

THE

OCTOBER 1983

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



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

Frankly, we at Para-Flite can't understand why every sky-diver in the world doesn't have a Swift Reserve packed in his tandem rig. Especially since the Swift Reserve is just as light (5.4 pounds) and packs just as small as the lightest and smallest 'minimum' round reserve. All of that and the Swift Reserve still has 177 ft<sup>2</sup> of area for soft, easy landings under even the worst conditions.

The Swift Reserve is:

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



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

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

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

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

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



## CIRRUS RESERVE

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

The CIRRUS RESERVE has 230 ft<sup>2</sup> of lifting area, weighs only 6.9 pounds yet has LESS pack volume than the much smaller (180 ft<sup>2</sup>) Safety Star.

How is this possible?

Simple. Like the Swift Reserve, the CIRRUS RESERVE is built with the (patent applied for) 'span-wise' construction technique. Plus it is 100% F-111™ and double crossported through out.

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

\*\*\*Suggested Retail Price \$790.00—including D-Bag and Pilot Chute Assembly



**PARA-FLITE, INC.**

5801 Magnolia Avenue • Pennsauken, NJ 08109 USA  
(609) 663-1275 • Telex 831355

Look for this symbol,  
it's your guarantee of  
Quality Products and Service



©1982 Para-Flite, Inc. XL Cloud, Strato-Cloud △, Cirrus Cloud, Cirrus Reserve, Cruiselite, Swift, Pursuit, DC-5, Safety Star and Goliath. For more information regarding Military Products contact Para-Flite direct.

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

### After the sale

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

# THOMAS

## SPORTS EQUIPMENT

### MANUFACTURER & SUPPLIER

Directors: J. L. Thomas and G. Thomas

#### Buying Gear in the States?

If you're planning on buying gear in the U.S., think again. WE CAN OFFER YOU LOWER PRICES THAN U.S. DEALERS when you collect in the States, with the added advantage of paying for it in the U.K. If you order your custom kit a reasonable time before departure we will have it waiting for you at any address in the United States (non-custom kit in four days).

#### After Sales Service

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

### LOFTYS LOFT

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

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

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



FAA Licensed Master Rigger  
No. 2085459

ACCESS AND BARCLAYCARD ACCEPTED.

THOMAS SPORTS EQUIPMENT  
TOP FLOOR  
102-104 ST. JOHN STREET  
BRIDLINGTON  
NORTH HUMBERSIDE  
Tel: (0262) 78299



- \* Hard bound
- \* 176 pages
- \* 12 full colour pages

Full of information  
and entertainment

**ORDER YOUR COPY  
NOW — IT'S THE IDEAL  
PRESENT!**

To: The Best of Sport Parachutist  
9 Jarvis Street  
Upavon, Pewsey  
Wiltshire, SN9 6DU.

Please send me ..... copy/copies of the Best  
of Sport Parachutist.

Name .....

Address .....

I enclose a cheque for ~~£10.15~~ per copy made out to: The  
Best of Sport Parachutist. **£7.00 XMAS OFFER ONLY.**

## INSURANCE FOR PARACHUTISTS



### WEST MERCIA INSURANCE BROKERS

High St., Wombourne, Nr. Wolverhampton WV5 9DN  
Tel: Wombourne 892661 (STD 0902)

## JUMPSUITS

Standard Student Design

SPORTSWEAR  
by



- Cotton Drill Fabric
- Double Full Length Zips
- RED ORANGE
- BLUE GREEN
- BLACK WHITE

Flashing  
First Strip - £3\*  
Each Extra - £2

**£27**  
+ £1.50 p&p



**\* First stripe absolutely free!**

Small Medium Large & X Large Sizes

WILLOW SPRINGS, CHURCH ST, DURRINGTON  
Nr SALISBURY WILTS. Tel 0980 52364

## DAIRY OF EVENTS

DECEMBER 9-19 - World RW Championships, South Africa

NOVEMBER 7-11 - PI Course 4 - 83, Swansea

NOVEMBER 14-18 - Exam course 4 - 83, Swansea

1984

JANUARY 7th - A.G.M., Centre Hotel, Leicester. Dinner/  
Dance.

JUNE 23rd-JULY 8th - Nationals

JULY 18th-28th - Rhine Army

AUGUST 18th - 30th - Army

AUGUST 22nd - SEPTEMBER 2nd - World Classics

## CONTENTS

DROP INN	6-7
CORRESPONDENCE	10-14
CRISIS COUNCIL MEETING	15
CLUB PAGES	16-21
GIRLS' RECORD	22-23
CRW MEET	24-25
SWANSEA BOOGIE	26-27
CANADIAN MEET	28-31
DUCK END MEET	34-37
GRAZ MEET	38-39
NEW SKIDIVING AWARDS	40-41
KIT NEWS	46

# THE SPORT PARACHUTIST

Vol. 20  
No. 5  
OCTOBER  
1983

The Journal of the  
BRITISH PARACHUTE  
ASSOCIATION  
47 Vaughan Way  
Leicester LE1 4SG  
Tel. (0533) 59778/59635

## BPA Council

### Chairman

J. T. Crocker

### Vice Chairman

J. L. Thomas

### Chairman Safety and Training Committee

J. Sharples

### Treasurer

P. W. Ritchie

### Chairman Competitions Committee

Lt. Col. S.D. Lambe

### Other Members

Ms. S. Brearley	R. Colpus
B.P. Dyas	D.F. Hennessy
R. Hiatt	G. Lilly
L.W. Melville	M. Munn
G. O'Hara	D. Tylcoat
J. Walmsley	Mrs J. Watts
K. Yeoman	

### Editor, Sport Parachutist

Dave Waterman

### Editorial Assistants

Sarah Brearley,  
Rob Colpus

### Advertising Manager

Ray McGuire

### BPA Staff

Charles Port Secretary General  
Trudy Kemp, Susan Bates,  
Debbie Walker

### National Coach and Safety Officers

Tony Butler  
John Hitchen



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

### Editor's Note

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

## EDITORIAL

It is said that the way to make a small fortune out of sport parachuting is.....start with a large one! Anybody who has the appetite for the hard work and dedication needed to run a safe, well organised, full time student operation certainly has my admiration. Coping with the current financial climate as well as the uncertainty of the British climate is not my idea of fun.

At the recent Council meeting called to discuss the decision by some of our commercial centres to no longer put their P6 students through the BPA, one of the reasons given for their action was the 'sniping' by the magazine at commercial centres.

Certainly I have written about our abysmal retention rate (my opinion) and would support the setting up of a National centre but not at the expense of the commercial centres. It should not for instance cater for one jump courses.

I sincerely believe our centres fulfill an obvious need. The sport in this Country would be much poorer (in many ways) without the individuals who dedicate their efforts week after week to abinitio students. Previous editorials have mentioned their contribution to BPA funds and the availability of 8 place and larger aircraft.

I say to the commercial operators (some of whom I suspect would rather have had my head, or perhaps another part of my anatomy on a plate, instead of a pound reduction in P6 membership, see **Peter Ritchie's** article inside) that any editorial such as the one in the June issue is written with a deep and sincere sense of concern that the sport which has played such an important part of my life for twenty years, has somewhere taken a wrong turning.

I too feel a sense of frustration at seeing the same names taking the honours at our National Championships (see **Dave Howerski's** letter) but where is the Son of Symbiosis, the next **Jackie Smith**, or **Scottie Milne**? I am told that 90% of the competitors at Duck End Meet apparently had no idea of how to make a decent accuracy approach. If you equate sport parachuting to driving a car, you have reached CAT TEN just as you are about to pull away from the curb, there is still so much more to learn about this wonderful, exciting, demanding and exhilarating sport skydiving. No gentlemen! My attitude is not anti-commercial centre (and my apologies if it came over as such). Years of neglect by Council, STC and those of us who have been around for some time and just looked after our own little corner of the sport, we are the guilty.

DAVE WATERMAN

## FRONT COVER PICTURES

### Top Left

Alan Derbyshire captures an exit at the recent Grassington Balloon Boogie.

### Top Right

Simon Ward was on hand to photograph this wrap at the CRW Nationals. The Team is Gan Canny.

### Bottom Left

A novel exit over Bad Lippspringe by M. J. Hamden.

### Bottom Right

Dave Stevens photographs fellow Weston jumpers at a 16-way meet in France.



# THE DAZZLE MAN THE DAZZ



## CAA WITHDRAW EXEMPTION

The following paragraphs were contained in a recent letter sent to Ian Louttit at Dunkeswell International Skydiving Centre, by the CAA.

Following the decision of the Council of the British Parachute Association (BPA) on 7th September 1983 to suspend the affiliation of the Dunkeswell International Skydiving Centre to and your own membership of the BPA, I regret to inform you that, with immediate effect, the Club Period Exemption issued to the Dunkeswell International Skydiving Centre under reference 1OU/7/04 dated 31st March 1983 is hereby suspended. In plain English, this means that any further parachuting by yourself or any member of the club would be illegal.

The solution to the problem rests with you and I hope that, on reflection you will quickly take the necessary steps to ensure that you regain the Advanced Instructor qualification.



**STUDENTS ALL**  
Proud Mum looks on as 16 year old Julia Laing (daughter of ex-CCI John Laing) is kitted up for her first jump at Netheravon. Julia is now on freefall.



Proud Dad Les Melhuish and 16 year old son Simon pictured after his first jump at Swansea. Les also made his first jump there way back in 19..?

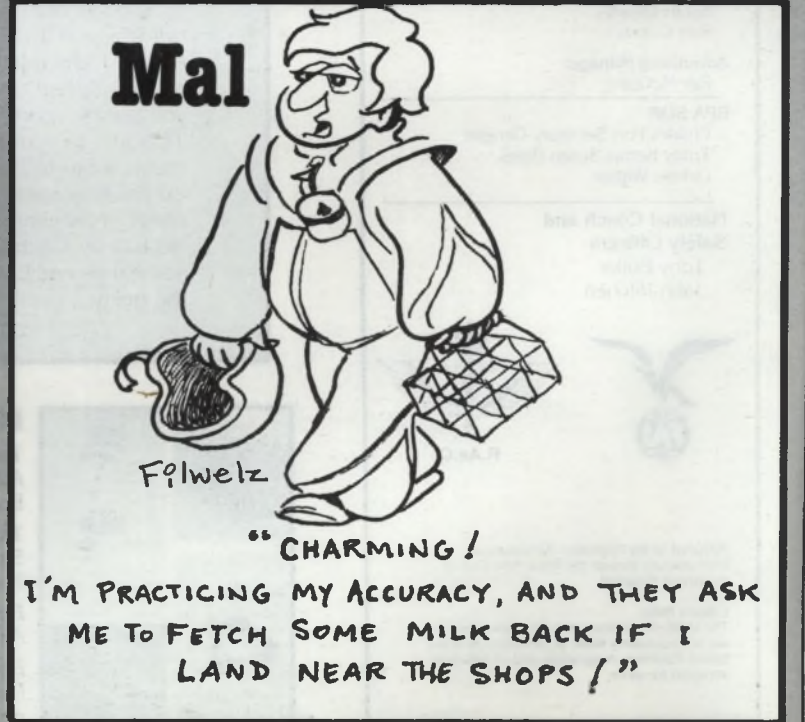


Peterborough student Martin Clements made parachuting history(?) by making seven jumps in two days (under new rule) and therefore got on to freefall in the shortest time possible, proving it can be done.



## CONGRATS

Alan Heard and his bride Laura pictured at the Durrant House Hotel, Northam, where Alan together with Ian Marshall, John T. Home and Adrian Thornton jumped into the reception after a 4 way star and a tri-plane onto the cross.



# OF THE DROP

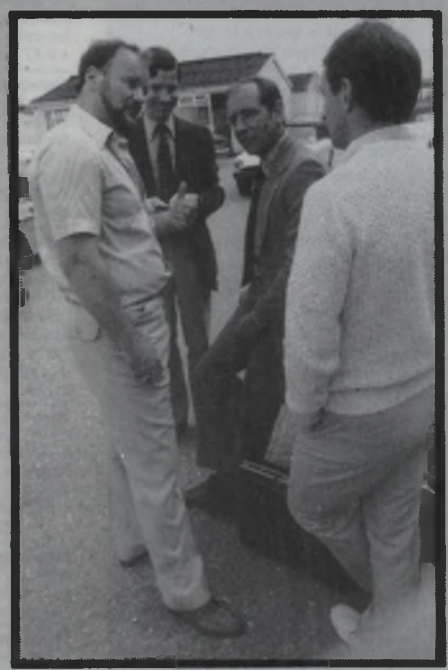
## THANKS BEN

On the morning of Saturday 20th August, Chris 'Ben' Benyon was presented with a trophy to mark his 5000th parachute lift as pilot. Although the trophy was presented to Ben at Cockerham, home of the Black Knights, I am sure that it will be accompanied by the best wishes of everyone in the parachuting fraternity. Thanks alot Ben, NOW CAN I GET ON THE NEXT LIFT!

SEAC McGOVERN 113884

## COUNSELLING

Council members Chairman **Jim Crocker**, **Sean Lamb**, **Peter Ritchie** and **Danny Hennessy** have an impromptu meeting at the recent Nationals which were held at The Peterborough Parachute Centre.



## COLT COASTING

**Nick Everett** and **Peter Birch** on exit over Whitley Bay, during a recent Colt Cars demo. **Ian Topps** took the photograph.

Please find enclosed a photograph which I hope you may feel is of interest for publication in 'Sport Parachutist'. Believe it or not the BPA has active members in Brunei and the photograph shows **Tony (Geordie) Charlton** and **Joe France** keeping a close eye on the Royal Brunei Malay Regiment free fall team. Thanks for the ever improving magazine, keep it coming!  
**GEORGE HARRISON**  
 P.S. Geordie is the one in the 'you can't see me' suit.

# BPA Clubs & Centres

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

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

BPA Approved Club \*\*  
 BPA Affiliated Club \*  
 Aircraft—single engine <  
 Aircraft—twin engine <  
 Full Time FT  
 Weekend WE  
 Overnight accommodation on DZ =  
 B.B. nearby BB  
 Restaurant facilities on DZ x  
 Tea & snacks on DZ @  
 Basic Student Course BS  
 Kit hire student KHS  
 Kit hire freetail KHFF  
 Relative work instruction available RW  
 CRW instruction available CRW  
 Accuracy pit on DZ Δ  
 Camping on DZ ○  
 Washing and toilets on DZ WC  
 Non-members welcome NM

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

\* < FT = BB x @BSKSKFRWCRW  
 ○ Δ WCNM

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

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

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

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

**Thrunton Parachute Club**  
 Thrunton Airfield, Nr. Andover, Hants.  
 Tel: Weyhill (026 477) 2124  
 contact: Dennis Woods (at club address).  
 \* < FT = BB x @BSKSKFRWCRW  
 ○ Δ WCNM

**British Parachute Schools**  
 Langar Airfield, Langar, Notts.  
 Chief Instructor (Club address)  
 Tel: 0949 60878  
 << FT BB @BSKSKFRWCRW ○ Δ  
 WCNM

**Montford Bridge Para Centre**  
 The Airfield, Montford Bridge,  
 Shrewsbury. Tel: (0743) 850953  
 \*\* < FT = BB @BSKSKFRWCRW Δ WC  
 NM

**Lincoln Parachute Centre**  
 Sturgate Aerodrome, Linton,  
 Nr. Gainsborough, Lincs. DN21 5PA.  
 Tel: Corringham (042 783) 620  
 (Ansaphone)  
 Secretary (at Centre address) ○  
 \* < FT = BB @BSKSKFRW Δ WCNM

**Cornwall Parachute Centre**  
 Fran's Ranch, St. Merryn Airfield,  
 St. Ervan, Wadebridge, Cornwall.  
 Tel: Rumford 691.  
 J. Fisher Tretoway Hotel, Port Isaac,  
 Cornwall. Tel: Port Isaac 214  
 \* < FT = BB x @BSKSRWCRW Δ WC  
 NM

**Midland Parachute Centre**  
 Long Marston Airfield,  
 Nr. Stratford-upon-Avon, Warks.  
 Tel: Stratford-upon-Avon 297959  
 Dave Deakin, Titton Cottage,  
 Stourport-on-Severn, Worcs.  
 Tel: Stourport-on-Severn 5954  
 \*\* < BS RW CRW KSKF ○ = Δ BB @  
 WCNM

**Black Knights Parachute Centre**  
 Patty's Farm, Cockerham, Nr. Lancaster.  
 R. Marsden, Primrose Hill Farm,  
 Bilsborrow, Nr. Preston, Lancs.  
 Tel: Brock 40330  
 WEBB(C)BSKSHKFFRECRW  
 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**  
 Topcliffe Aerodrome, Topcliffe,  
 Nr. Thirsk, North Yorks.  
 Sec. Mike Wood, 12 Whincover Gardens,  
 Leeds 12, Yorks. Tel: 853099/632851  
 \* WE BB BS KHS KHFF RW WC NM

**Shetland Sport Parachute Club**  
 Tingwall Airstrip,  
 Tingwall, Shetland.  
 Sec. Martin Fraser, 185 Sandveien,  
 Lerwick, Shetland. Tel: (0595) 5880

**Duck End Parachute Group**  
 Rectory Farm, Abbotsley, Hunts.  
 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, near Stourbridge,  
 West Midlands.  
 Tel: Bobbington 293  
 \*\* FT BB X C BS KHS KHFF RW CRW  
 WCNM

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

**Golden Lions FFF**  
 Glenrothes (see above)  
 \*

**Parachutists Over Phorty Society**  
 Top Pop "Lofty" Thomas  
 Hon. Sec./Treas. Charlie Bell  
 40 Claremont Drive,  
 Ormskirk, Lancs, L39 4SP.  
 Tel: 0695 - 73321

**Scottish Parachute Club**  
 c/o Strathallan Airfield (ZLL)  
 near Auchterarder, Perthshire.  
 Tel: 0764 62572  
 \* < BS RW KSKF ○ BB @ WCNM

**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)BSKSHKFFRWNM

**Blackpool Parachute Centre**  
 Blackpool Airport, Blackpool FY4 2QS  
 Tel: 0253 41871  
 \* < FT = BB x @BSKSKFRW  
 CRW Δ WCNM

**Wild Geese Sky-Diving School**  
 27 Drumeil Road,  
 Aghadowey, Coleraine,  
 Co. Londonderry.  
 Tel: Aghadowey (026 585) 669  
 \* BBX C BSKSHKFF

**Skybird Parachute School**  
 Ted Lewington,  
 The Lodge, Arborfield Court,  
 Arborfield,  
 Reading, Berks.  
 Tel: 0734 760584

**South Cotswold Parachute Club**  
 Badminton, Avon.  
 DZ Tel: Badminton 486  
 Miss C. King, 23 West Mall, Clifton,  
 Bristol 8.

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

\* < < < BS RW CRW KSKF ○ x @  
 WCNM Δ = BB

**Manchester Free Fall Club**  
 Tilstock DZ, Twemloes 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  
 WCNM 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 @  
 WCNM

**Merlin Parachute Club**  
 Topcliffe Airfield,  
 Nr. Thirsk, N. Yorks.  
 Tel: Lt. Col. S.D. Lamb 0632 844789 office  
 367762 home  
 \* WE BB BS KHS KHFF RW WC NM

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

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

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

**Swansea Parachute Club**  
 Swansea Airport, Fairwood Common,  
 Swansea, West Glamorgan SA2 7JJ.  
 Tel: 0792 296464  
 \* FTBBXBSKSHKFFRWCRW  
 WCNM

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

**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 WCNM

## 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 Greaves)  
 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 KSKFRWCRW  
 ○ Δ WCNM

**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 @KSKFRWCRW ○ Δ  
 WCNM

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

**Royal Corps of Transport (RCT) Parachute  
 Club (Silver Stars Para Team)**  
 Aximghur Barracks, Colerne,  
 Chippenham, Wiltshire SN14 8QY  
 Tel: Box (0225) 743585/743446  
 WEBB(C)BSKSHKFFRWCRW WCNM

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

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



# THE HAPPY LANDING CO. presents . . .

## The world's leading skydiving movies on videotape —

### Programme I (40 mins.) Carl Boenish

**"Wings"** — The United States Freefall Exhibition Team show a new direction in RW with a sequence of classic skydives.

**"El Capitan"** — The first freefall jumps from this magnificent mountain set to the music of Beethoven.

**"Skydive"** — The definitive skydiving movie including 3-D dives, hang loads, and the previous 50 man formation, probably the most stunning skydiving sequence yet filmed. **£37.50**

### Programme II (15 mins.) Carl Boenish and Jorma Öster

**"Trollveggen"** — Known to climbers as Europe's most imposing sheer rock face. It towers over 5000 ft. and this short film tells the story of how a group of skydiving pioneers made the first freefall descent down its awesome face. **£22.50**

### Programme III (45 mins.) Carl Boenish

**"Playground in the Sky"** — This is Carls most ambitious film to date. It documents the development in skydiving and hanggliding over the last fifteen years. This action packed tape is entirely new footage and includes the definitive demonstration by the Jerry Bird All Stars. Altitude records, fun jumps, previous RW record attempts, the earliest hanggliders, and an amusing look at how not to fly them and lots more. Set to music with an amusing and informative commentary this tape will keep you entertained from beginning to end. **£37.50**

Send cheque or postal order to:

**The Happy Landing Co., 175 Croydon Road, Beckenham, Kent BR3 3QH, England**

Allow 21 days for delivery. Dealer enquiries welcomed.

### 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**

### NEW FOR '83

### Programme V (37 mins)

**"Playground in the Sky"** Part II. Continues the story of hang gliding and skydiving in the 70's. Like Part I this entirely new footage is packed with entertaining incidents.

**SPECIAL OFFER — Parts I and II for £70.00**

- ★ All video tapes are produced from Umatic masters by a professional copying house. Any technical sub-standard tapes will be replaced at no cost to the customer.
- ★ All video tapes are packaged in a tri-format library case with presentation sleeve.
- ★ Please state if you require VHS, Beta or V2000. Any person ordering V2000 should add £2.50 to the quoted prices.
- ★ If you would like a more detailed summary of the programme in our video collection please send **S.A.E. for our new catalogue.**
- ★ **WARNING** — Royalties are used to produce new movies and therefore legal action will be taken against person(s) pirating any of the above programmes.
- ★ Packing and postage free in U.K. For all orders outside U.K. please add £1.75 to above prices.

## FLIGHT SAFETY BULLETIN

*"SAFETY THROUGH KNOWLEDGE"*

Subscribe by sending £3.00 annual subscription to:  
**GENERAL AVIATION SAFETY COMMITTEE**  
33 Church Street, Henley-on-Thames, RG9 1SE

Subscribe to

## Skydiving

PARACHUTING'S NEWS MAGAZINE

The international newsmagazine of sport parachuting. Read about the equipment, events, techniques, people and places of skydiving. **Free sample copy.** Foreign rates: 12 issues: US \$15 (surface mail), US \$48 (air mail). Payment by international money order or U.S. currency must accompany order. Satisfaction guaranteed or your money back. Write today to:

Dept. E, PO Box 189  
Deltona, FI 32725, USA

## FREE FALL KIWI

★ NEW ZEALAND'S OFFICIAL SKYDIVING MAGAZINE ★

Subscribe now!!  
\$20 Airmail for 6 issues  
(Published every 2 months)

P.O. BOX 10109  
BALMORAL AUCKLAND  
NEW ZEALAND

### Are You Current?

You can be, by reading the most up-to-date journal of skydiving in the world:

## PARACHUTIST

PARACHUTIST is the world's largest and most authoritative source of skydiving information, offering the latest information on equipment, technique, competition, safety, student training and all facets of sport parachuting. The official publication of the United States Parachute Association, PARACHUTIST is published monthly in full color. Subscribe today—\$31.50, \$68 for airmail—to:

**United States Parachute Association**  
1440 Duke Street  
Alexandria, VA 22314

## CANPARA

8 ISSUES YEARLY

RATES:

**\$15 (Cdn) in Canada**  
**\$25 (Cdn) outside Canada**



PUBLISHED BY THE  
**CANADIAN SPORT PARACHUTING ASSOCIATION**

CSPA  
NATIONAL SPORT CENTRE  
333 RIVER ROAD  
OTTAWA, ONTARIO  
K1L 8B9



## CORRESPONDENCE

### QUESTIONNAIRES

I am writing to you in the hope of catching the next edition of the magazine so that I may make use of the correspondence section to reach the readers. I would like to thank all of those BPA Members who completed and returned the questionnaire that went out in the August magazine. I am grateful to each of you for your input and the constructive comments you had to make. I will be replying personally to some of you, but I hope those who do not get a personal response will accept my thanks as expressed here.

In due course I will prepare a full article for future inclusion in the magazine so that you can all see the level and type of input of ideas from the membership at large. It is not possible to go into detail here but rest assured that we are taking notice of what you have had to say and the proof of that will be evident when the Five Year Plan goes into print later this year.

If nothing else I learnt a great deal about questionnaires and hopefully future ones will be better designed to draw out even more information and ideas from the membership. However, that is something for the future. Once again to those of you who have already replied - many thanks, and for those of you who haven't yet responded - it's never too late!

DANNY HENNESSY

### COMPETITION DATES 1984

Two items need publicising in the magazine.

First, the dates for the 1984 Nationals, 23rd June - 8th July, with Classics the first week. Please advertise for a venue - bids to the office.

The second item concerns competition at club level. This year we tried to encourage competition at club level by offering a grant to help defray costs. Our aim was to help retention in the sport and encourage competition at every level of competence. We did not have a lot of response.

During the year it became clear that our FAJ judges were having difficulty keeping current due to the lack of competitions at FAJ level which they could attend during the season.

We therefore propose that the present system of Club Grants be abolished and in its place the money available to be used as Grants to Clubs which would be prepared to hold and

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.

host weekend Competitions in Style, Accuracy, 4-Way RW and 8-Way RW. These competitions to be up to FAJ Standards. This would enable competitors of all standards to become accustomed to high class competition and would also allow judges to keep up and/or take their ratings; it could also encourage new judges. These competitions would be in addition to the Nationals, Scottish Nationals, Army and Rhine Army annual competitions.

It was further agreed that at these meets the BPA van, equipment and the JNCOSs should be available.

Bids from clubs are therefore invited for weekend competitions bearing in mind the following limitations on available dates:

1. **Easter 20-23 Apr.** Netheravon have agreed to host a meet.
  2. **May 5-7 or 26-28** Weston have agreed to host a meet.
- Other dates which are relevant are:
1. **Nationals 23rd June - 8th July.**
  2. **World Classics 22 Aug. - 2 Sep.**
  3. **Army 18th - 30th August**
  4. **Rhine Army 18-28 July**
  5. **Scottish Nationals - ?**

LT. COL. S.D. LAMBE RA  
Chairman BPA Comp. Committee

### SCR's - ARE THEY WORTH IT?

On 13th April 1982 Mandy closed 9th on a star formation obtaining her SCS - duly collected signatures, a money order and forwarded it to Bakersfield Cal. Like many thousands of participants before her, she was enthused by her performance and the milestone passed.

On June 29th 1983 there was still no sign of the award. As we were passing Bakersfield it seemed opportune to phone and call in. On arrival I was growled at by one alsation and licked by another - both apparently friendly. Someone yelled over the hedge you must have come about your SCR award and we were greeted by a middle aged lady in curlers. As we were ushered into a rather untidy office filled with drums we couldn't help but notice a large open filing cabinet covered in part by a patio, but open to all the elements that even

sometimes besets California, with that well known form in red and blue bulging from the sides and top. Inside was a desk further piled high with applications - half filled envelopes, empty envelopes and a showcase opposite with all different star crest badges. She 'almost' gave the impression there was too much work and that it took 4 people to run the operation. What had started as a genuine memorial to a good skydiver now seemed to be a very healthy cottage industry. A few minutes later her daughter arrived and presented Mandy with a brown envelope that gave the distinct impression of crispness and having only just been typed out.

We asked why it had taken so long, especially bearing in mind that there had been no errors in the application, address whatever. Her reply was that they had moved house just recently and some of the forms had been misplaced. So with no reason given for the 16 month delay I mentioned that I had heard other skydivers had not received their coveted awards in the last few years. She quickly asked me their names but equally quickly I explained that I didn't carry a list of people who hadn't got their SCR/S awards in my head. She did say to tell anyone who had not got his or her award to write or telephone in, but this seemed to be a breakdown in what the system stood for. She volunteered a photostat (enclosed) of a letter that had apparently been reprinted in Parachutist magazines in America but not in our magazine or other European ones. I asked if she skydived and she said, "Good Heavens no - it looks quite a lot of fun, but my father is the only one around here who parachutes."

We both thought that we were not getting our monies worth. The award bore little relationship to the memory of Bob Buquor other than a disorganised filing cabinet, a desk littered with unprocessed applications, a family that seemed on the face of it little interested in skydiving, and at the end of the day - a patch, a badge, a number typed on a piece of card were all you got for your \$13. (See last May re \$3 or \$2 re No. Mr Bill?)\*

For a non profit making organisation you might like to add up the gross turnover for yourself. Mandy's SCS was over 6000 so to April 1982 there are 6000 x \$13 which is \$78,000 plus SCR x 12,000? \$156,000, Hoop dive No. 250 x \$13 plus Night Hoop dive 75 x \$13 plus 16 and 24 way patches all of which seems to come to well over \$500,000 by present day standards of monetary values, which isn't bad by anyone's standards as a sideline run by a middle aged housewife, daughter and husband, when you bear in mind the costs of the mail is say 50 Cents and one of the badges can only be a maximum of \$1 when ordered in bulk.

