

THE

OCTOBER 1984

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



HEADCORN PARACHUTE CLUB 84

THE CLUB

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Ian Aitken - *Deputy CCI Advanced Instructor
Nat. Team.*

Jane Buckle - *Instructor Nat. Team.*

Paddy Platt - *Instructor/Rigger R/A/R.*

Dave Spencer - *Instructor Nat. Team.*

Weekend

Martin Dilmer - *Instructor.*

Phil Sullivan - *Instructor.*

(Total staff jumps 13,000+)

Pilots

Mark Miller - *(only weekends now)*

Simon Rupp - *Chief Pilot.*

Gerry Bowe - *(occasional).*

David Parker

Paddy Platt

Admin/Secretary - Beverley Russell
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May 4th, 5th and 6th

5th LAC MEET

31st August - 1st Sept.

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MANUFACTURER & SUPPLIER

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DIARY OF EVENTS

NOVEMBER 5-9 - PI Course 4-84, Hereford.
 NOVEMBER 12-16 - Exam Course 4-84, Hereford.
 JANUARY '85 12 - A.G.M.
 FEBRUARY 4-8 - PI Course 1-85, Netheravon.
 FEBRUARY 11-15 - Exam Course 1-85, Netheravon.
 MAY 4-6 - Scottish Nationals, Strathallan.

INTERNATIONAL

OCTOBER 13-14 - Inter. 10 + 20 Way Speed Star Meet, La Ferte Gaucher, France.
 OCTOBER 13-21 - World Cup of CRW, Australia.
 OCTOBER 26-28 - Day & Night Accuracy Comp. Locarne, Switzerland.



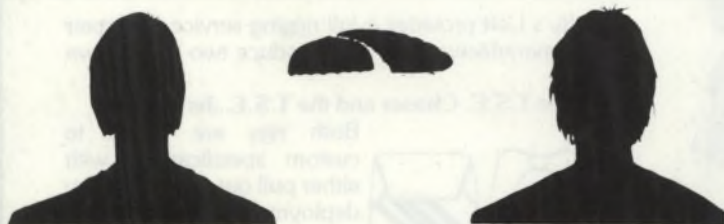
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 - Guaranteed acceptance at standard rates, regardless of age, sex, occupation, residency, hazardous sports or medical history.
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 Post Code Phone Day/Eve

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 0533
 59778**



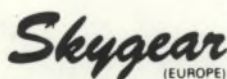
MATT MORTLOCK
 DIRECTOR
 LONDON PARACHUTING
 4 YEARS

IAN HEAD
 EX-MANAGER
 JUMP SHACK 5TH
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 4 YEARS

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OCTOBER 1984

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

Editor's Note

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

EDITORIAL

It has been said that as an Island race the British are very conservative (with a small c). Slow to accept change, reticent to alter the status quo.

It may be remembered that after the invention of the horseless carriage (motor car) the powers-to-be required a man with a red flag to proceed the vehicle.

In our own sport new innovations have only been accepted with reluctance from some quarters. I can remember how the "para commander" was at first regarded with suspicion (it was even said that the opening shock would break your back). Later the ram air canopy suffered a similar reception, "Parachutes are round not square!" was the cry from the more reactionary element of the sport. The list goes on - 'Piggybacks', 'Pullouts', 'Throwaways', 'R2s', 'R3s', 'Three Ring Circus', all were readily accepted by the rest of the world, but viewed with unnecessary cautiousness by influential elements in the BPA.

Likewise with technique. In 1975 the British Ten Man Star Team were criticised for attempting a second formation after completing the 10-way speed star at the world meet - **exit height 11,000ft.** It was said, "How can the team possibly concentrate on the speed star if they were also thinking about the second formation." Now of course six formations plus are a requirement for international standard. CRW was banned on many DZs in the late 70's - now it is the turn of AFF! A recent meeting of the STC turned down a proposal for an AFF programme submitted by **Brian Dyas**. Pardon me if I have a feeling of de ja vus.

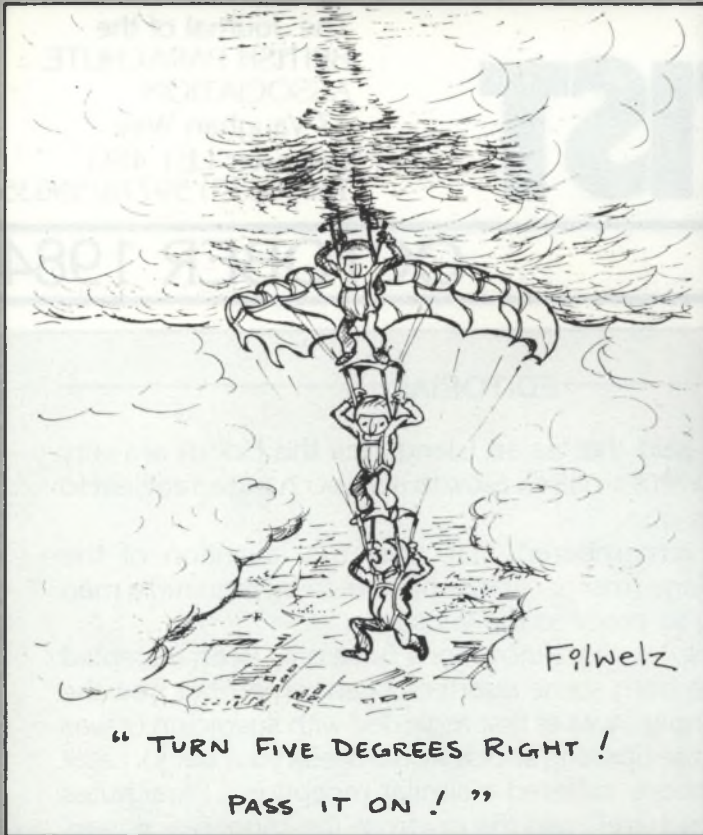
DAVE WATERMAN



**Steve Eversfield in
action over the disc
at Sibson.**

*Picture by
Mrs Eversfield
(wife not mum!)*

THE DROP MAN THE DAZ



AFF STUDENT BECOMES JUMPMASTER

Wayne Jason from Perris Valley Paracentre recently qualified as an Accelerated Freefall Jumpmaster. He is believed to be the first AFF trained jumper to become an AFF Jumpmaster.

WISCONSIN SKY DIVERS

Marilyn Lundgren and Chuck Kintzele from Wisconsin USA have logged 36 and 53 jumps respectively, including some on a ram air canopy. This is a notable achievement considering both jumpers are blind.

BPA has just received a request from the Sports Council to allow a blind person to jump in this country.

TURBO DC3

The US Aircraft Corporation in California have developed a turbo prop modification for DC3's. The mod costs 1.3 million dollars and includes replacing the piston engines with two Pratt and Whitney PT-6 turbines, (as fitted to Pilatus Porters) stretching the fuselage 40 inches and reinforcing the wing structure.



TREASURED POSSESSION

A 'friend' of BPA Treasurer Peter Ritchie sent in this 'flattering' pic with a note saying that he thinks Peter is about to put up the annual subs in order to buy a new hair piece. With friends like that.....

Paraplegic Roy Markers proves it is hard to keep a good man down with a water jump at Sibson, preceded by a practice dive into John Meacock's swimming pool, much to the surprise of Sue Meacock. Then getting to grips with Jane Buckle in the aircraft on the way up.

HACKED OFF!

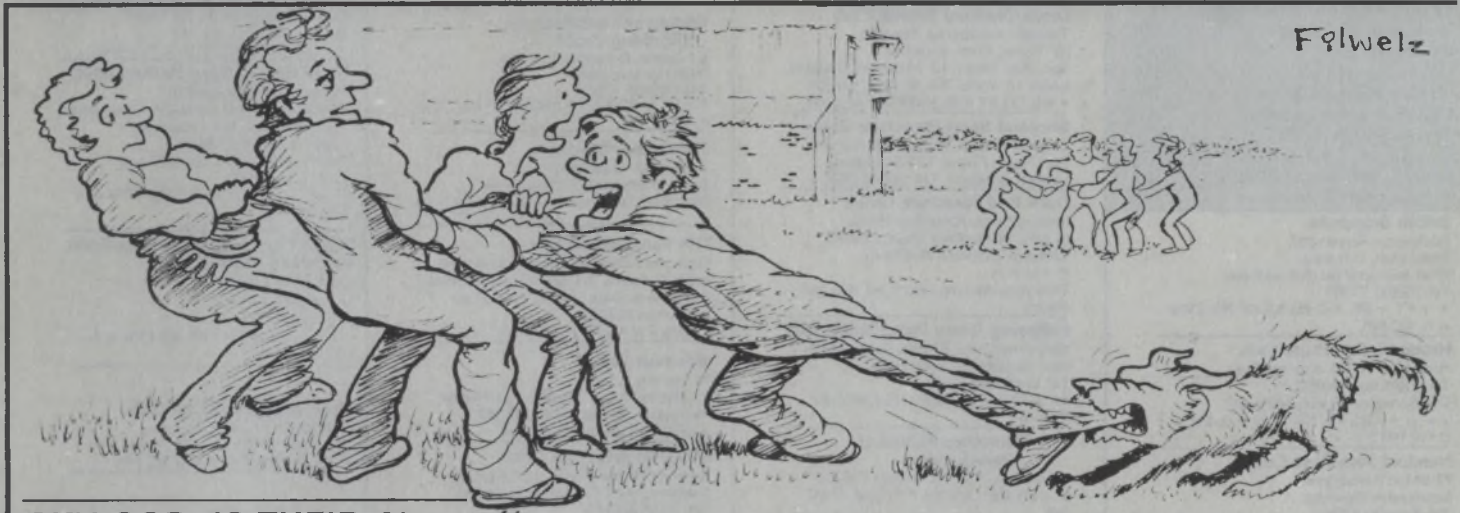
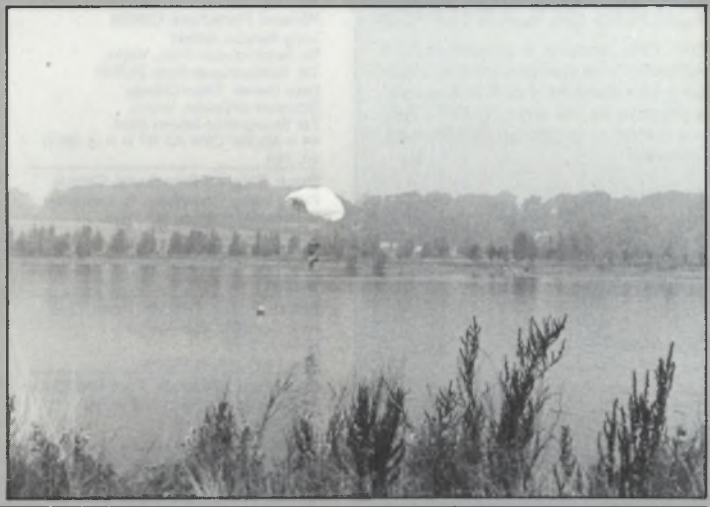
Definition of HACKEY - A game played with a ball that doesn't bounce, by people who might!

Mal



" I BET THAT'S WHAT'S SCREWING MY DIVES UP ! I'VE GOT THE SWOOP CORDS UP THE WRONG SLEEVES ! "

OP INN THE OP INN



Felwelz

SKY GOD (IS THEIR A)

A skydiver well known for low pulling and building triplanes at 500 feet was eventually caught by the law of averages, bounced, and found himself at the Pearly Gates. St. Peter was rather surprised to find a jumper there, but offered to let him in. The jumper said, "Hang on, I've had hassle all my jumping career from Instructors and CCI's. If there are any of them up here than I'm not staying." St. Peter assured him there were no CCI's in Heaven so he agreed to have a look around before deciding to stay for eternity. While wandering around he came across a huge building with massive marble pillars and gold statues, and there in front of him was an enormous door with the dreaded letters in gold - 'C. C. I.' With an agonised scream, he rushed straight back out of the Pearly Gates and was about to base jump off the cloud when St. Peter grabbed him and enquired as to the reason for his distress. The jumper sobbed, "You! Call yourself a saint? You promised me there were no CCI's in Heaven and what is the first thing I find? The CCI's office!!!" "Oh, don't let that bother you", smiled St. Peter. "That was God's office. He only **thinks** He is a CCI!"

" I KNOW HE ONLY WANTS TO JOIN IN, BUT EXPLAIN TO YOUR HOUND THAT A DOG LICENCE IS NOT QUITE THE SAME AS A 'D' LICENCE! "

EUROPEAN SKYDIVER LIST

Etienne Herin of the Belgium team 'Groupe Cirrus' is collating a computer list of European skydivers. The list will be used to contact jumpers for competitions and boogies around Europe.

Any members of the BPA who are interested in being included on the list should contact Etienne at: Rue T. Piat 3 - 1300 Wavre, Belgium, and give the following information:-

1. Name
2. Sex
3. Date of Birth
4. Nationality
5. Profession
6. Address and telephone number
7. Parachute Club
8. Number of jumps
9. Name of team (if any)
10. Speciality in jumping, i.e. RW4, RW8, RW16, CRW, Style, Accuracy, Boogie, Fun, etc.

SIBSON ISLANDER MODS

John Meacock tells us he is having his Islanders fitted with the in-flight door and floaters handle modifications developed for the Weston turbine Islander and that these mods will be ready for teams wishing to train for the Nationals next year (to be held at Weston).

STUDENT RETENTION

A recent survey commissioned by the USPA showed without doubt that first-class equipment and personal attention increased the student retention rate.

68 per cent of the drop zones asked said they used tandem rigs for students; 27.4% used ram air mains for static line. Average price for a static line course was 85\$.

BPA Clubs & Centres

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

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

BPA Approved Club	**
BPA Affiliated Club	*
Aircraft — single engine	+
Aircraft — twin engine	±
Full Time	FT
Weekend	WE
Overnight accommodation on DZ	=
B.B. nearby	BB
Restaurant facilities on DZ	×
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	∆
Washing and toilets on DZ	WC
Non-members welcome	NM

British Skyports

Bridlington Aerodrome, Bridlington, Yorkshire.
Chief Instructor (at club address)
Tel: (0262) 77367
★ + FT = BB × □ BS KS KF RW CRW ∅ ∆ WC NM

Headcorn Parachute Club

Headcorn Airfield, Ashford, Kent.
Tel: Headcorn 890862
The Secretary (at club address)
★ ★ ± ++ BS RW KS KF ∅ = ∆ BB × □ WC NM FT

Hereford Parachute Centre

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

Peterborough Parachute Centre

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

Ipswich Parachute Centre

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

Ashford Parachute Centre

Ashford airport, Lympe, Kent.
Tel: Hythe 60816
Club Secretary (at club address)
● ++ BS RW KS KF ∅ ∆ 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 × □ BS KS KF RW CRW ∅ ∆ WC NM

British Parachute Schools

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

Montford Bridge Para Centre

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

Lincoln Parachute Centre

Sturgate Aerodrome, Upton, Nr. Gainsborough, Lincs DN21 5PA.
Tel: Corringham (042 783) 620
(AnsaPhone) Secretary (at centre address)

Corwall Parachute Centre

Fran's Ranch, St. Merryn Airfield, St. Ervan, Wadebridge, Cornwall.
Tel: Rumford 691.
J. Fisher, Trethoway Hotel, Port Isaac, Cornwall. Tel: Port Isaac 214
● + FT = BB × □ BS KS RW CRW ∆ WC NM

Midland Parachute Centre

Long Marston Airfield, Nr. Stratford-upon-Avon, Warks.
Tel: Stratford-upon-Avon 297959
Dave Deakin, Tilton Cottage, Stourport-on-Severn, Wores.
Tel: Stourport-on-Severn 5954
●● + BS RW CRW KS KF ∅ = ∆ BB □ WC NM

Black Knights Parachute Centre

Patty's Farm, Cockerham, Nr Lancaster. P. Marsden, Primrose Hill Farm, Bilsborrow, 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 Headcorn for details.

Cambridge University Free Fall Club

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

Shrewsbury Skydiving Centre

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

Leeds/Bradford Freefall Club

Topcliffe Aerodrome, Topcliffe, Nr. Thirsk, North 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, Edgware, Middlesex.
● + ∅ = ∆
They may not have much but the / are cheap!

Halfpenny Green Para. Centre Ltd.

Halfpenny Green Airport, Bobbington, near Stourbridge, West Midlands.
Tel: Bobbington 293
●● + FT BB □ × 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

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.

