

THE

FEBRUARY 1985

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



PARA



SHOOT

DETAILS INSIDE

The Hi-Performance 9-cells from National

When you're the best in the world, you want the best equipment. That's why 1983 World Champions Coors selected National rigs and canopies for the 1984 National Skydiving Championships: Warp III containers, Phantom reserves and National's new 9-cell Renegades for main canopies. As a world champion RW team as well as a demo team for a large American corporation, the Coors team needed the finest all-around ram-air canopy available today. They could have had any canopy but they picked the Renegade. Why? Jump one this weekend and find out.



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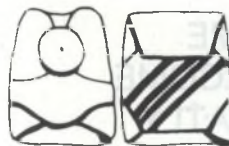
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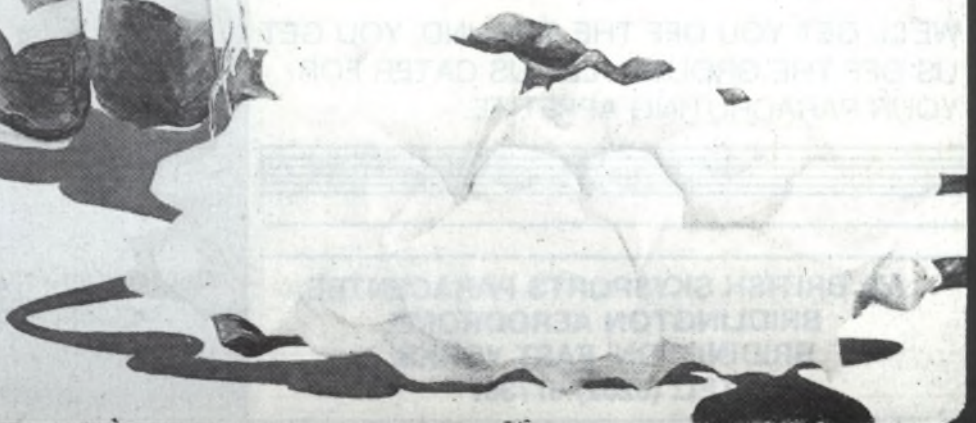


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DIARY OF EVENTS 1985

DATES	EVENT	LOCATION
21 Jan - 1 Feb	Riggers Course	Netheravon
4 - 8 Feb	P.I. Course 1-85	Netheravon
4-8 Feb	Riggers Course	Ipswich
11-15 Feb	Exam Course 1-85	Netheravon
5-8 April	Easter Boogie	Parnpissford
5-8 April	Team Accuracy Competition	Sibson
6-8 April	4 Way Random/8 Way Speed Meet	Netheravon
4-5 May	Police Accuracy Meet	Sibson
4-6 May	Scottish Nationals	Strathallan
4-6 May	8 Way Speed Meet	Headcorn
6-10 May	P.I. Course 2-85	Langar
11-19 May	R.W. Seminar	Sibson
13-17 May	Exam Course 2-85	Langar
18-19 May	Accuracy Competition	Halfpenny Green
25-27 May	POPs Meet	Headcorn
25-27 May	4 & 8 Way Competition	Weston on the Green
25-27 May	TRAC Meet	Sibson
8-9 June	Large Aircraft Boogie	Netheravon
16-23 June	RW Seminar	Sibson
22 June - 7 July	British National Championships	Netheravon
19-29 July	Large Aircraft Boogie	Swansea
20-21 July	LAC Meet	Sibson
20-28 July	RW Seminar	Sibson
5-9 Aug	PI Course 3-85	Cark
10-18 Aug	RW Seminar	Sibson
12-16 August	Exam Course 3-85	Cark
19-29 Aug	Army Championships	Netheravon
24-26 Aug	8 Way Speed Meet	Sibson
31 Aug - 1 Sept	LAC Meet	Headcorn
7-15 Sept	RW Seminar	Sibson
4-8 Nov	PI Course 4-85	Swansea
11-15 Nov	Exam Course 4-85	Swansea

INTERNATIONAL

25-27 Jan	Paraski (Europa Cup 1)	Bad Wienee, West Germany
1-3 Feb	Paraski (Europa Cup 2)	Savognin, Switzerland
9-16 Feb	Paraski - World Cup	Schwangan, West Germany
8-10 March	Paraski (Europa Cup 3)	Austria
21-23 March	Paraski (Europa Cup 4)	Damuals, Austria
26-1 June	Hercules Boogie	Lidkoping, Sweden
17-27 July	RAPA Championships	Bad Lippspringe
1-12 Sept (to be confirmed)	World RW Championships	Yugoslavia

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THE SPORT PARACHUTIST

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VOLUME 22 No. 1

FEBRUARY 1985

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Editor's Note

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

EDITORIAL

It would appear that the CAA have suddenly discovered an aviation sport called parachuting and with the finesse that a bull in a china shop would envy, have taken the attitude that if you don't understand it, ban it!

No parachute displays in the London and Gatwick zones. No night jumping at weekends. (Perhaps somebody could explain to me what is more hazardous about jumping on a Saturday or Sunday night than Monday, Tuesday, Wednesday, Thursday or Friday night.

As I am told, that Sport Parachutist is at times read by the CAA, I hasten to add that editorials in this magazine do not necessarily reflect the official view of our Association.

Never-the-less I am sure that many will share my opinion that the B.P.A. have very successfully governed sport parachuting in this Country for over 22 years from its embryo stage, to the safe, well organised, leisure and sporting activity that it is today. Our organisation is the envy of many other parachuting governing bodies worldwide, our safety record second to none. Over a quarter of a million members past and present. 50,000 individuals tried sport parachuting for the first time last year alone, all survived.

So with respect gentlemen, please treat us with the respect we deserve, work with, not against us. You never know, you might even find us quite civilised.

DAVE WATERMAN



Gerry Bell's photograph of an exit over Duck End should put pay to the rumours that there is no jumping at Duck End between the annual Duck End accuracy meets.

THE DROP MAN THE DAZ

MOTOR-RAM

Freedom Fliers a company from Texas has brought out a rival for Steve Synder's motorised Para Plane, described in the October '83 issue of SP.

The new machine, named 'Buckeye', is an 11 cell ram air, powered by a single engine.

RAM-AIR EJECTION

The US Army Parachute Team 'The Golden Knights' have leased a Hawker Siddeley 748 Turboprop to replace their existing Canadian De Havilland Caribon. The British built 748 can carry more than 40 passengers.

Pilots and jumpers from the team were in this country recently to evaluate the aircraft and qualify it for sport parachuting.

TURBINE FREDS

The Freds have just bought a Turbine Islander complete with sliding door. Registration G-0 RED.

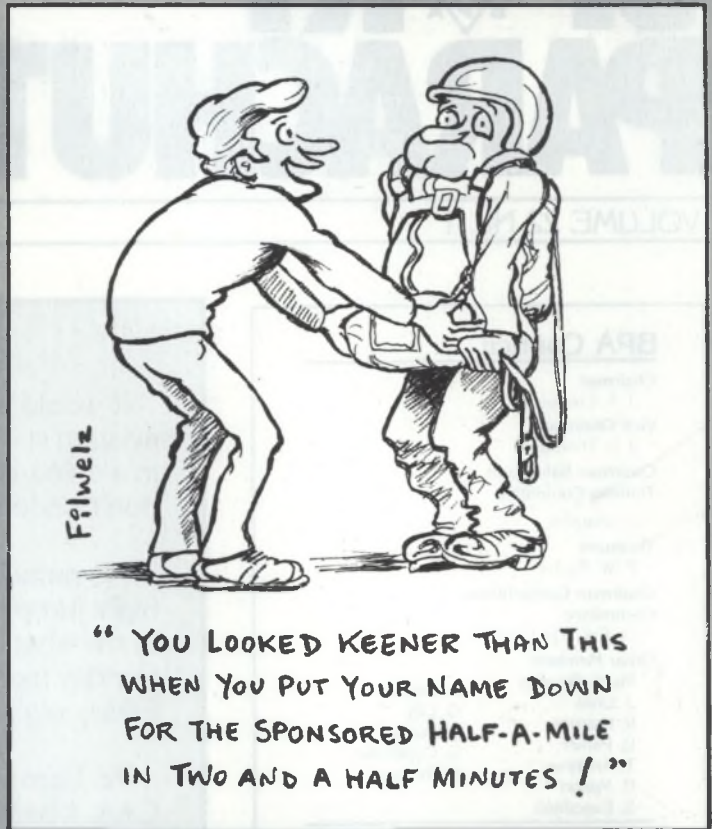
WHICH CLUB?

Which club, "Is not worth the effort of a visit", "Full of weirdos and pyromaniacs", "Run by a friendly old gang of millionaires", "Worth entering their annual Round Accuracy Meet as the party is good", "Is the perfect drop zone", "Known for its friendliness", "Worth a visit if only to see that the hippies are still alive", "Bit cliquey but worth a visit", "A club that all jumpers should visit".

