

JUNE 1984

THE

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



HEADCORN PARACHUTE CLUB 84

THE CLUB

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Most accessible centre from central London. Only approved centre in South East. Open 7 days a week.

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Tents, caravans, etc. are welcome. Medals and booze prices.

FUN MEET



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LAC Meet (4th) 8/9 Sept. 4 jumps 5000ft.
Barbeque - Bar on airfield. Entry fee
(Barbeque and jumps) £25 per head.
Medals and liquid prices.

Registration, briefing, docs etc 2000
hours Friday 7 Sept. (team captains must
attend).

Formations - Star, Donut, Marquis
Chinise T.

Show formation anyway within 5 secs.
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Directors: J. L. Thomas and G. Thomas



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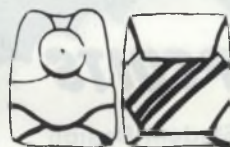
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P.O. Box 777, Grand Bend, Ontario NOM 1T0, Canada.
Telephone (519) 238 - 8610

INSURANCE FOR PARACHUTISTS



WEST MERCIA INSURANCE BROKERS

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

DIARY OF EVENTS

- JUNE 23-JULY 8 - BPA National Championships,
JUNE 30-JULY 1 - POPS Ipswich 'Mike Bushell Lunacy Meet'. Launch and Accuracy.
JULY 13/14/15 - DUCK END MEET.
JULY 14-22 - RW Seminar, Sibson.
JULY 18-28 - RAPA Championship, accuracy, style, RW, Bad Lipsprings.
AUGUST 4-12 - German Championship, 4-way and 8-way RW with Europe Cup RW. Worms.
AUGUST 4-10 POPS International RW/Progression week 2 Islanders, Sibson.
AUGUST 6-10 - PI Course 3-84, Cark.
AUGUST 11-12 - POPS International Sibson Meet.
AUGUST 11-19 - RW Seminar, Sibson.
AUGUST 13-17 - Exam Course 3-84, Cark.
AUGUST 17-19 - 16 way International Meet, La Ferté Gaucher, France.
AUGUST 18-30 - Army Championship, Netheravon.
AUGUST 22 - SEPTEMBER 2 - World Championships (Classics), Vichy, France.
AUGUST 25-27 - Pat Keely Round Canopy Meet, Shobdon.
SEPTEMBER 1-3 - 12-way RW Competition, Weston on the Green.
SEPTEMBER 8-9 - Headcorn LAC Meet.
SEPTEMBER 20-23 - European 16-way Cup (Nationals Teams only), La Ferté Gaucher, France.
OCTOBER 13-14 - International 10 & 20-way Speed Star Event, La Ferté Gaucher, France.
NOVEMBER 5-9 - PI Course 4-84. Venue not yet decided.
NOVEMBER 12-16 - Exam Course 4-84, Venue not yet decided.

JUMPSUITS

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BRITISH PARACHUTE
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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

This editorial is a plea on behalf of the photographers and film makers in sport parachuting.

Our sport takes place in such a breathtaking environment, but unfortunately the concentration used in actually doing it leaves little over to admire the view. In consequence we all like to see good skydiving photography and films. Books such as 'Skies Call' and the many excellent films and videos are a continuous source of enjoyment the world over. Recent events have posed a threat to the source of this enjoyment.

For many years our sport has been one of the most colourful. With the continued interest in competition and more teams taking their involvement seriously, fashion in jumpsuits have become very drab. Dark brown, blues and even black are common place. The result of which means very drab photographs. Gone are the peacock blues, reds, yellow and rainbows that contributed that something extra to pictures. How about a jumpsuit which is dark on the front for ease of judging, and brightly coloured on the back for more colourful photographs and films.?

In a recent conversation with Leo Dickenson, the subject of skydiving videos was discussed, particularly the economics of making videos. Leo mentioned that he had asked Norman Kent whether the marketing of his videos was worthwhile. Norman made the point that it was hardly economical as he would initially sell about 50 in the USA but within a couple of months over 500 pirate tapes would be in circulation.

Apart from it being illegal to copy a video which is not your own copyright, the individuals who do this are not being very smart in the long term, because if the likes of Norman Kent and Carl Boenish can't get a decent return on the considerable investment involved in making skydiving videos, they will stop making them. Then we will all be the poorer.

Dave Waterman



FRONT COVER PICTURE

Otter Exit at the Pampisford Boogie
Dave Waterman

THE DROP MAN THE DAY



" WELL, IF MY SMOKE CANISTER INVITES THIS RESPONSE FROM THE Y.W.C.A. TENT, I'M GLAD I DIDN'T LAND NEAR THE FIRE BRIGADE ENCLOSURE ! "

ALAN LAYTON

It is with great sadness that we must report the untimely death of Alan Layton, who was tragically killed parachuting on Sunday 10th June 1984 at Abbotsley.

He will be remembered by many as a founder member of Duck End, and for his part in organising and running the Duck End meets over the years.

Alan was a kind and thoughtful friend, a man of great integrity, skill and experience, and his good natured wit will be missed by all of us at Duck End.

We share deep sorrow with his family and Amanda his wife.

The Bear Facts

Simon Ward was on hand to photograph Kevin Hardwick, Bob Harman and Andy Wildmore delivering a teddy bear for charity. The bear is the one without the helmet.

Flipping Heck

No, not Kermit the Frog but Simon in the picture this time, photographed by Paul Applegate. With Barry Large and Kelvin White jumping in wet suits with not a drop of water to be seen.

Scots Meet

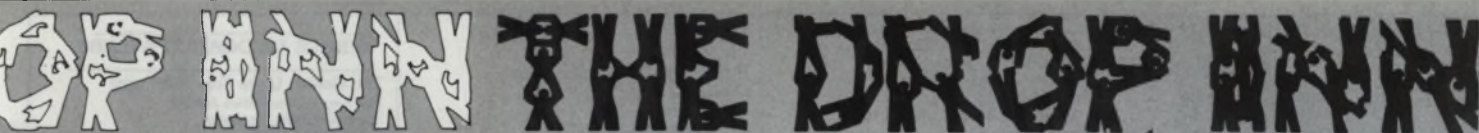
NEXT YEAR the Scottish Nationals will be held over the weekend of 4th, 5th and 6th May with 11th and 12th May being held in reserve.

French Host Two 16-Way Meets

La Ferte-Gaucher (near Paris) is hosting two 16-way meets this year. The first is on 17 to 19 August and is open to any team that wishes to enter, the second, on 20 to 23 September, is what they call a 'Formal Meet' and is only open to National Teams. Since we, along with most other countries, do not have a national competition to select a 16-way team, some form of selection may be necessary if more than one team wishes to go. So, if anybody is thinking of organising a team for this second event, please contact the Competitions Committee through me at the address below. The current thinking is that 3/4 of interested teams should compete at the 12-way meet at Weston on 1 to 3 September, and the highest placed would earn the right to go to France. However, we are open to suggestions.

BRIAN MASON

4 Prospect Cottages, Kiln Lane, Bourne End, Bucks SL8 5JG



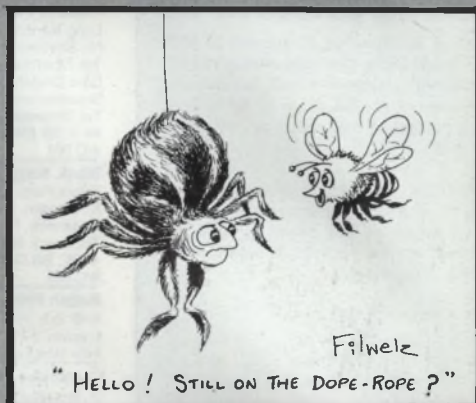
No Chute Water Jump

An American skydiver intends to make a jump from 10,000 ft **without a parachute!** He hopes to land in water that is **airedated** to break-up the surface tension. The area is about one acre, so let's hope his spotting is up to scratch. He has already jumped from 160ft into water.

Students Down

Last year British Centres trained over 34,000 basic students. This year with P6 membership man-

datory, up to the end of April, only 2,750 students have been processed through the B.P.A. Judging by many of the returns some of our centres are having a lean time?



European News

Any B.P.A. member looking for a parachuting holiday in the South of France, might care to get in touch with Charly Baum. This year Charly (well known on the international scene as one of the longest serving members of the French Champions Icarus) is organising three Boogies on the Riviera.

7th - 9th July

31st July - 9th August

21st August - 2nd September

Aircraft:- Pilatus and Casa 212 (25 jumpers backdoor exit)

Contact him at:

Baulip - Sports
19 Ruse de Clery
75002 PARIS
France

CRW Meet

Anybody interested in CRW Competition might like to know that the Germans are organising the 3rd International CRW Cup of Germany.

Dates: 18th July - 22nd July
at Kassel Airport near Calden.

Events:

- 4 Way Rotation
- 8 Way Speed

Get in touch with:

Willi Roland
Aero-Fallschirm Sport
Gmott

Flughfenserne
D - 3527 Calden
West Germany

Top of the Pop Tops

At the recent Z' Hills Freak-brothers Convention, a survey of rigs was taken. Top of the mains came the Pegasus, followed by the Cruislite and Cloud. Most popular reserve was the 26' Lopo with Ram Air reserves well down the list. Top harness the Racer followed by the Vector and Wonderhog and Warp 3. In all 37 different mains, 28 different reserves, 31 different harnesses were used by nearly 300 jumpers.

Cornish Smiles

The happy band that took part in the first BPA sponsored R.W. Seminar held at The Cornwall Parachute Centre. Included are John Fisher and Mike Bolton (now there s a golden oldy).



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 **
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 Tea & snacks on DZ □
 Basic Student Course BS
 Kit hire student KHS
 Kit hire freefall KHFF
 Relative work instruction available RW
 CRW instruction available CRW
 Accuracy pit on DZ □
 Camping on DZ A
 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 □ BS KS KF RW CRW
 □ A WC NM

Headcorn Parachute Club
 Headcorn Airfield, Ashford, Kent.
 Tel: Headcorn 890862
 The Secretary (at club address)
 ** ± + BS RW KS KF □ A BB X
 □ WC NM FT

Hereford Parachute Centre
 Shobdon Aerodrome,
 Leominster, Hereford.
 Tel: Kingsland 551
 Chief Instructor (at club address)
 ● + FT = BB X □ BB KS KF RW □
 CRW A WC NM

Peterborough Parachute Centre
 Sibson Airfield,
 Wansford, Peterborough.
 W.J. Meacock (at club address)
 Tel: Elton 490
 ● ± + BS RW KS KF no charge □ = A
 BB X □ WC NM FT

Ipswich Parachute Centre
 Ipswich Airport,
 Nacton Road, Ipswich, IP3 9QF.
 A.G. Knight Tel: (0473) 76547
 ● ± + BS RW CRW KS KF = A BB X □
 WC NM FT

Ashford Parachute Centre
 Ashford airport, Lympe, Kent.
 Tel: Hythe 60816
 Club Secretary (at club address)
 ● + BS RW KS KF □ A BB □ WC
 NM FT

East Coast Parachute Centre
 8 Burns Crescent, Chelmsford,
 CM2 0TS, Essex.
 ● FT BS KHS KHFF NM

Thrupton Parachute Club
 Thrupton Airfield, Nr Andover, Hants.
 Tel: Weyhill (026 477) 2124
 contact: Dennis Woods (at club address).
 ● + FT = BB X □ BS KS KF RW CRW
 □ A WC NM

British Parachute Schools
 Langar Airfield, Langar, Notts.
 Chief Instructor (at club address).
 Tel: 0949 60878
 + FT BB □ BS KS KF RW CRW □ A
 WC NM

Montford Bridge Para Centre
 The Airfield, Montford Bridge,
 Shrewsbury. Tel: (0743) 850953
 ● + FT = BB □ BS KS KF RW CRW A
 WC NM

Lincoln Parachute Centre
 Sturgate Aerodrome, Upton,
 Nr. Gainsborough, Lincs DN21 5PA.
 Tel: Coringham (042 783) 620
 (Anaphone) Secretary (at centre address)
 □ ● + FT = BB □ BS KS KF RW A WC NM

Cornwall Parachute Centre
 Fran's Ranch, St. Meryn Airfield,
 St. Ervan, Wadebridge, Cornwall.
 Tel: Rumford 691.
 J. Fisher, Trethoway Hotel, Port Isaac,
 Cornwall. Tel: Port Isaac 214
 ● + FT = BB X □ BS KS RW CRW A
 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 KS KF □ = A BB □
 WC NM

Black Knights Parachute Centre
 Patty's Farm, Cockerham, Nr Lancaster.
 R. Marsden, Primrose Hill Farm,
 Bilborow, Nr. Preston, Lancs.
 Tel: Brock 40330
 + WE BB □ BS KHS KHFF RW CRW
 WC NM

British Prison Officers Para. Club
 HMP Box 369, Jebb Avenue,
 London, SW2.
 ● see Headcom for details.

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

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

Leeds/Bradford Freefall Club
 Topcliffe Aerodrome, Topcliffe,
 Nr. Thirsk, North Yorkshire.
 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, Edware, Middlesex.
 ● + □ = A
 They may not have much but they are
 cheap!

Halfpenny Green Para. Centre Ltd.
 Halfpenny Green Airport, Bobbington,
 near Stourbridge, West Midlands.
 Tel: Bobbington 293
 ● + FT BB □ X BS KHS KHFF RW
 CRW WC NM

The Glenrothes School of Parachuting
 Glenrothes, Fife. Tel: (0592) 759204
 ● + BS RW CRW KS KF □ BB □ WC
 NM

Golden Lions FFT
 Glenrothes (see above)

Parachutists Over Phorty Society
 Hon. Sec./Treas. Richard N. Atherton,
 38 Rogers Field, Langho,
 Nr. Blackburn,
 Lancs. BB6 8HB

Scottish Parachute Club
 c/o Strathallan Airfield (ZLL)
 near Auchterarder, Perthshire.
 Tel: 0764 62572
 ● + BS RW KS KF □ BB □ WC NM

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

Paracan II Sport Parachute Club
 Kinnell Airfield,
 c/o Jim McConnell,
 17 Tregwell Place,
 Fofar, Angus, Scotland.
 WE BB □ BS KHS KHFF RW NM

Blackpool Parachute Centre
 Blackpool Airport, Blackpool FY4 2QS
 Tel: 0253 41871
 ● + FT = BB X □ BS KS KF RW □
 CRW A WC NM

Wild Geese Sky-Diving School
 27 Drumell Road, Aghadowey, Coleraine,
 Co. Londonderry.
 Tel: Aghadowey (026 585) 669
 ● + BB X □ BS KHS KHFF

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

Badminton Parachute Club
 Badminton, Avon.
 Tel: DZ Badminton 486
 Home Badminton 249
 ** + WE BB □ BS KS KF WC

Sunderland Parachute Centre
 Sunderland Airport, Sunderland,
 Tyne & Wear.
 W.J. Barnes (at club address)
 Tel: Boldon 367530
 ● + + BS RW CRW KS KF □ X □
 WC NM A = BB

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

Martlesham Parachute Club
 Mrs L. Bennett, Currant Cottage, Dyke,
 Woodbridge, Suffolk, IP12 2RX
 Tel: Eyke 365
 ● + WC BS RW CRW □ KS KF = BB
 WC NM A

School of Free Fall Parachuting
 Sec: Bill Sables,
 72 Fairburn Drive,
 Garforth, Leeds.
 Tel: Leeds 860683

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 KS KF □ = A BB □ WC NM

Merlin Parachute Club
 Topcliffe Airfield, Nr Thirsk N. Yorks.
 Tel: Lt. Col. S.D. Lambe
 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,
 Staffs. G. Evans, Springbank, Overhouses
 Green Arms Road, Turton, Nr Bolton.
 Tel: Bolton 852295
 ● + BS RW KS KF A BB □ WC NM

Woodvale Airfield
 Nr Forby, Lancs.
 Roy Harrison, 107 North Rd, St. Helens,
 Merseyside. Tel: St. Helens 35342
 ● BS WC + RW KF □ BB NM

Swansea Parachute Club
 Swansea Airport, Fairwood Common,
 Swansea, West Glamorgan SA2 7JU.
 Tel: 0792 296464
 ● + FT BB X BS KHS KHFF RW CRW
 WC NM

Border Parachute Centre
 Brunton Aerodrome, Chathill,
 3 Brunton Farm Cottages,
 Embleton Alnwick,
 Northumberland NE66 3HQ.
 Tel: (066 589) 360
 ● + WE BB □ BS KHS KHFF RW NM

Scottish Sport Parachute Assoc.
 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 OBS KHS RW
 CRW □ A WC NM

South West Skydiving Club
 DZ Roche, St. Austell.
 Sec: Steve Whitehead,
 Vine Cottage, Boscasle.
 Tel: 08405 538
 CCI - 0726 842010
 ● ± WE

Doncaster Parachute Centre
 The Airport, Bawtry Road,
 Doncaster, South Yorkshire.
 Tel: (0302) 532636/535666
 contact: Mick Harris or Arthur Collingwood
 * + FT = BB X □ BS KHS KHFF
 RW A WC NM

SERVICE ASSOCIATION & CLUBS

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

Other Service affiliated Clubs:
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 The Ravens Para Sport Free Fall Club
 The Parachute Regiment Free Fall Team
 (Red Devils)
 Royal Artillery Parachute Club
 The Light Infantry Parachute Display
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 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 KS KF RW
 CRW □ A WC NM

Rhine Army Parachute Assoc.
 The Commandant, RAPA Centre,
 STC Sennelager, BFPO 16
 ± ± BS RW CRW KS KF □ A BB X WC
 NM ●

Cyprus Joint Services Adventurous Training Camp (CJSATC)
 Chief Instructor (CCSPC), CJSATC
 Pergamos Camp, BFPO 58
 ● + BS RW CRW KS KF □ = BB NM

RAF Sport Parachute Association
 Hon. Sec. RAFSPA, RAF Brize Norton,
 Oxon. DZ, Weston on the Green.
 Tel: Middleton Storey 343
 ± + RW CRW KS KF □ X □ A WC

Royal Navy & Royal Marines Sport Parachute Association
 The Secretary, RN & RMSPA Commando
 Training Centre RM, Lymington,
 Exeter. Devon EX8 5AR
 Tel: Topsham 3781 Ext. 491 or at
 Club. Luppitt 697
 + WE = BB X □ KS KF RW CRW □ A
 WC NM ●

Royal Navy & Royal Marines Sport Parachute Association
 Dunkswell Airfield,
 Dunkswell, Devon.
 Tel: Luppitt 697
 + WE = BB X □ KS KF RW CRW □ A
 WC NM ●

Hong Kong Parachute Club
 CCI, JSPC (HK), Borneo Lines,
 Sek Kong, BFPO 1.
 ● WE □ BS KS KF RW □ WC NM

Royal Corps of Transport (RCT) Parachute Club (Silver Stars Para Team)
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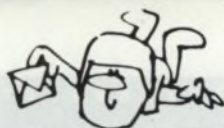
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CORRESPONDENCE

MORE ON HELMETS

The last time I saw him alive was as he went past the formation in a head-down high-speed spiral. Two others were in hot pursuit, trying desperately to catch him after seeing the collision. At 1200 feet they thought they saw him wave, at which point they both flared and pulled. But he was still unconscious or too stunned to do anything. And so one of the finest relative workers and organisers in the world - with over 2000 jumps - died after colliding head-on with another jumper who suddenly appeared in his flight path.

