arduous. They also enjoyed swimming, skin diving, horse riding and fishing. The fishing was highly successful and **Julian**

Whilst some were coping with such tedious things as sunburn, those gallant few back at Aldershot were coping with the 'spring' weather and yet more student 'one jump' courses. Rumour has it that **Bob Harman** didn't even have time for his Easter egg (or was it his Easter bunny!), because he was too busy packing C9's! To be serious, they did work very hard and were rewarded by the sight of perhaps the most elated static line jumper they will ever see. The occasion was the return to parachuting of Falklands veteran, **Dave Grey**, who had lost a leg in the battle for Goose Green; and had come to the team as a rigger. Dave had been adamant that the loss of his leg wasn't going to interfere with anything that he had serious ambition to do. A 7 metre canopy had been prepared in readiness for the day when medical clearance was granted; and so on March 31st in front of BBC TV's Nationwide camera team, and several press photographers, **Dave Grey** emplaned in the Islander, and was despatched 2,000ft above Queen's Avenue. **Bob Harman** and **Kenny Campbell** jumped on the same pass and had spotted him for the centre of the DZ on ground known to be soft. In fact it turned out to be more soggy, wet and smelly than soft.....but no one minded.....least of all **Dave Grey**. His RSM from 2 Para, **Mal Simpson** was there to collapse his canopy and congratulate him; and **Dave Grey** was on



Spencer managed to catch a large wahoo! (I'm told that this really is the name of the fish and not a polite version of what he said when he hooked it!) To get back to the serious business of parachuting, the two displays for the Airshow were from the Buffalo from 10,000 and 12,000 feet. The Buffalo is a STOL turbo-prop military aircraft which is often used for maritime patrol. The displays were an enormous attraction, the distinctive red white and blue GQ units made a colourful spectacle, and the 25,000 strong crowd showed their appreciation to the full. The team also performed a display into the Naval Commander's back garden, as a surprise for his children. All too soon the trip was over but the goodwill and professionalism shown by this team will long be remembered in Bermuda and epitomises the benefits of such a team, not only to their Regiment, and the country but as ambassadors for sport parachuting in general.

Within a day of returning from this strength sapping trip(!), the indefatigable **Micky Munn** was off to Bembridge to be televised doing his 1000th flying hour and his 1000th free fall descent. He was presented with an inscribed commemorative goblet by the Mayor of South Wight Council, and left the ceremony on a 1940 airborne soldier's folding bicycle! Two Freds have now achieved this unique double.....the other being **Sgt. Dick Kalinski**.

Cloud Nine. Everyone present was privileged to share his triumph.

With the team returned to full strength, a demonstration team of sixteen jumpers headed North for Aintree and the Grand National. There is obviously more than one way to get to the other side of Becher's Brook! Using the Team's Islander (Delta Hotel) and a borrowed one from Tel Air at Speke; from 11,000ft a twelve man formation was built with four diamond trackers. Two of the twelve narrowly failed to dock, but from only a couple of impromptu dirt dives, everyone was happy with the jump and the enormous crowd enjoyed it. The **Black Knights** also jumped and performed a very good display with one bi-plane, and landed a CRW bi-hand.

All sights are now set on Team Training in Cornwall at the end of April. **John Rix** has already been training hard with the Army Team and is now in Lippspringe with them; but for the new four way team of **Chris Allen**, **Lenny Lampard**, **Jim Scarratt** and **Julian Spencer** — St. Mawgan is going to mean hard work as their time together has been rather limited. So with the exception of **John Rix** and **Mick Hawken** (who has somehow managed a trip to Raeford as an instructor) the Freds go West.....so lock up your daughters (and wives) in Cornwall! You have been warned!

LUCIFER

PETERBOROUGH

Last summer saw a visit from the now infamous **Roy Marker** which will long be remembered. Roy was the Australian Accuracy Champion and one of our sport's most devoted jumpers. To say he is a 'character' would be a gross understatement, as **Ronnie O'Brien** said, "You should have seen him when he had legs!!" Sadly, Roy was involved in a car accident and is now a paraplegic from the chest down.

However, this has not stopped his jumping career. Prior to his arrival in Pommie Land Roy had done two water jumps and a blanket jump. He demonstrated this just before he went back home. Using his old 252 canopy he exited the Porter (static lined) by rolling out the door. His legs were bandaged together as he had no control over them. An anxious crowd waited below with a tarpaulin ready to move if necessary. Roy's accuracy proved faultless however as he turned on his approach leg and came in steady as a rock. He landed dead centre to the sound of champagne corks popping and delighted jumpers whooping. True to fashion his first remarks were, "I thought I'd show you Pommie bastards how to do it! Now, where's all the beautiful girls to congratulate me?" This was said with a bottle in his hand and pretty well summed up Roy's character. Indeed, some people tried to keep up with his thirst for having a good time, incidentally, does anyone know if **Jim Leatherland** is still alive?

Roy left us having increased his 'Fan Club' considerably with an admiration for his unsurpressible warm character. He also left us carrying a trophy in the shape of womens underclothing (knickers - to be precise) which had us all baffled.

Annual Dinner and Dance

The Annual Dinner and Dance was a terrific night. I have never seen so many merry people. Was the dance floor slippery or was it just the wine? The evening was enjoyed by all who attended. **Steve Plank** loved the 'tit-bits' but I think the waitress wasn't too happy about the teeth-marks. It was definitely one of those events that had to be attended to be appreciated.

Accuracy Seminar

The most recent event was the organisation of an Accuracy Seminar. This was attended by 35 jumpers and proved a great success. The cost was £5 which was well worth every penny.



The Seminar began at 8.00 p.m. on a Friday night and was to be run by **Jim Coffey**, **Dicky Bird** who's qualifications are doubtless. There was an added bonus however when **Jackie Smith** turned up as well.

The introductions began and short lectures given on preparation, mental approach and theory. At first one might have thought that there might be very little to say about accuracy but it became obvious that the opposite was the case.

Little things that seemed negligible were brought to light such as kitting up properly and comfortably and sorting out stacks. Many questions were raised and by the time the session finished there was quite a lot to think about.

Saturday morning began at 7.00 a.m. with an already prepared manifest. The weather was excellent and the first lift took off at 8.00 a.m. The turnaround time of the Porter took everyone by suprise and Jim, Dicky and Jackie had their hands full in the pit. It was obvious that the majority had not remembered all they had been told. A general debrief pointed this out as there had not been enough time to critique individuals properly. Round two began with student loads being slotted in every other load so that individuals could be debriefed. This was done very professionally and with just the right amounts of criticism and encouragement. It soon became apparent that the instructors really wanted to help and improve every jumper and impart as much knowledge as they thought sufficient.

The next rounds all showed improvement and it

was unusual to see canopies land outside the pit. Even **Peter Fisher** (who decided to provide some entertainment when he unknowingly packed his main canopy back to front) managed to get in the pit.

Every jumper managed to get at least six accuracy jumps in and at a cost of £3.25 each didn't exactly break them. This was particularly good because Sunday was washed out.

All in all it was a good day's jumping. Sibson's old record of 48 lifts in one day was shattered and crowned by lift 60 which took off as the last rays of sunshine disappeared. The exact tally was 21 accuracy lifts, 17 relative work (12,000ft) lifts, and 22 student lifts. At least 450 jumps all told. This was a measure of the instructors' enthusiasm and good vibes were felt all around the DZ (and later on in the bar - another half-remembered night).

At this point we should thank the organisers, instructors and staff for having provided such a good day, also to **Paul the Pilot** who must have had a very sore bum! Very special thanks to Jim, Dicky and Jackie who persevered all day down at the pit and proved them selves to be NICE PEOPLE!

There is quite a lot on Peterborough's calendar this year in the form of competitions, seminars and general occasions which can only be a good thing for the sport. I hear **Derek Thomas** is organising a Fokker Boogie at Langar soon. Perhaps if more individuals did this then we wouldn't have to go abroad for big boogies. Lets have more involvement from ourselves - eh?

J. McFADDEN · C4802

ASHFORD EASTER BOOGIE

The carefully concealed Ashford Easter Boogie was planned for the Sunday with the well publicised party and live band for the Saturday night. There was further provision for a celebration party on Sunday.

Competition was for 4-way teams, names being drawn from an empty beer glass on Saturday night. The empty beer glass was then refilled. The Competition was over three rounds; 4-way speed star (no show anything goes exit) 4-way sequential and team accuracy.

Preparations were well in hand on Saturday with a big (very big) white target area painted on the potential site of a new pit. At this stage the weather deteriorated sufficiently to start the party.

Little more can be remembered until dawn(ish) on Sunday morning when it was discovered that; 1) there was fog; 2) increasing wind; 3) 3" of pure white snow covering SE Kent and our white target. Black paint was called for and the snow melted. Teams were emerging and dirt dives being done.

Around mid-day the wind eased off and it was decided to go for the accuracy round first at cloudbase was 4 grand. The judges retired after a very interesting but not too busy time at the target. At

this stage it was decided to award a prize for the best free-style landing with extra points for good landscaping.

The speed star was next, restricted to 5 grand. The no show linked exit positions bore more resemblance to the Karma Sutra than any skydiving text and possibly because of this some worked - some did not!! Two 2-ways were scored, one 3-way and one 4-way (the death grip dive).

At this stage the wind had calmed enough to permit static line descents and all comers were kitted up and despatched. They were made to use their own target (in case they showed up the competitors) but some had a sneaky go at the freestyle landing prize.

There was still no real height available so it was decided to call the competition on a third round of accuracy. By now, of course, there were nil wind conditions.

There were some notable improvements in accuracy on this round, not all reflected in the score, but also cries of "how do I stop this canopy?" The most consistant team was **Stitch Up** with **Arthur** scoring his 3rd D.C. of the meet and **Keith** walking away with the freestyle landing prize.

There was still no wind and good viz, but no-one left to jump so kit was packed (into drag bags) and

the prize giving party started.

Team order was as drawn, with prizes going to the first three. Members of staff were then to be seen selling off free jump tickets. Even one or two breakfast tickets poured their way onto the black-market from those of less certain constitution. There were no second bids for the freestyle landing prize.

Thanks are due to the organizers, the club and club members, the band, **Sam Smith** and everyone who made it a real fun weekend.

TEAMS

Position	Name	Round	Round	Round	Total
		1	2	3	
1	Stitch Up	40	6	45	91
2	Exit OK But	20	4	35	59
3	Just Watch	20	16	ZAP	36
4	Thers' Snow Business				
	Like Snow Business	20	4	10	34

Meet Directors/Organizers: **Roger and Fran Aircraft: Cessna 206**

Pilots: Francis and Randy

Manifest: Franky

Chief Judge: Randy

Target By: Roger

Prizes By: Bett, Ali and Rose.

IDEAL THRUXTON

The theme of this year's Daily Mail Ideal Home Exhibition at Earls Court, London, was 'New Horizons'.

It was to celebrate the 200th anniversary of man's first flight in a balloon. The Main Hall was decorated with a variety of colourful balloons and a replica of the Montgolfier Brothers' balloon in which they made their flight watched by Louis XVI and Marie Antoinette.

The Thrupton Parachute Club decided that balloons and balloonists should not be allowed to steal the show and claim that all 'new horizons' were their's alone. We applied for a stand at the Exhibition to promote our sports own horizons and after months of waiting our turn in the queue of potential exhibitors the organisers granted our request and rented us a stand in the Leisure Section.

The organisers of the Exhibition were very helpful and full of encouragement. We just did not realise how much organisation was needed to get our small corner stand ready in time.

To add to these problems I broke my leg on a night jump one month before the start of the Exhibition and had to work on the final preparation from my hospital bed. The staff on my ward were most understanding and allowed us to hold full scale planning meetings with the club staff in between physiotherapy and meal breaks.

I managed to get out of hospital ten days before the Exhibition opened, still on crutches and in plaster unable to walk on the leg or drive.

Those ten days were filled with frantic last minute preparations and visits to the Exhibition Hall to oversee the building of our stand.

It became apparent that our original plan for the stand would have to be radically altered as I would now have to sit down throughout the Exhibition and if I was to stand any chance of selling parachuting to the public I would have to hide the plaster and crutches. A desk affair was hurriedly constructed and turned into a booking centre where I sat poised to sign up people on our first jump courses.