Paraclan 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 × □ BS KS KF RW ∅ CRW ∆ WC NM

Wild Geese Sky-Diving School

27 Drumeil Road, Aghadowey, Coleraine, Co. Londonderry, Northern Ireland.
Tel: Aghadowey (026 585) 669 Head Office or Garvagh (026 65) 58609 Drop Zone
★ + FT BB □ BS KHS KHFF RW CRW ∆ WC NM
★ + WE BB □ BS KHS KHFF RW CRW WC + BS RW CRW KS KF ∅ = ∆ BB □ WC NM ★ ★ ±

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

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

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 ∅ = ∆ BB □ WC NM

Merlin Parachute Club

Topcliffe Airfield, Nr. Thirsk, N. Yorks.
Tel: WO1 Bill Rule
0904 59811 Ext 2420 Office
0904 315 97 Home
* WE BB BS KHS KHFF RW WC NM ∅ □ +

Staffordshire Sport Skydivers

80 Cambridge Drive, Clayton, Newcastle, Staffordshire.
Tel: 0782 - 619606
0538 - 372312
Airfields: Chetwynd & Seighford
* + BS RW CRW KHS KHFF ∆ BB WC NM

Dunkeswell International Skydiving Centre

Ian Louttit, Dunkeswell Airfield, Near Honiton, Devon.
Tel: 040489 - 350
* + FT = BB × □ BS KHS KHFF RW CRW ∅ ∆ WC NM

Manchester Skydivers

(see British Skyports)
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 ∆ BB □ WC NM

Woodvale Airfield

Nr Formby, 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 7JJ.
Tel: 0792 296464
● + FT BB × BS KHS KHFF RW CRW WC NM

Border Parachute Centre

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

Scottish Parachute Club

c/o Strathallan Airfield (ZLL) Near Auchterarder, Perthshire.
Business Tel: 031 553 5555
★ + BS RW KS KF ∅ BB □ WC NM

The London Skydiving Centre

The Secretary, London Skydiving Airfield, Pampisford, Cambs. Tel: (0223) 834613
● + ± FT = BB × DBS KHS RW CRW ∅ ∆ WC NM

South West Skydiving Club

DZ Roche, St. Austell.
Sec: Steve Whitehead, Vine Cottage, Boscastle.
Tel: 08405 538
CCI - 0726 842010
● ± WE

Doncaster Parachute Centre

Doncaster Airport, Bawtry Road, Doncaster.
Tel: 0302 535666/532636
* + FT = BB × □ BS KHS(Free) KHFF(Free) RW ∆(Free) WC NM

Capital City Parachuting Centre

Biggin Hill Airport, Biggin Hill, Kent. TN16 3BN
Contact: Clive Ore (at centre address)
Tel: Biggin Hill 74418/71499
★ ± FT BB × □ BS KHS KHFF RW CRW ∆ WC

SERVICE ASSOCIATION & CLUBS

The Golden Lions Free Fall Team

Fife Airport, Glenrothes Airfield, Glenrothes, Fife, Scotland.
Tel: (0592) 759602

Other Service affiliated Clubs:

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

Army Parachute Association

Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wiltshire SP4 9SF
Tel: Bulford Camp (09803) 3372
Ext. 277/245
●● + ± WE = BB □ BS KS KF RW CRW ∅ ∆ WC NM

Rhine Army Parachute Assoc.

The Commandant, RAPA Centre, STC Sennelager, BFPO 16
± ± BS RW CRW KS KF ∅ ∆ BB × 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 ∅ × □ ∆ 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 × □ BS KS KF RW CRW ∅ ∆ WC NM ●

Royal Navy & Royal Marines Sport Parachute Association

Dunkeswell Airfield, Dunkeswell, Devon.
Tel: Luppitt 697
+ WE = BB × □ BS KS KF RW CRW ∅ ∆ 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)

Axminghur Barracks, Colerne, Chippenham, Wiltshire SN14 8QY.
Tel: Box (0225) 743585/743446
∅ WE BB ± ± KHS RW CRW WC

Royal Engineers Parachute Display Team

"The Eagles"
Depot Sq, Brompton Bks, Chatham, Kent.
Tel: Chatham Mil. ext 339 or Old Park Mil. ext. 41

British Collegiate Parachute Association

c/o 190 Kenmore Avenue, Harrow, Middx. Tel: 01-907-9804

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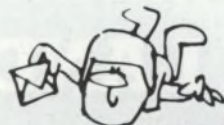
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CORRESPONDENCE

OBITUARY TO ROGER WOOD

It is with great sadness, we announce the death on 20th July of **Roger Wood**. He died as the result of a tragic accident at work. He will be sadly missed by all of his friends and fellow skydivers at Topcliffe. Roger's personality, and dry sense of humour, brightened up many a dull day. He was 26 years old and single. Our deepest sympathy goes to his parents and family, at their sad loss.

SUE & PHIL MERCER

Could you also put in a thank you to all who sent floral tributes.

Many thanks,

PHIL & SUE MERCER

GRATEFUL THANKS

A few weeks ago I wrote to you about the death of my brother **Roger Wood**, to ask if you would print a thank you to all concerned at his clubs, Swansea, Lincoln and Topcliffe.

Since then my parents - Mr. & Mrs B. Wood, have received a donation of £460 to be used as funeral expenses. These had already been paid, and my parents have decided to put it towards a head stone with a parachute and his motto engraved on it.

Would you therefore please extend our grateful thanks to all his fellow skydivers, instructors and all who donated.

It has made us realise even more how popular Roger was and to us, still is. Yours thankfully,

MRS LINDA CARTER

AFF TURNED DOWN

I am amazed and saddened to learn that a recent STC meeting turned down the proposals submitted by **Brian Dyas** regarding AFF.

Having recently had a national screening on Channel 4 with 1.2 million viewers and two repeats in Wales to date of my skydiving film 'Easter Boogie' I know some of the response to the inclusion in the film of AFF. Many friends who are skydivers unequivocally expressed the regret that they had not started parachuting in this manner.

I know of six people personally who have jumped as a consequence of the film and feel the present static line system is a disappointment after seeing what is possible. There must

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.

be many more. We are one of the only countries in Europe not having an AFF programme.

Mitch Decoteau told me last Easter that he and **Roland Hilfiker** had written to the BPA offering a demonstration in AFF techniques with their own insurance on a no charge basis, but alas they did not even have an acknowledgement let alone a refusal.

Having followed out several AFF students it is obvious to anyone except those who don't want to see that it is inherently safer than many early solo freefall exits and certainly more enjoyable to both student and instructor alike.

Not everyone will want to do AFF nor will it replace the conventional system and certainly it poses no threat but surely there is a place for AFF in the UK.

I have no vested interests in AFF but at the moment five people, three women and two men have asked me if I can arrange a parachute jump as in my film. They have no interest in a static line jump. One is the senior contracts executive in an ITV company who says if he enjoys it, and he will, he will arrange others to follow. One is just a TV producer, one is a famous author and the other a journalist with a household name, the last is a well known TV presenter - I did not persuade them - they all asked me.

Think of the positive publicity for parachuting, we are being taken seriously by people who count. Don't turn them away. Yours sincerely,

LEO & MANDY DICKINSON

I was very sad to hear that the STC has managed to slow down the development of our sport by turning down **Brian Dyas** in his attempt to start AFF in this country. By saying no and not trying at least a pilot scheme of AFF in its present form the BPA is just sticking its head in the sand and hoping (very wrongly) that AFF will go away. I myself still intend to attend an AFF Instructors Course in the new year.

I am not advocating the scrapping of the Cat system or saying AFF is much better than it. But I do think that the system is a viable option, a very

good method of instruction and has a place in the future of our sport. After finally starting to be progressive in our student training please don't let it stagnate for 10 years before we are forced to drag our system of training up to the realities of the state of the sport.

I am intending making a living from AFF and I am, therefore, an interested party, but I do not think many DZ owners will starve when we start AFF, and I am not ashamed to be professional in my approach to teaching people to Skydive and not to just jump out of an aeroplane.

PETE MARSDEN, D2887

I have been interested in Sport Parachuting since April '83, when my first jump was at Brunton aerodrome in April '83 for charity.

Two jumps in the first weekend and I drove home with heady visions of freefall, rele work, and wondered how I would ever afford a square canopy before the end of the year.

So now, almost at the end of 1984, and where do I stand, eight jumps all on the 'dope rope', an average of one jump every four visits to the DZ. Not Brunton alone, I hasten to add but Sunderland (only five miles down the road) and more recently Thirsk, involving a hundred mile round trip.

How does one account for this abysmal progression. Firstly the weather, but combined with this I work a complex shift system subject to change at short notice resulting in approximately one weekend off in four, whatever the weather.

All the instructors I have encountered have been friendly, enthusiastic and probably above all, have been full of encouragement for novices like me.

However, how does one feel when they have to have second retrain chalked in their logs, especially when I've read the print of **Charles Shea-Simmons'** Sport Parachuting, and worn out China Freefall, plus Blue Peter first jump video out.

I know others like me who are disillusioned with the cat system, undoubtedly safe as it is and who also

like me would welcome the arrival of the AFF system.

Personally, I will continue trudging back and forth to the DZ to sit in the wind and rain waiting for a jump, but how many others with circumstances like mine will be lost to the sport because of poor progression. AFF I feel can only increase retention in the sport.

GEOFF PROUD, BPA 141754

In reply to **Chris Mills** letter SP June 1984, I will make a few comments as he requested. Firstly Chris has made 56 jumps in nine years - an average of six descents per year, not surprisingly he cannot make progress on freefall. Chris has made the statement, "I feel that AFF could be ideal for the jumper who like myself is unable to make a DZ each weekend."

AFF would definitely not be the correct step for a man like Chris whose commitment to the sport is only 6-7 jumps a year. Can you imagine a jumper doing an AFF course and then not jumping for the next x number of months (if not a year). Would you do RW with him!

There has been a lot of input on the subject of AFF, the advantages and the disadvantages. Whatever the pros and cons AFF is here and will stay - because there is a market for it. The keen, interested student willing and above all else wanting to take FF seriously will pay to accelerate his or her promotion into the Cat. 8 club.

I, like 99% of the British jumping fraternity struggled through the system (against CCIs, the weather, the wife etc.) now the argument is AFF students don't have this vast experience of 2-4 doz. dives to fall back on if things do go wrong upstairs.

Do we really gain that much expertise when for 40-60 jumps we have done nothing but fall on our own? How many times on a DZ all over the country have we heard a recently qualified Cat. 8 jumper say, "Now I can begin to learn FF properly".

When starting RW the beginner sees his instructor in the air and visually demonstrating controlled flight and can adapt his body to the eye to eye physical demonstration of the instructor, thus increasing his/her knowledge of body flying. This usually means radically changing their body positions and almost learning to FF all over again and better and more controlled than before.

The question this poses is - does the AFF student learn to skydive faster and better than the old system? - Because they can be taught on the

ground and then shown in the visual and physical falling ability of the instructors. Therefore correcting their own flying body position to that which has been excellently demonstrated before their very eyes. It is the old story you can only learn to skydive by skydiving and physically watching others in the air (and that is great fun).
KIRK ROYLE C4700

IN REPLY

I write in response to the letter from Sarah, Rob and Bob concerning the rejection of the AFF program by STC. This recommendation was certainly not accepted without question.

Indeed there was considerable disquiet and disappointment expressed. Further, advice was given to Brian Dyas in the hope that a fresh presentation to STC would achieve a more positive result.

To suggest that the Council of the BPA is ignoring AFF, or that the present situation implies criticism of other countries is equally foolish and ill-informed.

If we are unhappy with the way in which STC is performing generally, then the time has come to look at the whole make-up of that body, not to overturn decisions which we don't like; to do so would make it a meaningless committee paying no more than lip-service to the ideals for which it was set-up. If we are satisfied with the service which STC provide then the course of action to take in cases of disagreement is to refer the matter back to them to reconsider, or to advise parties to re-present their case.

You can't have your cake and eat it too. I have no doubt that AFF will soon be with us in the UK, but if we feel that our present system is inhibiting progress, then we must change the system, not simply ride rough-shod when it suits us, over its products.

GORDON LILLY

BRUNTON IS BACK

Down at Duck End last week (many thanks to all of the group for the usual excellent event despite the weather) I was amazed to talk to some of the old stagers who didn't realise that Brunton was back in business and has been since February 1983. I did write a wee article about that but promised to update which I apologise for not doing.

Brunton lies between Newcastle-Upon-Tyne and Edinburgh only four miles off the main A1 (take the B6347 4 miles North of the Alnwick roundabout) we are surrounded by some of the most unspoilt and beautiful countryside in Britain with the coast and Farn Islands on one side and the Cheviot Hills on the other. It is a big holiday area with lots to do if the weather is against jumping. We are operational every weekend and most Wednesday afternoons at the moment, our aircraft is a Cessna 206 and we have a packing shed and office/ops room on the field with a canteen facility. Plenty of student kit is available at no hire charge and we like to keep it a friendly and no hassle DZ. All visitors are welcome.

There are many plans in store for

the future, the most important being the conversion of an old water mill next to the airfield into a custom built centre of excellence with 40 beds, bar restaurant, training facilities etc. We have just received the go ahead on the finance and hope to complete for the start of our season in Feb 1985. In the meantime there is an abundance of B & B establishments, camp/caravan sites all around the field. A pit is also being looked into as Tracy and Annie bent my ear to run a Meet in 85 on similar lines to Duck End, I hope we can match it! With a C47 parked permanently down the road at Newcastle the possibility of a Boogie also springs to mind. When we open the Mill, parachuting will take place about 4-5 days a week during the summer period and we will be looking for an Islander around next autumn.

Everyone thinks we are up in the frozen North but we are in fact only five hours from London by road and four by train so if you fancy giving the family a holiday in Northumbria with some skydiving thrown in we can guarantee satisfaction for all. The photo will show you what we have got hidden up here.

Rumour has it that the first major exodus from south of the Watford Gap border is to be ten young ladies looking to do a 'special night dive'! I look forward to that and hope it is only the start of the visitors.

KERRY NOBLE, D716, CCI

LONG TERM RESEARCH: BACK INJURIES

I am a student undertaking an Honours Degree in Physiotherapy at the Ulster University. I wish to complete a piece of research examining the relationship (if any!) between Sports Parachutists with a high number of jumps and long-term back injuries (e.g. reduced range of movement at intervertebral joints).

I am hoping to obtain from the association a list of clubs and if possible the number of members of each club who have completed a certain number of jumps (as say, part of a grading within the association).

If you would do this, I will then contact each club to try and arrange volunteers and timings for a simple assessment by myself.

Once this is done and the various comparatives obtained I would be happy enough to send a copy of my report for your reference.

G.D. BAXTER

THANKS SIBSON

Thank you to everyone at the T.R.A.C. Meet at Sibson on 5th May 1984, for your kindness and overwhelming generosity.

STEVE MITCHELL

MISSING CLOUD

On or about the 12th June, 1984 a lightweight cloud, serial number S1 1950, colours exclusive RA colours Top cells - white, Bottom cells - half red, half blue; went missing from

accommodation at Brize Norton. Any person knowing the whereabouts of this canopy please contact: Team Commander (L. Melville), RA Para Team, Woolwich, London. Tel: 01-856 5533 ext. 417.

K. PARKER D5916

EITHER ORR?

I was unsettled to read a letter signed by my namesake in the last issue of SP (Thanks Rob, page 12) suggesting AFF in Britain.

Please reassure old friends from Ashbourne, Ashford, Peterborough, Headcorn and Swansea that I am still an advocator of the BPA Category system and that my near absence from the sport in recent years has been caused by a successful attempt to transfer from the Royal Engineers to Medicine. Yours sincerely,

(Dr.) JONATHAN ORR
BPA 97.56, D1558

THANKS JSPC HONG KONG

Just a few words to say thanks to my first school of skydiving JSPC Hong Kong. I started sport parachuting September last year at JSPC Hong Kong in Sek Kong where I used to be based. Last July I left Hong Kong and am now staying in the UK. When I left I had 99 jumps which is extremely good for Hong Kong skydivers.

Anyway since I started parachuting I've had some very good times and memories with Tim Andrews, Karina,

and some of the other Hong Kong skydivers. I have had great support, help, encouragement, good instruction and been looked after from Tim and Karina. Many thanks to them and all the Hong Kong skydivers.

RUDRABAHADUR SHAHI, C5430

THREE PARACHUTES NECESSARY

While reading the paper this evening I came across an article on the tragic deaths of three skydivers who were killed doing CRW at a demo in Colorado USA. The article was accompanied by a photo of the three falling to their death, which somehow caused me to feel rather sick.

I would therefore be interest in hearing other readers opinions if I suggested that any CRW involving more than two people, the participants should be made to wear a special front mounted reserve, which has been specially constructed for CRW.

The reserve enables a jumper who is wrapped up in a canopy to get the reserve out through a hole which they might find by hand.

The CRW reserves I have seen are light thin and are extremely small packing, but are life savers not limb savers.

Could I also say thank you to Ray Ellis who replied to my previous letter concerning a career in parachuting. I was going to reply personally but couldn't get your address. Blue skies and safe jumping.

JULIAN DAINTREE 5645



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EDITOR ASKS FOR INCREASED SUBS

It is the Council's wish that the magazine should be self-financing. The income to the magazine is derived from two sources, selling advertising space and your membership subscriptions. As the membership to the association fluctuates estimating the magazines annual income is not exactly a precise art.

Advertising rates have been static since 1982, some rates even longer. It is our intention to ask council to sanction and increase of 20% on all advertising starting with the February 1985 Issue. Sport Parachutist will still be the cheapest parachuting magazine to advertise in, taking into account the number of parachutists it reaches. We will also ask Council to increase the magazine portion of your subscription to £7.50. £1.68 of this is accounted for

in posting the magazine to you six times a year leaving us £5.82 per member plus our advertising revenue to maintain the standard which the membership has come to expect.

We hope with this increase we will be able to make more use of colour and improve the design element. All the increases in other words will be put to providing you, the membership, with a better product.

More pages.....

More colour.....

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More technical articles.....

An improvement that will benefit every member of the association from the basic student to the international competitor.

DAVE WATERMAN

1984 BRITISH TEAM FUND

The following have so far most generously donated to the fund:-

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Red Devils - £1 each from students trained from 1.8.84 to 31.12.84	
James T. Crocker	£100

RAPIDE LINKS

Several pull-tests were carried out by Skydiving Magazine on half-threaded 5 Rapide links.

The 5 links are used on most main and some reserve canopies supplied today. The half-threaded links finished at around 1700 to 1800 pounds, while the fully threaded links withstood a pull-test of 3000 pounds.

Jumpers often do not notice that their links are becoming loose until too late. It is a good idea to give the links a check periodically whilst packing. Over-tightening should be avoided as this can result in the barrel unscrewing off the wrong end of the threads.

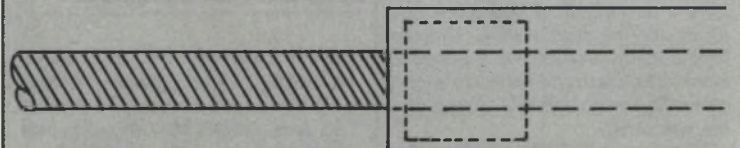
One method of preventing Rapide links from loosening is to force a short length of $\frac{3}{4}$ " plastic tube over them. This also helps to protect slider grommets from damage when striking the links. Some concern has been expressed however that these plastic tubes have been known to cause a steering line jam-up. The chances of this happening with the normal 8 slider grommets is very slim, but the use of the smaller 5 grommets can increase the odds.

THROWN AWAY

A British jumper recently experienced a nasty shock when he deployed his throwaway pilot chute, only to see it completely fly off on its own without pulling the pin or opening the container.