He was wearing a French leather helmet. There were those who rationalised it by saying that a hard helmet would have made no difference; that he would have been knocked unconscious regardless. Oddly enough, it was only those who advocate soft or no helmets who were so positive about it.

And while I certainly cannot be positive that a hard helmet would have saved his life, I know that it would have given him a far better chance than he had.

It is amazing how much disproportional controversy has arisen over the question of wearing - or not wearing - helmets. The proponents of helmets maintain that they are a basic and common-sense item of protection. Those on the other side of the issue - when questioned - tend to gulp, give vent to wide-eyed exhalations and spout anti-helmet banalities. I've always found it absolutely amazing how loudly some jumpers defend the wearing of minimal head protection. And the arguments they use are even more amazing. For example:

"Helmets are dangerous inasmuch as they restrict peripheral vision."

Nonsense. There are numerous brands that, if properly fitted, are completely out of sight. I've been wearing the same Bell 500TX for some 14 years and have never been able to see the slightest part of it.

"Helmets are uncomfortable".

Possibly, if it is the incorrect size, or of that cheap variety one has no business wearing anyway. Minor discomfort notwithstanding, it seems a small price to pay for one's personal safety. I'm sure it would be far more comfortable without a harness as well. Once.

"No one has the 'right' to require helmets".

Wrong. A drop zone operator has every right to do so if he cares about you and your well being.

"Having to wear a helmet is an infringement on the wearer's freedom".

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.

This argument - even more so than the others - I find absolutely intolerable. If you die because of inadequate head protection, then you are infringing on the DZ operator's freedom as well as the freedom of every jumper in your country. You don't have to examine and agonise over that broken and bleeding thing that only moments before was a living, breathing whole person, you don't have to worry or be affected by the possibility of stricter government controls, or the damage done to the fraternity you claim to love, yet so casually and thoughtlessly left.

Every experienced jumper, in my opinion, has a responsibility to the sport to set a safe example for those who are less experienced. And it is simply a matter of attitude. I hope - and generally believe - that we and our sport have matured over the years. Out of self-preservation, if nothing else. It's not 'cool' to pull low, not to jump shoddy equipment, nor to flaunt common-sense matters of safety. The vast majority of parachuting injuries and fatalities are due to basic errors in judgement. If you should die because of inadequate head protection, that your error has been no less terminal than if you had never pulled.

JIM HOOPER, Zephyrhills

CORNWALL RW SEMINAR

The Relative Work Seminar held at this Centre last weekend proved to be very successful indeed. Everyone enjoyed meeting Rob and helpers, listening to the lectures with avid interest, and then putting into practice the new ideas, under the watchful eyes of the instructors.

The video techniques used by Pete Reynolds enabled faults in techniques to be pinpointed and corrected, and, enabled Rob Colpus, Fred Keery, Dave Miller, Sarah Brearley and Chrissie Clements to help eradicate personal faults, or to point out better ways of achieving aims. Members of the Cornwall Parachute Centre found the members of the Team to be approachable and helpful at all times, and we are looking forward to their next visit, by which time it is hoped that the new RW techniques will have been mastered.

Our thanks to the members of the team for their hard work in opening up

new areas of RW for exploration by our members. Such seminars must have a good future because they improve standards at Club level, and this can only benefit the sport as a whole, bringing on new youngsters well taught in RW skills.

K. JOHN FISHER

Please find enclosed photos of members of CPC taken during the course of last weekend's RW instruction from Rob Colpus and friends. You should receive a report from John Fisher to accompany photos.

Hope you can find room in the next issue of SP to print report and photos.

NIGEL G. SPRING, D4958

P.S. I learned more in two days from Rob, Sarah and company than I have in three years of skydiving.

THRILLER!

So you reckon Michael Jackson had the best out of 'Thriller' this year? Well you are wrong, as I had it (Thrill). The 'Thrill' I was fortunate to experience is of course referring to that magnificent 2½ minutes anyone should try to achieve. Yes, I reached my highest goal ever desired - a static line parachute jump from a London Parachuting aeroplane. The instructors giving the lectures were very patient? understanding? knowledgeable? experienced? randy?...well? just excellent instructors. The Pampisford, South Cambridge dropzone, was free from overhead wires, rivers lakes, volcanoes, avalanches, buildings, people, pubs, booze?!

If you haven't already experienced that amazing 2½ minutes - try it. If you are one of the lucky few who have already experienced this wonderful 2½ minutes 'thrill' several times - aim for higher goals.

The little clues as to where this drop zone of the year can be located, are discreetly implanted in the above paragraphs. One more weeny clue to mention - 01-317-8059 (preferably before bedtime) and ask for the PRA-CHI-TUNG expert!

My sincerest thanks to everyone involved for 'the best'.

JILL D. HANDFORD

P.S. Long live Leather! (Corolwainers Tech. Coll. Student)

DUTCH 16-WAY MEET

This year the Dutch national parachuting centre will host its fifth annual 16-way competition. As the organiser and a co-editor of the Dutch magazine I would appreciate it very much if you would be willing to print a short article in your magazine about this meet. To inform your readers the article should contain the following:

Date: September 6-9

Place: Dutch National Parachuting Centre, Teuge.

Airplanes: Twin Otter, Islander and Cessna 182.

Jumps: 8 rounds from 12,000 ft. Free camping or stay at skydivers home 'De Wolk'.

Barbeque and parties.

Fun jumping in between possible.

Please inform organiser if someone intends to form a team.

Registration of foreign teams preferably by the end of July.

Videocameramen with equipment are invited to contact the organiser - they get free jumps.

If you don't plan to write an article, please insert this announcement in your calendar of events.

I thank you in advance for your cooperation and wish you the best for your magazine. Fly smooth.

ARNOLD COLLENTUR

THANKS PAMPISFORD

A few words to say thanks to Matt Mortlock and all the staff at Pampisford for a fantastic time at the Easter Bounce Back Boogie, also to Diane for the good job she did in the Speed Star Bar. The menu was simple but very palatable. Thanks also to Lyn George for keeping us well informed over the PA of the problems with loos.

The four days gave great enjoyment to a great number of people, not only the jumpers but also a number of spectators which included occupants at the village old peoples home, who kindly phoned and congratulated the participants of the 28-way which was completed by 7,000 ft. The ski II dive was really something else to observe.

As I am not that experienced in RW I didn't get on any big dives, but still had some good small dives with newly made friends out of the Otter.

Many thanks to the Sunderland pilots for inviting me on a CRW lift as pilot of a nine stack (I had never been in anything bigger than a quadra-plane) which to my amazement I got back to the DZ in dog leg winds from

12,000 feet.

Thanks must be given to the people and companies who donated the continuous supply of spot prizes (beware anybody ordering a Symbiosis suit from **Rob Colpus** he may have some of the material left). I feel sorry for Lyn as no one claimed the old tin of Oxtail soup and old poster from his caravan wall he donated.

A good choice of group for the evenings was made by **Ian Head** and the continuous supply of free beer (not really free, covered by the entrance fee) which we did not completely demolish although we tried hard.

Many thanks again to all concerned at Pampisford and the Otter pilot. Looking to the next one which I hope is very soon.

DICK BAGGIS D4220

There can be little doubt in the minds of jumpers who attended the Pampisford Bounce Back Boogie that the Mortlock/Head/George triathlon is the new force to be reckoned with, and that the DZ is fast becoming the discerning skydivers favourite venue - spread the word.

MARK RUSSELL, 39077

USPA MEMBERSHIP DOWN

We were quite pleased to see the coverage you gave our sweepstakes in the February issue of your magazine. I owe you one - let us know what we can do for you.

I believe I've written you before about this, but we'd be happy to run a regular ad for Sport Parachutist in each issue of Skydiving. (You've been running one of ours for a very long time...) All you have to do is send us the art, or even the copy and we'll put it together.

This may sound like a strange problem, but it seems to me that the southeastern US has too many jump aircraft and not enough jumpers. There are four full-time jump DC-3s in one tight area (two at Z-Hills, one at Deland and one in Georgia). Naturally all three DZs run numerous small boogies throughout the year in an effort to keep their airplanes full. The result: Jumpers tend to stick close to home. You meet fewer new people and are exposed to fewer new ideas. Jumping (unlike fishing!) is one sport that is better when there are plenty of people around. And I doubt that any of the DC-3 owners are making much money.

(The situation at Deland is really wild: One DC-3 (Mr. Douglas), one Twin Beech, one Cessna 206 and three Cessna 182s. All for about 40 jumpers on a regular basis. And we might have a Skyvan soon, too, as a new fixed bas operator on the airport owns one and wants to use it for jumping).

Is the sport growing in England? Is BPA membership up or down? USPA is down, from 16,700 a year ago to 15,200 now. CSPA is down, but not that much. We keep hearing that our poor (but recovering) economies are

to blame, but I'm not so sure.

Enclosed are some photos of tandem jumps that you can print (I took most of them; Booth hands them out to prospective buyers). Booth has finalised the design of this tandem rig and has applied for a TSO as well as an exemption from the US law that says each person must have a dual-parachute, single-harness system.

I observed the drop tests of the Pioneer 375 sq. ft. 9-cell Booth uses for both a main and a reserve. They were TSOing the reserve, using over 500 lbs. of weight and kicking it out of a diving Twin Beech at well over 200 mph. The canopy opened very smoothly in the three drops I saw, with no damage whatsoever.

A couple of Brits were in town last week and tried out the tandem rig. The main streamered, apparently because of the way it was packed, and cutaway. It took a while to find the main in the swamp, but they landed uneventfully on the airport.

Enough of this blither. Thanks again for printing our release.

MICHAEL TRÜFFER, Publisher

HIGH SPEED MAL

I had a mal last week, my fourth in almost sixteen hundred jumps. The canopy was in a violent stall and rotating backwards. I didn't stay with it very long, three or four seconds at most, before I chopped it. I dumped the main at 2,300 feet and was safely under my reserve at 1,300 feet. I certainly wasn't hanging around but I still lost a thousand feet somewhere. The lesson is an old one but I make no apologies for restating it. **DON'T MESS ABOUT WITH A HIGH SPEED MALFUNCTION.**

Dear **R.B.W. Howells**, I hassle all the female jumpers I know, including my wife, about their femininity. I also hassle **Lofty Thomas** about his nose, **John Hitchen** about his waistline and just about every other jumper I know about one thing or another, and most of them just hassle me right back. If you can't take a joke you shouldn't have joined.

RAY ELLIS D2523

2 OR 4

I would like to offer further information regarding the 'Two Risers or Four' controversy.

Roy Colpus' article in the February edition of Sport Parachutist states that a reserve canopy installed on two risers and utilizing the four line release steering system will in fact be practically unsteerable.

I cannot speak for all reserve canopies but I know from personal experience that Robs' statement is definitely not true in respect of certain types of reserves.

Over the years, I have had six reserve rides on 26 foot conical canopies. Two of those reserves utilized the three blast hole steering system and four of them utilized the

four line release. All of them were installed on two risers. Without any doubt at all, the four line release performed in a superior fashion when compared with the three blast hole system. The four line release provided greater forward speed and more responsive steering.

I also know from personal observation, that the 24 foot flat circular reserve performs in a perfectly satisfactory manner when installed on two risers and fitted with a four line release steering system.

Naturally the four line release has to be fitted correctly to perform correctly but it is my information that a lot of jumpers are panicking and spending a lot of money converting their reserves when it may be unnecessary.

ROB NOBLE-NESBITT D881
CCI Scottish Parachute Club

GERMAN BOOGIE

This year we will host one of the biggest Boogies Europe has ever seen. We will have two big aircraft available for skydiving and would be very grateful if you will tell all skydivers in your country about our event. We've enclosed some facts you should know:

Time:
28th July to 5th August 1984

Aircraft:

1 Fokker F27, 44 skydivers
1 Twin Otter, 24 skydivers
Cessnas and BNL on request

Location:

PARA CENTRE, Kassel at Kassel airfield. Kassel is located right in the centre of West Germany about 180km north of Frankfurt and 50km from the RAPA Parachute Centre at Bad Lippspringe.

Events:

RW and CRW - seminars with **Tom Piras**, organiser of the world-record 72-way, and **Peter Pfalzgraf**, team Captain of the German CRW National team.

- night jumps,
- CRW and RW record attempts,
- boogiemasters - supervision: Tom Piras.

Additional:

- free camping on DZ
- entry fee DM 25,-

- jump from 15000ft DM 42,-

- jump from 12500ft DM 38,-

- air to air video

- rigging service, gear hire, tandem-rig for test jumping etc.

- boogie party with live music.

WILLI ROLAND
Aero-Fallschirm-Sport GmbH

S.P. DECLINING STANDARDS?

Like many other devotees to the mag, I'm always ready to sing your praise long and loud. Eventually even we have to come to terms with reality. My dig is about the declining standards of SP. April's issue arrived on the 3/5/85 with the 7.30 post. By eight o'clock I had devoured it cover to cover. My wife's 'She' mag at 50p

gives me at least a couple of hours reading. The photos, what there are, leave a lot to be desired. In this issue we were down to two action shots and more incredibly poor stills. Take the second one down in 'Report Judging Seminar', man with back to camera, a possible winner in the worlds worst photo competition. The six shots in Febs issue of the Fifth World Relative Work Champs must have had people wondering if they really were there.

Lucifer doesn't help either in his article 'The New Look Freds' with a mention of fabulous photos from Z-Hills. Well where are they, I can't be the only one who would like to see them. Sorry for the criticism but it is a bit of a let down when you have been looking forward to its arrival for two months. While I'm at it I may as well lend my pen to a few other points. Over more years than I care to remember I have tried three times through weekend courses to break into the world of free fall without success. Paying the full price everytime and trying to progress whenever I could, notching up a fair amount of static exits in the process. Thwarted mainly by a combination of weather, available time and finance I have however tried. The clubs on the other hand are indifferent, not once did anyone enquire as to why I wasn't continuing with the sport. Yet recently when I made enquiries to number of US clubs, not only did I get replies by return of post but offers to pick me up from the nearest airport. Clubs here should make the personal touch especially with the novice. My dream is still to experience the magic of freefall and the AFF programme appears to be the answer. **Bill Dause** in his article is on the right track when he says look after the novice and the skygods can look after themselves. All this may not cause much of a stir but at least it will help fill the pages. Hopeful.

G. HARRIS

P.S. Please send me another years magazine subscription form.

Well, where shall I begin? Sorry about April S.P. getting to you on the 3rd of May. All I can say is it left our hands with plenty of time to get to you in April.

I hope you won't mind if I continue the comparisons between S.P. and She magazine.

S.P. Three voluntary, unpaid editorial staff.

She At least 20 full-time well-paid journalists, plus many freelance contributors who are paid for photography and news stories.

S.P. We rely very largely on the generosity, keenness, enthusiasm, call it what you will, of the membership of the B.P.A. to supply their magazine with stories and photos, none of which are paid for.

I hope the photo content of this mag. meets with your approval.

Perhaps if you spent less time reading your wife's womens' magazines and more time on drop zones you might stand a better chance of progressing into the wide wonderful world of freefall. Glad to see you want another year reading boring Sport Parachutist.

OBITUARY TO S/LDR. REES

Thank you for your magazine received this morning. I regret to have to tell you that my husband **S/Ldr Rees** died on Boxing Day, after a short but painful illness. He was a wonderful man who was highly regarded by all who knew him. Please convey the news to all his old friends of the Parachute Association. I shall always remember the good times we had when I accompanied him on his various visits to Duck End Farm, Aldershot and many other places where he was received with great kindness and friendship. I miss him very much after forty-seven years of happy marriage.

He will always be remembered for his fairness and for seeing the other person's point of view. He was always ready to listen and his great interest in anything to do with aviation was astounding, also his knowledge is something I shall never forget!

Words cannot express my feelings at this moment, but life has to go on and memories are all I have.

With best wishes for success in all you are trying to do. **PHYLLIS REES**

PRAISE FROM HOLLAND

I hope that I will receive my new membership card soon as I intend to go to the UK in the near future and I find this card very useful, and hopefully your magazine will find its way to Holland too. I think that your magazine is quite good and the people who are so full of criticism about the BPA should take a look abroad where there are some countries with a Parachutist Organisation that does not function as well as your (with the inevitable shortcomings). Therefore I would like to let you know that you are doing a good job and I hope that you'll be doing it for a long time.

I don't know if there is anything you can use for your magazine but in Holland last year we held the first "Para-Surf Championships". This is an open match with four rounds of accuracy (usually on a beach) and some rounds of surfing. It might be nice to let your readers know what is going on in Holland as it seems that the Casa Boogie on the Isle of Texel comes into the news. As soon as the final date is set for the Para-Surf I'll let you know.

ARJAN HAANSTRA, BPA136782

QUESTIONS ON AFF

I was most interested in the article on AFF by **Brian Dyas**, SP April issue.

I made my first parachute jump at Halfpenny Green July 1975, Fantastic, Magic, Great!! I went F/F on my 21st jump at Montford Bridge May 1978. Due to family commitments I was unable to make regular visits to a DZ.

Backwards and forwards F/F to S/L to F/F to S/L! Because I didn't want to pack it in altogether I decided to make the occasional S/L jump as I was unable to get my

jumps in close enough together to make progress on F/F. 56 jumps later I'm still here and back on DRCP's to give it another go.

I feel that AFF would be ideal for the jumper who like myself is unable to make a DZ each weekend. There must be many points in favour of introducing AFF as well as against. Would it be wise to accept students without previous S/L jumps? Would a higher standard of fitness be required? What type of person would it take to teach AFF? It would need a very close supervision I feel for quite a long time as AFF is a very different ball-game than a S/L course.

Whatever the feelings regarding AFF, it's certainly a very good talking point. I look forward to reading other comments on this subject. Blue Skies and keep fit!

CHRIS MILLS, BPA25067 POPS30

COMMENTARY ON DISPLAY JUMPING

I read the article on display jumping in the last magazine with interest as I had just been volunteered to do my first every public commentary for a drop at a local football club fete.