The centre of our display was an enormous television, kindly supplied with a new video player, by **Val Jelks** of Video Information Sales and Service in Portsmouth. The 42" screen on this television gave a very impressive picture, showing our skydiving videos in a fashion guaranteed to turn heads.

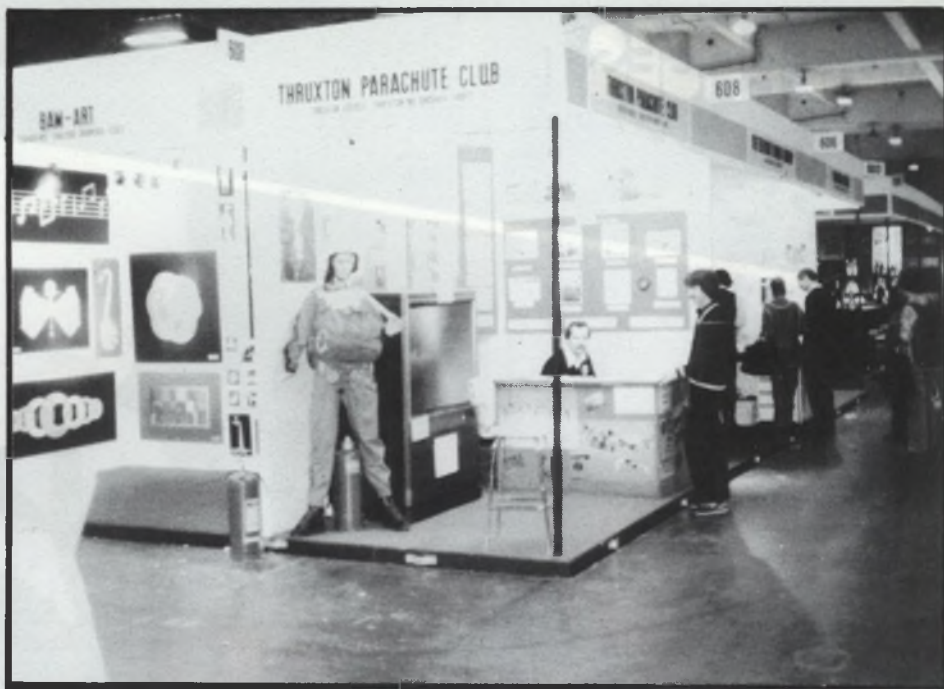
Monday 7th March was press day where the media got a preview of the Exhibition. My wife **Sue** who is a journalist made up a press pack and joined myself, and one of our staff **'Mac' McLaughlin** on the stand.

We made an irresistible trio; myself with a broken leg from parachuting, Mac, who at 29 years old, has a head of grey hair — we think from parachuting, and Sue, almost eight months pregnant, also from parachuting (she met me at the Club in 1979).

The press left suitably impressed and it was now time to roll up the shirt sleeves and get on with the Exhibition.

The next day was the first public day, and we got off to a good start selling courses to the crowds gathered around our giant television, and giving out leaflets by the thousand.

As each day passed the Exhibition became more crowded and our voices more hoarse. We were all relieved when our pre-arranged days-off came round and our place was covered by other Club staff and members. We are most grateful for the help received from **Sally** and **Mike O'Brien**,



Sue Hollingdale, Dave Gould, Mike Martin, Dave Kelly, Richard Pilsbury, Mervyn Turner and club staff **Barry Bias, Keith Kempton, 'Buzby' Beasant** and **Brendan Colvert**.

During the Exhibition we met people who had completed parachute courses in the past as well as many experienced BPA members; it was nice to exchange stories and experiences. There were a number of people interested in taking up the sport who lived too far from Thrupton to come and take a course with us. We gave these people the BPA telephone number or the name of their local club. We also gave them a Thrupton Parachute Club leaflet and asked them to take it along when they trained. We would be interested to hear from other clubs if they got any course bookings from this source — don't worry we won't charge commission!

The show lasted four weeks — this was a seven day a week run including the Easter Bank Holiday weekend. During this time the Daily Mail estimate that 888,000 visited Earls Court.

We signed up a large number of people for our first jump courses, distributed over 20,000 of our Club brochures and interested a number of regular jumpers in trying out our Club at some stage.

If things go as planned the skies over Thrupton will constantly be overcast with heavy downpours

of parachutists!

Don't let this put you off if you are an experienced or progressing skydiver. We have a separate manifest and aircraft to accommodate your needs.

If is too early yet for us to evaluate the results of the Exhibition, but we were happy enough to have already booked our place for next year.

We learned a lot from the show and about building a good looking stand on a low budget. If any club owner or display team leader is interested we would be happy to pass on some advice. Contact Sue or myself at the Club — Weyhill (026 477) 2124 or at Bagshot (0276) 76839.

On a final note to those who may think we are only trying to make money from student training, I would like to point out that without it the cost of jumping would rise enormously. Students are the life blood of the sport, not only at club level but in the enormous contribution they make to the British Parachute Association with their £2.50 P6 membership fee.

The Daily Mail Ideal Home Exhibition is therefore a start towards cheaper and better skydiving and continuing improvements to facilities at Thrupton.

DENNIS WOODS D3642

MIDLAND PARACHUTE CENTRE

Following MPC's move to beside the control tower at Long Marston, we have increased our facilities by extending our packing area to occupy half the office/bunkhouse building. On the kit front, our new rigs are beginning to come through, which will be a boon to students as we continue to have our courses completely full with heavy demand on packing skills as a result.

The better weather has both increased the number of students making continuation jumps, and has had the added benefit for those who misjudge their landing spot, in that the circus has left its winter quarters, taking with it the playful puma called Zara, who roamed around on a long chain. There was on incident at dusk whereby our Australian jump pilot, **Glen Ryan**, wandered too close and got a shock but no permanent damage. (It's not clear whether it was Glen, or his guide dog, that Zara was after).

We are glad to report that **Paul Langham** has completed his Category 8, and is experiencing the delights of his early RW jumps. The results of much determination also shows for **Ruth Lawrence** who achieved her Cat.10, and D licences go to **Mickey Collins** and **Tony Trace** on the same jump, and also to **Malcolm Knox** and **Dave Rugg**. The latter two

have obtained their 5XRW - 5XCRW in-the-same-jump award, known as the MPCRW.

We have also witnessed your part-national coach, part-jumper, **Tony Butler**, clock up an amazing total of 43,200 seconds of freefall time - that's 12 plus hours.

Further afield, our jumpers have been putting up a creditable performance abroad on behalf of MPC **Tony Trace** has returned from the Californian sun at Perris, where he was made to feel very welcome. He got in nearly 40 descents, some 12 ways, and departed from a 747, DC3, Twin Otter, an Israeli built Arava, a C206 and also a balloon (spot the odd one out). No, he didn't refuse the balloon at the edge of the basket, and so goes onto further training with the Paras.

Whilst there, he chanced upon MPC's **Nolan Mackey** and **Frank Smith**, who had decided to travel there independently; they were attending an RW seminar, and both got to make up part of a 20-way that started with the top US team, **Visions**.

The Euro scene has not been neglected; the Casa boogie at Nancy, France, had a strong contingent of **John Lines, Malcolm Know, Dik Sutton, Kevin Burchell, Tony Butler, Dave Rugg** and **Rob Harmer** there.

Apart from the late Bank Holiday, we jump every weekend, and we look forward to all visitors, and their appreciation of our club.

ROGER PRESTON

CLUB PAGES





(3)

SMILE!

You are supposed to be enjoying it.

1. Biff Burns shows a set of teeth white enough to match his jumpsuit to K. Johnstone. The picture was taken over Sunderland during a six-way CRW descent.
2. Bob Studd pictures Mike Purves and Sue Studd enjoying a jump with their sponsors flag. CGM stands for Compagnie General Maritime (a French shipping line).
3. Bob Souter, CCI at RASPA is 'geeked' by all four jumpers, Pete Reynolds, Steve Taylor, Joe McCready and Steve Thomas in this diamond over Weston.

(2)



shrewsbury skydiving centre

Known in the dim and distant past as Montford Bridge Para Centre, but now under new management and working hard to build a new image, Shrewsbury Skydiving Centre ran its first ever competition on Easter Sunday. Designed as a simple fun meet for novices and experts alike, it was a balloon bursting competition with competitors being timed from landing to balloon bursting.

The rules were carefully worked out by **CCI Martin Wilshaw**:

- Rule One - There are no rules.
- Rule Two - If in doubt, apply rule one.
- Rule Three - No poofers.

Easter Sunday dawned with blue skies and light winds, and a total of 16 entries. With three prizes in each of the three categories, (Novice, Intermediate and Experienced) there was almost a prize for everyone. CCI Martin opened the competition after despatching three first time static line jumpers. (Competitions are fun, but business is business!!) A steady approach and clean strike by Martin set the standard of 00 seconds.

Next to jump were **Ray Ellis** and **Gray Copestake**. Being Mounting Men they automatic-

ally put a quick bi-plane together before remembering they were supposed to be doing accuracy, and breaking to start their approaches. Ray hit the balloon clean but it didn't burst, and he scored 6 seconds. He protested bitterly that someone had substituted a hot water bottle for his balloon but his protest was overruled under rule two by the chief judge - he wife **Mally**. A short but interesting discussion about their domestic arrangements was broken off as Gray started his approach. He surprised everyone by scoring 45 seconds, and his protest that he had a broken steering line was thrown out by the chief judge, who took the opportunity of informing everyone that she would entertain no protests because she had an injured leg and could not jump herself, so there!

The competition progressed with **Dave Jackson's** Four Man Team, not the Jackson Five (**Dave Jackson**, **Colin Smith**, **John Chorlton** and **Rick Jenkinson**) going to ten grand and bum spotting themselves. **Katie** from the three man team **The Knacker Crackers** and **The Cracked Knacker** (**Katie Hughes**, **Lorraine Clay** and **Ron Leslie**) landed less than ten yards from the balloon on her fifth jump. Colonel Ron and Lorraine landed a zap when the winds suddenly took a change. **Dave Wilkinson**, the DZ owner, sneaked into second place by landing short, falling flat on his face and bursting balloon with his nose - always knew that nose was good for something Dave! **Nigel** the pilot got in on the act by taxiing as close as he could get, leaping from his Cessna and sprinting across to the balloon, but the judge zapped him under rule three - sorry Nigel, but you really shouldn't keep letting people stick their tongues in your ear while you're flying.

The afternoon continued apace, with balloons bursting and first time static liners landing at regular intervals. The only casualty of the day was **Sarah O'H**, who after the strangest landing anyone has ever seen walked around like a jockey for the rest of the day.

By the evening the competition was complete. No-one really cared about the results, but for the record here they are.

- Experienced Category -**
- First **Dave Wilkinson** (Don't upset the boss!)
- Second **Martin Wilshaw** (Don't upset the CCI!)
- Second **Ray Ellis**
- Third **Gray Copestake**
- Intermediate Category -**
- First **John Chorlton**
- Second **Rick Jenkinson**
- Third **Colin Smith**
- Novice Category -**
- First **Katie Hughes**
- Second **Twizz**
- Third **Dave Cavanagh**

Booby prizes for the best zap - Joint First **Lorraine Clay** and **Ron Leslie**. There was also a special prize for the first time student who landed in a tree, but the judge ate it!

The meet was rounded off in the usual fashion, a fine spread laid on by **Katie**, **Lorraine** and **Mally**, and the bar organised by **Martin**, **Jenky** and **Dave**. The party went on well into the small hours and the falling down water flowed freely, not to mention the shaving foam pies - no hard feelings Gray!

To everyone who worked hard to make it happen go the thanks of the rest of us who just turned up, jumped and had a ball.

We are on the A5 just North of Shrewsbury, so if you are passing we'd be glad to see you. Our facilities are basic but improving all the time, our prices are reasonable and the atmosphere is as friendly as you'll find anywhere.

Y'all come up and see us sometime.....

MM11

OMAN IN DUBAI

Most readers of Sport Parachutist are by now well aware of the existence of the Dubai Parachute Team, even if they are slightly vague as to exactly where Dubai is. These highly trained jumpers are fine ambassadors for their country and have competed with credit in five CISM competitions, including a memorable 1981 event which they themselves hosted. Previously coached by **Peter Sherman**, the team is now handled by **Eugen Melles**, formerly of the German Airborne School. Hold on, you say. Why is an Englishman writing to a British parachute magazine about an Arab team coached by a German? Not too difficult, really, as the whole thing came together in February when the Oman Parachute Team visited their big cousins in Dubai for a four week training detachment.