Fulfilling the original objective of sending peoples awards off seems on the face of it quite a lucrative pastime. (Especially as other patches are far less.)\* Not sending them is even more lucrative. When I applied and received mine some years ago I had no idea that I was subsidising a business venture loss in the form of a magazine I never saw, read or wanted. The two should have been kept quite separate and makes the 'Non profit organisation' seem rather hollow. The question remains, 'Is it all really worth it?' At \$13 you are paying for one extra skydive, filling in a form by chasing people around the DZ, and the pilot when he lands, to catch all their signatures, going to the post office and getting a money order, envelope and then waiting (possibly forever) to get a badge and a number back, leaving the original filed in the front yard of a housewife in Bakersfield Ca.

LEO DICKINSON

### AN OPEN LETTER FROM THE BOB BUQUOR MEMORIAL STARCREST

Fellow Skydivers,

In the past year we have received numerous complaints mainly concerning our inability to mail Star Crest applicants their awards within a reasonable amount of time. These complaints are justified and we feel an explanation is in order. The current problem, as it has been with the nation's economy lately, is mainly a financial one.

We are not tired of listing awards, sick of skydiving or trying to rip anyone off. What has gotten worse for us lately is the difficulty in keeping our stock orders coordinated and payed for at the same time. For example, we

may have decals and certificates in stock, but will be out of emblems and membership cards at the time applicants are sending in. This causes delays in mailing the awards until we are able to purchase the needed items. Most stock orders are in the thousands of dollars and it takes awhile to accumulate the necessary funds.

We've always operated as a small non-profit organization in the past. Recently, it seems jumpers are attaching more prestige to the Star Crest awards and expect us to operate in a more efficient, timely and professional manner. This would be easier to do if we had more capital. A question arises at this point. 'Why doesn't the Star Crest have the needed cash on hand to purchase new orders when it runs low on stock?' 'We sent in our money and promptly had our cheques cashed. What is Newell doing with the money, depositing it in a Swiss Bank?' Hardly. A sizeable chunk, enough to start us on a downward financial spiral was spent several years back trying to launch STARCREST MAGAZINE and turn it into a class publication. Our subscription rate built slowly, making it tough to obtain advertising support and the magazine went under after a five year effort. This left the Star Crest still owing around \$10,000 in unpaid publishing costs in 1980. I went to work for a machine shop until mid 1982 to pay down those bills with a substantial amount of my wages. Most of those bills have been paid, but not without diverting funds from our stock purchases.

Another financial disadvantage inherent to the BBMSC is the fact that it continually operates on a fluctuating monetary basis that is hard to predict or second guess. Unlike USPA, we do not have yearly membership dues from repeat members to depend on at all times of the year. Our revenues depend more on changeable circumstances such as the seasons, drop zones in operation, number of jump meets, weather, jumpers with jobs, jumpers attitudes, etc.

In essence what we're explaining here, is the fact that money is tight, business has been bad and, therefore, it is taking us longer to purchase the goods to send to our customers. This is something we're working harder to remedy and to see if we can keep it from happening again once we get caught up. Catching up is the key word and we're going to need your help to do it. Before we tell you what you can do to help our situation, here are a few things that some people are doing that is not helping.

1. Writing hate letters to USPA about the BBMSC. (All they can do is agree with you and forward your letter to us.)
2. Turning us into the U.S. Postal Service or The Better Business Bureau. (Again, your complaint is forwarded to us - we just explain to them the reason for the delay.)
3. Badmouthing the Star Crest to others on the DZ and telling them not to send in their application. (It doesn't help. You may even make yourself look bad trying to spoil someone else's enthusiasm.)
4. Calling meetings for the purpose of taking over the Star Crest or putting it out of operation. (It's been tried in the

past and hasn't worked. It does work to create bad vibes though.)

Now here's what you can do to help us run a more efficient operation and keep the Star Crest awards alive and challenging for future generations of skydivers.

1. Help spread the work of our predicament to other, especially new recipients. If you had to wait 10 months for your SCR, at least tell them that you finally received it.
2. Keep the vibes good. Let them know that we've been issuing Star Crest awards for 16 years and have been behind schedule many times, but have always come through the slump.
3. Tell them to write or call us if they have any complaints regarding their missing or long overdue awards. If we were lax in answering inquiries in the past year, it will be number one priority now.

This letter has been written as an up-to-date evaluation of the current state of affairs existing within the Bob Buquor Memorial Star Crest. Since our new vehicle STARCREST MAGAZINE folded, we haven't kept the skydiving community as informed of our activities as we should have. Due to this slack on communication, we have lost a degree of popularity once enjoyed by our club. To regain it, we'll be starting up an informal news sheet this summer that will serve to keep the communication channels open between the skydivers and the Star Crest.

BILL NEWELL, Pres.  
BOB BUQUOR MEMORIAL  
STAR CREST

## COROWA, AUSTRALIA

I have been reading some back issues of Sport Parachutist and thought perhaps I could throw in my 20 cents worth.

Several letters to the Editor caught my eye and are worth elaborating on.

In the June edition of Sport Parachutist under the titles 'Student Tandems' and 'Again' and 'Again' I would like to offer as a comparison, the setup at Corowa N.S.W. (Official site of the 1983/84 Aussie Nationals) and Burrumbuttock N.S.W.

Corowa is a full time parachute centre that caters for first time jumpers up through to Skygod status. From the very first jump onwards the student is taught tandem systems with Para-Commanders as the main canopy. The students are taught to cutaway from a malfunctioning main canopy by using the S.O.S. type release.

Burrumbuttock is a weekend centre with just one C180 and heaps of enthusiasm. Burrumbuttock also uses tandem systems for static line and freefall students. The main canopy is also a Para-Commander.

At both drop zones the main canopies are pilotchute assist type static line. The main deployment device is a bag permanently attached to the bridal. The major reasons for converting over to student tandems are:-

1. Early progression to Ram-Air. (Mainly due to plenty of blue skies!)
2. Ease of converting the tandem from static line to ripcord activation.

3. Cost. Having several rigs for static line use only and another couple for freefall was getting too expensive in these hard financial times.

4. Compatibility. The main container of the tandem will accept PCs, TAPs and standard Clouds. (Introduction to Ram-Air flight).

5. Identification. The student can identify with the jumpmaster or other jumpers in the aircraft or on the ground because he has a similar type rig.

6. Ease of Packing. A PC or similar type canopy can be safely packed in less time, with less effort than a C9, T10 or SAC in a sleeve or diaper.

In conclusion the student tandem is here to stay. The advantages far outweigh the disadvantages. Admittedly not all the bugs have been ironed out, but with any new concept the problems were solved long before a student was allowed to don a tandem rig.

BARRY J. LEWIS  
COROWA, AUSTRALIA

## BAD PUBLICITY

I was disappointed to note that there was no response from any officials of the BPA to the adverse publicity that our sport received in 'The Times' following complaints by an Orthopedic Surgeon near Thrupton about the large number of injuries to jumpers.

Whilst the complaints against Thrupton's record may be justified (although I doubt that they are), unless a response is made to defend the club, and the sport in general, an impression will be left with the public that such occurrences are common. Apart from being bad publicity for what is now a generally safe sport, these apparently frequent injuries open the door for reform of the criteria under which the National Health Service resources are used. The surgeon in question complained that these essentially 'self-inflicted' injuries were disrupting his routine operations, a fact which he obviously resented. The ironic footnote that many of these student injuries occurred with sponsored courses which were attempting to raise money for the already hard pressed NHS, was added. His argument was supported a few days later by an MP and a Professor of Medicine (letter to The Times) who considered that our activities should be limited. These arguments are not restricted to parachuting. Rock climbing, skiing and other adventure sports also have received their criticisms in the past. The question as I see it is that should an individual receive treatment free of charge following an accident, possibly caused by an error of judgement or lack of experience, whilst taking part in a potentially dangerous activity? In these days of financial cut-backs in the health service, it would be foolish to take this treatment for granted by not responding to this adverse publicity in an official capacity.

In addition to this point, I should like to question the reply given to Alison Gilmore's request for an incident page. Surely, if the Safety and Training Committee cannot guarantee the

accuracy of the information obtained from the drop zones, then any report from this body is to be questioned? The question of an incident page being out of date by the time it is published is in my opinion not a valid argument. The implementation of a dual system of incident reporting; immediate notices to clubs and an incident page following as soon as possible, could only add to the safety of the sport by further ensuring that all jumpers have easy access to the relevant information. The merging of the incident page with kit safety briefs and an informed discussion of the major points may also help.

It occurs to me that the most potent weapon we have against accidents is communication, and since we have the means, lets use it and make a most enjoyable sport even safer.

DAVE RICHARD D3896

## SAFETY NOTICES

Every time a parachuting incident is reported in the popular press, it is always extremely difficult to discern exactly what happened - the press being what they are. Although sometimes information is heard 'down the grapevine'. I used to think that Sports Parachutist would be the best source of enlightenment.

But what do I find? A few pathetic lines hidden away in the STC Minutes in the back pages!

This is a ridiculous situation; in other 'sophisticated' (equipment/training etc.) sports, any incidents that occur are given a reasonable amount of exposure and the important safety points discussed in depth.

The safety notice system (as mentioned by the Chairman of the STC in the June issue) does inform people when action or modifications are necessary, but this does not satisfy the need for the reporting and discussion of all incidents.

I have yet to hear a serious objection to the idea of an 'Incidents Page' - this has in fact been suggested before. Lets see less apathy and more action, for safety's sake!

PAUL FFITCH BPA107447

## CHEERS DAVE

Just a short letter to thank Dave Howerski and the Swansea Crew for a great time at the Twin-Otter Boogie, from the Langar mob who enjoyed nine days sky-diving.

When I arrived I was a bit nervous, as this was the first time I had attended a Boogie. I didn't know what to expect or what was expected of me, but my fears were soon over, when Dave came over on the first night, and explained that we were not there to break any records, just to enjoy ourselves, and that's exactly what we did.

Although there were good skydivers there putting together sixteen ways, like there was no tomorrow, I was quite happy with eight and ten ways (Attempts). So thanks again Dave and I'll look forward to next year. Stay Sober.

STEVE SHARPE C4786

## HORSESHOE MAL AGAIN!

In the June issue of the Sport Parachutist there was an article, a safety notice and a letter on the subject of the fatality of **John Stain** on Easter Sunday. All three of these items failed to point out what in my opinion was the main contributing factor, not to the malfunction, but to the actual fatality.

I believe that the main reason John Stain died was that he did not have a knife of any sort on his equipment.

I do not know the exact facts, but was told that his pack opened at about seven thousand feet and that having failed to extract the pilot chute from its pocket, he operated his cutaway and then deployed his reserve into the bag and risers etc. above him at around one thousand feet.

Even travelling at free fall speeds, from seven thousand feet gives 35 to 40 seconds in which to attempt to pull the pilot chute from its pocket, and then having failed to do so to CUT the bridal line with a HOOK KNIFE. Then if necessary to cut-away and deploy a reserve for one thousand feet.

Having personally been involved in two incidents where a simple hook knife prevented (i) a possible cut-away and (ii) a possible double fatality, I am anxious that all jumpers are made aware of the advantages of carrying a hook knife on their rigs and I strongly recommend two!

It's not only CRW jumpers that have canopy entanglements; what are you going to do if you end up under your nice new KXX reserve with a line over? That doesn't leave you a lot of canopy to land under, cut that line!!

I would like to suggest that it should be mandatory for all Cat. 8 jumpers or student tandem system jumpers to have a knife attached to their person whilst jumping.

TAFF JAMES D4328  
Royal Marines Freefall Team

## BPA GRANT

This year Headcorn Parachute Club guarantees a minimum support payment to the BPA of £6,875. I am a little sad that the Association can only see fit to support our heavily subsidised annual competition to the tune of £75.

I would be most interested to know if the membership of this Association have any views on this subject.

I would like to add that this competition was notified to the Council in January this year with a request for BPA support in the form of the van, telemetres, and perhaps a National Coach to help with the judging. At the moment it seems very doubtful we shall receive any of this.

If the Association does not want Headcom Parachute Club's money then please just say so and don't keep us guessing!

P.D.N. PARKER

**N.B.** (Two months later) this grant (not yet received), in fact amounts to rather less than the cost of the petrol used by one of the four judges - not to mention his other expenses.

P.D.N. PARKER

## THANKS PPC

Dear Dave, after four years of parachuting, I've read the Sport Parachutist regularly. I wonder if you have any space for an old timer, POPS member, who enjoyed himself very much at the Peterborough Centre and thank all the staff for their time in putting up with us. All the best to you all.

LEN IRELAND, BPA51489  
POPS 227

I would just like to express my sincere thanks, through the pages of Sport Parachutist, on behalf of my wife and myself for the tremendous generosity of all jumpers involved in the present we received on our Wedding Day in July.

We were both delighted that so many of you came to the party.

We would especially like to thank all at Peterborough Parachute Centre for their generosity and especially **Jane Spence** for organising the 'whip round' and choosing the 'Turbo'.

We are both looking forward to seeing everyone in person. Until then, thanks again and keep on going down. Blue skies.

PETER & LIZ HARLOW  
D2381, D2676.

## SLOW BUT SURE

In response to **D.E. Wilkinsons** article in the August issue of SP, regarding the slow and expensive progression system I would like to air my own views on the subject.

1. Having watched several students landing their C9s downwind I am thankful that students are not jumping 'Ram Air's' (Ouch!).

2. Whilst a student is learning the basic art of freefall the last thing that he needs to worry about is; Throw-aways, Cutaways, Horseshoes, Stall points, Turbulence, End Cell closures, Slider stuck up, Flared landings etc.

3. Time factor? I attained Cat. 9 in three months and 45 jumps. So what I am trying to say is, if your heart is really in it, it is possible. I found that the only way to get your progression jumps in is to always be at the manifest board and hassle, many a time I can remember running back from the DZ to get myself on another lift. Remember those high lifts are always looking for an odd body to make up a lift! They really don't mind throwing you out on the way up! (By the way I live 80 miles from my club)

4. The only constructive criticism that I could come up with against the present Category system, is the RW intro's needed for your Cat. 9, then the break whilst you do your square intro's. I feel that a satisfactory solution to this problem would be to do your square intro's on completion of Cat. 8 then to do your RW intro's needed for Cat. 9 and 10. This way your RW instruction would be uninterrupted? Final Comments:

This is also directed to **Mr. Howard Cook** who wrote the article on student retention in your August issue.

As you are at present Cat V then you probably do not realise the effects of terminal on a slight insymmetrical body position, even a slight turn on pull can

cause quite violent problems! Could you imagine someone dumping out of a violent terminal spin or in a track! All I can say is be patient, the experience and confidence gained through the progression system pays dividends in the end!

So Velcro your throwaway pockets, pray once a day and hunt those blue skies!

V.E. DEAN C5199  
THRUXTON

## CANARY CASA BOOGIE

I have recently been in touch with **Paco Romero**, the CCI of Maspalomas Parachute Club where the CASA Boogie was held last year.

He informs me that although we are welcome to go this year between the dates of 26th to the 31st December, all non Spanish skydivers must register at least one month in advance so as to avoid disappointment. The telex number that I was able to contact him on was (SPAIN) 96325 SPUB E.

He also assures me that the Casa(s) will also be present.

PAUL GRAY

## SP BACK NUMBERS

A small suggestion for SP. Would it be practical to print a list of available back issues? If not would it be putting you to too much trouble if I asked for such a list? I appreciate that you have enough work as it is, so if you can't do this I will understand.

Could we not have an incident page, as in the USPA mag?

Soft landings.

JOHN ORR BPA123797

## DISCOUNT WORK

In these days of the recession, I am sure that any reduction in the cost of house maintenance, (leaving more money for parachuting) would be welcome. Therefore I am offering a 10% discount on repairs to BPA members in the Leeds and surrounding areas.

G. BAGLEY BPA109322  
LEEDS 491698

## CHANGE FAI CERTS?

Reading through the incident reports minuted at the Safety and Training Committee meetings brings many of us unavoidably to the conclusion that a significant proportion of the 'near misses' and possibly two recent fatalities could have been avoided if the parachutists concerned had had a thorough understanding of their equipment and its abilities and limitations, their own abilities and limitations and also of their ability to cope when something very unexpected happens after leaving the aircraft.

The tragic death of a parachutist earlier this year when he experienced a horse-shoe type malfunction highlighted the problem. Unfortunately other than provoking a little discussion around the DZs, and the publishing of an interesting article by **Rob Colpus** on the subject of throwaway deploy-

ment systems, not a lot seems to have been aired about one possible reason why incidents like this happen in the first place - lack of knowledge and safety awareness caused by inconsistent methods of briefing leaving some progressing parachutists with potentially lethal gaps in their knowledge and experience.

In the minutes of the June sitting of the Safety and Training Committee, a lone bottom line on three separate incident reports, including a fatality, was that 'all jumpers should get to know their equipment before using it'. Of course they should! But knowing how to check it out and pack it is not enough, in any case, why didn't they know and why were they jumping?

Anyone who has taken the trouble to talk to people generally on the DZ and ask questions should realize that there are some disturbingly contradicting ideas among even the most experienced skydivers when it comes to matters of safety in equipment and in general. And, lets be honest about it, this may also apply sometimes to instructors as well.

We have had a very good summer, the skies have been blue and the air calm for much of the time. The clubs have been very busy as we all endeavour to make the most of it while it lasts. During those busy weekends club staff and instructors alike have had their work cut out just to keep things moving in an orderly and safe manner for our benefit and enjoyment. While on the whole they make an excellent job of this sometimes unrewarding and thankless task we must not forget that they are not superhuman.

On those extra busy days, when the rest of us are bothered only with our own enjoyment, when there are first timers to be despatched, students of all levels making progression, wanting critique, briefings, advice etc. and the chap doing the manifest has gone for a pee when the plane is on its way down and he hasn't called the next load - is it really reasonable to expect the CCI to be absolutely sure that everyone on his DZ is 100% on the ball. Of course it is his responsibility but if we want perfection and absolute consistency more, much more, must be done.

The problem area seems to be from Cat. 8 onwards when the parachutist achieves relative freedom when he wants it away from direct supervision and can do virtually what he likes. Remember that recent send-up about him in the Sport Parachutist. 'Freedom to sell dodgy gear, to write his own lies in his log book, to fall unstable'. You could add 'To think he knows all the answers' at a time when he has much to learn.

It is at this time, when the excitement and anticipation of 'THE SQUARE' and 'RELLY WORK' are at the forefront of his mind, that maximum effort must be made to make sure he doesn't forget 'THE OPENING HEIGHT', 'STABILITY' and much, much more.

So what is to be done. The BPA have been asking for input. Here are one or two suggestions which may be worth some discussion:

The FAI license must become more vital than it is at the moment. Not something that has been issued, on the basis of a standard that has been achieved sometime in the past, and forgotten about. It must reflect that individuals current ability and be a little more specific about what he can and cannot do and be endorsed to that effect either at CCI or BPA level on a regular basis.

This would not be an overlap with the log book, which, when anyone else does bother to read it, is open to interpretation. A license is either current or it is not and to that end students should be required to apply for their A certificate as soon as they qualify for it.

This may seem a pointless exercise but have you ever met a Cat. 10 parachutist who has never tried spotting - I have, when he put me out on his first attempt!

The BPA should organise a system of safety seminars to be held regionally on an ongoing basis by instructors especially chosen for their ability to lecture in an informative and interesting way. These seminars could be held at selected existing club facilities to keep costs down although an attendance fee could be introduced to cover the expenses of the particular instructor(s) involved.

The idea of these lectures would be to compliment training already given, not replace it. If they are designed to follow the same carefully worked out standardised plan they could ensure that every parachutist in this country would have shared a common course of tuition in both safety and BPA regulations that would go a long way to weeding out those individuals among us who may have missed something vital. Attendance of these meets could only enhance the general awareness of safety and the dangers that ignorance and overconfidence can bring.

I used the words 'every parachutist'. Although attendance of these meetings would be open to all it should become a mandatory requirement for all parachutists on reaching Cat. 8 and before any further freedom is given. All jumpers who are already Cat. 8 and over, up to and including PI should also be required to attend within a set period of time unless they are given exemption by a CCI where special circumstances exist.

All this may seem a bit drastic but the advantages are obvious and the sport can only benefit if it is seen to be taking some really positive action, to prevent the bad publicity from happening in the first place.

PETER WALKER C4921

## SWANSEA WITHDRAWS

Swansea Parachute Club has just withdrawn its first jump students from provisional memberships of the association. My reasons for this action are:

### 1. FINANCE

The amount of money directed into the BPA is not in my opinion utilised in any beneficial way towards 'grass-roots club parachuting activities'. The hard work and effort of myself and my staff is not primarily aimed at the annual promotion of the parachuting careers of a handful of the same individual competitors.

We receive very little assistance in return for sizeable financial contributions. The main supporters of the BPA in economic terms, are sadly neglected by it!

### 2. SAFETY

The standards of equipment as laid down by the BPA are too low and largely out of date. Conscientious DZ owner operators striving for net-skirt canopies AODs and radios are hard pushed financially to maintain these standards. Yet the ill-equipped DZs are not only condoned by the BPA and STC, many of them also pay no contribution to the BPA.

### 3. STC

The composition of STC as we move into the 1980's is wrong. STC continues to grant exemptions to CCIs. This lowers standards and eventually results in incidents and bad press and media reports. Members of STC do not seem to have the integrity to divorce finance from safety. The decisions and actions of STC over the last two years reflect this.

### 4. CAA

There is a possibility that the CAA are going to take a more active role in sport parachuting. If the association in its bid to keep everybody functioning will lower its safety standards, or refuse to lay down a standard, then there will be a reverse effect.

As more and more control is transferred to the CAA, then only a handful of clubs will be left to operate. It is possible that by 1900 only twenty CAA clubs could be operating and not the current BPA sixty or so.

The clubs left will be the ones with the correct safety standards. Professional parachuting organisations who re-invest in modern equipment.

My last letter on this subject indicated that unless the BPA took decisive action, many of the dissatisfied DZ owner operators would start to move away from the BPA.

Unfortunately it is the conscientious operators you are losing!

DAVE L. HOWERSKI

## THANKS DAVE

After my letter in the magazine of February 1983 (and the critical report of March 1983). I feel that I must write to first thank Dave Howerski at Swansea for organising the Twin Otter Meet and secondly to encourage and persuade others to go to a different club to jump such a lovely aircraft.

I went to Swansea on my own and hardly knew anyone. However I was made most welcome by the Swansea team and other jumpers. There were other people known as 'Lurkers' looking for a group to make a load and we had some interesting jumps.

As a recent member of the Cat X club there is so much to learn by going to another club and by listening to other much more experienced jumpers. Not only over that jump itself but there is so much that is different, attitudes, experiences, techniques, packs, canopies, landings (see that guy try to stop that Fire Fly in nil winds!!) and, of course, stories and even Tee Shirts.

It was not only interesting jumping at another club, but I enjoyed the unexpected nature ramble - a ramble that resulted from a rather strange

sport over 'Three Crosses'. I have never known forms over two metres high before! The best formation I was in was a ten way which we held for about ten minutes, yes MINUTES, not seconds. That was in the back of a flat-back truck that gave us a lift back to the airport.

Thanks and best wishes to all the people I met and jumped with, it was great fun. To all the people who nearly went it is great fun - a great experience. Next time there is one of these great events organised my advice to you is GO. See you next year.

NICK PINEGER C3960

## AGAIN

Just a note about the recent Twin Otter Boogie at Swansea. I believe a full report is in the pipeline, but I would like to say a personal thank you to Dave Howerski and his staff for the immense amount of time, effort and money they put in to make the whole thing work.

Despite the presence of a fine aircraft lifting 25 jumpers at over 1,000 feet a minute, not too many people got involved in mega-blobs and high quality 8, 12 and 16 way sequential dives were a main feature of the meet. One of the most impressive dives I saw was a 9 way completed above 7 grand by a group involving no-one with more than 250 jumps - a good indicator that the pool of relative workers is growing to the point where a large aircraft permanently available for parachuting may become a financially viable proposition within the next few years.

A nice thought for the future, but returning to the present, why bother crossing the Atlantic when skydiving of this standard can be available on our own doorstep? From a jumpers point of view, good vibes, good skydives, good pilots who even learned to play hackey, and my best weeks jumping since my last trip to Z-Hills - at a quarter of the cost!!

Thanks a lot, Paraski. Hope we can do it again next year.

RAY ELLIS D2523

## HONG KONG FUEY

I have recently received my April issue of 'Sport Parachutist' some two months late (i.e. over two months after the postmark date of 4th May) The issue was sent sea-mail rather than air-mail, although I have paid the BPA the extortionate rates demanded by the GPO for the magazine to be sent by air.

I have been a member of the BPA since 1977 and in every year I have made arrangements for my issues of Sport Parachutist to be air-mailed, so that I am not too far out of date with what is happening outside our own small world of parachuting in Hong Kong. In every year, at least one, and sometimes several, issues of the magazine have been sent sea-mail rather than air-mail. Judging by the fact that I have not yet received the June issue this has also been despatched sea-mail.

I know that I am not the only jumper in Hong Kong who pays to receive Sport Parachutist by air but in fact

received it months later by sea. How many jumpers in other parts of the world are there who suffer the same problem?

If you are incapable of arranging for issues of the magazine to be sent air-mail to those who request it, then you should advise them accordingly. Apart from any other factor, you are clearly liable to an action for recovery of the air-mail charges which have been sent to you in good faith by those wanting speedy delivery of the magazine. While the use of legal proceedings is clearly an inappropriate sledgehammer to crack this particular 'nut' I do feel that a public explanation is due to your overseas readers. What action is being taken to remedy this situation? Will any refund be made when the magazine is not air-mailed, although air-mail charges have been paid?

Generally I find the layout and content of the magazine good, but lateness of publication is already the subject of substantial criticism. Is it too much to ask for you to organise matters so that the situation is not made even worse for your overseas readers?

A.M. BRANDER D3608

*Not guilty Mr. Brander. Send your solicitors letter to the BPA Office who are responsible for getting the mag out to the members. My responsibility ends when the magazine gets to the printers. Your comments have already been passed on. Ed.*

## SAFETY FIRST

You would think that of all the equipment that a parachutist owns or uses, the reserve is the most important part. It is the reserve that will save his or her life in the event of a malfunction of the main canopy or system. Why then, do you see jumpers rigging reserve canopies on to 2 risers when the manufacturer supplies 4? I have noticed at least 6 or 7 reserves, mainly in Wonderhogs rigged this way with the other riser stuck, tied, sellotaped or elastic-banded to the other. Is it apathy, ignorance or sheer stupidity that make people do this? I appreciate that if you have a riser break or a connector link come undone on a reserve opening, the results will be pretty catastrophic but it may make the difference between injury and death if you lose a quarter of your lines as opposed to half of them. That fact apart, if the system has been supplied with 4 risers, why blatantly and consciously only use 2. You can't exactly say, "oh sorry I missed the other 2" can you?

Recently there was a safety notice issued about 26' shaped reserves rigged on 2 risers with 4 line chops being difficult to steer and only today, which is what finally prompted me to write, I opened someones reserve which was: A Wonderhog, a National 26' reserve rigged with a 4 line release on to 2 risers and the other two masking taped on to the others! Why? To any jumpers that may read this, next time you repack your reserve have a good look at it. Is it on 2 risers? Does it have 4 supplied? Why havn't you rigged them? If you don't feel confident to do it yourself then ask a

suitably qualified person at your D.Z. to do it or contact a rigging loft and ask them. Think, does your reserve have 2 risers doing nothing? Safe jumping.

MIKE NEWALL D4141

## MR BILL DEMO

I am putting pen to paper to tell the Mag of a Mr Bill jump our demo team (The Barracudas) did over a demo, The West Lancs. Show, a two day show. We are hoping this is the first on a demo, it was ~~don~~ 9th July, 1983. This was my 5th Mr Bill The leach was my good friend **Tom Knight**, it went down well with the crowd, having a good commentator **Robin Lloyd** alias (Pilots Cat. System).

Having done a few and can see possible dangers, I think there should be some rules put down for Mr Bill jumps. My personal ideas:

- D Licence only
- Should have pull out pilot chute
- Wrist type altimeters
- 5,000ft limit no lower
- Dirt dive seen by CCI and approved
- If done on demo, right wind conditions.

Any comments STC or CCIs. Why wait for injury, rule it or ban it!

G.M. GUINNESS D4090

## ORIGIN OF THE SPECIES

I write to illuminate what was probably a slip of the pen when writing the congratulations to **Robin Mills** in August's 'Drop Inn'. It read....

"...the Chuting Stars - the first British ten-man star team later to become Symbiosis."

Well lets hear all the claims to the origin of Symbiosis before we settle on one. How about the Red Devils (**Jackie** and **Dane**), The T.A. (**Rob**, **Geoff** and **Tony**), the Oxford Punt-pushers, Big Dividend Coop and numerous others.

Symbiosis was formed at the Dunkerswell RW Nationals in 1975 by **Rob Colpus** and myself after having competed in the team No Smoking against the reformed Chuting Stars called at that meet - The WJ

I am proud of the team we formed. It has always been composed of a group of jumpers of many different skydiving backgrounds. It bears allegiance to no other team but itself. That is its strength.