The importance of having adequate notes was brought home to me on this particular display as the plane, an old Tiger Moth, flew over, dropped the streamer on schedule then proceeded to circle and circle, then circle some more. I was very glad that I had spoken at length with the pilot before hand and made copious notes. The seven minutes or so that he circled seemed an awful long time!

Another point I would like to make is about smoke - it does look very effective, but as was pointed out, it can be difficult and expensive for civilians to get hold of. On this particular display, the parachutist had chopped a streamer in half and jumped with it tucked into his jump suit. After opening, he pulled it out and held it so that it streamed behind. It looked very effective, and more to the point, it doesn't mark canopies and jumpsuits. Also, it's something else to give to the inevitable children who always crowd round. Previous jumps using a well known brand of toilet roll as a 'streamer' had not been very successful as the soft, strong and

very, very long tended to be too long and not quite strong enough!

At this fete a fair amount of cash was raised for charity by marking out the DZ into one foot squares and selling them off at 10p each - the person who guessed the correct landing spot won a trip in the aircraft.

On this particular display the flask of hot coffee and glass of whisky was much appreciated by the parachutist on landing as he had been stood on the wing throughout the circling of the aircraft! **MS K. THOMAS**

Z-HILLS EASTER BOOGIE

The Easter Boogie at Z-Hills was well under way when I arrived on the Thursday. Some 300 skydivers registered representing mainly the US and Canada with small groups from the UK, Germany, Holland, France and Australia. There were two DC3s (Southern Cross and Bird Machine), a C46 (Curtes Commander) and an Islander. The scale of the meet was a little daunting to someone of my experience (early RW) but I received a warm welcome from **Eric Bradley** the CCI. Eric provided first class instruction to several 'classes'. Our group varied in number from six to ten. Over four days I had fourteen skydives each from 13,000ft or 13,500ft depending on whether I went out on the first or second pass.

The registration fee of \$20 provided us with free draught beer each evening and a very tasty meal of chicken and spare ribs on Saturday night.

My travelling companion, **Richard Patterson** had never jumped before the trip but liked the look of it so much he registered for an AFF introductory skydive. The AFF school at Z-Hills is run by **Roland Hilfiker** who has a very impressive programme. Richard's expression as we accelerated down the runway with 40 skydivers shouting, "Whadoo we like to do?"... "EAT, F-K, SKYDIVE" was not to be missed. He enjoyed his jump so much he had booked onto a BPA course. Can't envy him progressing from 65 sec freefall and a tandem square ride to a static line deployed C9.

On our last day we drove to Deland where more surprises awaited us. My rig a Peakin copy of the Jump Shack Racer, caused a minor

sensation. I was not sure whether it would be taken from me. Someone said, "If **John Sherman** sees that he'll cut the main lift webs." In fact, although John was visibly annoyed at seeing another copy of his design he realised I had bought it, in complete ignorance of the controversy. It is not illegal for British riggers to copy US patented designs in Britain. Moves are afoot to prevent these rigs being used in the US. The UK jumpers who have copies of these rigs, be careful if you take them to the US. Thankfully I had no problem using it at Z-Hills.

Most of the Deland parachutists had departed by the time we arrived. We were fortunate however to see some tandem jumping. Definitely the shape of things to come. They also run an AFF school. One British girl from Headcorn called **Beverley** arrived at Deland at the beginning of April having ten static line descents in her log book. Three weeks and thirty skydives later she had completed exercises for Cat. 10 and had an SCR. The Deland parachutists are keen on big formations and were unlucky at Easter not to capture a new world record.

They held a 90-way hexagon for 4.8 seconds; $\frac{2}{10}$ ths sec from the record. The same day they made the 60-way dives and no one on the first 60-way was on the second 60-way. I had to be content with a four way out of a Cessna.

It is a pity that dollar exchange rate is so poor at present because there is such a wealth of skydiving experience in the US for any addict like myself. Blue skies.

G.V. ROBERTS C5007

THANKYOU SWANSEA

I would be grateful if you would publish the following note:

I would publicly like to say thank you to all the members of Swansea Parachute Club, especially the instructors **Dave H, Steve** and **Tex**. Why, because during a slack weekend in March they managed to take me from a brief for tandem kit right through to a successful 1st square jump on club kit - not bad jumping for two days in March. The fact that they emptied my wallet and bank account in the process is neither here nor there - a friendly club I would recommend to anyone.

BOB GALE, C5194

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3-RING BACKGROUND

The 3-Ring situation is the largest problem of its kind to ever hit the sport parachute industry. Because of the widespread use of the 3-Ring release by virtually every harness and container manufacturer in the world today, the repercussions have been felt world wide. There has been much rumour control activity since the problem was first discovered. Because of this, a brief review of the situation is called for followed by a deep examination of other contributing factors.

As most of you are aware, the underlying problem with the 3-Ring release is the fact that an unknown quantity of the large RW-1 rings were processed through the manufacturing process without having been heat-treated. This resulted in the rings being considerably softer than normal. Under normal circumstances and use this does not readily present a problem. However under abnormal circumstances such as a malfunction where a person may have abnormally high shock loading or take all the opening forces on one riser, then the possibility exists where the RW-1 rings may be deformed to the point where the release may not function. This is the problem that the average jumper faces. The problem that faces the industry is how was this allowed to happen and how can it be prevented in the future.

In order to explain how this all happened, we must first establish the trail that the RW-1 ring follows from its birth to the eventual user.

The ring starts out as a bar of aircraft quality, alloy steel at the US Forgecraft Company in Fort Smith, Arkansas. Forgecraft is one of the largest manufacturers of forged parachute hardware in the world today and the contractor for 3-Ring Inc. 3-Ring, Inc is the marketing company for the 3-Ring release and is owned by Bill Booth, who invented the system and holds the patent on it. Once the ring finishes the manufacturing process, it is sent to 3-Ring, Inc in Deland, Florida. From there the RW-1 rings are sold either by themselves or as part of the entire 3-Ring system to the various manufacturers around the world. There they are incorporated into the parachute systems that are either sold direct or through the distribution network and eventually reach the end user.

Now back to our original question. How did these rings escape heat treating and why was it not detected? Let us review the actual manufacturing process of the rings.

In the original process, the rings were first forged into their basic shape and then heat treated. They were then given the bend and stamped with the part number and year of manufacture. Lastly they are plated. The problem with the defective rings apparently started with a batch of steel that was slightly harder than normal. When the rings were bent, some of them developed cracks. To alleviate this, the batch was returned to the heat treating room to be annealed or softened before the remainder were bent. You can see that with the change in procedure, the opportunity for a foul-up begins to emerge. When the rings were returned to the bending process, everyone assumed that they had already been heat treated. From there, they were plated and the process was completed.

The question now asked is, "Why weren't these rings pull tested?" No one has an answer to this. For some unknown reason, they missed the testing phase. Out of approximately 13,700 RW-1-82 rings, there are approximately 4000 potentially bad rings in circulation. Due to the methods of production at Forgecraft, there is no batch identification possible. Consequently, it is hard to say where in the run of 13,700 rings do the defective lot come from. During the current scare and the subsequent testing of the rings, a pattern has emerged to indicate when approximately the defective rings were shipped by 3-Ring, Inc.

It's at this point that another problem in the manufacturing/distribution system surfaces. It originates with 3-Ring and is passed along as the rings continue their journey to the customer. As it turns out 3-Ring did not have any sort of quality control system in effect to test the rings that they were getting from Forgecraft. They relied entirely on the testing certifications that they received with each shipment to rings. The manufacturers in turn relied on these certifications that were furnished them by 3-Ring.

This is the heart of the problem. Too many companies rely on the chain of paper certifications instead of their own in-house testing facilities. This has been accepted practice for many years not only in the parachute industry, but also many others. In this particular case however, the frailty of such a system is revealed. Fortunately this situation has not caused any death or injury to date. It has, however, caused considerable financial loss throughout the industry and the sport as well as a loss of confidence in certain individuals and companies.

It is hoped that everyone in the industry will take this lesson to heart and ensure that they are not responsible for any similar problems in the future.

A QUANTUM LEAP

Bill Gargano, designer of the Comet, Hobbit, Spirit and Wizard has left GQ Security Parachutes and is now working for Quantum Parachutes in Davis, California, as Design Engineer and Operations Manager. Bill has designed three new ram air canopies for Quantum which will be available from April, 1984....

PHOTON 190 square foot 7 cell
LUMEN 220 square foot 7 cell
LEPTON 220 square foot 9 cell

The PRISM, a 190 square foot, docile, 7 cell reserve is in development for release in May 1984.

FXC - AAD

FXC, the manufacturers of Automatic Activation Devices, have released a circular to advise that a tolerance of 1500 feet should be allowed between the altitude you intend to open at, and the setting on their model 12000. For example: If the AAD is set at 1000 feet, you should pull at 2500 feet, above ground level. This new instruction will be going out on all new model 12000's. If you have any questions, contact FXC Corporation, 3410 South Susan Street, Santa Ana, California 92704 USA.

JAMMED LOOP

After cutting away from a malfunctioned main canopy, a Danish jumper experienced a pilot chute malfunction on his TSE 'Chaser' system.

Apparently the bottom loop had released ok, but the top loop was locked in its grommets. The reserve was equipped with a 'free bag' system, the bridle of which came out and after a couple of seconds managed to pull the pilot chute away. 'Free bag' bridles are exceptionally long and wide, and designed to act as drag in the case of a hung-up pilot chute.

On inspection of the equipment, it was found that some of the Type 12 webbing that is sewn around the pilot chute cap had been pulled down into the first grommet when packed, and this had probably caused the hang-up of the top loop. It is normal practice to check the through loops after packing to insure that no webbing or canopy fabric has been pulled into the grommets.

THE PARACHUTE MANUAL IS BACK

Dan Poynter's famous technical treatise on the parachute, "The Parachute Manual", is now available in an all-new, expanded, completely revised third edition. It is easy to recognise as this time the cover is in full colour.

The third edition has been expanded over 90 pages and updated to include all the new materials and equipment. There are new sections, better indexing/cross referencing and the manual has a more durable, sewn Kivar cover. Chapters provide detailed coverage of parachute materials, design theory, repairs, inspection, packing, alterations, rigging, the regulations and a lot of new information. For example, the manual tells you about ram-air canopies, their design, rigging, packing, materials and repair. Expanded to 592 pages, there are more than 2,000 illustrations in the large 8½ x 11 lab manual format.

This well-known aviation reference has been accepted as the authority on parachutes by nearly every manufacturer and government. Known as "the Bible" to parachute riggers everywhere, it can be found in virtually every parachute loft, both military and civilian, throughout the world. Over 10,000 copies of the first and second editions have been purchased since 1972.

Dan Poynter is a Master Parachute Rigger, licensed pilot and a parachuting Instructor/Examiner.

NETHERAVON EASTER MEET '84

The Easter RW and Accuracy meet at Netheravon was a great success. The weather turned out to be superb and the event was extremely well attended boasting 13 4-way teams.

The competition got off to a cracking pace on Good Friday with 3 rounds of 4-way and 1 round of 8-way speed being completed. The 8-way was a last minute idea by Gerry which turned out to be a real winner with everybody except my Bank Manager!

Two teams emerged as leaders fairly early in the 4-way competition, the new team Acid Test (Alison Jenkins, Carol McIlwee, Steve Taylor and Andy Wildmore) and Apogee (Clive Flynn, Charlie Hoare, Neil Matthews and Howard Robson). Not too far behind the leaders was Lynx.

Justas Delay made up of the Marines opened the 8-way from the Islander with a fairly slow time (21 seconds). The main rivals Eightrocious (Netheravonites) managed 16 seconds from the Porter. The days activities were ended at this point which lead to some good ribbing in the bar as to the merits of the Porter.

Summer Time Blues arrived the next day not expecting the competition to begin until Saturday morning and were literally bundled into the plane as soon as they had registered.

The 4-way competition continued with Acid Test producing the highest score — a 7 in round three but the consistency of Apogee brought the scores to an equal 24 after round five. A jump off had to take place with Apogee taking the winning slot.



**Senior and Novice Accuracy Winners
Steve Clarke and Pat Shea-Simmonds**

The accuracy competition proved to be a disaster for many of the more experienced jumpers who got caught out by the wind gradients which were at times contrary to normal, producing unexpected lift and turbulence.

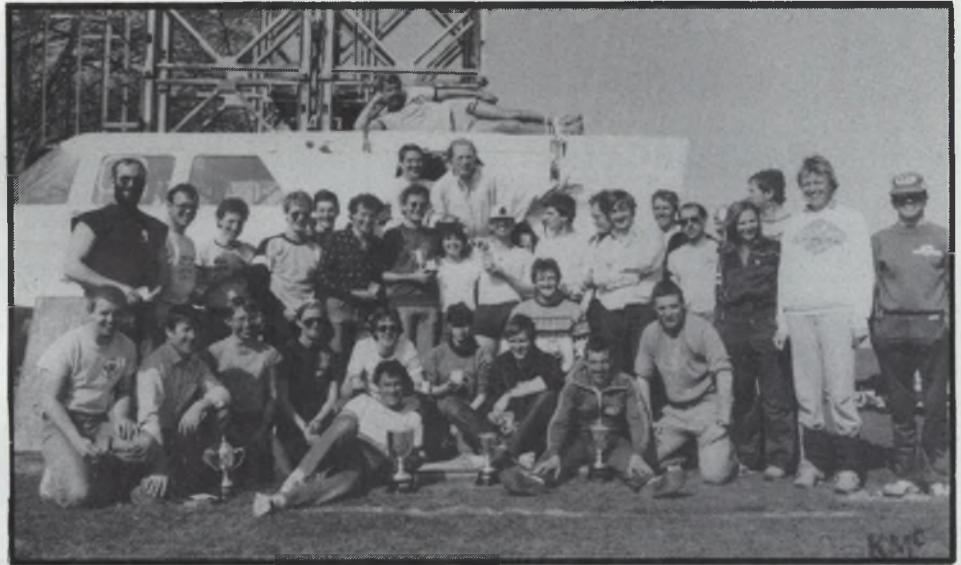
Such was the case for Geoff Chandler with 0.03, DC, 1.58, DC and then 10m. Steve Taylor likewise with 0.29, 0.08, 0.14, 0.04 and then 4.28. I won't say anything about Steve Tereble! Dodd and Rodwell - well done both of you managing to steal a march on some of the better known disc stompers!

Anyway great fun was had by all with little Steve Clark (who used to be 6ft. until he joined the engineers team last year) winning with a total of 2.44, followed by Martin Ramsey with 2.6 and Charlie Hoare third with 3.52. The team prizes were taken by the Silver Stars 1st, Lynx 2nd, Nooke the Arabs 3rd.

Pat Shea-Simmonds seems set to carry on the family tradition winning the novice accuracy with 6.75, with John Carter (will the real John Carter please stand up!) 2nd with 12.9 and Sandy Williams 3rd with 14.3. These Aeroconicals seem better than squares!

The intermediate 4-way was won by Apoplexy who beat the challenge of the Gobi Desert, hotly pursued by the Mag-7.

The 8-way speed went a full five rounds and was



Prizewinners



Acid Test in Action



Acid Test and Apogee

won by Eightrocious with a total time of 90.7 seconds and 43.7/50 points for the second formation. On the last round the pilot of the Porter who just happened to be passing reported that one of the jumpers appeared to be on fire, while the judges thought the formation had an involuntary turn. So much for a spinning snowflake with smoke! Justas Delay did very well considering they had all been to Zephyr Hills for three weeks etc. Their total time was 104.5 with 39.75 points.

A number of fun loads were organised with a couple of Pops 8-way attempt which almost worked. A 23 attempt built to 19. Ted and Shirley Oldreys 16-way organised by Jackie Smith was the last jump of the meet with everyone totally broke and exhausted after 4 days of fantastic jumping.

222 lifts were flown by Robin, Nigel and Patrick, while Hilary, Joe and Roger kept everyones tummies full. Tom Oxley walked round for four days with the acknowledged emblem of Chief Judges - the wind-meter, helped by Ken Mapplebeck, Amanda, Pete, Jackie, Anne, Elspeth, Diane and the Zemlows.

A big thanks to Gerry, John and all the Staff too numerous to mention. The only one not to make the distance was the Computer which has not spoken to anybody since!

By KEVIN McILWEE

THE FREDS LAUNCH A NEW SPONSORSHIP DEAL - THEN IT'S CALIFORNIA HERE WE COME!



The Freds on their way to building a 15 way formation.

On March 15th, a passer-by could have been forgiven for thinking that alien beings had landed on Queen's Avenue - for overnight a large white dome had erupted, disguising in its centre - a double decker bus! It was in fact a superb hospitality marquee organised by the Red Devils' new sponsor, Coloroll. Coloroll is a Lancashire based textile and wallpaper manufacturing company, with a young, dynamic management team, and is fast making a name in the DIY market with a colour co-ordinated range of papers, fabrics and accessories. **Captain Micky Munn** had spent a phenomenal amount of time and effort in setting up this new sponsorship deal which looks likely to be of great benefit to both parties. On the launch day, fifteen Coloroll employees had been trained on a Student Course and were due to be despatched from the Islander during the reception. True to form the Aldershot weather played its trump card and all that could be managed was a low descent of Freds to give their new Coloroll flags an inaugural airing. The Coloroll jumpers finally took the plunge the next day and thoroughly enjoyed the experience, but it would have added that extra touch to the happy occasion, had it been possible to perform on THE day. Coloroll's managing director, **Mr. John Ashcroft**, announced the sponsorship venture and **Lt. Col. Simon Brewis** (CO of Depot PARA) and **Captain Munn** replied on behalf of the Regiment and the Team. There was a display of Coloroll products in the marquee, and the range includes some very exciting and novel designs - the best known of which is probably the Dolly Mixture range - (can you visualise **Eddie Carroll** in Dolly Mixture pyjamas!) Coloroll hope to add a Red Devil wallpaper to their children's range before too long.

The remainder of March was spent quite busily with 'one jump' courses, and frantic activity in the Rigging Room preparing for Team Training. Poor **Les Sedgebeer** couldn't believe his eyes - **Adam Wickers**, **Sean Day** and **Graham Robertson** were working all day and half the night (and doing a really first class job) making everything from DZ bags to pilot chutes. After some negotiation Micky

Munn had secured the Team a slot on the RAF Falcons trip to El Centro for some really meaningful training.