If you want a run down on all the clubs in the UK, compiled by the 'Snooper Swooper', send a plain self addressed envelope to a well known club in the Midlands (hint! hint!) Its a combination of a Which, Egan Ronay, Michelin guide to DZs. Enough said!

42 YEAR WAIT FOR SECOND TIME

Mr. Edward Harris of Pontypridd, Wales, recently took up parachuting again after a gap of 42 years. Mr. Harris is an ex Para who took a course at Shobdon with his son Stephen.

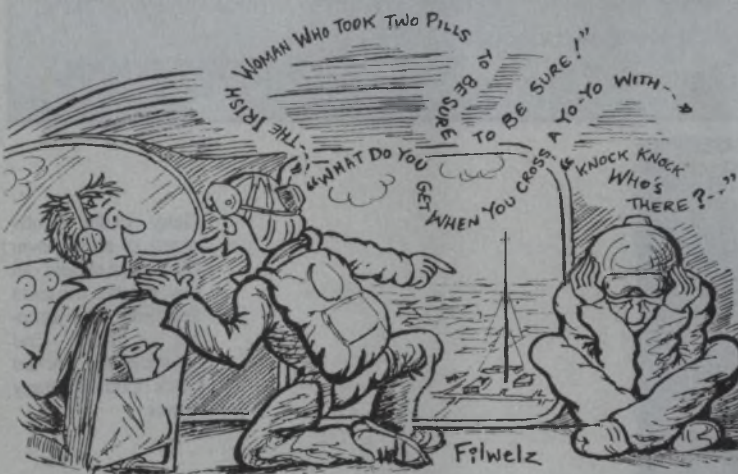


STOP PRESS TANDEM JUMP AT STUGATE PICTURES ON PAGE 94.

If anybody wants an explanation of this please ring Dave Tylcoat and not the Editor.

SP STAFF EXPOSED

For those of you who do not know who Filwells is, he is the one with the dark glasses pictured here at the Duck End Meet. The debonair family man sheltering from rain is Ray Maquire "the adman".



" THIS IS AN EMERGENCY! GET AWAY FROM THAT RADIO MAST!
WE'VE GOT TONY BLACKBURN JOKES COMING OUT OF OUR PARALERTS ! "

OFF THE DROP

HER INDOORS GETS AIRBORNE (TWICE)



Derek Thomas pictured by Dave Floyd after successfully graduating from the USPA AFF Course recently held at Z-Hills with his first student, his wife Carol, who after ten years of hanging around DZs, finally decided it was worth a try.

SMILE PLEASE IT'S MY FIRST JUMP

Julie Roberts wife of Brunton jumper Gwynne Roberts looks very relaxed on her first AFF jump at Topp of Tampa Parachute Ranch near Zephyr Hills new DZ for School of Human Flight. Jump instructors Mitch Decoteau and Jeff Barbani.



1984 BRITISH TEAM FUND

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

Peterborough Parachute Centre	£250
London Skydiving	£250
North West Parachute Centre	£250
Army Parachute Association	£200
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Headcorn Parachute Club	£150
British Parachute Schools	£150
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Swansea Parachute Club	£100
Lincoln Parachute Centre	£ 50
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James T. Crocker	£100
Manchester Free Fall Club	£100
Badminton Parachute Club	£ 25
Thrupton Parachute Club	£100

100 MILE FREEFALL CLUB

George Rabe of Ohio, USA has form the 100 Mile Freefall Club. The club is open to anyone who has accumulated at least 100 miles in freefall. Contact him at 1084 Splitral Drive, Batavea, OH 45103, Ohio, USA.

BLOOD SPORT

The following paragraph appeared in Skywalker, the magazine for British Parascenders in an article on maintenance of equipment.

"Blood, recognised as red/brown circles. They will wash off easily if done quickly with cold water. Do not use hot water, it will coagulate the blood and make it harder to remove.

Well, well, well, just what do they do with their students.



Mal

"THE EXTRA PAIR OF TROUSERS MADE ME SWEAT A BIT! MAINLY BECAUSE I PULLED THEM ON OVER MY LEG-MOUNTED THROW-AWAY!"



"IT WOULD APPEAR THAT MESSRS BUTLER AND HITCHEN ARE BEING WELL LOOKED AFTER!"

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

Army Parachute Association

The Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wilts SP4 9NF
Tel: Bulford Camp (09803) 3371 ext 245/277
2+ ± WE WC = X KSL KFF RW CRW ∅

Badminton Parachute Club

Badminton, Avon.
Tel: 045 421 486
contact: John Davis,
New Villas, Badminton, Avon.
Tel: 045 421 249/379
+ WE □ WC KHS KHFF

Black Knights Parachute Centre

Patty's Farm, Hillam Lane,
Cockerham, Lancs. Tel: 0524 791820
contact: Mr. Roger Marsden,
Pepper Hill Farm, Salwick, Nr Preston,
Lancs. Tel: (0772) 690200
+ WE WC KH KHS RW CRW BB ∆

Blackpool Parachute Centre,

Blackpool Airport, Blackpool, Lancs.
Tel: 0253 - 41871
contact: Blackpool Air Centre
Tel: 0253 41871

+ WE X WC KHS KHFF RW CRW

Border Parachute Centre

Brunton Aerodrome, Chathill,
Northumberland. Tel: (066 589) 360
contact: 3 Brunton Farm Cottages,
Embleton, Alnwick,
Northumberland, NE66 3HQ
+ WE □ KHS KHFF RW CRW NM

British Skysports Paracentre

Bridlington Aerodrome, Bridlington,
E. Yorks. Tel: 0262 677367
contact: Dave Johnston
3 + FT = X WC KH KHS RW CRW NM

British Parachute School,

The Control Tower, Langar Airfield,
Langar, Notts. Tel: 0949 60878
± FT = WC XWE RW CRW KHS KHFF NM ∅

Capital City Parachuting Centre

Biggin Hill Airport,
Biggin Hill, Kent TN16 3BN.
contact: Clive Ure (at centre address)
Tel: Biggin Hill 74418/71499
± + FT BB X □ BS KHS KHFF RW
WC NM

Cornwall Parachute Centre,

'Fran's Ranch', Old Naval Airfield,
St. Ewan, Nr Wadebridge. Tel: Rumford 691
contact: Mr. K.G. Fisher, 17 Trenant Vale,
Wadebridge, Cornwall. Tel: Wadebridge 3310
+ WE = X WC KHS KHFF RW NM

Cyprus Combined Services Parachute Club (CCSPC)

CJSATC Pergamos Camp BFPO 58.
Tel from UK: 01035741530000 ext. 337/245
contact: Club Cl

+ FT WC KHS KHFF RW CRW NM ∅

Doncaster Parachute Centre

The Airport, Bawtry Road, Doncaster.
Tel: Doncaster 532636
+ WE = WC KS KFF RW NM ∅

Dunkeswell International Skydiving Centre

Dunkeswell Airfield, Nr Honiton,
Devon. Tel. Luppitt (040 489) 350
+ FT = X WC KH KHS RW CRW NM

East Coast Parachute Centre

Oakington Airfield (Mil), Cambridge.
contact: W.P. Slattery, 8 Burns Crescent,
Chelmsford, Essex CM2 0TS.
Tel: 0245 268772
+ WE WC KHS KHFF RW NM

Eaglescott Skydivers

Eaglescott Airfield, Buntingford, Umberleigh,
North Devon. Tel: Ashreigney (07693) 404
contact: 48 Ashley Park, Dolton, Winkleigh,
North Devon. Tel: Dolton 293
4+ FT KHS KHFF RW CRW NM

Halfpenny Green Parachute Centre

Bobbington Airfield, Nr. Stourbridge,
West Midlands. Tel: (038488) 293
± FT ∆ X WC KHS KHFF RW CRW NM ∅

Headcom Parachute Club

The Airfield, Headcom, Kent.
Tel: 0622 890862
contact: The Secretary
± FT X = WC KS KFF RW CRW NM ∅

Joint Services Parachute Centre

Hong Kong
Borneo Lines, BFPO 1
Tel: 0-983 7221
+ FT X WC KHS KHFF RW CRW NM ∅

Leeds Bradford Freefall Club,

Topcliffe Airfield, Near Thirsk, N. Yorks.
Tel: 0845 577371 ext. 259
contact: Mike Wood,
12 Whincover Gardens, Leeds LS12 5DA
Tel. Leeds 632851 & Leeds 853099
+ WE = X WC KHS KHFF CRW NM ∅

Lincoln Parachute Centre

Sturgate Aerodrome, Upton,
Gainsborough, Lincs DN21 5PA
Tel: 042 783 620
+ FT = □ WC KHS KHFF RW NM ∅