WILLIAM N. GRUT

*You are quite right, Will! To get biblical, The Chuting Stars begat The W.I. The W.I. entered into the house of Symbiosis. Lets face it the rest of us didn't even know what Symbiosis meant!*

## DILDO OR THROWAWAY

I wonder if you or any learned soul out there could enlighten me on one or two small points.

I am currently a newly qualified Cat. VIII Student, trying to stay face-to-earth during R/W, and land within walking distance of the DZ.

The former problem can only really be helped by good instruction and practice, but the latter has an obvious solution; a square canopy. However, I now find I have to complete a number of R/W manoeuvres to attain Cat IX before being allowed to jump one; and I ask myself, "Why the hell should I show by ability to do basic R/W before being allowed to jump a ram-air?" Surely once a student has shown he/she can fall and deploy a canopy in a stable, face-to-earth manner, restrictions on the type of canopy which can be used should be removed.

The argument that students on 15 second delays (or thereabouts) would not be capable of controlling such a canopy falls apart when one notes the fact that several centres in the States jump their 1st time students on Ram-Airs - with (presumably) acceptably low accident figures. I'm not suggesting that we do this (no doubt similar arguments apply here as for AFF). What I am advocating is a more reasonable and flexible approach to the use of ram-airs for students.

Whilst I'm at it, could you also give me a good argument against the use of 'pull-out' pilot chutes for Cat 8 and 9 students? The only one I've heard so far is that one cannot see the pull out dildo, so it must be located by feel alone - quite reasonable, I thought until I started jumping a leg-strap throwaway, and found that this too is invisible without a major contortion act which seriously threatens my stability! Indeed the toggle usually finds itself very close to where a pull-out dildo is situated.

Surely the situation whereby such students as myself are exposed to what many consider the worst of malfunctions, (the horseshoe type), due to some inexplicable argument is ludicrous.

I don't pretend to know as much about the sport as 90% of the readers of this mag; so please, someone show me the error of my ways!

Yours for the scenic route.

LEIGH PARSONS C4947

P.S. Got any Silver Badges yet? Mine's been on order for months.

## FROM DUBAI ABOUT LA FERTE

I have just returned to Dubai from a really great jumping holiday - ten days at La Ferte-Gaucher, which has two mentions in the August issue.

I can report that the Twin Otter is now very much in operation, alongside one Porter, and there really seems to be no limit on the jumps possible on a good day. The a/c run smoothly, the pilots never seem to eat and it must surely be the cheapest jumping in all of Europe.

The DZ is well organised, albeit in a very 'Fronche' way, but it sure is nice

to have showers, loos and even a restaurant (with the cheapest food in Europe) only 100m from the manifest area.

The German friends who I was jumping with and I, were so impressed that we are already planning a return visit next year. It was that good.

On the Dubai scene, the local Military team still take up most of our flying hours on the fabulous Bell 214 helicopters - 10 jumpers to 10,000ft. in four minutes if you have a willing driver, and we'll be back on the ground before the last canopy.

**Eugen Melles**, who took over from 'Pete the Teef' is doing a fine job - and always manages to find space on the heli for visiting jumpers.

One item of interest for the old timers of our 10 man days together, - I ran into several members of the 1974 Icairus team at La Ferte and they are indeed doing 4-way sequential as you reported in the Mag, not to mention 18-way formations too!

One last work on La Ferte for the wayward like me. Not only will you need your licence and BPA membership card, but also a packing card (with current re-pack date, naturally) for your reserve. Best regards.

MAJOR ALAN D. SKENNERTON

## BLUE SKY SKILLS?

Perhaps my experiences during the last few months will encourage the many who are struggling against both the European weather and the student category system.

As a professional pilot I spent years trying to persuade the CCI into letting me jump a 'square' rather than submit to the rather drawn-out progression; with the added bonus of less risk to my uninsured but valuable ankles from the generally less firm arrivals! I thought it perfectly reasonable to reverse the logic of the reduction in flying hours required for a D Licence holder to fly for parachuting, and let an experienced pilot enjoy a few short cuts. Eventually I realised that I was not going to beat the system and was forced to start from scratch.

Having had my share of interesting moments aloft, both inside and outside aeroplanes, happily without injury or damage, I feel reasonably well qualified to comment on the BPA system: The fifty or so descents which preceded by conversion to Ram-Air Canopies were more valuable than I would have thought possible. Apart from the confidence induced by the virtually foolproof front & back round canopy system with AOD, there were the long marches testifying to the casual spotting of all too many experienced jump masters, the quickly acquired art of packing a regular shaped parachute, and the opportunity to observe with a jumper's eye the arrival techniques of the sky-gods. (Many laughs caused by quite forgettable canopy control!)

Anyone who fancies the accelerated programme run by several American centres is welcome to test their bank manager's resolve, but beware of being expected to run before one can walk. Those 'blue-sky' skills are not so easily imported to the European

scene as many pilots will testify. The post-war years are full of incidents, and many fatalities, caused by newly qualified aircrew getting into difficulties in the crowded environment and poor weather they had little or no experience of during training in Arizona.

The desperately slow progress of students is one of our biggest problems but I am sure that most people would agree that it is the bitter pill of grounded days that adds to the intrinsic pleasure making the eventual success so much sweeter.

The last year's parachuting has given me numerous memorable milestones which stand head and shoulders above most of my nearly six thousand hours aviating. Perhaps more than most the exhilaration of that first 'square' jump with the unexpectedly high sensation of forward speed. Or what about an unplanned (sic) 13-way and a pile of gifts just because it was my birthday that day?

As long as parachuting, and parachutists, provide moments like those the sport will be worth it if only to enjoy the company; the bonus of the dive and canopy ride makes it incomparable. With my hundredth jump and Cat. 10 hopefully just around the corner I expect to run out of time on this earth before parachuting stops presenting me with a new challenge and the satisfaction of achievement.

Blue skies and light winds.

S.P. LONG

## RETENTION AGAIN

In reply to **D.E. Wilkinson's** letter published in the August issue of SP. I would just like to point out that the new category system does not increase the number of jumps required for a student to jump a square but in fact reduces them. A student no longer has to do the compulsory 25 PC jumps (at many DZs anyway) and can jump a square after approximately 38 descents, providing everything is done correctly.

As far as cost being a major factor in student retention then yes, I agree parachuting is not a cheap sport. However, to say that students give up the sport because they can't afford to hire kit and then to say that most students would boost the parachute manufacturing industry by buying their own kit is ridiculous. Does he think that the manufacturers give tandem systems away! (If they do let me know).

His suggestion that students, on reaching Cat. 5, should be allowed to jump squares is, in my opinion, unsafe. Why do away with a system that has been proven to be safe and replace it with one that increases the risk to the student? Surely that would increase the element of fear for the student and therefore possibly result in more students dropping out of the sport.

Anyway, a ram-air canopy does not reduce the number of jumps that a student has to do in order to reach the basic standard required to begin RW. The only possible short cuts are vertical wind tunnels or accelerated free fall programmes. You've still got to learn to fly!

Finally, remember all Cat. 10 jumpers were once students and had to put up with the weather, periods of slow progression and paying out jump bills. The weather may not be so critical but the learning still goes on and the jump bills have got bigger. However, we still feel its worth it.

RUSSELL ALLISON C4433

## AGAIN

I was pleased to see that **Mr. D.E. Wilkinson's** letter (August edition of Sport Parachutist), was correctly headed 'A Load of Rubbish', as that is exactly what it was.

I am sure the limited survey done by **Mr. Wilkinson** showed that most students would like to jump a square canopy, but you might also find that

once a student can fall stable, he would agree to do a RW jump given the chance.

As for the latest revision in the category system, the rules and regulations are for the safety of parachutists as a whole. It is unfortunate that some individuals suffer in this respect. Square canopies can be very dangerous, whilst a student is progressing through the system it gives his CCI a chance to assess his ability to control his canopy, remembering that if you can't land with a reasonable amount of accuracy on a slow moving canopy, then by increasing the speed by three or four times you increase the distance you miss by the same amount.

Someone who is Category V need only have jumped a dozen times and

although some people may consider that being on 10 second delays is experienced, it most certainly isn't. To give a student at this stage with so little experience a canopy that should it malfunction he would then have to cut away would be totally irresponsible.

If you just want to jump a square canopy, why don't you try parascending? You still need to work your way up in this sport, but you could get to jump a square canopy much sooner and have the added safety of it already being open.

A.G. BONNETT

## POPS CHANGE

**John Cooke** is off to Australia for 12 months, majority voted at Peterborough Meeting for UK resident Top Pop.

I like the format of SP - the colour photos impress the non-jumpers to whom I show it. Must write a piece about POPS UK soon.

I am off to Swansea for three days on 13th September to jump (weather permitting) and discuss Spring '84 POPS meet. **Dave Howerski** is hosting May 26/27/28.

C.L. BELL

# CRISIS COUNCIL MEETING

At the Council Meeting held on 7th September it was reported that **John Meacock** of Peterborough Parachute Centre was proposing to remove his students from the BPA's P6 system. A lengthy discussion ensued but as it was stated that a letter explaining the reasons would be circulated to Council, no further action was taken at that time. Subsequently **Dave Howerski** of Swansea and **Mac McCarthy** of Hereford removed their students from the P6 system explaining that they did not see why they should contribute to the BPA whilst other Clubs did not, but received the same benefits - for reasons of space I will not detail these in full but they were set out with great clarity in a letter by **John Meacock** published in Sport Parachutist in the October 1982 issue.

As a result of these developments Secretary General **Charles Port** wrote a paper circulated to Council detailing the implications if this trend continued. The main conclusions were that it was possible that the whole of the income from P6 membership, currently amounting to £33,000 per annum could be at risk. In order to maintain the present levels of service to the membership and clubs, the current renewal subscription would need to be nearly doubled to £26.50. Not only this but the Sports Council grants would be in jeopardy from the much reduced membership of the Association as would the present insurance rates, based on up to 25,000 in any one year. The current negotiations with the Sports Council on a development plan and concomitant funding could be prejudiced and a united stand on legal matters including planning applications and negotiations with the CAA through the Royal Aero Club could be limited by a lack of funds and manpower.

It was, therefore, decided to hold an Extraordinary Council Meeting at Leicester on Friday 23rd September to be devoted entirely to the subject of P6 memberships for affiliated Clubs and unity within the Sport. A serious, lengthy and at times heated, discussion took place during which the views of a number of club proprietors present at the meeting were invited. Prominent among these were **John Meacock** of Peterborough, **Tony Knight** of Ipswich, **Dave Hickling** of Langar, **David Parker** of Headcorn and **Dave Tylcoat** of Sturgate. Letters from the Clubs previously mentioned together with helpful contributions from **Dave Prince** of Cark and **Sean Lambe** were circulated.

Various criticisms of the BPA, the Council and the Magazine were voiced but it was generally accepted that it was difficult to please all of the people all of the time. Specific criticisms were made of the decision to fund representative teams to the unofficial championships in Canada (although what the reaction would have been to a similar funding to the official championships in South Africa is difficult to gauge and this whole subject is fraught with political minefields, not the least

being the attitude of Sports Council) and of Sport Parachutists alleged attitude to proprietary Clubs.

The general tone of the discussion was that of concern for the unity of the sport and it was generally conceded that in an ideal world all affiliated Clubs would support the BPA by committing all first jump students to the P6 membership system and that it was inequitable that some Clubs contributed voluntarily whilst others did not. The writer made some quick calculations which indicate that if all Clubs did support the system then P6 membership cost could be dropped to £1.50 if the present free issue of magazines, generally thought by the Club proprietors to be a waste of money, were dropped. As the majority of Clubs which had recently withdrawn their support had said that they would restore it if the BPA made it compulsory, the writer, your Hon. Treasurer, proposed that it be made so at a cost of £1.50 per capita. Strong arguments against this motion were deployed by Chairman **Jim Crocker** on the grounds that such a draconian measure could alienate those very Clubs whose support we were seeking and as a result the motion failed to find a seconder. The writer felt that an unanimous decision was necessary by Council on a matter of fundamental importance to the survival of the BPA and drafted a compromise resolution as follows which was unanimously adopted:

- 1) To reduce the cost of P6 membership to £1.50 immediately with the declared aim of persuading all affiliated Clubs to put all students through the P6 system at the latest by 1st April 1984 (the start of the BPA's next financial year).
- 2) To ensure for the future that all Clubs who support the BPA financially will receive better service and support from the BPA.
- 3) To attempt a further simplification of the P6 system to save work for the Clubs.

As part of this process, it was accepted that the free issue of magazines as part of P6 membership was not producing the desired results and will be discontinued. Buff conversion forms will now be issued direct to Clubs. Members of Council will now begin a planned programme of visits to all Clubs as soon as possible and if any Club has not been contacted in the near future would they please telephone **Charles Port** who will arrange a visit. With the current negotiations with Sports Council and the Civil Aviation Authority in mind, if for no other reason, it is vitally important to our survival in an increasingly hostile environment that we stand united and properly funded to defend and develop the sport we love.

PETER W. RITCHIE  
Hon. Treasurer

# CLUB PAGES



## SHOBDON ROUND CANOPY MEET

Twenty-six enthusiastic and crazily-named teams from all over the country entered the annual Round Canopy Meet over the August Bank Holiday weekend this year. All three rounds of the competition were completed on the first two days of the weekend despite the slow start on Sunday due to bad weather. This in fact gave the teams time to recover from the lively disco and buffet held on the Saturday night.

The prize-giving ceremony conducted by 'Mac' McCarthy in Tom and Pam's bar on Sunday evening was an equally raucous occasion. One of the founders of the club, Mr. Burt Wear, presented the trophies, with Pat Keeley's daughter, Melanie, witnessing the event. First prize for Team Accuracy went to the Sky Pirates of Bristol (Chris Austins, Jacky Tovey and a Mr. Brummel), with the Shobdon team Hitch a Lift (Lindy Duffy, Sue Sengelow and Mark Owens) coming a very close second. The Individual Accuracy prize was won by Carl Fitzsimmons, with Sue Sengelow winning the newly created title of 'Highest Placed Lady'. In view of the opinions expressed recently in the magazine, perhaps the new prize should have been called 'Highest Placed person of the Opposite Sex to the One who wins the Individual Accuracy Prize'!

The international judge of the competition Tracy Rixon, was also presented with a prize. Awards were given for the most spectacular landing (Chris Benyon), the furthest 'zap' (Scott Seal), for which there was avid competition and to the 'cornerstone' of the Club, the secretary Liz Charlton. Mike Downey, the pilot, having completed his first 1,000 hours flying during the meet in the C206 and the newly acquired Partenavia, was presented with a trophy, a boot of ale and a bucket of water.

The prize giving was followed by a splendid rendering of the team song of the Clive Edwards International Skydivers (Brian Lewis, John Charlton and Peter Scott). Named after the HPC caterer, the team have as their motto 'Who Dares Eats'. Other notable team names included The Bar Sack Weevils, R's Upwards and The Bar Room Brawlers. The Pops were well represented by a team called Popsy.

With no malfunctions or injuries and team spirits high, the Round Canopy Meet at Shobdon was very successful, both socially and in terms of parachuting.

SUSAN JOHNSON

# BRITISH SKYSPORTS



It was one of those days — the drains were blocked, the wind was blowing and last night's curry kept reminding me that I'd eaten it all. Then in came Eric and he said, "Why don't you organise a competition for bank holiday weekend?" "Hmm..." I said and wandered off to find my briefcase.

The result, six weeks later, with maximum help and support from staff and regulars was the First Annual British Skysports Launch and Accuracy Competition held on the 29th August this year.

We wanted a competition that would include all categories of jumper from basic to experienced, thereby giving everyone the chance of (a) a good time and, (b) a prize.

The teams comprised of 5 jumpers, 2 students shooting accuracy for the student cross, and 3 experienced launching a set formation and then going for the disc.

This meant unfortunately that the teams had to be picked from a hat and then fiddled....no, fixed....no, changed around so that every team had an instructor for the students, or 2 Cat VI and above for the teams without. This led to a little criticism from some quarters, by people who thought that the winners would automatically go to the next world meet. In other words, people who forgot that 'Fun Meet' meant 'FUN MEET'!!



Winning team Zapper

As it turned out the ten competing teams has a brilliant day. Even though the cloud base turned it into a straight accuracy competition. It seemed that everyone pulled something out of the bag and performed exceptionally well. Even the students started scoring in metres instead of miles, and over in the pit DCs started coming with increasing regularity (not for me they didn't, but the bastards moved it). The winning team were Zapper, improperly named by their team leader Kenny Lloyd. Runners up were team Oink captained by Dave Ruffell. (I'm sure I would have won but they just wouldn't accept that I had a steering problem on every jump!)

Student and experienced individual accuracy were

keenly fought for, as were the awards for the worst individual accuracy in each class. The worst experienced award went to Ron Hanas, our home grown staff rigger; who not only showed us his form in the competition, but also his arse at the prizegiving.

Thanks again to everyone involved, jumpers, judges and helpers for making the meet, the disco and the barbeque such a success. Thanks also to our meet sponsor John Temlett. It gave me a chance to write to the mag about a centre that is seldom heard of in the pages. (Our fault entirely).

Anyway, here we are and will be glad to see anyone of any category who wants to come and share a piece of sky.

Experienced jumpers will find quite a serious RW scene and students will find a nice open friendly DZ with two 5 place aircraft, no kit hire charges and experienced instructors.

The beautiful thing is that we control the entire airfield. It's a custom built centre with accommodation for 66, sauna, shower, canteen and comfortable bar facilities and a stuffed seal...

A stuffed seal you say! Yeah, well, we may not have a Pilatus Porter, but we do have a seal with a broken paw, crushed skull and one eye. We also have one helluva lot of GOOD VIBES! Love to see you.

CHRIS DONALDSON D3195

**Wanted urgently wanted urgently wanted urgently wanted urgently wanted**

The Scottish Parachute Club would like to hear from you if you have any T10A (24 stop) Reserve Parachutes for sale, dated 1968 or later.

Please contact  
Rob Noble-Nesbitt at  
Mid Calder 882150 or the  
Scottish Parachute Club  
at  
076-46-2572

(weekends only)



# CLUB PAGES



The Metropolitan Police Parachute Club held their fourth annual open accuracy meet at Sibson over the weekend of 18th and 19th June, and had the largest entry to date with twenty-two teams finally lining up for the off.

Saturday dawned misty and the start was delayed until just after midday, and with smooth organisation and a little help from the Porter we soon had a steady rhythm established and by the end of the second round N.W.P.C. and Tiger Moths were pushing to the front, being chased by Peterborough United (welcome back!) In the individual competition there were several jumpers with just a few cents each, but **Brian Shaw** was showing very good form and fortune and would clearly be hard to beat. The next two rounds saw little change in the running order, but certainly some brave jumps by those on round canopies, and a first ever cut away by **John Smythe** — an event paid for heavily in the bar.

By Saturday evening, those who had originally thrown up their hands in horror at being on the early lifts were now glad to be first in on an excellent spread laid on by **Sue Meacock**, with the customary adjournment to the bar to re-live the day's disasters and swop old jump tales.

Sunday saw the fifth round soon finished with no change in the leader, North West Parachute Centre, but with Peterborough United pushing Tiger Moths into third place. In the individual competition **Brian Shaw** showed the way home with five cents total, with **Derek** and **Chris Thomas** in second and third place with 27 and 29 cents. There had also been some very creditable performances by several jumpers in their first ever competition, as well as the usual horror stories by a few who should know better!

The Deputy commissioner of the Met Police came to present the prizes and thanks again, **John** and **Sue**, for the reception you gave him and his wife. The actual prize giving was a curious affair in one respect — those alternates who kept appearing for the team prizes — congratulations **Chris** and **Derek**, you also get the prize for being on the most teams in a single meet!

Our thanks are due to all the competitors, judges, runners, manifesters and everyone else who put together a totally hassle free weekend of good competition and excellent organisation.

The closing comment goes to **Bob Higgins**, who consoled an unnamed over-ambitious member of the Met Team with the words, "There is always next year". We all certainly hope so.

GORDON LILLY D1611

## RW SEMINAR-SWANSEA

**Dave Howerski's** annual RW seminar for those wanting to progress from Cat 8 to Cat 10 was held in sunny weather close by the seaside at Swansea, where Dave moved earlier this year from Sturgate.

By lunchtime on the first day, all attendees were registered, had their kit checked (no horrors!) and had been allocated a series of 4 instructional jumps based upon their stated level of competence. The purpose of doing this was not only to get people skydiving straightaway, but also to get the students introduced to each other, as there were those who had travelled from locations as diverse as Manchester, Yorkshire, Northumberland and Scotland.

Jump ships were the hardy perennial G-PARA (C207) which presented a challenge to short-term memory as it took 30 plus minutes to reach 11,000ft, and Shobdon's Partenavia. For those not familiar with this, it's a twin with a smaller door than a 207, but an obviously greater rate of climb.

The first two days sorted out the students as some were finishing off their tracking exercises, some were hacking basic two dimensional flying, and the remainder were putting up creditable 4 ways. From then onwards, students pursued what they felt they needed instruction on, and a result the manifest became a bit more free flown as people settled into the habit of jumping back-to-back and groups formed. Plenty of two ways were to be seen though all the way through the seminar, as the instructors were always willing to fit these in between dirt-diving the more ambitious attempts and successes.

Apres seminar relaxation was much in evidence in the evenings, with the time being put to good use. Have you practised closing eighth whilst in the bath? Maybe not, but in the local pool, between the water chute and the wave maker, enterprising baby skydivers were hard at work setting up formations. The immediate result was stern frowns from the life-guards (who had not seen this kind of water sport before), but the long term result was a successful 8 way on the boogie the following Sunday.

Our thanks go to **Dave Howerski** as organiser, host, and jumper; Swansea City Council for their facilities both on and off the airfield; **Rod Burgess** and **Steve Saunders** and the staff for their time, patience and guidance; National Coach **Tony Butler** for taking time off from his administrative work in the office to help out in the field; pilots **Mike** and **Mark** who put in long hours that of necessity preceded and followed the jumping; and finally **Virgil Holt**, who blew in from Colorado, bringing with him experience of the American scene which he passed on by dirt diving groups on exit techniques, free flying and formation flying, by jumping with whomsoever, and by giving an impromptu clinic/talk during the only stand-down which was on the last morning. All of the above people contributed both time and money to help up-and-coming skydivers, made the four days into a very worthwhile event and enjoyable holiday, as well as setting us up for the boogie which followed the next day. Most of the course had organised to stay on for a few days, and what better way to pass the time?

ROGER PRESTON

## Headcorn 3rd Annual LAC Meet

Headcorns 3rd Annual Launch and Accuracy Meet was held over the weekend of 13th/14th August, and for once, God smiled on us and provided almost perfect parachuting weather.

The format had changed slightly from last year because it was felt there was a bias towards teams good at accuracy but not so good at launching. So this time, a zap for a launch equalled a zap for the accuracy. The launches were a star, staircase diamond, donut and bipole, no penalty for showing within the first five seconds, then add two metres to the team score for every second thereafter up to a maximum of fifteen. Maximum launch zap therefore twenty metres, maximum accuracy zap twenty metres. As usual, penalties for zapped launches would not affect individual scores.

The aircraft again was an Islander, the prize for the first team was £100 plus booze and medals to the second and third teams and £25 to the winner of the individual accuracy.

Fifteen teams again registered this year coming from all over the country. Shortly after the briefing and draw, it was into round one. The launch for this round was a star, and ten teams managed it within the no penalty period. There was some controversy as to the windspeed during this round, but as usual, the BPA anemometer was not registering over the seven mps. Being a fun meet, teams were happy to continue jumping. A lot of zaps were recorded during this round and also three discs by **Paul Cook** and **Rick Watts** of Us & Them and **Esther Reynolds** of Esthers Lot.

At the end of the first round, Us & Them were in the lead with a score of 0.89cm.

Into round two, and the exit height had to be lowered slightly due to cloud. The launch for this round was a staircase diamond and all teams managed this launch, the slowest time being ten seconds and eleven teams within the no penalty period. On average, the scores were better in this round with two more discs scored by **Paul Cook** (again) and **Julian Spencer** of Esthers Lot. At the end of this round, Us & Them were still in the lead with 4.94 metres.

Round three was the donut launch and there were some interesting ideas as to how to launch this one. The best had got to be from a couple of teams who

rolled out a tube and dropped one grip, although the success rate did not appear to be very high. Only six teams managed this one in the no penalty period and six teams zapped it completely. The wind by this time had dropped considerably and this was reflected by the zapping jumpers going over the top instead of dropping short. No discs were gained in this round but on average the scores were much better. Us & Them were still in the lead at the end of round three with a score of 5.15 metres.

So to the last round. By this time it was clear that the meet would be finished in one day. The skies were now clear and the winds ideal. The launch for this round was a bipole. This proved difficult for most teams and eleven zapped this one. Only The Return of Residual Thrust managed it within the no penalty period. Again there were no discs in this round but some very creditable scores by many people and also some amusing and often painful arrivals in the pit. Some people still have a lot to learn about their canopies and how to fly them.

The competition was over by 7 p.m. and for once everyone was able to enjoy the barbeque fully without the worry of being the first lift the next day. The prizes were awarded at the barbeque and on Sunday fun jumping was enjoyed by all.

It only remains to thank all the judges, **John Hitchin**, **Roger Flinn**, **Tracey Rixon**, and **Martin Rennie**. Also all the helpers from the Headcorn Parachute Club without whom the meet would have been impossible. A special thank you must go to the pilot **Mark Miller**, who flew 32 lifts with only breaks for refuelling.

Lets hope for blue skies again next year.

### RESULTS

Team	
1st Us & Them	13.58 metres
2nd The Return of Residual Thrust	17.38 metres
3rd Esthers Lot	34.35 metres

Individual	
1st Paul Cook	0.11 cm
2nd Esther Reynolds	0.22 cm
3rd Mel Cooch	0.28 cm

JANE BUCKLE

# CLUB PAGES

## THE FRED'S SET A NEW RECORD - AND DICKY GETS THE BIRD!

At the end of July the Freds headed North East to Newcastle, for what has become a firm fixture in their calendar — the Newcastle Exhibition. Sixteen jumpers were scheduled to perform two descents each day from a Hercules, kindly lent by 47 Sqdn. The display format was planned as a twelve man formation with four diamond trackers. Once under canopy this was to be followed by a tri-plane (**Lenny Lampard, Jim Scarratt and Chris Allen**) and a bi-hand with **Eddie Carroll and Mark Flint**.

This taste of jumping a large all Fred formation whetted their appetites for an attempt at a new Red Devils' record. So, on August 4th, seventeen jumpers set off for Weston-on-the-Green and a Hercules kindly provided by JATE. The Falcons had been extremely helpful and had already done several training jumps with the Team at Weston. In return they have spent a couple of days sampling the delights of the Queen's Avenue DZ. But, back to the record....the moment of truth arrived and seventeen Red Devils emplaned for the first attempt. Amongst the jumpers were three National Style and Accuracy jumpers, **Dicky Bird, Dougie Young and Julian Spencer**. At the second attempt a fifteen man formation built which exceeded the previous all Fred record by three. **Micky Munn** has high hopes of a 20 man before the end of the year. A quick phone call to Aldershot ensured that a supply of liquid celebration was awaiting their triumphant return.

By now, half of the Team had one thought in mind....LEAVE....and plans were frantically being made for trips to see Mum, girlfriend or for the truly dedicated a fortnight in Lippspringe! It was during these days of anticipation that **Jon Turner** managed to break his leg while landing a bi-plane. The cries of derision were soon silenced when the Lippspringe contingent realised that it was their chauffeur lying in agony in the pit! **Jim Scarratt**, however, still managed to get there and was rewarded with 35 jumps for his efforts!

Fresh from their success at the Nationals, **John Rix**, as a member of the Army Team, was off to train first in France and then in the sweltering heat of Perris Valley prior to the World Meet in Canada.

**Julian Schhh....** you know who (sheer cowardice prevents me from giving him ANOTHER mention) went to the International Classic Meet in Graz as a member of the British Team along with **Dave Tylcoat Steve Treble and Ester Reynolds**. He acquitted himself very well, finishing a creditable 18th overall in the Style. He also managed to get his name on the Women's Style Result Sheet! **Steve Greenhalgh** also made the trip to Graz as a member of the East Coast



**It's a hard life!**  
**Dicky Bird helps Caroline, and Bob Harman, Susanne. Picture David Latimer**



Parachute Club's Team, and this will have been a very valuable experience for him. Since his return he has reached new heights of fame, by joining the elite band of a certain club which specialises in a unique form of relative work without actually leaving the aircraft!

But it was to **Dicky Bird** that the plum job of the Summer went... the final training and despatch of a Page Three girl! **Caroline Christensen** had been trained by **Roger Dearman** back in the Spring, but weather and tight modelling schedules had prevented her from actually taking the plunge. So, in August back she came for a refresher course with Dicky. After the serious business was over and she had safely completed one static line descent, she agreed to pose in a wet T-Shirt for some PR shots. Never has one Red Devil's T-Shirt created so much interest amongst so many team members! **Caroline** was a really good sport and I'm sure **Dicky** wishes all student courses were as enjoyable!