Apparently the Dacron line used in the construction of this particular bridle was not barr tacked to the 1" square weave webbing that connects the pilot chute. Only a simple box stitching was used, allowing only one or two stitches to actually pass through the line (as in diagram B). A number of these bridles were manufactured, so a check is well recommended.

Diagram B



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by Rob Colpus

ALTIMASTER REPAIRS

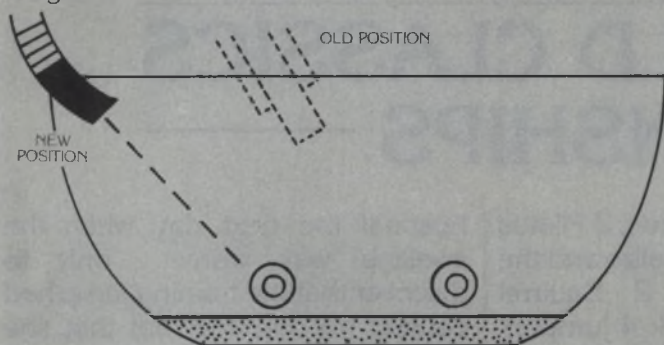
SSE Inc. of New Jersey no longer supply spare parts for their Altimaster II's to outside repair shops. All SSE Altimeters that require new parts must now be returned to the factory. The clear plastic faces however are still available from riggers and equipment dealers.

WARP III MOD

National Parachuts Inc. have issued a safety bulletin concerning their Warp 3 piggybacks, manufactured before July 1984.

Apparently a few rigs have been found where the first pin on the reserve container managed to get jammed in the housing, before the 2nd pin was clear of the locking loop. The recommended mod requires moving the housing as shown in diagram D.

Diagram D



D.I.Y.

Lone Star Parachutes of Austin, Texas are preparing to market a 9-cell ram air in kit form. The 192 sq.ft. canopy called the Electra will cost only \$550 and can be put together on a home machine by someone with basic sewing experience. The panels come cut out and marked up, and all special features such as bar tacks are already completed at the factory. It is estimated that the Electra could be put together by a non-skilled worker in under 40 hours.

NEW JUMP SHACK RIG

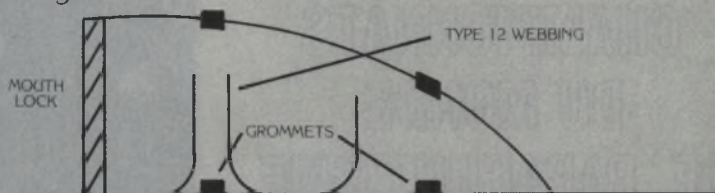
John Sherman of the Jump Shack is working on a new rig featuring an integrated harness and container that conforms to the jumpers body. The harness is of a revolutionary design utilising Kevlar.

The new rig called the Elite is designed to be softer and more flexible than conventional systems and utilises the proven Pop Top reserve design.

RACER RAM AIR RESERVE BAG MOD

The Jump Shack have sent out a notice concerning the addition of three pieces of type 12 webbing to the inside of the racer ram-air deployment bag. (Shown in diagram A) The webbing surrounds the closing loops, therefore protecting the canopy fabric from burns on deployment.

Diagram A



NO TO DURA-CELL

SSE Inc. have issued a bulletin explaining that the Duracell brand alkaline batteries may cause their Sentinel Mk 2000 AAD to malfunction.

The Duracells have a plastic insert at the positive end which prevents an adequate connection with the Sentinel spring.

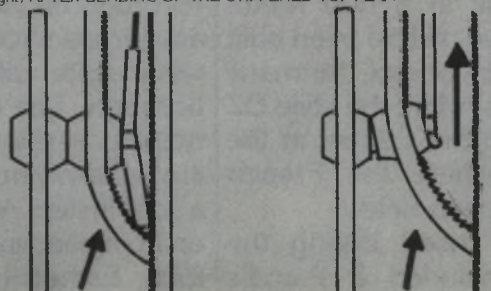
VECTOR PROBLEM

Several incidents of bent reserve pins and accidentally opened reserve containers on Relative Workshop Vector systems have been reported. The reserve pin will easily bend if something catches under the top flap of the reserve container, forcing it upwards. If the pin doesn't bend, it can be pushed out of the locking loop, thus opening the container. This problem has been experienced during CRW, sitting in jumpships, or backing out through aircraft doors.

Bill Booth, designer of the rig, says that the problem can be avoided by reversing the order of closing the top and bottom flaps and installing a small channel in the bottom flap to receive the end of the pin. The mod would also require changing the top flap. The Relative Workshop supply a CRW mod which makes the pin protector flap bulge out slightly. See diagram C.

Diagram C

CUTAWAY VIEW OF VECTOR RESERVE FLAPS, DISPLAYING A BENT PIN (left) AND EXTRACTED PIN (right) AFTER BENDING OF THE STIFFENED TOP FLAP.





CHAMPIONNATS DU MONDE DE PARACHUTISME



THE 1984 WORLD CLASSICS CHAMPIONSHIPS

The team assembled at Victoria Bus Station at 8.30 p.m. on the 26th August to start the long, tiring journey to Vichy, France, for the 17th World Parachute Championships.

The Pierre Coulomb Omnisports Park was the site of the 1984 meet. Our first task on arrival at this excellent site was to pose for photos for I.D. cards, a security measure that was essential for free movement around the centre.

The venue for the championships was ideal for parachuting, with accommodation, restaurant, bar and DZ all in a 600 metre radius. The sand pit had been built in the middle of one of the many football pitches, while the style DZ was 5Km from the Centre, at the local airport where the French nationals had been held.

The aircraft used during the competition included 2 Puma's

from the French airforce, 2 Pilatus Porters (one from Lapalize and the other from Graz), 2 Squirrel helicopters which took 4 jumpers and were used for individual accuracy, and a Dornier 27 used for streamer runs.

Training jumps were the order of the day on August 28th and 29th at Lapalize, 25Kms from Vichy, where the French and Chinese teams were already training hard. Within half an hour of arrival the first load of Brits was taking off. Everyone got 4 or 5 jumps which were invaluable, as the style jumps were recorded on video, and the accuracy jumps showed that conditions were quite different from Peterborough. The only mishap of the training session was Esther, who limped away from a style jump with a sore instep. Although she carried on doing accuracy with a bandaged foot, Esther had to go to the

hospital the next day when the swelling was worse - only to discover that the training jump had caused no damage, but that she had broken a toe a few weeks earlier!

The practice jumps over, we all prepared for the opening ceremony, which was to take place at the Palais du Lac, situated on the bank of the river Allier, just behind the Omnisports Park. With the teams formed up, the ceremony began with speeches by the President of the FPP and the IAF, followed by the raising of the flags of France, Vichy and the FAI. The Coca-Cola para team did a demo into the river, then another team jumped into a very small arena, with the Palais du Lac and spectators one side, flag poles on another, and the participating teams flanking the other two sides - all in all, a very impressive demo,

which was followed by an even more impressive laser light show and fireworks display. A quick drink in the bar, then everyone was off to bed for a much needed good night's sleep.

The 31st started with 2 rounds of women's individual accuracy and the men's first round of style, followed by one round of women's style and men's individual accuracy. Forty-nine men, including Kev, disked out on the first round; on the women's side after two rounds, only **Barbara Horzbecken** of East Germany on on disks. **Jo Vaughan** was joint 12th with four others with a respectable 3cms. **Cheryl** started with a nice disk on the first round, but then got an unfortunate 98cm on her second round.

The weather was kind to us during the first few days of the meet, and with excellent aircraft support and great flying, the competition got well under way. **Kev** caused tremendous excitement in the British camp running a total of 4 disks on the individual

low approaches, setting up most of the time not more than 100ft. and sometimes even less. It paid off for the Chinese ladies, though, they took gold and bronze in the individual accuracy while their other three girls finished in the first 12.

The most popular canopy at the meet was the 252 foil, used, among others, by all the Russian men and two of their women. Other canopies included the Chinese YUN 8, the East German RL12, the Russian PO9, the Magnum and Clouds.

Lofty Thomas, as our Head of Delegation, did a great job and was eager to help whenever possible. Part of Lofty's duty was to sit on the board of the international jury, which became a full-time job because of the number of protests recorded.

Bob King was the British trainee judge this year. Bob worked very hard throughout the meet, and was rewarded at the end by getting his FAI rating. When Bob did manage to escape from the pit on the video



Spence and Hans (from Swiss Team) get on their bike.

have been jumping, it's easy to see what our team was up against. Nevertheless, our British teams did very well, with the men finishing 5th overall, the best ever team result (and 3 of them had never been to a



British contingent with Doug Young.

accuracy and 3 on the team event - but on the fifth round of individual, he got 9cm, putting him out of joint first position. Well done Kev, a great effort for your first world meet.

It was always interesting to watch the Chinese doing their unusually

van, he always came across to the Brit tent for a cup of tea, full of help and encouragement for all the team members.

We didn't bring home any medals this year, but looking at the number of jumps the winners have, and considering how long they



Bob King got his FAI rating at the Meet.

world meet!!). Our first women's team to go to a world meet since

1976 also did very well. These are the makings of great future British teams.

Many people helped the team during training. Special thanks go to **John Meacock**, who not only helped the team during the first week and offered hospitality and hours of fun in his pool, but also

raised £1,400 which provided 15 more training jumps for each team member. Thanks to **Sue** for slaving over the barbeque at the parties, and to **Stuart Meacock** who proved to be a great video operator. It was good to have **Annie Killeen** around, who helped in the pit during training, and who even

came to the World Meet at her own expense as the chief Brit team supporter, cheerleader and tea maker! Special thanks also go to Yugo Cars (UK) Ltd. who provided track suits, jackets and shoes that enabled the team to look and feel comfortable, yet professional throughout the competition.

DOUGIE YOUNG

Pie in the Sky Competition or Pack a Pork Pie to Retard Openings

Simon Ward decided to enter this competition and threw all his energies and enthusiasm into making it work. Six small cuddly pork pies were attached to a line with two extras securely tied to our helmets.

The first attempt was made by **Brian Dyas** and **Kevin Hardwick** who unfortunately got lost somewhere in the cloud. The second attempt clearly needed a higher quality of skydiver and therefore **Pete Marsden** and myself went through Simon's selection process. Simon uses either excellent skydivers or ones that will not give him any hassel. As my right fingers were repairing from having been left behind in the Porter at Netheravon last December, my left hand volunteered. Pete would hold the other end of the line of pies in his right hand, at opening time I would dump and hopefully hang on to all the pork pies so as not to loose them.

Turning our Pork SCR Pie formation towards the sun, Simon snapped away merrily. At three grand I dumped and Pete let go of the line of pork pies a split second too soon. I had, I think the most gentle opening in my entire career. Six pork pies had an argument with my slider, one unfortunately lost a grip and went high. I was still holding the base formation of pies downwards as the solitary lost pie shot upwards to do CRW with my canopy. It was not very good at this and hit me on the head, then bounced off and went into a pie dive chasing Simon's and Pete Marsden's canopies, now open a thousand feet below me. It's accuracy wasn't very good either and it missed Simon's canopy by a few feet. It bounced, then it bounced again. Finally after its third bounce settled on the grass. Simon landed next to it and realised immediately that he was in a high security barbed wire enclosure.

There was nothing for it but to pack up his chute and try to climb out. A few minutes later a military police dog arrived towing two military police men.

"Accuracy not too good sir?"

barked the MP

"My accuracy is alright, it's just that I was chasing this pork pie." replied Simon.

"Pork pie!" repeated the MP.



Simon Ward's picture of Paul Applegate which won £800 first prize.

"Yes I was up there in the air when this pork pie went whizzing past me, so I decided that the best thing to do was chase it down to the ground - unfortunately it landed in this enclosure."

"Why then has my alsation not noticed the said pork pie sir?"

"Well if you look in that helmet over there you'll find the said pork pie."

Simon dutifully revealed the pie sitting and still grinning at the bottom of his helmet.

"You know sir I was just beginning not to believe that story of yours, in fact I thought you were having us on 'sir'!"

Which just goes to show that not all stories you hear in the bar at Nethers are pie in the sky.

The most seen skydivers

Brian Dyas and **Kevin Hardwick** (who get lost in clouds with pork pies) must be becoming the most widely seen skydivers of all time. I must admit to it being my fault and make no excuses, but they do hold the Good Morning Britain flag for TV-AM and since I shot this film the Christmas before last they have been seen holding this flag by an estimated 3,000,000,000 viewers.

As the population of the UK is nothing like this, then clearly many of these must be the same people, although it was shown one day on 'Good Morning America'. Initially they showed it eight times each morning after the adverts and TV-AM has been going now for a year and a half. Three thousand million **Brian Dyas's**, Oh well I did say I was sorry.....

Cameramen Beware

We are not invulnerable. Even though you might be told otherwise do not believe for one moment that the hot team you are filming, videoing, snapping are composed of better skydivers than yourselves. Two recent incidents in Florida are quite frightening. One happened to the ex-resident photographer from Z-Hills, **Gus Wing**, who takes those marvellous shots below formations looking upwards. Gus recently found that when staying below a formation at breakoff, one of the divers somehow had managed to get below him and opened his parachute. Gus was enveloped in yellow and went right through the end cell which gave him a very sore nose as well as a large fright. Luckily he did not collide with the other jumper who safely cut away.

The other incident happened to the well known Perris photographer **Dave Keith** in a line up for a sixty way in one of the DC3's, when the pressure on the line buckled so much that he was squashed in the door with his camera being pushed on to the outside of the door whilst he remained inside on the floor and trampled over by 30 pairs of feet in their frenzy to get out of the plane. The camera helmet was broken, his neck was very sore and he rode down in the plane after fully regaining his senses from the intense battering. If he had been carried out of the plane - well who knows?!

POPS LUNACY MEET, IPSWICH — JUNE 30th to JULY 1st —



86 year old POPS No. 1, Archie MacFarlane received a further ambition at the POPS lunacy (launch and unaccuracy) meet at Ipswich. He finally had a ride under a square parachute, despite the fact that **John McCormack** pops 225, was steering. Archie thought it was great, and all watching applauded the nerve and courage of this grand old man. They were using John's tandem paracending equipment to give a demonstration on Saturday evening after the jumping.

The meet was attended by 20 jumping pops, and about another half a dozen aged ex-jumpers and their various accompaniments. The competition consisted of three rounds of launch and unaccuracy, (landing outside a fifty foot square, and having to reach the middle in the quickest time with or without canopy). Unfortunately low cloud restricted the first two rounds to unaccuracy, but we managed to get 5000 feet for the final round, and great amusement was caused by the antics of the aged jumpers flying out body flakes from the Cherokee 6. The overall individual winner was **Pete Barlow** pops 173, and the team prize went to **Lofty Thomas** and **John Knight**. Prizes were donated by two photographic equipment importers, Johnsons

of Hendon and Introphoto Ltd., for which we were extremely grateful.

The Saturday was rounded off by an excellent bar-b-que and a few pints of the local beer, Sunday morning dawned rough and windy (must have been that local beer) so tents were packed and caravans hitched to wend their way home. Pops would like to thank **Tony Knight** and his team for the great hospitality and welcome afforded to them by the Ipswich Parachute Centre, and to remind any lapsed or over forty jumpers that these meets are good fun and we would like to see some new faces.

MICHAEL ALLUM, POPS 252

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PARA-SKI

THE SKYDIVERS WINTERSPORT



Contrary to conversation recently heard on a number of DZs, Para-Ski is not a new sport. In 1983 I was lucky enough to be at the tenth World Cup in Bad Hofgastein, Austria. **Geoff Saunder's** article in June '83 reported on that one. Every year prior to that there has been a World Cup, the first in 1973. The first International event was in 1965 at Zell am See, Austria; so there is already an 18 year history of International Para-Ski events. The present plan is for a World Cup every 2 years, 1985 being the next, and a Europa Cup League of 4 events each year.

The sport began in the early 1960s in the Alps with competitions between the emergency rescue groups who were then employing jumping as a means to get to the scenes of avalanches; helicopters being a bit of a rarity at the time and also somewhat unreliable. These early competitions took the form of accuracy to the start point of an immediate race down the mountain. This was gradually modified to two events resulting in the present 6 jump accuracy meet in the mountains and a 2 round giant slalom event.

The sport has always been dominated by the Alpine countries of Switzerland, Austria, France, West Germany, Italy and Yugoslavia with the United States making a first showing in the medals table in the 1974 World Cup with a gold in individual accuracy. When the sport was first opened to the world the Alpine countries were

allowed two teams per World Cup, since the majority of the people doing the sport were from those countries, and the remainder one team only. But now, with the CIP having a Para-Ski sub-committee and the events being run according to FAI rules all countries are permitted 2 teams for the World Cup.

Scoring the events has always posed a problem and the present method which has been in use some years, is complicated but quite satisfactory. At the end of the event the standard of skiing is compared to that of accuracy and a ratio arrived at so that the distance in accuracy can be compared to the time in skiing, points then being awarded for individual performance. It is then quite feasible for someone to get more points for coming sixth in skiing than second in accuracy if the standard of skiing is high. However the brilliant skier who is useless at accuracy is not at an advantage because the calculation also accounts for that.

It is difficult to decide whether the best competitors are skiers first and foremost or accuracy jumpers; the champions are extremely good at both, but it would appear from the domination of the Alpine countries that living near the ski slopes certainly helps. Accuracy in the mountains, as anyone who was at the '83 World Cup will agree, is a totally different experience to that on the flat. Approaching a pit set up on a 30° snow slope can

produce some very interesting results. A common problem is having the into wind approach downhill where an overshoot that would produce 20 cents in a flat pit results in a gentle glide downhill with your feet just off the snow to land some metres away. In the '84 Europa Cup event at Bad Wiessee some competitors produced a 200 metre overshoot in these conditions! The reverse, approaching into the slope can also produce some interesting results, usually dropping short but often going face first into the snow at some speed. Crosswind approaches, across the slope, are therefore quite common.