The Oman team, which is now entering its second competition season, is based in Rostaq, over the border from the UAE about four hours drive away. At this moment the team consists of five experienced jumpers with another seven learning the basics of Accuracy, Style and RW. It was thought that a month in Dubai in a competitive training environment would provide invaluable experience for the young Omanis and so it proved to be. Dubai facilities must be the equal of any in the world and the Gulf weather in February allows practically unlimited jumping nine days out of ten. The Drop Zone is situated some 30 kilometres from the city centre and consists of a 50 metre gravel target, two permanent helicopter pads and a training compound with a shade packing area. In addition to telemeters there is a first class colour video system powered by a small generator and all accuracy jumps are made on to an electronic pad. The aircraft in use are two Bell Huey 214s, each of which lifts twelve jumpers to 3000 metres inside five minutes.

Parachuting started every morning at eight

o'clock and continued till midday. All jump runs were made downwind and controlled from the ground to obtain the best video angle and the operation was such that each team member made four or five jumps per morning. These jumps were interspersed with video critiques and this concentrated training soon began to pay the expected dividends. By the end of the first week the Omanis were fully integrated into the system and by the end of the second were able to fly a combined eight way snowflake with the Dubai team. This comradeship naturally continued away from the Drop Zone and close contacts were established at all levels. Commanding the Dubai team was **Lt. Ali Nasser** who provided constant encouragement and advice which was particularly helpful to the Oman team leader, **Capt. Nasser Musabah**. Also passing on invaluable experience were **Lt. Said Khalifa** and our old friend **Lt. Mohammed Yousuf**, backed up by Style champion **Ahmed Murad** and Accuracy

king **Issa Mohammed**. The Oman team coaches **Chris Lyall** and **Doug Peacock** worked closely with **Lyall** and **Doug Peacock** worked closely with **Eugen Melles** to ensure a smooth running programme; in addition to which Chris was able to make several camera jumps to obtain team publicity material. By the end of the month the team had averaged over sixty jumps each and gained a unique insight into the operation of an international competition squad.

This experience will provide an invaluable foundation for the coming season and our thanks are due particularly to the CO of the Dubai School, **Major Bakhit Salim**, to **Billy Folkes** for his unfailing and generous hospitality and, of course, to **Eugen Melles** whose enthusiasm and professionalism took care of most of the problems. Thanks a lot, Dubai, we look forward to seeing you all again soon.

DOUG PEACOCK
Oman Parachute Team

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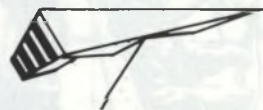
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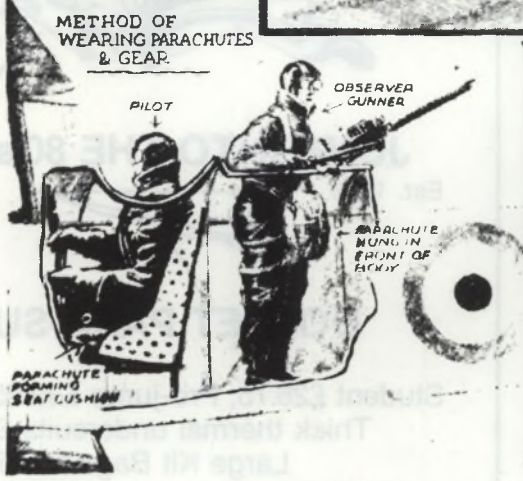
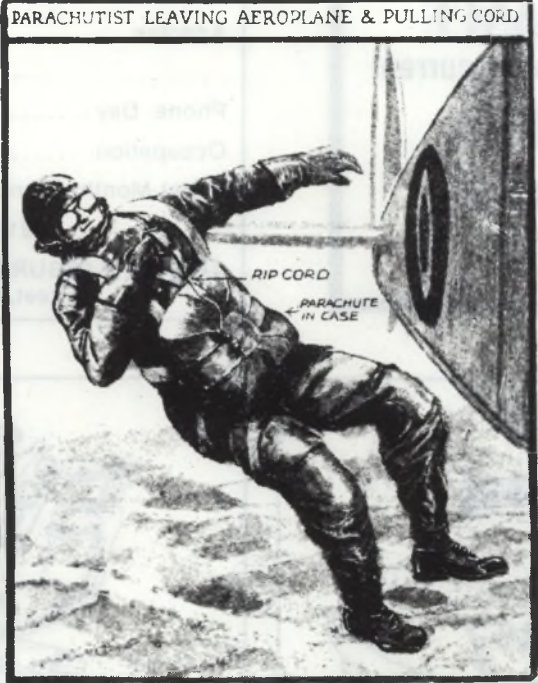
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FROM AN ENCYCLOPEDIA published between the wars.

LIFEBELTS OF THE AIR



Every airman flying in a Royal Air Force machine is equipped with a parachute, a life belt which gives him a good chance of escaping alive should disaster overtake the aeroplane, and he has to know how to use it. The first practice descent must, we should imagine, be a rather nerve-racking experience. Our picture gives details of the packing and attachment of parachutes, the way in which they open, and the process of landing. During the Great War many lives were saved by these giant umbrellas.

INTRODUCING EUROPEAN SKY-DIVING FASHIONS

JAGUAR

A superb instrument designed with «top niveau» RW competition in mind. Comfortable to carry, its profile allows for fast exits in total safety due to the complete protection of the risers and the harness. The reserve container takes an S.O.S. or Feather-Lite and the main container will hold the TURBO, the MAGNUM or any other canopy of equal bulk.



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Lively, fast, energetic... there is no lack of adjectives to describe the TURBO. But it is a little more : attentive. This means that your smallest wish will be immediately and faithfully answered. This is what we call the «intelligent speed».



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Born in 1980 the REQUIN has now become a classic with over 2000 in use today. In Europe alone, 1500 have been sold to both civilians and the military. Versatile, it can be used with all the main canopies available on the market today thanks to the three sizes of the main container.



MAGNUM

According to the Style champions, the best way to turn fast is with the least possible inertia. That's why they need a lightweight canopy. But stylemen (and women) generally want to continue their style jump with an accuracy exercise. That's why they need a really efficient canopy able to open softly at high speed. As for the accuracy specialists, they need a canopy with a good forward speed in addition to perfect stability, because the wind is not always conciliating with slow canopies. In fact, Champs need a lot a things. That's probably why so many of them have chosen a MAGNUM for next year... and they are not the only ones !



S.O.S.

The present generation of square reserve canopies is fully achieved with the S.O.S. Small as the smallest round reserve canopies, the S.O.S. is exactly five seventh of the MAGNUM. Same concept, same efficiency, same safety due to the direct suspension lines. With a rate of descent as low as 16 fps at 40% braking, the S.O.S. shows evidence of the European technology value.



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The 1983 CIP Meeting

The International Parachuting Committee (CIP) of the Federation Aeronautique Internationale (FAI) met in January in Copenhagen, Denmark to discuss matters relating to future World Meets and other competition orientated subjects.

The BPA were represented by **Charlie Shea Simonds** (Delegate) and **John Hitchen** (Observer, and Alternate Delegate Designate).

Bob Hiatt and **Lofty Thomas** were also present as Observers.

Future World Championships

The following venues were decided upon for future World Meets.

1984 Classics — Vichy, France 22 Aug - 2 Sept.

1985 RW — Yugoslavia

1986 Classics - Turkey (official bid)

USSR (unofficial bid)

vote to be taken next year

1986 RW — Canada

5th RW World Championships 1983

A detailed account of how South Africa had been chosen to organise the 1983 World Meet was given by the President of CIP, **Mr. Brändel**.

Richard Charter, organizer and Meet Director, supplied information on the proposed Championships, detailing a Zero Entry Fee and location at Sun City, Bophutatswana, South Africa from 9th - 19th December.

Charlie Shea-Simonds was nominated as Chief Judge. **John Laing** was asked to attend as Video Operator.

International Competitions 1983

The following competitions were announced for 1983.

Canada — International RW Competition, Claresholm, Alberta, Aug. 19th - 28th.

Italy — World Cup of Champions.

Austria — Sud-Ost Para Cup.

Yugoslavia — Adriatic Cup.

Regulations for RW World Championships

The CIP RW Sub Committee proposed minor clarification to the existing pool of dives for 1983, and these were accepted.

Looking to the future, all nations have been asked to experiment with new ideas to select piece flying sequences at random.

Zeke Zahar of Canada produced a proposal whereby each sequence is drawn from a set of formations and transitions, which are thrown in a hat, a total break or free transition is required to link these sequences, so each drawn sequence could be all random or a combination of random and piece flying.

Sarah Brearley has devised a Grid Type System for selecting piece flying sequences completely at random. The BPA Competitions Committee is currently testing Sarah's Grid and is successful will give its backing to the idea at the next meeting of CIP. Sarah's Grid is explained in this issue.

All nations were also asked to experiment to find out (a) the most suitable jumpsuit colours for judging by video and (b) the feasibility of judging RW using slow motion video.

Perpetual Trophies for RW Champions

Bill Ottley of USPA presented two magnificent trophies in the form of Wilkinson Swords mounted on polished wood plaques, to **Zeke Zahar** and **B.J. Worth**, captains of the reigning World 4 and 8-way RW Champion Teams. The trophies will be perpetual awards.

Regulations for Style and Accuracy World Championships.

The following changes were made to the rules for Style and Accuracy Competitors. The number of rounds were reduced as follows:

Individual Accuracy — 6 rounds (min 5)

Style — 3 rounds (min 2)

Team Accuracy — 4 rounds (min 3)

It was also decided to have one Style and one Accuracy Training Jump.

CRW Committee

A working group was formed to deal with all aspects of Canopy Relative Work, and will be organised by **Claude Gillard** of Australia. **Bob Hiatt** was asked to join this group.

FAI Judges List

The list of International Judges was brought up to date — BPA now have the following qualified:

Biff Burn - P

Doc Flinn - P.S.R.

John Hitchen - P.S.R.

Ken Mapplebeck - P.S.

John Laing - P.S.R.

Doug Peacock - P.S.R.

Martin Rennie - P.R.

Tracy Rixon - P.S.R.

Charlie Shea-Simonds - P.R.

P = Precision (Accuracy)

S = Style

R = Relative Work

FAI Awards for Parachuting

The following were chosen by secret ballot for FAI Awards:

A. Stanic of Yugoslavia - Gold Parachuting Medal.

St. Brøsted of Denmark - Leonardo da Vinci

S. Brøsted of Denmark - Leonardo da Vinci Diploma.

C.I.P. Elections

The following were chosen by secret ballot to hold the executive posts at CIP for 1983.

President - **Vive Beckmann** (FR Germany)

1st Vice President - **Richard (Buzz) Bennet** (Canada)

2nd Vice President - **Zlabko Beric** (Yugoslavia)

Secretary - **D. Mingan** (France)

The next meeting of CIP will be held in Paris, France from 30th January to 1st February, 1984.

by **ROB COLPUS**

SPRING SKYDIVE TUNE-UP

Rockey J. Squirrel Hot Flying Tips from Pat Works

April offers bright blue skies and puffy white clouds. The air is crisp and clean. You can see forever. It's a great time to skydive. After the rains, it's time to spring-clean your air work....polish up your skills.....so you can enjoy the beauty of the sky and feel good about your skydivin'.....

1. EXITS...Involve yourself in the count. Be touching people. Use visual and tactile input to be in-motion on 'GO'! Dive out toward the wing tip and catch the prop-blast on your front. Floaters must get a clean presentation of their chest to the wind. Never let an exit problem spoil the rest of the jump!

2. APPROACHES...Are you too slow getting to the first formation? If so, then you are not using your legs/ankles. It's simple to fix this one. See me for an easy fix.

3. DOCKING...Do you either float up or sink out? You aren't using basic torso-flying. Try flying your

chin (not your hands) to the target. Affirm that you are flying with the formation before docking. If you tend to sink after entry, it means your hands are too high above your head, and your shoulders and hips are not properly positioned. If you float, try keeping your hands above your head. Chin is out; shoulders and hips relaxed in the RW Stable. Maintain cross-awareness with not only the other side of the formation, but the ground and horizon as well. Keep your mind open, your peripheral vision in use, and your smile 'ON'.