**Bob Harman** has gone to Belize to relieve II Para's CCI, **Pete Carroll**, who has returned to the UK for his 'holidays' at an area of outstanding natural beauty in the Brecon Beacons. Talking of natural beauties, **Bob's** last job before he departed to the jungle, was to train **Suzanne Dando** (the former international gymnast) and **Kathy Tayler** (the Modern pentathlete) who now present the Stopwatch TV programme; when they came to Aldershot to undergo a basic student course, for their current series. **Bob's** charm soon had them eating out of his hand and they proved to be exemplary students. The TV crew also filmed several team stacks and on one descent **Jimmy Crawford** had a rotating malfunction which they were quick to spot, and they should have obtained some good shots of his cutaway sequence.

So, as the hectic part of the 1983 display season draws to a very successful close, the other half of the team prepare for their leave - each with his own private idea of what two weeks of unadulterated pleasure entails. Rumour has it that **Eddie Carroll** and **Mark Flint** intend to jump their way around every jump centre in England. The ideals of others are much less ambitious, but we look forward to their return - refreshed and ready for the Autumn student onslaught. Finally, on the subject of students, congratulations go to **Mark Flint** for obtaining his PI rating, and to **Chris Allen** and **Jimmy Crawford** who successfully negotiated the Instructors Course at Long Marston in August.

LUCIFER

### THE BRITISH PARACHUTE ASSOCIATION LIMITED

#### ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN THAT THE SEVENTEENTH ANNUAL GENERAL MEETING OF THE ASSOCIATION WILL BE HELD AT:  
THE LEICESTER CENTRE HOTEL, HUMBERSTONE GATE,  
LEICESTER  
ON SATURDAY, 7th JANUARY 1984 at 16.00 HOURS  
AGENDA

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

Dated this 21st Day of June, One Thousand, Nine Hundred and Eighty Three.

For and on Behalf of the Council of the BPA.

C.W. Port  
Secretary General

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

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

Election to Council — Your nomination paper (an insert with this issue of the Journal must reach the BPA Office by not later than Friday 7th October 1983 but do please submit as soon as possible, typewritten if possible please.

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

Dinner/Dance — 6th January 1984 — Details in October issue of the Journal.

# CLUB PAGES



PARACHUTISTS  
OVER PHORTY SOCIETY

## POPS MEET AT PETERBOROUGH



Yet another successful POPS meet was held at Peterborough on the week-end of the 13/14th August. The meet was organised and directed by new boy POP **Charlie Shea Simonds**, and consisted of a serious RW competition, made up of 4 x 4 way teams plus 8 (Cat. 8 and below) individual accuracy jumpers, covering the complete spectrum from static line to old hands of 6,000 plus jumps.

The RW competition was over three rounds with different manoeuvres plus accuracy, which was won by Cloud Busters led by **Lenny Mobbs**. **Lofty Thomas** claimed his team 'was robbed' but as his protest was not accompanied by the usual £100 fee for his team was placed third. As Cookie is at last nearly on his way to Aussie land for at least a year, a temp. or

caretaker TOP POP was elected by the members present, **Lofty Thomas** now dons the mantle as the aged sage.

After completing the meet on Saturday, (the Sun Gods smiled on Peterborough) the normal couple or three pints were consumed in the bar in the evening. Sunday started with the election meeting and a general discussion followed by an eight way from 15,000ft, by jumpers who's total number of jumps must

exceed any other eight way in this country. they were **Lofty Thomas, Graham St. Clair, Lenny Mobbs, John Knight, Charlie Shea Simonds, Mac Macqueen** (who had the only malfunction of the meet) **Dave Johnston** and **Brian Greenwood**.

All present wished to thank **John Meacock** and all his staff for making the facilities of his centre available and for hosting such an enjoyable weekend. MILE ALLUM, POPS 252

COME JOIN US FOR

## THE 15th ANNUAL Z-HILLS TURKEY MEET

November 19th - 27th

### SCHEDULE OF EVENTS

19th	Registration & official practice
20th-21st	8-Way Sequential
22nd	16-Way Sequential
23rd	20-Way Speed Star
24th-27th	10-Way Speed Star



Registration to include Thanksgiving dinner and band on Saturday night.  
**Beer EVERYNIGHT ! ! !**  
DC3's, Twin Beech & Cessna's Video. Plenty of grass to pack on.  
**POOL**. Food on DZ. Hot showers.  
**FREE** camping. Bunkrooms.  
Call ahead and leave all your reservations to us.  
National Parachute Supply on DZ.  
USPA Membership required.

" **THE HERD** " - Chief party officials - they'll guarantee you have a good time | Get your **HERD** shirt in style. If you don't want to join in the competition just come and fun jump, a good time will be had by **ALL**.

For further information:

Zephyrhills Parachute Center Inc.  
P.O. Box 1101, Zephyrhills, FL 33599  
Telephone: (813) 788-5591

★ DON'T FORGET THE Z-HILLS CHRISTMAS BOOGIE ★  
DECEMBER 17 - JANUARY 6

# CLUB PAGES



Now, well into its seventh month, we are happy to report that the new club at Swansea is very much alive and thriving...with out new CCI **Dave Howerski**, his intrepid crew (!) and more than a little help from friends and club members we are progressing pretty quickly.

The Club has made over 5000 descents since opening on March 1st of this year, trained over 1000 students, held 4 progression courses, an Easter competition, a 10 day 'TWIN OTTER BOOGIE' (further details of Boogie to follow) plus a two day 6-way 'Speedstar Meet' on September 10th/11th! With student courses being held every Tuesday, Thursday and Saturday and extras being run for Charity jumps etc. numerous Demos thrown in for various events in and around Swansea - we seem to have been a constant hive of activity!

As a club we are both extremely keen on safety and progression at all levels. All our jumpers use and AOD and a radio - and all our mains - both S/L and F/F have net skirts.

Our Cessna 207, G-PARA, although appearing to be held together by the aid of a little insulating tape here and there, with its 'WE FLY, YOU DIE' motto emblazoned proudly on it to inspire new students with confidence, has proved a worthy transporter of potential Sky Gods in its short time at its new DZ. Not least of all one **Dave Hirst** who started as a keen, if not a trifle nervous, static line student with Swansea Skydivers last year. He completed some 18 or so jumps last year with dreams and aspirations of being one of the great Gods of the Skies close to his heart, but seemingly far into the future. However, with the arrival of Howerski and crew these dreams quickly became a reality for Dave - having made some 60 jumps since March 1983 with the new club, he is the first of our original 'Old Club' members to reach his Cat. 10 under the guidance and supervision of our new CCI and fastly expanding club. How proud he was that during our recent Boogie he too could join in the fun and games up there in the sky - albeit a little different in the main - as Dave is following the example of the Chinese, jumping a front and back Aero-conical, showing that it isn't the equipment that makes a good relative jumper.

In hot pursuit of **Dave Hirst** is **Nick Mascall**, teetering on the borders of his Cat. 10 - in fact I have just been updated that he's already got there. **Andy Thomas** rapidly moving toward his Cat. 9; both trained to early Freefall with the former Swansea Skydivers, and last but certainly not least one **Andy Dixon**, literally tracking in pursuit of his Cat. 9, showing the dynamic nature of instruction down here in sunny Swansea! Andy did his first jump in September 1981 with the Red Devils for a Charity, and did not do his second until the 7th April, 1983 with Swansea Parachute Club...not bad eh!

I, myself, am now a 'Static Observer' having seemed hell-bent on taking the Instructors with me on my nose-dive and somersault exits - all on a static line! Somehow - as much as I love the sport - I fear my admiration will remain very much at ground level.

VALERIE A. HOLMES  
Club Committee Secretary  
SWANSEA PARACHUTE CLUB

P.S. **Dave Hirst** would like to extend his sincere thanks to his very understanding Bank Manager at Barclays and assures him that rumours of him leaving the country are totally unfounded!

## COLLEGIATE MEET 1983

It seems likely that very few people will have come to hear of the events of the Collegiate Championships in July. This on the whole is no bad thing and probably a direct result of the fact that those who took part are none too keen to admit it. None the less the tale must be told and as the BCPA Chairman is rumoured to have fled the country (seriously) with the evidence, what follows is wholly unofficial and in places probably wildly inaccurate! Still the latter aspect is not out of place in a report of this competition.

Monday 11th July was to see the start of the competition which was to attract hundreds of students from all over the country - that, anyway, was the theory! A quick head count revealed a turnout of about five. Competition, it seemed, would be limited. However by noon things were looking up and in the region of 30 jumpers had arrived including **Fred Ryland**. Proposals to present all of the silverware to Fred there and then were soon dismissed and the events got underway.



First airborne was the round canopy accuracy event and on completion of round one it was clear that competition was close, indeed there was a tie for first place! Yes...you guessed...everyone Zapped! Indeed no one even got close (even **Fred** and **Frank Smith**) and **Ronnie O'Brien** sd chief judge was left to sunbathe undisturbed in the pit.

Following close on this came the 2-way sequential event. Teamed up the 2Fs took an early and unassailable lead. Second came **Henry Robinson** and **Mike Crow** of Oxford whose dives were preceded by a strange martial art ritual aimed at tearing each others limbs from their sockets. Only later was this discovered to be a rather vigorous form of dirt dive! Special mention here must go also to **Kate Williams** and **Tom Spoon** for some novel and entertaining jumps, variously breaking at over 5,000 feet and scoring a point with one jumper face to earth and the other on his back!

Tuesday was, eventually, to see the continuation of the meet. However, as the competitors had largely left the airfield in search of breakfast (to the disbelief of the PPC staff) this did not occur as early as had been expected! Eventually some six jumpers were to hit the pit in the round accuracy (no Fred didn't, much to the amusement of the judges). Results were as follows: first **Sean** from Sheffield Poly, second (or third?) the talkative **Bob Cawte** of Leeds University and third (or second?) the remarkably fat **Nigel Smith** of Warwick University (I suppose part of you had to get near Bootie). Also completed was the static line style event won by the only girl in the event (from Manchester University) though I am sure the judging was wholly impartial!! Notably despite vast experience of dummy pulls (about 50) **Ken Waistell** was placed only 3rd, mainly due to the fourth competitor refusing to board the aircraft for the final round!

Wednesday saw the conclusion of the open accuracy event. Needless to say victory went to **Fred** despite the efforts of the judges; calling butt strikes

marking the wrong foot and in spite of well and truly buried disks! Thus ended the meet, the 4-way event being cancelled due to the absence of enough jumpers to form two teams. Also abandoned was an attempt on the collegiate 9-way record, eventually Henry was persuaded that the record attempt was unlikely to succeed due to the presence of only 6 RW jumpers!! (Although the same record had earlier been assailed by 8 jumpers at Weston!)

So the week ended in two and a half days and prizes were awarded by **John Meacock** who is to be commended for stifling his laughter when the high standard of jumping was mentioned in the closing speech! A final thanks is due to **John** and **Ronnie** for running the meet and to **Dave Morris** and **Paul Austin** for judging, also to **Tom Nock** for recording and to the ambiguous **Paul Harrison** for being himself. In fact thanks to all the PPC staff who must have got a few grey hairs in the course of the week. Let's hope next year is as much fun!

The results of the competition were as follows.

### Static line style (Max 60pts)

1. Sally Murry	60 pts
2. Ian Edgar	59 pts
3. Ken Waistell	52 pts

### Round Accuracy (3 rounds, 15m Zap)

1. Sean Graham	33.77m
2. Robert Cawte	37.26m
3. Nigel Smith	42.14m

### Open Accuracy (4 rounds, 5m Zap)

1. Fred Ryland	0.54m
2. Frank Smith	4.89m
3. Andy Sloan	7.84m

### 2-Way Sequential RW (4 rounds, 20" working time)

1. Fraction	41 pts
2. Mid-summer Tosis	26 pts
3. The Sloan Ranger and Tonto	16 pts

**Richard Buchan**, from Perth, awarded himself first prize for the competitor who had travelled furthest to come to the meet.

As a result of the competition, the Challenge Cups were awarded as follows:

Round Accuracy: Sheffield Polytechnic (**Sean Graham**), with 33.77m

Open Accuracy: Liverpool University (**Andy Sloan**), with 7.84m

Relative Work: Oxford University (**Mike Crow** and **Henry Robinson**), with 26 points.

Soon afterwards, however, the RW title was challenged for by southampton and by Liverpool, who won it with 25 points over 3 rounds.

These cups are now open to challenge by any BCPA affiliated clubs: to challenge, contact me at 34 Ashcombe Park, NW2.

Finally, many thanks to **John Meacock** and co. for a great week! Azure skies.

HENRY ROBINSON

# CLUB PAGES

## THRUXTON

Earlier this year, whilst passing a leisurely afternoon at Thrupton Parachute Club, I was asked by **Dennis Woods** if I would be interested in filling a slot on and RW/Accuracy team he was sending to the Rhine Army Championships this summer. Hardly believing my good fortune, I leapt at the opportunity and was introduced to the rest of the team, namely **Micky Doyle, Dan O'Keefe** and **Mike Martin**.

And so 'Skylab' was formed, a name which was to prove particularly apt from the RW and accuracy viewpoints, as the spacecraft of the same name went low, return to Earth earlier than expected and spread itself over a vast area!

A team consensus revealed that it was vital that a good time was to be had at all costs and with this in mind we set about an 'intensive' training programme, punctuated only by the odd demo or two. A couple of weeks later, I learned that a bit of questionable democracy had taken place and, in my absence, I have been elected team captain (a dubious honour).

It became obvious in a very short time, that we had not fully appreciated just how difficult 4-way sequential really can be and that a lot of effort was going to be needed if we were to get anywhere at all in the competition. However, the training continued in earnest and suffice to say some weekends were considerably more encouraging than others.

After what seemed to be only another couple of weeks, we were on our way to Germany and attempting to come to terms with driving on the wrong side of the road and 'funny money'.

We arrived in Bad Lippspringe a week before the meet and quickly settled in to more training dives only this time out of their turbine powered Islander

(G-RAPA). In addition to this impressive aircraft, a series of magnificent Sikorsky CH53 helicopters were made available throughout the competition by the German Army - a different one every day!

The competition got started with a RW round and we were initially very wary of the launch from the C453 tailgate especially as our Islander launches had proved so reliable. This feeling turned out to be largely unfounded as the big chopper proved to be a great launch platform and a good place for a final dirt dive during the 7-8 minute ride to altitude.

After the first round had been completed, the judges decided that the patchy cloud conditions made it a bit difficult for the video operators, so accuracy became the name of the game until the weather improved. It only took a couple of hours of watching the hard-core accuracy jumpers under their 252's and StratoClouds sinking down onto the electronic pad with enviable consistency, to make us aware of the fact that we were not going to pose much of a threat.

**Dan O'Keefe** put on his own show of consistency in this event (10 scores of 5 metres in the 10 rounds) and **Mike Martin** made quite an impression in the pit area (about 6 metres long and 1/2 deep)! Well, we didn't quite come last and what can you expect with a Merlin and an X210 on the team? Back to the RW and our first random round which went reasonably well and should have yielded 3 points. However, that evening when the days scores were put up we were shocked to find that we had been 'busted' by the judges and given a zero score. As we were so certain that some mistake had been made, we even asked to see the video recording so that we could put the judges right. So, at 7 o'clock the following morning and about 5 seconds into the playback of the dive, there for all to see, was a prematurely released grip on the very first formation! They even made us watch it again so that we could see exactly where the grip was dropped and who dropped it - a very humbling experience for all of us. This incident served to make us very conscious of the need to ensure that grips are positively taken and shown and it probably cost us a few more valuable points due to the extra time

needed to be doubly sure.

As the competition routine became established, it began to be less of a leisurely affair and more and more like damned hard work. (Up at 0615, first jumps at 0715, no breaks at mealtimes, and all teams on standby until 2100). It seemed as though every time a meal was about to be served it would coincide with a 10 minute call for team 13 - 'Skylab'!

One afternoon, a loud cheer followed an announcement that all the RW teams could stand down for the rest of the day to allow the stylists to do their thing. It provided a welcome and much needed break, and was more than enough to prompt **Mike Martin** into going for yet another quick lie down'.

The RW rounds wore on relentlessly after that short break and the strain of competing began to tell on many of the teams and tempers were being lost in a variety of different languages all around us.

I am pleased to say that when the going got tough we all managed to stay reasonably level-headed and in good humour throughout (although at times it was bloody difficult).

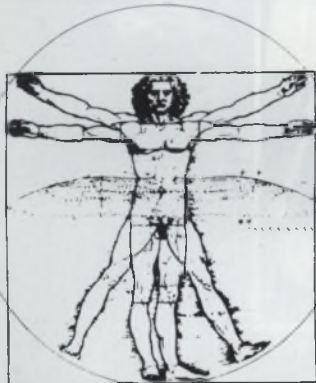
The final scores and positions were put up at the end of meet bar-b-que and we were pleasantly surprised to find that we had tied 20th out of the 40 teams. Not a bad result, considering that the principal aims of the team were (a) have a good time (b) not to come last!

Although the competition had ended, our heads were still reeling with set sequences, inters, randoms etc. and so it was really relaxing to unwind with a few no-pressure, fun jumps out of the CH53. So relaxing in fact that on one of them, a camera jump with **Simon Ward**, everyone took the whole thing so casually that it funnelled - twice!

Looking back on the competition, everything the average skydiver could wish for was there for one glorious week; great weather, fantastic aircraft, good and plentiful food/drink/company and it was certainly as good as any of the trips I have made to the States.

On behalf of 'Skylab', I would like to thank **Dennis** and **Sue Woods** (our sponsors), **Major Tom Oxley** and his staff (our hosts) and everyone else who helped make the meet so enjoyable and memorable.

JOHN LEWIS D2283



A DIVISION OF AERO ADVENTURES

## SCHOOL OF HUMAN FLIGHT

### THE ACCELERATED FREEFALL PROGRAM - A PROVEN CONCEPT.

There is an alternate route that leads a student jumper to proficiency: the USPA-approved ACCELERATED FREEFALL PROGRAM. Intensive, individualized instruction by professionals. State-of-the-art equipment.

Extensive exposure to freefall allows the student to explore and conquer the novel environment with an accelerated pace of learning. The presence of instructors - accompanying the student on every dive - makes for inherent safety of the program and further enhances the learning experience.

### THE SCHOOL OF HUMAN FLIGHT - ACCENT ON LEARNING.

The SCHOOL OF HUMAN FLIGHT implements the progressive ACCELERATED FREEFALL PROGRAM at the site of the ZEPHYRHILLS PARACHUTE CENTER with logistical input that far exceeds the standard.

Ram air canopies - of the types LR 288 and Dragonfly by Django Enterprises - are being used by students on all dives in conjunction with the AFF program. The Warp III harness/container system - specifically designed for AFF application by National Parachute Supply - eliminates the need for transitional training onto personal equipment. A Cessna 182 is at the exclusive disposal of the SCHOOL OF HUMAN FLIGHT AFF students. Training aides include simulators, suspended harnesses, radios, video, and SCUBA gear for underwater training.

National and World Champions make up the professional staff at the SCHOOL OF HUMAN FLIGHT.

For free brochure and enrollment contact:

## SCHOOL OF HUMAN FLIGHT

Division of Aero Adventures  
P.O. Box 1181  
Zephyrhills, Florida 33599/ USA  
(813) 788-4027

# GIRLS RECORD NOW 16

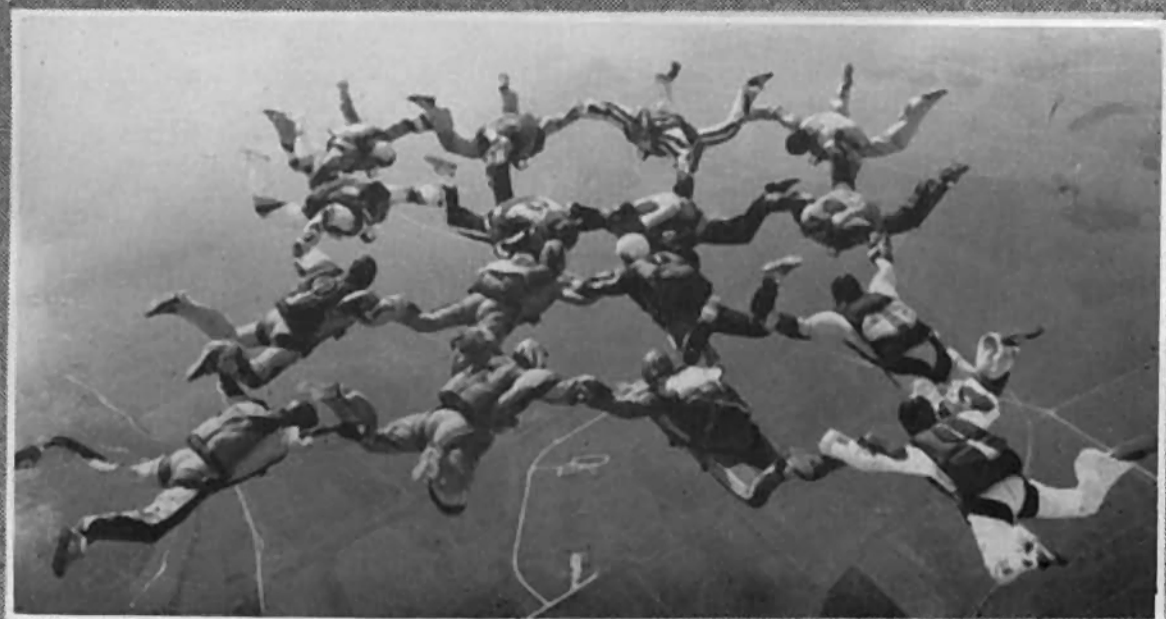
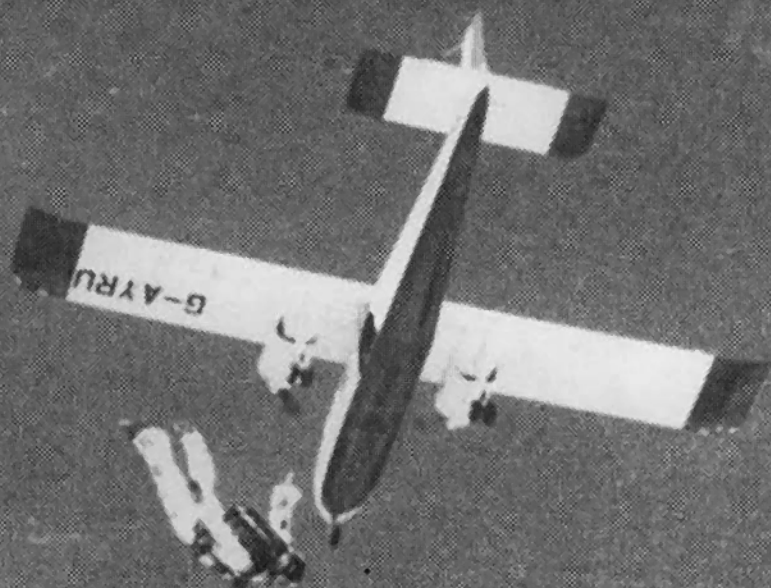


Take 16 girls, an Islander, a Porter and a break in bad weather and what have you got. A new British and European All Girls Record. Completed in fine style, all out, all in and all yahooping on our first attempt!

Well done girls and thanks for coming along. The sixteen taking part on the 17th September at Netheravon were:

Sarah Brearley · Cheryl Cochrane · Kath McCormac · Carol McKilwee · Jane Buchle · Chris Clements · Alison Jenkins · Joyce Dyas · Jo Vaughan · Margaret Jackson · Glenys Howarth · Heather Leach · Chris Hinchcliff · Lorna Gibbons · Amanda Scurry · Myself · Stills · Dave Waterman, Video · Kevin McKilwee.

JANE WATTS







# NATIONAL CRW EVENT 1983

The Oxford (mini) Dictionary defines Competition as.... "in friendly contest;...competing; those who compete".... well at Netheravon on 2nd September the BPA membership were given the opportunity again to compete in the British CRW National Championships. As it turned out it was the first time in Britain two or more teams had actually got together and battled it out for the honour of becoming British National CRW Champions. However only just!

Most of us on the Marine team felt that this year could be the showcase of CRW Competition, buzzes from all over indicated that teams from Germany and Scotland, military and civilian, serious and fun were determined not to have a repeat performance of our unopposed triumph at Swansea last year. It was to be no walk-over and towards the latter part of our training when 'Gan Canny' arrived at Dunkeswell for training, the tingle of anticipation amongst the guys accelerated as we knew we were to fight it out this year. Unfortunately the buzzes proved unfounded and at registration only **Simon Ward's** team Warp Factor added to our Trio practising at The Well, so with some disappointment only four rotation teams and two 8-way teams were put up on the competitor's scoreboard on the Friday night.

That weekend during the worst storms of the summer, gale force winds, rain, thunder, lightning and anything else the elements could throw at us, Netheravon's video had to be put to maximum use, it was only on Monday evening, when everyone was able to recite the whole scripts of 'The Life of Brian' and 'Arthur' that the winds died and the first plane load of Rotation teams got off the ground. Royal Marines to jump first and Warp Factor second. Second lift Gan Canny (Geordie slang for Go Easy) and Royal Marines B. Our load was filled with false smiles, nervous unlistened to comments and bad smells, but this competitive edge mixed in with adrenalin and fear, is what we wanted, and it certainly was sending the senses buzzing. I remember thinking **Mike Wills** had hit me hard on his last rotation, but no problem, we were out of time anyway, except his short pilot chute had whipped forward and wrapped round my A and B lines. We had a dreadful first dive without checking as we normally do on breakoff. I let Mike go to stall back, but taking me with him into a violent spin. Whow! an unexpected new rush of adrenalin and my first ever reserve ride in over 200 rotation dives. All happening as the other team walked towards the Porter for their first dive. Good start!

This year was the first time they had implemented the new reduced working time from 4 minutes to 3 minutes, which in effect reduced the emphasis on individual rotation times and swings it to who can get the quicker initial quadropole. Although I personally think it's a shame, the new schedule undoubtedly helped our team maintain a lead from the first round. After running out of time we'd watch from under canopy Warp Factor turning quicker individual rotations (except for **Lawry!**) but, of course, we had no idea how quick the initial four had got together. Not as quickly as ours obviously, because as the scores went up we clearly began to pull away. **Ian Rossenvingers** team Gan Canny from Baor, Germany had improved 137% from the time they started training at The Well and must have been chuffed to bits with some good competition scores and a fine bronze medal. Our second team Secret Weapon proved not to be! Two of the guys had never done rotations before until the first round and it was good to see them have a go, they also kept Gan Canny on their toes. Needless to say the weather over the weekend had been appalling and as a result the meet was called off after four rounds of rotations. We had cracked four rounds by late Monday evening less than two and a half hours. Unfortunately the meet couldn't be extended until Tuesday because of competitors commitments. To be fair to Warp Factor, who gave us some splendid competition, it would have been interesting to see if they could have caught up the 5 points had we had the full eight rounds. Perhaps next year guys!



Above: Marine 8 and 4 Way Team first placed.

Below: Runner-up 8 Way Gan Canny



## Scores 4-Way Rotations

Team Name	Round 1	Round 2	Round 3	Round 4	Total
Royal Marines	9/9	10/19	11/30	10/40	40
Warp Factor	8/8	9/17	8/25	10/35	35
Gan Canny	6/6	7/13	7/20	5/25	25
Secret Weapon	4/4	5/9	5/14	4/18	18

## Scores 8-Way Speed

Team Names	Round 1	Round 2	Round 3	Round 4	Total
Royal Marines	8:1.37	8:1.57	8:1.27	8:1.38	32pt 6:39
Gan Canny	8:2.37	7:3.00	7:3.00	6:3.00	28pt 11:37

Day 5, Tuesday, first round of the Speed Eights and introducing the only civilian member of the competition **Dave Correll**, who joined with **Bobby Scouler** and the Gan Canny guys to make up the second 8-way team. Naturally by sheer weight of numbers its harder to get eight guys fully committed to doing CRW, as a result we only had three training dives prior to the competition. The first round was Gan Canny's first jump together. Whatever the reasons I think it sad that two teams can dominate one event in a National Competition with only three practice dives behind them: our times were far from stunning but right from the first round Gan Canny had an uphill climb and when they failed to complete on the second round, all we had to do was to take it easy and complete. Congratulations by the way to **Nick** who got his CCR on the second round and a beautiful cutaway from the bottom on the fourth, which was expertly captured by **Yorly Nesbitt** on the Netheravon video. Gold went to the Marines and silver to Gan Canny with a big thanks and admiration to some dedicated smashing guys from Germany.

The Oxford Dictionary definition 'a friendly contest' was smack on the mark, and despite a desperately frustrating three and a half day wait as

the weather erupted, it was again a pleasure to be involved in a CRW competition. A big thanks to **Major O'Hara**, **John Horne** and their staff at Netheravon, **Pat** and the pilots who remained incredibly calm, putting up with some unhuman smells, to **Geordie Laing** who, I think had a relaxed protest free competition and to all those involved during the first weekend of September. Naturally once **Charlie Shea Simmonds** had presented the prizes and picture posing was completed the bar made an excellent stage for some colourful discussion on CRW, some not for printing. But if on occasions some of you feel that perhaps I'm baiting people to respond to what I feel is a shame more teams didn't enter. I hope you will do so, not by letter or insult but by getting your 4 or 8-way CRW team into some training for next year's Nationals. It would be an almost irreversible blow if this part of our unique sport were to fall flat on its backside now, and a real shame.

NIGE WATSON CLARK RM

Footnote: Seven out of the top eight placed teams at last year's World Cup in France were self sponsored Civilian Teams.