The London Skydiving Centre

The Airfield, A505, Pampisford,
Cambridgeshire. Tel: 0223 834613
± FT = X WC KHS KHFF RW CRW ∅

Manchester Freefall Club

contact: 9 St. Andrews Road,
Stretford, Manchester M32 9JE
Tel: 061-865 3912 (24 hours)
+ WE = X KHS KHFF RW CRW NM WC

Merlin Parachute Club

Topcliffe Airfield, Alanbrooke Barracks,
Topcliffe, Nr Thirsk, N. Yorks.
contact: WO1 Bill Rule,
HQ Nedisit & HQ 2 Inf. Div, Imphal Bks,
Fulford, York YO1 4AJ.
Tel: Work 0904 59811 ext 2420
Home 0904 31597
+ WE WC KH KHS RW CRW NM BB □

Midland Parachute Centre

Long Marston Airfield, Stratford on Avon,
Warks. Tel: 0789 297959
contact: D. Deakin, Tilton Cottage,
Stourport on Severn. Tel: 5954

+ WE = X WC KHS KHFF RW CRW NM ∅

Northwest Parachute Centre

Carl Airfield, Flookburgh,
Nr Grange Over Sands, Cumbria.
Tel: 044853 672
contact: J.D. Prince, 21 The Coppice,
Ingol, Preston, Lancs. Tel: 0772 720848
± WE X WC KHS KHFF RW CRW NM ∅

North London Parachuting

Cranfield Airport, Cranfield,
Nr Bedford MK43 0AL
Tel: (0272) 508075/(0902) 336953
(Temporary information numbers).
+ FT = BB X □ BS KHS KHFF RW
CRW ∆ WC NM

Oxon & Northants Parachute Centre

Hinton-in-the-Hedges Airfield, Steane,
Nr Brackley, Northants.
contact: M.E. Bolton, 85 Oak Park Rd,
Wordsley, Stourbridge,
West Midlands DY8 5YJ.
Tel: (0384) 393373
+ WE WC KHS RW CRW NM

'The Pathfinders' Guards Freefall Parachute Team

Headcom Parachute Club, Headcom, Kent.
Tel: 0622 890862
contact: David Tucker, The Pathfinders,
Guards Freefall Parachute Team, Guards
Depot, Pirbright, Surrey, GU14 0QQ.
Tel: (04867) 4511 ext 267
± ± = FT X WC KHFF RW CRW NM ∅

Peterborough Parachute Centre

Sibson Airfield, Wansford, Peterborough
PE6 6NE. Tel: Elton (08324) 490
+ ± FT = X WC RW NM KHFF ∅

RAFSPA

Weston-on-the-Green, Nr Bicester, Oxon.
Tel: 086 989 343
+ ± = WE X WC RW CRW NM KHFF KHS ∅

RAPA JSPC (L), 4791 Seenelager,

Belefeldstr, Normandy Kaserne.
Tel: 01049 5254 82 2378
± FT X WC RW CRW NM KFF ∅

Red Devils

Queen's Parade, Aldershot, Hants.
Tel: Aid Mil 2101
contact: Red Devils, Browning Barracks,
Aldershot, Hants.

RN & RM SPA

Old Control Tower, Dunkeswell Airfield,
Nr Honiton, Devon.
Tel: 040 489 697
+ FT = X ∆ WC KHS KHFF RW CRW NM ∅

Skybird Parachute School,

Englefield Near Reading, Berks.
contact: The Lodge, Arborfield Court,
Arborfield, Reading, Berks.
Tel: Arborfield Cross (0734) 760584
± FT WE X WC KH KHS

Shrewsbury Skydiving Centre,

Forton Airfield, Montford Bridge,
Shrewsbury, Shropshire.
Tel: Shrewsbury (0743) 850622
+ WE X WC KH KHS RW CRW NM

Wild Geese Sky-Diving School

27 Drumeil Road, Aghadowey, Coleraine,
Co. Londonderry.
Tel: Aghadowey (026 585) 669
+ BB X □ BS KHS KHFF

Staffordshire Sport Skydivers

Birmingham & Coventry
Interleaving FF Team
9 Olympus Close, Allesley, Coventry.
Tel: 0676 23351

Slipstream Adventures

Headcom Para Club, Headcom Airfield,
Headcom, Kent.
contact: Headcom no. 0622 890862
1+ 2± FT X WC V RW CRW NM

Scottish Parachute Club

Strathallan Airfield, Auchterarder,
Perthshire. Tel: (076 46) 2572
contact: Rob Noble-Nesbitt CCI,
138D Mansefield, East Calder, West Lothian.
Tel: (0506) 882150
+ WE X WC KHS KHFF RW CRW NM ∅

Scottish Sport Parachute Association

Alison A. Gilmour,
5 Cornely Bank Row, Edinburgh EH4 1DZ.
Tel: (031) 343 3227
Video, non members welcome

South West Skydiving Club

Woodland Barton Farm, Roche, St Austell,
Cornwall.
contact: Steve Whitehead (Sec), Vine Cottage,
Boscastle. Tel: 08405 538
+ WE RW CRW NM

Swansea Parachute Club

Swansea Airport, Fairwood Common,
Swansea, West Glamorgan SA2 7JL.
Tel: 0792 296464
+ FT X WC KHS KHFF RW CRW NM ∅

Silver Stars Para Team

RCT Parachute Club
Azimghur Barracks, Coleme,
Nr Chippenham, Wiltshire SN14 8QY.
Tel: (0225) 743585, 743446, 743240
+ ± FT WC RW CRW KS KFF ∅

Thrupton Parachute Club

Thrupton Airfield, Andover, Hants SP10 3BJ.
Tel: 0264 77 2124
+ ± FT = X WC KHS KHFF RW CRW NM ∅

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Programme VI - "WALKING ON AIR"

The first comprehensive documentary on skydiving combining entertainment with instruction, not only for the experienced skydiver but also for the student. Premiered at the Sydney Opera House and subsequently shown on T.V. this superb production was accepted for the Cannes Film Festival.

Included is a series of cut-away sequences both instructional and spectacular, C.R.W. bi-hands, a demonstration into a football stadium, a 40-way formation and a great deal more.

There is something to interest every skydiver in this programme from the novice to the experienced jumper. It is quite simply the most impressive film in our catalogue, especially as it is accompanied by an experienced skydiver's commentary.

Directed by Jas Shennan. Commentary Athol Snedden.

Running Time 48 minutes

£34.00

Programme VII - "FREAK BROTHER CONVENTION"

Captures the atmosphere of the year's biggest "boogie" in the U.S.A. skydiving calendar. A series of unique skydives are performed by the world's leading exponents in the sport. The heat is off and its time for fun in the sky and on the ground. The "dives" are choreographed to a strong Californian Rock sound track which makes this the first genuine music/skydiving video since "Rainbow Magic". This is a tape for the hard core skydiving enthusiast.

Directed by Norman Kent.

Running Time 20 minutes

£24.50

NEW FOR 1985!

Programme VIII - "SYMBIOSIS AND FRIENDS"

The first detailed documentary on competition R.W. filmed in France, U.S.A., Canada and England. This programme follows the members of Symbiosis, Messrs. Colpus, Kerry, Saunders and Urugallo in their build-up to the 83 World Championships in Canada. For the first time you can see and hear world class exponents of R.W. discussing all the 4 set hands, the problems that arise in practice and the techniques for solving them. The variety of dives means that a great many problems experienced by all categories of skydiver in practising R.W.

are covered. The team also discuss just how important dirt diving and compatibility on the ground are to success in the air. In addition Sarah Brearley explains a new system for developing a R.W. Training Schedule.

World Championship 4 way dives are shown in addition to fun dives and a general look around the World Championship. Two highlights from the 8-way are included with the legendary Mirror Image and Prometheus.

If you have any aspiration to progress in R.W. we would highly recommend this programme and at £22.00 it is the best value for money in our catalogue. Running Time 40 minutes

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Documents the sky-dive which helped to win Blue Magic the title of World Champions in Sun City, South Africa. The film concentrates on practice and competition dives of both the four and eight way teams. This film gives more detailed coverage of R.W. competition than any other in our catalogue. This is an impressive first production by Martin Genge, with editing and musical accompaniment unobtrusive but appropriate. A must for serious skydivers.

Martin Genge.

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CORRESPONDENCE

QUESTIONS ON AFF

You may, if you find it interesting enough, publish the following letter in your correspondence page.

I wonder whether such a subject, within sport parachuting, has been as emotive as that of AFF. Having neither the experience nor qualifications it is not for me to criticise or justify the merits of AFF in the UK - that I shall leave for the 'experts'.

However, may I (humbly) make a few comments. The progression onto freefall (namely DRCP's to 5 secs delay) is, for many, a frightening and drawn out part of the progression system. The immense mental pressure of detachment from the aircraft is inescapable. Only when this barrier is surpassed can one fall into flying having become mentally free from the aircraft (10 secs delay plus).