The giant slalom is at first glance quite a challenge. Each race is over a 800-1000m course of 30-32 gates with a drop of 1000ft. It is not unusual however to see about a quarter of the field coming down quite slowly and just enjoying it in contrast to the **Franz Klammers**.

If anyone fancies trying their hand at the sport the Europa Cup events for 1985 are:

1. 25th-27th Jan 85 Badwiessee Germany
2. 1st-3rd Feb 85 Savognin, Switzerland
3. 8th-10th Mar 85 to be decided, Austria
4. 21st-23rd Mar 85 Damuls, Austria

Teams for the Europa Cup must consist of 4 persons but they don't necessarily have to come from the same country; I competed with Austrian, Yugoslavian and American jumpers in various teams this season.

The registration fees cover the cost of

the jumps, ski pass for all days. Hotel accommodation of 2 to 3 star and some memorable parties. A 3-day event would typically cost £80 which amounts to quite a cheap skiing/skydiving weekend, travel from Britain is of course a major factor and it is obviously an advantage to combine the event with a skiing holiday to cut the cost.

If you can afford a trip to the Alps and want to miss part of the British winter then the Europa Cup Para-Ski is well worth entering. If anyone wants any further information, registration addresses etc. please contact me; I shall be entering all the events next year since the three I did this year were so enjoyable.

Tim Mace, 662 Squadron Army Air Corps, Salamanca Flughafen, Enkesen im Klei, D-4772 Bad Sassendorf - Lohne, West Germany. Or if writing from Britain: 662 Sqn AAC, BFPO 106

Medals Overall 1965 - 1983 World Cup & International Cup

Country	Gold	Silver	Bronze	Total
1 Austria	34	29	31	94
2 France	29	26	32	87
3 Switzerland	28	29	20	77
4 Italy	6	3	10	19
5 West Germany	5	13	8	26
6 U.S.A.	4	1	2	7
7 Yugoslavia	1	6	2	9
8 Hungary	1	—	—	1
9 Poland	—	1	1	2
10 Sweden	—	—	2	2

AT THE GREEN

A short story for your Club Page. Here at The Green it seems very quiet after the Nationals, despite the fact that our instructors are working hard with large mid-week and weekend courses. We miss the hum and buzz of the one thousand and one things that go to make up our Nationals. It was great! We all have had a taste and it's been good for us all! For those DZs who have not had a meet on home ground - go for it. It is nothing but good for the club and all your members, whatever Cat. benefits. The BPA backup is good (another way of getting your full return on your subs!) Also in our case this PR was good. The whole country now knows via TV that **Pat Walters** has, (quote) 'eyes up his arse' and that **Dave Turner** wears a wig! Well on behalf of them both, I can say that one does and one doesn't, but you will have to work that out for yourselves.

After the meet both Pat and Tony took a well earned weeks holiday and are now back in the swing of things. Pat said he had been to the top of a mountain, but I don't think it was anything so profound, I think

the sod just went hang-gliding (traitor) and Tony took his week to exercise that huge hound (Jock Strap) which follows him everywhere!

Thanks must go to **Ron (Fossil) Hicks** for coming up from London to cover for them both. I think it is safe to say he hasn't forgotten a thing! Come again soon Ron (with a rig!)

Two members are off to the States for a month in October, **Dennis Ryder** and **Mick Cox**, Marana in Arizona and Perris is where they are bound, have a good time lads and don't forget those peace offerings to your long suffering wives. Whilst you are in Perris look out for an old club member **Tim (knasher) Howard** who will be at Perris at about the same time. He is serving out in Belise with the RAF (I feel deprived). **John Keen** and his wife **Chris** have organised this years trip to the Cyprus Meet again. Sadly I cannot go this year (no pennies) so will miss the shoot of 'The Man from Delmonte' at 10,000 feet, and after coaching from Simon. The whole of Cyprus will hear it. Have a good time folks and come back safe and sound

- and John, let us have a good story in the mag when you return.

On the club front congrats to **Paul** who is on 15 seconds and is plucking up the courage to take his packing test. To **Jane Valentine** who is now into rele, and along with **Sue** (with a bad leg) is saving hard for a square (I do know the feeling). To **Janet** who is almost on freefall, to **Kevin** who now has his own rig (can I look after it when you go back to sea Kev!). To **Willie** and **Norman** on PCs, to **Tom (Spinner) Chaplin** now on 15 seconds who is our packing machine - thanks Tom. To **Frances** who is coming through in fine style (that is a bad pun), and to **Carol** who had a hard pull on her first freefall and is still there pitching - well done lass! And to **Jane Trickett** who took a bad landing, hurry back! We all love you!

Well not a short story after all Dave. I am inspired by the example of Lucifer of the Red Freds and others who always help fill the club page. Blue skies,

WINGWARMER, BPA49058

P.S. **Micky Fellows** almost jumped last week!

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3rd NATIONAL CHAMPIONSHIPS NETHERAVON



Picture by
Taff James

(3rd NATIONAL CHAMP)

Inspiring is hardly the word to describe a cold windswept Thursday afternoon on Salisbury Plain, but think about it, as a direct result of winning the 3rd CRW Nationals, ten guys now travel to Australia to compete in the CRW World Cup. With that as a goal, inspiring it does not have to be!

The inevitable early morning starts to catch what little manageable weather we had, provided us with just enough time to complete the minimum required rounds to call a meet. Once again, as in '83, it meant just waiting around Netheravon watching 30 knots blow its way through. But complete a meet we did. Three teams registered for Speed 8, five teams for both Rotations and Sequential and bearing in mind the importance of this year being the 'Cup' year, I think everyone was surprised and a little disappointed. Clearly there is still a comprehensive job for those of us involved in this discipline to convince potential teams that CRW need not remain the exclusive club it still seems to promote. There is a wealth of experience available and willing to be tapped, but a fundamental change in basic attitudes if you like, across the association is needed. Still, I suppose that's our job!

Speed 8 was given priority on the first day and with three rounds completed in a couple of hours in good conditions there was little evidence then of the frustration at the weather we were to feel

for the remainder of the week. The Marines I guess arrived as favourites and after three rounds we held a convincing lead, having just missed out on the elusive first sub one minute in British competition. The Army 8 proved on round one, having built 7 in just over one minute, that they had improved 100% since last year and could be relied upon to give us some fine competition. The truth be known, we were worried! The enthusiasm of the only civilian team, Thruxton's 'Rock Steady Crew' managed to squeeze a completion just in time, and mirrored the 'go for it' all three teams showed.

The draw for 4-way sequential had thrown up a cracker in set sequence no. 1 as the first round. Now then, I am not saying people showed some manner of scepticism, but a note accompanying the sequence written by the body who draws up these manoeuvres said something like, "Set Sequence 1 is potentially a dangerous round and should be carried out with great care and in perfect conditions, it has a high funnel factor!" If it didn't actually use those words exactly, that is what it meant, and everyone perhaps with the exception of Thruxton were quietly pleased we moved swiftly onto Rotations as the next discipline.

Competition nerves? Well, whatever but the Royal Marines A and Army A both has disasterous results in round 1

and left Royal Marines B to lead. In fact at one stage both B teams showed their team mates in the A team the way, but not for long and especially the Army A showed some of the potential they had promised. But again we were to be deprived of a fully completed CRW competition and dreadful conditions dictated a meet be called on three rounds of each event but sadly no sequential. Indeed the prize giving again showed a clean sweep for the Marines and it could, I suppose be argued, it is not good for our part of the sport to be dominated by one group, but I believe we need not dominate CRW competition. Other demo teams practice CRW confidently over arenas both military and civilian and by redirecting some of those basic CRW skills it is relatively easy to make that switch and reap the benefits of which there are many, believe me!

So what of the 1985 CRW Nationals, no doubt Netheravon will be pleased to play host again, and if the trend continues there should be half a dozen 8-way teams and perhaps double figures for Rotation/Sequential teams for next year. 1986 will be the first World CRW Championships and promises to be a classic occasion, surely no-one is going to continually allow one team to enjoy all those benefits we are now about to experience in Australia.

NIGE' WATSON CLARK
RM CRW Team

Team	SPEED 8				Team	ROTATIONS			
	Round 1	Round 2	Round 3	Total		Round 1	Round 2	Round 3	Total
Royal Marines	8/1.10	8/1.11	8/1.01	3.23	Royal Marines A	9	13	10	32
Army 8 Gan Canny	8/1.51	8/1.27	8/2.23	5.41	Royal Marines B	11	10	11	32
Thruxton Rock Steady Crew	8/3.00	8/2.38	7/3.00	8.38	Gan Canny A	5	10	11	26
					Gan Canny B	5	7	7	19
					Truxton	4	4	4	12

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RELATIVE WORK TAKES ON SOME —NEW MEANINGS AT THE FREDS!—



Wedding fever seems to have struck at the Freds with a vengeance - during the last two months no less than four have succumbed to this form of permanent relative work! **Terry Guildford** has quick-stepped his way up the aisle with **Carole**, and a team led by **Sgt. Maj. Alec Munro** jumped into the reception to give him moral support. The Lone Ranger, **Mark Forbes**, married **Lorraine** in Aldershot and all the Team enjoyed the subsequent celebration in the Queens. **Dave Trick** is off to the States to marry **Sherry**, and **Keith Hopper** will marry **Jan** in Aldershot within the next few days. Good wishes for their respective futures are voiced by all and we look forward to the next generation of Fredlets (not TOO soon!).

Bob Harman tried another kind of relative work involving himself, his bicycle and a very inebriated pedestrian! This novel formation soon funnelled and Bob ended up with a damaged shoulder and a technicolour face. Being Bob - it only managed to ground him for a few days.

However, the serious relative work has continued apace and this period has seen some thrilling canopy relative work performed by many of the Team. Probably the keenest exponents have been **Dave Trick**, **Keith Saunders** and the unsuspecting **Alec Munro**! They have put together some really good stacks and have achieved an Asutralian -T, and are working hard on a tri-hand.

The competition teams have continued

a busy summer of training and competing. The 4-way team of **Graham Copestake**, **Jim Scarratt**, **Jon Turner** and **Eddie Carroll** managed 4th in the Team Accuracy, 6th in the RW, at the Nationals - and then joined forces with the RAFSPA team (thus making The Blue Freds) to gain second place in the Speed Eight. These four, together with their new video man - the Superhero Fearless **Roy Deakin**, set off to RAPA for the Advanced Course to help with RW instruction and get some training jumps for themselves! The video system is obviously totally impervious to the curry fumes always associated with its new operator, and they have some good film of their thirty or so training jumps. Then it was straight off to Netheravon to the Army Championships, where great things were expected. With 'Deak' acting as alternate the 4-way team brought a smile of satisfaction to **Micky Munn's** face by becoming joint overall Army Team Champions (shared with RAPA). They had picked up the silver in Accuracy (2nd to RAPA), the silver in RW (2nd to REME), and the bronze in the CRW rotations. During the competition **Jon Turner** managed his 900th jump and 'Deak' his 800th. **Eddie Carroll** had been hoping that he might claim a record for being the youngest person to achieve 1000 jumps. He certainly is the youngest Fred to reach this total, but in the wider sphere **Dave Spencer** (an ex-hat, Eddie!), got there before him! (Thanks to the secretary at

Headcorn for her efforts during our research!). Never mind Eddie - his brother is still a Fred!

It was good to see former Team members doing so well at the Army Championships, especially **Billy Sharp**; and good performances were also put in by **Paddy Ritchie** and **Steve Slater**. **John Rix**, **Graham Copestake** and **Jackie Smith** were awarded their Army Colours for outstanding service to Army sport parachuting, and so now have permanent recognition in the Netheravon bar. Once again these Championships were a tribute to the superb organisation of the Meet Director, **Major Gerry O'Hara** and his staff - thanks for a great time.

Meanwhile the other two with the competition bug were busy at the Brit Team Training Camp at Peterborough - hoping for selection for the World Classics Meet Team, bound for Vichy. **Neil Dixon** narrowly missed out on the final selection, but **Julian Spencer** is now in France and hopefully has every possible part of his anatomy clearly marked left and right. Everyone is hoping for great things of Spence.

With all this competition mania going on - the rest of the Team had to work all the harder to cope with the peak influx of displays the length and breadth of the country. One of the favourite venues, the Tyneside Exhibition (Hercules every day!), was this year dogged by poor weather - but generally speaking the good summer has

kept those cancellations to a mere handful. Whilst in Newcastle, the BBC TV crew caught up with **Sean Day** and **Graham Robertson**, to follow up their careers since leaving 480 Platoon featured on the BBC1 series *The Paras*. We are still trying to find out how much Sean paid Micky Munn to say all those nice things about him.

In this period D-licences have been gained by **Graham Robertson**, **Sean Day** and **Keith Hopper**. It has been great to see ex-Fred **Dick Kalinski** back on the Avenue again; but another familiar figure - that of **Jackie Smith** - has abandoned us for a job at Netheravon. A noteworthy student in the last two months was **Jim Davidson**, the comedian. He very much enjoyed his course and is apparently currently making Red Devil jokes in his show!

Micky Munn realised another stage in his ambition of an all Fred 20-way; when an 18-way was built at Little Rissington on 23rd July. The next exit was from a Hercules at 13,000 feet and the formation was built by 8,000. The Team have also had some good jumping days in company with The Falcons, which always are greatly appreciated and much enjoyed.

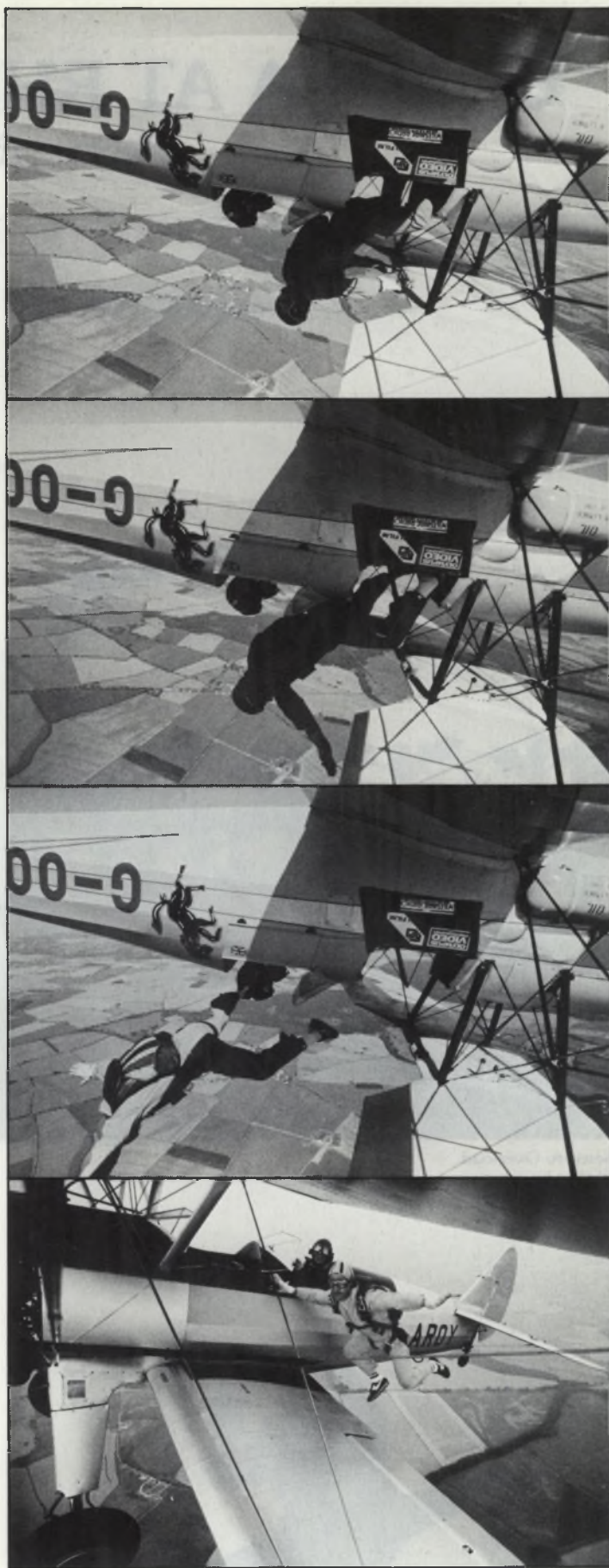
Chris Allen must be congratulated on his promotion; and good wishes go to **Mark Flint** and **Jim Scarratt** who have returned to 2 PARA to further their careers as soldiers. Both will be greatly missed and both have left their impression and lots of happy memories on the Team. Special thanks are due to Jim for all his information gathering for these articles. Mark is still pursuing his Triathlon career and is currently competing at Gloucester with **Steve Greenhalgh**. Steve came 4th in the Mountain Triathlon in Cumbria, despite having to carry his bike up the last hill. He really is taking it all very seriously - he has cut down on his drinking and various other activities which apparently impair fitness. This is quite a sacrifice for Mile High Greenhalgh!

Two new members have joined the Team, **Chris Lane** and **Chris Byrne** both from 2 PARA. **Chris Lane** had done an AFF course in Denmark, and both will soon start clocking up the jumps.

The skies over Aldershot are temporarily filled with the ear splitting noise of Tornados, Mirages and F-20's and other such military hardware and the trusty Islander has been banished for the duration of the Farnborough Air Show. Despite this temporary inconvenience the Fred's Road Show jumps its way towards the end of another action packed display season. So, with thoughts turning to those longer evenings indoors - what better thought to leave you with than this. Coloroll (our sponsors), have just launched their Red Devils wallpaper - so now is the time to transform the nursery, the lounge, the shed or perhaps the cat!

LUCIFER, BPA 90960

SIMON TRIES IT UPSIDE DOWN



Simon Ward pictured by himself exiting an inverted Stampe piloted by **Sqdr. Ldr. Brian Russell** at the RAF Kemble Air Day.

Simon again, this time from a Boeing Stearman over Badmington Air Day, pilot **Johnny Jordan**.

CAMERA AT RHINE ARMY MEET

Photos: Rob Colpus



Sensory Overload.



Novel exit.





Sensory Overload in action. Exit the CH53
Below and on left.