A few days before the Team left for the States, a party was held to say farewell to **Ken Yeoman**, and also to **Lt. Col. Brewis**. Ken was presented with a hand painted statue of a Red Devil (only the second one ever presented), and he was also awarded the Red Devil of the Year trophy for 1983. This had been kept a closely guarded secret, and Ken was clearly overwhelmed; but it had been a unanimous wish of the Team members to mark the enormous courage shown by their then Sgt. Major during that personally tragic year. Of course they are not really saying 'Goodbye' to Ken, as he will still continue to be a source of help and knowledge on which the Team can draw. It was however 'Goodbye' to Col. Brewis, who is leaving the Army. **Micky Munn** presented him with a bronze statuette in recognition of the tremendous support he had given to the Team. In reply, Col. Brewis spoke in glowing terms of the talent now within the Team and wished them every success in the future; and made particular reference to the contributions made by **Micky Munn**, **Ken Yeoman** and **Bob Harman**. At this gathering, **Alec Munro** must have wondered what he was letting himself in for, when on this, virtually his first day, he was surrounded not by normal (!) Red Devils but by Batman and Robin, Kermit, Quasimodo, a Pink Panther and even Spiderwoman. Determined to make it a special occasion many of the Freds had decided to sport fancy dress!

That day had also seen **Jim Scarratt's** 1000th jump. It also happened to be his first malfunction! Jumping a GQ220 canopy (courtesy of **John Rix** - who said it was time he had a reserve ride anyway!) **Jim** and **Lenny Lampard** built a bi-plane, but an entanglement ensued and both jumpers had to cut away. Having managed 999 with not trouble, **Jim** had another reserve ride in El Centro - such is life!

Dave Trick, from 2 Para, joined the team just prior to Team Training and managed to get his D licence whilst in El Centro. **Sean Day** is also the proud holder of a D licence now - a very rapid

achievement.

So, leaving **Les Sedgebeer** and **Keith Hopper** to hold the fort - 20 Freds left Lyneham in company with the Falcons for the two day C130 trip via Gander and Ottawa to California. In the following two weeks most Freds achieved 25-30 jumps, most from 12,500 feet out of a C130. During a weekend off **Micky Munn**, **Alec Munro**, **Graham Robertson**, plus the 4-way team went to Perris Valley and some managed five jumps including a night jump and a 30-way. Some decided to be Sun Gods rather than Sky Gods and went to San Diego to add a little more tan to their already bronze torsos. Most of the jumping at El Centro was done in two sticks of ten, but the 4-way team managed five (I am assured - BRILLIANT) training jumps, but Spence was unable to do much in the way of Style training. However it was a really successful Team Training and the Freds are indebted to the RAF for the co-operation and friendship of **Flt. Lt. Dave Griffiths** and **Flt. Sgt. Al McDonald** of the Falcons, and also the invaluable help of ex Falcon, **Sqn. Ldr. Pete Smout**. The joint venture worked so well that friendships formed continue to bear fruit - the 4-way team have been invited to train at RAFSPA Weston for a week.

In addition to the parachuting in El Centro - **Steve Greenhalgh** entered and won the El Centro 10Km Road Race. He is obviously a very talented athlete, and together with **Dave Moore** and 'Iron Man' **Mark Flint** - is now busily preparing for a Triathlon. They have all parted with crisp pound notes in exchange for racing bikes on which they are currently terrorising the motorists on the A325!

Keith Saunders, who joined the team from 1 Para, just too late to be included on the El Centro trip, spent the time at Netheravon and thanks to the glorious April weather managed nearly as many jumps and almost as good a sun tan!

I'm told it's hard work from now on, and certainly there is a formidable display schedule ahead ranging from the prestigious D-Day celebrations - to (yes, it was true) a Brownie's Tea Party on Queen's Avenue - and I'm still not sure who enjoyed that most!

LUCIFER

90-WAY FORMATION AT DELAND'S EASTER BOOGIE

BY NANCY DWYER

During the week before Easter, Deland, Florida once again hosted the preliminaries that culminated in a record breaking large formation. Last year, by invitation only, 72 skydivers built a still standing world record large formation on Easter Sunday, after jumping together for the previous week. This year a more democratic and open scrambles preceded a 90-way record attempt. Whereas last year only 100 invitations were sent out, this year over 1,000 were sent. Essentially anyone on Deland's waiver list got one. Three hundred and sixty-one jumpers paid \$15 to register for the general boogie, and about half of those added an extra \$20 to be included in the scrambles, which also included air-to-air videotaping of most of the weeks' dives.

The screening process which pared the group down from 180 jumpers to the final 90 inevitably was arbitrary and judgemental, but it's difficult to argue with the fact that after final eliminations, the best skydivers on the DZ were on the four record attempt dives. As **Tom DeChristopher** said, "Everyone had an open opportunity to show their stuff and perform. And looking at the 90-way, the bottom line is that the qualified people are on it."

Two attempts were made on Good Friday using 2 DC-3's and 2 Twin Beeches, and the next two on Saturday. The fourth attempt became the world's first 90-way formation. The shouting and jubilation were dampened only slightly by the fact that the formation was held only 2.8 seconds - 2 seconds short of the 3.0 seconds required to qualify as an official world record. The video tapes were carefully timed over and over by the three FAI judges to establish average times, but a ripple of tension lost a grip in the second row of the six 15-way wedges less than 3 seconds after the last person on the outside of the formation closed. Within a second a whole wedge dropped out of the formation.

Organisers of the historic event were over a dozen, but the primary workers were **Tom Piras**, **Roger Ponce de Leon**, **Guy Manos**, **Mike Johnston**, **Larry Kelly**, and **Vern Melancon**.

The week was designed to be a learning experience for all of the skydivers registered - and their qualifications ranged from 50 jumps to the skygods with thousands to their credit. During the first round of the scrambles everyone was mixed together with the 17 team leaders alternately choosing their eight other team members from a large circle of all scrambles registrants. This caused some grumbling from the skygods who came for 'quality' skydives, but was a first for many intermediate skydivers who were able to learn at an accelerated pace from the heavy concentration of talent they would not normally be jumping with. Within a day or two, teams were reshuffled to more equal performance levels, and eliminations begun to select the 90 most qualified to attempt the large formation record attempt.

Some effort was made to occupy and teach those eliminated early from the 90-way attempt, but this was the one area of weakness. One complaint was that the emphasis was placed more on the hot skydivers, and focused on the record attempt, and not so much on the learning experience of the intermediate people. "If it came to a choice as to where the emphasis was going to be placed," said **Brian**

Jeffries, "it was directed towards the 90-way because that was the basic purpose of the boogie. But at the same time a lot of people got to participate and had a good learning experience from it. Last year the dives were hotter, but this year the learning process was better."

There were three basic classifications - the ones who moved up in the scrambles, the people who stayed at the 12-16 way level, and those who needed to go back to smaller groups of 6 or even in a couple of cases, one-to-one instruction.

The two greatest assets to learning for all groups during the boogie were the team leaders provided for each group, and the fourteen excellent videocameramen headed up by **Mike Sizemore** who kept 9 video units in the air to tape almost every dive that went up. Many of the cameramen took stills as well which were available within a few days.

"The load organisers got free jumps for their efforts. It was a good system to speed up the dives and to improve the quality of skydives because organisation is such a big part of skydiving," explained **Brian Jeffries**.

The practice dives used during the meet were supplied by **Guy Manos**, the creator of the Intermediate Pool of Dives to be used for the first time at the USPA National Competition this year in July. Many were fountain dives - isotosis dives which call for alternating lurkers. This taught the importance of disciplined wave entry into the formation. Group sizes were progressively larger, including 9, 12, 16, 24 and 36-way.

Relative work seminars were held on 3 or 4 evenings, although the promised CRW seminar never materialised. The evening seminars also served as democratic decision makers that, for one thing, established a morning starting time of 7.30 for the entire week. This was strictly adhered to, which tended to greatly decrease evening partying, leading to good natured grumbling about 'Camp Deland'. "We didn't have a whole lot of free time," commented **Jack DeChristopher**. "I wanted to socialise a little more."

"You can have fun and party," said **Tom Piras**, "but you can't stay up all night and expect to really shine when you skydive. You need to be moderate. People were here at 7.30 in the morning because they wanted to skydive."

The weather was off and on during the first part of the week, with jumps getting off every day between rain showers and high winds. Towards the end of the week the weather gods smiled down and the fun

dives were cranked out from dawn to dusk (even some night dives came off during the full moon). An especially stunning skydive that brought cheers from the crowd was organised by **Guy Manos**. Four 6-way zippers transitioned into two 12-way zippers and then peeled apart like a giant zipper into a 24-way open diamond. Another crowd pleaser was a 25 diamond dive organised by **Derrick** of Strong Enterprises. It was completed high, held quite a while and then four small diamonds tracked off leaving an X behind in the sky.

The merchants in Deland donated 30-40 meals to give away. Manufacturers also donated gear and supplies. On Saturday night there was dancing until 3.00 a.m. to a band. On Sunday about \$500 in cash prizes were awarded to intermediates who showed the most learning and improvement.

"Sitting up at night and talking through the seminars in the hanger," said **Piras**, "we learned how to pass on knowledge, how to get everybody in the air and doing their best, and always learning and having fun. That is important, to have fun while you are doing this stuff. Not just rattle off a bunch of skydives and get a bunch of numbers in books."

The first load on the Green Machine was a great ride up to altitude. **Scotty Carbone** brought in tortilla chips and hot cheese sauce for hors d'oeuvres on the way up. He also supplied a gallon of orange juice. Scotty was priceless - totally out of control.

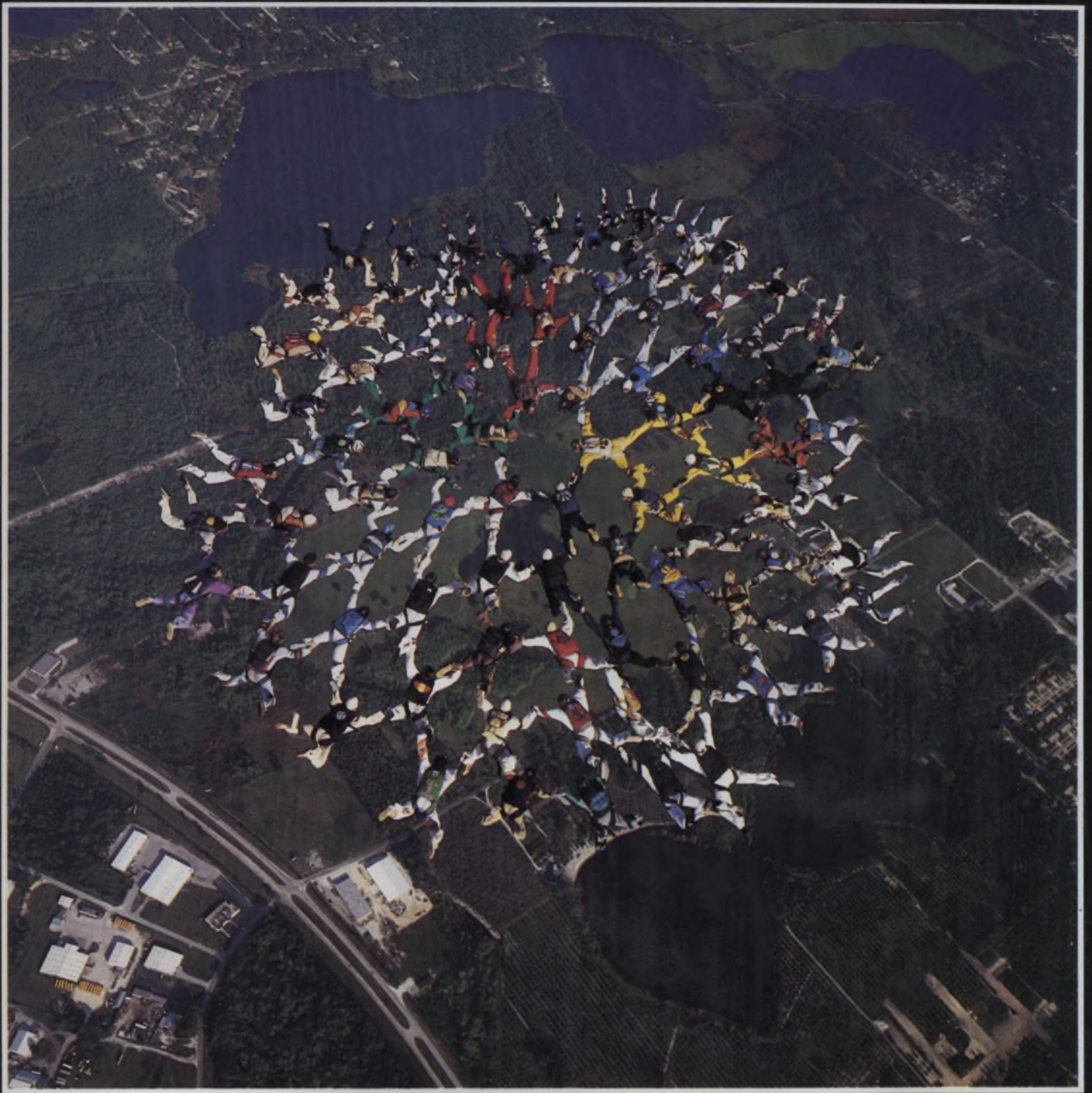
The first attempt was actually a real hot skydive. From the ground-to-air video you could see the concentric rings for every wave, so you could see the discipline that was used. It was damned close. There were about 6 out.

On the second dive people were hypoxic and that resulted in a lack of coordination up there. We exited at 16,300ft. on the first dive and 16,500ft. on the second one, but we stayed up there for 10 minutes getting the airplanes into position. We had oxygen in the planes, but used it all up.

"Probably next year we'll go up to 102," says **Piras**. "This year was 6 15-way wedges. The next obvious row makes 102 and also breaks into triple digits."

"I think using the whole week is the best way to put together this kind of big load," emphasised **Dan Batchelor**. "People who come from all over the country learn what's really current in the sport."

"The vibes are really good here," says **Dave Keith** from Perris Valley, California. "They handled it more like a serious, but fun sport."



Photography by Norm Kent



Photographer **Norm Kent** complete with freefall camera rig which includes a Hasselblad, Hitachi Video, an N9 16mm cine camera and an Olympus OM2 still camera. Total all up weight 26lb.

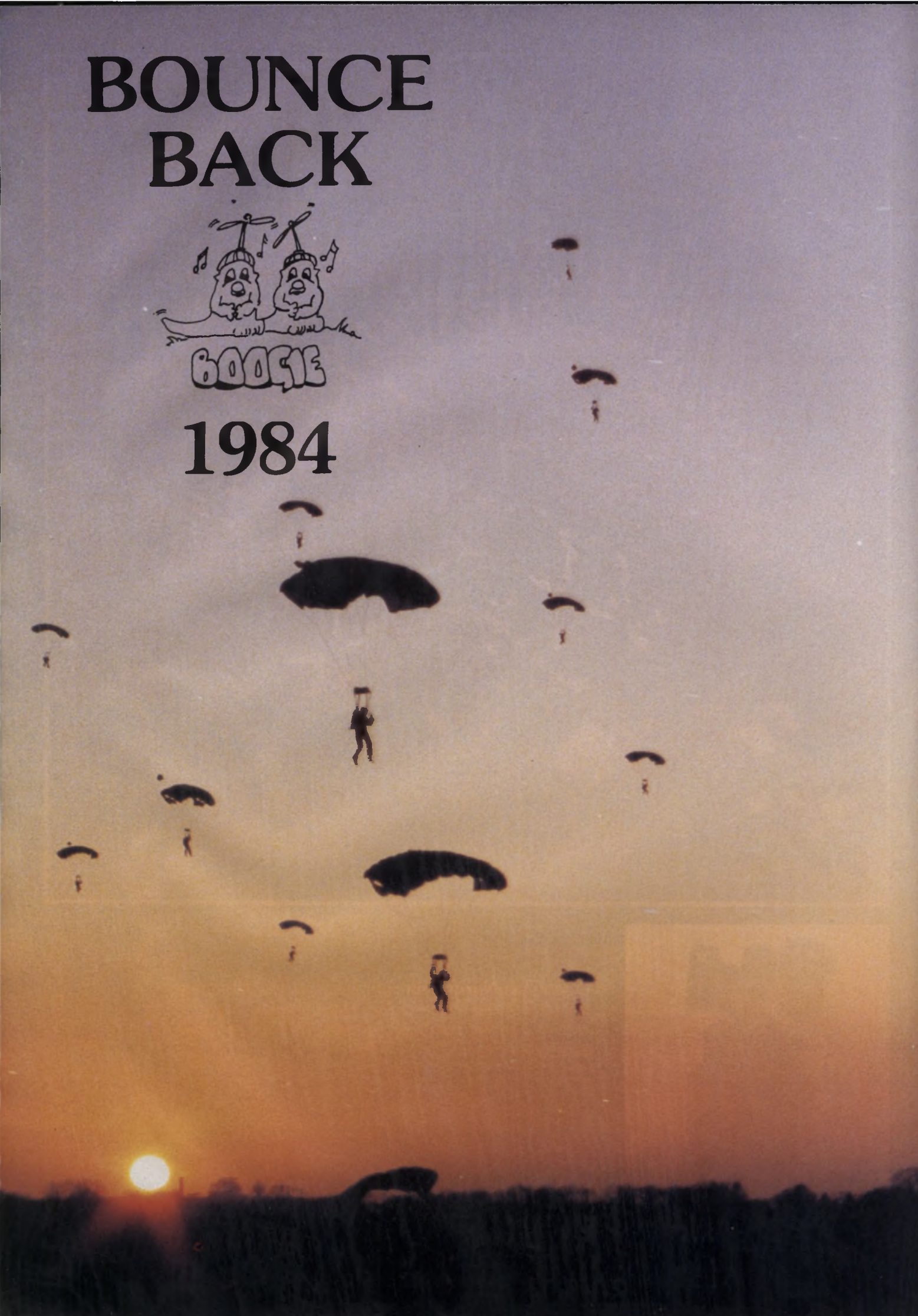
Photograph by Simon Ward

BOUNCE BACK



BOOGE

1984



It all began during the bleak mid winter, when Matthew and Ian starting going regularly to church. As most of us were freezing on the DZ waiting for them, we couldn't understand their sudden change of allegiance. It all became clear at Easter, and moreover their efforts had not gone unrewarded. Apart from the more practical arrangements (aircraft, pilots, marquee, loos, showers etc.) they had even managed the almost impossible - beautiful weather throughout the long weekend with all of this the Bounce Back Bookie at Pampisford could hardly have failed.

The aircraft, a Twin Otter from Jersey European, with the C-182 and Islander which live at the DZ, were present for the whole weekend, this allowed all forms of jumping, from students, various sizes of RW and large loads using the aircraft in formation, to continue virtually uninterrupted. All of the planes performed effortlessly and reliably for the duration of the meet.