Indeed such students may well gain enormous benefit from just the one AFF jump. This putting him/her into a much better frame of mind to come to terms with flying rather than falling through the early part of the CAT system.

AFF for sure will arrive, if not today then tomorrow. Though it is interesting whether AFF student can achieve/surpass the same competence and awareness as counterparts from the normal Cat system (ref. **Rob Ames'** letter, Dec. SP). Is it plausible to compare an AFF student, armed with a handful of jumps with a student who has spent anything from six months to two years (or more) and anything from 40 to 100 jumps in the sport? Indeed, the BPA CAT system may well be too drawn out!

During 1984 I experienced a violent rotating mal on a Pegasus after a RW jump from 13,000ft. Releasing the deployment brakes and pumping them once, fortunately rectified the situation. The intense fear at that moment I will remember for quite a while. My time in the sport, during that jump caused little grievance. I often wonder whether the outcome would have been any different had it been three weeks and not three years...?

P.J. BEGLEY, C5584 (65 jumps)

THANKS MARTIN

May I, through the pages of your magazine take the opportunity to thank **Martin H Rennie** for all his endeavours for the sport over the past years.

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.

Martin has been a conscientious Chairman of, and excellent Ambassador for, the Scottish Sport Parachute Association for over 4 years and, although we are sad to see him hand over as Chairman, we wish him well in his stand for the BPA Council.

Many thanks Martin for all you have done for jumping in Scotland and for the SSPA and Good Luck in your bid for the BPA.

ALISON GILMOUR

NEW CENTRE

Could you please publish in the club pages of the next *Sport Parachutist* news of a new parachute centre that will be operating near London from late March onwards.

The centre will be at Cranfield Airport which is just North of London, between Milton Keynes and Bedford. Very easy access is given by the M1 motorway; Cranfield is just a few miles from junction 13 or 14.

The airfield itself is large and free of obstructions, so it makes an excellent drop zone. The centre will be full time, with jumping on at least six days a week. Facilities will be good, with a new purpose built building complete with showers and toilets. Sleeping bag accommodation will be available in the centre itself, camping nearby is allowed, and bed and breakfast is available on the airfield and also nearby in surrounding villages. There is a restaurant and bar available near to the centre, on the airport.

Chief Instructor of the new centre will be **Dave Turner**, a BPA Advanced Instructor/Examiner. He and **Chris Austins**, also a BPA Instructor, will be joint owners of the centre. It is not yet certain what aircraft will be used at Cranfield as negotiations are still in progress at the moment.

Anybody interested in jumping at Cranfield will be very welcome to come and do so. For the time being, any enquiries should be made to **Chris Austins** on Bristol (0272) 508075 or **Dave Turner** on Wolverhampton (0902) 336953.

Look forward to seeing you!
CHRIS AUSTINS

WELSH RABBIT

Descents

CCI made 400 in the UK this year. The club made 9,500 descents. Student progression descents were approximately 4,000.

1st Time Students & Retention

The club trained 2,100 first timers. Retention rate was 8% adding 160 new members to the club.

Progression

10 club members progressed to RW and square canopies during the year.

Flying Time

The club flew 500 hours total during the year.

Landing Injuries

Based against total descents 0.33%. Based against 1st line descents 1.00%.

Future

We hope to operate a Britten Norman Islander by 1st April, 1985.

DAVE HOWERSKI

MADAM CHAIRPERSON?

Following the recent AGM of the SSPA I am extremely pleased to advise you that progressive parachuting is again to the fore in Scotland with the appointment of the first lady to the Chair of a parachute association anywhere in the world. The post is now held by **Alison Gilmour**, who has several hundred jumps behind her and has jumped in Europe, Britain and the USA. Her wealth of experience at competition and club jumping, along with her commercial knowledge, should be of great benefit to the sport.

The Treasurer for the ensuing year is **Dr. Douglas Graham** and the new Secretary is **Lynn McNeill**, to whom correspondence should now be addressed. We trust you will amend your records accordingly and perhaps use the information to obtain press publicity.

MARTIN H RENNIE

RECORD STRAIGHT

In the December issue of the *Sport Parachute my Dad*, **Peter Holden**, was reading the correspondence page when he noticed a small article, signed **Tony Cole**, with the heading 'A Record'. If this is a record then my Dad must have either beaten it or equalled it, as when he did his first jump he received an excellent also on his second jump he received an excellent, on his third jump he received a good exit and release, DRCP's, his fourth jump was GDRCP's and his fifth jump was GATW.

Thanks to Den the Men, **Phil (CCI)**, **Roger (Black Knights, Cockerham)** for putting him out. Happy landings to all.

G. HOLDEN (Miss)

SKYDIVING AT SWANSEA IN 1984

To all at Swansea Parachute Club a (late) letter of appreciation for enabling me to progress from inaccuracy under a GQ22 (static line) to extreme inaccuracy under a square, in six months. This should have been said at the Christmas dinner but I was somewhat incapacitated - by shock at being made lunatic of the year, and by the CCI pouring his wine into my glass.

So thanks to D.L.H. for providing the atmosphere and encouraging the lurkers, to the instructors and **Nigel** for all their help, to **Ray** for the voice, and to all at No. 619 for putting up with my presence in the lounge. Now it is just a matter of fighting over the square!

OLGA S, C5814

FREEFALL PHYSICS

Ref. 'The Physics of Freefall' in the December issue of SP.

The typesetting of scientific formulae has always been a problem in technical reports. Although this was overcome successfully it was rather unfortunate that equation (3) was not included? To satisfy any interested readers, may I recap:

$$D = \frac{1}{2} e v^2 A C_d \quad - (1)$$

$$W = D \quad - (2)$$

At terminal velocity a skydiver's weight (W) and Drag Force (D) will be equal and opposite. Therefore combining (1) and (2) equation (3) can be obtained:

$$VT = \frac{1}{2} \left(\frac{2W}{e A C_d} \right) \quad - (3)$$

where VT = Terminal Velocity
(Acceleration = 0)

P.J. BEGLEY, C5584 (cat IX)
Swansea Parachute Club
(S.P. May I suggest that all equations
are put on separate lines for clarity).

ALTIMASTER SERVICING

On reading the report in Kit News, Oct. 84, relating to the cessation of the parts and repair service on the Altimaster II's and III's from America, I can happily inform the BPA and all jumpers that our watch and clock workshops are now able to specialise in the repairs, testing and calibration of the Altimaster II's and III's. All parts are the originals from Thommen of Switzerland. Hopefully, we shall provide an efficient service in the future with the minimum of delay and inconvenience.

J.A. WOJDA, BPA 150385

FOR THE RECORD

There seems to be a growing feeling within the Association that STC is showing a reactionary attitude to AFF by turning down the proposal by Brian Dyas to introduce a pilot AFF scheme. As a member of STC present at the meeting concerned I would like to make people quite clear on a couple of points:

1. Not a single member of STC at that meeting was opposed to the general concept of AFF.
2. The proposal was turned down simply because members felt they needed more concrete information and more time to consider the most radical change in our regulations that we have ever contemplated.
3. Any suggestion that STC is hoping that AFF will simply go away, or that the proposal was turned down out of hand, is extremely ill-informed. AFF has arrived - it may take a while to become operational but when it does it will be in a form that is exactly right for the situation in this country. And it had better be - students will be betting their lives on it.

As a skydiver I firmly believe that AFF in some form is a viable alternative to the category system. As a Chief Instructor and a member of STC, my first concern is for the student whose life depends on my decisions. I will fully support the introduction of AFF, but I will be damn sure it is in a form

which is exactly right for the situation in Britain, and for the Association, before I do.

RAY ELLIS, BPA 31182

RE HIGH FINANCE DEC. SP

I wish to draw your attention to the following facts concerning the above article.

The National Sponsored jump was my idea which I put to the National Centenary Organiser in June 1983. Having gained acceptance I arranged with 12 clubs throughout GB to allocate up to 50 places on courses 2/3 June 1984, produced all the publicity material and due to no NSPCC organiser being available completely organised the jumps at Bridlington, Headcorn, Ipswich and Cornwall, where I also obtained a total of approximately £11,000. The National Organiser Mr. Hawker arranged local organisers for the other 8 centres of which Penny Hartly was one. Due to the change of CCIs at Thrupton and their unfortunate fire, Penny was unsure whether to stay with Thrupton or take the offer of training etc. from their old CCI who was setting up on his own. I discussed the situation with Dennis Woods, the old CCI and the National Organiser and on my recommendation Penny continued with Thrupton. Having organised this event nationally from the beginning I was naturally amazed to see the 'presentation' taking place at Thrupton, especially with no mention of either myself or Mr. Hawker, without whose participation/organisation the event would not have happened. I might add that I have organised 8 other sponsored jumps for various charities covering the South East of England and in the process acquired 26 jumps myself (3 x 5 sec. FF).