Belgium Team Cirrus back a Diamond out of tailgate.
Border Crossing (Apogee and Rob Colpus)
Clive Flynn, Neil Mathers, Charlie Howe.

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SWANSEA SKYVAN BOOGIE '84

"Spotting from the Skyvan is easy, it is knowing when to get out that's difficult" -
BOB SUTTLE
(Thanks Bob!!)

With over 200 skyvin w-k-rs registering at this year's Boogie there was great potential for endless hours of successful boogie jumps. Some famous people came to take part, although most of us were unaware who they were. There was, someone Hooper, Leo Dickinson, Eric Johns and Dave Howitza (he had something to do with the SPC). Anyway they were all bald!!

With the Skyvan E1 BNN and two excellent pilots, Ian and Tony from Shannon Executive Aviation, over 20 lifts were completed per day. With a full 10 days of great weather and an average loading time between 10-15 secs. more than 2000 descents were made.

From the moment that the first

skydiver arrived until the last one left there was a really good atmosphere. As ever, all that could be heard from the skydivers constantly hastling the manifest, was 'winge, winge, winge....' I've only had seven skydives from 12 grand today!

On a more serious note a hard core, 10-way speed star competition took place. The really hot team

'Symbolix' beat 'Les Diablos Rouge' (whoever they are), 'January & Co', 'We Frap You Clap' and 'Arrogance Pays', into the ground! Competition was really tough and scores varied between 27 points in 30 secs, to 10 one-way stars.





PICTURE

By Roger Marsden BKPC

Six Way Zipper Launch

On left from top: Paul Dixon, Dave McCulloch, Paul (Kiwi) Davis.

On right from top: Simon Nichols, Mark (II) Wilson, Jamie (Jasmin) Milne.

To relax from the tension of the competition, several social functions were organised. One at Blackhills Country Club, followed by another disco, Bar-be-que and light refreshment session outside the SPC Club House. A little over

2000 pints were consumed with an average regurgitation time of 10-15 seconds.

However, some quite serious RW was attempted during the 10 days of the Boogie. Out of the 117 lifts completed 100 zoo's were spotted near Chesington. The climax of the larger successful formations was undoubtedly the

20-way skull from 12 grand, the cameraman said it looked good!

To add to this Swansea would also like to claim the first successfully completed 100-way. For the first time at Swansea all the skydivers got it together for E1 BNN's flypass on Sunday 29th July. This 100-way mass moan is captured on film for immortality. But remember it's all relative!

As for all of us here at Swansea, we would like to say, "we would like to see you next year..... preferably at someone elses Drop Zone." Blue skies.

(Edited by RAY VINE A5060)
N.B. On behalf of all SPC Members.
Don't forget to grab the grass!!

CAMERAS AT THE SWANSEA BOOGIE

Photographers: Bob Suttle, Simon Ward, Les Cooper and Dave Waterman



CAMERAS
AT SWANSEA



Jayne Brinkworth gets a congrats
on her SCS.

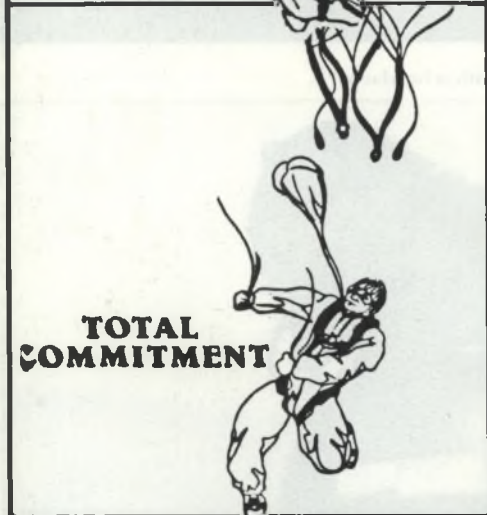
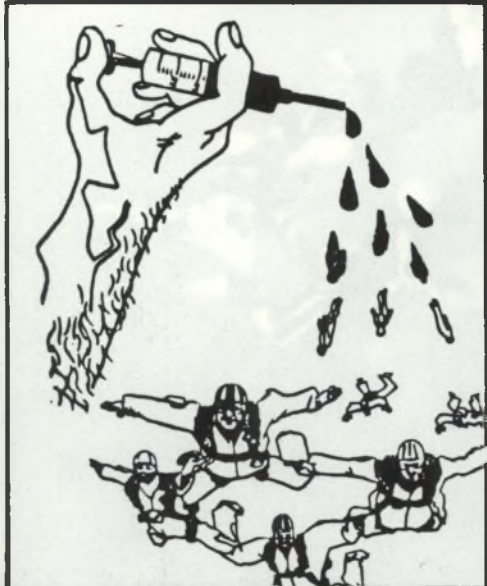


Simon Ward with a headache??



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Large Star attempt.

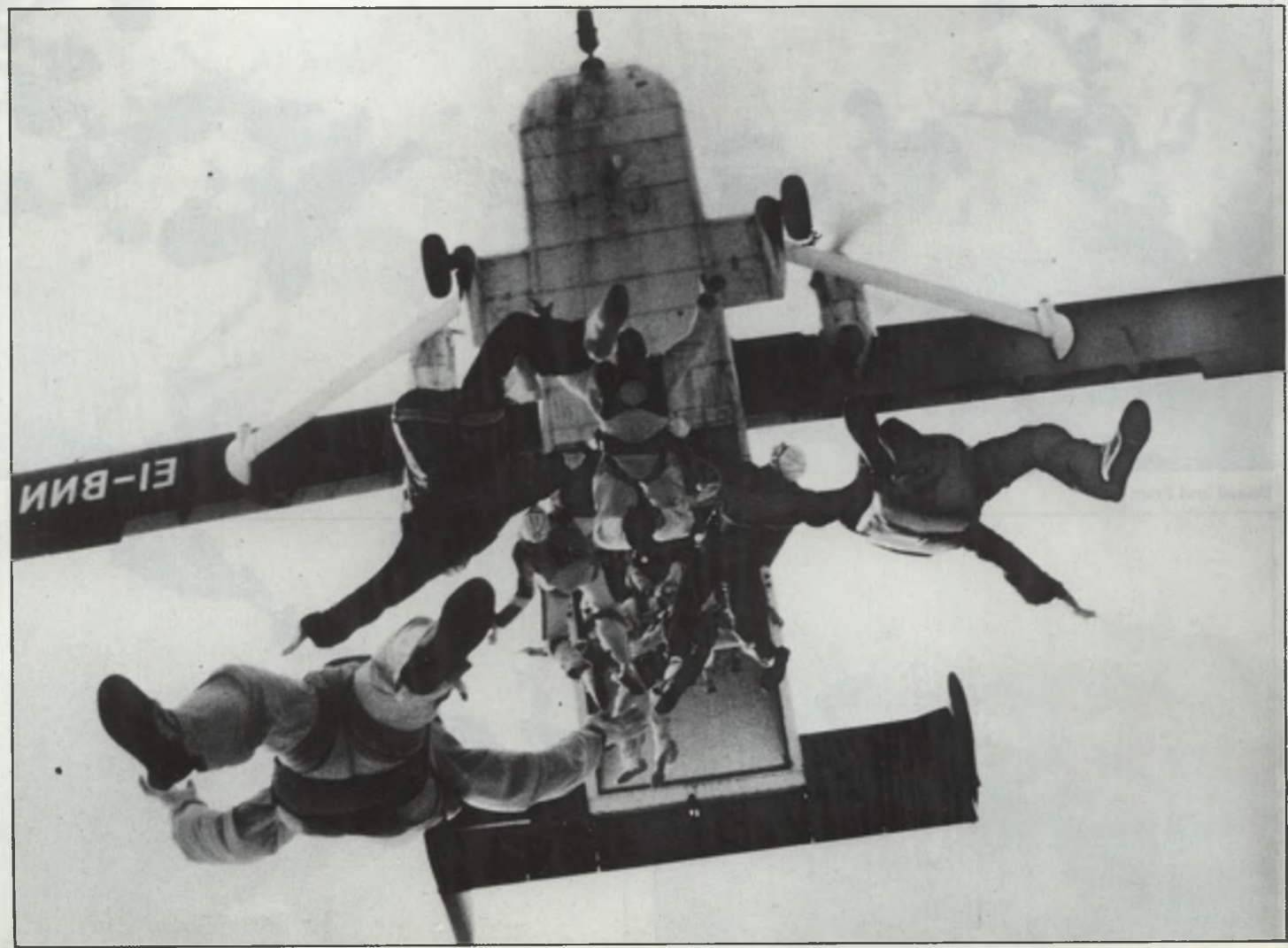


Boxall and Friends.

Paul Sturterant dumps out.



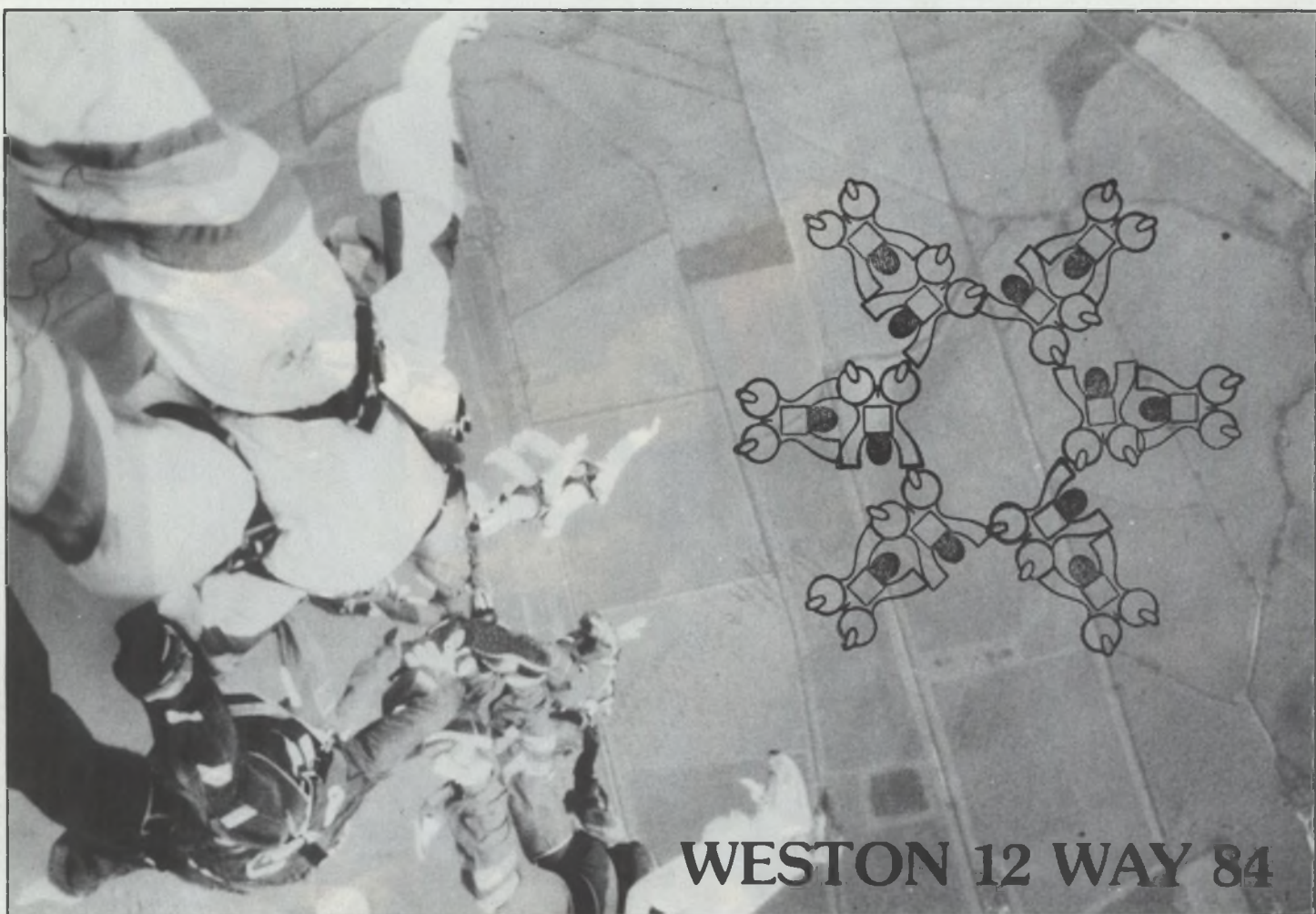
CAMERAS
AT SWANSEA





**VIDEO
COVERS
12 WAY
MEET**

Photo D. Waterman



WESTON 12 WAY 84

Dear Scrote,

Just a short scrawl to tell you of a great weekend that you didn't have. I'm talking about the 12-way at Weston on the 1st-3rd. Everyone who's anyone in the skydiving world was there of course (except you).

The meet was organised by that stange little bald-headed guy **Mickey Boys** who, as you know, originally became famous as a male model for a garden gnome catalogue. He spend the whole weekend rushing around like a whippet on heat. Couldn't find out what he's on but if I do we should slip some to the BPA staff. His partner in organising the meet was **Tim Lovejoy**, don't know who he is but he looked as though he had escaped from a Monty Python Circus. Still they certainly came up with a new dimension in RW meets.

We got to Weston on the Green at 8.30 on the Friday evening. What an amazing place! Big, comfortable bar/club room, super new shower/toilet block and a whole hangar full of aircraft including a brand new Turbine Islander. The rest of the team had arrived so we got straight into some serious team training, 10 pints of Lager, one pint of Bitter and a Gin and Tonic for the team tart. The barman was very uncurrent, charged 1970 prices. The team looked all set for some really hardcore dirt diving (that's a technical phrase for when you each have 10 pints, go outside and fall over) when we all got shuttled off to do serious things like kit and document checks.

It turned out they needed a medical. That caused a few problems as most of our lot are perambulating pathogens and the rest being barmy it looked as though it was going to be three days of dirt diving in the bar. But no such luck, out comes the original para-med, **Dirty Doc Williams**. For just a small donation to his favourite charities, the DDW Home for the Amazingly Rich Elderly, and the DDW Home for Distressed Young Nymphomaniacs with over-developed mammary glands, a quick squeeze and cough-up your dough and that was it, cleared to go and commit mass Hari-Kari out of a plane from 12,000 feet.

Poor old **Theresa Tailgate**, the team's powder puff got himself voted team captain and was dragged off (get it - dragged off) to see the Gnome in the Gnome Office for Team registration of £10 per head. We sent **Bany The Bruiser** along to make sure he didn't sneak out the back with the loot and disappear off to one of his dodgy night clubs down at Brighton.

Well he came back five minutes later staggering under a pile of T-shirts. One for each of the team, all in with the registration fee, quality gear they were too. And that's not all, he handed out a little button badge

each, all with a raffle number for various spot prizes and a barbeque and free beer ticket. Well we were amazed, so amazed that I only had five more pints and went off to bed.

Saturday dawned, bringing with it a Twin Otter hot prop down from Liverpool with a bunch of scouse skydivers flown by **Biggles Dawson** giving it lots of white knuckles and low passes. Saturday also brought the usual competition weather - 3,000 feet cloud base, 6/8 cover. Was looking forward to kicking the dangerous skydiving into touch and retiring to the bar when out trotted all these air to air video men. There was **Leo Waterman**, his brothers **Simon**, **Kevin** and **John Waterman**, and even their old Dad, **Dave**, a shining advertisement for Philsosan, all wearing their silly hats and with packed lunches stuffed downa their jump suits. That was it, there was no escape, straight into round one, an unintelligible permutation of skydiving possibilities dreamed up by **Brian**, at last got a gold medal, **Mason**.

Our video man **Dave Michaels** was spotted climbing into the plane wearing camera helmet and recorder harness but without a rig. It was pointed out

that the JVC mini system although very robust probably would get damaged in a terminal landing. This potentially embarrassing bit of forgetfulness was later copied by Leo. We all thought it a very extreme way of saving a repack. The hard working camera team were obviously under pressure.

With two teams and video men, shoe-horned into each lift it was a relief we were first out. What an embarrassment - out of the plane, flail, flail, fishtail, slide, grab, funnel, track, save your life! Get on the ground and **Tim Lovejoy's** got this 4ft. square tele and the video man playing it all back to a full house of sarcastic comedians.

Simultaneous replay to the judges, **Geordie Laing**, locked away with four tasty ladies in the judge's caravan. An amazing man - no wonder he looks so worn out after these meets! Not content with close up air to air, they were giving it maximum freeze frame and slow motion replay. What chance does a boy have for a quick grip switch now-a-days? Ten minutes of this and judging done they went back to watching nude Danish 4-way RW, all compressed accordians and back-ins (with lots of grunting). Must get on the next judges' seminar.

With **Colin Biggles Dawson** going up and down like a yo-yo and the video men sticking to formations like flies round dogs' do's, the first two and a half rounds were soon finished. During the day I was curious to notice **Farmer John Eaton** arrive with a monster grain trailer which he parked in front of the clubhouse. The Gnome then appeared out of his office where he had been skulking about directing operations and with the help of a small frantic crew

Video Men Leo Dickinson, Simon Ward, Kevin McKilvee, John Lines, Dave Stephens, Dave Morris and Dave McRaels.



Video Nasties in action.

the two of them transformed an agricultural trailer into a passable imitation of Knebworth Rock Festival

complete with spot lights, sound systems and a live rock band called 'Scared of Heights', all very apt.

With the day's jumping over it was time for a hot shower and into the bar. It had become noticeable that the Gnome had ceased calling the meet the Euro 12-way and had quietly changed it to the Weston 12-way. It transpired that despite his frantic efforts at coaxing our continental cousins over on a cheap weekend excursion, they had all stayed away. Most of them going to **Tricky Tim Mace's** Chopper Boogie. This only goes to prove that you can't compete with a boy who's got a big chopper, especially when it's for free.

This was a shame as **John the Cook** who was providing lots of good cheap grub in the canteen had planned a menu specially for the French gourmets - English Lamb, saute'd in a red diesel sauce and served à la flambé with carafe's of Vin extra-ordinaire (made from sour grapes).