As if all the skydiving facilities were not enough, continuous entertainment was also provided. Spot prizes were awarded regularly by a lottery on everyone's registration number. The registration included free beer and a band on the Saturday night. But, surprise, surprise, we couldn't finish all the beer on one night so we had to have a second crack at it on the Sunday. (I am told that even then, after more than 1500 pints had been consumed, it still wasn't all gone!) The band, The Pretty Things, were quite out of this world, and Pampisford really should have sunk into the Fens with all the hard-core bopping that was going on. The band 'went down' so well that after a whip round on Sunday morning, and a generous contribution from London Parachuting they were hired again for the next night. Again they were just as good (sadly without the magnificent Sax), but some of us couldn't hack the hard-core

bopping two nights running, along with jumping all day. Perhaps we aren't all fit enough this early in the season. Many are, though, and there were a few people notable Sandy and Ian, running around on Monday looking for their lost voices.

Despite the thick heads, and spot prize guessing there was also some skydiving. The formation loads produced some excellent large skydives. The Skull and Crossbone organised by Ian Head was probably the most successful of its type done in this country. Built with 25 jumpers it grew cleanly and smoothly (well, nearly) to completion by 5 grand. It was remarkably stable, considering its 'flaily' nature. Also built was a 28-way 'blob', which completed by 7 grand. Since this formation was complete it should qualify for an Official British record. The attempt at a record 28-way star (the hardest of all formations) unfortunately failed when it broke apart with 21 people in. Oh well, we can't win 'em all.

Large loads were by no means the order of the day. Most Otter loads carried groups of any size from 1 to 16. The level varied from basic RW instruction to 8-point 8-way. A very much appreciated facility at the boogie was the availability of Dive Organisers. There were instructors for students and early RW coaching, but, less usually for this country, there were also organisers for the more experienced people and groups. Often at boogies jumpers arrive and do not know a lot of people and are reluctant to 'lurk' on loads. Also many others are unwilling, or unable, to organise dives for a group they know well. The use of organisers can reduce all these problems and they were used to good effect at this boogie.

In all over 200 jumpers were registered for the weekend, along with 170 non-jumpers, so it was not surprising that the partying went so well. The Otter was not

even worked to its full capacity and made 45 lifts over the 4 days. 1450 descents were made, using all three aircraft and there were only 2 cut-aways. Lyn (All Right, Basically) George seems to have won with 17 jumps, Matthew is proud that no reprimands were given for low pulls or other BPA misdemeanors. (This does not include the occasional bad spot).

I understand that Pampisford hope to make this meet a regular event. If they do it is sure to become a 'must' on the calender, certainly if it is as successful and well organised in subsequent years. This kind of organisation does not come easily, and was the result of a lot of hard work and praying by the staff and members of Pampisford. It is not possible to name them all, but special thanks are due to Matt, Ian and Lyn for the base work; Dave Morton for flying superbly (good luck in your future employment); Lynette, Diane and Sue on the manifest; Di, Jenny and the others in the Skydiver's Bar; and everyone else.

Finally thank you to the following individuals and companies who contributed the spot prizes. They were all well received (especially by those who won one!):

Jump Shack South
National Parachute Ind. Inc.
Dave Waterman
London Rigging
Debbi Randalln
Chequers Pub
Skydiving Magazine
Skygear Europe
Dave Stephens
TKM Leathercraft
Bob McKenzie
University Arms

BRIAN MASON, PSACB



Nigel Slee boogying down to a large round attempt.

An attempt at the British largest star record comes to grief with a broken grip.



16 Way
Sequent
with one
four way
with a
height p

blem.



The Jolly Roger
Skull & Cross Bones
taken from above.

A completed 16 Way
'Guys and Girls' eight
of each.



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The Hi-Performance Choices

What are my 7-cell choices?

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All our 7-cell canopies are based on the MX-1 Airfoil developed exclusively for National. This airfoil was based on scientific testing done at the NASA Langley Research Center.

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The Sting Ray, the Spitfire, the Avenger and the Marauder. Select the 7-cell that's right for you and find out what Hi-Performance means today.



The 7-cell Spitfire

The Hi-Performance 7-cells

	Area	Span	Chord	Weight Ranges		Price*
				Recommended	Maximum	
Sting Ray™	145	18.4	7.9	87-130 lbs.	145 lbs.	\$748
Spitfire™	180	20.5	8.8	108-162 lbs.	180 lbs.	\$778
Avenger™	220	22.6	9.7	132-198 lbs.	220 lbs.	\$798
Marauder™	265	24.9	10.7	159-238 lbs.	265 lbs.	\$898

* For custom colors, add \$50

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These new canopies—the Scorpion, the Renegade, the Vulcan and the Hercules—match their sizes to jumpers in a variety of weight ranges. While the Scorpion and Renegade are tailored to smaller and medium-sized jumpers, the Vulcan and Hercules are better suited to larger jumpers.

Because these canopies are built with the same proven production principles as our 7-cells, they share many of the same characteristics. They are all built from F-111 and use the MX-1 Airfoil developed specifically for National and based on research done by NASA. All of them incorporate direct line attachment and fully-reinforced ribs. And they all have the same "extras" as our 7-cell canopies, at no extra charge: packing tabs, slider stops, dual crossporting, finger trapped lines, lap seam construction and single bridle attachment.

Nine-cell canopies probably aren't for everyone. Neither are Porsches or Learjets. But if you decide that the exotic appeal of owning a 9-cell canopy is overwhelming, talk to us first. We've got the 9-cell that's right for you.



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The Hi-Performance 9-cells

	Area	Span	Chord	Weight Ranges		Price*
				Recommended	Maximum	
Scorpion™	185	23.6	7.9	111-175 lbs.	195 lbs.	\$ 898
Renegade™	232	26.4	8.8	139-220 lbs.	243 lbs.	\$ 948
Vulcan™	282	29.1	9.7	169-267 lbs.	296 lbs.	\$1,048
Hercules™	340	31.9	10.7	204-323 lbs.	357 lbs.	\$1,148

* For custom colors, add \$50

MORE FROM PAMPISFORD



Pampisford student, **Ewan MacKinnon**, gets his SCR in the shortest time possible under the BPA system.

Mike McCarthy (in green) closes on the successful largest completed formation in Britain (28) leaving a final slot for the photographer.



LARGEST CIVILIAN DISPLAY



70-odd jumpers from as far afield as Yorkshire and Cornwall took part in the largest civilian display so far.

Three aircraft (2 DC3's and a De Havilland Dove) were used to lift the group. Just to make things a little more interesting they landed amongst make-believe German troops on a simulated D-Day Invasion. Not real bullets though.

The event was held at North Weald over the May Bank Holiday.



BRITISH JUMPERS ELIGIBLE FOR NEW AMERICAN FREEFALL AWARDS

The United States Parachute Association has invited all British jumpers to participate in the new American awards programme designed to recognise personal achievement in relative work. These new awards are unique and intended as a challenge - to encourage novice and intermediate skydivers in particular to improve their techniques and skills. The new awards include:

The Falcon Award (4-way) — for completing four formations on a single jump, with separation between each formation, exit at any altitude.

The Double Falcon Award (4-way) — for completing eight or more formations, with separation between each formation, exit at any altitude.

The Eagle Award (8-way) — for completing two 8-way (or larger) formations on the same dive, with separation between each formation, exit at any altitude.

The Double Eagle Award (8-way) — for completing at least four 8-way or larger formations on the same dive, exit at any altitude.

As each award is earned, the successful applicants will receive personal, numbered wallet size cards plus decals for car or plane. More than one award can be earned on the same jump, and those qualifying for two or more awards on the same jump

will receive double the number of cards and decals.

For each award, at any level, the certification fee (includes wallet card and decals) is \$12 US, plus \$2 US air mail postage.

In addition, colourful Falcon, Eagle, Double Falcon and Double Eagle metal and enamel badges are available for pinning to jump suits, jackets or hats. These cost \$6 each (US funds).

The only requirement to qualify for this new award programme is membership in the British National Aero Club or British National Parachute Federation.

The United States Parachute Association, on behalf of all American jumpers, specially invites foreign jumpers to participate in this programme. Simply write a letter to the United States Parachute Association explaining the day the jump was made; whether it was 4-way or 8-way; and the number of formations completed (with separation between each formation). The certification fee should be included - at \$12 (US) for each award for which you qualify, plus \$6 for each metal jacket badge for which you are qualified; plus \$2 for air mail postage.

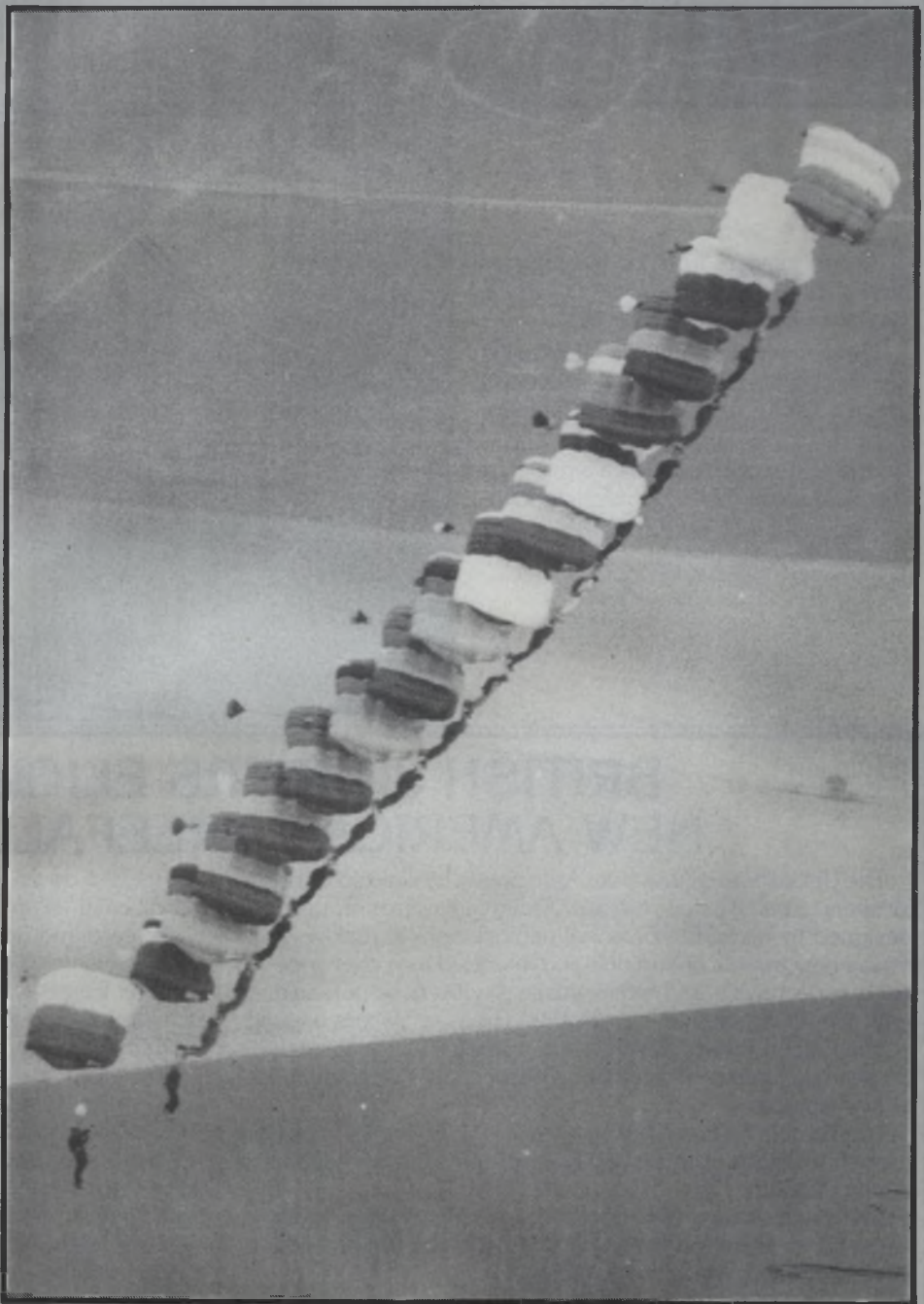
An application form was printed in October issue of Sport Parachutist.

WORLD CRW RECORD! (ATTEMPT)

Remember 26th April 1983 when late one Tuesday afternoon we caught a gap in the weather and slotted together a quick 15 stack? Probably not, but armed with that success, 24 of us, all Marines, concentrated our efforts into breaking the World CRW Record of 22, at Netheravon in April. Now it would be misleading to report on only successful attempts, so here is a little story of disappointment and frustration.

The logistics of accumulating all 24 marines for any period in one place, must have been an enormous task, thankfully not mine, but the end result meant that every available present and past members of the RM Freefall Team was there for the starting gun on Monday morning. Actually, so were 3 helicopters and crew from 707 Squadron plus 3 Brigade Air Squadron, 3 aircraft and pilots from Netheravon, 11 cameras, crew and sound recorders from BBC and COs', OCs' RSMs' and lots of determination, energy and confidence that by the end of the first days jumping the Big Record would be securely ours. I think **Sgt. Major John Ham** and **Major O'Hara** found consolation only in the knowledge that by Friday PM we'd be spread again to the four winds and life at Nethers could return to its usual efficiency! **Pete Lambson** again given the task of organiser and co-ordinator (filmstar, motivator and duty cigarette sponger, if the truth be known) and without fuss conducted the unenviable job, well.

Now then, we had one major doubt; during our Zephyrhills training trip we'd test jumped and consequently ordered 12 of Nationals brand new Avenger range, finding them ideal for our Demo and Competition requirements. But we ordered serial Numbers 005 through to 017 off the production line and had no idea how they would perform in "gyhuge" CRW formations; they had not given us a whisk of trouble in a couple of weekend 13/14 practice planes, but we still were a little apprehensive. Anyway, to the first attempt early Monday morning. It was unceremoniously cold and not even adrenalin suppressed the -33C at altitude. **Charlie Shea-Simmonds** took 8 nervous 'Bootnecks' to 15 grand in the Porter, **Pat Long** took 8 cold and nervous 'Bootnecks' to 12 grand in the Islander, and **Lt. Ralph Miles** took 6 very cold and nervous 'Bootnecks' to 9 grand in the Wessex V. That's how we'd build it, each aircraft running in at its given height and exiting above, in front and off to the side of the building formation. That worked perfectly and so did the concept of having 10 Pegasus on top followed by the Avengers (or so we initially thought). After all, apart from the build being far too slow and only a gentle swing making it unnecessarily difficult for lower docking, we had built a 17 on the first attempt and on one thought a change at this stage was required. Easy in hindsight isn't it, but what was effectively happening was the Avengers flew stable enough together, but tried to outrun the Pegs' causing a kind of dog leg in the middle. Magnified purely by the size of the thing, it became increasingly more difficult to dock lower down and we just couldn't build bigger than 17. Inevitably the poor weather closed in and even 04.45 starts failed to secure the continuity we needed, but after a couple of Wraps and chops', it gave us time to chat about thing and look closely at the videos.



It was actually on video that this damned 'dog leg' became apparent and a change of policy was implemented. The idea now was to sacrifice the advantage of the 'float factor' generated by the Pegasus and alternate the two types of canopies, Peg', Ave' Peg' Ave' and so on. The weather cleared

(still unceremoniously cold), the pilots fired up, the new batting order memorised and with that a new level of optimism and confidence. "This is it guys, this is it!!".....More disappointment, we just weren't building quick enough and some of the most experienced guys weren't even given a sniff. 16, 16,



17, 16, but it was a 24 stack we were after and now with a more stable stack, there was always one little incident, one mix up or delay that prevented completion. Now we had the weather, the personnel, the aircraft but time and luck were deserting us. Another chance: all the most experienced guys on the top, and maybe now, after 10 big attempts and three 4.45 am starts a little tiredness was creeping in, but again a new initiative brought with it a new level of optimism and indeed on our penultimate attempt at 8000ft we had 18 canopies flying stable. Steve started to plane Bob and his canopy collapsed, Steve's that is, unexplicably but typical of the bad luck dogging us, naturally they wrapped and a double cutaway! We had time for one more attempt.

Down, pack, debrief, and climb. "Yahoo, this is brills fun!" everyone knew that this was going to work.

.....! think a line caught around one of the Chasers pop tops or something, nobody bothered to find out but somewhere between 16 and 17 there was a 2½ grand delay and our Spring World CRW record attempt ended in bitter disappointment. In the final debrief people took the opportunity to thank everyone concerned, Netheravon for again providing the facilities and patient staff, 707 Sqn and 3 Brg Air Sq for the helicopter and dedication to task. The BBC who arrived half an hour before us and left half an hour after, **John Laing** chief judge and pilots, then people thanked us. Our OC, **Capt. Wilson** thanked us too, but even his word of encouragement "You've

extended your own British and European record to 17, you've come within a whisker of the Big One that's something to be proud of", only went some of the way it was designed to, to alleviate our disappointment. Whose to say one more attempt would have clinched it? On the other hand it may have taken another day, another week, anyway it was time for everyone to thin out back to individual commitments, only after of course a party and lots of "if onlys", carrying on into the small hours. I think however you can rest assured it will not be long before Britain has its own 'Over 20s Club'. All marines or otherwise!

NIGEL WATSON-CLARK
RM Freefall Team

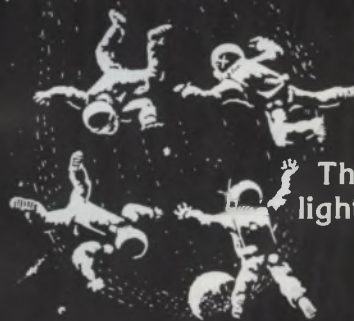


"A new concept in 13 plane CRW Sequencial", for that 'S' in the stack. (Pete Reynolds hit the top at 180° taking piccies!!)



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'90 WAY'S TO ENJOY FLORIDA

A world record formation but not an official world record, that was the verdict from three FAI judges present at Deland in Florida the Saturday preceeding Easter.

This Stateside trip started on Pan Am flight 107, Heathrow to Tampa via Washington with a very good flydrive package whereby a car is awaiting your arrival (worth remembering for your future trips). The party consisted of Leo Dickinson with his wife

A world record formation but not an official world record, that was the verdict from three FAI judges present at Deland in Florida the Saturday preceeding Easter.

This Stateside trip started on Pan Am flight 107, Heathrow to Tampa via Washington with a very good flydrive package whereby a car is awaiting your arrival (worth remembering for your future trips). The party consisted of Leo Dickinson with his wife Mandy and myself. The purpose of this trip was to film a ninety way, test out some new camera mounts and jump to extreme.

The latter was achieved by Mandy who managed 61 jumps in twelve days at Zephyrhills whilst Leo and I completed the rest.