4. SEQUENTIAL...Do you always drift away when you break for the next formation? Does dropping a grip cause you to move out of proximity to the group? If so, then you have forgotten how to fall straight down. If everyone could fall straight down, then sequential would be the easy matter of turning in place and presenting for grips, or taking

grips. To fall straight down, one must centrepoint, work downward (never up), and know blind turns. If this sounds mysterious, see me....it's actually easy to learn.

5. TRACKING...If you aren't among those farthest away from the group on opening, then you aren't tracking worth a damn. You must feel the same slight fatigue in your body after tracking that you feel after 20 pushups.

Some of these things require a face-to-face demonstration session with you. For your free demonstration on these and other skydiving techniques, I am available at Perris the first weekend of each month. At current jump prices you can't afford to try to learn all the basic techniques in the air. It costs nothing to listen. And, if you can listen, you will surely learn.

CRAZY PAT WORKS

Reprinted from 'As the Prop Turns' Perris Valley Newsletter.

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This pricing policy isn't a limited-time offer, either; it's the way we're going to do business from now on. It applies to all customers, individual jumpers and equipment dealers alike.

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We also build the Sequence and Silly Suit jumpsuits. The Sequence (which is also available in a competition version) is a trim-cut suit for in-close sequential, while



the Silly Suit is a general purpose design. Both are custom-built from your choice of colors and fabrics.

It's good gear, too. World-class competitors buy it when they could get other gear for free. That's an endorsement that means something.

Finally, Sky Supplies sells all popular main and reserve canopies. We'll ship them to you in a box, or have our riggers attach them to your rig, ready to jump.



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World Record 72-Way at Deland, Florida

by Nancy Dwyer

On Easter Day - April 3rd 1983 the world's largest official formation of skydivers was flown over Deland, Florida. The 72-way formation consisted of six 12-way arrow heads. Credit for the gigantic completed formation goes to Skydive DeLand drop zone co-owners Tom Piras and Bob Hallett.

Tim Piras, long known for his dive organizing ability, and Bob Hallett were the perfect combination for drive, determination and careful planning necessary to make this thing go. The logistics and planning involved in building a formation of this magnitude are staggering. Hallett and Piras compliment each with outlooks differing enough to make things interesting and to consider all possibilities, but agree on the nitty gritty of running an excellent and progressive drop zone, which they put on the world record map of skydiving.

Scrambles were held during the preceding week to 'get the kinks out', match fall rates, and generally psych people up for the record attempt. The Scrambles and record attempt were by invitation only, and a \$25 deposit was necessary to hold a slot open. 110 invitations were sent out. "Out of the 72 people that sent me a deposit," said Piras "about 60 showed up." But other skydivers from as far away as California and Canada were "lurking slots hard cor," commented Piras. Twelve of those lurkers got lucky and made the cut.

The week was progressive — starting with 6-way dives and getting larger. In all, five record breaking formations were built, culminating with the 72-way.

The number of jumps per skydiver ranged from 500 to 3,500 with the average around 1,680. There were 15 women included in the 72-way formation, about 21% — a relatively high percentage considering the number of women involved in skydiving in general. The ages of jumpers ranged from 20 years to 41, with the average being 31 years old.

The following is Bob Hallett's account of what it was like to organize and be a part of the record formations. (As told to and written by Nancy Dwyer.)

It was Tom Piras' and my to have the Easter Boogie and 72-way record attempt. We started planning it about 3 months ago. As soon as we took over this drop zone we started anticipating what boogies we could have here. We looked at this as an opportunity to put Skydive Deland on the map. We started out by limited advertising and invitations to people. Then we got other suggestions from friend like Roger Ponce de Leon.

We contacted FAI (internationally qualified) judges Sherry Schrimsher and Paul Reynolds and paid them to take care of what was necessary for a legal record large formation. We paid for all their

expenses to come down for the judging.

The forty-way box apparently was not a legal record. Paul Reynolds told me that the record was only a 32-way. So when we started building large formations we broke the record with a 36, 37, 38 and 45 and then finally the 72-way formation.

After our first 72-way attempt we lost our twin otter and were left with only the DC-3 Mr. Douglas and Jim Slocum's Twin Beech. We had another fun load going up on the Otter and the DC-3 before the second 72-way. Then I got this call from National Florida airlines that they were recalling the otter. This was somewhat of a panic

situation, obviously. We looked at this as our last chance to put us a 72-way. Even though we already had the aircraft loaded with other people and had not even debriefed the first attempt at the 72-way, Tommy and I decided that we were going to use that Otter, Mr. Douglas and the Beech to immediately do another 72-way. We started to do that. But by the time we jerked 22 people off the otter and 40 people off of Douglas, we realized that we weren't able to meet that time schedule and we weren't in actuality going to be able to use the twin otter for the 2nd 72-way attempt. There was a lot of screaming and hollering and bad vibes flying every-



where, but we sent the otter home after letting the fun jumpers get their load off.

What we did do is contact **Jimmy Godin** from **Paragators** in Eustis, FL. Jimmy had a twin beech over there. He saved the day for us — he was here within an hour.

We had several time schedules that we had to beat. Several of the jumpers had flights out of the Orlando Airport and Daytona Airport, and the timing was really crucial.

So Jimmy Godwin set down in an hour. And we were debriefing and reorganizing the 72-way, bouncing a few people around, slipping in a few slots, adding a couple more people, and during all this, everyone that I encountered was wondering why we were continuing to try to do it. It was like, the first attempt wasn't very close (we got not many more than 50 — there were about 18 people out.) The formation wasn't flying very well, and it did fall out of the sky.

What the first attempted 72-way formation did was funnel from the outside in. As the outside rings built, they were lifting up, causing the whole thing



to fall centre heavy. So for the 2nd attempt we had the centre guys open up their grips (spread out) to float the centre a little bit, causing the whole formation to flatten out a little and become a lot more stable. There were other modifications made too. A lot of the later closers reduced the size of their wings. Some changed jumpsuits or cut back on swoop cords (loosened them to make them less effective) to eliminate that lift we were getting on the first attempt. The later people (those to the outside of the formation) were lighter in body weight and had only slightly more wing area than the base people. **There wasn't a mega-wing jump-**

suit involved in the entire thing.

Well, we continued to work on aircraft, getting this thing together. **Don 'Fog' Fomier** had a 185 that just happened to be here as of Saturday afternoon to join the other Cessna, Godwin's Beech, and the two planes already in use — **Jim Slocum's** Beech and **Mark Borghorst's** DC-3, Mr. Douglas.

In a way it's easier to build the formation from more planes since everyone exits at the same time from different planes and people are more bunched in the air rather than strung out in long lines from say 2 or 3 planes. But it also takes expert flying on the pilots' part. Cessna pilot **Gary Dupres** was highly instrumental in making it so the Cessnas could keep up with the DC-3 and the Beeches. Airspeeds and climb rates were so different. The Cessnas had to take off about 7 or 8 minutes before the other aircraft did and they had to fly their own climb-to-altitude pattern. So on jump run, the Cessnas actually backed into the airplane formation. They were approximately over the airport when the DC-3 and the Beeches cut back their power coming in on jump run and they were able to maintain flight with them. It took some pretty heavy duty coordinating on **Gary Dupres's** part. The whole thing was executed without flaws — it was perfect.

The parachutists exited the aircraft at 4,350 metres altitude above sea level (about 14,500ft). The base was in the DC-3. The formation built smoothly and cleanly, layer by layer.

At five grand the entire outer rings were to take off, but by 5,500 our 72nd person has not closed yet. So, 71 people hummed it. Finally the last flyer closed it. Then every person in the formation counted the necessary 3 seconds. Not one person left two early. An nobody hung around much after 3 seconds. The outside rings took off at around 4 grand. Everyone was open legally (FAI rules say that everyone has to be open by 1,400ft or the record is scratched).

So we put up a DC-3, two twin beeches, and two Cessnas, and managed to get 77 people (including 5 cameramen) into the air at the same time. And the rest is history. We built our 72-way and we jumped out of five aircraft in order to do it. It's the largest formation load I've ever heard of!

The formation must be held for 3 seconds. We held it for 3.4 seconds. Right after the 72-way landed, a lot of people just had to throw their gear in the back of the car and take off immediately.

I can hardly believe we did it. I still feel like I'm in a bubble that's about to burst. It's finally starting to sink in. A 72-way world record formation, and WE DID IT!

Nancy Dwyer lives in the USA and is a frequent contributor to *The Parachutist Magazine*, and other skydiving publications. She has a master's degree in medical physiology and lives in Indianapolis, Indiana. This article was written on a new word processor (Apple IIe computer), Nancy's newest interest. Her licenses and awards include C-5662, D-7919, Freak Brother H697, SCR, SCS, and WSCR.

An interview between Jumping Jock Muir and Mr. 'Kiwi' Sharp

JM - Tell me Mr. Sharp, your Brain transplant last year caused an uproar in the House of Lords - what was your reaction to this?

Kiwi - Well originally I was hopping mad to find that I had been transplanted with the brain of a kangaroo as opposed to a brand new one which was being supplied by a member of the House of Lords.

JM - What side effects if any, did you suffer?

Kiwi - For the first few months after the Op I was on every lift possible at Bad Lippspringe. As you know I used to sleep in the aircraft in order to get on the first lift of the day. I was irritable. This I believe, was mainly due to the No Jumping rule between 1 and 3 o'clock at that particular centre. I eventually overcame this problem by jumping at the local German club during the Lippspringe stand-down.

JM - Did you ever feel like perhaps refusing to go on a lift and just settling down to a quiet afternoon manifesting, or the like?

Kiwi - Never.

JM - What do you think is the biggest problem affecting Drop Zones today?

Kiwi - The time it takes to actually refuel the aircraft. I firmly believe that if a DZ had a separate aircraft to carry out mid air refuelling then the poor jumpers would be able to get more lifts in.

JM - Mr. Sharp, it's been reported that you can actually pack your rig in 3 minutes 45 seconds, is this the truth or just malicious gossip?

Kiwi - Its gossip. It takes me 1 minute 38 seconds from touch down to rig on.

JM - And now to a controversial subject, the student training system. Would you like to see it altered in any way?

Kiwi - A lot of our students have never been in an aircraft prior to their first jump. The majority of training could take place on board the aircraft. This would give the student practical knowledge of our system, accustom to the strange smells encountered at altitude, and would help to boost the instructors jumpe.

JM - But how would you cover such subjects like PLFs?

Kiwi - That's the reason we have P.I.s

JM - Finally Mr. Sharp I want to speak about Jumpsuits. The past couple of years have seen us go from Baggy Suits back to skinnys, what was the main reason for this?

Kiwi - The reason for the change was in order that we could fall faster, thereby getting down quicker and getting more jumps in.

The interview took 5 lifts to complete and finally terminated at 12000 feet over Lippspringe.

SAFETY NOTICE

A recent fatality has raised the question of regular maintenance of parachute equipment. Contributing factors to the accident were:-

- 1) The velcro mating the hand deployed pilot chute to the base of the container was badly worn and ineffective.
- 2) The Canopy (Crusair) was too small for the main container (Jalbert 252 size).

The combination of a loose container with no tension on the 'Packing Loop' and a bridle line able to be lifted by the slipstream, allowed the curved pin to be extracted prematurely and open the main container (causing a 'horse shoe' type malfunction).

It is essential that all velcro be replaced when showing signs of excessive wear and that compatibility between container and canopy be maintained.

JIM SHARPLES
Chairman STC



The pictures on this page were kindly lent to us by Irving and appeared in an early brochure for the company. I hope to use some in a video on the history of the sport which is now in production.

DAVE WATERMAN

Leslie Irvin, chief engineer of IRVIN Air Chute of Great Britain, Ltd., was the first aviator to make a descent with a "Free Type" "Manually Operated" parachute. Note that the words "Air Chute" have been used by this company to describe "Irvin" designs.

The IRVIN Air chute takes its name from the pioneer work carried out in the air by Leslie Irvin.