The evening's entertainment featured replays of the day's jumping on the big screen video, a barbeque, free beer and a bop to the live rock band. I decided to make myself scarce during the replaying of the team's jumping with a quick foray to a local Ale House and then return for the free beer. A major disaster as I was beaten to it by **Sid Snot Hitch** and **Tony Butler's** boys. As only one bowser of bitter and one of lager had been provided free I didn't get a look in.

John the Cook who had been expecting 200 for the barbeque, but got 300, did a grand job but retired with a migraine brought on by the excessive ringing of his cash till compounded by twenty Bacardi and Cokes.

Roy and Miss Broiler plus the rest of their motley Canine Crew, who at this point were lying second, crept off to bed early. They were definitely taking the whole thing too seriously. Just as well for **Ian 'The Head'** that **Ayatollah Roy** didn't catch him creeping back to the party.

The band who were good and noisy were later upstaged by **Guru Kendrick**, **Pervy Pete White** and **Johnny-Boy Parker** performing superbly awful Rod Stewart and Beatle renditions, with **Eileen Hendo** and **Lesley Porrock** doing the do wah wah's. A good end to a superb day.

7.00 a.m. Sunday spawned standard weather and unique hangovers. With the Gnome whipping his staff into action, the lovely **Lyn Francis** aided and abetted by **John Norris** on Tannoy soon had the first teams out of bed, manifested and in the air. With round three complete and bad weather looming it was decided to go for the speed star round from lower altitude then go back to RW once the threatened low cloud had passed through.

The RAFSPA Team, average weight equivalent to



a small buffalo, decided the secret to speed stars lay in a fast falling base. This in mind they dressed their two stoutest lads in style suits, covered them in grease, and filled their pockets with rocks. Unfortunately the fast falling base was such a success the rest couldn't catch them. (Nearby US Base at Upper Heyford watching this on radar thought they were tracking an incoming missile, the whole thing nearly causing a nasty international incident).

Back to RW with Führer Roy and Carl's Canines hot on the heels of the leaders, the aptly named Video Nasties led by Brian (Brain) Mason and Neil Howarth along with his brother Denis.

With Roy and the dogs pulling off a good round the pressure was on the Nasties. Pressure not being the Nasties strong point they completely cocked up the whole thing leading to 11/12ths of the team suffering a massive sense of humour failure and completely forgetting it was a fun meet, set out to lynch the errant team member. Timely intervention from the Gnome armed with the rule book and sharp knife, removed the noose and pointed out that murdering a team member could lead to instant disqualification. It was then decided to call the meet after one more round of free style to be judged separately and with a separate prize. Roy and the pooches decided that having won the RW they couldn't manage the extra weight of any more medals on the bus home so gave the freestyle a miss. Video Nasties with one team member in intensive care and the rest not talking, also stood down.

This opened up the field for the remaining teams who thought up some pretty amazing dives. The idea being to produce a dive for the video man to film, to be judged by the other team captains on degree of difficulty, artistic content and skill of execution. The dives to be explained beforehand to prevent any skuldugery when showing the dives to the judges. According to the Gnome very few of the results bore



RASPA Team "Past, Present and Future"

any resemblance to that planned. Lamby Lambert's novice team had planned a 12-way which was to be their first of the meet. A good try, if medals were awarded for sheer enjoyment the gold might well have been theirs. Winner by unanimous vote 'Dozen Matter', who launched a four-way Horny Gorilla with flakers that carried on working even after one of the Gorillas got so horny he pinged off, all of which was superbly filmed by Dave Morris and won them a case of wine (best prize of the meet).

During the meet the Gnome and his cronies were drawing raffle tickets for spot prizes. On hearing your number called, one was required to rush up to the stage and sit in a chair whereupon Ms Bullhorn would announce your prize. This could be anything from a pull up cord to a Thomas Sports Chaser. I thought it very ungrateful of the person who won the Chaser to say they wished it could have been a pull up cord. Roy pulled off yet another milestone in

tasteful flying elegance producing a bright yellow and black check tartan jump suit was presented during prize-giving causing most of those assembled to cover their eyes and throw up. There were some fun prizes, some good prizes and some super prizes, most of which seemed to be donated by Chris Thomas of Thomas Sports. A good effort by all who gave.

Prizes were presented by Wing Commander Merv Green who did a good job of keeping things swift and businesslike leaving time for an RW record attempt. A 36-way with the Otter and Turbine Islander in formation.

The attempt was superbly organised in double quick time by Matt 'The Merchant' Mortlock and Ian 'The' Head and filmed in every conceivable medium by Leo, Kevin, Simon and Co. Unfortunately one of the forming multitude carrying excessive weight in liquid form from the previous evenings revelry slid low. It was ironic that the go low was none other than the lynch mob leader from the Nasties. None of this

Dirt Diving. Below: Winner's Carl's Dog.



detracted from the amazing sight of an almost perfect formation appearing out of a clear evening sky. A very acceptable end to the week-ends jumping.

All that remained was to down a quick ten pints and bop the night away at the amazing Martin's Road Show. The amazing Martin was quite amazed and very pissed off when an out of control 200-way sit-down doughnut instantly decimated his record collection. It took profuse apologies, five pound notes and double whiskeys from the Gnome to restore his bonhomie and silly chatter. Come one o'clock went outside for a quick dirt dive and crawled back to the tent a happy little skydiver.

The Monday morning gales prematurely put an end to the days planned fun jumping. With most of the long distance travellers thinning out and large proportions of those remaining incapable of any activity more strenuous than lying down we waved au revoir to Colin 'Biggles' Dawson, the Twin Otter and on board Scouses.

The gnome who by this time was on intravenous valium was carted off to a home for the severely anxious and Weston once more settled down to its military role.

Thank God the seasons nearly over, I don't think the metabolism can take many more parties like that one. Still at the end of it all no-one suffered anything more serious than hangovers, only a couple of cut-aways and the viability of the air to air judging system



Video Nasties strung out.

had been proved. Each team captain was given the video master copy of the team's dives. A nice touch.

Everyone who went came away a winner to a greater or lesser degree and I suppose in a year or two we will be able to watch our team video and laugh at it. Just goes to prove it's not skydiving that is dangerous but all the beer and sex they make you have afterwards. Yours,

BLOWFLY

P.S. In case you are interested Carl's Dog came 1st, Video Nasties 2nd with The RAF 12-way 3rd.

WESTON 12-WAY COMPETITION

THANK YOU TO:

Main Raffle Prize: Thomas Sports

Spot Prizes: Symbiosis Suits, Skies Call, Happy Landing Company, East London Rigging, T.K.M. Leathercraft, Ben Johnson, Dave Waterman, Leo Dickinson, Sward Promotions, Thomas Sports, Dave Stephens, Headcorn Parachute Club, London Skydiving.

Pilot & Otter Company: Colin Dawson, Spaceguard. RAFSPA: Merv Green, Dave Michael, Bob Souter, John (the Chef), Paul (the Rigger), Gary Corkish, Ray Evans, The Junior Staff.

Club Members: John Eaton, Brian Mason, John Norris, John Parker, Lyn Francis, Ale Boss and Eileen Hendo, Norman Johnson, Sam Roggy, Debbie Farrell, Anne Murphy, Mary Souter and Cathy Scott. Also gophers: Steve, Frankie, Pete W., Chris Symes.

Video Men: Leo Dickinson, Simon Ward, Kevin McKilwee, John Lines, Dave Stephens, Dave Morris, Dave Michaels.

Stills: Dave Waterman

Judges: John Laing, Tracey Rixon, Sue Dixon, Margiona, Diane Head.

And of course the Teams: Dave and the Craters, Dozen Matter, Headcorn B, To be Decided, Yer Off, Past, Present and Future, Otter Droppings, Globulus, Carl's Dog, Mach 12, Gaderene Swine, Porridge, Video Nasties, Safety in Numbers.

TOP THREE

CARL'S DOG:

Rob Colpus, Sarah Brearley, Geoff Sanders, Bob Hiatt, Tim Moore, Fred Ryland, Dave Hughes, Pete Allum, Ian Head, Mark Miller, Jim Keery, Fred Keery, Chris Thomas.

Video Nasties:

Brian Mason, John Parker, Steve Newton, Mike Fleming, Colin Kendrick, Neville, Howarth, Glenis Howarth, Doc Williams, Graham Henderson, Matt Mortlock, Ian Aiken, Steve Scott.

Past Present & Future:

Ray Willis, Joe France, Bob Souter, Steve Thomas, Steve McBrine, Barry Hendo, Chris Francis, Ty Barraclough, Jerry Keeble, Micky Threlfall, Nige Rogoff, Gary Corkish.



RASPA; Past, Present and Future
(Who is past it?)



Above: Two chairs serve as a mock-up for the door.

Below: Carl's Dog.



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BPA INSTRUCTOR COURSE 3 - 84

NORTH WEST PARACHUTE CENTRE

6th - 17th AUGUST 1984

1. Introduction

The full facilities of the North West Parachute Centre, were generously put at the disposal of the BPA for the two weeks of the course. Accommodation and camping was provided for those wishing to use it and all meals were available at the centre, also provided were full use of the centre's excellent lecture rooms and ground training area.

The centre's BN Islander was used for 12 lifts on the Potential Instructor Course and 16 lifts on the Examination Course. There were 10 candidates on the PI Course, 13 for the Examination phase, 3 on the Pre-Advanced Instructor Assessment Course and 2 on the Advanced Course.

2. The Advanced Course

Two candidates, **Des Palmer** from Shrewsbury and **Roger Buckle** from Hereford attended for upgrading to Advanced Instructor. They were assessed on various tasks throughout the week, each gave their specialist lectures to the Pls, they were also assessed on their ability to run an active drop zone. Both candidates were successful and were awarded Advanced Instructor Status.

3. Pre-Advanced Instructor Assessment Course

Three candidates attended this course for assessment, they were:

Dave Morris - Peterborough
Bob Scoular - RN & RMSPA
Bob Dowling - Thrupton

All three candidates completed this phase of the course and were given a number of lessons/lectures, as well as presenting specialist papers, which were:

Dave Morris - 'Introducing Sequential' and 'Jumpmasters'

Bob Scoular - 'CRW'

Bob Dowling - 'Methods of Instruction'

Each candidates personal parachuting was assessed and they were coached on lessons/lectures and running a Drop Zone, they were also given a written examination, each candidate was fully debriefed and a number of recommendations were made.

4. The PI Course

This course was conducted by **Dave Prince**, **Gary Douglas**, **Les Melhuish**, **John Hitchen** and **Tony Butler**. There were 10 candidates, nine of them applying for PI status and one for assessment on Approved Instructor status. All candidates, as well as completing the syllabus were assessed on their own practical parachuting and were coached in S/L despatching. They were also coached on lesson/

lectures and were given a written examination at the end of the week. All nine Pls were successful and the candidate for final assessment was advised to re-apply in 3 months. Results and individual reports have been sent to their CCl's. The candidates were:-

Mike Wills - Eaglescott
Mike Misiouli - CCSPC
Ian Marshall - Wild Geese
Ian Midgley - Topcliffe
Nigel Watson-Clarke - JSPC (N)
George Campbell - British Skysports
Alan Jones - Lincoln
Roger Brown - JSPC (N)
Jonathan Bush - Headcorn
Martin Ramsey - Silver Stars

5. The Examination Course

This was held during the second week and was conducted by **Dave Prince**, **Gary Douglas**, **Ray Ellis**, **John Hitchen** and **Tony Butler**.

There were thirteen candidates, all were assessed on lectures, S/L despatching, their own personal parachuting, aerial critiques, briefs, de-briefs and flight line checks. All were given a written examination and a number were assessed on briefings 11-17 in the Instructors Manual and in their use of telemeters, they also presented a briefing for a water descent and a night descent. All candidates were

successful and results and individual reports have been sent to their CCl's. The successful candidates were:-

Simon Caddis - DISC
Bernie Parker - Trailblazers (S)
Dave Rogers - Trailblazers (S)
Peter Allum - Peterborough
Dave Curwen - Leeds/Bradford
Dave Kelly - JSPC (N)
Dennis Buchanan - Black Knights
Phil Sullivan - Headcorn
Martin Dicker - Headcorn
Dave Stallion - Peterborough
Tony Trace - MPC
Alan Hetherington - London Skydiving
George McGuinness - NWPC

6. Conclusions

In general the standard on all four courses was quite high, most candidates came well prepared for the course and personal parachuting was of the required standard.

7. Recommendations

(1) That **Dave Morris** and **Bob Scoular** return in 3 months for final examination for Advanced status.

(2) That **Bob Dowling** re-applies to attend another Pre-Advanced Instructor assessment course in not less than 12 months and that he not be permitted to act as CCl until he has achieved Advance Instructor Status.

TONY BUTLER, JNC SO

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SEQUENTIAL RELATIVE WORK "THE BASICS"

BY RICH PARKHURST

ACKNOWLEDGEMENTS

The author wishes to acknowledge his indebtedness to those fellow skydivers, who assisted him in the writing of this paper.

Special thanks to:-

Ray Vince, for all his time and energy spent transferring my knowledge into the written word. Without Ray this paper would have been impossible to read or understand - it is all relative!

Dave Howerski, for his invaluable assistance and sharing his vast body flying knowledge.

Paul Begley, for helping me to understand more about aerodynamic principles

through his specialist technical knowledge. **Jayne Brinkworth**, for bringing us all together.

INTRODUCTION

This paper deals with the basic elements required for achieving a high standard of flying ability. These basic elements are:

1. To be able to assume a neutral body position.
2. To change rate of fall, at will.
3. To do in-place turns.

This information is aimed at all skydivers of all experience levels, to help them obtain their maximum potential through the use of their body in the most **efficient** way.

SECTION 2

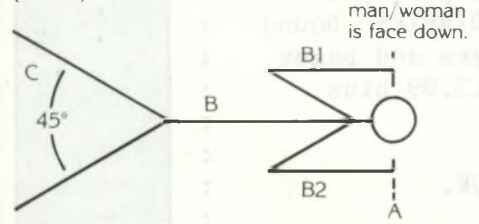
The Neutral Body Position

The neutral body position is the basic building block for SRW. It must be achieved before attempting to learn how to change rate of fall and in-place turns. What is the neutral body position?

Answer: This position is explained by diagrams I & II.

PLAN VIEW OF NEUTRAL BODY POSITION

(Dia: I)



- A. Thumbs on the same line as the ears.
- B. Torso.
- B1 & B2. Forearms are parallel to torso.
- C. Split legs to 45°.

SIDE VIEW OF NEUTRAL BODY POSITION

(Dia: II)



- A1 - A2 - The body, from the knees to the shoulders, and including the arms/hands are all located on the same plane.
- B. Note knees bent to 90°.

Please note, this body position is to be relaxed. If you are not relaxed you will not be able to assume this position. Previous study of videos show that tension tends to cause you to arch. Practice laying on the ground, in the position so that you become accustomed to it.

Why Use a Neutral Body Position?

The main reason is that it offers the maximum potential to move in all directions and allows us to fall straight down. It

allows for maximum changes to be made in:-

- a. Horizontal movement i.e. Forwards and backwards.
- b. Vertical movement i.e. Rate of fall.

Therefore, from the neutral position, we may either extend the arms to move back, or the legs to move forwards. We may also add positive (arch) to increase the rate of fall, or add negative (de-arch) to decrease the rate of fall.

Table: I

1. NEUTRAL		(No increase) in rate (No decrease) of fall
2. FORWARD		Legs only extended
3. REVERSE		Arms only extended
4. INCREASE IN RATE OF FALL		Arch, knees to shoulders only
5. DECREASE IN RATE OF FALL		De-arch, knees to shoulders only

How to Learn the Neutral Body Position

To learn the neutral body position, it is necessary to practice a specific 2-way skydive. One experienced skydiver assumes the role of instructor. The lesser experienced skydiver is the student.

A. Body Position Drill Dive

The dive consists of:-

1. Exiting the aircraft, the instructor is in a dive position, with wrist grips. The student does not take grips because if the exit does not go well the instructor can drop the student and save time in free fall.
2. Once in free fall the instructor can visually assess the students body position. Through the use of hand signals, he will get the student to change to the right body position.

B. Hand Signals







To give hand signals the instructor will break the right hand grip all hand signals are orders. i.e. All signals mean that you **must** alter your body to the position shown.

(See below for signals).

INSTRUCTOR'S SIGNAL

(Table: II)

ORDER OF CORRECTION TO STUDENT

i Flat hand Palm down		Flatten torso
ii Cupped hand Palm up		Arch torso (Add positive)
iii Cupped hand Palm down		De-arch torso (Add negative)
iv Tap own shoulder		Flatten (or drop) shoulders
v V-sign Forefinger & middle finger		Bend and relax legs to 90°
vi First finger and middle finger together to tap temple (side of head)		Get relaxed

N.B. TORSO = KNEES TO SHOULDERS

1. Please note that the use of a jump suit with any wing area will keep you from achieving a flat and level neutral body position. The air flow against the wing surface forces the arms back, causing a fast fall position.
2. You must practice this drill dive as many times as is necessary to achieve the neutral body position, before going on to learn how to change rate of fall and to do in-place turns.
3. Make sure to dirt dive at least 15 times before each jump. This will help you to learn the correct body position in the least amount of time.
4. After the neutral body position has been achieved, break to no-contact. Remember to bring the hands back to the

neutral position i.e. Thumbs in the ears. Practice this until the student becomes proficient in doing no-contact.

SECTION 2 - RATE OF FALL

What is Rate of Fall?

Rate of fall is the speed at which you fall through the air. This deals with changing your terminal velocity, so that you are able to be on the same horizontal plane as other people in free-fall.