Before moving onto the Big One, let me wander a bit and inform you of the changes at The Hills. Jim Hooper has sold out to George Kabeller, who used to run Southern Cross, in fact still does. George now runs his Winter operation from Z-Hills and seems to have plenty of ideas, some of which are already in action. Facilities are improving and all the old features we have come to expect of Z-Hills, such as the famed RW load organisation and instruction, are still available.

The atmosphere at Z-Hills is still superb and you would have to look hard to find a better place to Boogie.

Whilst Mandy spent all her time at the Hills, earning her Freak Sister number at their Easter Boogie, Leo and I moved to Deland to film. Over the holiday period up north the main effort was put into the 90 way operation, however there was still plenty of skydiving for those not involved and with available instruction.

My impression was that Deland is for the more serious RW worker, this may have been because of the intensity of the situation at this particular time. It's fair to say that both DZ operators have plenty to offer European jumpers with comparable prices of thirteen dollars to 12,500 feet. Both, of course, offer Accelerated Freefall but no static line operation.

Whereas you'll find National Parachute supplies at Zephyrhills (Manufacturers of the Warp III rig, Phantom reserves and an excellent range of new squares), The Relative Workshop (Vector) can be found at Deland, that means Bill Booth is never far away, in fact you'll normally find him enthusing over his tandem jumping system in front of a bunch of eager listeners.

Tandem jumping could well be as common as AFF shortly, Bill has already done over 130 jumps with his system (I was number 124) and Ted Strong about the same. Even at a terminal speed of 180 mph the opening on Bill's system is probably a lot softer than yours. He has developed an enormous nine cell that spreads the bottom skin totally before inflating the cells, the nose remains closed partially until about five seconds after full surface area is out.

Tandem jumping seems to have a future in two areas, firstly as a method of taking people for a ride and secondly for potential AFF students, it introduces them to jumping without responsibilities and too much to think about (i.e. it lessens the first jump 'sensory overload!') whilst allowing them to learn about canopy handling.

At the time of writing it is still being looked at by the U.S.P.A. to decide its future.

Deland of course is the drop zone holding the Official World Record (72, Easter 1983), this year

they decided to better it. 90 possibly 102 was to be the target. Instead of inviting the set amount of jumpers, Tom Piras and Bob Hallet made it an open invitation. As last year, a scrambles was organised whereby teams of nine were selected which got larger as the week went by. All the time the 'Chain Saw' was in action chopping the jumpers who didn't make the grade. Every load was accompanied by a videoman, videos were played back after each jump and studied by team leaders in greater depth each evening. The saying is 'The Video Knows'. Even during the four 90 way attempts jumpers were being changed if the 'Video Knew'.

By Good Friday everything was ready for the first attempt, two big jumps were made that day, both in the eighties. Seven cameramen filmed including Norm Kent with 26 lbs of equipment on a motorbike helmet, (35mm Olympus, Square format Hasselblad 16mm film and video). The discipline on all the attempts was immaculate, break off in waves from 6,000 feet with attention being paid to cameramen at all times.

On the Saturday two further attempts were made, the first again in the eighties and the second complete. It's interesting to note that small suits were worn throughout and the only two to go low were

jumpers who collided together. The base was made up of 24 in six colour co-ordinated sectors for easy area identification. Once again discipline was superb during the building of the formation.

They say the reason the formation only held 2.89 seconds instead of the required three, was because a grip was lost, rumour has it that a jumpsuit gripper came off, this I never confirmed. I suppose it's a case of knowing you were there, the formation was built in plenty of time, the discipline was good and no canopy handling problems amongst so many were experienced. Congratulations to Derek Thomas, the Brit representative inside the formation and of course to everyone else involved.

A famous Leo Dickinson quote following the 90 way, "At break off there were literally hundreds of bodies trackin'". Leo and I will both be there for the 100 way next year filming once again from nine angles.

If you're going to Florida be sure to check out both Zephyrhills and Deland, they each have much to offer and however experienced you are you'll learn a lot more. By the way, never believe that you can land a 100 way, it could hurt!!

SIMON WARD



Panicky para girl takes off chute on way down

Seen in the Daily Express

Guess that's what they call Journalistic Licence!!

Perfect landing for lucky Lee

By JOHN KING

ROOKIE para girl Lee Booker got in a flap after jumping into space—so she took off her parachute on the way down

As her instructor watched horrified from the plane door, she hurtled towards earth 2,500ft below. Then, after a free fall of more than 500ft she tugged open her emergency chute and glided to safety.

The parachute would have opened automatically at 1,000ft—but lucky Lee said yesterday: "I didn't think I could wait that long."

Instructor Gary Lawry said: "She almost gave me a heart attack."

Lee, 21, who was doing her first charity jump at Eagle-scott, North Devon, admitted: "I am entirely to blame."

"I couldn't feel myself moving so I thought I must be caught on the Cessna's wings. The parachute straps loosened."

"I panicked—the phrase is



Lee Booker

getting your knickers in a twist — and got out of the harness. I couldn't wait for the emergency parachute to open."

Her memory of the landing? "It's an absolute blank," said Lee, a social security worker in Bridgwater, Somerset.

Lee and her pals from the Compass Inn, North Pether-ton, raised £1,300 for cancer sufferers with their jumps

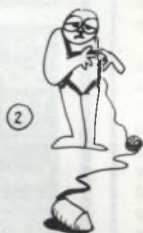
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save £££'s



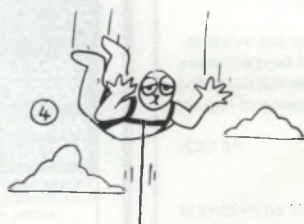
take 2½ thousand feet of string...



tie it to your chest-strap. Tie other end of string to a large, heavy object...

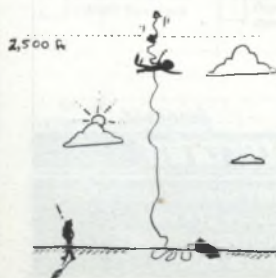


throw object out of door when at altitude (the pilot can tell you when this is)...



when string is fully extended, exit and have your boogie...

...STAY COOL!!!...



when string goes slack, you are at opening height.

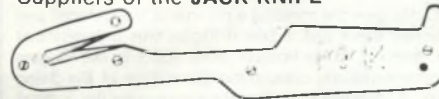
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**BRITISH PARACHUTE
ASSOCIATION
SAFETY AND TRAINING
COMMITTEE MEETING**

**19th APRIL 1984
THE POST HOUSE, LEICESTER
19:00 HOURS**

Present:

J.H.R. Sharples	Chairman	STC
J.K. Lines		MPC
B.A. Bias		Langar
J. Fletcher		BPS
D. Fisher		Barnstormers
I. Louttit		DISC
J. Diamond		MFFC
J. Ball		Pilots
D.P. McCarthy		Hereford
D. Palmer		Shrewsbury
T. Knight		Ipswich
S. Lamber		APA
J. Horne		JSPC (N)
R. Ellis		Traiblazers (N)
G. Douglas		RGJ
M. Winwood		Co-Opted
M. Bolton		Comwall
D. Parker		Headcom
J. Meacock		PPC
J. Curtis		Riggers

Apologies for absence:

B. Souter, D. Hickling, M. Mortlock, G. Lawry, Bob Harman

In Attendance:

J. Hitchen JNC SO
T. Butler JNC SO

Observers:

G. Mountjoy, G. Best, P. Roberts, M. Miller, I. Marshall, M. Warren, E. Dunn, J. Warren, I. Topps, K. Miles, N. Hamilton, I. Passmore, F. Harrison, R. Buckle, B. Lofts, D. Cox, K. Cox, J. Wright, K. Edwards, J. Forster, T. Scott-Melville.

**Item 1 - Minutes and Matters Arising from STC Meeting
22nd February 1984**

1.4 BPA Operations Manual

The Chairman informed the meeting that the CAA had been sent a draft copy of the Operations Manual and that they had written back with a small number of points which would be put into the manual and sent back to them for acceptance and it was hoped that would be done quickly so that the Manual could be printed within the next few weeks.

1.5 Incidents

The Chairman asked the meeting if there had been any problems concerning the testing of the 3-ring circus and noted that it appeared there had been none.

It was proposed by **M. Winwood** and seconded by **R. Ellis** that the minutes of the Meeting of 22nd February 1984 be accepted as a true record.

Carried Unanimously

Item 2 - Approval of Riggers Minutes of 22nd February 1984

J. Curtis gave the meeting a resume of the minutes and informed them that a Senior Rigger was unhappy that STC had not, in his opinion taken notice of the Riggers recommendations concerning the testing of the 3-ring risers. A discussion took place concerning the 1/4 bag/diaper, and various designs that had been shown to the Riggers that evening. **T. Knight** demonstrated a 1/4 bag designed by **I. Robertson**. It was requested by **Mr. Curtis** that via STC, Council be approached to assist **Mr. Robertson** in his expenses concerning the work he has put in on this project. The minutes were unanimously approved by the meeting.

J. Curtis

Item 3 - Approval of Pilots Meeting of 22nd February 1984

J. Ball presented the minutes of the Pilots Meeting and a number of points were raised. Some concern was expressed by the Pilots Committee that the CAA approached a club and after checking dropping speeds of the Cessna 206 insisted that speeds be raised, this has since been changed. It was hoped that in the future the CAA make approaches via the BPA and not directly to the clubs.

CAA

Item 4 - Team Leader Qualifications

J. Hitchen outlines his proposals for requesting the qualification for Display Team Leaders, considering the responsibilities imposed upon Team Leaders by the CAA

within the new BPA Operations Manual and his proposals were so that Prospective Teams Leaders would be in possession of all the information required of them. After a great deal of discussion it was proposed by **M. Winwood** and seconded by **M. Bolton** that the following be the qualifications for a Display Team Leader:

- (1)
a) Hold a BPA Approved Instructor Rating
b) Have made at least 300 jumps
c) Have made at least 30 display jumps
or (2)

- a) Hold an FAI 'D' Certificate
b) Have made at least 300 jumps
c) Have made at least 30 display jumps
d) Pass an examination on:
(i) Display Procedure (ii) Pilot and Aircraft requirements.
To be administered by JNC SO

For 12, Against 0, Abstentions 1 — Carried.

All CCIs
JNC SO

Item 5 - Incidents

1) **D.P. McCarthy** informed the meeting of an incident where a student on a 5 second delay experienced a total malfunction due to the fact that the ripcord pin became detached from the ripcord wire, the pin had been supplied by Thomas Sports and was an old one that had been subject of a safety notice last year, this had been tested at the time and found to be ok. **L. Thomas** had replaced the ripcord. After some discussion it was recommended that all ripcords should be regularly checked.

2) **J. Horne** informed the meeting of three incidents at Netheravon, the first was where a Category 10 jumper did a low hook turn on his ram air canopy and broke his femur. It was emphasised the importance of not making radical manoeuvres near the ground.

The second incident was when a Category 10 jumper on a ram air canopy had a steering line malfunction and elected not to cutaway, he steered the canopy on the back risers, and at about 200ft. the knot in the steering line slipped and pulled in the left hand slide of the canopy putting it into a spiral, he landed heavily and cracked his pelvis and damaged a vertebra. **J. Horne** emphasised that if a jumper has a steering line malfunction it may get worse.

All CCIs

The third incident concerned two Category nine jumpers and two instructors making an RW jump which went to plan until break off, when they tracked off the two Category nine jumpers had a canopy collision, one of them cutaway and sustained bruising to his leg, the other jumper landed his canopy with the first jumpers canopy entangled around his lines, he suffered fractures of the Tibula, Fibula and Femur. This incident had been discussed by the APA STC and the recommended that no more than one Category nine jumper be permitted to jump in any RW group. This was discussed at some length by the meeting and it was decided to keep the present rule as it is.

3) **J. Meacock** informed the meeting of an incident at Sibson concerning a streamer malfunction where a Category 7 jumper had been attempting back loops from 7000ft. The jumper lost stability and pulled in a back to earth position, his main canopy streamered and he deployed his reserve at about 1,500ft. The main canopy was an Irvin Skydiver fitted with a net skirt and 1/4 bag. It had appeared to have been caused by the rigging lines fouling the lower peripheral band. **J. Meacock** stated that he was concerned as the reason for the lines becoming entangled with the peripheral band could not be explained, PPC had withdrawn the equipment from service and were changing the 1/4 bags for the Netheravon type. A number of questions were asked.

4) The Chairman informed the meeting of two incidents, one at Strathallan and one at Swansea of two premature firings of FXC's, on both incidents the parachutists landed safely. **D. Parker** emphasised the importance of regular servicing of FXCs.

All CCIs

5) The Chairman informed the meeting of an incident at Eaglescott where a student cutaway on her first descent, but as no incident report had been received in time for the meeting it would be put back until the next meeting. **G. Lawry** had sent his apologies for not being present at the meeting.

G. Lawry

Item 6 - Permissions

1) **T. Scott-Melville** had requested a permission for his team to make two water displays without the presence of an Advanced Instructor. **Mr. Scott-Melville** out-lined his reasons for this and stated a BPA Instructor (**J. Batt**) would be present. It was proposed by **R. Ellis** and

seconded by **J. Meacock** that this be permitted.
For 12, Against 1, Abstentions 1. — Carried.

2) **R. Buckle** requested permission to attend the Advanced Instructor Pre-Assessment Course, being 2 1/2 months short of the required permitted time. It was proposed by **I. Louttit** and seconded by **G. Douglas** that this be permitted.

Carried Unanimously

3) **J. Horne** requested permission for **T. Oldrey** to attend the Instructor Examination Course at Headcom in May. **J. Horne** explained the background to this request. **T. Oldrey** had been a PI previously and it was felt it was not necessary for him to complete 6 months as a PI this time. It was proposed by **J. Horne** and seconded by **G. Douglas** that this be permitted.

Carried Unanimously
JNC SO

Item 7 - A.O.B.

1) **J. Hitchen** presented to the meeting a number of Drop Zones that had been inspected by the JNC SO since the last meeting:

1) Ribble Bank Farm, Heskeith Bank, Nr. Preston for the Blackpool Parachute Centre. This is cleared as an un-restricted DZ, but as there is water 1500 yards from the target, lifejackets will be worn by parachutists.

2) Turnover Hall, St. Michaels on Wyre, Nr. Preston, for the Blackpool Parachute Centre, cleared as an un-restricted DZ.

3) Netherthorpe Airfield, Nr. Worksop, for the Save the Children Fund Team cleared as suitable for 'C' and 'D' Certificate parachutists.

4) Oakington Airfield, Nr. Cambridge for the East Coast Parachute Club, this DZ had been reced the previous week, but on one side of the airfield there was a power line approx. 800 yards from the target running away, and it was recommended that this was suitable for all parachuting. It was proposed by **G. Douglas** and seconded by **J. Horne** that this DZ be cleared as un-restricted.

Carried Unanimously

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5) Two sites in Kent had been reced for Capital parachuting by the JNC SO's and was thought to be unsuitable for parachuting and at the decision of Capital Parachuting the sites were not presented for clearance.

2) **B. Bias** requested from the Committee permission to use a DZ in Northern Ireland called Killykegan for the Wild Geese Parachute School, this DZ had been looked at by **D.P. McCarthy** last year and he considered it suitable for parachuting. After a great deal of discussion and because of the presence of Power Lines the Committee felt that the DZ should be checked by the JNC SOs.

3) **D. Woods** requested that **B. Dowling** be permitted to act as CCI at Thrupton Parachute Centre until the August Advanced Instructor Pre-Assessment Course and if successful until the November Course. Mr. Woods gave details of the reasons for this request and the need for the permission to keep the Centre open.
It was proposed by **G. Douglas** and seconded by **D. Parker** that this be permitted.
For 8, Against 1, Abstentions 5. — Carried.

4) **D. Howerski** had requested STC approval to take a

Twin Otter to 14,000ft. AGL during the Swansea Boogie from 21st July - 29th July 1984 and to take the Twin Otter to 15,000ft. from 4th - 23rd August, for some record attempts. It was proposed by **M. Winwood** and seconded by **M. Bolton** that this be approved.
Carried Unanimously
D.L. Howerski

5) The Chairman informed the meeting of a letter from **D. Howerski** informing anyone interested in obtaining 'link separators' that he had had some made and that they were available for purchase.


6) **S. Lambe** requested approval for the Army Turbine BN Islander at bad Lippspringe to be permitted to go to 15,000ft. upon the authorisation of **B. Card** as long as the plane was not above 12,000ft. for more than 10 minutes. It was proposed by **J. Home** and seconded by **M. Winwood** that this be approved.
Carried Unanimously

7) The Chairman informed the meeting of a letter he had received from **L. Thomas** (Riggers representation to STC) offering his resignation from STC as he was unhappy with STCs decision not to accept his proposed method of

testing the 3-ring circus, the meeting felt that the decision to accept GQs method was for the right reasons and there was no suggestion that the method proposed by **J.L. Thomas** was wrong. It was proposed by **D. Parker** and seconded by **T. Knight** that **J.L. Thomas'** resignation not be accepted.
Carried Unanimously

8) **G. Douglas** requested that a **Mr. M. Mazuly** an experienced parachutist in Cyprus be permitted to despatch S/L Students in Cyprus prior to attending an Instructor Course in August. **S. Lambe** pointed out that **Mr. Mazuly** had been assessed by two BPA Examiners and gave some background to the request. It was proposed by **G. Douglas** and seconded by **R. Ellis** that this be permitted.
For 3, Against 10, Abstentions 1. — Not Carried.

Dates of the next Meetings are:-
Thursday 31 May, 1984
Thursday 19th July, 1984
Thursday 6th September, 1984
Thursday 11th October, 1984
Thursday 29th November, 1984
Venue is the Post House, Leicester and the time is 7 p.m.