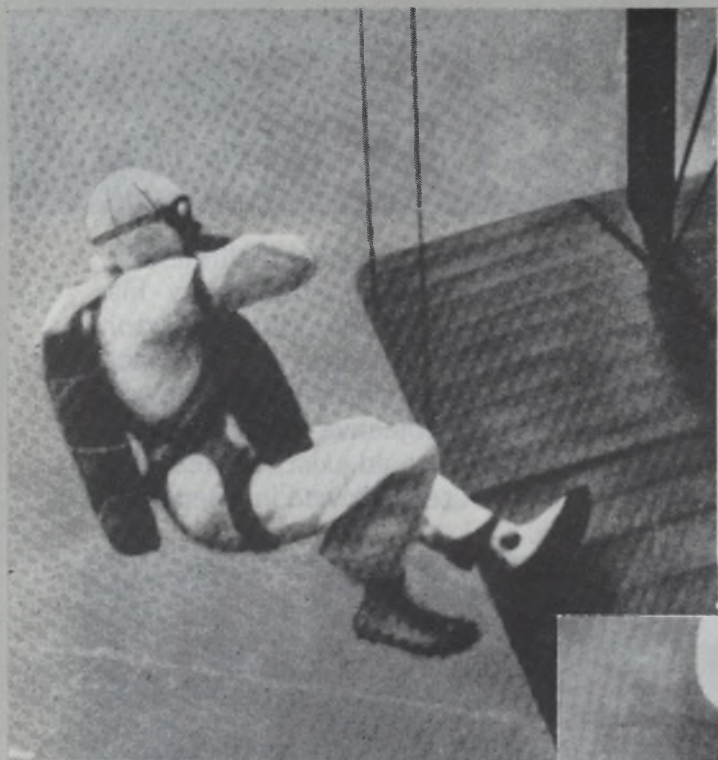
Leslie Irvin, equipped with "Quick-Release" Harness and Seat Pack type of IRVIN Air Chute. Note the close-fitting design, the pack affording a comfortable seat for the pilot. This "Quick-Release" Harness has been adopted as standard equipment by the British Air Ministry, and is optional for general use.

Leslie Irvin has made more than 100 descents with different types of IRVIN Air Chutes.



Can anybody tell us where the leg straps fitted?





Note the Frap Hat and training shoes, not to mention the state of the art 'fast fall' suit.

"SPLIT-SECOND" ACTION WITH IRVIN AIR CHUTE.

Action of Irvin Air Chute at instant of pulling rip-cord, which can be seen in aviator's right hand. Note orderly arrangement of suspension lines within the container. These pay out in proper sequence as the parachute opens.



THROW-OUT A POTENTIAL HORSESHOE?

Recently a jumper died because he was forced to dump his reserve into a horseshoe malfunction, after experiencing a premature pack opening. There were several reasons given for the fatality - his container was too slack - his bridle velcro worn. But it was never mentioned that a contributing factor was that the main pilot chute was not stowed in the same container as the main parachute. This fact was never mentioned because it has been accepted practice to use a leg strap or belly-band mounted throwaway pilot chute system, for the last 7 years. But if we give some objective thought to this subject, it doesn't take long to see that a potentially hazardous situation could exist, whereby if a premature pack opening is experienced on a system where the pilot chute is stowed in a separate pouch or pocket, then a horseshoe malfunction is likely to follow.

The horseshoe is one of the most undesirable malfunctions possible, as it is a high speed malfunction which is impossible to get rid of.

We know that it is often a combination of errors which finally kills as was the case at Western on the Green earlier this year. But it seem obvious that with a throwaway pilot chute system, if:

- a. The pack is too slack
- b. The bridle velcro worn
- c. The pin too short

then a horseshoe malfunction could be imminent. Conversely, if:

- a. The pack is too tight
- b. The bridle too short
- c. The pilot chute wraps up

then an equally undesirable pilot chute in tow could develop. Is not the margin for error too narrow?

Compromise

Some people will argue that if packed in a certain way the pilot chute **should** pull from it's pocket in the case of a premature pack opening. Is this not a risky compromise?

It is doubtful if many back-of-the-leg-strap throwaways will pull out by the bridle, no matter how they are packed, because of the angle at which the bridle would be pulling.

Some manufacturers have recognised this problem and have designed systems such as on the Booth's 'Vector' rig, where an elastic type pocket is mounted on the front of the leg strap so that the angle is correct for extraction in case of a premature opening.

Having said all this it is true that thousands of jumps are carried out yearly on these systems with no problems. But, Murphy's Law dictates that at some time, somewhere, it could and does happen. The frightening thing is that most jumpers using this type of system are not even aware of the problem.

The Major Features

It seems clear that a foolproof system must incorporate two major features:-

1. That the container is opened manually by the jumper's own actions.
2. The pilot chute is stowed in the same container as the parachute.

The two systems available today that offer both these features are the spring and ripcord (still used on all reserves) and the pull-out.

The argument commonly used against the PULL-OUT system is that the dildo handle cannot be seen. Well, leg-strap throwaways cannot be seen, without a de-arch or contortion of the body. In fact, if we study photographs it is clear that leg-strap throwaway handles end up about 2 inches from where a pull-out dildo would be anyway.

Dummy Dildo

If an alternative to the spring and ripcord is desired by a progressing novice, why not start with a few jumps on a dummy dildo, attached to a spring and ripcord rig and then progressing on to a large, more prominent pull-out until he/she is confident with it.

However, a novice should not progress on to any hand-deploy system until he/she is capable of opening stable on every jump as all hand-deploys are



Note how close a Throw-out handle is to the position a Pull-out would be in free-fall.

hazardous if used in any body positions other than face to earth.

I have included below the information sheet as issued by the Jump Shack, originators of the pull-out system.

QUOTE:

I. HAND DEPLOYMENT

1. All hand deployment systems (i.e. pull-out vs. throw-out) are tricky and require experience.
2. All manufacturers still recommend ripcords and spring-loaded pilot chutes.
3. The only advantages to hand deployment are easier pack jobs and thinner containers.

II. PULL-OUT

Pro -

1. Pull-out still retains the proven sequence of opening the pack first by your own action.
2. Pilot chute and main canopy are stowed in the same container (in case of accidental activation, this precludes a horseshoe).
3. If the system fails, there is clean air for the reserve.

Con -

1. The handle is mounted on the base of the main container - out of sight (a necessity because the handle must be close to the pilot chute for control during deployment).

III. THROW-OUT

Pro -

1. The handle is usually mounted where it is visible.
2. It allows easy pack jobs and thin containers.

3. Easier to use.

Con -

1. Container opening is dependent upon pilot chute drag.
2. Accidental activation of the main container creates a horseshoe.
3. If the system fails, the reserve must clear a 7ft bridle and pilot chute in tow.
4. Too much velcro.
5. The long bridle is bad for CRW.

Additionally, all three deployment systems (pull-out, throw-out and ripcords) still have to deal with 'burble' (pilot chute hesitation), and neither one is better than the others.

One extra thought - systems that are difficult to use can be overcome with practice (about 10 minutes). Systems that have a deadly failure mode, can't.

END OF QUOTE.

Short Falls

Quite often we do things in this sport because Joe Bloggs does them and we don't often give much detailed thought to the subject ourselves. On the subject of equipment some riggers will sell or manufacture whatever you ask them to, within reason. So, whatever you use, make sure you know it's shortfalls, so that when it goes wrong, you are not surprised by it.

The views expressed in this article are largely mine, although I am sure are held by many others.

In an effort to fairly portray both sides of the argument I contacted the Relative Workshops (originators of the throwaway system) and Thomas Sports Equipment (manufacturers of both throwaway and pull-out systems), but at the time of going to press no reply had been received.

My thanks to John Sherman of the Jump Shack for his contribution.

ROB COLPUS



BUILDING THE TRI-HAND

During June '82, after building numerous bi-hands, **Steve Taylor** came up with the idea of the tri-hand. **Pete Reynolds, Steve & Myself** talked about it and the more we discussed it the more feasible it sounded.

The plan was to first put together a tri-plane by 3,500ft minimum, and from the tri-plane the top two jumpers would, as one unit, climb down next to the right hand side of the bottom jumper. The canopies are still flying as a tri-plane. The bottom jumper eases his canopy out to the left. This results in an unusual looking formation with the bottom and middle jumpers in a bi-hand, and the middle and top jumper in a bi-plane. (see photo) The next and most difficult part is to get the top canopy out to the right of the bi-hand. The problem is that the leading edge of the centre canopy bites into the brake and D lines of the top canopy. As the top canopy is eased out to the right, it takes the centre canopy with it preventing the completion of the tri-hand. The answer, we found, is to anchor the centre canopy by passing the left brake toggle of the centre canopy to the left jumper so he can hold it on half brake. The centre jumper now takes harness holds, and the top canopy can be quickly eased out to the right to complete the tri-hand.

The tri-hand flies nicely, and is easy to steer. To turn right the two outside jumpers pull on their right toggles, and the outside canopies take the centre one with them. The tension is so great that we could not hold on for more than 1,500ft. To break off, the outside jumpers let go and the tension takes them 20 yards clear. Good luck!

IMPORTANT POINTS

1. Build your first couple of tri-hands high, so if you get any problems you have plenty of time to sort them out.

2. Build the tri-hand facing into wind, this definitely helps prevent canopy collapse.
3. The centre jumper must have CRW riser straps fitted.

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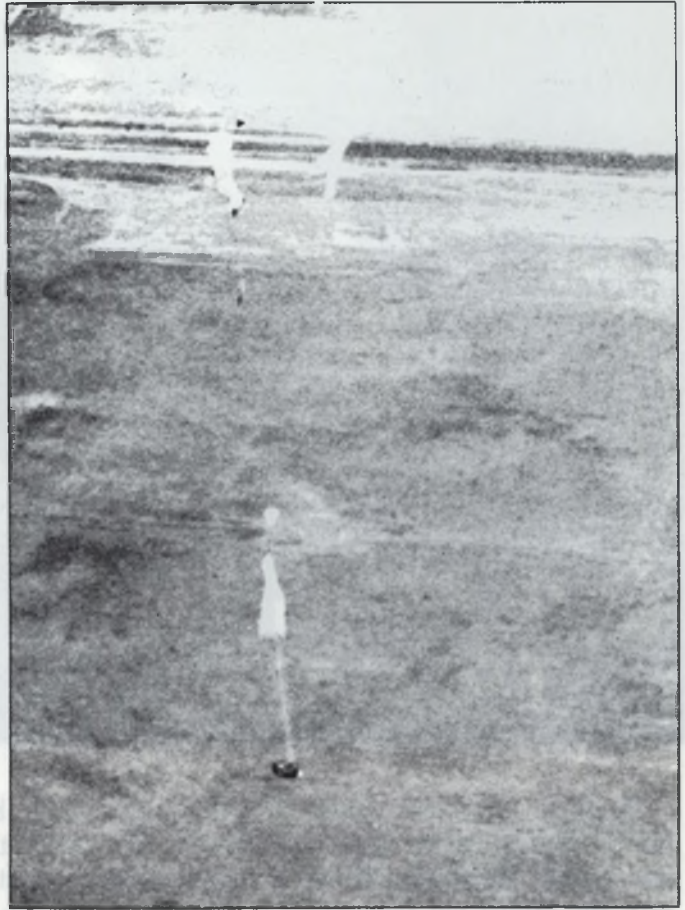
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Of course, Kevlar is not the only feature. The K-Series canopies are built from low porosity ripstop fabric. Suspension lines are low-bulk 400-lb. Dacron. Diaper deployment insures comfortable, reliable openings. Tri-vent steering gives them nimble maneuverability.



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Breakaway over Calif. Photo © Norm Kent.

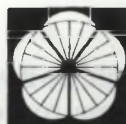
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DIAMETER (ft.)	20	22	26
CONNECTOR LINKS	2 or 4	2 or 4	2 or 4
CONSTRUCTION	Bias	Bias	Block
GORES	20	20	26
APEX TYPE	Cat's eye	Cat's eye	Conventional
LINES	400-lb. Braided Dacron		
FABRIC	Low Bulk, Low Porosity (0-3 cfm), Ripstop Nylon.		
DRIVE WINDOWS	Mesh-Covered Tri-Vent		
DEPLOYMENT	Diaper		

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BE PREPARED

'Temporal Distortions' written by Lt. Col. Douglas, M. Carson and recently published by US Military flying safety magazines, deals with the problems of military pilots waiting too long before ejecting from damaged aircraft. The same problem has obvious applications to skydiving, in which jumpers die each year because they pulled mains or reserves too low, or not at all.