Methods of Altering Rate of Fall

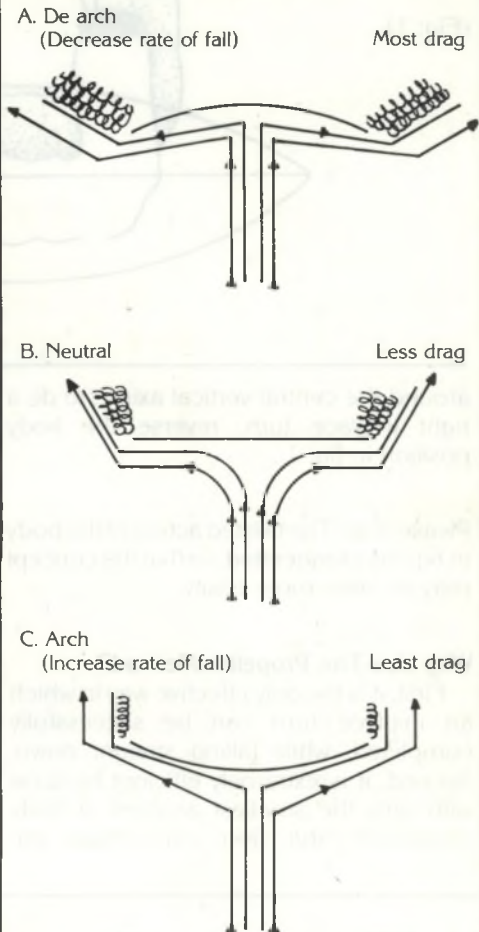
There are two methods available to change terminal velocity. First, increasing and decreasing surface area. Second, altering the aerodynamic shape of the body. The second method is the most efficient, as only this method offers the maximum potential to change rate of fall.

How can Rate of Fall be changed by altering the Aerodynamic Shape of the Body, in the Neutral Position?

Answer:

By leaving the arms and legs in the same position (as illustrated in diagrams I and II) the aerodynamic shape of the body from shoulders to knees, can be altered to

Wake Distribution for Different Aerodynamic Shapes



Key:
Direction of air flow =
Body position =
Wake =

(Diagram 3)

his rate of fall by 3-5 feet, up or down. The other skydiver using the above method, arches or de-arches accordingly to reach the same level as the reference point. This may be repeated several times during the dive.

SECTION 3 - IN-PLACE TURNS

What is an In-Place Turn?

An in-place turn is a change in heading without moving forwards, backwards or sideways. i.e. Pivoting on the vertical axis y - y (see fig. 1).

How is an In-Place Turn Achieved?

Answer:

It is achieved by shaping the body (from shoulders to knees) like a propellor, leaving hands and legs in the neutral position. This way of doing in-place turns is known as the propellor method.

For example, in fig. 1, the skydiver twists the top half of the body so that the right shoulder is higher than the left. At the same time he twists the lower half of the body so that the left leg is higher than the right. The body will then pivot to the left

change the rate of fall. (See table I. - Pic 4 and 5). This offers the maximum efficiency from the body. (See diagram 3).

As the air passes around the body a wake is produced. This wake creates drag. The larger the wake the greater the drag. Thus the greater the drag the slower the rate of fall. The greatest drag is caused by altering the aerodynamic shape of the body to the de-arch position (diagram 3)! Therefore the de-arch position has the slowest fall rate.

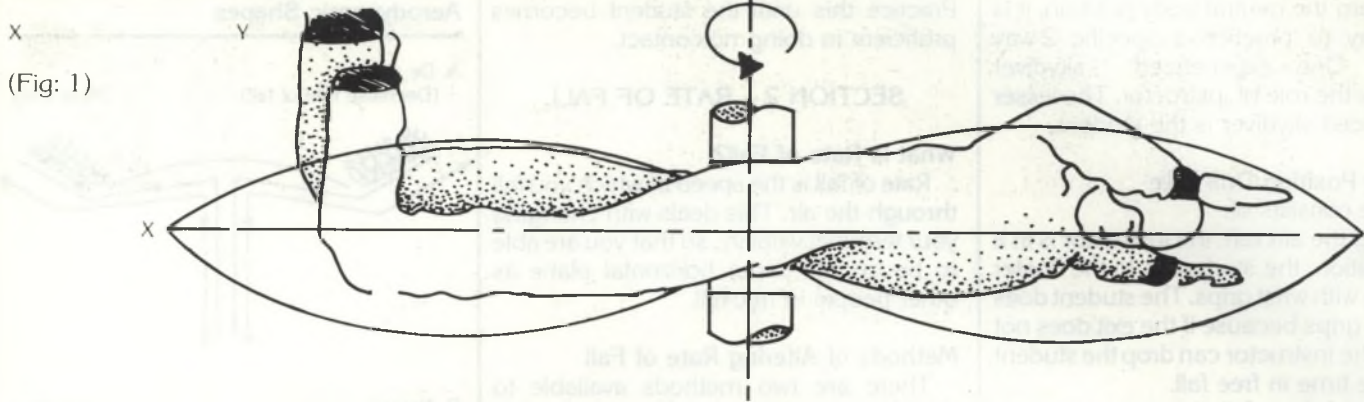
How to Learn to Change Rate of Fall

To learn, it is necessary to practice a specific 2-way, no-contact skydive.

A. Rate of Fall Drill Dive

Any two skydivers can do this exercise. One acts as a reference point. He varies

The Propellor Method Showing The Body Shape for doing an In-Place Turn to the Left.



around the central vertical axis Y; to do a right in-place turn, reverse the body position in fig. 1.

Please note: The twisted action of the body in fig: 1 is exaggerated, so that the concept may be seen more easily.

Why Use The Propellor Method?

First, it is the only effective way in which an in-place turn can be successfully completed, while falling straight down. Second, it is extremely efficient because with only the smallest amount of body movement, the flyer can obtain the

maximum amount of response and control.

How to Learn In-Place Turns

In a 2-way, no-contact drill dive, one skydiver acts as a reference point while the other practices turning.

There are three essential points to remember, while attempting this exercise:

1. Turn as slowly as you possible can.
2. Keep eye contact at all times.
3. Work on and become proficient at 90° turns, before attempting to learn 180° turns.

SUMMARY

It is stated here that the basic element to achieve a high standard of sequential

relative work, is to learn and master the neutral body position.

It if from this position that both, the rate of fall and in-place turns will be most efficiently and effectively accomplished. Thus enabling you to move closer to your maximum flying ability.

This is an excellent and concise relative work programme that will improve the relative work ability of all levels of skydivers. I strongly recommend it.

D.L. HOWERSKI, D1027 SSC28
Author of Body Flying

N.B. Pull before impact!!!
It's all relative!!!

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May 4/5	Met. Police Team Accuracy competition
May 11/19	RW Seminar
May 25/26/27	TRAC Meet
June 8-20	Training camp for 1985 National Championships. Train for the Nationals. 08.00 to 20.00. All week
June 16-23	RW Seminar
July 20/21	Launch and Accuracy competition
July 20-28	RW Seminar
August 10-18	RW Seminar
August 24/25/26	Speed '8'
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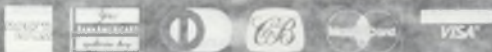
photo by Paul Thompson

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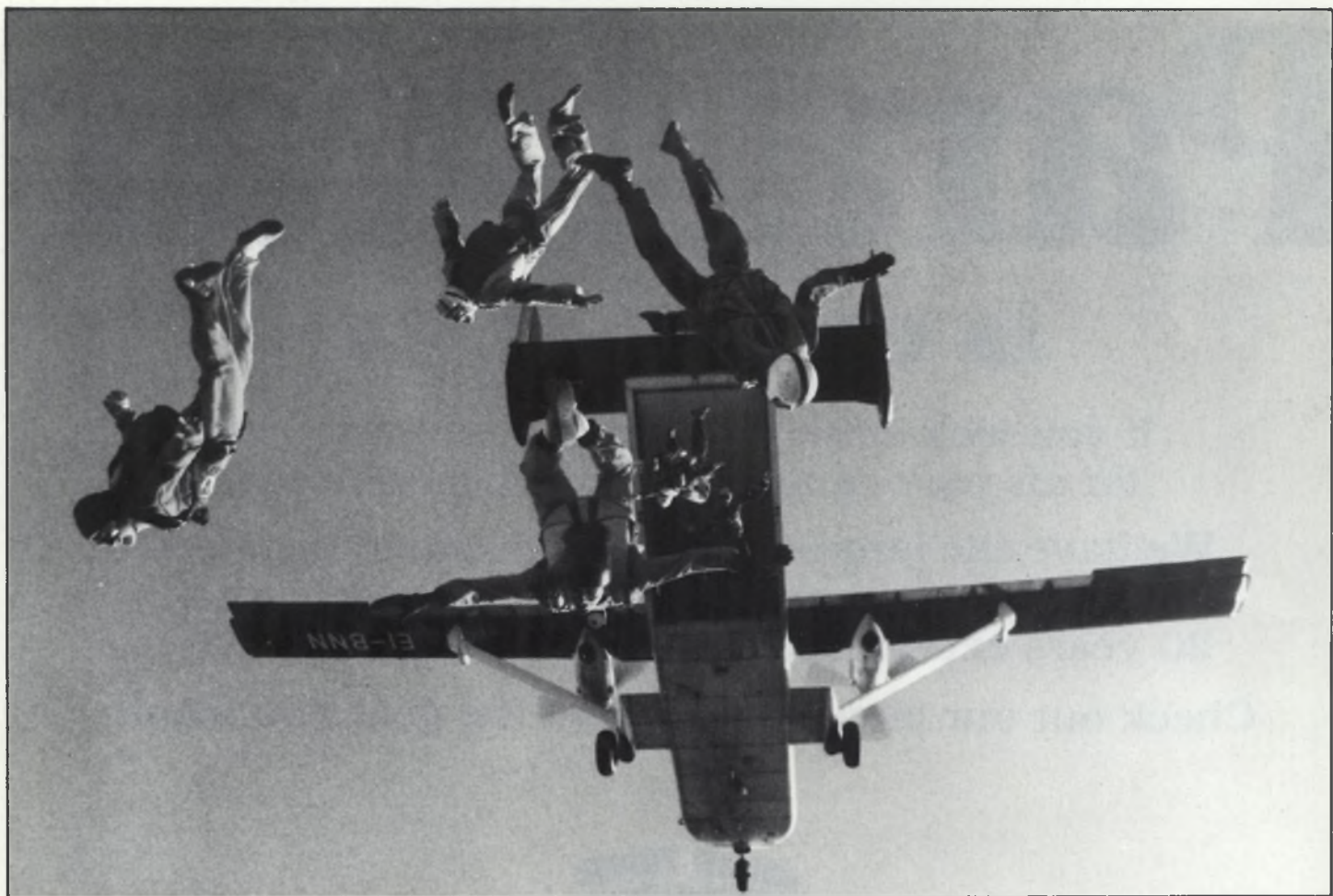
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Steve Freedman catches an exit at the Swansea Boogie.

ROYAL AERO CLUB MEMBERSHIP SCHEME

PRESS RELEASE

The Royal Aero Club wishes to announce the formation of an Individual Membership Scheme; its aim to encourage air-mindedness, especially among the young and also to form a focal point of interest for those who for whatever reasons can no longer be involved in air sport, but in which they are still interested. The Membership scheme might also be of interest to those who flew in the war. For a modest £10 p.a. the Members will have the advantage of belonging to one of the oldest (1901) Sporting Flying Organisations in the world, receive two Newsletters per year, detailing information on virtually all Sporting Aviation events, be they for Gliding, Hang-Gliding, Parachuting, Parascending, Man Powered Flight, Microlight Flying, Ballooning, Aeromodelling etc. They will receive an individual lapel pin/badge (suitable for men and women) and a Membership card. Other items, such as ties, blazer buttons etc. are available for purchase. All those joining now, will have their Membership extended to the end of 1985 - another advantage. Membership forms will be available from the Membership Administrator, the Royal Aero Club, Kimberley House, Vaughan Way, Leicester.

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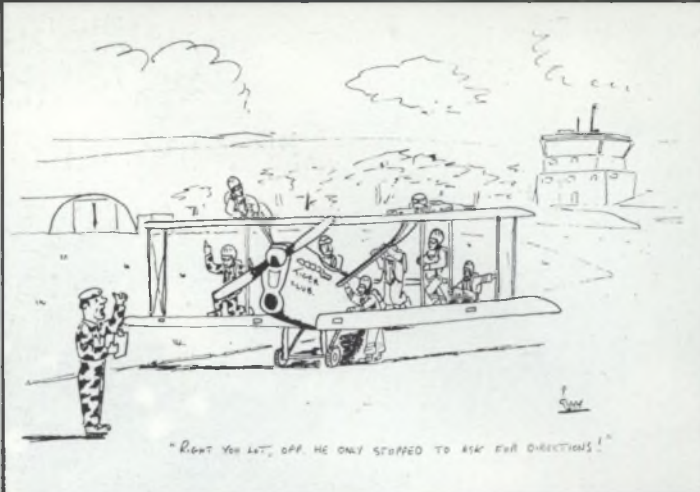
Och a landing at Para Ski Meet. Photo Tim Mace

Red Fred's 18-Way



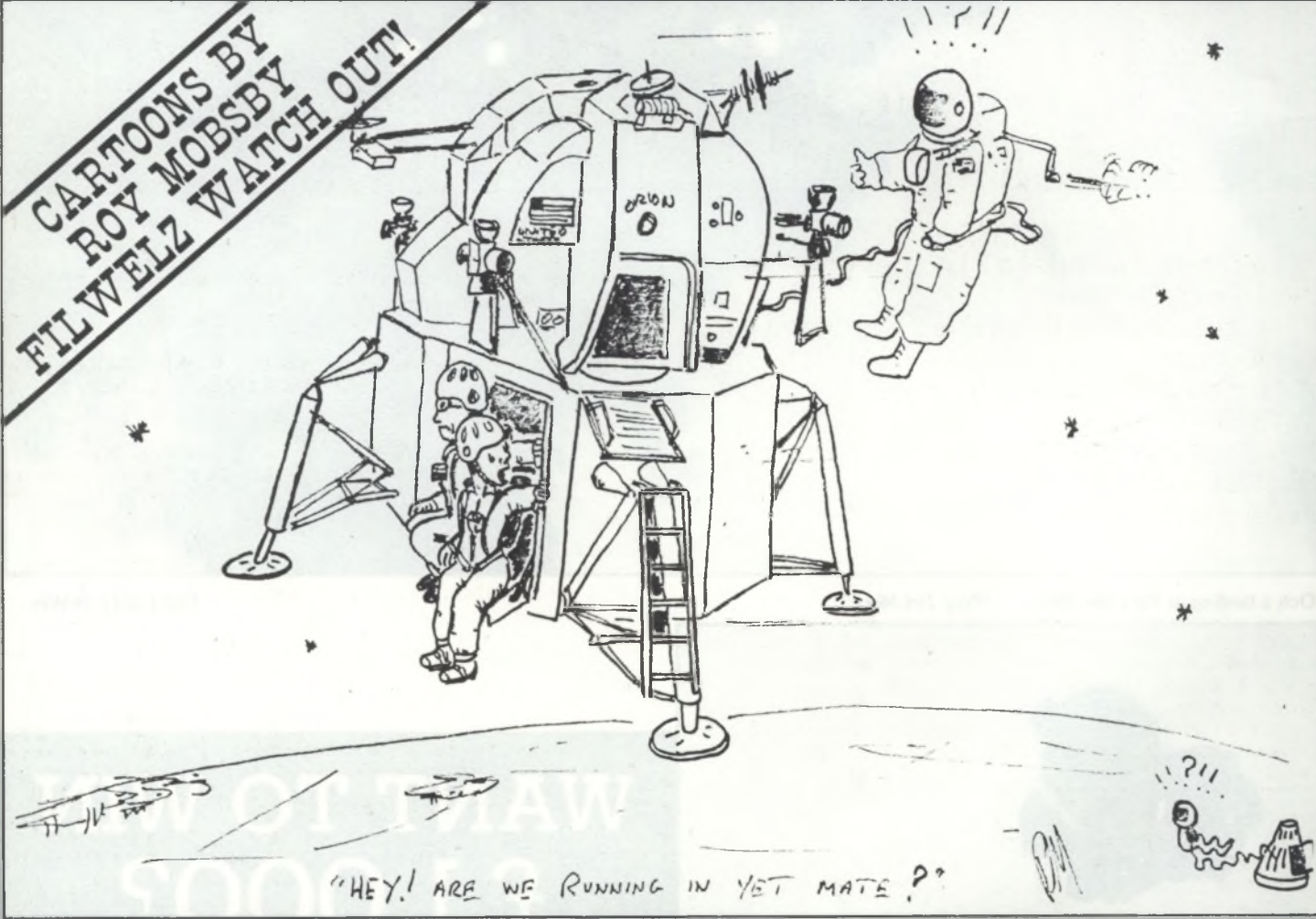
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"HEY! ARE WE RUNNING IN YET MATE?"



"I'M SORRY, BUT HOW WAS I TO KNOW YOU WERE COME BUMP AND CIRCUITS IN THE AREA!"



"...AND JEFF SAID, WHEN HE FINDS OUT WHO RUINED THE LAST OF THE STRAWBER PAPER, HE'S GOING TO BAN HIM FROM THE OZ...!"

**The British Parachute
Association Limited**
ANNUAL GENERAL MEETING
Notice is hereby given that the
EIGHTEENTH ANNUAL GENERAL MEETING
of the Association will be held at:
THE LEICESTER
INTERNATIONAL HOTEL,
HUMBERSTONE GATE,
LEICESTER
on Saturday 12th January 1985
at 1500 Hours

AGENDA

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

Dated this 2nd Day of August, One Thousand Nine Hundred and Eighty Four.

For and on behalf of the Council of the BPA

C.W. PORT
Secretary General

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

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

Details for Day of Annual General Meeting

DATE - Saturday 12th January 1985

1. **Instructors Convention**
Saturday 12th January 1985 1030 - 1300 - Charnwood Suite.
2. **Annual General Meeting**
Saturday 12th January 1985 - 1300 onwards - Chamwood Suite.
3. **Presentations**)
Lottery Draw) Following AGM
Special Prize Draw)
4. **Inaugural Council Meeting**
Saturday 12th January 1985 - following AGM etc. Rutland Room.
5. **British Collegiate Parachute Association**
Saturday 12th January, 1985 - The Rutland Room will be available for the above from 1100-1300. Please contact the Secretary BCPA, 190 Kenmore Avenue, Harrow, Middlesex.
6. **Post AGM Entertainment**
Saturday 12th January 1985 - Albermarle Suite
Post AGM - Bar open till 0100
Film Shows etc.
Buffet from 1800
7. **General Information**
 1. Strikes Restaurant open at Lunch time for meals.
 2. Melton Bar open for drinks.
 3. International Bar open for drinks.
 4. Main Restaurant open for Breakfast and Dinner.