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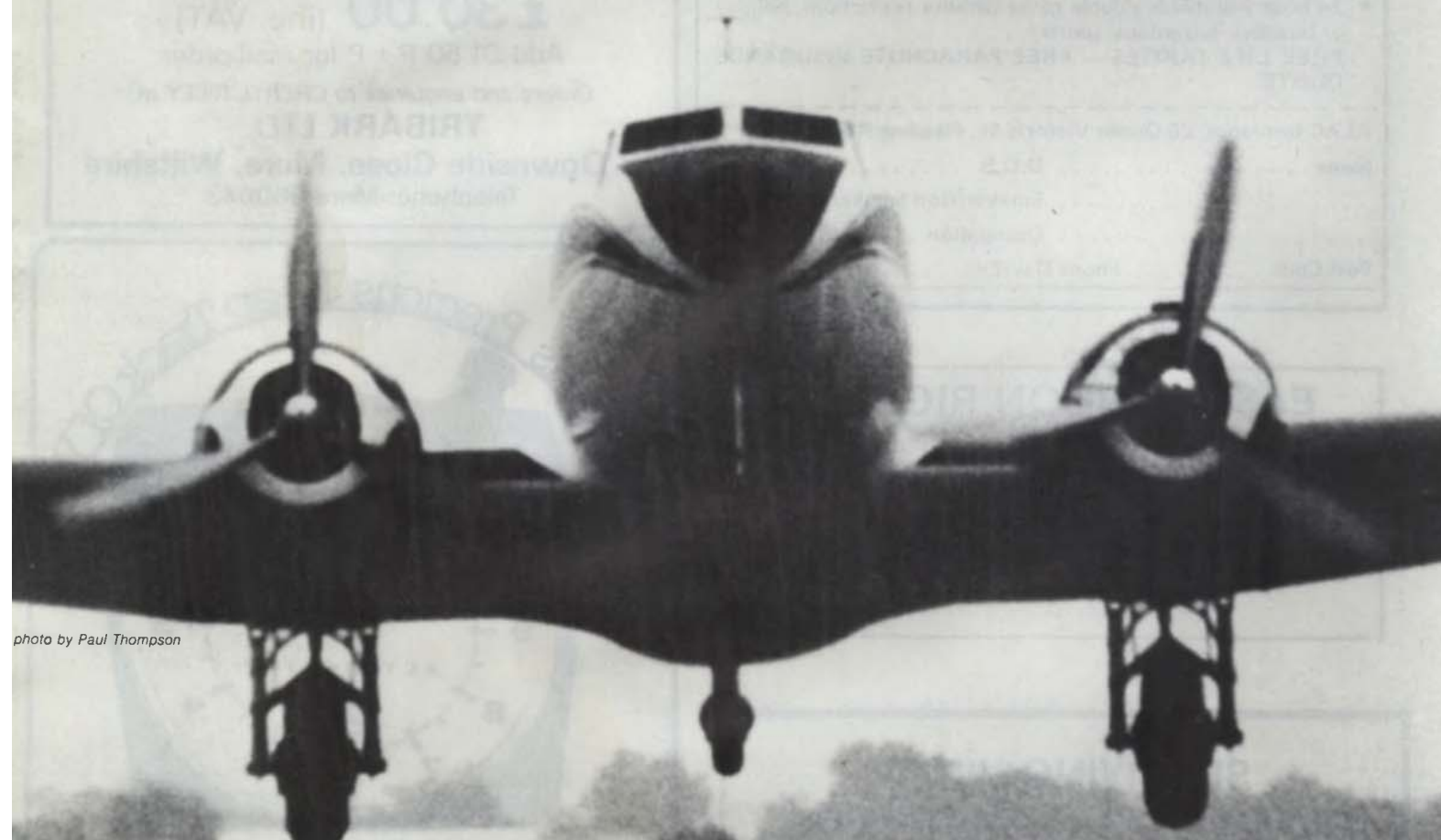


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CLUB PAGES

HALFPENNY GREEN

A letter for your Club Pages! As yet we don't have a club rep. to do this, so I have taken it upon myself to inform the general readership of things that are happening at 'The Green'.

After several moves within the airfield, we are now settled in our new premises. Namely the Central Tower Complex, and after many years of 'Political' unrest we seem to have emerged into the sunlight, mainly due, in no small part to the vision of **Tony Oakes**, **Carol Phillips**, **Dave Higgs** and to all the other members of our hard working committee, who, throughout the last few years when all seemed to be going wrong and really bad luck seemed to hover over the club, quietly went about their tasks and ensure that weather and BPA regs permitting jumping went on — on what is just about the best laid out DZ in the Midlands (I'm biased). Many, many senior members of the BPA started their jumping here and many new DZs were planned here and put into operation by ex-Halfpenny Green members, who have gone on from here to spread the gospel. One day I shall coerce our current Historian (**Eddie Roberson**) to put it all down on paper. Yes! He is still jumping folks and along with **John Keen** and **Tony Oakes** are very much respected members of our instructional staff, working under our CCI **Pat Walters** of almost two years standing. A man totally committed to the sport, an advanced instructor he also holds an Examiners Rating, is also almost a rigger (one more exam) and happy was the day when **Tony Oakes** persuaded him to come to Halfpenny Green, when we were desperate for a CCI (and if that isn't worth a free jump from 10,000 ft I give up).

We are now full time, six days per week (closed Mondays), and wait for it we have an Islander!! Through the hard work of every member of the club, husbands, wives, mistresses, boy friends etc. etc. we have had the privilege of taking delivery, from Bembridge Isle of Wight a fully reconditioned Islander, G.H.G.P.C. is the CAA registration.

We haven't a very large full time membership but what we have got are for the most part hard working club members, beaver away to clear the more mundane tasks so as not to overload the CCI and instructors. Our pilots deserve a mention — our chief pilot is **Joe McClougin**, he has been with us a considerable time and has worked as hard as any of us over the years to ensure Halfpenny Green continues. Along with **Bob**, **Nigel**, **Rick** and last but not least **Gavin** who is working hard for a commercial rating, who along with **Pat Walters** and **Tony Oakes** comprises our full-time staff. The throb of them working hard to keep Halfpenny Green fluid. So there it is at a glance!

You are all welcome to come and visit. We are close to the Midlands motorway complex and are well and truly on the map. We are looking for new membership especially those who feel motivated to be trained as instructors, as most clubs know you can never have enough instructors and the ones you have are always in danger of being overworked.

Thanks must go to all the senior members for passing on their skills to us 'thickies'. **Dave Turner** for organising my first eight man and **Pat** who docked so fast he was 7th and I a slow 8th. **Kevin** and **Wiggy** who is just back from the South Atlantic!! **Lyn** who, after damaging her ankle on a demo is almost ready to jump. **Lin Waite** and **Jans** who have done very well in their progression (I still hold out hopes for an all girl 4-way over the Green). Thanks to everybody.

Next year we are hoping to offer our club to host some sort of BPA competition all being well. A bunkhouse is in the planning stages and the kitchen is in the process of being reorganised, so our facilities are almost up to scratch. So blue skies everyone and hopefully we will see you all at The Green.

BARRY JOSS, BPA49058

MIDLAND PARACHUTE CENTRE

Clear skies everyday, warm enough to sunbathe, lifts to 14 grand, and at only £6 a time. Does this sound anything like your DZ? Perhaps not, though with conditions like that, it didn't take much persuading for **Tony Trace** and **Mick Collins** to accept **Paco Romero's** open invitation to the Canaries boogie which closed the skydiving year for '83. Had you been there, you'd have found, like them, that the **Casas** and **Caribous** ran a shuttle service from dawn to dusk without any interruptions from things like weather (though one load was held up by the Caribou dropping its tailgate onto the runway during take-off). **TT** and **Mick** regularly took part in successful 12/13 ways, were invited onto the 26-way, and **TT** was pleased to be able to close last on a 16 way, also, their demo skills were sharpened up for the coming summer by more than one load having to both land and pack in the main town.

More blue skies again, this time at Easter (you remember?), which caused about 20 from the club to go foreign in an advanced D-day party to La Ferté-Gaucher near Paris for five days. You don't need to be at the top of the category system to enjoy and profit by one of these visits abroad, as there were three cat. 8 jumpers and one cat. 5 in the party. Hard as **MPC** tried, they couldn't quite overwhelm the place, though the famous gallic two hour lunches were curtailed in the interests of le sport. **Tracy Phillips**, our very own policewoman in the sky, gained her cat. 10 whilst there, having started skydiving some 12 months ago and completing about 80 descents.

The new equipment is to be seen in full use. All the student gear is new, from aeroconicals down to helmet radios for the students, and also the kit for progressions and conversions for the little kids. The big kids get to see themselves on the video that **John Lines**, club chairman, has bought himself as a present for achieving 1000 jumps. He is very much in demand for jumping video on RW loads, which seem to start out as say 4-ways, but become 26-ways when you count the number of people who squeeze into the de-briefing sessions.

Another skydiver who collected his 1000 jump certificate was **John Carter**, who also has been seen to cross that fine dividing line between those that stay in a perfectly good plane, and those that don't. Having been checked out as a jump pilot has its disadvantages for him though, as for instance when there are plenty of people waiting for lifts, but the pilot has not yet turned up.

Following hard on the heels of **MPC's** success in last year's Nationals, **Paul Ross**, **Paul Langham**, **Mick Collins** and **Steve Davies**, our 1984 novice entry, are training hard wherever and whenever they can get to jump. Choice of a name is as difficult as ever (some people remark that if teams put as much effort into training as they put into choosing a name, they'd jump a lot better). Current thinking is 'Scratch my back, and I'll scratch yours', but that's too close to 'Symbios' by another name.

Anyone who thinks that the English weather can be used as an excuse not to skydive, should take note of the number of progressions that have taken place at **MPC**. Recent C licence holders are **Mick Mathews** (**MPC's** Skydiver of 1983), **Malcolm Nelson**, **Ken Craft**, **Connor Cassidy**, **John Warwick** and **Alan Jackson**. **Pete Ostick**, when last in port from his job on a super-tanker, collected his Cat. 10, **Dave Hatton** having preceded him by a few weeks, as well as getting his **MPCRW** award (that's a 5-way RW followed by a 5 stack in the same jump). **Roger Preston** got his D licence also. Congratulations to all of them for sticking at the progression system until they succeeded. Finally, **Kevin Burchell** by now will have taken his Instructor's final exam, and we're sure of his success in passing that.

As for the summer season, things continue to look good for **MPC**. All courses are over-subscribed, evening jumping has started on Wednesdays, and the demo calendar is fully filled. 1983 was the best year in the club's history, 1984 has already started as we want it to continue.

ROGER PRESTON, BPA92707



"BLACK CAT, RABBIT'S FOOT, WISHBONE, ST CHRISTOPHER MEDAL, HORSE SHOE, AND A LUCKY CORNISH PISKEY. RIGHT! I'M ALL READY FOR THE DUCK-END THIRTEENTH MEET STARTING FRIDAY 13TH JULY!"



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BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

15th MARCH 1984
KIMBERLEY HOUSE, LEICESTER
18:30 HOURS

Present:

J.T. Crocker Chairman BPA
J.L. Thomas Vice Chairman BPA
P.W. Ritchie Chairman Finance Committee
D. Hennessy Chairman Dev. Committee
Ms. S. Brearley
R. Colpus
B. Dyas
D. Tylcoat
J. Lines
B. Mason
J. Curtis
Mrs. J. Watts

Co-opted Members:

D. Waterman Editor 'The Sport Parachutist'

Observers:

D. Woods

Apologies:

S.D. Lambe Chairman Comp. Committee
J.R.H. Sharples Chairman S and T Committee
L. Melville
G. O'Hara
G. Lilly
R. Hiatt

Attendance:

Ms. C. Hinchcliffe Kaleidoscope
Mr. N. Howarth Computer Consultant
A.K. Butler JNC SO BPA
J.H. Hitchen JNC SO BPA
C.W. Port Sec. Gen. BPA

Council expressed deep sympathy for the family bereavement suffered by the Chairman STC Jim Sharples.

Item 20/84 - Minutes of Previous Meeting

In the opinion of R. Colpus the Council minutes did not reflect enough detail from the Competition Minutes. He felt that perhaps a loose leaf insert into the magazine of all minutes would be a better way of informing the membership. D. Waterman stated that it would not be an economical way of printing the minutes.

P.W. Ritchie stated that this had been discussed at much length in the past and that in his opinion the minutes as they were now were quite adequate.

The Secretary General said that in accordance with previous Council requirements the Minutes of the Finance and Competitions Committees were sent to all clubs in the same way as the minutes from Safety and Training, with a request to the Club Proprietors and CCI's to display the minutes on the Club Notice Boards.

D. Tylcoat said that he had had complaints that the minutes were not verbatim. J.T. Crocker stated that there was no requirement for verbatim minutes just that true minutes were kept, and that in any case it would take far too long to prepare verbatim minutes of all meetings.

It was finally agreed that the Secretary General should send two copies of the relevant minutes to all Clubs with a specific request that the minutes be displayed on the Club Notice Boards.

Sec-Gen

It was proposed by P.W. Ritchie and seconded by R. Colpus that the minutes of the meeting of the 9th February 1984 be accepted as a true record.

Carried Unanimously

Item 21/84 - Matters Arising

1. Royal Aero Club Awards

Submissions for the awards for 1984 had been received too late for consideration at this year's Awards Committee Meeting. However in order to ensure that the submissions are in time in future the Royal Aero Club had been asked to notify this Association well in advance, and in order that submissions could be considered by the Council a reminder will be printed in the Magazine in September 1984.

2. Window Envelopes/Stationery

The Secretary General was able to report that the change over had been implemented.

3. Vice Presidents of The British Parachute Association

Mr. W.J. Maccocock and Mr. C. Shea-Simonds were delighted to accept the Vice Presidencies and acceptance letters had been received from both. These had been circulated to all Council.

4. Capital Radio Adventure Day

The latest correspondence from Mr. G. Hinsley had been sent to all Council Members for information. R. Colpus stated that if the dates were compatible with his Calendar of Events he would be quite willing to arrange the ground display. The Secretary General would circulate the dates.

Sec-Gen
R. Colpus

5. Hertz Business Partnership Scheme

The Secretary General was pleased to be able to report that 1% of all monies received by Hertz in connection with the scheme would be repaid to the Association.

Sec-Gen

Committee Reports

1. Safety and Training Committee

In the absence of the Chairman of STC, J.R.H. Sharples, due to a family bereavement, A.K. Butler asked for any comments on the minutes which had been previously distributed.

Item 5 Three Ring Circus

B. Mason stated that he had spent a considerable amount of time on this specific item and felt that there had been some confusion on the part of STC, but that now it appeared to have been cleared up. He felt however, that a qualified metallurgist should have been contacted to give better advice than that which had been forthcoming.

J.L. Thomas stated that he had contacted the source of this equipment, Mr. W. Booth, and had subsequently prepared and submitted a paper to STC which, to his chagrin had been disregarded.

J. Curtis stated that it had been the recommendation of the Riggers to look at both tests, GQ and Mr. Booth's, but STC had paid no heed to this.

J. Lines stated that at STC there had been a lot of confusion and thus STC had erred on the side of caution.

D. Tylcoat asked that as a matter of principle, if there was any doubt about a piece of equipment then it should be grounded, by the HQ Office, until such times as the equipment had been proved to be safe.

In response to questions J.L. Thomas stated that when he had completed all tests and replacements for his customers he would be prepared to look at other peoples rigs.

A letter had been received from Mr. D. Williams and circulated to all Council, and in response to this letter it was agreed that an investigation into some form of testing station would be carried out by the National Coaches.

D. Waterman requested a definitive statement updating the situation for inclusion in the next issue of 'The Sport Parachutist'.

JNC SO
D. Waterman

A.K. Butler, JNC SO, was requested to write to the manufacturer with regard to this whole matter.

The minutes were ratified

2. Competitions Committee

In the absence of the Chairman, S.D. Lambe, the minutes were presented by R. Colpus.

J. Curtis complained of the fact that the Minutes had only just been made available for members to see. He asked that in future they should be available in advance. (The Secretary General apologised for the tardiness in the minutes being despatched, this was due to an administrative error and he will ensure that whenever possible minutes will be despatched in plenty of time for Council Members to read).

It was stated that the cost of the National Championships would now have to be borne entirely by the Association as the Fosters Sport Foundation had not allocated any funds to this Association this year. Updated budgets based on this factor and on new jump costs as well as late entry fee changes, would be drawn up by the Secretary General and distributed, for information, as soon as possible. The basic costings etc. were accepted as these all had to be typed up and distributed in order that members of the Association would have sufficient time to plan their year.

It was agreed to ask the Minister for Sport and Mr. P. Powell, if they would agree to present the prizes at the closing ceremony of the National Championships.

On the matter of the World Championships budgets which had been prepared and distributed by the Secretary General, the Competitions Committee had discussed these at some length and had managed to cut the costs somewhat, thus leaving more funds available for the off year competitions. The Secretary General would, on the basis of the new figures, recompile the budgets for the World Championships.

There was considerable discussion on the question of the video. It was finally agreed that S.D. Lambe would liaise with Mr. M. Roberts, BBC Engineer, on the subject and also liaise with Weston on the Green to arrange to test the system out.

It was further agreed that the purchase of the remainder of the video equipment (recorder etc.) should be left to the Chairman, S.D. Lambe and the Treasurer, P.W. Ritchie.

I. Rosenvinge was thanked for the work he had put into CRW Seminars. It was agreed that £50 should be allocated to help towards the cost of this first seminar and that he should be asked to report back on the response to the seminar.

Sec-Gen
I. Rosenvinge
The Minutes were ratified

3. Finance Committee

The Chairman of the Finance Committee P.W. Ritchie, presented the minutes of the meeting. (Attached).

a) The Finance Committee had recommended that Kaleidoscope be given the opportunity to extend their franchise for a further year.

Mrs. C. Hinchcliffe had presented her plan of campaign for the forthcoming year. It was agreed to extend the franchise for a further year.

b) It was agreed that in future the Annual Dinner Dance/Annual General Meeting should be the subject of a tighter budget prediction and in addition that the Secretary General find ways to economise in line with suggestions put forward by Council.

c) There was considerable extra discussion on the subject of the Self Sufficiency of the magazine. It was generally felt that the standard of the magazine should in all circumstances be maintained. The Editor, D. Waterman, pointed out that the budgeting was based, as indeed it had to be, on preceding years figures, and it was all subject to variables over which neither he nor the Secretary General had any control. It was finally agreed that in the first instance the Editor would keep within the budget restraints but that if a situation arose where increases in costs beyond his control or decreases in income, also beyond his control became apparent then that was the time for the Council to re-consider the situation.

The Minutes were ratified

4. Development Committee

D. Hennessy, Chairman of the Development Committee gave the Council a resume of the work accomplished to date and the way in which the plan was taking shape.

During the weekend of the 10th and 11th of March two full day meetings of the Development Committee had been held in London.

Prior to this D. Hennessy had been to see the Liaison Officer, Mr. J. Scott, in order to attempt to clarify certain points and to ascertain whether The Sports Council had any specific guide lines which the Committee could or should follow. It transpired that there were no such guide lines. However, he had managed to obtain a copy of the development campaign of another Governing Body, which, he felt, might serve as a basis for this Association's ideas.

At the weekend meetings much time had been allocated to the subjects of Coaching in all disciplines, Progression, Competition, Regionalisation, Computerisation, Sponsorship.

The main brunt of the work had been accomplished on the first day but the detail and discussion needed was such that a second day had been essential to really get the ideas into some form of order. The Committee has set itself a deadline of September for the final draft to be ready.

D. Hennessy asked for and obtained Councils agreement to make initial overtures to major sponsors in order to obtain some idea of the sort of funding which might be obtained as an addition and alternative to the source of funds at present available.