# SWANSEA BOOGIE

Those of you who didn't make it to the Twin Otter Boogie at Swansea have probably already heard about what you missed, but here are some facts, figures and photographs just in case there are still skydivers out there who haven't yet started kicking themselves. The main difference between this boogie and most others was duration — we had the Otter for ten days — and this paid off in many ways. The weather was there, so the jumpers could relax and take their time rather than scramble to get as many lifts as possible. Those who brought their VISA cards could even skydive now and pay later.

During the ten days the DZ population gradually turned over as jumpers came and went, but the relaxed atmosphere persisted, giving many of us the confidence to attempt things we thought we couldn't do — and often to succeed in the attempt. Novices like myself found not real shortage of experienced

jumpers willing to take the time and trouble to give us the benefit of their knowledge and ability — most notably the amazing **Virgil Holt**, probably the world's most modest skygod!

So many jumpers did so many things that a complete list would cover pages, but to give just a few examples from what I saw myself, there was a successful 24-way organised by **Simon Ward**: some large no-suit formations; respectable 12 and 14-way sequential; at least one '88' dive; and countless jumpers got their SCR's and SCS's.

Next year there probably won't be a Boogie as such, but the aircraft owners were so pleased with the way things went, and everyone (especially **Dave Howerski**) was so pleased with the performance of the pilots, that Dave is now trying to arrange for us to have the use of the Otter over some 20 weekends next summer. If that comes off I'll expect to see you there!

NICK MASCALL C5203

James Lowe



Dave Waterman

# CANADA CUP

Reports: Jim Keery  
Nick Harrison  
Pictures: Claesholm Photos  
A.L. McLellan

The Canada Cup or 'unofficial' World Meet was held at Claesholm, Alberta from 19th to 28th August 1983. Claesholm was a World War II airbase and is situated some 150 kilometres south of Calgary at an elevation of 3,500ft.

Saturday 20th saw the opening ceremonies get under way with all the usual razamatazz one associates with a World Meet. There were processions by the teams, freefall and tracking displays with smoke from 12,000ft. and a mass drop with two Hercules flying in formation. A breathtaking CRW display by a local team, ending with a downplane which broke at about 60ft. concluded the opening ceremonies.

## TEAMS AND TRAINING

14 individual 4 way teams, representing eleven different countries and eight 8 way teams attended the meet. Fred Keery, Geoff Sanders, Rob Colpus and Tony Uragallo with Jim Keery as alternate, who are all members of Symbiosis, made up the British Team.

Their training for this meet commenced almost immediately after the British Nationals with a ten day training camp at La Fertè Gaucher, France. The jumping was somewhat slow with the team only managing to do 30 jumps at this training camp, but great advances were made in this period by changing from their standard 'T' launch to launching virtually any and every formation straight from the door.

From here, it was on to Perris Valley, California for a further 17 days training. Approximately 40 jumps were managed during this period where the team became a lot more consistent and started averaging between 11 and 12 points per round.

A further 20 jumps were missed due to some unusually bad weather in which Perris Valley, suffered flash floods which swamped the camp site and bunk houses and put pay to the last four days of jumping.

In comparison, the Canadian team quit their jobs and spent six months training. This was made possible by the Canadian Government assisting them to the tune of \$125,000. in the form of a grant and sponsoring them to attend major competitions throughout Canada and the USA. During this time the team totalled 350 8-way jumps and 110 4-way jumps, which included 50 jumps in various competitions.

The Golden Knights, the US Army Parachute Team, were World Champions last time round and were one of the hot favourites, being virtually the same team as they were in 1981, with only one new addition.

Other well trained teams included Switzerland who had made 350 jumps together this year and 400 jumps together last year.

The Swedish team (Pink Panthers) who finished 5th in 1981 and came 2nd in 1982 were also a force to be reckoned with.

The Danish team showed a lot of promise, have been observed during the training camp which they shared with Symbiosis.

Australia took a promising looking 4-way team, using some long established and talented skydivers out of their Prometheus 8-way team who had trained at Claesholm for a month prior to the meet.

China were there again, since their enforced break in 1981, as an unknown quantity, but capable of a few surprises as we were shown in 1979 when they last attended a World Meet. Their 4-way team was the same as in 1981 and they are all civilian jumpers who are paid by the government to skydive. We were informed that there are only about 600 active jumpers in the whole of China. The teams are selected after holding National Championships, with the winners becoming the National Team.

Other teams that little was known about were Finland, The Netherlands and Zimbabwe, the latter finally got to compete in their 1st World Meet, after having travelled to Z-Hills in 1981, only to withdraw prior to the competition, due to the South Africa issue.

## KIT

There was little change to that seen in 1981. The main change being that most teams were jumping very tight fitting jump suits (the Canadian team had suits made of F111 with cotton ends to the arms and legs). From observing the video during the competition it would appear that some of the suits have gone almost too small and some competitors are starting to experience mobility problems. One other major and more important addition to team equipment is an in-air video camera man. Most of the top teams use their own video man for all their training jumps. Here thanks must go to Pete Reynolds on behalf of the British 4-way team for all the excellent video that was shot during the training camp.

Colour of jumpsuits was an important factor with most teams jumping dark coloured suits, so as to be judged more clearly on video. China, who turned up in white suits, resorted to dyeing their suits, just before the competition commenced. One final point on kit, the Chinese have given up jumping front and back systems as they did in 1979, and are now jumping Racers, Vectors and Wonderhogs.

## THE COMPETITION

With the opening ceremony over, lunch was served and then 8-way practice began. This was completed the following morning and then straight into 4-way practice, the organisers weren't wasting any time, all teams were on a 6.30 a.m. call for a 7 a.m. wheel off, which meant that most mornings the teams were waking at 5.30 a.m. To begin with this was quite a shock to some of the more delicate members of the team but this soon paled into insignificance when they



Chinese 4 Way



Golden Knights



Australian 8 Way

realized that temperatures at this time of the morning were just above freezing. This made being on the first load, somewhat a test of endurance rather than a test of skydiving skills.

A greater shock was in store however, when the practice jumps had ended and the scores for these jumps were posted. With the exception of only a couple of teams, most teams had been busted. Our own 4-way team were busted three times in the space of the same jump. This gave rise to great concern amongst the teams, who then had to review their skydiving techniques. It also gave an indication as to the tough standard of judging that was to prevail throughout the meet.



Round One started with Set 9. The Canadians had fielded three 4-way teams, Go, Spike & The Bulldogs and Formula. The Golden Knights had fielded two 4-way teams, Gold and Black.

Go and the Knights Gold scored 11 points in time, while Great Britain scored 10 and narrowly missed the eleventh. They were matched by China, who also scored 10. The majority of the other teams scored 6 or 7 with Zimbabwe bringing up the rear with 3 points in time.

Round Two saw Go take a 2 point lead on Gold, scoring 12 and 10 points respectively. Switzerland began to show their form with a clean 11 points and were also matched by Australia. Great Britain did a 9 in time but were busted down to 7 for not displaying an offset clearly enough. This disappointed the team and forced them to skydive possibly a little over cautiously over the next few rounds.

The next couple of rounds followed more or less the same pattern with Go and Gold maintaining double figure scores. Switzerland and Spike & The Bulldogs were battling it out for 3rd place, with only 3 points between them at this stage.

Round Five, which was set sequence 13, proved to be a disaster for the British team. Whilst scoring 8 formations in time, they were busted on the first interim formation of the sequence and were only credited with 4 points. Go and Gold scored 9 in time on this round keeping them well in front of the field.

Apart from the top three team, scores fluctuated wildly for all the other teams. This was mainly due to the teams having had a bad jump or being busted.

On Round Six the Australians clocked a 10 in time, and were busted down to 1 point, but they weren't alone! The Knights Black and the Netherlands were also busted down to 1 point. Ironically Zimbabwe had their best round of the meet, with 5 points in time.

An interesting fact which came to light after Round Seven was when the Knights Black Team noted that they had been busted on 6 out of 7 rounds consecutively. One bust was for not showing separation between one jumper's head and the other jumper's leg and were assumed to have had a head grip!

Rounds Eight and Nine followed the same pattern as the previous rounds. Round Ten saw Gold put 13 points on the board which necessitated Go scoring 10 points to enable them to win the gold medal. We were kept in suspense until the following morning when Go made the first load of the day and scored an easy 12 in time, making them gold medal winners and unofficial world champions. Scores were down on 1981 with Go averaging 10.8, Gold 10.5 and Switzerland 9.4. Britain were in 5th place with 8.9, just 5 points behind the bronze medal winners. Had the team not been busted they would have found themselves 1 point ahead of Switzerland and would have won the bronze medal.

#### JUDGING

Judges and the standard of judging was a topic that gave rise to considerable discussion between the competitors. The rules state that the formation must be clearly shown to the judges. This being particularly pertinent to this meet considering the fact that the judges were able to judge with the aid of slow motion replay for the first time at a world championship. However the main problem we are faced with is the fact that the equipment being used to record the jumps, despite being probably one of the finest video recording systems at present available, cannot show clearly enough what the skydiver is actually doing. This, combined with the aforementioned rule, resulted in the unusually high number of busts which were seen at this meet.

The image, as seen on the judges screen is two dimensional, whereas the skydive is taking place three dimensionally. Teams that work in close proximity

to each other were getting busted when their arms or legs were crossing over, in between the formations. When viewed on the judges monitors, this separation was not shown and they therefore were judged to have maintained grips during the transition.

Teams were not being given any benefit of the doubt. The feeling was that the judges were unable to comprehend the complexities of performing certain manoeuvres. This, combined with the fact that there is no rule to protest a judges score, frustrated most of the competitors. This led to protests being filed under such rules that state that the judging angle was incorrect. These protests were thrown out as there is no way of proving conclusively that the viewing angle is correct or incorrect. This is maybe an area which can be rectified before any future world championships.

Many teams were busted on many occasions for showing lack of separation. The Aussie team however, came up with a novel way of showing separation, by backlooping in between every single formation!

A couple of surprises that were sprung upon us shortly after arriving, was the fact that run-in speeds had been increased to 85 knots, + or - 5 knots, and this caused a bit of a problem for teams who had been training at the usual 70 knot run-in speed. We were also told that for the first time ever, teams were to have photographer alongside them in freefall for at least one jump during the actual competition. This was necessitated due to a deal that the organisers had secured with a TV and camera company, to have actual footage of the meet distributed on a world wide basis. This initially caused protests from virtually every team, but ultimately went off without any incidents.

After the meet had finished, an unofficial CIP Meeting, with representatives of all nations, was held, to discuss proposed changes in the competition format. All the countries were in favour of a change. During the meeting 'The Grid' as designed by Sarah Brearley and a similar system designed by Mike (Zeke) Zahar were discussed with favourable comments made about both systems.

Problems with the judging were given a good airing, most obvious was the fact that there was no easy solution to the problem. Air to air video was discussed as a judging method, but then again the practicalities of implementing or operating such a system would be very difficult.

I don't want to give the impression that this was a meet full of hassles because it wasn't. Far from it, the facilities, the service, the accommodation and the weather all combined made this one of the best run meets I have had the pleasure to attend. A great time was enjoyed by all, especially at the closing banquet!

Special thanks must go to the meet director Bill Knott, whose tireless efforts behind the scenes made the meet run without a hitch, and also to competition host, Mike Zahar, co-owner of the airfield.

On a final note, there was another first at this meet when the occasion arose that allowed the competitors to get even with the judges. Chief Judge Buzz Bennett or 'Bust' Bennett as he became known, together with some of his fellow judges, very sportingly perched themselves over the top of a huge water tank whilst sat on a stool and allowed the competitors to throw balls at a target, which when hit, tipped the unfortunate judge into the tank. This amused the competitors, delights onlookers and was a sporting way in which to end the Canada Cup.

JIM KEERY

Team Leader 1983 British RW Team

#### CANADIAN WORLD CUP 8-Way Relative Work - Team Standings Selection: STAT equals A

No.	Team	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
806	Canada	11	9	11	9	11	10	9	8	15	9	102
808	US Mirror Image	8	8	10	9	12	9	9	8	12	11	96
804	Australia	5	8	6	9	11	7	7	7	10	9	79
807	US Army Parachute Team	8	7	8	3	6	3	7	7	8	9	66
802	Denmark	3	4	6	4	6	4	5	4	6	5	47
803	China	4	5	3	3	7	0	6	5	9	4	46
805	Great Britain	2	4	8	0	7	1	5	4	4	3	38
801	Norway	5	3	4	3	6	0	4	3	1	2	31

#### CANADIAN WORLD CUP 4-Way Relative Work - Official Results STAT equals A

No.	Team	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
412	Canada - Go	11	12	11	10	9	11	10	13	9	12	108
409	US Army Para. Team Gold	11	10	10	11	9	11	9	13	8	13	105
408	Switzerland	9	11	10	9	8	10	9	10	7	11	94
410	Canada Spike & The Bull Dogs	7	10	9	10	8	8	9	12	7	11	91
403	Great Britain	10	7	8	9	4	11	8	12	9	11	89
413	Sweden	7	9	4	5	7	9	9	12	9	7	78
407	Australia	7	11	8	9	7	1	9	4	6	11	73
402	Denmark	6	9	9	4	7	8	6	8	8	6	71
404	China	10	6	10	5	4	6	5	11	4	10	71
401	Canada - Formula	6	8	6	9	4	6	1	10	8	10	68
406	US Army Para. Team Black	7	6	8	8	3	1	5	9	8	11	66
411	Finland	8	3	8	7	7	8	7	8	7	3	66
405	Netherlands	7	7	6	7	4	1	4	4	2	9	51
414	Zimbabwe	3	4	4	4	3	5	1	4	3	2	33

# 8 WAY by Nick Harrison

## 8-WAY TEAM

Mike Smith  
 Steve Taylor  
 Bryan Dyas  
 John Rix  
 Les Carroll  
 Nick Harrison  
 Kevin Hardwicke  
 Proff Hallam  
 Keith Skelly (Alternate)  
 Kevin McLwee  
 (Video Man)



The 8-way competition had teams from seven different nations taking part, the standard was very high, with the two teams from U.S.A. and the Australian and Canadian teams being listed as favourites.

The competition draw began with Set Sequence No.5, known as the 'rotating cats', unfortunately for Great Britain, this was to be the one round they did not want, Set Sequence 5 being their bogey dive, never scoring more than three points in training, and in this case, they scored only two points, rebuilding the formations twice right from the start.

The Canadians dominated this round by scoring 11 points in time, with Mirror Image and the Golden Knights both scoring 8 points. Australia did not do as well as they had expected, scoring only 5 points. What came to everyone's notice was the clarity of the video on show, not only to the judges, but to the spectators as well.

Rounds 2 and 3 were, yet again, to be dominated by the Canadians, although on Round 3 they looked as though they had built the opposed stairsteps without showing the separation from grips. All who saw it on video 'live' thought it was a bust, which would have lost the team quite a few points, but fortunately for them, it was not, and they scored 11 points in time. Mirror Image replied back with 10 points and the Golden Knights with 8 points. On this round, Great Britain decided to fly it very carefully and clean, and it paid off with them scoring 8 points.

At this stage in the competition, all the teams were flying very slowly and more deliberate in their grips, as the severity of the judges scoring had been experienced by quite a number of teams in Rounds 1 and 2, also there was the hindrance of the 'high grip' to contend with.

By Round 3 five teams had been bust for one or other of these reasons. Round 4 came on the second day of the meet, with Canada, Prometheus and Mirror Image all scoring 9 points. On a random dive, the Golden Knights were to be bust down to 3 points. Great Britain did score 5 points but, because of a disputed High Grip on the first formation, was bust to zero points. A protest was entered, but the judges declared that there was no way you can protest a score, even if they may have been mistaken (a point maybe for discussion at the next CIP Meet)!

Denmark scored 4 points, averaging 4 points a round, with China being bust down to 3 points and Norway scoring 3 points.

Rounds 5 and 6 saw some marvellous flying by the top 3 teams at this stage, one can only say that Canada and Mirror Image displayed the smoothness, correct grips and the necessary separation to all those who saw it.

The Knights were not having too good a time being bust again, along with Great Britain who lost 5 points and scored 1, but China and Norway did not score anything. At this stage people were very critical of the judges, Denmark were consistently scoring points, and putting the 'scores on the doors' as the saying goes.

Many of the teams were funnelling their exits and this was mainly due to the increase speed of 95 knots on the A/C run in. Most teams had been training at 75 knots for months, and no mention had been made of the change in the Information Sheet sent out by the Organizers, months previously.

A total of 5 rounds were completed on one day, enough to call it a meet and still five days remaining, this did not leave much time for the teams to do anything, apart from jump, pack and re-dirt dive, which is what they were there for anyway.

By now the Canadians were looking stronger every jump, averaging 10 points a round, but Mirror Image were chasing them, knowing they had to pull back 5 points over the remaining rounds. The competition had now virtually broken into two segments, with Canada, U.S.A., and Australia fighting for the medal places, while the remaining teams were all fighting for 5th place. There was a 2 day stop, allowing the 4-way to get under way, on one day, but on the second day the weather was atrocious, leaving everybody on a one hour standby from 6 a.m. to very late in the afternoon.

The competition started with the first lift off very early the following morning.

The temperature at altitude was extremely cold, with the teams wrapping themselves in blankets and sleeping bags.

The first teams out were Australia, Great Britain and Canada. The Aussies left the A/C to the rapturous sounds of 'Waltzing Matilda' to encourage them on. They did 15 points but only scored 9 points, due to yet another bust.

Great Britain disappointedly did only 5 points, and then to add further to the disappointment, only scoring 3 points in time. Canada needed only to perform as they had done throughout the competition, and as they left the Aircraft all eyes were on the video, watching them. They provided the onlookers with a clean 9 points in time, they were greeted by competitors with the score, upon landing.


Amidst cheerings and handshakes, Mirror Image walked past to board the A/C along with the Golden Knights, they were to redeem themselves with scoring 11 points in time, and so beating the Canadian's score by 2 points, but the Canadians, by now knew they had won by 6 clear points.

The Golden Knights were to have the last laugh for all concerned, by giving everyone a complete demonstration of showing separation, using the hand waving technique and leg shaking movement, as well as anything else they could shake, also demonstrating their track off techniques on break off, which filled the screen and had everyone running out of the video tent to see how low they were, which brought cheers and laughter from all those who saw it.

So there it was, Canada first, with a very young team who will, no doubt, get stronger every competition, prior to the 1985 World Championships. As a point of interest, they were the only team who did not get bust, demonstrating a very high standard of flying, and leaving nothing left, apart from the party and the prize giving ceremony amidst glorious sunshine.

## Symbiosis Suits

To fly, you only really need one piece of equipment



Custom built RW suits by Rob Colpus

£55 standard

51 Ropery St  
 London E3 4QH  
 (01-981) 4052

## TEAMS

## CANADIANS

The Canadians are belived to have done well over 400 jumps together at Claesholm DZ which have been done over a six monthly basis, with all their jumps being paid for by the Canadian Government. There were only three of the original members remaining since the 1981 World Championships, the majority of the new team being French-Canadian jumpers. They were using F111 jumpsuits and the famous 'Warped Tree' Rig (spoken with an outrageous French accent).

## U.S.A.

From America, there were two entrants 'Mirror Image' and the Army team, 'The Golden Knights'. In Mirror Image there was a 75% new line-up since 1981. Apparently one of their key members, Hod Sanders, could not make it, due to service commitments. They had lost the U.S.A. Nationals to Visions on the 11th round jump off by one point. The Golden Knights were there in strength, combining their two 4-ways together. They have been doing some serious training for both events at Raeford, using their own plane and ground to air video system.

## AUSTRALIA

'Prometheus' - Australia's entrant had been training in Australia as well as achieving over 100 jumps at Claesholm DZ. They were virtually self-funded and had four new team members. They were to become one of the most popular teams of the event, with their approach to the competition and their open friendliness to all competitors.

## GREAT BRITAIN

Great Britain's team, with the new name of 'UZ', meaning 'Uz and Them' -

had two training camps, one in France, for a brief period, which was not too successful, due to members' absence and illness problems within the team, also the absence of the all important video man. The main training camp took place in Perris Valley, where 37 jumps were made in just over two weeks. Problems arose when there was no alternate to replace Steve Taylor, who was injured for a short while. Eventually, Vic Logan and Tim Andrews helped out, as fortunately Tim was spending a holiday there. The final 8 made a total of no more than 50 jumps together, since being formed earlier this year.

## DENMARK

There was not much information forthcoming on Denmark, apart from the fact that they had trained for a short period in La Pallise, France, and were using this competition as experience for the 1985 World Championships.

## CHINA

The team from China was welcomed by everyone. Nobody was exactly sure how many there were, or which one was which! What we did find out was that they have all their jumps paid for by their Government, and they are not allowed to do any fun jumps. No indication was given as to how many training jumps the team had made, but they were all using SST Racers, new jumpsuits and a definite marked improvement in their kit since two years ago, when they were using front and back systems.

## NORWAY

Finally, to Norway who were a new team, and encountered a problem with their exit every time during the competition, this was largely due to the speed of the A/C on running in, as they had been training as a much slower speed, which was a problem that Great Britain, China, Denmark and Norway were all to encounter.

## PARA-FLITE - ULTRALIGHT

Steve Snyder, President of Para-Flite Inc., manufacturers of a long list of Ram Air canopies and other parachuting equipment, has made his debut into the ULTRALIGHT aircraft market, without totally departing from the world of parachutes.

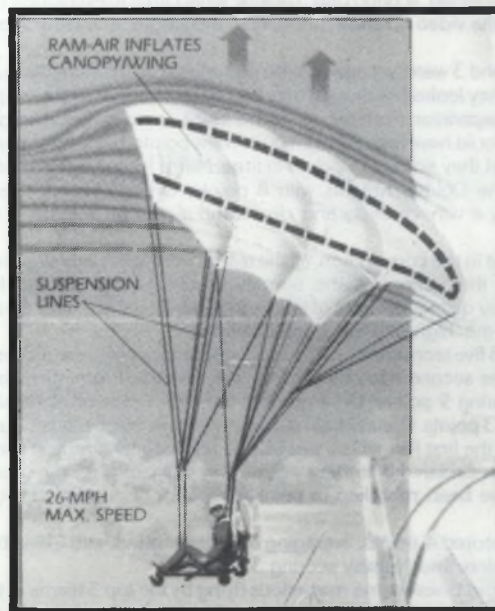
Snyder has produced the world's first flexible-wing ultralight, named the 'ParaPlane', the same name as his first long-lined ram-air canopy of the early seventies.

The ParaPlane is basically Para-Flite's Goliath ram-air canopy, under which is suspended an aluminium frame fitted with three wheels, two 210cc engines and a canvas seat.

The whole set up weights 190lbs with a full 5 gallon tank of petrol, and has a forward speed of 26 m.p.h. and a steady rate of climb.

Snyder claims that no previous flying experience is required to handle the ParaPlane. It only has three controls - a left pedal, a right pedal and a hand throttle. The foot pedals are connected to steering lines which steer the Goliath in the traditional fashion. The turns are sluggish and the canopy is virtually impossible to stall. To descend the pilot simply decreases the throttle past the halfway position, the less throttle the quicker the rate of descent. Even with both engines cut the ParaPlane will descend at about 7 m.p.h. vertical speed. To land the pilot just pushes on both foot pedals which of course produces a normal flared landing.

As Steve Snyder says, "The ParaPlane is the safest aircraft to fly, because even if both engines fail, you are already sitting under an open parachute.



### WANTED URGENTLY

**ADVANCED INSTRUCTORS,  
INSTRUCTORS OR PIs at  
LEEDS & BRADFORD FF  
CLUB WEEK-ENDS ONLY**  
Any offers of help please ring  
Bren Jones - Leeds 586319

### SITUATION VACANT

**New parachuting club requires  
BPA qualified chief instructor.**

**Apply with c.v. to Box No. 10,  
47 Cocksparrow Street, Warwick.**



# CLUB PAGES

## HONG KONG

For the first time in its existence the JSPC and HKPC entered a competition. The first step was the invitation from the Malaysian Sport Parachute Association to send a team representing Hong Kong. Because of the distance involved Cathay Pacific Airways were approached and came up trumps with half price airfares for 16 people. The Hong Kong Cultural and Recreational Department also provided 500 pounds to the team fund.

Teams comprised of 5 with the alternates in a 5 man stack on the accuracy. Hong Kong entered 3 teams, The Flying Dragons, The HKPC and the Biggles. Each team had one novice as alternate as there was no novice event. This enabled everyone to jump. The competition consisted of 7 rounds accuracy and 5 rounds RW, 4 way speed star.

It was decided to open the competition with a demo from each country. This consisted of CRW, Flag jumps and an 8 way launch from the Caribou by the Hong Kong teams. This worked perfectly much to everyone's surprise, and it was Hong Kong's 1st 8 way!!

The accuracy was the first event to take place and took 3 days to complete. Several teams proved to be very experienced and gave other teams the chance to see the new DC 5 canopy in action.

After the accuracy and before the RW it was decided to have a days fun jumping! The aircraft available were 2 x 206, a Caribou and a Donier 228, which carries 25 people to 14,000ft in about 9 minutes! A mean machine! Everyone had a



thoroughly good day ending in one practice jump for the 4 way speed star from the Caribou, the aircraft for all the RW jumps. The novices were allowed to jump on these rounds as well and often they got an extra pass for themselves. The RW was completed after two days.

Since all the events were completed, it was decided to build a 20 way with teams from Singapore, Malaysia, Indonesia and Hong Kong. It only built to 12 because some people went to the wrong slots, but everybody enjoyed it thoroughly.

For the closing ceremony every country did another display, and after that there would be the

prize giving. Indonesia came first in the RW, and Hong Kong came third. Not having had a pit in Hong Kong, the HK teams didn't do to well in the accuracy. However, **Karina Andrewes** still came 2nd in the Ladies accuracy.

As meets go, the organisation, sportsmanship and hospitality all rated 10 out of 10, and everybody is looking forward to any invitation to the next years 5th Malaysian Open Parachute Championships.

As for Hong Kong, our aircraft now has a brand new engine and the pit will be ready in the near future. Blue skies to you all.....

TIM & KARINA ANDREWES

August Bank Holiday Monday dawned grey and cloudy over Englefield, yet all the Skybird Parachute club skygods were eagerly waiting to be manifested, with grins from ear to ear. Why the enthusiasm? — The first Skybird Annual Round Canopy Meet!

After much discussion it had been decided to make it an accuracy/obstacle competition. However, with Club Members' experience ranging from six to 125 jumps (Cats 4 to 10, equipment GQ 22ft to Unit 236), we wanted to give everybody a reasonable chance to participate. The only fair way was to 'level down', so everyone was to jump our basic student static-line parachutes, the GQ 22ft (Jolly Green Giant).

To add a little spice many of the regulars turned up, and jumped, in fancy dress. One lift consisted of, among others, a bunny girl, a chef, a baby, and a bridegroom (forgot the baggy jumpsuits, - try jumping in tails!)

It was one of those days when the wind goes full circle between 2000ft and the ground, the spotting was the subject of much derision, and the forward speed of the GQ 22ft is only about 3 mps; so anyone who landed within 50m of the target did so more by luck than judgement. (or, to put it another way, your correspondent's nearest was 60m!)

Exits and PLFs were the cause of much hilarity (fortunately there were no first time students to watch); and after landing a brief obstacle course (against the clock) kept us laughing. Marks were awarded for accuracy and speed, over two rounds; and the chief judge, **Bernard Kelly**, stood for no nonsense from the many objectors!

The cloud had cleared gradually throughout the afternoon, giving us the opportunity on the last lift of the day to put together the first all-Skybird four-man (well, three and three-quarter man!) — **Jo Socol, Alec Fraser, Rob Hewison** and **Steve Allen**.

Winners of the competition were The Roman Candles (**Steve Allen, Mike Fowler** and **Gary Endersby**) — Mike being the only one to land within

10m of the target all afternoon. Prizes were presented to the winning teams, followed by a special presentation of one of **Prudence Hawkins'** beautifully painted skydiver statuettes to 'Skybird of the Year' **Law Crane**, in recognition of his many hours hard work around the DZ and the packing area.

The weather remained fine for an evening barbeque on the DZ, a pleasant way to end a most enjoyable day.

I know that all the Skybird regulars will join me in voicing a vote of thanks to **Ted** and **Jennie Lewington** for all their hard work, expertise, and enthusiasm; not just on this occasion, but throughout the two years that the Skybird Parachute School has been operating.

ROB HEWISON

### NATIONAL PARACHUTE INDUSTRIES AND PARA-FLITE SIGN RAM-AIR PATENT AGREEMENT

On August 16th 1983 **Ron Edwards**, President of National Parachute Industries, Inc. and **Elek Puskas**, President of Para-Flite, Inc. signed license agreements which will allow National to manufacture ram-air parachutes using exclusive Para-Flite patents.

National's top management, including President, **Ron Edwards**, Vice President, **Larry Krueger** and Z-Hills Branch Manager, **Jack Brake**, have a strong background in the design and manufacture of ram-air parachutes.

Although National has only recently begun work on ram-air development, Edwards did admit that they have a canopy R and D project known as MX-1. While no details are available, the MX-1 airfoil is said to be based on work done at the NASA Langley Research Centre.

National has manufacturing and sales facilities in Flemington, New Jersey and

Zephyrhills, Florida. National presently manufactures the Phantom 24 and 26 Reserves, Warp III Tandem, Jerry Bird Suit and a long list of military products.