CHARLES W. PORT
Secretary General

Election to Council:

Ballot Papers

These are an insert in this edition of the magazine. Please complete and send to the BPA Office as soon as possible.

Annual Dinner Dance

The Associations Annual Dinner Dance will be held at the Leicester International Hotel, Humberstone Gate, Leicester on Friday 11th January, 1985.

DETAILS

Assemble in the Albermarle Suite Ante Room - 7.30 pm for 8.00 pm Dinner. Cash Bar from 7.30 pm to 8 pm. Then post Dinner until 2 am. Wines may be ordered (cash with orders please) in the Ante Room from 7.30 Disco - post Dinner till early.

Tickets £10.50 per person.

Tickets may be obtained (cash with orders please) from the BPA Office, Kimberley House, 47 Vaughan Way, Leicester LE1 4SG. Numbers are limited so please book early.

If anyone has any preference with whom they wish to sit please let me know when booking tickets. Every effort will be made to accommodate your requests, but I will need to know as early as possible.

If anyone has any special dieting requirements, vegetarians/vegans or those who do not like PORK, please let me know at the time of booking your tickets in order that the hotel can be informed in good time.

Accommodation is as under. £13.50 per person per night including VAT and Continental Breakfast.

Accommodation must be booked direct with Hotel on Leicester (0533) 20471 Telex 341460.

MENU

Mushroom Soup - French Bread Sticks

Smoked Mackerel - Wholemeal Roll

Escalopes of Pork Maderia

Vegetable and Potatoes in Season

Profiterals and Chocolate Sauce

**Coffee with Cream
Mint Wafers**

**BRITISH PARACHUTE
ASSOCIATION
SAFETY AND TRAINING
COMMITTEE MEETING
6TH SEPTEMBER 1984
THE POST HOUSE, LEICESTER
19:00 HOURS**

Present:
J.R.H. Sharples Chairman STC
B. Bias Thruxton
D. Parker Headcorn
J. Ball Pilots
B. Harman Red Devils
R. Ellis Trailblazers (N)
D. Palmer Shrewsbury
D. Prince NWPC
D. Hickling BPS
M. Bolton Cornwall
A. Philip South West
J. Horne JSPC (N)
J. Meacock PPC
B. Souter RAFSPA
P. Walters Halfpenny Green
I. Louttit DISC
G. Evans SSSC/TPA
D. Howerski Swansea

Apologies for absence:
M. Mortlock, T. Knight, J. Lines.

In Attendance:
J. Hitchen JNC SO
T. Butler JNC SO
B. Dyas Council
J. Rhatigan Wild Geese

Observers:
J. Fletcher, B. Goodwin, K. Miles, M. Warren, J. Warren, P. Hudson, B. Nelson-West, M. Penny, B. McFarlane, B. Cotgrove, P. Lee, J. Farr, K. Adkins, K. Craft, I. Topps, S. Thomas, J. Davis, V. Davis, C. Ure, R. Shillabeer, A. Munro, T. Hazell, N. Hamilton.

Item 1 - Minutes and Matters arising from STC Meeting 19th July 1984

The Chairman started by thanking J. Meacock for Chairing the last Meeting in his absence.

1.5 The Chairman informed the meeting that there was nothing to add to the report on the fatality at Headcorn since the last meeting.

1.9(2) BPA Council had been concerned by the large number of abstentions on this item and J. Sharples had been asked to point this out to STC. I. Louttit stated that he had seconded the proposal and wished it withdrawn. It was decided that he could not now do that.

It was proposed by I. Louttit and seconded by D. Hickling that the Minutes of the Meeting of 19th July 1984 be accepted as a true record.

Carried Unanimously

Item 2 - Approval of Riggers Minutes of 19th July 1984

J. Sharples informed the meeting that as the Chairman of the Riggers Committee was unable to attend the meeting, any points could be raised with him. J. Hitchen stated that there was a possibility that the diagram attached to the minutes was not correct and it would be discussed at the next Riggers Meeting. The Minutes were accepted by the Meeting.

Item 3 - Instructor Course 3-84

The report from the Instructor Course at Cark had already been circulated. J. Hitchen thanked the NWPC for the use of their facilities and asked for any points anyone wanted raising. D. Prince stated that considering the recommendations of the course, STC should consider carefully before giving exemptions for non Advanced Instructors to act as CCIs. The recommendations of the Examiners were:

(1) That Dave Morris and Bob Scoular return in 3 months for final examination for Advanced Status.

(2) That Bob Dowling re-applies to attend another Pre-Advanced Instructor Assessment Course in not less than 12 months and that he not be permitted to act as CCI until he has achieved Advanced Instructor Status.

These recommendations were proposed by R. Ellis and seconded by P. Walters. Carried Unanimously

JNC SO

Item 4 - AFF - Brian Dyas

B. Dyas gave the Meeting a brief history of AFF in the U.S.A. and handed out to the Meeting copies of lesson plans and the AFF syllabus, he then talked through each

level explaining as he went along, he covered levels 1 - 7, briefly running through the exercises to be covered at each stage. Mr. Dyas also showed to the meeting a film on AFF. At the end of Mr. Dyas's presentation a great many questions were asked and a letter from R. Noble-Nesbitt was presented. A great deal of discussion took place and the general feeling was that there was a place for a form of AFF in the BPA System, but it was felt that, as in Mr. Noble-Nesbitt's letter it may be better once someone has reached about Category 4. J. Horne stated that the Army were going to evaluate a system along those lines. Mr. Dyas said that he did not wish to do that as he felt that was not the concept of AFF.

Mr. Dyas finally proposed that he be permitted to run a 'Pilot' AFF scheme, using the System already used in the USA and the type of equipment already used and report back to STC in 12 months, this was seconded by B. Harman.

For 5, Against 10, Abstentions 2. Not Carried

B. Dyas

Item 5 - Incident Reports - resume

(1) Mike Bolton informed the Meeting of an incident in Cornwall concerning a student on his first jump from a Cessna 182 who had fallen off the step and had hung onto the door frame, his backpack came open and the S/L bag went over the step, some of the rigging lines became entangled around the step and wheel. The Instructor told the student he was going to cut him free and to deploy his reserve when he did, while the instructor was cutting the lines and static line, the canopy came out of the bag. The student fell away while the canopy was deploying, with 7 rigging lines severed. The canopy was descending at approx. double speed, the student deployed his reserve at approx. 600ft. and landed safely. Some discussion took place concerning stowing of the S/L and a number of questions asked.

(2) The Chairman stated that there had been quite a number of incident reports concerning landing injuries and injuries on displays, these had been sent to the office for information.

(3) The Chairman informed the meeting of an incident at Bridlington of an aircraft emergency where jumpers had to exit the A/C at 1,500ft. There were no injuries and the A/C landed safely.

(4) J. Horne informed the meeting of an incident at Bad Lippspringe where two soldiers, Cpl. Power and Trevor Redfern had exited the aircraft at 7,000ft. deployed their canopies straight away, completed a CRW Bi-Plane, a Bi-Hand and a Down-Plane, both cutaway, then proceeded to do RW, open their square reserves and attempted to do CRW again. This incident had been brought before the APA STC, and they had been banned from APA DZs for a year and their APA permissions to parachute had been withdrawn J. Horne had brought this to the attention of STC for their information.

Item 6 - Permissions

(1) B. Bias informed the meeting that he was no longer to be CCI of Wild Geese as he was returning to be CCI of Thruxton, and he requested that John Rhatigan be given a permission to act as CCI for Wild Geese until the next Instructor Course at Hereford where he would attend the first part of the course for upgrading to Advanced Instructor. Mr. Bias gave some background into this request.

B. Bias proposed that this be permitted. This was seconded by B. Harman. For 15, Against 0, Abstentions 2. Carried

(2) D. Parker requested an extension of 6 months to the PI rating of Gerry Woodgate and read a letter of support from A. Collingwood. This request was agreed by the meeting.

(3) D. Prince requested that P. Hudson's PI Status be extended to the February '85 Course at Netheravon, as his rating had expired in May. This request was agreed by the Meeting.

Item 7 - A.O.B.

No item had been notified for discussion or Any Other Business.

The date of the next meeting is 11th October, 1984. The Venue Post House, Leicester at 7.00 p.m.

**BRITISH PARACHUTE
ASSOCIATION
COUNCIL MEETING
2ND AUGUST 1984
KIMBERLEY HOUSE, LEICESTER
6.30 p.m.**

Present:

J.T. Crocker Chairman BPA
J.L. Thomas Vice Chairman BPA
J.R.H. Sharples Chairman STC
S.D. Lambe Chairman Comp. Committee
P.W. Ritchie Chairman Finance Committee
J. Curtis
R. Hiatt
Ms. S. Brearley
J. Lines
B. Mason
D. Tycoat

Co-opted:

D. Waterman Editor Sport Parachutist

Observers:

Mrs J. Tycoat, Mr. Curtis, Miss. I. Lynch, Mr. N. Howarth, Mrs. B. Shillabeer.

In Attendance:

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

Apologies:

G. O'Hara, Mrs J. Watts, L. Melville, R. Colpus, G. Lilly.

Item 42/84 - Minutes of Previous Meeting

Proposed by Ms. S. Brearley and seconded by J. Curtis that the minutes of the meeting of 14th June 1984 be accepted as a true record.

Carried Unanimously

Matters Arising

P6 Returns. The up to date returns had been prepared and were before Council as requested. It was noted that there was an improvement in the returns. The Chairman agreed to write to Sunderland PC to appraise them of their current position.

J.T. Crocker

Item 43/84 - Committee Reports

1. Safety and Training Committee

J.R.H. Sharples asked that his thanks be recorded to W.J. Meacock for chairing the STC Meeting of 19th July which he had been unable to attend. (Minutes have been distributed).

Item 4

J. Curtis asked whether there was to be any further discussion following the above item. It was agreed that if further discussion were to ensue this should be voiced at the next STC Meeting.

J. Curtis remarked that one item had been passed with rather a large number of Abstentions. The reason given for this was that those abstaining did not know the person concerned.

Proposed by J.R.H. Sharples and seconded by J.L. Thomas that the minutes of the Meeting be ratified.

Carried Unanimously

2. Competitions Committee Minutes

The Chairman of the above Committee, S.D. Lambe, presented the minutes of the meeting of 6th July, 1984. The following points were made:

1. National Championships

(a) Letters of thanks had been sent to all concerned.
(b) The post Nationals 'Wash Up' and Chief Judges report would be the subject of discussion at the next Competitions Committee Meeting.

S. D. Lambe

2. World Championships

Due to the good results of the ladies it had been agreed to send a ladies team to the World Championships. There had been a letter sent to Council members who had not been contacted by S.D. Lambe for extra funding for this. 11 in favour, 1 against and 1 abstention of those contractable. £1,500 was the amount needed to include the Entry Fee of the Team Leader. B. Mason brought up the subject of the off year competition, where the extra money had been clawed back to go for World Championship training.

S.D. Lambe explained that in the first instance he had moved money from the World Championships to the off year competition, but with the extra people taking part that money was then put back to World Championship training. It was explained that a set sum had been set aside, and agreed to by Council.

J.L. Thomas asked where the extra £1,500 was to be found for the training and a team leader to go. This was to come in the first instance from Association funds.

J. Curtis said that in his opinion there had been two overtures of earlier Council decisions:-

1. That there should have been an emergency meeting called to discuss such matters.
2. That there had been discussions earlier on sending a ladies team which had not been agreed.

The Chairman J.T. Crocker said that there were times

when it was not possible to call a full Council Meeting at very short notice.

It was agreed that **S.D. Lambe** would write to all Clubs and Centres asking for any monetary help that could be made to defray the cost of the extra training etc.

S.D. Lambe

It was agreed that in future there should be a Council Meeting at the end of the National Championships to ratify the Competitions Committee Minutes of the post Nationals meeting.

It was also agreed to ask **J. Laing** if he could see his way clear to submitting a report on the video by the end of the year.

Proposed by **S.D. Lambe** and seconded by **B. Mason** that the minutes be ratified.

Carried Unanimously

3. Finance Meeting

The Chairman **P.W. Ritchie** presented the minutes of the 16th July meeting.

1. Canopies

The situation had now been taken out of the Association hands due to a reported bid of £39,000 from an unknown source directly to the Orman Government which had been accepted. The Secretary General asked, therefore, that he be permitted to return deposit monies together with a letter of explanation.

Agreed

Sec Gen

Printing

Mr. James had presented a paper on the feasibility of franchising out the printing. His paper also included an idea about new students.

Council

Annual Lottery

There was some discussion on this subject and it was finally agreed that the Treasurer, Editor and Secretary General would liaise on the following agreed plan.

A special ticket would be printed at the end of each book of 20 tickets, this ticket would be the subject of a special prize draw for the person who had sold the book of tickets. The prize to be £1,000. The seller would be eligible only if the complete set of ticket stubs and money were returned to the Association Offices.

P.W. Ritchie

D. Waterman

Sec Gen

Shop Franchise

The Secretary General had brought to the attention of the Finance Committee certain problems of loss of income and stock discrepancy which had only come to light when he was given the stock figures to 31st March 1984 and when casting the annual accounts for the financial year ending 31st March 1984.

There was considerable discussion on the subject which ended with a closed session discussion by Council Members only on the whole position and the steps which council intended to take.

It was stated categorically that no imputations were being made against **Mrs Shillabeer** who had taken over the shop from 1st April 1984.

The following were the decisions made by Council:

1. The franchise was to be rescinded with immediate effect.

2. All steps would be taken to recover money for the Association, to be done on a timely basis.

3. It was felt that for one reason or another there may have been a dereliction of duty by Council Members and/or the BPA Office in dealing with the whole shop situation, and the feeling was that the BPA shop ought to come back within the BPA Office.

Council wished to come to some resolve with **Mrs. Shillabeer** whereby she was not inconvenienced or out of pocket in relation to stock. Thus **Mrs. Shillabeer** and **J. Lines** would work out the most advantageous means, for both parties, for the shop to come back to the office.

J. Lines

Mrs. Shillabeer pointed out that if she had not taken over the running of the shop then the BPA could have, at one point, lost all its stock. She also pointed out that if debtors had paid then there would probably have been no problems.

The Chairman stated that with the shop being back in the office debtors could more easily be identified and controlled.

Computerisation

Reports will be circulated to Council from **Mr. N. Howarth** and a contact of **J.T. Crocker**.

National Championships

An Income/Expenditure account for the above was submitted to and accepted by Council.

Loan Applications

1. Sturgate

An application for a loan of £5,000 over 2 years was made, under normal BPA loan conditions. In favour 10.

D. Tylcoat abstained due to a personal involvement.

2. Pampisford

A combination loan/grant had been requested by the above to help defray the costs of planning appeals.

It was proposed that a grant of £3,000 be made plus a loan of £3,000 over a 3 year period subject to normal BPA Loan conditions. In favour 10.

J.T. Crocker abstained due to personal involvement in the litigation.

Annual Accounts

It was proposed by **P.W. Ritchie** and seconded by **J.T. Crocker** that the Annual Accounts be adopted.

Carried Unanimously

Salary Review

The following salary increases were made:

Mrs J. Mantykiewicz to £2.50 per hour

Miss D. Walker to £3,852 per annum

Miss T. Kemp to £4,212 per annum

Mrs S. Allen to £5,088 per annum

The salaries of the JNCSo's and Secretary General were to be the subject of a letter from the Chairman.

The Finance Minutes were ratified.

Addendum to Salary Review

A.K. Butler to £9,091 per annum

J.H. Hitchen to £9,091 per annum

C.W. Port No increase £10,911 per annum

Item 44/84 Refund of Entry Fees - National Championships

Due to the venue change one team had been unable to attend the Championships and requested that their entry fee be refunded.

Some discussion ensued and in this case it was felt that the refunds were justified. Carried

Sec Gen

Item 45/84 - Correspondence from D. Howerski

The correspondence was noted and active consideration was to be given to this and other ideas in the context of the final Development Plan.

Development Cttee

Item 46/84 PEIA

The Secretary General was directed to write to PEIA to ask for a copy of their report.

Sec Gen

Item 47/84 A.O.B.

1. Memberships

Membership applications had been received from **Mr. McCarthy** and **Miss A. Tucker**. As directed the Secretary General had brought these to Council. It was unanimously agreed that membership be granted.

Sec Gen

2. Capital City Parachuting

The Chairman had received a letter from the above, which, until now he had been unable to release or discuss as it had been sent under confidential and private cover. However he was now able to release this letter with the permission of **Mr. C. Dre**. A copy has been distributed to all Council and written comments are requested to be sent to the Chairman as soon as possible.

Council

3. Staff

The Secretary General regretted to report that with effect 20th August **Miss Debbie Walker** would be undergoing extensive hospital treatment which would preclude her being in the office for some six months.

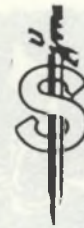
Following a recommendation and request by the Secretary General it was agreed to hold her position open until she was fit to return to work. In the meantime it was agreed that temporary help should be obtained at a cost of no more than £45 per week.

Both **Sue Allen** and **Trudy Kemp** had offered to split any specialised tasks which Debbie normally carried out.

The Secretary General had written to the Sports Council to explain the situation and to ask that the temporary staff be funded in lieu of Debbie's funding, this has been agreed.

All Council wished Debbie a successful and speedy recovery.

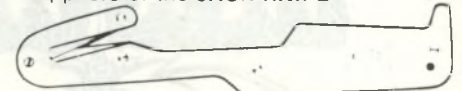
The date of the next meeting is Thursday 20th September 1984. Venue Kimberley House, Leicester at 6.30 p.m.



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