I am not looking for any praise or publicity as I do it for the thrill and to help others, but I think that all the other organisers should receive the recognition they deserve for this event. Dave Parker at Headcorn will verify my involvement in sponsored jumps.

JOHN ROGERS BPA 83222

WRONG AUTHOR?

Firstly I would like to congratulate you on what is the highlight of my month, Sport Parachutist. Since becoming a member of the BPA in March and receiving my first copy of the magazine I have been continually impressed by its high standard and informative, serious and amusing contents. Thank you.

Secondly, please find enclosed an article that I have written about the Cornwall Parachute Centre. I hope it will be of use to you for printing in a future edition of Sport Parachutist.

VALERIE MALTBY, BPA184830

CONGRATS

Thank you for printing my record of a friend (Tony Cole) in the last issue of '84, on DPs on his 3rd jump at Headcorn. But you made it look like it was Tony who wrote in. Could you please correct this.

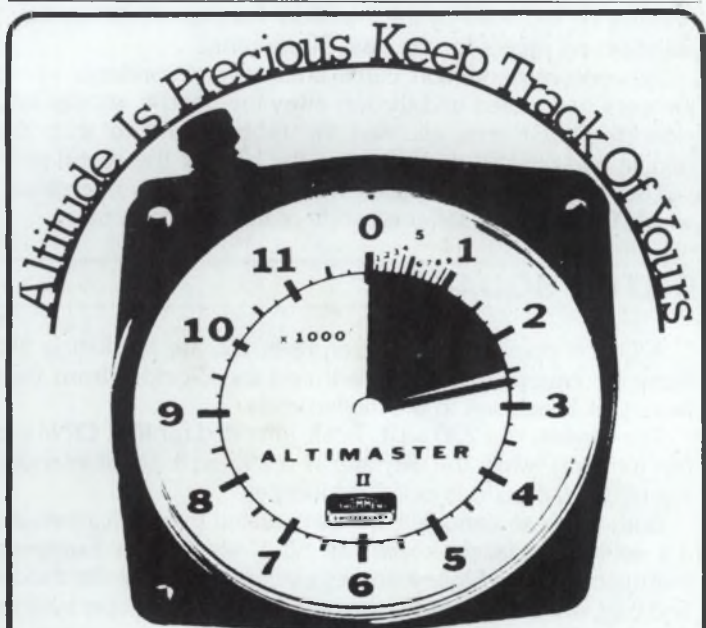
JOHN CONLON, BPA 86508

P.S. SP about all the moans and groans you get, well I think you do a great job.

"Oh for a bit of sunshine and a DC3"

STUDENTS: Take a holiday in Canada in 1985 and LEARN TO SKYDIVE!

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- ★ After completing the PFF program, you can continue on solo progression, and then enter our one-on-one RW system.
- ★ You can come here with one static-line jump, and leave with Category 8 a couple of weeks later.
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KIT NEWS



by Rob Colpus

WITH A FLARE

Glide Path International, manufacturers of a range of 5 ram-air canopies which include the Pegasus replacement, the Fury, have now added a sixth design to their list.

Called the Maverick this canopy is a slightly scaled down version of the Fury. The span (wing tip to wing tip) has remained the same, while the chord (front to back) has been reduced from 10.35ft. to 9.5 ft. This has reduced the surface area from 220 sq.ft. to 200 sq.ft. and the weight from 8.2lbs to 7.25lbs.

This alteration has produced a canopy with a higher 'Aspect Ratio' and ultimately a faster forward speed, although the maximum suspended weight (weight of jumpers) has been reduced, as has its accuracy potential.

All Glide Path canopies are easily recognisable by their use of small line attachment flares on the under-surface.

PULL OUTS

The Jump Shack South, designers and distributors of the Racer System, recommend that the old style Velcro pull-out handles be replaced by the 'Martildo' handle, which has been standard on racers for the past 30 months.

This recommendation came after several incidents where jumpers had pulled and thrown away the handle, without fully extending their arm, allowing the rubber band to snap the handle and pilot chute back onto the base of the container.

The 'Martildo' handle uses two small pockets, one elastic, which hold the two stiffened ends of the handle in place.

DUTCH SQUARES

A Dutch company, Air Enterprises BV, are marketing two Ram Air canopies, The Skylark and the Skyrider from their factory at Breukelen in the Netherlands.

The Skylark is a 220 sq.ft. 7-cell, intended for RW, CRW and fun jumping, while the Skyrider is a 295 sq.ft. 9-cell intended mainly for the serious accuracy jumper.

Both of these canopies are constructed from a lightweight, 1.1 oz ripstop fabric known as AE-1 which is of European manufacture. The Skylark comes equipped with standard slider and bag, while the Skyrider uses a split slider and diaper system. All of Air Enterprises products carry a one year guarantee on material faults and craftsmanship.

THOMAS RINGS

Thomas Sports Equipment of Lofty's Loft in Bridlington are carrying out a test programme on British made mini 3 rings. So far the results for these rings, tested to distortion, has been excellent.

If all tests are successful, TSE hope to use these rings as a replacement for the American manufactured RW5 rings as supplied by Bill Booth's Three Ring Inc. of Florida.

RAM AIR EJECTION

The US Navy is in the process of developing ram-air parachutes for use in ejector seats of fighter aircraft. Tests have included firing a dummy from a F4 Phantom aircraft at 575 mph at 5,000 ft. over California. The opening shock is reported as half that of regular ejection systems already in use. The canopy used is a Para-Flite 270 sq.ft. 7-cell.

PARAFLITE PRICE RISE

Para-Flite Inc. manufacturers of a long list of ram-air canopies, have put up their prices. The increase means that jumpers will pay £40 - £150 extra for a ram-air and about £90 extra for a Swift system pack and harness.

STRONG LO-POS

Apparently there are still some Strong Lopos with serial numbers 3000 to 4000, manufactured in 1979, that have not had their lines treated. The Latex treated lines on these canopies have been found to stick tightly together in the stow bands, after being packed for some time.

Any canopies that fall into this category and have not been treated should be sent to Strong Enterprises, 11236 Satellite Blvd, Orlando, Florida 32809 USA.

RAM AIR CHOICE

Did you know that there are over 80 ram-air canopy types on the market to choose from?

PERFORMANCE DESIGNS INC.

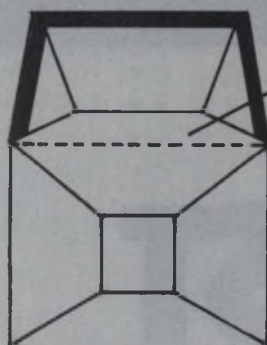
Bill Coe of Deland in Florida, manufacturer of custom Para Bags, is now marketing ram-air canopies. This range of 9-cell ram-air comes in five sizes from 150 sq.ft. to 230 sq.ft. They have a reported Aspect Ratio of 2.5 to 1, are manufactured without cascade lines and utilise the flared line attachment method. The canopies are reported to be very fast, perform quick turns and have an excellent flair. The price range is from 700 to 760 dollars depending on size.

ALTIMASTER REPAIRS

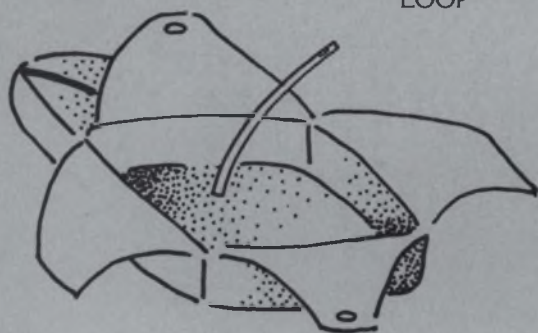
In the October Issue of Kit News, SSE Inc, manufacturers of the Altimaster II, stated that all repairs to their altimeters must be performed at their factory in New Jersey USA, because they were no longer supplying spare parts to outside repair shops. However a UK distributor, Dodingtons of 28 High Street, Whitchurch, Shropshire, tell us that they are equipped, willing and able to carry out any altimeter repairs.

HOG INCIDENT

An incident occurred where a copy of a Wonderhog was about to have the reserve repacked and when the reserve ripcord handle was activated the pilot chute did not deploy because the main was still in the deployment bag inside the container and had been pulled up so that the bag (even though inside the container) had pulled over the reserve pilot chute preventing it from deploying. On some copies, and on some Wonderhogs, the top of the main container flap and the bottom of the reserve container flap are not stitched separating them (see drawing) thus allowing the main deployment bag to ride up. It is suggested that stitching is added (consult a Rigger) or a long packing loop is attached to the base of the main container, which when closed will pull the main deployment bag away from the reserve.