Although little scientific research has been done in this area it is known that in extreme stress situations, adrenalin is secreted into the blood stream, sugar levels in the blood are raised to provide additional energy, the muscles tighten for immediate use, physical strength is dramatically increased and the pain threshold is raised. It is also likely that the activity of the brain may be heightened and the ability to perceive and evaluate information may be accelerated, leading to a distorted perception of time.

US Air Force records illustrate many cases of successful ejection where pilots experience a slowing down of time. They describe in detail the events and thoughts of 1.5 seconds as though they took 5 minutes to elapse.

The thing about these puzzling fatalities in skydiving where a jumper pulls too low or not at all is, you never get the chance to ask them what happened. It's very comforting to say well "I wouldn't be that stupid" and think no more of it. But the real stupidity is not thinking more of it now, while you are on the

ground with plenty of time.

It's clear that in emergency situations seconds count and can pass at an alarming rate while you try to figure out whats wrong and what to do about it before you act. Equally, making panic decisions for fear of time can be disastrous.

Think now on the ground about all the things that can go wrong with you or your gear however unlikely, how will you recognise each problem? What will it feel and look like? What might not be immediately obvious? What should you check before reacting? Then weight up the pros and cons of the possible courses of action taking the possibility of temporal distortion into account. You may even avoid a problem by realising your equipment could be more efficient or better maintained. But decide on your course of action now and rehearse it in your mind until you are clear and confident about it. So if or when something happens you are prepared to act immediately no matter how much time you feel you have in the event.

It's worth remembering statistics when you hear those 'no shit' stories about just reaching around and finding pins etc. you may not be able to make a good judgement about time in the event, evaluate for yourself ON THE GROUND what you will do then stick to it in the air.

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**BRITISH PARACHUTE
ASSOCIATION
COUNCIL MEETING
MONDAY 7th MARCH 1983
KIMBERLEY HOUSE, LEICESTER**

Present:
J.T. Crocker Chairman BPA
J.L. Thomas Vice Chairman BPA
P.W. Ritchie Chairman Finance Committee
J.R.H. Sharples Chairman STC
S.D. Lambe Chairman Competitions Committee
D. Hennessy Club Representative
J. Watts Club Representative
L. Melville
G. Lilly
G. O'Hara
R. Colpus
M. Munn
K. Yeoman
S. Brearley
R. Hiatt

Co-opted
R. Walker Chairman APA

Observers:
I.S. Mobbs, R. Watts, J. Davis, V. Davis, G. Evans, K. Noble,
J. Curtis, C. Lynch, J. Mitchell, R. Gays, P. Beck.

Apologies:
D. Tylcoat, R. Dyas, J. Walmsley, H. Robinson - Chairman
BCPA.

The Chairman welcomed all members and especially the co-opted member **Brigadier R. Walker**, Chairman APA.

Item 19/83
Minutes of previous Meeting
It was proposed by D. Hennessy and seconded by K. Yeoman that the minutes of the previous Meeting be accepted as a true record.
Carried Unanimously

Matters Arising

1. Annual Returns and Affiliations
The above forms had been re-compiled by **J.R.H. Sharples** and **A.K. Butler** and sent to all Council for consideration.

It was unanimously agreed that the Club Representatives investigate the feelings of the clubs concerning the forms and would report back to Council at a later date.

J. Watts
D. Hennessy

At this juncture, the Chairman, **J.T. Crocker** stated, that in future, minutes of the Sub Committees would not be re-written verbatim in Council Minutes, only those items with which Council did not agree or matters concerning the voting of funds would be recorded. In future all Clubs would be sent copies of Finance and Competition Committee minutes for display for the information of members.

2. Seminars/Coaching

This subject is being investigated in some depth. **B. Dyas** has written a paper on the subject and this will be distributed at a later date. **D. Hennessy** put to Council for discussion the idea of a Coaching Award, where those people who had competed in high level competitions would then be in a position to go to Clubs and coach on an organised basis. It was agreed that **D. Hennessy** be encouraged to investigate the whole subject in depth and then report back to Council.

3. Team to Represent G.B.

As clarification it was stated in general terms if in any competitions the first placed team was unable to represent GB then the second placed team would be given the opportunity to compete.

4. Annual Grants to Approved Clubs

G. Lilly stated that he felt that the situation should be clarified now and suggested immediate abolition of the Grant.

P.W. Ritchie stated that it had already been agreed to look at the situation for next year.

After some further discussion it was agreed that the situation remain as previously stated, that the Club Representatives canvas in depth and on as broad a base as possible, then report back to Council in order that a final decision be made during the life of the present Council.

The Chairman expressed the view that decisions on matters affecting clubs should not be made without first ascertaining the Clubs own views and reactions.

J. Watts
D. Hennessy

5. Royal Aero Club Meeting

J.L. Thomas asked whether the Chairman, **J.T. Crocker**, had asked about the FAI Accounts and those of other bodies in membership of the R.Ae.C. **J.T. Crocker** replied that he had in fact asked these questions and the matter was in hand.

J.T. Crocker

6. Magazine

R. Colpus said that the slight delay in sending out the magazine had been due to staff problems (sickness etc.) at Fisher-Print. The Secretary General was tasked with writing to Fisher-Print to obtain details of timetable for the last print.

R. Colpus further asked whether consideration might be given to looking for new printers if there would be a comparable quotation, in a more accessible, to the magazine staff, location. This was not thought to be a good idea at the present time.

Sec-Gen

Item 20/83 - Committee Reports

1. Safety and Training Committee

The Chairman of STC, **J.R.H. Sharples** presented the Minutes of the STC Meeting of 3rd March 1983.

Kicker Springs

The new cost is now approximately £2 per spring, minimum order 50. The Secretary General was tasked with ordering 50 Kicker Springs for resale to Clubs at cost plus, postage and VAT.

Sec-Gen.

The Minutes were ratified

2. Competitions Committee

The Chairman of the above Committee, **S.D. Lambe**, presented the Minutes of the Competitions Committee Meeting of 21st February 1983 which were ratified.

3. Finance Committee

P.W. Ritchie, Chairman of the Finance Committee presented the Minutes of the Meeting of 28th February 1983. The following resolutions were passed by Council.

1. The Editor of The Sport Parachutist was authorised to purchase a second hand filing cabinet at a reasonable cost.

D. Waterman

2. It was agreed that the latest budget figures of £3,502 for the National Championships be accepted.

Sec-Gen
PPC

3. It was agreed to make available a loan of £1,000 to the Border Venture Parachute Centre on the normal terms and Conditions.

Sec-Gen

4. The Secretary General asked to and it was agreed that he should submit applications to Sports Council for Grant Aid for the RW International Championship to be held in Canada in 1983.

The Minutes of the Meeting were ratified

Item 21/83 - P.R.

Ms. S. Brearley is at present working at the BBC and asked that she be allowed to distribute some of the magazines and event bulletins to people at the BBC.

Agreed
S. Brearley

Item 22/83 - DZ Directory

There is an International DZ Directory in existence and **S. Brearley** suggested that the Association try, for the third time, to obtain a copy.

Agreed
J. Hitchen

Item 23/83 - A.G.M. 1984

Mr. J. Curtis had circulated to Council a suggested order of events for the day of the A.G.M. It was unanimously agreed that these and any other ideas be considered and the Secretary General would remind Council in June for a final decision in July.

Sec-Gen
Council

Item 24/83 - Observer Article

The article had been brought to Councils attention by **P.W. Ritchie**. Noted.

Item 25/83 - A.O.B.

1. Affiliations

The Change of name from Montford Bridge to the Shrewsbury Skydiving Centre was noted. The application for Affiliation of the Wild Geese Skydiving School was accepted.

2. C.I.P. Delegate

The Chairman, **J.T. Crocker**, reminded members that nominations were still awaited for the post of CIP Delegate.
Council

Prize Presentation National Championships

It was agreed to ask **Mr. I. Sproat MP** and **Mr. B. Sheene** to present prizes at the British National Open Parachuting Championships.

J.T. Crocker
R. Colpus

The date of the next Meeting will be 1830 hours Thursday 21st April, Kimberley House, Leicester.

**BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING
COMMITTEE MEETING
19:00 HOURS 20TH APRIL 1983
THE POST HOUSE, LEICESTER**

Present:
J. Sharples Chairman STC
J. Crocker Chairman BPA
L. Thomas Vice Chairman BPA - Riggers
D. Prince NWPC
T. Knight Ipswich
M. McCarthy Hereford
D. Hickling British Para Schools
P. Walters 1/2p Green
B. Bias Thurston
J. Lines MPC
I. Louttit DISC
J. Horne JSPC (N)
K. Yeoman Red Devils
G. Lilley Duck End
J. Barnes Sunderland
J. Meacock JNCSCO

In Attendance:
T. Butler JNCSCO

Apologies for Absence:
R. Souter, A. Collingwood, K. Noble, J. Hitchen (JNCSCO),
D. Tylcoat, Len Melville, D.L. Howerski.

Observers:
J. Ball (Pilots Committee), J. Watts (Council), K. Kempton,
J. Davis, V. Davis, A. Knight, M. Munn (Council)

The Chairman started the meeting by introducing **Gordon Robinson** and **Frank Cattle** from the CAA. Mr. Cattle will be taking over from Mr. Robinson, who is retiring at the end of March.

The Chairman apologised for the short notice of the meeting, but this had been unavoidable as the meeting to discuss the Proposed Amendments to the Air Navigation Order. The Second Draft of the proposed 'Manual' and Draft 'A' and Draft 'B' of the Permission & Exemption to Parachute, between the CAA, **J. Crocker** and **T. Butler** had only taken place on 9th March 1983, with very little prior notice of that Meeting. The Chairman gave a brief history of the proposals and handed over to **Jim Crocker** - BPA Chairman. **J. Crocker** gave a resumé of the meeting with the CAA on 9th March. All the documents from the Civil Aviation Authority were considered in detail. Letters from **G.C.P. Shea-Simonds**, **M. Watts**, **D. Tylcoat** and **T. Lewington** were circulated or read out.

It was proposed by **D. Prince** and seconded by **K. Yeoman** that **J. Crocker** be authorised to write to the CAA with a view to seeking amendments to their drafts and clarification of certain points (Chairmans letter to follow).

Carried Unanimously

After some discussion it was proposed by **L. Thomas** and seconded by **J. Meacock** that the Chairmans acceptance of the draft amended Air Navigation Order on the 9th March 1983 be ratified.

Carried Unanimously

including proxy votes for, from **D. Tylcoat** and **K. Noble**.

L. Thomas expressed a vote of thanks to the Chairman and JNCSCO for their work on this matter and to **Gordon Robinson** for all his assistance to the BPA.

G. Robinson informed the Meeting that the current exemptions issued to all Clubs and Display Teams that were due to expire on 31st March were to be extended until the end of December and these Clubs and Teams need not re-apply.

ALL CLUBS AND DISPLAY TEAMS NOTE

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**BRITISH PARACHUTE
ASSOCIATION
'SPECIAL' SAFETY & TRAINING
COMMITTEE MEETING
21st MARCH 1983 - BPA OFFICE
KIMBERLEY HOUSE, 16:00 HRS**

Present:

J. Sharples	Chairman
D. Parker	Headcorn
L. Thomas	Riggers
B. Bias	Thrupton
G. Evans	TPA & SSC
D. Wilkinson	Shrewsbury SC
M. Winwood	Co-opted
R. Ellis	LIFFT
P. Lambson	JSPC (N)
D. Hickling	BPS
T. Knight	Ipswich
J. Lines	MPC
G. Douglas	RGJ
J. Barnes	Sunderland
K. Yeoman	Red Devils

In Attendance:

J. Hitchen	JNC SO
T. Butler	JNC SO

Apologies for Absence:

K. Noble, L. Melville, M. Mortlock, D. Howerski

Observers:

Some 30 observers were present

Item 1 - Minutes and Matters arising from STC 3rd March 1983**1.2 S/L Bag Specification**

Specification for S/L Bags has been sent to CCA. Chairman stated that he was awaiting a reply.