#### RIGGERS LIST - PARAQUIP

1. Company PARAQUIP, 42 Tennyson Road, Headless Cross, Redditch, Worcs. B97 5BJ.
2. **Steve Talbot** BPA Advanced Rigger & Examiner.
3. BPA Number 2684
4. Full time, plus overseas manufacturing facilities.
5. International service plus military contracts, offering full design capabilities for specialist military equipment.
6. Normal working hours plus ansaphone.
7. Full sales and rigging services for all sport or military equipment.



**Custom  
pop tops  
T-Shirts artwork**

Sarah Brearley

10A BLACKHEATH PARK  
LONDON SE3 9RP  
Tel: 01-852 1282



## A VIEW FROM THE PIT by Bob King

### THE BEGINNING

Until the mid-60s it was considered so unlikely that a civilian parachutist could achieve sufficient skill to beat a military jumper at a National Parachute Championship competition that a special BPA cup was provided for 'the best civilian performance'. **John Meacock** completely buried this myth once and for all by becoming National Champion three times in succession. At one National meet his band of followers from Duck End Farm made minced meat of all opposition, collecting every trophy that the BPA could provide. Out of sympathy (tee hee) the Duck End Team, realising there was no trophy for any service competitor, hastily constructed from a tin can and a drift wooden base, a cup for the best service-man's performance. This was presented to **Mike Deaken** of RAFSPA in a special ceremony at the end of the Nationals. RAFSPA retaliated by demanding a re-match and a Duck End Farm venue was agreed upon. Word of this needle match soon spread and several other teams 'asked' to join in. Thus, this act of harmless mischief began the first ever Duck End Meet.

1983

Well at last! after twelve years of trying, the weather was kind! No wind, no rain, no clouds, just 15 solid hours of sunshine and continuous jumping.

Thirty-nine four man teams, all four rounds, 624 jumps (156 lifts) not including the wind dummy and re-jumps. Barring a jump-off for first place individual, the whole meet was over on the first day!

It all began early Saturday morning with the customary wind dummy load followed by the first team in the air at 06.05 hours (I think that's five past six am).

A little cloud at first troubled some of the early lifts but this soon burned away to yield glorious sunshine, absolutely no wind and to most, it seemed, totally impossible accuracy conditions.

The complete absence of any certain windline coupled with intense thermal activity provided one of the most unusually comic and entertaining Duck End - total inaccuracy spectaculars I have ever seen.

For those of you who have never visited 'the farm' (and with 39 teams competing you nearly all have), the grass airstrip at this time of year is bordered on both sides by crops. To one side of this strip is a dirt track running three quarters of its length with a large hedge separating the track from the bordering corn.

The other side is a 10 metre diameter pit, itself surrounded by a narrow and very well kept circle of grass which had been neatly edged with a row of straw bales, providing perfect grand stand seating around an arena in which the Duck End accuracy spectacular was intended to take place. Everywhere else as far as the eye could see was corn!

The problem was that with the thermally driven, non-existent wind line, nearly all the spectaculars (and there were many) occurred either on, or just outside, the ring of straw bales.

### Round One

**John Looker** (the meet director) tested the pad\* on the wind dummy load with a 0.03, then the competition commenced.

First team in the air was Shy Tots who were not really that shy as only one team member made for the corn. The rest were in and about the pit for a grand total of 12.20 metres. They sure kept the judges guessing though, as each team member surrounded the pit before choosing his particular approach to it.

Wild Turkeys were next (and not that wild) with again only one zap\*\* and a beautifully controlled 0.00 from **Margit Friesacher** producing a team total

of 11.09.

Clatter Bang became the first team to have all members score. Then Albatross and Cabbages in Space followed, each with one team member zapping.

One jumper during these early teams swept gracefully over the pit and the straw bales then completely vanished in the tall corn. Several seconds passed with no sign of the jumper then two feet appeared above the crops, waved and sank back beneath the ears. This performance received the first standing ovation of the meet.

A young lady made a lazy turn high over the pit, lining upon the stats tent. She raised her feet in time to miss the tent roof but landed very heavily in the wheat beyond. At first there was some concern that she may have injured herself but as soon as it became clear that he had not, one of the judges was heard to shout, "Score!" and another replying "Five-on the Richter Scale!"

The competition continued with both judges and spectators developing quick reflexes and learning quickly how to bob and weave (just like Mohammed Ali) in order to avoid the swooping canopies which came from all directions (many at the same height at



the same time).

The continual chaos was punctuated now and then by the appearance of canopies which either traileed yards and yards of 'string' or flew around with their sliders torn in half.

Immediately they appeared, as if by magic a quiet calm would descend over the arena and everyone's attention would suddenly become focussed on the disk!

The first group of funny canopies belonged to Pitts Specials, consisting of **Steve Trebble**, **Esther Reynolds**, **Paul Cook** and **Arthur Collingwood** who turned in the magnificent team total of just three centimetres. Esther and Steve both dead centred, Arthur scored 0.01 and Paul 0.02, a piece of jumping that any National Team would have been truly proud of.

The North West Parachute Centre team looked also good in second place with a twenty-nine cm total (**Stuart Morris** scoring 0.01. **Brian Shaw** 0.06, **Dave Waddington** 0.07 and **Peter Fox** 0.15).

Not far behind in third place was Duck End with a 31 centimetre total made up of **Paul Slaughter's** 0.02, **Gordon Lilly's** 0.03, **Cheryl Cochrane's** 0.12 and **Steve Peck's** 0.14.

Round one with only two aircraft took four hours to complete. Five dead centres were scored, **Steve** and **Esther** (Pitts Specials), **Dave Spencer** (Spanner in the Works), **Marget Friesacher** (Wild Turkeys) and **J. Keith** (Pink Finger). Including these dead centres, there were 35 landings on the pad in round one, 36 zaps and 85 landings in the pit.

#### Rounds Two and Three

During this early round **Sven Brosted** (the Chief Judge) was heard to say, "If it's like this now, what on earth will it be like when the sun gets up". What did happen when the sun got up is shown clearly by the score statistics. The number of zaps per round rose from 36 in round one to 59 in round two and 60 in round three; while pad landings fell from 35 in round one to 22 in round two, and 26 in round three.

At one stage we though we would have to provide starting blocks for the St. John's Ambulance men who spend rounds two and three sprinting from one end of the farm to the other.

Inexperienced jumpers setting up for a fast low approach would 'balloon' over the pit taking assorted landings in the boonies beyond. A few jumpers ended with impacts from which we found difficulty in believing anyone could survive. However, the appearance of the sprinting St. John's amn was enough in all cases to revive the jumper sufficiently to repack and jump again.\*\*

With the arrival of the third and fourth aircraft, thing moved more quickly and **Esther Reynolds** and **Dave Spencer** finished round two in equal first place with a 0.00 total each. Other dead centre scorers for this round were **Fred Ryland** (Refraction), **Peter Fox** (NWPC) and **Paul Cook** (Pitts Specials). **Paul Cook** was in third place with a 0.02 total, **Steve Treble** fourth with 0.03, **Fred Ryland** fifth with 0.04 and **Neville Howarth** and **Arthur Collingwood** both sixth with 0.05.

There was still absolutely no doubt who was first, with Pitts Specials totalling only ten centimetres for these first two rounds. Refraction was second with a 2.56 metre total, Spanner in the Works third and Duck End fourth with 4.66 and 4.73 respectively.

Individual fortunes changed somewhat in Round 3. **Dave Spencer** scored a 0.03 whilst **Steve Treble** dead centred putting them equal first with a three centimetre total. **Esther** slid to third with a 0.05, **Fred Ryland** fourth with 0.06 and both **Neville** and **Arthur** still insisting on remaining equal with 0.08. **Julian Spencer** (Dave's younger brother) looked good with a ten centimetre total.

Despite a small hiccup by **Paul Cook**, Pitts Specials still held a commanding lead over Refraction at the end of Round 3 with Spanner in the Works comfortably in third place. North West Paras were now in fourth with 9.41 metres, Phoenix fifth with 10.12 metres and Duck End sliding to sixth with 13.12 metres.

Notable incidents in these rounds included the complete destruction of the judges crockery by a young lady jumper, the passing of another between the windsock and the anemometer head (situated only a few metres apart), accidental canopy RW by two men from the same team, necessitating another sprint from the new very fit St. John's men, and

remedial work to the dirt road.

**Harry Morgan** had to execute a backward somersault from the straw bales to avoid the boots of a Super Swooper jumper and a very unlucky **Jane Buckle** (last year's best lady) received an unfortunate canopy 'brush' from one of her team mates landing for an 80cm second round jump.

A minor problem with the electronic scoring system was noted after the score board had been somersaulted off its stand and sent gambolling into the adjacent field (for the third time) by an out of control jumper. The fact that it continued to function at all was a tribute to its German manufacturers.

Very occasionally a mini whirlwind (whirling dervish) would run across the farm - at one stage lifting a limp windsock vertically upwards and then folding the free end over the top of its own head to hand down the other side of the pole!

A young lady on a low but straight approach was seized by an invisible hand, transported 30 or 40 metres to her left and dropped with a thump in the middle of the airstrip! The judge who was immediately despatched to offer her a rejump was politely informed that she couldn't afford it.

Air traffic control is always a headache with the single grass strip being so close to the pit. With up to four aircraft constantly taking off, landing, backtracking to refuel or pick up jumpers it was a nightmare! With multi-directional, unpredictable canopy approaches into and all round the pit and strip, it was at least a fifteen stomach ulcer job. We are all indebted to **Alan Layton** for his non-stop fifteen hour airtrafficothon and for keeping it all safe.

#### Round four

Round four took place in the cooling air of the late afternoon and evening with a resemblance of a light steady wind line. This resulted in the number of zaps falling to 42 and the pad landings rising to 29 (which included eight dead centres).

**Steve Treble** and **Dave Spencer** both dead centred totalling 0.03 necessitated a jump off to determine first place.

**Fred Ryland** dead centred to finish third and both **Neville Howarth** and **Arthur Collingwood** did likewise to move from equal sixth in round 2 to equal fifth in

round three and to finally finish equal fourth.

**Esther** had a 9cm hiccup to give her a grand total of fourteen centimetres finishing in sixth place the title of 'best lady'. **Dave's** brother **Julian** followed in seventh with 0.16, eighth was **Ian Marshal** with 0.27, ninth **Brian Shaw** with 0.29 and tenth **Dave Speed** with 0.49.

Pitts Specials fourth round total of ten centimetres made them the undoubted winners with a three metre lead over their closest rivals Refraction who finished second with a total of 4.90 metres. Spanner in the Works totalled 9.00 metres exactly for third with NWPC, Phoenix, Duck End, Tick Tock Joch & Doris, Pink Finger, Farm Boy Four and La Roche, 4th, 5th, 6th, 7th, 8th, 9th and 10th respectively.

Fourth round performances that I enjoyed particularly were those of **Eric Hamard** and **Sandra Williams** (La Roch Canaries) both jumping real parachutes (round ones) and scoring 0.14 and 0.53.

The last man was down at seven minutes past eight to a tremendous cheer and round of applause.

The individual jump-off between **Steve Treble** and **Dave Spencer** had to wait until the following morning since both jumpers had escaped to the local hostelry to was away 15 hours of pit dust.

The jump-off on Sunday morning in which Steve dead centred yet again and Dave slipped just a few centimetres brought the 12th Duck End Meet to a most exciting close.

There's nothing more to add, except what the final placings were and also to thank everybody who came along to make what must be described as one of the most spectacular meets ever held.

Thanks to all the helpers, too numerous to mention, thanks to the judges and officials and once again, our special thanks to **David Hipwell** for allowing us to continue with the tradition.

#### THE HONOURS

The roll of honours is as follows:

##### Team Accuracy

1. Pitts Specials 1.89 metres
2. Refraction 4.90 metres
3. Spanner in the Works 9.00 metres

##### Individual Accuracy

1. Steve Treble 0.03 Metres (after jump off)
2. Dave Spencer 0.03 metres
3. Fred Ryland 0.06 metres

##### Best Ladies

1. Esther Reynolds 0.14 metres
2. Margit Friesacher 0.96 metres
3. Jane Buckle 1.01 metres

##### Best Foreigner

- Margit Friesacher 0.96 metres

##### Best Competitor with Less than 500 Jumps

- Stewart Morris 0.64 metres

##### Best 'C' Licence Holder

- Keith Veitch 0.79 metres

##### Farmers Note:

If you are looking for a cheap and effective method of ploughing an area of land; first hold a parachute meet in an adjacent area on day with a light wind, secondly, completely forbid all competitors to land in the area you want ploughing!!

## Duck End '83 A View from the Bales

Anyone who likes going to competitions has an affection for the Duck End Meet. Original and best? Well that would be a personal opinion, but many of the parachuting fraternity would agree that in our competitive calendar it has become an institution. A wonderfully warm, well organised, fun competition, which has survived a change of format, location and more positively, moving forward 2 months to give a greater chance of completion.

From the early morning streamer run to the last sausage consumed later that night, Duck End '83 was an unqualified success. Bare facts are impressive enough. Thirty nine teams, four rounds, started at 05.30 ended at 20.00, 14.5 hours non stop jumping.

A chilly clear morning bade well for the rest of the day, teams early in the jump order trooped to the pit where the judges were pegging out the centre-piece of today's action. If steely eyed determination got discs, that pad was in for a pounding today. The unfolding of events was to show it was not enough; that 5cm goal would yield only to those with skill and expertise.

The streamer drifted a disappointingly short distance away and after watching the first teams grope around for a non-existent wind line, we realised that we had that rarity in this country. A nil wind day. Also it was getting hotter, clothes were being discarded as the sun burned the chill from the air.

Sitting on the straw bales which surround Duck Ends 5 metre pit is a bit like watching full contact Karate with the seats inside the ring. Spectating required a lot of concentration as canopies bore in from all directions. What we were witnessing was a round canopy meet with high winds turned on its head, nil winds with high performance canopies. Never in all my years of attending accuracy meets have I seen such rich entertainment. Landings covered the full range from highly comic to 'X' certificate; bodies disappeared into the mature wheat in a flail of arms and legs, stall and recovers in the last 20 feet, bum slides along the DZ panels, canopy collisions on finals and so on.

Amidst all the ongoing carnage were the people who could master it. Come hell, high water or nil winds they could hack it. The crucifix approach of **Steve Treble** made one question why the conditions were so good when he jumped? **Esther Reynolds** heeled 2 D.C.'s to head the field after the first two

rounds, leading a respectable showing by the ladies. **Fred Ryland** and **Neville Howarth's** shallow approaches from over the horizon showed how well they had mastered the conditions on their Pegasus' and **Ronnie O'Brien** was a credit and example to jumpers of his age.

The rest of us struggled on as best as we could, dividing into different factions. The stubble smoke watchers, the St. Johns Ambulance flag afficionado's and the wind sock believers whose totem hung limply, lifted moved 180 then dropped again with infuriating regularity. Even established names dropped some of those big centimetres with my only contribution being to display my unrivalled back riser technique (yes Scotty only I could drop short on a nil wind day).

Come the last round the team positions had been pretty much sorted out, the cooling conditions made things easier and scores began to improve. **Steve Treble** and **Dave Spence** tied on 0.03, hot footed it to the pub after their last jump. Meanwhile back at the farm full use was being made of a hose pipe to cool down at the end of the day. I have it from a reliable source that **Amanda** won an impromptu wet T-Shirt contest on grounds of quantity if not quality.

As the feast of jumping ended so the feast of feasting began. The droves of Duck End wives and girlfriends had blighted the local cash and carry to serve us with ample edible provisions. Local beer slid down parched throats and goodwill abounded.

The postscript to this competition will be of course 'the biggest' as for the best? In accuracy quality not quite, perhaps if more effort was made throughout the year we could have a larger percentage of teams in the running, instead of the half dozen or so out of thirty nine. As for organisation and a good time no such qualms. Duck End Farm thank you for a lovely day. See you next year.

STEVE EVERSFIELD

#### \*Resident Expert's Note 1

An electronic pressure pad is placed in the centre of target area and is usually 35 centimetres in diameter. Should a jumper land on this pad an electronic score board (placed well outside the target area) automatically records the distance in centimetres that the jumper's first point of contact with the pad is away from a central 5cm zone. Thus contact with the central 5cm zone will cause a reading of 0.00 (dead centre) and the edge of the pad 0.15 (15cms). It was somewhat unfortunate that the intended working of this device was not better explained at the competition briefing as it became clear during the running of the meet that numerous jumpers were attempting to land on the electronic score board rather than the pressure pad in the centre of the target.

#### \*\*Resident Expert's Note 2

ZAP used to stand for 'Zero All Points' in the days when 250 points were awarded for a dead centre, and a jumper lost ten points for each metre he was away from the centre. It has now become a general term in accuracy competitions meaning, 'a landing further from the target than the maximum distance that will be measured by the judges' - in this case 5 metres.

#### \*Resident Expert's Note 3

Style jumpers deliberately adopt free fall positions which allow them to fall very much faster than the average jumper.

In order to reduce the opening shock of their canopies many adopt a much longer than standard reefing line. After stowing the pilot chute this line

tends to hang in a large curve behind the canopy. Since most 'styles' also train for accuracy jumping, the appearance in the sky of one of these extended reefs was usually taken by the judges as a sign that the jumper beneath had 'form'.

A split slider is another sign of a serious accuracy jumper (isn't it Esther?)

#### \*Resident Expert's Note 4

Ballooning is the resulting effect of approaching an accuracy target too quickly with a ram air canopy in light winds.

A sudden application of brakes when entering the target area decreases dramatically the canopy's rate of descent for a few seconds with no appreciable reduction in forward motion. This effect, coupled with any rising thermal air from a hot pea gravel pit

# DUCK END '83



- 1 Dave Spencer on the pad.
- 2 Steve Treble about to heel the disc.
- 3 Dougie Young gets close.
- 4 Steve Treble and Dave Spencer pictured after the jump off.
- 5 Winning team Pitts Special - Steve Treble, Arthur Collingwood, Esther Reynolds and Paul Cook with Meet director Dave Waugh.



will cause the would-be accuracy jumper to float buoyantly across the intended target area and thunder through the crops on the wrong side of the straw bales.

#### \*\*Resident Expert's Note 5

In international accuracy competitions it is a well known phenomena that pain caused by hard landings increases by the square of the distance away from the target. The pain caused by a ferociously hard landing which scores a 0.00 can easily be borne with a smile and a wave; whereas the same landing fifty centimetres away will cause considerable writhing before being helped from the pit; and an out landing will almost certainly be a stretcher case.



Schloss Eggenberg, with the Governor of Styria, the other at the Puntigamer Brewery (the proverbial piss-up). The British teams also received several presents from other teams, which were duly 'lotteried' out to team members.

After the competition, Dave and I accepted an

invitation from **Franz Lorber**, who kindly made available his flat in Vienna for two days, and were well looked after by **Sepp Schlarger**, the Secretary General of the Austrian Aero Club, with a tour of Vienna and a memorable evening at a winery!

JENNY LEE

Once again, the BPA were invited to send a team to compete in the South-East Parachute Cup in Graz, Austria. From the overall placings in this year's Classics, the top eight available were sent to compete, with five men and three women. In all, 39 teams entered; 115 men and 41 women, with three British teams, and teams from as far away as China and the United Arab Emirates. As usual, the strong teams were France, CSSR, East and West Germany. Support planes included two Pilatus Porters and a Turbo Cessna 207. The competition, was as usual, efficiently run by **Fritz Wegerer** and **Dr. Franz Lorber**. The Chief Judge was **Gert Weckbecker**, with support by a number of international judges.

On the ferry from Dover to Calais, **Captain Oliver Elsom**, Master of the Townsend Thoresen 'Spirit of Free Enterprise' spied the BPA van and invited us up to the bridge, where a great time was had hooting the hooters!

The accuracy was run as a team event, with individual scores to count. It included a new concept proposed by **Franz Lorber** and agreed by team leaders, whereby after the first round, which was drawn, the order was rearranged so that teams jumped in their order of placings, the top teams being last to jump in each round. This ensured that teams in contention jumped in similar conditions, and also provided more entertainment for spectators. It proved to be very successful. There were eight rounds of accuracy; almost all rounds taking place in nil or very light winds, but with the usual Graz pit monsters to make things more challenging!

The style event was judged using video, with a slow motion facility available to the judges. It was over three rounds, and in drawing them the left set was discarded, and the jumps performed were left cross, right cross, and right set.

On the whole, some valuable experience was gained by those competing, in accordance with the BPA's policy of sending teams to off-year competitions. **Julian Spencer** performed very well in style, at his first major competition, and bravely completed the last three rounds of accuracy with an injured ankle (having been 'persuaded' to carry on by the team leader). **Stewart Morris**, a member of **Pat Slattery's** team 'Albatros' had everyone worried after the third round, when he had a total of 0.01! (Unfortunately, he then dropped 71cm, but came back with yet another disc. In the style judging, there seemed to be more deviations than usual being scored, which accounts for some of the large differences between base times and total times with penalties. These deviations have not generally been so noticeable at national level; this could give food for thought to our judges. **Siegfried Albrecht** (West Germany), who won the style, led the accuracy with a total of 2cms until the last round, when he dropped 6 cms. Hard luck Ziggy! Second and third places were decided after a two round jump off, first with the right foot, and then the left, providing a very exciting moment.

The British delegation decided to live in tents, due to our limited budget; nevertheless, a great time was had visiting the nearby topless bathing lakes. Graz is also a large civil and military airport, and just in case anyone slept in, our alarm clock at 7 a.m. was the first Lufthansa 737 departure of the day.

Two official receptions were held, one at the



THE B.P.A. TEAMS



**MEN'S OVERALL** 1 **SIEGFRIED ALBRECHT** (W.Germany)  
2 **CHEN HONG** (China)  
3 **JOSEF PAVLATA** (CSSR)



**LADIES' OVERALL** 1 **BOHUMILA HALAKOVA** (CSSR)  
2 **LI RONGRONG** (China)  
3 **JOHANNA HENZE** (W.Germany)

### MENS ACCURACY

Pos.	Name	Country	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	Gunter Schabus	Austria	0.00	0.00	0.00	0.01	0.02	0.01	0.00	0.00	0.04
2	Francis Bessette	France	0.01	0.00	0.01	0.03	0.00	0.00	0.00	0.02	0.07
3	Darko Svetina	Yugoslavia	0.01	0.00	0.00	0.02	0.01	0.00	0.01	0.02	0.07
27	Steve Treble	Great Britain	0.01	0.04	0.02	0.02	0.01	0.02	0.07	0.03	0.22
60	Dave Tylcoat	Great Britain	0.00	0.03	0.03	0.01	0.42	0.00	0.00	0.01	0.50
68	Brian Shaw	Great Britain	0.06	0.00	0.04	0.22	0.23	0.00	0.05	0.02	0.62
90	Jeff Chandler	Great Britain	0.00	0.19	1.04	0.27	0.14	0.00	0.02	0.68	2.34
91	Julian Spencer	Great Britain	0.01	0.04	0.14	0.01	0.03	2.07	0.05	0.07	2.38

### MENS OVERALL

1	Siegfried Albrecht	W. Germany
2	Chen Hong	China
3	Josef Pavlata	CSSR
33	Steve Treble	Great Britain
42	Dave Tylcoat	Great Britain
58	Julian Spencer	Great Britain
70	Brian Shaw	Great Britain
72	Jeff Chandler	Great Britain

### MENS STYLE

Pos.	Name	Country	R1	(LX)	R2	(RX)	R3	(R)	Total
1	Siegfried Albrecht	W. Germany	6.43 +	0.4	6.10 +	0.2	6.83 +	0.6	20.56
2	Reinhard Seyda	E. Germany	6.60 +	0.8	6.43 +	0.2	6.70 +	0.4	21.13
3	Donatien Jordan	France	7.26 +	0.8	7.30 +	0.2	7.60 +	0.2	23.36
18	Julian Spencer	Great Britain	9.00 +	0.0	8.50 +	0.0	7.96 +	0.8	26.26
27	Dave Tylcoat	Great Britain	7.13 +	3.2	6.96 +	0.8	7.03 +	2.4	27.52
46	Steve Treble	Great Britain	8.73 +	1.2	9.90 +	1.2	9.76 +	0.6	31.39
56	Jeff Chandler	Great Britain	9.60 +	0.8	9.96 +	0.8	10.40 +	1.6	33.16
72	Brian Shaw	Great Britain	12.93 +	0.4	11.80 +	0.2	11.50 +	0.0	36.83

### LADIES ACCURACY

Pos.	Name	Country	R1	R2	R3	R4	R5	R6	R7	R8	Total
1	Li Rongrong	China	0.00	0.00	0.00	0.02	0.03	0.00	0.01	0.02	0.08
2	Anna Madinelli	Italy	0.03	0.01	0.00	0.06	0.01	0.02	0.03	0.02	0.18
3	Bohuma Halakova	CSSR	0.07	0.00	0.03	0.01	0.01	0.07	0.00	0.03	0.22
12	Esther Reynolds	Great Britain	0.03	0.04	0.06	0.18	0.07	0.03	0.00	0.26	0.67
25	Cheryl Cochrane	Great Britain	1.27	0.20	0.02	0.00	0.15	0.22	0.14	0.41	2.41
33	Jane Buckle	Great Britain	2.67	0.13	0.05	0.04	0.39	0.23	0.00	0.07	3.58

### LADIES OVERALL

1	Bohuma Halakova	CSSR
2	Li Rongrong	China
3	Johanna Henze	W. Germany
9	Esther Reynolds	Great Britain
27	Cheryl Cochrane	Great Britain
28	Jane Buckle	Great Britain

### LADIES STYLE

Pos.	Name	Country	R1	(LX)	R2	(RX)	R3	(R)	Total
1	Catherine Souuez	France	7.10 +	0.6	7.26 +	0.8	7.23 +	0.8	23.79
2	Bohuma Halakova	CSSR	7.43 +	0.8	7.80 +	0.2	7.76 +	0.6	24.59
3	Nicole Dion	France	8.56 +	0.0	8.23 +	0.2	8.26 +	0.0	25.25
15	Esther Reynolds	Great Britain	8.80 +	1.4	8.90 +	0.2	9.70 +	0.6	29.60
20	Jane Buckle	Great Britain	10.10 +	0.6	10.90 +	0.0	11.10 +	0.0	32.76
26	Cheryl Cochrane	Great Britain	11.86 +	0.6	11.80 +	0.6	11.03 +	0.8	36.69

## RECORDS RECORDS RECORDS

A new Women's World Record was established at the **Freak Brother Convention** Freeport, U.S.A. The 32 Way (all girls) was organised at the last minute and in order to qualify for the "three second hold" requirement for world records was taken **below 3,500 ft.**

Attempts at the largest formation record (72 Way set at Deland) failed. One was an attempted 84 Way and the other a 78 Way.

At the U.S. Nationals the world's largest dirt dive was attempted, a gigantic **500 Way**. Each participant donated \$1 to the U.S.A. National Team Fund. We are told it funnelled at 400. Officials are still trying to untangle the mess.

**Craig Fronk** (who was such a great help as coach to the 1977 British RW Team) is to help organise a world record 80 Way at **Perris Valley** on October 22nd-23rd.

The **Canadian 8 Way** and **Golden Knights 4 Way** teams are claiming a world record for sequential, even though their performances do not match existing records. The Canadians claim a 15 point 8 Way dive and the Knights a 13 point, 4 Way dive. The current record is 16 and 21 respectively. They say their records are authentic as they were performed in keeping with the current rules governing such records, "that the record be performed at at least a nation-level competition and be recorded by video". The previous records took place before this change of rule was adopted.

## JANUARY BAGS



THE  
BEST  
YOU  
CAN  
GET

Phone  
Headcorn  
820862

# USPA Initiates New Freefall Achievement Awards

## Brits are eligible

by William H. Ottley

**S**tarting this month the United States Parachute Association initiates an entirely new awards program designed to recognize personal achievement in sequential relative work. Approved by the USPA Board of Directors in January, 1983, these new awards are unique and intended as a challenge—to encourage novice and intermediate skydivers in particular to improve their techniques and skills through recognition of individual progress.

The new program is based on four levels of recognition:

- **The Falcon Award (4-way)**—earned on successful completion of any 4-way or larger sequential random skydive, scoring at least four points. Total separation is required between each formation and the dive must be completed as planned. All USPA Basic Safety Regulations must be observed.
- **The Double Falcon Award (4-way)**—earned on successful completion of any 4-way or larger sequential random skydive, scoring a minimum of eight points. As in national or international competition, five formations should be selected and the first three repeated. All other rules are the same as for the Falcon Award.
- **The Eagle Award (8-way)**—earned on successful completion of any 8-way or larger sequential random skydive, scoring at least two points. As with the companion Falcon Award, complete separation is required between each formation and the dive must be completed as planned.
- **The Double Eagle Award (8-way)**—earned on successful completion of any 8-way or larger sequential random skydive, scoring a minimum of four points. All other rules are the same as for the Eagle Award.

The Falcon and Double Falcon Awards or Eagle and Double Eagle Awards may both be earned on the same jump. (In fact, an 8-way or larger formation which includes at least eight points on a single dive would qualify for all four awards simultaneously—

and it seems likely that nationally ranked competitive teams will be attempting this special feat.)

As one or more awards are earned, each successful applicant will receive his or her personal, sequentially numbered wallet-size verification card and two large, full color decals (as shown here), suitable for display on car, airplane, or almost anywhere. Those qualifying for two or more awards on the same jump will receive double the number of verification cards and decals.