ROW OF
STITCHING



LONG PACKING
LOOP

SENTINEL PROBLEM

SSE Enterprises, manufacturers of the Sentinel 2000 automatic activation device (AAD), have issued a safety bulletin recommending that all Mk.2000's be withdrawn from service, because of unwanted and inadvertent activations. SSE are carrying out extensive testing to try to solve the problem.

WRONGLY RIGGED SOS

A skydiver was killed recently in the USA, because the reserve ripcord cables on his Pigmeo System were not properly routed through the grommet at the end of the yellow SOS (single operation system) handle. Hence, when he pulled the yellow SOS handle he cut away but did not activate the reserve.

Parachutes Australia, designers of the SOS, say that the reserve cables should never be disconnected from the SOS handle. They went on to say that if a conventional two handle system is preferred then the rig should be properly converted by a rigger.

NYLON AND CHLORINE

After working on the problem of algae growth on NASA's space shuttle parachutes a USPA master rigger has recommended that any canopy that has been immersed in a swimming pool after a demo jump, for instance, should be immediately and thoroughly rinsed and then inspected for fabric deterioration. As Chlorine has been found to damage nylons.

PARA FLITE PRODUCTS

In addition to their Nimbus 9-cell ram-air, Para Flite have now added the Nimbus Beta and the Nimbus XL. The Nimbus Beta is a 185 sq.ft. while the Nimbus XL is a 270 sq.ft. both 9 cells.

The following canopies have been discontinued, although some may still be available off the shelf, Swift Main, Safety Star, Strato Cloud Delta with PCR reefing, XL Cloud with PCR reefing, Birdwing, Pursuit (230) all F111 with PCR, Pursuit (215) F111 with PRC and the Goliath. Although the Goliath has been discontinued as a sport canopy it is still available in its military version and is known as MT-IX.

The company will be introducing soon a small lightweight 7-cell in the 170-180 sq.ft. range, which will replace the Swiftmain. The new canopy will be called the Cruislite Beta. A redesigned Swift harness and container system is also on the cards.

A.F.F. CHASER

Thomas Sports Equipment of Bridlington have brought out an A.F.F. version of their Chaser Tandem. The A.F.F. Chaser is equipped with all the extra safety features recommended for the A.F.F. programme. These features include mounting points for an A.D.D. (automatic activation device) and a Stevens type Lanyard System as a back up for opening the reserve container.

However, the most interesting new feature is the main ripcord. It is similar to the A.F.F. Vector System, using Teflon covered wire, mounted on a wide belly band.

But the Chaser System includes an override handle mounted on the secondary jump master's side. So the main canopy can be easily activated by the student and both jump masters. The systems are currently in use with the Headcorn based A.F.F. programme, 'Slipstream Adventures'.

TWO OR MORE PLAYERS A Video by Mike Sizemore

This exciting video is full of fun dives, Mr Bill jumps, upside down RW, amazing CRW, freefall wedding and piggyback 3D RW. Shot at Z-Hills by Mike Sizemore this video is professionally edited with an excellent sound track.

Also included is the Golden Knights four and eight way team in training.

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PARA



SHOOT



1. The competition is open to all B.P.A. members with the exception of Sport Parachutist editorial staff.

2. Entries can be black & white or colour, prints or transparencies. Colour entries may be used in the magazine in black & white if a shortage of colour pages make this necessary. They will however, be judged in colour.

3. CATAGORIES

Best freefall entry

Best first attempt at freefall photography (only members who have not yet submitted a freefall picture for publication will be eligible) this category will also be judged in the Best Freefall entry.

Best Accuracy entry taken during a competition.

Best general shot. This covers any photograph not taken in freefall or of CRW or accuracy.

Best CRW shot. can be taken from the ground or air to air, from aircraft or canopy.

The competition will run throughout 1985 and will be judged some time before the AGM 1986. Winners will be announced at the AGM.

Prizes are still being solicited from photographic and parachute manufacturers and dealers. The first big prize has already been obtained from BPA member Nigel Gifford whose company Camera Care System has donated vouchers worth £200 for his Company's products. This includes many protective camera bags and cases. Also included is a camera jacket, all weather proof with large pockets for lenses and accessories.

Closing date is 31st December, 1985. Selected entries will be published throughout the year.

A stamped addressed envelope should accompany all entries if return of material is required.

The panel of judges will be named later in the year.



PARA



SHOOT

PARA



SHOOT

GROUND SHOTS & OTHERS

by Dave Waterman



It is just over a year ago that I published the article "Jump Camera". Judging by the number of letters from interested BPA members, it apparently contained a number of tips (both parachuting and photography) which I thought were common knowledge but were obviously not known by the writers of the letters. In this article I intend to cover photographing our sport with your feet planted firmly on the ground or with special camera mounts other than on helmets.

As you can see from the rules for the photo competition we are running this year, some of the categories can be won without making a parachute descent.

The most obvious one is, of course, accuracy. Judging by the number of accuracy photographs submitted to the magazine for publication, very little good photography is being taken of this subject.

There are two problems associated with good accuracy photography, **when and from where**. Most seem to stand on the edge of the pit getting general views and missing the good action shots by having much too much in their pictures; judges, spectators, wind sock, and all.

To get a good action picture of an accuracy jumper, try to isolate the jumper or make him or her be the focal point in the picture. If for some official reason you are not allowed in the pit (most judges are very co-operative if permission is asked, with the exception of World Meets) then the use of a longer focal length lens is the answer, perhaps 100mm or longer.

One advantage of using a long focal length is that even with an aperture of F8, provided you have focused correctly on the competitor, the background will be slightly out of focus giving a greater emphasis to the jumper. (See figure 1). If you have any doubt about where to focus, then get the disc sharp, hopefully your subject will be landing somewhere near it. Needless to say a fast shutter speed is needed at least 250th secs and preferably 500th sec.

Exposure can be tricky for two reasons, most pits have light coloured gravel and most accuracy jumpers were black jump

Long focus accuracy.



suits (ugh!) Your camera or exposure meter will be fooled by the light reflecting off the light coloured gravel into giving you a shorter exposure than is correct for the dark jump suit. You will probably need one F stop more than is indicated to get the exposure right for the competitor. Whilst on focal length, a zoom lens 70-200mm range is an excellent tool for covering accuracy from the edge of the pit.

The best accuracy shots, I believe, are taken with a wide angle



16mm wide angle, a little too soon?

lens close to the disc. Preferably from a low view point. From there you can get a very subjective viewpoint; action, expressions and, a camera full of pea gravel, so make sure you have a UV filter over your lens. It is much cheaper to change a chipped filter than to replace a damaged lens. The lens to use in this position would be 28mm, 24mm or even 16mm. Permission from the event judge is absolutely necessary. The same caution with regard to exposure is necessary, particularly from a low angle.

Well we have covered **where**, now let's consider **when**. The fault in most accuracy pictures is to take them a little too late. The foot is buried deep into the gravel, the jumper a crumpled heap on the ground. How do you get it right? As reactions vary from person to person, just exactly when to push the button would also vary. Perhaps I should have said, "when you decide to push the button", because it does take a little time for the finger to carry out the action the brain has ordered it to do. The technique I use is to pre-focus on the disc, then follow the competitor down, through the lens for the last 20ft, my brain telling my finger to take action when the competitor is about 3-5ft from the disc. On balance it is better to be a little early than late. To get that perfect shot of the toe just on the disc is largely a matter of luck. But then some photographers seem to be luckier than others, so perhaps I'm not right.

So to sum up.....

Watch the exposure re dark jump suits and light pea gravel. Better too soon than too late.

CRW can be covered in many ways. From the ground it is advisable to use a zoom lens 35-70mm, if you are close, or 70-



35mm on the button with Mr. Lines!



35mm A little too late, Dave Tylcoat in action.

200mm for stacks that might be breaking up at a higher altitude. One word about using lens at 200mm, less sharpness is caused by camera shake than by poor focusing. Use a shutter speed of 250th sec. or more, putting the camera on a mono pod is a good tip for long focus use. Beware of getting false readings off clouds, but of course, an eight stack in silhouette with a dramatic sky can make a very pleasant picture.

CRW covered from the canopy can either be objective or very subjective.



Exposed for the clouds. Mounting Men in action 35mm hand held.

Objective shots (taken from outside of the action) can be hand held. You don't need me to tell you that canopies linked up always come down faster than a single unit. So some fancy front riser may be needed to keep up with the action. alternatively, trim tabs on the front risers are a good ploy if you intend to do a

Foot mounted camera 17mm Lens.



lot of CRW photography and not end up knackered, pulling front risers. It is also easy to hold a camera when your hands are not shaking with fatigue. A good lens to use is 35-70mm zoom.