1.11 Kicker Springs

A quantity of Kicker Springs have been ordered, anyone requiring any should contact the BPA Office.

1.3 DZ Clearance - Clacton

P. Hewitt was not at the meeting and no correspondence has been received on this matter and the item is held over until such time as Mr. Hewitt contacts the Committee.

1.4 RAPA PI/Exam Course

A report on the Course has been received and was discussed at the meeting at some length and the recommendations were accepted concerning the PI and Exam phase of the Course.

The recommendation that J. Fowler be awarded Examiner status was not accepted by the Committee as he does not fulfil the requirements.

Two candidates were examined for Advanced Instructor Status, but it was felt by the Meeting that as this part of the Course was not applied for in advance more information was required and it was left to the Chairman to write to T. Oxley.

J. Sharples

1.5 Ian Louttit

A letter from I. Louttit has been received stating that he was unable to attend a PI Course for upgrading to Advanced Instructor until November, and requesting that his exemption to act as CCI be extended until then. After a great deal of discussion, it was proposed by D. Hickling and seconded by M. Winwood that the decision of the last meeting, that I. Louttit's exemption to act as CCI should be extended until the next PI Course at Strathallan on 2nd May 1983.

Carried Unanimously

The Chairman of STC to write to Mr. Louttit informing him of the Committees decision.

J. Sharples

It was proposed by K. Yeoman and seconded by M. Winwood that the Minutes of the meeting of 3rd March 1983 be accepted as a true record.

Item 2 - Fatality - Weston on the Green

The Chairman brought this item forward on the Agenda, so that D. Hennessy (representative from the RAFSPA) could give a verbal report.

D. Hennessy informed the Committee that an RAF Board of Enquiry has been convened to investigate the circumstances of the accident as it was a Serviceman involved.

The findings of the Board of Enquiry will be made available to the BPA when completed.

D. Hennessy explained to the Committee that it appeared that a combination of things caused the fatality. The jumper was taking part in a Relative Work descent, it was observed in the early stages of the descent that the bridle cord was looped above the parachutist, at some stage on the descent the main container prematurely opened and the deployment bag started to lift causing a 'horse shoe' type malfunction. The parachutist was observed attempting to extract his pilot chute but failed to do so, he then cutaway and deployed his reserve, the pilot chute entangled with the main suspension lines and the reserve failed to deploy.

D. Hennessy explained that it appeared that the following combination of things caused the accident:

The velcro had worn and failed to keep the bridle line in place.

The Canopy was too small for the container and there was very little tension on the closure loop, allowing the bridle line to extract the pin.

The pilot chute was folded in a manner so that it could not be extracted by the bridle line.

Some discussion took place at which time L. Thomas stated that he wished it be minuted that this equipment was used in a manner for which it was not designed, this particular container was manufactured to accept a 'Jalbert 252' canopy, but was being used to contain a 'Cruisair'.

D. Hennessy stated that in no way was he criticising the manufacture of the equipment, but he felt that parachutists should be made aware of problems that can occur.

(Safety Notice enclosed)

The Committee decided that Safety Notices covering all the points be circulated to all Clubs. The Chairman thanked D. Hennessy for his report.

N.C.S.O.

Item 3 - Minutes and Matters arising from 'Special' STC Meeting 21st March 1983

The Chairman gave a brief resumé of the meeting, and informed the Committee that the Chairman of the BPA has written to the CAA covering all the points made at the meeting and was awaiting a reply. A copy of J. Crocker's letter would be made available.

Item 4 - Approval of the Minutes of Riggers Meeting 21st March 1983

J. Curtis gave a resumé of the minutes from the Riggers Meeting of 21st March. A number of points were discussed and the Committee unanimously accepted the recommendations of the Riggers Committee.

Item 5 - Helmets

After some discussion it was proposed by D. Parker and seconded by D. Hickling that the following helmets can be used by all Category of Parachutists:

- (1) A hard protective helmet without a peak approved by the British Standard Institute or equivalent foreign organisation.
 - (2) The Cebe Ski Helmet (Adult).
 - (3) The Protec Helmet.
 - (4) The Boeri Sport Helmet.
 - (5) The Loubsel Helmet.
- For 10, Against 0, Abstentions 1.

N.C.S.O.

It was then proposed by M. Winwood and seconded by G. Evans that the following helmets may also be used by D. Certificate holders.

- (1) The 'French Type' ribbed leather helmet.
 - (2) The Cooper SK600 Hockey Helmet.
 - (3) The Cebe Ski Helmet.
- For 11, Against 1.

Admtns to BPA
Regulations attached.
N.C.S.O.

Item 6 - Incident Reports - resumé

A resumé was given on three incidents that had been reported since the last meeting, the first:

Thrupton This concerns a student that did a back-loop off the step of the aircraft, had a line over on his main canopy, he pulled his reserve ripcord, but did not get his reserve inflated, the student took a hard landing and injured the base of his spine.

The second incident:

Montford Bridge A parachutist jumping a Strato Star, the left toggle came free on deployment, the toggle then passed between the rigging lines above the connector link, the slider passed over the link preventing the parachutist from gaining control of the canopy. The parachutist landed the canopy, striking a fence, sustaining a cracked fibula.

(11) A request that G. Clarke be permitted to jump a Paramount (Parascending) Canopy on a S/L was proposed by D. Hickling and after some discussion this request was granted unanimously.

(12) Clearance of Temprary D.Z. in Guemsey

A request by G. Douglas to be permitted to use a Temporary Drop Zone in Guemsey to jump S/L students from the 1st - 14th October was discussed at the meeting. G. Douglas outlined his proposals and it was proposed by M. Winwood and seconded by P. Lambson that this be granted with the proviso that a maximum wind speed of 5 knots and one out on a pass.

Carried Unanimously

Item 9 - A.O.B.

Q. Rigby proposed that the minimum release altitude for Aeroconicals, Static Line deployed be 2,300ft. AGL. The Committee felt that more input was needed and that this should be put back to the next Meeting.

All CCIs

At the closure of the meeting the Chairman made the following announcements:

The BPA had received a letter from a jumper in the States stating that US Military smoke bombs contain a chemical, 'Agent Orange' which has shown to cause cancer in rats faster than Dioxin. It is not known whether British smoke bombs contain the same chemical.

The CAA has asked that we change our regulations to state that: All airfields including licensed airfields must be cleared by the CAA. (amendments to BPA Regulations attached).

A number of CCIs on exemptions from the Avanced Instructor rule have been CCIs for more than a year. The Committee requested that the MCSO write to these Instructors reminding them of their responsibilities to attend a Course for upgrading to Advanced Instructor within a year.

Date of next meeting 2nd June 1983. Venue The Post House, Leicester. Time 19:00 hours.

The Post House has been booked for STC Meetings for the rest of the year, the dates are as follows:
19:00 14th July 1983
19:00 8th Sept 1983
19:00 20th Oct 1983
19:00 24th Nov 1983

Tony Butlet, Joint National Coach
& Safety Officer

21st April, 1983

**AMENDMENTS TO BPA REGULATIONS
Section 8 (Equipment) 9 (b) SHOULD NOW READ**

- (1) A hard protective helmet without a peak approved by the British Standard Institute or equivalent foreign organisation.
- (2) The Cebe Ski Helmet (Adult)
- (3) The Protec Helmet
- (4) The Boeri Sport Helmet
- (5) The Loubsel Helmet

FAI D Certificate holders may only use the following types instead:

- (1) The 'French Type' ribbed leather helmet
- (2) The Cooper SK600 Hockey helmet
- (3) The Cebe Ski helmet

Section 13 (Dropping Zones) 7 SHOULD READ:

Airfields as DZs Many airfields may be unsuitable for routine parachuting. The proximity of hangars, workshops, administrative buildings, aircraft and car parks to the target will often rule them out, while large expanses of concrete or metalised runways, perimeter tracks etc. may also make them unsuitable for less experienced parachutists. The main criterion will be the extent of grassed area free of major hazards and their distance from the target area. Permission to use an airfield as a DZ must always be obtained from the owner or principal airfield authority and care taken to ensure that all other users are informed of the times when parachuting will be taking place. All reasonable precautions must be taken to ensure that parachutists and aircraft (including gliders) do not constitute a danger to each other.

Tony Butlet, JNC SO
21st April, 1983

Swansea A student completed a back-loop at 3,000ft. at which time the AAD an FXC prematurely fired activating his reserve canopy, the student landed on the reserve and sustained cuts and bruises. The AAD has been sent to France for inspection.

Item 7 - Application to run Exam Course in Hong Kong
This item was discussed at length but the Committee felt that not enough information had been put forward and this application could not be granted until more details had been received. It was felt that the chairman should write to Hong Kong requesting more information.

J. Sharples

Item 8 - Exemptions

(1) A request had been received from **D. Peacock** requesting that **C. Lyall** be granted Advanced Instructor status. The Committee felt that as no reason for the need for this request had been given the Chairman should write to D. Peacock requesting more information.

J. Sharples

(2) A request that **R. Noble-Nesbitt** be permitted to use the two weeks of the PI/Exam Course at Strathallan as the qualifying time for Examiner status.

It was proposed by **T. Knight** and seconded by **R. Ellis** that this be permitted.

Carried Unanimously

(3) It was proposed by **K. Yeoman** and seconded by **T. Knight** that Martlesham Parachute Club be permitted to take a Fokker Friendship aircraft to 15,000ft. on one occasion for one pass at this altitude on the weekend of 21st and 22nd May 1983, this proposal was discussed and was

Carried Unanimously

(4) A request that **Col. S. Lambe** be permitted to finish one day early from the Exam Course at Strathallan was discussed and it was proposed by **G. Douglas** and seconded by **M. Winwood** that this request be granted.

Carried Unanimously

(5) A request had been received from **B. Pickersgill** that **Sgt. i. Midgeley** be permitted to attend the PI Course at Strathallan with less than 200 jumps. No one was at the meeting to give more information. This request was not granted, NSCO to write to Sgt. Midgeley.

N.C.S.O.

(6) A request by **K. Yeoman** that a Civilian high altitude record be permitted to take the Pilatus Porter from Sibson to a maximum of 30,000ft. K. Yeoman gave the meeting full details of the attempt including all the Safety measures, Oxygen etc. being arranged.

It was proposed by **R. Ellis** and seconded by **G. Douglas** that this be permitted.

Carried Unanimously

(7) A request from **Q. Rigby** that his exemption to act as CCI be extended until the PI Course at Long Marston in August as he is unable to attend before then for upgrading to Advanced Instructor.

This item was discussed at great length and it was proposed by **J. Lines** and seconded by **K. Yeoman** that this exemption be granted with the proviso that one of the NCSO's visits the club as soon as possible to remind the CCI that exemptions to BPA regulations are not given lightly.

N.C.S.O.

(8) A request from **J. Barnes** that **R. Bright** be given a PI rating. R. Bright attended a PI Course at Sturgate but because of the lack of jumps to qualify could not be given a PI rating, because of work commitments he has been unable to attend another course. The examiners on the course recommended that he be given PI Status. **G. Douglas** proposed this be granted seconded by **M. Winwood**.

Carried Unanimously
N.C.S.O.

(9) A request by **Q. Rigby**, CCI South Cotswold Parachute Club, that owing to the fact that they only have a three plane aircraft, they be permitted to grant Category 10 by a parachutist performing a 'close third, back loop and close third again', instead of closing fourth.

This was discussed and the request was not granted.

N.C.S.O.

(10) A request that **P. Southgate** regain his instructors rating after 20 months out of the Sport was discussed and it was proposed by **R. Ellis** and seconded by **G. Evans** that **P. Southgate** be given PI Status and be permitted to attend the August Examination Course to be examined for Approved Instructor Status.

For 10, Against 0, Abstentions 2.

N.C.S.O.