As has been traditional in our sport, all Falcon and Double Falcon or Eagle and Double Eagle certifications will be sequentially numbered. For each of the four levels of achievement the certification fee, which includes verification card and decals, is \$12.

In addition, Falcon and Eagle badges will be available, designed in *cloisonne*\* enamel work, a jeweler's technique which

\* Pronounced "claw-son-nay"

produces brilliant and distinctive emblems different from other skydiving awards. Twin clutch pins will fasten these badges securely to jumpsuits, jackets or hats, just as present-day Gold Wings and Freefall Badges are displayed. These *cloisonne* silver-background badges are available at \$6.00 each, and additional decals and verification cards for each award are also available at a small extra charge.

USPA membership (but no USPA A, B, C, or D license) is required of all American applicants (who may, however, join USPA at the time their applications are submitted); foreign jumpers must be members of their own national aero clubs to qualify.

Falcon, Double Falcon, Eagle and Double Eagle Award applications should be submitted on official forms, which are included in this issue of PARACHUTIST (page 43). These have already been widely distributed to USPA Affiliated Clubs and Centers. As always, a photocopy of the form contained in this magazine is entirely satisfactory.

These new awards now join the "family" of nationally and internationally recognized honors, licenses, and certificates issued by the United States Parachute Association to the American—and the world skydiving-community.



The United States Parachute Association invites all USPA members (and foreign jumpers) to practice the necessary maneuvers to qualify at either the Falcon or Eagle level and welcomes the participation of every skydiver in this program, whatever your skill level. We extend a special invitation to ranked teams, while at the same time we particularly urge our novice and intermediate members to "get going"







Vice President George Bush

## Vice President George Bush Selects Start Number for New USPA Program

Skydiving tradition suggests that the start of any new program involving issuance of numbers brings with it cries of "foul play". To ensure absolute impartiality, your Association invited Vice President George Bush to select the "start number" for the new freefall achievement awards program, in a ceremony in his suite in the Executive Office Building in Washington, DC. This selection procedure initiated by the Vice President on behalf of the United States Parachute Association will work like this:

- As each Falcon or Eagle award application form is received at USPA Headquarters and approved, Falcon or Eagle verification cards will be issued, without number and marked "Temporary".

- At the end of two months, not later than Dec. 1, 1983, all applications which have been received by USPA Headquarters will be arranged sequentially and the start number selected by the Vice

President will be used as the basis for issuance of all serial numbers to the original participants in the Eagle, Falcon, Double Eagle and Double Falcon programs.

- Shortly after the Dec. 1, 1983 cut-off date, USPA Headquarters will issue new cards at no extra charge; and each such new card will carry the appropriate serial number, showing the sequence in which the awards were presented and based on the starting point selected by Mr. Bush.

- Applications received by USPA Headquarters prior to this Dec. 1, 1983 deadline will be processed in this special way; thereafter applications will be processed and numbered as received.

Those wishing to participate in this "low number pool"—and all members are urged to do so—must make their qualifying dives and submit their application forms within the next eight weeks, not later than Dec. 1, 1983.

## Awards Requirements—The Basic Rules

1. Applicants qualify by successful completion of any 4-way (or larger) sequential random skydive, scoring a minimum of 4 points; or any 8-way (or larger) sequential random skydive, scoring a minimum of 2 points. All USPA Basic Safety Regulations must be complied with.

2. The formations used need not be taken from USPA Part 50 ("Competition Rules & Regulations"), although this is recommended for clarity and ease of scoring. Formations need only be recognizable configurations; complete separation between each formation is required.

3. All formations to be used must be planned in advance. All participants in any attempted formation must be "in" for the skydive to be considered completed (that is, five jumpers can't attempt a formation, four "get in", and have the formation considered complete). First formations may be launched from the aircraft.

4. Each award applicant must be a current member of the United States Parachute Association (if a citizen of the United States) or, if a non-citizen, must be a member of his or her own

FAI-affiliated national aero club. Non-members may join USPA to qualify for these awards.

5. Applications for these Falcon and Eagle Awards should be submitted on the approved Freefall Achievement certification form or a photocopy thereof. These may be obtained at no charge by writing or telephoning USPA Headquarters, 1440 Duke Street, Alexandria, Virginia 22314 (phone: 703/836-3495).

6. Payment for certification fees, decals, and *cloisonne* badges (if desired) must accompany the application, in accordance with this schedule of costs:

- Certification fee for each award (includes wallet-size thermographic verification card and two color decals) . . . . . \$12.00
- Three-color *cloisonne* silver metal badges for jacket, jumpsuit or hat (your award), with double clutch pins for secure fastening . . . . . \$6.00
- Additional decals (your award) . . . . . \$2.00
- Additional wallet-sized verification cards (your award) . . . . . \$1.50
- For airmail overseas postage, add \$2.00 for each award.

7. Upon successful completion, applicants should prepare the certification form printed on page 43 of this issue or available through your USPA-Affiliated Club or Center and submit it to USPA Headquarters together with the necessary certification fee (plus additional payment if badges or extra decals are desired).

After verification and approval of each award application, those qualifying will be issued the appropriate wallet-size verification cards and two full color decals for your car, your airplane, or anywhere. Initially all verifications will be surprinted TEMPORARY, subject to the issuance of appropriate serial numbers. These serial numbers will be assigned, based on a selection procedure initiated by Vice President George Bush on behalf of the United States Parachute Association. We very much appreciate his cooperation in this project.

The Vice President's selection of a start number will be used as the basis for issuance of all serial numbers to early participants in this new program.



**EMPIRE INK**  
IS A COMPLETE SILK SCREEN &  
HEAT TRANSFER SERVICE FOR  
T-SHIRTS AND SWEAT SHIRTS

**EMPIRE INK**  
PRINTS FRONT AND BACK

**EMPIRE INK**  
PRINTS ON AMERICAN, EUROPEAN  
OR PROMOTIONAL T-SHIRTS AND  
SWEAT SHIRTS

**EMPIRE INK**  
WILL PRINT ANY QUANTITY IN ALL  
SIZES INCLUDING CHILDRENS

IF YOU WOULD LIKE TO SEE OUR RANGE  
OR HAVE A PARTICULAR IDEA YOU WOULD  
LIKE TO DISCUSS WITH US, PLEASE CALL

**EMPIRE INK**  
7 SIDNEY ROAD, WOODFORD HALSE  
NR. DAVENTRY, NORTHANTS. NN11 6RP  
☎ BYFIELD (0327) 61902



FALCON EAGLE  
DOUBLE FALCON DOUBLE EAGLE

International Awards Program  
of the United States Parachute Association

On this date   198

I successfully participated in the formations shown on this Freefall Achievement application, scoring  points, in accordance with the rules thereof; and thus qualified for the issuance of:

- The FALCON AWARD and/or  
A 4-way or larger sequential skydive, scoring at least 4 points
- The DOUBLE FALCON AWARD and/or  
A 4-way or larger sequential skydive, scoring at least 8 points
- The EAGLE AWARD and/or  
An 8-way or larger sequential skydive, scoring at least 2 points
- The DOUBLE EAGLE AWARD  
An 8-way or larger sequential skydive, scoring at least 4 points

Signed: \_\_\_\_\_ Today's Date: \_\_\_\_\_ 198

YOUR PRINTED NAME as you want it to appear on official records and certificates (28 letters and spaces maximum)

LOCATION OF JUMP (city, state, country—if not USA)

(14 letters and spaces maximum)

- I am a current USPA member; or
- I am a foreign FAI aero club member; or
- My application for USPA membership is enclosed, together with payment therefor.

OTHER PARTICIPANTS

\_\_\_\_\_  
signature

\_\_\_\_\_  
signature

\_\_\_\_\_  
signature

\_\_\_\_\_  
signature

Use other side for additional signatures, if desired

**TO SCORE POINTS**

Use "stick figures" to sketch each formation planned for jump, or describe in words from USPA Part 50, such as "Star", "Chinese T", etc.

**• RULES**

Applicants qualify by successfully completing formations sketched here. All USPA BSRs must be complied with. Formations need not be those from USPA Part 50 although this is recommended. Formations need only be recognizable configurations. Complete separation between each formation is required. All formations must be planned in advance. All participants must be "in" for skydives to be considered completed. First formations may be launched from aircraft.

Applicants must be current USPA members or members of a foreign aero club; non-members may join USPA to qualify for awards. Payment for certification fees, decals, and badges (if desired) must accompany this application.

**• MAILING ADDRESS**

for Award, Decals, Badge(s) if ordered

\_\_\_\_\_  
Street or Box No.

\_\_\_\_\_  
City

\_\_\_\_\_  
State Zip Code

• FEES	Qty.	Amount
Certification (includes 1 card & 2 decals) @ \$12.00 ea. award		\$
3-color metal jacket badges (your award) @ \$6.00 ea.		\$
Add'l decals (your award) @ \$2.00 ea.		\$
Add'l cards (your award) @ \$1.50 ea.		\$
Add \$2.00 foreign air mail postage (if needed)		\$
<b>TOTAL ENCLOSED</b>		\$

**• METHOD OF PAYMENT**

- My check or MO is enclosed
- Charge to:

VISA     MASTERCARD

← CREDIT CARD NUMBER →

\_\_\_\_\_  
MASTERCARD INTERBANK NO (ABOVE YOUR NAME)    EXPIRATION DATE    MO    YR

**MAIL to USPA, 1440 Duke Street,  
Alexandria, Virginia 22314, USA**

**FORMATIONS**

1

\_\_\_\_\_  
COMPLETE SEPARATION

2

\_\_\_\_\_  
COMPLETE SEPARATION

3

\_\_\_\_\_  
COMPLETE SEPARATION

4

\_\_\_\_\_  
COMPLETE SEPARATION

5

\_\_\_\_\_  
COMPLETE SEPARATION

COMPLETE SEPARATION  
REPEAT SEQUENCE FOR ADDITIONAL POINTS

**BRITISH PARACHUTE  
ASSOCIATION  
COUNCIL MEETING  
KIMBERLEY HOUSE, LEICESTER  
28th JULY 1983**

**Present:**

J.T. Crocker	Chairman BPA
J.L. Thomas	Vice Chairman BPA
P.W. Ritchie	Treasurer
J.R.H. Sharples	Chairman STC Committee
S. Lambe	Chairman Comp. Committee
L. Melville	
D. Hennessy	Club Representative
Ms. J. Watts	Club Representative
G. Lilly	
D. Tylcoat	
G. O'Hara	

**Co-opted Members:**

Brig. R. Walker	Chairman APA
-----------------	--------------

**Observers:**

W.J. Meacock, J. Curtis, I. Mobbs, Ms. J. Lee, R. Gays, Miss C. Hinchcliffe.

**In Attendance:**

C.W. Port	Sec. Gen. BPA
A.K. Butler	JNCISO BPA

**Apologies:**

B. Dyas, R. Colpus, Ms. S. Brearley, M. Munn, R. Hiatt.

**Item 42/83 - Minutes of the Meeting of 1st June 1983 Matters arising**

1. Canadian Meet to be dealt with under Competitions Committee Meeting.
2. As R. Hiatt was not at the Meeting the Magazine folder item will be held over.
3. No reply had been received from Mr. Evans, the item to be kept live until a reply had been vouched safe.

Sec. Gen.

4. R. Colpus had written to the Chairman, the letter and the Chairmans reply had been circulated to all Council. The Chairman said that what had actually been said was in fact recorded in the minutes, he invited comments but there were none.

It was proposed by S. Lambe and seconded by De. Hennessy that the Minutes of the above Meeting be accepted as a true record.

**Item 43/83 Committee Reports****1. Safety and Training Committee**

J.R.H. Sharples introduced the minutes of the Meeting of 2nd June and 14th July.

The major subject of discussion from both sets of Minutes concerned Mr. Louttit. (Item 1. Minutes of 2nd June 1983).

The Committee were concerned that Mr. I. Louttit was acting outside the rules and regulations of the BPA.

There was considerable and energetic discussion on this subject and Council Members put forward various views and suggestions. It was finally agreed that the Secretary General was to write to the Civil Aviation Authority and Mr. I. Louttit.

Sec. Gen.

It was to be made plain to Mr. Louttit that if by the end of the Instructor's Course in August he had not qualified as an Advanced Instructor, he would be given notice to attend the next Council Meeting when Council would, with great reluctance, feel that they were left with no choice as a result of Mr. Louttit's continued breach of the rules of the Association, to revoke his membership of the Association.

It was noted with regret that Mr. Louttit was still acting outside of the rules and regulations of the Association. Whilst this situation persisted the Association could not accept responsibility for the safe conduct of sport parachuting at Dunkeswell and the Civil Aviation Authority's attention was to be drawn to this fact.

**The next item was No. 7.1 Sixteen Year Rule**

It was agreed that in future no one under the age of 16 be allowed to carry out a Parachute Descent.

STC

The Minutes of both meetings were ratified. The Chairman J.T. Crocker thanked the STC on behalf of Council for their work to date this year.

**2. Competitions Committee**

S.D. Lambe presented the minutes of the Competitions Committee of 10th July 1983. (Copies will be sent to all Clubs for display). The Canadian Meet preparation training etc. is all arranged and in budget. The Competition at Graz is also arranged and in budget.

A vote of thanks was proposed by S.D. Lambe to W.J. Meacock the Meet Director of the National Championships.

There followed considerable discussion on 'Bids for Club Events'. It was felt that there were two distinct areas, the first true competition, the responsibility of the Competitions Committee, and other meets which were not true competitions and should be the responsibility of the Council as far as grant aiding was concerned.

Further discussion ensued concerned in this instance with the POPs Meet. Council agreed with the Competition Committee that they had no authority to recommend a grant in support of the POPs competition. However, Council were prepared to consider an application made by an important limb of the Association. It was for this reason that Mr. Thomas agreed to obtain some actual costings when a claim could then be made to Council and not to the Competitions Sub-Committee."

The Minutes were ratified, and the Chairman thanked the Committee for their work to date.

**3. Finance Committee**

P.W. Ritchie presented the minutes of the Finance Meeting of 10th July 1983. (Copies will be circulated to all Clubs for display).

The Annual Audited Accounts were approved by Council for Adoption at the EGM on 28th October 1983. Proposed by J.L. Thomas seconded by G. O'Hara.

**4. Club Representative**

In response to a letter from Mr. J. Lines, Ms. J. Watts acquainted Council with those Clubs which did not insist on their ab-initio students becoming members of the BPA.

"The Chairman expressed the view (supported by Council) that Mr. Lines' letter was well thought out and well justified and the subject matter merited detailed investigation. It was hoped that Jane Watts and Danny Hennessy (see below) would complete enquiries in good time for the next Council Meeting so that a final decision or decisions could be made."

D. Hennessy brought up the matter of Club affiliation. Very detailed and energetic discussion ensued with all members putting forward views, ideas and suggestions. It was finally agreed that STC be tasked with bringing forward recommendations to Council on the affiliation requirements for all clubs, but it was also agreed that if anyone had any views on the affiliation subject these should be submitted via the BPA Office.

STC  
Council

**5. Royal Aero Club**

J.T. Crocker reported on the meeting which he had attended with P.W. Ritchie, Ms. S. Brearley and D. Hennessy as observers. "The Royal Aero Club had agreed to obtain the views of all its member bodies to see whether they preferred that Royal Aero Club Council Meetings be attended only by the duly authorised representatives of the member body, or whether the alternate could also attend. It was accepted that if the alternate attended any Royal Aero Club Council Meeting with the duly authorised delegate, then he/she would have no say, nor be able to take part in that meeting. It was unanimously resolved by Council that this Association considered it highly desirable that the alternate delegate be allowed to attend Royal Aero Club Council Meetings, together with the delegate. The Secretary General would notify the Royal Aero Club of our views."

**Parliamentary Committee**

Nominations had been requested for a member of each body to serve on the Parliamentary Committee, the Terms of Reference of this Committee had been compiled by the Chairman of BGA. J.T. Crocker expressed the thanks of the Association to him for his work and effort in this field.

It was agreed that J.T. Crocker be the BPA representative and that P.W. Ritchie be the alternate representative.

Sec. Gen.

**6. Development Committee**

D. Hennessy requested that the Development Committee be formally brought into existence. This was agreed. The members to be D. Hennessy, S. Brearley, J.T. Crocker and P.W. Ritchie.

D. Hennessy explained that the whole plan was in an embryonic stage and that to date he had not had time to formulate, on paper, a full basic plan. He said that there were no decisions made at the moment and that he would be very pleased to receive any input from anyone. The idea was to have a basic plan covering every aspect of the Sport and to then have full consultations taking into account specialist views (from for example STC) and put them into the overall plan.

He will keep Council apprised of the plan as it develops. He further stated that there was nothing concrete to date, and a draft outline would be produced looking at the future aims and the way in which these aims might be achieved.

D. HENNESSY

**Item 44/83 Nomination Papers. AGM/DD Coventon, Lottery**

The Secretary General had produced these papers etc. for information in order that Council were up to date with arrangements made thus far. Lottery tickets will be sent in the August issue of the Magazine.

EGM/AGM Notification would be in the same issue.

Nomination Papers would be sent out as an insert in the same issue.

It was agreed that photographs of those nominated be printed in the October Issue of the magazine when the 'write-ups' including telephone numbers etc. would be given.

Sec. Gen.

**Item 45/83 Mr. M. Wardle Correspondence**

All the relevant correspondence had been circulated to Council. The subject was discussed and the Secretary General was tasked with writing to Mr. Wardle on the subject.

Sec. Gen.

**Item 46/83 Ashford Parachute Centre**

Correspondence from the South Region Sports Council concerning the refusal to renew the lease for the above by the local Council had been sent to all Council.

J.T. Crocker had written twice to the proprietor pointing out the legal ramifications. To date no correspondence had been received from the Proprietor.

**Item 47/83 BPA 21st Anniversary**

It was agreed that the Association should concentrate its efforts towards the 25th Anniversary.

Council

**Item 48/83 A.O.B.**

1. Affiliation was agreed for Sky Birds.

Sec. Gen.

**2. Letter from Miss Marks**

The above was discussed at considerable length, a letter had been sent to the London School of Parachuting, and it was agreed that this be a main agenda item at the next Meeting of the STC. In the meanwhile the JNCISO was to write again requesting a written response to his letters.

Sec. Gen.

**3. Thrupton Parachute Club**

"The Chairman reported on the recent publicity concerning the Thrupton Parachute Club, arising as a result of complaints made by Mr. Moynihan, the Orthopaedic Surgeon at the Royal Hampshire Hospital, Winchester.

The Chairman reported to the meeting that, in view of the seriousness of the allegations made by Mr. Moynihan, he, the Chairman, had instructed the two National Coaches and Safety Officers to attend at Thrupton and carry out an in depth investigation into the training standards and equipment.

The National Coaches were presently at Thrupton. They had personally seen Mr. Moynihan and the Hospital Administrator, both of whom had been extremely helpful.

It was too early for the Safety Officers to report on the matter but they were pursuing their investigations as a matter of urgency although it was emphasised that they were not sacrificing thoroughness for expedition.

It was agreed that as soon as the Safety Officers had completed their investigation, the report would be submitted to the Chairman of the Safety and Training Committee and to all Council members and a special meeting of the Safety and Training Committee would be convened for the earliest possible date.

Brig. R. Walker pointed out that if any neglect was found in the training standards at Thrupton, there was little that the Association could do to actually force a cessation of student training at that Club. It was accepted that the Safety and Training Committee could remove instructor ratings but this did not stop the Club operating. This was considered a most unsatisfactory state of affairs.

The Chairman was accordingly asked to contact the Civil Aviation Authority to discuss with them again the question of the ultimate deterrent against any Club which blatantly transgressed the rules affecting safety. It was stressed that this approach to the Civil Aviation Authority did not arise out of an pre-judgement of the the complaints against Thrupton but the matter had really been brought to a head as we have, yet again, Mr. Louttit operating outside of the rules and regulations of the Association and the Association is simply unable to deal with the matter. Whilst it was regretted we appeared to be left with no alternative other than to notify our friends at the Civil Aviation Authority that we, the Association could simply not accept responsibility for those that blatantly operate outside of the rules and regulations which wer promulgated specifically for the purpose of ensuring the safe conduct of sport parachuting in this country.

He was also agreed that the Chairman would write to the Winchester Health Authority in reply to their letter of the 27th July, which was received at the Association's office today."

**4. Brochure**

The Secretary General was authorised to update and have new Brochures printed.

Sec. Gen.

**5. Letter from Mr. G.C.P. Shea-Simonds**

A letter from Mr. G.C.P. Shea-Simonds was read out concerning the timeliness of the magazine in connection with advertisements placed in the journal.

The Secretary General was tasked with contacting the Editor of the Magazine and also with writing to Mr. G.C.P. Shea-Simonds.

Sec. Gen.

**6. Letter from CCPR**

A questionnaire had been received from the CCPR concerning Cable Television. The Secretary General asked that all members of Council please read and return their ideas to the office for collation.

Council

**7. Capital Radio Day**

A letter of thanks to the Secretary General for his help and that of the Association had been received from G. Hinsley the organiser.

**8. Franchising of BPA Shop Sale Items**

Miss C. Hinchcliffe presented the idea to Council, being that her company would sell all the BPA items on behalf of the Association for a percentage return. This would cut down the work of the Staff, cut down overheads etc.

It was agreed that a package be presented to the Finance Committee by the Secretary General and if the Finance Committee approved the package then an arrangement would be made for a six months trial period, during which time returns etc. would be closely monitored.

Sec. Gen.

Finance Committee

Date of next meeting Wednesday 7th September, 1983.  
Venue Kimberley House, Leicester at 6.30 p.m.

# Peterborough Parachute Centre



TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS  
TEAM REDUCTIONS

WE OFFER REDUCTIONS IN THE  
COST OF JUMPING  
TO FOUR AND EIGHT WAY TEAMS  
WHO JUMP REGULARLY AT  
SIBSON

Sibson Airfield Wansford Peterborough  
Telephone Elton (08324) 490

## B.P.A. PI & Examination Course 3 - 83 Midland Parachute Centre Long Marston 8th - 19th August 1983

**1. Introduction**

The full facilities of the Midland Parachute Centre at Long Marston were generously put at the disposal of the BPA for the two weeks of the Course. Accommodation was free and all meals were provided at the airfield, also full use of lecture rooms along with large ground training area.

The Club's Cessna 206 was used for 32 lifts on the first week and 14 lifts on the second.

There were 17 candidates for the Potential Instructors Course, 9 for the Examination phase, 4 for upgrading to Advanced Instructor and 1 for upgrading to Examiner.

**2. The Advanced Course**

There should have been six candidates for the Advanced Course, Ian Louttit and Steve Russell, were unable to attend, the four that did attend for upgrading were: Roy Harrison - Woodvale PC; Ian Aitken - Headcorn; Jeff Chandler - Silver Stars; Quinton Rigby - South Cotswold.

All four candidates completed the syllabus. Roy Harrison's specialist paper was: 'Formation of a Parachute Club or Centre'. Ian Aitken: 'Weather and its affects on Parachuting'. Jeff Chandler: 'The Preparation, Organisation and Control of Night Parachuting'. And Quinton Rigby's: 'Safety Aspects of Display Jumps'. Advanced candidates also gave lectures from the PI Course syllabus and were assessed on their own parachuting ability.

Ian Aitken and Jeff Chandler were successful and were awarded 'Advanced Instructor' status. Roy Harrison and Quinton Rigby failed to reach the required standard and were advised to re-apply.

**3. Examiner Upgrading**

Graham Copestake had been given an Exemption to attend the PI and Exam Course for upgrading to Examiner by The Safety and Training Committee. He completed the full syllabus as recently revised including giving good coaching and assessments on the course. The Examiners recommended that he be given Examiner Status.

**4. The PI Course**

This was conducted by John Hitchen, Jim Sharples, Arthur Collingwood, Gary Douglas and Tony Butler with assistance from Graham Copestake, Dave Tucker, Tony Knight and Dave Deakin. There were 17 candidates applying for PI Status:-

Gary Corkish - RAFSPA; Dennis Woods - Thrupton; Hugh McGuire - Thrupton; Fran Harrison - Ashford; Jerry Woodgate - Ashford; John Cooke - Woodvale; Brian Smith - Lincoln; Tony Trace - MPC; Gary Pennington - NWPC; Ian Graham - JSPC(N); Mark Flint - Red Devils; Steve Plank - Peterborough; Dave Stallion - Peterborough; Dave Curwen - Sunderland; Keith Bland - Sunderland; David Bird - Ipswich; Bob Cummings - BPS.

The PI Course was held from 8th-12th August. All seventeen candidates applying for Potential Instructor status were successful. As well as being given specialist lectures. The PIs were coached in Instructional Techniques, S/L Despatching, Aerial Critiquing and Telemeter Observation, they were also checked on their parachuting knowledge and personal parachuting ability. Reports on individuals have been sent to their CCLs.

**5. The Examination Course**

This was held during the second week and was conducted by John Hitchen, Jim Sharples and Tony Butler with assistance from Graham Copestake, Alan Ashton and Dave Deakin.

There were nine candidates, all were assessed on lectures, S/L Despatching, their own personal parachuting, aerial critiquing and critiquing from the aircraft, briefing and de-briefing and on flight line checks and use of telemeters. All were given a written examination. They were split into groups and were given a night and a water jump to organise. A number were also assessed on Briefings 11 to 17 in the Instructors Manual.

Eight of the nine candidates were successful and one was invited to re-apply in three months. The successful candidates were: Bob Bright - Sunderland; Brian Hucker - London Skydiving; Pete Soughgate - British Skysports; John Mayo - MPC; Sean Lambe - Merlin; Tony Johnson - RAFSPA; Chris Allen - Red Devils; Jim Crawford - Red Devils.

Results and individual reports have been sent to candidates CCLs.

**6. Conclusions**

In general the candidates on the PI Course had been well prepared before they attended and achieved good results because of this.

Candidates on the Exam phase of the course were not so well prepared, it appears that a number are not getting the coaching necessary during their probationary period.

**7. Recommendations**

Graham Copestake be awarded Examiner Status.

TONY BUTLER  
Joint National Coach &  
Safety Officer

# HEADCORN PARACHUTE CENTRE OPEN 7 DAYS A WEEK



NEAREST  
**FULLTIME**  
CENTRE TO  
LONDON  
ONLY APPROVED  
CENTRE IN S.E.

**10,000**  
**£6:00**  
CLEAR & PULL  
**£2:60**  
**+ TEAM**  
**RATES**

OWN AIRCRAFT  
B.N. ISLANDER  
CHEROKEE 6

## R.W. Instruction

All student kit with A.O.D.  
Food & Accommodation

MAIN LINE STATION 15min WALK  
Headcorn 890862

# FRAPP HATS

Made in Britain from best quality hide. Sorbothane<sup>®</sup> impact-resistant rubber padding. Choice of colours. Approved by the S.T.C.

\*\*\*£30.00\*\*\*

(incl. VAT)

Add £1.50 P + P for mail order.

Orders & enquiries  
to Cheryl Riley

At;

TRIBARK LTD.

20, High Street,  
Marshfield, Chippenham.

Wilts.

Tel: 022 124 833

The obvious  
solution



new lower price

### FOR CRW SAFETY

This is the **ONLY** knife to be purpose made for Canopy entanglement.

This is the **ONLY** knife to be purpose made for parachutists, with safety in mind.

- One hand operation — the shape and colour prevents mistakes.
- The durable blades are so sharp that no hand-hold of the lines is needed — spare blades are carried in the handle.
- Small opening prevents damage to fingers and equipment.

### PAP PARACHUTING SUPPLIES

PO Box 54, Ramsgate, Kent

£5.00 each + 50p p&p

## EAST LONDON RIGGING

KIT SALES & REPAIRS

24 Dunlace Road,  
London E5 0NE.

01-986 1963



ALAC



### PARACHUTIST INSURANCE COVER

FULL COMPREHENSIVE COVER FROM £38.00 PER ANNUM  
£7,000 PERSONAL HOUSEHOLD CONTENTS INCL. HI-FI  
VIDEOS, TV, HOME COMPUTERS  
£1,000,000 PERSONAL LIABILITY  
£1,000 SPORT PARACHUTE EQUIPMENT. ALL RISKS COVER  
INCLUDED. FULL REPLACEMENT NEW FOR OLD PLUS  
ACCIDENTAL DAMAGE OR LOSS UK & WORLDWIDE  
COVER

FREE - LIFE INSURANCE QUOTES - BPA PARACHUTISTS  
STANDARD RATES

ALAC Insurance, 26 Queen Victoria St. Reading RG1 1TG

Full Name ..... D O B .....

..... Occupation .....

Post Code ..... Signed .....



## SKYGEAR (EUROPE)

**Matt Mortlock** and **Ian Head** have recently set up a shop at Pampisford DZ near Cambridge, stocking all types of US manufactured canopies and rigs, plus other skydiving accessories.

**Ian Head**, who until earlier this year was manager of Jump South at Z-Hills, Florida, tells us that he is available to give advice on all new US products.

Skygear promise fast delivery on any popular canopies and rigs.

## SHORT HOP FOR JUMP SHACK

Jump Shack South, which for the last few years has been located in down-town Z-Hills, is moving to the other side of Florida this winter.

The shop will be located at Deland Airport, taking over premises which were once occupied by Sky Supplies. **John Sherman**, designer of the SST Racer and owner of Jump Shack, will be running the new premises personally.