It was also agreed that in reality the Association needed a full time, three month contractable employed Development Officer. The Editor of the magazine agreed to insert an advertisement in the next edition of 'The Sport Parachutist'. It was to be left to D. Hennessy to interview and decide upon the person concerned.

5. Club Representative

Mrs J. Watts had received some replies to the letters she had sent to the clubs on the subject of the Video Film of training etc. which had been suggested earlier by D. Waterman. The upshot was that in general terms there was a mixed reaction. Some people were in favour if the project did not cost too much, or if it could be funded by some form of sponsorship deal.

However some people were much more in favour of publicising their own Centres rather than the BPA.

On the subject of personal accident insurance for parachutists, the Secretary General was awaiting a reply from the Insurers. P.W. Ritchie stated that it could be a very expensive cover.

6. Royal Aero Club

The Royal Aero Club representative, J.T. Crocker, explained that the minutes had only just arrived today and these would be circulated to all Council Members as soon as possible.

There was considerable discussion on the ASBAH competition set up by the Meat Marketing Board. **D. Hennessy** had attended a meeting on this subject and was able to inform the Council that there was an opportunity for the Association to win a prize of some £3,500. The prize was to be awarded to the Association which obtained the highest amount of money for the charity and the greatest amount of publicity. It was agreed to pursue this via the magazine. The dates were 14th May to 19th June.

Item 22/84 - Operations Manual/Correspondence with C.A.A.

The Operations Manual had been produced and had been approved by the STC. It was re-iterated that any amendments or changes to this initial document could and would be made as and when necessary. **D. Tylcoat** was of the opinion that a certain passage with its wording was wrong, it was finally agreed that this was a matter that he must take up at STC.

Correspondence had been received from **G.C.P. Shea-Simonds** following a letter from **Mr. Hedges** of the Aerodrome Licensing Dept. of the C.A.A. Copies of the correspondence had been circulated to all Council Members. Correspondence from **Thrupton** on this matter was also on the table for information of Council. **D. Woods** stated that he intended to take up this matter on his own behalf and would be contacting the C.A.A. direct, as the situation was putting his club and business at risk.

It was agreed to offer the wholehearted support of the Association to **Thrupton** and any other clubs affected and that a letter would be sent to the C.A.A. on the subject. This Association was appalled and dismayed at the failure of **Mr. Hedges** to consult on this matter or to substantively answer the questions posed by **G.C.P. Shea-Simonds**.

This was especially unfortunate when it had been agreed by the C.A.A. that anything affecting Aviation Sports was to be discussed with the relevant Governing Body.

Item 23/84 - Correspondence from Major T. Oxley

The correspondence from **T. Oxley** had been distributed to all Council for perusal. It was re-iterated that the Association thanked him for all his help and efforts whilst Commandant of **Bad Lippspringe** and that Council wished him well for the future.

Item 24/84 - Patron of the Association

To date no input had been received from Council Members on this subject and it was agreed that suggestions should be sent to the office for discussion at the next meeting.

Council

Item 25/84 - RW Seminar

R. Colpus stated that the Seminar had now been arranged at the Cornwall Parachute Club and that he would report back when the seminar had been held.

R. Colpus

Item 26/84 - Service to Sports Awards

A letter from the Yorkshire Post on the above subject had been received at the office. The Secretary General had copied it to all Council for information. It was agreed to put the information in the magazine for nominations to be sent to the office for the above award.

Editor

Item 27/84 - P6 Memberships

In response to a request from **J. Lines**, the Secretary General had prepared a list of all clubs which, from the 1st January had asked for blocks of BPA Membership Numbers and also the return to date of those used. There was considerable discussion on the subject and it was finally agreed to write to all clubs who had not taken any numbers to ask whether they had started operations yet, and to ask if they were going to begin their operations soon.

Sec-Gen

Item 28/84 - BPA Indemnity Form

J. Lines had asked about the situation regarding the BPA Indemnity Form. The Indemnity had been rewritten by **G. Sutton** following the Unfair Contracts Act, but **J.T. Crocker** agreed to look at the situation as it pertained at the moment and would report back to Council.

J.T. Crocker

Item 29/84 - Peshwar Flying Club

In response to the correspondence it was agreed to lend all the support possible to the Club and the Sec Gen would write to the club accordingly.

Sec-Gen

Item 30/84 - Martlesham Heath Parachute Club

The correspondence concerning the above subject had been sent to all Council for information. There appears to be some confusion within the club itself. It was felt that the Association could not become involved in internal club disputes.

Council

Item 31/84 - Correspondence from J. Lines

J. Lines had submitted a paper to all Council concerning a Boogie at the National Championships which he felt would encourage more people to attend at the meet. There was considerable discussion on this subject and it was agreed to ask **J. Lines** to investigate the situation further.

J. Lines

Date of the next meeting is Thursday 26th April, 1984. The venue **Kimberley House, Leicester** at 6.30 p.m.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING 26th APRIL 1984 KIMBERLEY HOUSE, LEICESTER 18:30 HOURS

Present:

J.T. Crocker	Chairman BPA
J.R.H. Sharples	Chairman STC
S.D. Lambe	Chairman Comp. Cttee.
P.W. Ritchie	Chairman Finance Cttee.
D. Hennessy	Chairman Dev. Cttee.
Mrs. J. Watts	Club Representative
R. Hiat	
R. Colpus	
Ms. S. Brearley	
J. Lines	
B. Mason	
G. Lilly	
J. Curtis	
G. O'Hara	

In Attendance:

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

Observers:

Miss I. Lynch, Mr. I. Mobbs

Apologies:

J.L. Thomas	Vice Chairman BPA
L. Melville	
D. Tylcoat	

Item 32/84 - Minutes of Meeting of 15th March 1984

Proposed by **P.W. Ritchie** and seconded by **Mrs J. Watts** that the minutes of the above meeting be accepted as a true record.

Carried Unanimously

Matters arising

(i) CAA Aviation Authority

Correspondence from **G.C.P. Shea-Simonds** to CAA was noted.

(ii) Patron of the Association

To date there had been no input from Council Members.

(iii) P6 Memberships

There was a great deal of energetic and in depth discussion surrounding all aspects of P6 Memberships.

The Secretary General had prepared, at the request of **D. Tylcoat**, an update of figures for the period 1 Jan 84 to date, which only took into account batches of numbers from 1st January, 1984.

This was felt to be of no use, the Secretary General was directed to produce a count of P6's processes from 1st January 1984 to date, whether these included old numbers or not.

Sec-Gen

The Secretary General was further directed to contact any club which had not put any P6's through the system to date to ask when these could be expected.

Sec Gen

J.H. Hitchen was tasked with contacting **Sunderland P.C.** on the subject.

J.H. Hitchen

Much discussion then ensued on the matter of the P6 form prepared by **Ms. S. Brearley** which had been sent out to all CCIs, the response had been poor and it was agreed to ask **Ms. Brearley** to produce an updated version which could then be printed properly by the BPA Office, the Sec Gen would liaise with **Ms. Brearley** on the various drafts prior to a final initial printing.

S. Brearley

Sec Gen

In an attempt to ensure that all P6 students were processed via the BPA various ideas were mooted. It was finally proposed by **S.D. Lambe** and seconded by **G. O'Hara** that a poster bringing students attention to P6 Membership be produced and displayed at all clubs, that the poster be prominently and permanently displayed at clubs as part of their affiliation to the Association.

For 12, Against 0, Abstention 1 - Carried

S.D. Lambe

4. Finance Committee

The Chairman of the above Committee, **P.W. Ritchie** presented the minutes of the meeting of 9th April 1984

(attached).

BPA Van

D. Hennessy stated that he had made some moves concerning sponsorship for the BPA Van replacement etc. However he was now of the firm opinion that the Associations best route forward was to use a professional sponsorship organiser who would, at no cost to the Association, attempt to obtain sponsorship. He was still awaiting a meeting with one of these people and would report back to Council in due course.

D. Hennessy

Magazines

It was agreed, after some discussion to re-introduce the issue of magazines to clubs for P6 members. This, it was felt would increase the sales from the shop and that it was in any rate a good PR project. The Sec Gen was directed to organise this via the printers etc. In the meantime back copies could be used and would be distributed at the next STC Meeting.

Sec Gen

Printers

Salaries JNC SO's

It was agreed to pursue the matter of regularising the Coaches position vis-a-vis Sports Council Salary Scales. The Secretary General and **J.T. Crocker** would liaise on this matter.

Sec Gen

J.T. Crocker

Development Committee

There had not been a meeting of the above Committee but **D. Hennessy** brought Council up to date with the state of play.

Mrs J. Watts had written to the clubs to ascertain from them what sort of help they would envisage in the way of improving DZ facilities, equipment etc. There would be full discussions when this information was to hand. The computer expert had, as yet not contacted the Chairman with his ideas, once again when information had been received this would be disseminated to Council. **D. Tylcoat** was in the process of finalising the ideas and plans for the criteria for a classics coaching scheme.

Mrs J. Watts

N. Howarth

D. Tylcoat

The Chairman of the Competitions Committee and **D. Hennessy** would soon have discussion on the Competition element for inclusion in the overall development plan.

D. Hennessy

S. Lambe

D. Hennessy stated that he was not absolutely sure, as yet, how long an extra person might be needed to compile the final plan for development, but would pursue the matter as previously agreed.

D. Hennessy

5. Club Representative

Mrs J. Watts reported that she had had several approaches from operators who had experienced difficulty in obtaining reasonable quotations for aircraft insurance cover. The Secretary General reported that he had already approached **West Mercia** to ascertain whether a group scheme might be a feasible proposition.

Sec Gen

Item 34/84 - Medical Forms

D. Tylcoat had sent copies of medical forms for all Council as the wording had been changed and he requested clarification on the subject. It was agreed that the wording should be submitted to STC for a decision. In the meantime **A.K. Butler** was requested to ensure that all clubs received copies of the medical form which will be in use in the Operations Manual.

A.K. Butler

Item 35/84 - Annual General Meeting/Dinner Dance

J. Curtis had proposed a means of cutting expenditure on the above annual function. The proposals were agreed by council, and the Secretary General was directed to ensure the implementation of the plan.

Sec Gen

Item 36/84 - Purchase of Property

J. Curtis had presented a paper to Council on the above subject. It was agreed to abide by previous decisions to purchase a property for office use. However as property for sale, was in short supply in the city environs the Secretary General was directed to request the estate agents to widen the scope to a 15 miles radius of the City Centre.

Sec Gen

Item 37/84 A.O.B.

1. Correspondence from Mr. P. Prior

The Secretary General was asked to write to **Mr. P. Prior**, a past Vice Chairman of the Association following his letter in which he stated that due to a motoring accident he could no longer parachute.

Sec Gen

2. Cark - Approved Status

Following an application from The North West Parachute Centre, Cark, **J. Hitchen** had conducted a check and his report was in favour of approved status. The Council unanimously agreed to afford approved status to the above club.

Sec Gen

3. Aero-Conical Purchase

A letter had been received concerning the sale of a quantity of the above equipment. After some discussion it was agreed that **A.K. Butler** write to the vendors to ascertain the price required. It was agreed that if the price was reasonable and the equipment purchased these could then be sold on to the clubs.

A.K. Butler

4. Letter from G.C.P. Shea-Simonds

A letter had been received from G.C.P. Shea-Simonds on the subject of a descent which had been made from the Eiffel Tower in France. It was agreed that the matter would be a main agenda item at the next Council Meeting as the participants wanted to apply for BPA Membership.

Council

Date of the next meeting is Thursday 14th June 1984 at The Tan House, Lapworth, Warwickshire. Time 1830 hours.

A further proposal to have numbered P6 membership forms made up and issued to P6 members did not attract a seconder.

(iv) Indemnity Forms

Following my much wide ranging discussion on the subject it was agreed that **J.T. Crocker** would produce a simplified indemnity form.

J.T. Crocker

(v) Boogie at National Championships

J. Lines stated that he felt it was too late to arrange for 1984 but he would follow up the idea for 1985.

J. Lines

Item 33/84 - Committee Reports

The Chairman of STC, **J.R.H. Sharples** presented the minutes of the meeting of 19th April 1984.

The minutes have been distributed and it was proposed by **G. Lilly** and seconded by **Ms. S. Brearley** that the minutes be ratified.

Carried Unanimously

Two points were highlighted:

(i) That the team leaders qualification to be with immediate effect but not retrospective.

(ii) It was unanimously agreed that a sum of £50 be paid to **Mr. Robertson** to help defray his expenses on the work he had carried out on developing a quarter bag.

S.D. Lambe stated that the APA insisted that all its operations, including those overseas were run in accordance with the BPA Operations Manual, even though there was no legal requirement for them to comply with CAA regulations overseas. He also said that where it was not possible overseas to comply fully with the requirements, particularly with regard to the regulations concerning pilots and aircraft, he would like the Council to be flexible and sympathetic in its attitude to this. This was noted and agreed.

2. Competition Committee

The Chairman of the above Committee presented the minutes of the meeting of 17th April 1984 (attached).

Several Points were highlighted.

1. National Championships

The aircraft to be used were:

1. Two Weeks - Islander (J. Ball) £95 plus VAT Dry
 2. WEEK TWO - Turbo Islander (RAFSPA) £170 WET - Parachuting Operations Only
 3. Standby - Peterborough Islander
 4. Standby - 1 x 206 in 1st week.
- There were to be no guaranteed hours.

6. Officials Expenses

It was agreed unanimously that Officials would be paid

Travel Costs at current rates, plus £5 per day subsistence allowance.

In addition, officials whilst working would be catered for **J.H. Hitchen** to inform the catering staff as to those entitled.

J. Hitchen

7. Personalities to present prizes etc. **J.T. Crocker** agreed to write, the Secretary General to produce a draft for this.

J.T. Crocker
Sec Gen

8. Prize Giving

It was agreed that the Classics Prize Giving should take place following the results of the Classic Nationals and that the Mayor of Bridlington be invited to present the prizes.

Sec Gen

9. Buffet

It was agreed that there would be no buffet at the Prize Giving this year but that the venue proprietor be asked to keep a reserve of food for any official guests who might be at the function, the BPA to fund this reserve.

Sec Gen
E. Finney

2. World Cup

There was considerable discussion on the Competitions Committees' recommendation to send extra 4-way teams if there was no eight way team involved. It was reiterated that the costs would not exceed the budget laid down. Proposed by **S.D. Lambe** seconded by **J. Lines**.

For 11, Against 1, Abstentions 2 - Carried

Comp. Committee

3. Videos

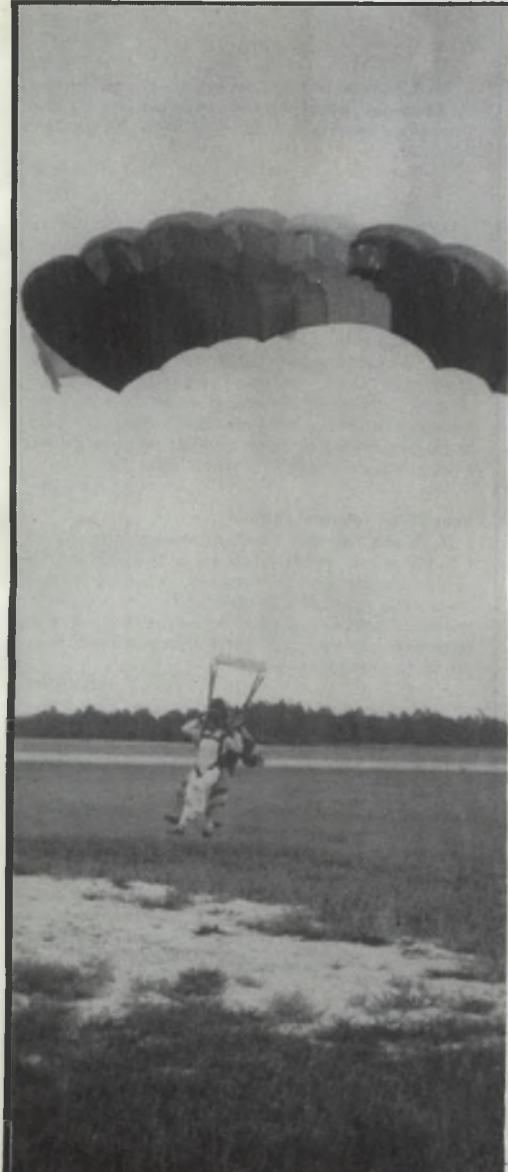
It was agreed that **S.D. Lambe** would be at Weston on the Green on 28th April to check that the BPA purchase was working assuming that it was, he would then purchase the agreed recorder at a cost of around £600.

S.D. Lambe

Tandem Togetherness

Tandem jumping is catching on in the States. The photographs on this page are of The Booth tandem rig with the designers in the pilot's slot. The main is a 375 sq. ft. 9-cell Pioneer, with the same canopy as a reserve.

The rig is now being TSO'd and Booth is applying for an exemption from the law that says each person must have a dual-parachute single harness system.



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CHEAP LIFTS	SAUTS À VIL PRIX	GUENSTIGE LIFTTARIFE
PRIZES AND MEDALS	PRIX ET MÉDAILLES	PREISE & MEDAILLEN
FREE CAMPING	CAMPING GRATUIT	CAMPING KOSTENLOS
HOT SHOWERS	DOUCHES CHAUDES	WARME DUSCHEN
BUNKHOUSE	DORTOIR	MEHRBETTZIMMER
FREE BEER NIGHT	UNE SOIRÉE AVEC BIÈRE GRATUITE	FREIBIERABEND
ROCK BAND	GROUPE	ROCK BAND
FOOD AND SNACKS ON DZ BAR	NOURRITURE ET SNACK EN DZ BAR	LEBENSMITTEL UND IMBLISS AM ORT BAR
BIG SCREEN VIDEO	GRAND ECRAN DE VIDÉO	GROSSBILDSCHIRM VIDEO
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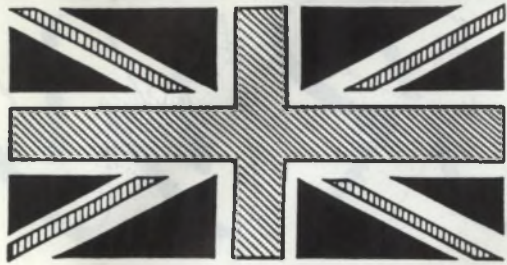
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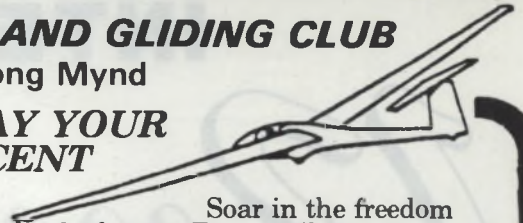
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