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**BRITISH PARACHUTE
ASSOCIATION
COUNCIL MEETING
21ST APRIL 1983 KIMBERLEY
HOUSE, LEICESTER.**

Present:

J.T. Crocker	Chairman BPA
J.L. Thomas	Vice Chairman BPA
J.R.H. Sharples	Chairman STC
S.D. Lambe	Chairman Competitions Cttee
P.W. Ritchie	Chairman Finance Cttee
D. Hennessy	
J. Walmsley	
R. Colpus	
Ms. S. Brearley	
K. Yeoman	
G. Lilly	
Miss J. Watts	
R. Hiatt	
D. Tylcoat	

Co-opted Members:

R. Walker	Chairman APA
H. Robinson	Chairman BCPA

Observers:

P. Slattery, J. Davis, Mrs Davis, D. Waterman, J. Mitchell, J. Curtis.

In Attendance:

A.K. Butler	JNC SO
J.H. Hitchen	JNC SO
C.W. Port	Sec. General BPA

Apologies:

G. O'Hara, L. Melville, M. Munn

Item 26/83**Minutes of Previous Meeting**

It was proposed by **S.D. Lambe** and seconded by **J.L. Thomas** that the minutes of the meeting of 7th March 1983 be accepted as a true record, with the following amendment.

FXC Servicing

It had been proposed that **Mr P. Beck** should attend a Course in the USA to learn how to service the FXC and its allied equipment. It had been agreed that this should be held over until the return from the USA of **G. O'Hara**, who could give the Council a report on the Courses etc.

Carried Unanimously

Matters Arising**1. C.I.P. Delegate**

A circular, requesting the name of the British Delegate, had been received from the FAI.

Considerable in depth discussion took place on the above subject, with all members putting forward views and ideas. There had been two nominations for the post: **G.C.P. Shea-Simmonds, R. Colpus.**

It was pointed out that at **Rob Colpus** had little or no experience of dealing with the enormous amount of lobbying and politics that goes on at the CIP Meeting. On the other hand, **Charles Shea-Simmonds** had held the post as British delegate for over ten years and in that time we had seen remarkable gains by the British as a direct result of **Charles'** efforts at CIP.

On a show of hands eleven voted in favour of **Shea-Simmonds** continuing as CIP delegate and three voted in favour of **Rob Colpus.**

Charles Shea-Simmonds was therefore confirmed as the CIP delegate for the next year.

The post of Alternate Delegate was then discussed and put to the vote. **J.H. Hitchen, JNC SO,** was approved as the Alternate Delegate.

It was recommended that **R. Colpus** be actively encouraged to attend the meetings in order to gain experience, and that his expenses be paid by the Association.

Item 27/83**Minutes of Extraordinary Meeting**

The Minutes of the Extraordinary Meeting of 21st March, 1983 were ratified.

Matters Arising

It was made clear that the Rules and Regulations were to be accepted as the 'Manual'. There would not be any new manual for the BPA.

Item 28/83 - Committee Reports**1. Safety and Training**

The Chairman of the above Committee, **J.R.H. Sharples** apologised that the minutes had only just been laid before Council. This was because the meeting had only been held the night before.

The minutes of the above Committee will be circulated as usual.

The minutes were ratified

2. Competitions Committee

S.D. Lambe, Chairman of the above Committee presented the Minutes of the Meeting of 28th March 1983.

The minutes of the above meeting will be circulated to all Clubs in order that all members will have an opportunity to read them.

Points in addition

1. R. Colpus and Ms. S. Brearley requested that the Grid System before Council be sent to all CIP Delegates. This would be discussed at the next Competitions Committee Meeting. The Competitions Committee was delegated to deal with this matter.

2. Meet in Canada

The JNC SO had ascertained that only three National Teams had actually submitted entry forms for the Competition in Canada. In addition to the three National teams, there was one private entry from the **Golden Knights.**

It was now certain that the Chinese would not enter, in view of their public statement last week that they would not take part in any sporting event in which America was represented, as a result of the USA having recently given political asylum to a Chinese tennis player.

A report has been received that the USA National team were not now contemplating Canada and intended to put 100% effort into the Official World Championships in South Africa.

The Canadians hoped that a number of other teams might still enter.

The Treasurer pointed out that even if all the teams that were expected by the Canadians entered, it would be wholly unsatisfactory and quite unrealistic for the Association to send its National Team, thereby incurring over £10,000 Association expenditure (exclusive of Sports Council Grant Aid), when it was clear that the competition would not be of world or high international class. No contrary view was expressed to that of the Treasurers.

Council was also mindful of its obligation to the Sports Council in that it could not honestly seek the substantial Grant Aid necessary for Canada if the Competition was simply not going to be up to the International standard previously anticipated.

It was agreed that in the present circumstances it was wholly unrealistic to think of sending a team to Canada. Accordingly the Competitions Committee was authorised to look again at any possible alternative options. It was made clear that any such options would have to achieve a high International and competitive standard.

The minutes were ratified

3. Finance Committee

The Minutes of the above Committee were presented by the Treasurer and Chairman of the Committee, **P.W. Ritchie.** These minutes will be sent to all Clubs in order that members will have the opportunity to read them.

Sec. Gen.

Points and Decisions Arising**1. Capital Radio Adventure Day**

Further discussion ensued on the subject following the recommendation of the Finance Committee. It was proposed by **S.D. Lambe** and seconded by **R. Colpus** that a sum not exceeding £300 be set aside for this purpose, and that the situation be reviewed for the following year.

Sec. Gen.

Carried Unanimously

2. Photo-Copies

The Secretary General had, as instructed, contacted several companies and the results had been carefully considered by **D. Hennessy.** It was agreed that the best option would be the Cannon. Subject to satisfactory performance the Secretary General was authorised to lease the Cannon.

Sec. Gen.

3. Use of BPA Van

It was proposed by **S.D. Lambe** and seconded by **K. Yeoman** that the JNC SO, **J.H. Hitchen,** be authorised to use his own van at his own discretion bearing in mind that he must abide by the spirit of the agreement.

J. Hitchen

Carried Unanimously

4. Office Space

The Chairman **J.T. Crocker** expanded on the above subject and much discussion ensued. It was proposed by **J.T. Crocker** and seconded by **K. Yeoman** that the Association acquire an additional square footage of 1135 sq.ft. adjacent to the present fourth floor accommodation, and that the third floor accommodation of 360 sq.ft. be relinquished. The above to be subject to prices quoted by MEPC, and also to further satisfactory concessions from MEPC. The details to be left to the Chairman and

Treasurer. The Sec. Gen. would ask MEPC to contact the Chairman.

Chairman/Treasurer/Sec. Gen.

Carried Unanimously

The Minutes were ratified

Item 29/83 - Halfpenny Green - Application for Approved Club Status

A full report had been submitted by the JNC SO on the above. It was unanimously agreed to grant the above Club Approved Status.

Sec. Gen.

Item 30/83 - P. Slattery

P. Slattery informed Council that a team was in training, and if it attained a sufficient standard it would go to the World Championships as a team from Britain. This information was noted and Council members were reminded of the previous decision taken by the BPA Council of 9th February 1983. It was reaffirmed that no official team would go from the UK.

Item 31/83 - Royal Aero Club Representatives Report

The Chairman, **J.T. Crocker,** reported on the last meeting of the Royal Aero Club, and requested the Secretary General to circulate to all Council Members copies of the minutes of that meeting and the report of its Chairman.

J.T. Crocker stated that he was not happy with the conduct of the meeting or some decisions reached, nor did he agree that the minutes presented were a true representation of events and discussions. He asked that it be recorded in these minutes that the **Minutes of the Royal Aero Club of 30th March 1983** did not reflect the true discussions which took place at that meeting. The Council of the British Parachute Association gave full backing to any actions taken by the Chairman, **J.T. Crocker** at Royal Aero Club. Council Members also expressed surprise at the refusal by Chairman **R.Ae.C.** not to allow members of this Council to attend **R.Ae.C.** Meetings as Observers. This should be pursued.

Item 32/83 - Probationary Period Joint NCSO's

It was proposed by **K. Yeoman** and seconded by **G. Lilly** that the two JNC SO's be confirmed in their employment.

Sec. Gen.

Carried Unanimously

It was to be recorded in these minutes that the Chairman and others had received much correspondence and calls saying how much the two Coaches had improved contact and service to the members.

It was also stated that as much pressure as was possible would be exerted in order to bring the salaries in line with the official scales. In the meantime, on results of the four monthly management accounts it would be seen if an interim arrangement could be made which would be funded by the Association.

Council

Item 33/83 - Any Other Business**1. Electronic Equipment**

J.L. Thomas asked whether he could borrow the above equipment for use in the Parascending World Championships. This was agreed subject to:

The availability of the equipment.

J.L. Thomas' personal guarantee that any damage would be made good.

2. I. Marshall

A request had been made on behalf of **Mr. Marshall** by **R. Hiatt,** that his membership be renewed a few days before the entry date deadline for the National Championships in order that he might submit his application to participate.

It was agreed that he be allowed to pay his renewal fee and apply for FAI Licence etc. by that date but that his membership form be held in the office until the date previously agreed, 4th June 1983.

Sec. Gen.

3. Sturgate Application for Approved Club Status

It was agreed by a majority of those present to grant Sturgate Approved Club Status.

Sec. Gen.

4. Affiliation Application

The Council of the British Parachute Association granted Affiliation to Topcliffe.

Sec. Gen.

The date of the next meeting will be Wednesday 1st June, 1983. Venue Kimberley House, Leicester at 6.30 p.m.

The Secretary General tendered his apologies for absence from the next Council Meeting, as he had already booked and paid for a holiday, and in this instance was unable to change the dates. The apologies were accepted.


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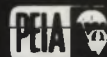
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Programme IV (20 mins.)

"Ride a Cloud" + "64-way Record" by Norman Kent. Perris Valley All Stars give an exhibition of classic skydives reflecting the state of RW in the 80's + Jim Tyler performs a chuteless jump + an extended look at CRW + a unique night dive sequence. Excerpts shown on World of Sport Feb. '83. **£29.50**

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BPA does not guarantee equipment bought and sold through the medium of this journal. Purchasers are advised to use the service of approved riggers. Classified Advertisements can only be accepted if accompanied by a cheque or P/O made out to the British Parachute Association for £1.50

Style Master Pack Harness, Patch 7 Canopy - £100. Heavy weight Cloud I24 Wonder Hog - £400 o.n.o.

contact: Jim Douglas after 6 p.m. Derby 674661

Green Strato Star with I24 Black and Brown Jetstream - £300. Blue and Red Mosquito (Peakin copy of Firefly 180 sq. ft. 7-cell) with Red and Orange KXX in Blue and Red Peakin Racer - £750.

contact: Dave on 044 27 73837

Standard Cloud, Talisman II in Wonder Hog II good condition - £450.

contact: Clive Plummer, Kingston Blourt 52768

MK1 Para-Commander unmarked black and white canopy in black 3-pin pack with custom harness. Fitted with comfort pads, plus 2 MAI Pilot Chutes all in excellent condition ready to jump - £150.

contact: Hal Kerr Southport 0704 25962

Custom Chaser, Pegasus, KXX Red, White, Blue, immaculate, under 20 jumps - £900. Also Symbiosis Jumpsuit, (II) Alti, White Protec, gloves, knife - Offers.

contact: Marc 01-907 6542

Patrick Jumpboots in red leather, size 10 - £20 only used four times. Also brand Ex Jumpsuit in black with blue trim 6'1" - £25. Also tan polycotton sequential Jumpsuti with beige and white acrylic flite stripes 5'10" - £30.

contact: Leeds 433785 (working hours)

Blodwyn is no longer a current jumper, and wishes to sell her C9TU in Blue 1 Pin Pack to anyone who will give her £140 o.n.o. Blodwyn would be most grateful if interested parties rang (0603) 28377 ext. 3300 (work) or 36951 (evenings). Happy landings to you all - lots of love from Blodwyn.

New and unused due to redundancy, C9 TU in Black 2 Pin Custom Pack - £150 for quick sale.

contact: Trev on Coventry 362707

For Sale, Olympic Sleeve - £7.50, Harness - £12.50, 4 Pin Pack - £2.00, 4 Pin Ripcord £2.00, Pilot Chute - £7.50.

contact: D. Prince 021-475 1272

Only 18 jumps. Pegasus Blue/White in Blue/Red Chaser, National Reserve. Mint condition ready to go - £750. Also Alti Two and Pod - £30, Paralert on Everoak Helmet - £35, Symbiosis Jumpsuit. Height 5ft 6in - £35. Student Jumpsuit - £10.

contact: Pete on Ingrebourne 45932 after 6.30 p.m.

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