The Racer itself is now manufactured under licence by **Phil Rogge**, in Raeford, North Carolina.

## FRENCH LINKS

In the August issue of SP, **Alan Withey** reported a failure of his French type speed links.

I stress French TYPE links, as there is, in fact, a copy on the market of the number 5 link.

This copy is manufactured in Taiwan, and will only accept about half of the load that a regular French manufactured link will accept. The place of manufacture is stamped on the link — so give yours a check.

## SOS

GQ Security have released a new single operation cut-away system called the VERA System. The single operation handle is very similar to that used by Parachutes Australia for several years on their Pygme System.

The SOS enables the jumper to cut-away then open his/her reserve with the pull of one handle.

## CRW RACER

The SST Racer is now available with a 'CRW SEAT'. The seat is a continuous pad, located between the base of the main container and the harness leg straps, and is designed to provide added comfort for long CRW canopy rides. The CRW Racer also comes with snag resistant reserve ripcord handle.

## LE ZODIAC

Zodiac, a company famous for its range of rubber dingys has taken over Parachutes de France, manufacturers of several types of canopies and rigs.

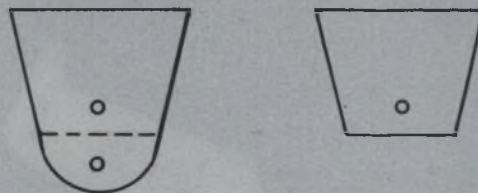
Zodiac will be pumping extra money into the parachute company, increasing its advertising budget and improving its dealer network.

**Dave Parker**, manager of Headcorn DZ in Kent, is Parachute de France's UK Dealer.

## MIRAGE MOD

Sky Supplies has made a minor change to the design of an internal flap on its 'Mirage' system reserve container.

Mirages built before 1st April, 1983 should be modified to the new configuration by a Master Rigger or by Sky Supplies. The change involves shortening the No. 1 kicker flap as shown in the diagram. Sky Supplies will perform the work at no charge.



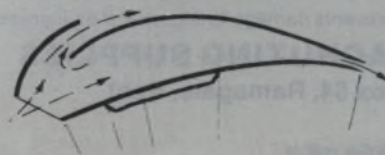
## SKY SUPPLIES INSTRUCTIONS

Sky Supplies has available, detailed instructions for packing ram-air reserves in either their 'Rapid Transit' or 'Mirage' rigs. They have also prepared compatibility charts showing which canopies will fit into which containers. Both the 'Rapid Transit' and 'Mirage' are custom built in a wide variety of sizes, and it is important to match the containers with their canopies.

## CORRECTION TO KIT NEWS

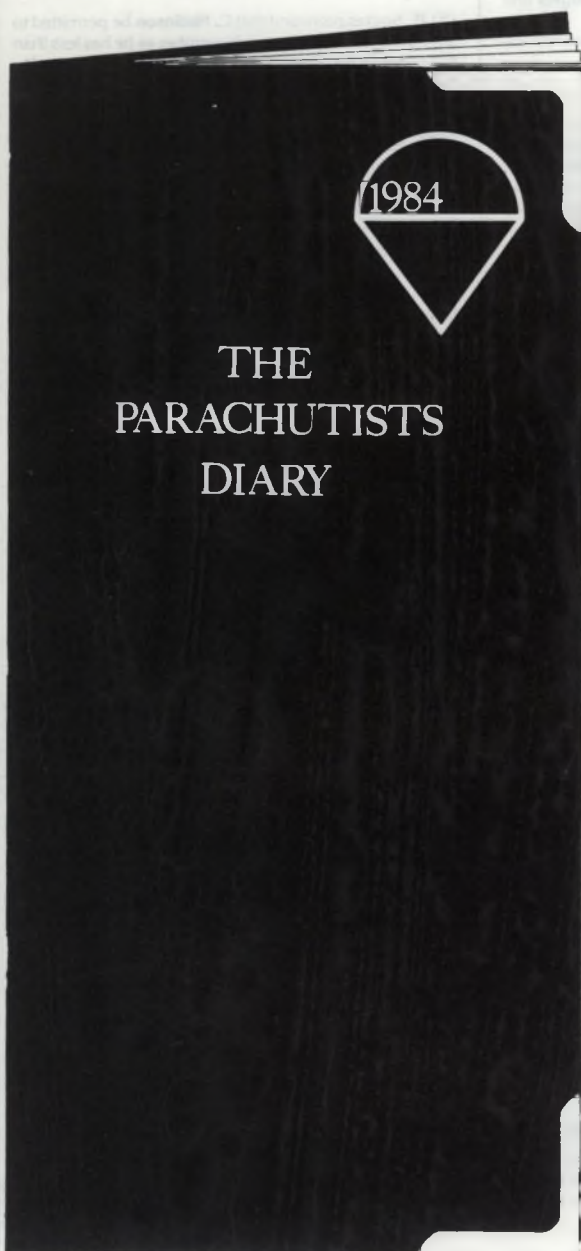
In the February issue of SP we reported on an East German accuracy mod for Ram Airs.

The diagram printed was in fact in error. The slot that runs spanwise across the top surface of the canopy should in fact direct air backwards, over the top skin and not forwards as printed. If anyone has already gone ahead and made this mod, we would be very interested to hear the results.



*Rob Colpus*

# THE PARACHUTISTS DIARY



TO SPORTS DIARIES  
LITTLE DENE, HEATH CLOSE,  
BEACON HILL, HINDHEAD,  
SURREY GU26 6RU

Please send me.....copy/copies  
of **The Parachutists Diary/Diaries**  
at £3.99 plus 25p P&P each  
Please note that P & P costs extra  
outside the UK!

I enclose Cheque/Postal Order  
payable to Sports Diaries  
for £.....

Mr/Ms.....  
Address.....

PLEASE PRINT IN BLOCK CAPITALS

- A slim elegant Sports Diary, pocket size with pages edged in gold leaf.
- 3.4 and 8 way and CRW Sequential Formations.
- List of Riggers & Instructors
- Two weeks to view
- Parachuting and General Information
- Comprehensive list of addresses of parachuting centres in Britain and World wide
- Detailed road map of British Isles
- Concise History of Sport Parachuting
- Monthly jump log
- List of parachuting aircraft
- New Category System
- F.A.I. Licence Requirements
- And much, much more.....

**AVAILABLE OCTOBER 31st**  
**BY POST OR DIRECT**  
**FROM YOUR CLUB**

**BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING  
COMMITTEE MEETING**

**30th AUGUST 1983  
THE POST HOUSE, LEICESTER  
19:00 HOURS**

**Present:**

J. Sharples	Chairman	STC	R. Ellis	LIFFT	
G. Douglas			R.G.J. L. Melville	RAPT	
M. Mortlock	London Skydiving		B. Souter	RAFSPA	
J. Lines			MPC	T. Knight	Ipswich
J. Chandler			RCT	P. Hick	Paraclan II
D. Fisher	Barnstormers		D. Hicking		BPS
P. Walters	Halfpenny Green		J. Meacock		PPC
J. Diamond			MFFC	J. Horne	Netheravon
J. Prince			NWPC	Y. Nisbett	RAOC
D. Tylcoat			Lincoln	R. Harrison	Woodvale
M. Winwood			Coopted	S. Russell	Martlesham

**In Attendance:**

T. Butler JNCSCO

**Apologies for Absence:**

Gordon Evans, Dave Howerski, John Hitchen

**Observers:**

J. Lee, A. Philip, I. Philip, D. Richardson, D. Palmer, D. Michael, A. House, B. Parker, B. Stilkers, G. Best, J. Nicholson, E. Smith, N. Law, R. Lings, K. Edwards, J. Wright, J. Ball, S. Woods, J. Shankland, D. Woods, J. Curtis.

The Chairman started the meeting by welcoming all those present and apologising for the short notice of the change of date.

**Item 1 - Minutes and Matters arising from STC 14th July, 1983**

**1.1 Ian Louttit**

Mr. Louttit had been unable to attend the instructor course (3.83) at Long Marston, he had sent a letter to the Chairman requesting that STC give Mr. C. Goss an exemption to act as CCI at DISC. A good deal of discussion took place and it was decided that as there was no one present from DISC and no proposer or seconder, no decision could be made.

Chairman STC

**1.4.3. Queens Avenue**

The Chairman informed the meeting that the APA had still not finished their investigation, and as they wished their report to be available when this item is discussed, it was decided to hold this item over until the next meeting. It was proposed by L. Melville and seconded by G. Douglas that the minutes of the meeting of 14th July 1983 be accepted as a true record.

Carried Unanimously

**Item 2 - Riggers Meeting**

As there had been no minutes meeting of the Riggers Committee of 14th July 1983, there was nothing to be discussed under this item.

**Item 3 - Thruxton Parachute Club**

As the CCI (B. Bias) was delayed, this item was held until the end of the Meeting.

**Item 4 - London Parachuting**

A letter had been received from a Miss Marks concerning London Parachuting, and it had been requested by Council that this item be placed on the agenda. M. Mortlock made a number of points and a number of questions were asked of him. It was decided that no BPA regulations had been broken and as the matter had already been dealt with by the JNCSCO it was decided no action should be taken.

JNCSCO

**Item 5 - BPA Affiliation**

This item had also been included at the request of Council, following a letter from J. Lines, written to J. Watts of the Club Committee. The Chairman informed the meeting that Council were seeking STCs views on the subject. J. Lines stated that it was not his intention that his letter should effect the STC as a body for decimating safety information. A great deal of heated discussion took place and a number of points of view were made.

Chairman STC

**Item 6 - Instructor Course 3 - 83**

A copy of the report was circulated (attached). The course was held at Long Marston, with 17 candidates for the Potential Instructors Course, 9 for the Examination phase, 4 for the upgrading to Advanced Instructor and 1 for upgrading to Examiner. The recommendations made by the Examiners was that Graham Copestake be awarded Examiner status, this was proposed by G. Douglas and seconded by J. Hone.

Carried Unanimously

**Item 7 - Incident Reports - resume**

**1) Strathallan**

This was sent in as information. A Preserve 3 reserve parachute in a Chaser Container was deployed on the ground in a simulated reserve deployment, the diaper with full line stowage failed to pull clear of the pack tray. The Canopy was packed according to the manufacturers instructions, i.e. the diaper was placed along the bottom of the reserve tray. It was determined that the diaper and line stows had locked into the side flaps at the bottom of the reserve tray where the side flaps are sewn to the lower flap. The SPC were recommending that the diaper be packed into the side of the container with the peripheral hem to the bottom, on Chaser/Racer type systems.

**2) Lincoln**

D. Tylcoat informed the meeting of an incident where a jumper wearing a wrist altimeter on the same side as his hand deployed pilot chute. On deploying he got the pilot chute entangled around his altimeter, finally managing to rip off his altimeter. It was suggested that wrist altimeters are not worn on the same side as hand deployed pilot chutes.

**Item 8 - A.O.B.**

(1) Mr. A. Philip requested that he be given an exemption to act as CCI for his club 'South West Skydiving Club' as he was not an Advanced Instructor, he stated that he would be taking his Advanced rating as soon as possible and that his drop zone was cleared for 'C' and 'D' Certificate holders, 100 jump minimum only. It was proposed by M. Mortlock and seconded by T. Knight that A. Philip be granted this exemption.

JNCSCO

Carried Unanimously

(2) Roy Harrison requested that his exemption to act as CCI be extended until the next Instructor Course in November, giving his reasons for wanting this request. The Chairman asked that the observers leave at this stage as the results of the last instructor course would be discussed. Much discussion took place and it was proposed by M. Winwood and seconded by D. Parker that R. Harrison be given this exemption.

For 13. Against 2. Abstentions 4. Carried.

The observers were then invited to return.

(3) A written request had been received from G. Evans that J. Shankland be given PI Status and be permitted to attend the next Examination Course in November. Mr. Shankland had been a full instructor for a number of years and his rating has lapsed. It was proposed by J. Meacock and seconded by D. Prince that this be permitted.

Carried Unanimously

(4) Mr. Steve Russell request that his exemption to act as CCI be extended until the next Instructor Course in November, as he had been unable to attend the August Course owing to business commitments. It was proposed by G. Douglas and seconded by T. Knight that this be permitted.

Carried Unanimously

(5) B. Souter proposed that C. Mallinson be permitted to attend the next PI Course in November as he has less than two years in the sport needs an exemption to do so. Mr. Mallinson is working full time at RAFSPA. This was seconded by T. Knight.

Carried Unanimously

(6) B. Souter requested that B. Henderson be examined for his instructor rating at one of the RAFSPA student courses before the end of the year. It was felt that as Mr. Henderson's PI rating does not expire until February he should attend the February Examination Course which will be held at Weston on the Green.

(7) A request had been received from B. Bias that Mr. D. Days PI rating be extended until the next Examination Course in November as he has not been able to attend sooner because of injury. It was proposed by G. Douglas and seconded by D. Hicking that this be permitted.

Carried Unanimously

(8) A request from S. Charlton of Paraclan II had been received, that he be given an exemption to act as CCI, as the present CCI has resigned, and they were not in the position at the moment to obtain an Advanced Instructor to act as CCI. It was proposed by T. Knight and seconded by D. Tylcoat that this be permitted.

For 6. Against 3. Abstentions 8.

Carried

(9) A request by R. Harrison that a proposed drop zone be cleared by STC, was discussed and it was proposed by M. Winwood and seconded by L. Melville, that the Drop Zone for the Woodvale Parachute Centre be cleared for parachuting once it has been inspected and cleared by an Examiner.

For 14. Against 0. Abstentions 4.

Carried

**Item 3 - Thruxton Parachute Club**

The Chief Instructor B. Bias had been unable to get to the Meeting. A resume of the full report on the Thruxton Parachute Club had been circulated also a paper from J. Meacock and a letter from D. Howerski. Much discussion took place and a number of points raised. It was finally decided to set up a sub committee under the Chairmanship of J. Meacock to look into the rules and regulations regarding training, and any CCI wishing to be on this Committee should contact Mr. Meacock at the PPC. The JNCSCO was tasked with sending a questionnaire to all Clubs requesting information on injuries.

All CCIs

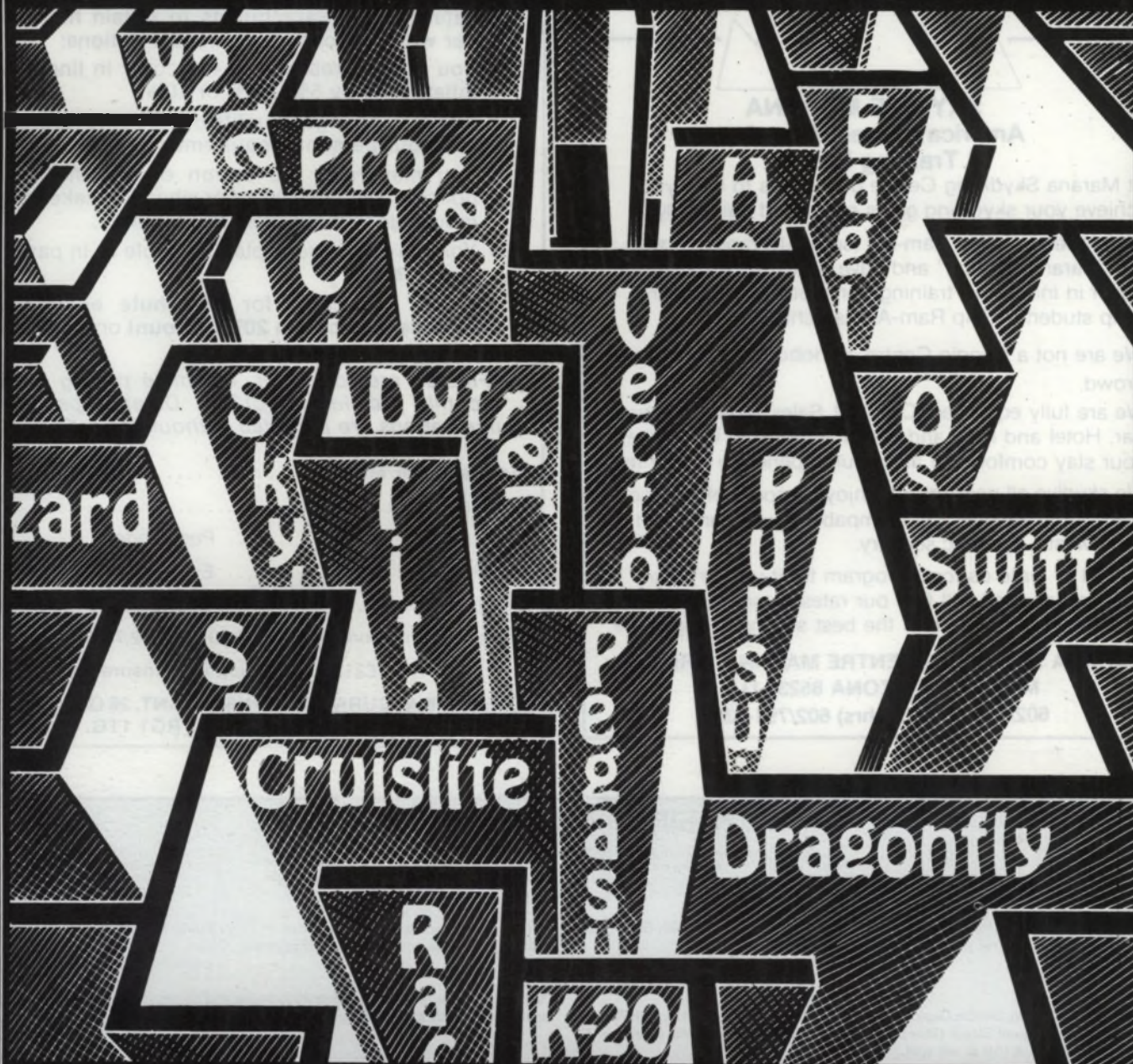
Date of next meeting 20th October, 1983. Venue The Post House, Leicester at 19:00 hours.

**SKIES CALL**  
three hard-bound  
full colour volumes  
featuring the best  
photography of  
international  
skydiving . . .  
it's artistic,  
fantastic action,  
and fun.  
Send cheque  
with order to  
**SKIES CALL**  
**'Vanhalla'**  
**Wickhurst Rd**  
**Sevenoaks Weald**  
**Kent TN14 6LX**

**£12.50**  
each volume  
plus £1.50 to cover  
total book order  
postage



# Para-Gear is your way out!



It's very confusing with so much equipment on the market and no one realizes this more than Para-Gear, because we stock it all!

**Let Para-Gear help —**

**Qualified:** With over 20 years experience and experts to help you choose the right equipment!

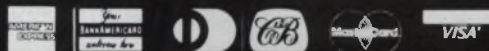
**Easy:** Place your order using our Toll Free Number and charge it and your equipment is on the way!

## para-gear equipment co.

Division of BACHMAN ENTERPRISES, INC.

3839 W. OAKTON STREET • SKOKIE, ILLINOIS 60076 USA • (312) 679-5905 • TELEX: 724438

Order Desk Toll Free Number: (800)323-0437 (Outside Illinois Only)



Dealer Inquiries Invited

Member Parachute Equipment Industry Assn





**SKYDIVE MARANA**  
**America's Finest Parachute**  
**Training Facility**

At Marana Skydiving Centre our goal is to help you achieve your skydiving goals easily and painlessly.

We pioneered early Ram-Air (square) Transition with the "Marana Method" and have remained the world leader in innovative training concepts. Even our first jump students jump Ram-Air parachutes!

We are not a Boogie Centre, so nobody gets lost in a crowd.

We are fully equipped: Our Loft, Sales Store, Restaurant, Bar, Hotel and Pool and their friendly staff will make your stay comfortable and your experience hassle free.

We skydive all year round, enjoying some of America's finest jump weather (350 jumpable days yearly) and the southwest's dynamic scenery.

So call or write us for a program to fit you or your team needs. You will find our rates reasonable; our staff helpful and some of the best skydiving anywhere.

**MARANA SKYDIVING CENTRE MARANA AIRPARK**  
**MARANA, ARIZONA 85238 U.S.A.**  
**602/682- 4441(24 hrs) 602/791-2357**

**AMATEUR SPORT PARACHUTIST**  
**£40,000 Life Insurance Protection\***

Special Underwriting arrangements enables all Amateur Sport Parachutists to obtain high life cover with the following valuable options:

- You may increase your life cover in line with inflation or by 5%, 7½% or 10%
- You may change your life cover in the future to suit your personal requirements.
- You may have the option of effecting new policies every five years or when you take out a mortgage without medical evidence.
- You may cash your plan in whole or in part as required.

All new applicants for **parachute equipment insurance may obtain 20% discount** on the initial premium.

*\*Figures are for 24 yr. old male paying a net monthly premium of £12.75. Detailed personal illustrations are provided without obligation.*

Full Name: Mr/Miss ..... D.O.B. / /

Address:.....

..... Post Code:.....

Phone: Day ..... Evening .....

Occupation: ..... Estimate  
 No of Jumps (a) 1982 ..(b) 1983 ..(c) 1984 ..

Net Monthly contribution £8.50  £12.75  £17.00

£21.25  Equipment Insurance - YES/NO

**AREA LIFE ASSURANCE CONSULTANT, 26 Queen Victoria Street, Reading, Berks. RG1 1TG.**

**CLASSIFIED ADVERTISEMENTS**

*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*

Hanbury System 3 Ring, Red and Blue. Back Pack L/W Cloud, White with Blue/Green stripes 23ft Round Reserve plus RW Suit - £350 o.n.o.

contact: Grays Thurrock (Essex) 30241  
 Sun. to Wed.

C9 TU (netted) in 2 Pin, Double Deployment, Black Pack and Harness. Also 24ft Pioneer Reserve. C9 Deployment Sleeve (Blue). B12 4 Pin Pack and Harness. A3 Extractor. All item A1 condition. - £150 or will split.

contact: J. Hazard, Scunthorpe 867204  
 South Humberside.

Symbiosis Jumpsuit, 6 ft. - £35.00

contact: Simon 056882 672

Rainbow Cruisair and Safety Flyer in Wonderhogg II - £550.00

contact: Robin 0222 703336

Yellow Strato Star, Irvin Talisman Reserve, in Lofty Jetstream Red Container - £300 or near offer.

contact: Tel: Hull (0482) 444881

Strato Cloud (new condition) in Wonderhog System with Protector Reserve - any reasonable offer.

contact: Bob Kent 0235 - 25333

WANTED: Silver St. Michael, (Patron of Parachutists) Medallion in mint condition or source of supply.

contact: Chris Mills, Oswestry 654246 home  
 Oswestry 655321 work

Rapid Transit with belly band throw away, colour tan and white containing Firefly - white, tan and blue. Featherlite reserve. Excellent kit ready to jump - £650

contact: Marian, Teeside 562439

Strato-Star (red, black, gold), Top Secret E 124 Reserve. All Good Condition - £200

contact: Pam Boggon (0727) 55479, or at  
 Sibson most weekends.

C9LL 1-pin pack, short sleeve, B4 harness, 1½ Capewells - £120. C9 Steerable Reserve in pack - £50. Hot Dog - £15. Jumpsuit as new, gents large, orange & white squares - £10.

contact: Stanford-Le-Hope 0375 677585 (evenings)

3 Pin Mini System and Harness - Reserve Tray - Strato Star - Pioneer Conical Reserve - PTCH 7 - Altimaster and sundry accessories - Offers.

contact: Anthony Perrin, 01 954 7120

Various C9 LL's TU's PC's, Jalbert 252, packs and harnesses, Singer heavy duty sewing machine, threads etc. - Offers.

Sally Corr, 24 Southlea Avenue,  
 Bournemouth. Tel. (0202) 421108

Complete System for sale, Stratostar with T10A Reserve in Jetstream Pack (small size Harness). 3 Ring Circus Release. All in very good condition. Pack and Reserve only ten months only - £350.

contact: Julie Grove, Tel: Ashford (Middx) 55809  
 after 6pm or at Peterborough at weekends.

Mk. 1 Para-Commander, red, white and blue in three pin pack. Full floating steering lines - £150.

contact: Dave Adams, 0442 46770 (home)  
 01-574 6506 (work)

Two TSE Chasers - Beige and Brown, Beige and Navy. Two Pegasus Canopies - Split Stabilizers for accuracy and two SAC Reserves. Excellent condition - £800 o.n.o. for each system.

contact: Rick or Jane Watts  
 day 01-609 2266, evening 01-953 7722

Irvin Skyranger TU in 3 Pin Pack - £160 o.n.o. RW Suit - £20. Blue Streamlite with 7 Cell Unit and Featherlite Reserve - £600 complete o.n.o.

contact: Chris Ainsworth (0926) 21301 day  
 (0926) 55524 eve

Mk 1 PC White Californian Church Window. 20 Jumps Tail-out sleeve, extractors - £200. 26 foot Pioneer Super-steerable reserve in front container with extractor - £100. Paraboos size 11. v.g. nick + North Star Altimeter - £33. Or whole lot - £300

contact: Tel: (072876) 538

Mk3 Para-Commander in red 3 pin Mini-System complete with T10a Reserve. V.G.C. £200. C9 TU in B4 pack and harness with new Hot Dog - £90. Both ready to jump.

contact: Trevor Johnson on 021 501 2870

Mk1 Para-Commander, black in 3-pin Mini System with front mount reserve. All in excellent condition, ready to jump - £200.

contact: Paul - Luton 0582-429806

# 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.G.S. or Feather-Lite and the main container will hold the TURBO, the MAGNUM or any other canopy of equal bulk.



## MARSOUIN

Why should beginners be penalized when they start sky-diving? We think that the days of lugging a heavy pack around should be over. The MARSOUIN system offers lightweight, comfort and safety (3 rings). It can be immediately changed from static-line to ripcord and quickly fitted with FXC 12000 or KAP 3 ADDs. Its single point opening chest reserve container has been designed around the FXC 12000 and its patented risers can be placed in two positions.



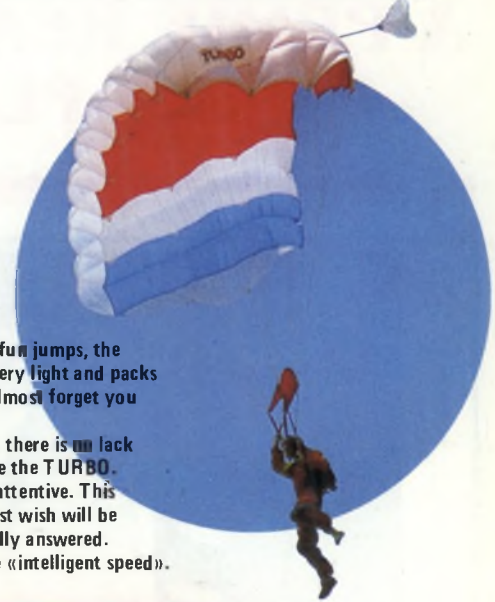
## TURBO

Conceived for RW and fun jumps, the TURBO is, of course, very light and packs so small that you can almost forget you have it on your back.

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».



## REQUIN

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 of 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.



Contact your dealer

All our canopies and harness/containers are approved by the French Ministry of Defence and the French Ministry of Sports.

parachutes de france **UK** HEADCORN AIRFIELD, HEADCORN, KENT  
TELEPHONE : (0622) 890862  
TELEX : 966127

# INTEGRATED DESIGN

## A PRIME REASON TO BUY A PRIMO RIG PARA-FLITE'S SWIFT SYSTEM™



Swift System with Swift Reserve and Swift Main



Swift System with Swift Reserve and Cruislite

Swift System with Cirrus Reserve and Strato-Cloud

Integrated design. Just what does that mean?

Integrated design means that the design of the harness and container system is interrelated with the design of the reserve canopy and its deployment system.

Integrated design means that Para-Flite's SWIFT SYSTEM is designed, from the leg straps on up to our famous 'free bag' and pilot chute, to fit AND function with our square reserves.

Buying a Swift System means you don't have to wonder if the Swift Reserve or Cirrus Reserve is compatible with the harness and container system as BOTH were TSO'd in the Swift System. *This point is vitally important because not all of the many harness and container systems on the market are compatible with Para-Flite square reserves.*

Actually, there are several other good reasons for buying a Swift System:

- Can accept ANY Para-Flite main canopy, just specify.
- Available in 3 different fabrics: light weight parapak (a Para-Flite exclusive), standard weight parapak or cordura in ANY color that is commercially available.
- TSO'd to accept only the finest square reserves on the market, Swift Reserve and Cirrus Reserve, just specify.
- Good looking and very comfortable.

So why buy a Para-Flite square reserve and then install it into a harness and container system not specifically designed for it?

### The Swift System:

Superb craftsmanship, highest quality materials throughout, the safety of integrated design AND built and backed by Para-Flite.



**PARA-FLITE, INC.**

5800 Magnolia Ave., Pennsauken, NJ 08109 U.S.A.  
(609) 663-1275 • Telex 831355



LOOK FOR  
THIS SYMBOL  
IT'S YOUR  
GUARANTEE  
OF QUALITY  
PRODUCTS  
AND SERVICE

© 1983 Para-Flite, Inc., XL Cloud, Strato-Cloud Δ, Cirrus Cloud, Cirrus Reserve, Cruislite, Swift, Pursuit, DC-5, Safety Star, Student Tandem □ and Goliath are Registered Trademarks of Para-Flite, Inc. For more information regarding Military Products contact Para-Flite direct.

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

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