Subjective CRW shots....well for a start it is foolhardy to wear a helmet or for that matter any sort of fixed camera mount inside a stack, except perhaps on the top or the bottom? Just one more thing to get caught up in rigging lines! A good place to put a camera mount is on the foot if you are at the bottom of a stack, especially if you want to feature yourself. I once made a mount from a cooking pan handle I 'borrowed' from **Tony Uragella** (a story which **Ian Head** will be pleased to relate to anyone who cares to listen. Ask him next time you see him, with any luck he will be fed up with telling the story by the end of the year and I will get some peace for the first time in four years).

Needless to say if you mount a camera on your foot, you will need a motordrive or autowind to operate it, don't forget to mount it so that it takes an upright picture (see figure).



Camera held right out of door, 35mm lens.

EXIT SHOTS

Don't be tempted to just fire off several shots on a motordrive and hope you will get on that which is just right (unless of course you want a sequence). It is far better to pick the shot you want. Good focal length to use is 35mm or 28mm. During the Nationals two years ago, I tried using 100mm or even 200mm for exit shots of RW teams taking pieces out. The effect was quite dramatic as the long focal length of the lens brought the ground up close to the group. Care on focus is needed with this technique. Set the focus before exit, say on 30ft and then wait for the group to pass through the point of focus. A good tip is to get the pilot to co-operate by tipping the aircraft over just after exit. You get a better view as the team falls away.

Mounting a camera outside the aircraft can result in an unusual point of view (get the permission first). Pay attention to the effect of wing shadow over the door and whether the exit side of the aircraft is in sun or shadow. It might be possible to do a down or cross wind run in order to get the sun in the right place. A good ball and socket joint, a piece of wood and a couple of



Aircraft tipped over by pilot after team has exited, gives a good vertical view.

yards of masking tape can be all you need to make a usable camera mount (see figure). A motor drive with remote or infrared or ultra sonic control is necessary. Wide angle lens 28-16,, is a must.

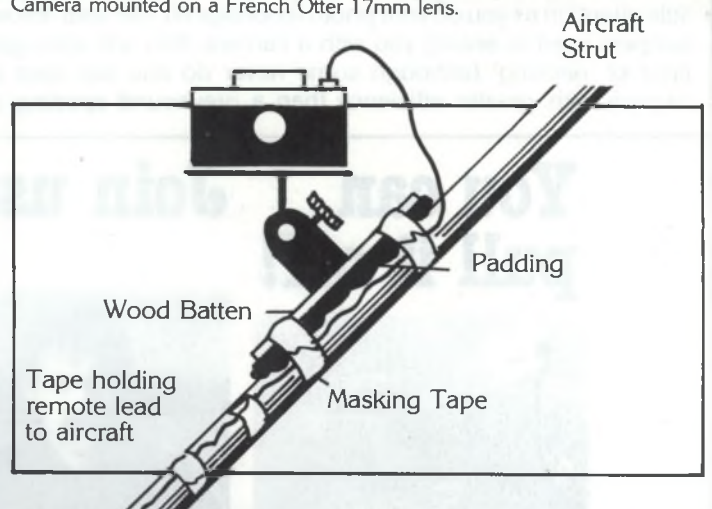
Camera out of the co-pilots window.



Incidental shorts, packing, dirt diving, or just boogying, are happening every weekend. A good time is just after the team has

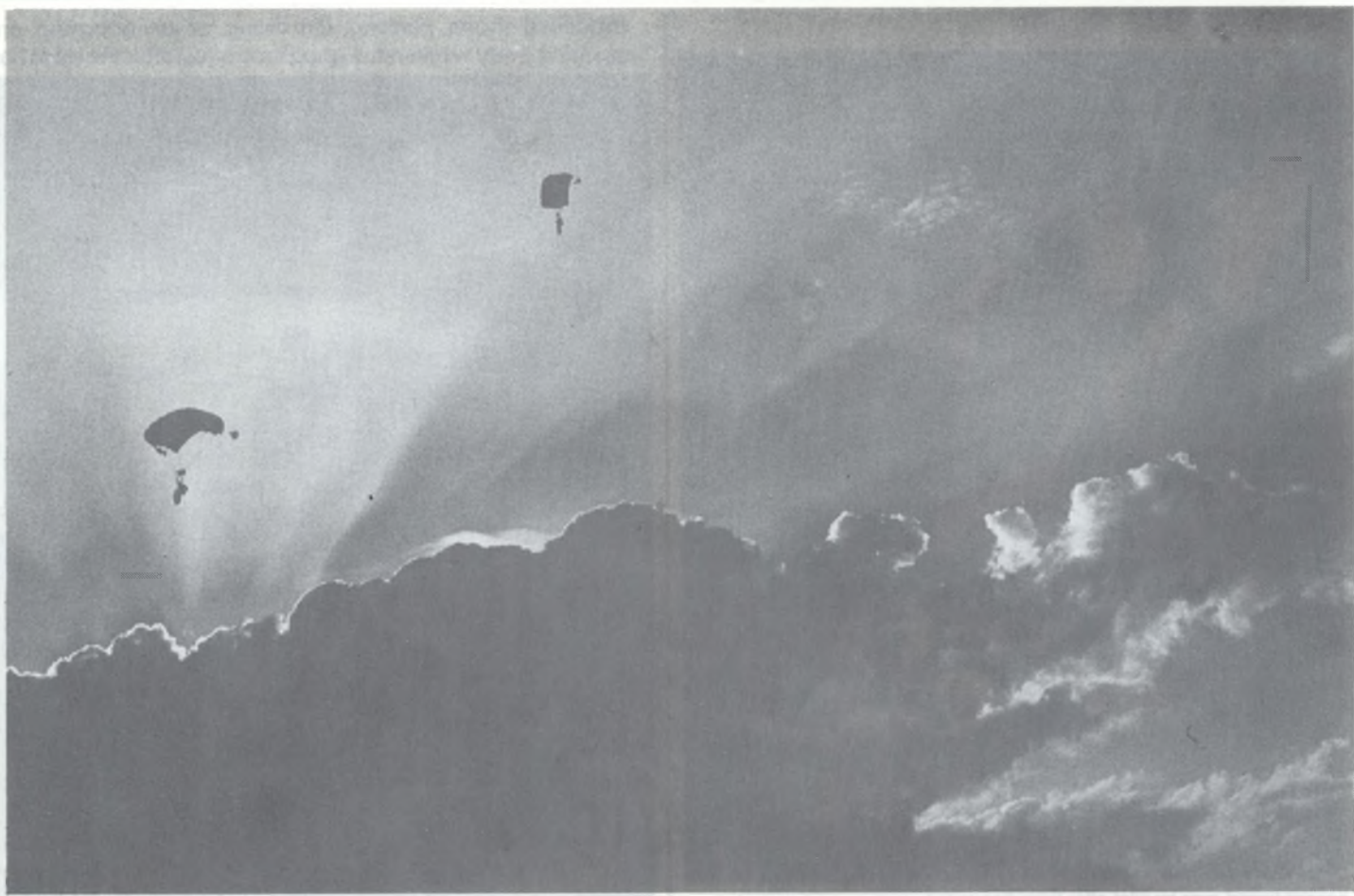


Camera mounted on a French Otter 17mm lens.



Relaxed shot just after landing 200mm lens.





landed, everybody is 'high' on the jump and will probably pay little attention as you do your photo reportage bit. Get your fellow jumpers used to seeing you with a camera, they will soon get tired of 'geeking' (although some never do and can spot a camera with greater efficiency than a greyhound spotting a

hare). Try candid shots, get away from the stereotype, be bold, use unusual angles, shoot against the light sometimes, pay attention to backgrounds. Take pictures not snaps.

As the immortal **Tony Hancock** once said, "Snaps! Snaps! Madam, I don't take snaps, I paint with light."

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Roland Hilfiker

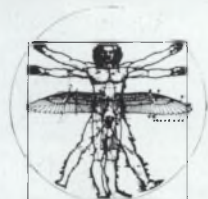


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Mitch Decoteau

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NETHERS SCENE

I have been a member of staff at Netheravon since last February and am now near to leaving the centre having completed my apprenticeship into the world of sport parachuting. It has been a year that very few get the opportunity to experience.

Now before I go any further I think I should explain that the Nethers staff situation. It is obvious to anyone that the centre is controlled by the services, if only by the fact that the M.O.D. police do their utmost to stop you from doing anything totally outrageous like parking in the wrong car park or not booking in at the guard-room, and if you should (dread the thought) stay in your caravan one minute past midnight on a Sunday then you are really asking for it...Still, the advantages of the centre itself easily outweigh that small problem and most people seem to be able to survive.

Our efforts during the week were directed at training military personnel through the basic student stages. This was also the time to prepare all the equipment for use at the weekends. (Packing reserves etc.) This is when the centre is open to everybody and also the time we looked forward to.

The staff at Nethers come into two groups - The senior staff whose concern was covering the mega jobs of being CC, Chief Rigger, Advanced Instructors and all round expert trouble causers (or is that shooters!) And then there is us - the Junior Staff.

We are there to learn the trade of how to run a sky diving centre in addition to trying to master the skills of flying our bodies and canopies. We all come from various military groups on the understanding that we would do all the run around jobs that keep the centre rolling in return for being trained to a standard high enough to become members of our respective display teams (a fair swap eh?).

There are five Royal Marines, three Royal Green Jackets and a lone Jock who will go to the Golden Lions in Scotland. In addition there were people that turned up throughout the year who proved very useful. (Cheers fellers).

Our aims are clearly defined:-

1. Do the job - (and then if you had time)
2. Get out of the place
3. Get onto freefall
4. Get onto RW
5. Get onto a square
6. Reach Cat X
7. Crack 200 jumps and get a 'D' licence.
8. Start CRW for those who needed it as a team member.
9. Above all enjoy it!

The majority of these targets are reached fairly quickly and easily by some of the lads, but we all hit some unexpected obstacles along the way. Of course we have all still got so much to learn but the start we have been given can't be found in many places around the world. Mind you, we have the advantage of being able to jump virtually every day, weather permitting, and this means that we have the continuity that helps progression grow.

There were however a few hic-ups that gave us more adrenalin rush than others. One group achieved unplanned instantaneous CRW shortly followed by their second freefall period in one dive. (I think the accuracy went for a ball of chalk that day).

The standard of instruction available to us is of the highest level. Advice comes freely from all quarters and many an unwritten tip flowed in the bar during the evenings. So with all that going for us how could we fail without actually breaking a limb.

So the time to move on draws near. We all go to our teams with the knowledge that we have had twelve months of possibly the best training available and will hopefully live up to expectations.

The next logical step in this letter would be to start saying thank you to everybody that has helped us out during the year, but they all know who they are without me having to start name dropping (could this be a first for this magazine?).

I have really enjoyed my year at the centre and I hope to see you all during the summer if we can get a break from all the displays. Ta very much gang, my roots are firmly planted.

CHRIS SCHOFIELD, D5576



Photo by Kevin McIlwee.

THE HEADCORN LAC MEET 1984



Some jumpsuit! One of **Rob Colpus's** better efforts?

Over the past three years the Headcorn Launch and Accuracy Meet has gained a reputation as a good fun competition with no hassles. It was hoped that this year's meet would continue in a similar vein.

We expected somewhere between 15 and 20 teams to arrive this year. Imagine the scene at 8.30 on the Saturday morning when 39 four way teams appeared, all of them trying to get into the briefing room. In the end only team leaders attended the briefing and even then the room was full.

By 9.15 the first Islander was in the sky on its way to 5,500ft. with the first two teams on board. The second Islander took off about 10 minutes later with teams 3 and 4. The pace was being set for the whole day with one aircraft dropping as the other was taking off.

The idea of the meet is to show one of four launched formations to the judges within 5 seconds, with every second after five incurring a team accuracy penalty of 1/2 metre. Working time is 15 seconds. If you get it right, you are not penalised, if you get it wrong and formed the launch then after 15 seconds you've added 5 metres to the team accuracy score. After that it's straight accuracy.

Round 1 was a star launch. Not surprisingly most teams did well on this one with only 12 teams failing to get it flying within 5 seconds and only 7 teams running out of time.

Only 3 discs between 156 competitors on this round, **Paddy Ritchie**, **Rick Watts** and **Paul Truscott** producing the goods at the ground end of the competition.

Hitchen a Ride, a team composed of three of Carl's normal accuracy contingent and **John Hitchen** were in the lead, just, with a total of 5.73

metres (2.5 metres penalty coming from the launch), closely followed by **Ophelias Ducks**, **Duck Ends** major contribution to the meet, with 6.38 metres.

Straight into round two then with the weather still good but some cloud base problems creeping in. The launch this time is a bit trickier, a doughnut, and a lot of teams had problems. Some good launches, some absolutely wonderful funnels. Only 12 teams got it out cleanly within 5 seconds, 10 teams salvaged in time, but 17 teams didn't get it quickly enough and scored 5 metres. Only **Brian Shaw** of **Hitchen a Ride** got a disc on this round.

A disaster for **Hitchen a Ride** in this one with their launch failing to fly and an ensuing team score of 5.39 metres (5 from the launch!). Similar misfortunes for **Ophelias Ducks** funneled launch and a team score of 12.25 metres. This let **Paddy Ritchie's** team **You're Late So You're Off**, leapfrog into first place with a score of 2.57 metres.

This is the beauty of the LAC Meet, good consistent launching won't win, nor will good accuracy. Only the two together will put you in with a chance of collecting the metalware at the end. Many teams had good launches throughout, many teams had good accuracy scores, few teams combined the two.

Round three, the **Marquis** gave us some good launches and some equally good accuracy but the bad weather which we had fretted about and dodged all day finally caught up with us about 6.30 with only 23 teams having a crack at it.

So to the **Bar-B-Que**, about which the least said the better, an orgy of food and drink, a lot of people getting themselves into a condition which they may well have regretted the next morning.

Sunday morning arrived and many a red eye scanned the sky hoping for a repeat of Saturday's conditions. But it wasn't to be. Low cloud, high winds and rain, the curse of British parachuting,



"Betty's Bloops and the Bewdley Bros."



spelled the end of the competition. People had to start leaving for distant parts of the country so the prize giving was held at about 1 o'clock. You're Late So You're Off got the gold in the team event while **Brian Shaw** and **Rick Watts** shared first prize in the individual.

As ever there are a lot of people who made it all possible and who selflessly put their efforts into running the competition rather than the more enjoyable bit-taking part. **Dave Parkes** of course without whom....., the pilots, Simon, Gerry and **Dave Parker** (again) for sitting in the aircraft and ferrying lunatics to 5,500ft. all day, the judges **John Laing**, **Tracy Rixon** and **Sue Dickson** for somehow spotting stars, doughnuts and marquises (?) in the middle of a tumbling pile of bodies and then setting themselves up as sitting ducks as people vented their frustrations on the ground.

Paddy Platt for manifesting, never easy but virtually impossible with 39 teams, **Pierre** for tracking the aircraft on the ground to air video, aircraft flying upwind, downwind, crosswind, sideways, backwards, all at the whim of whoever was spotting. Special thanks to **Linda** and **Di** for doing a loaves and fishes routine with food originally intended for 100 people. Thanks to the many, many judges helpers, gophers and general



Paddy Ritchie on target.

dogsbody who did whatever was asked of them and helped to make the meet a success. Who knows, next year - 80 teams?

FRANK DAVIS D2689

P.S. Next year the bias in the scoring system will be taken away from accuracy.

RESULTS

Team Event

1st You're Late So You're Off	10.47 metres
2nd Hitchen A Ride	11.12 metres
3rd Ophelias Ducks	18.63 metres

Individual Accuracy

1st Brian Shaw	0.02 metres
1st Rick Watts	0.02 metres
3rd Dave Waddington	0.08 metres

Ladies Prize

Jane Watts	3.31 metres
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Intermediate Prize

Dick Boggis	1.41 metres
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AFRICAN BOOGIE

Interested in what went on in Africa over Xmas? Read on. The Boogie season started on 15th December, when 18 jumpers arrived at Matsapa Airport, Swaziland, for one of **Mal Atkinson's** show-jump weekends. On the Saturday morning both Arava's were loaded, one with skydivers, one with the parabags for a half hour flight to Nhlanguano (South Swaziland). Three loads went up, all to 14,000ft. for an annual show event. Returning to Matsapa in the afternoon, cloud forced us down to 3,000ft., for some of us it wasn't worth the repack - and anyway being aboard an Arava when the excellent Swazi pilots do a beat up of the airfield is an experience in itself!

On Sunday morning a demo into a very tight DZ went off okay, I laughed off this one as I had just got new gear. **Simon Turner's** sister **Louise** and **Mike Stanton's** girl-friend **Sandy** proposed that the next show-jump weekend should be known as 'Mals Mobile Boobie Boogie' after their own antics!

It was a 5 hour drive to Phalaborwa for the Swiss Boogie the following weekend 23rd December. The Hercules arrived the next day with an assortment of Europeans, **Monte Kirkpatrick** from Chicago and 1 Brit, **Steve Franklin**. It seems Steve was not frightened by the high air fare. Jump prices were £6.50 to

15,000ft. in Phalaborwa and only £4.00 in Swaziland. So the more jumps you do, the cheaper your holiday becomes. During the, albeit, short time I was at both boogies it was possible to get onto every load.

The Swiss organisers at Phalaborwa kept themselves very busy and visibly confused with their computer manifest system. **Matthew Mortlock** told me he ran a bigger boogie with a pencil and paper, maybe the Swiss system needs polishing further. Apart from a slow start the loads got off quickly and during the four days I was at Phalaborwa we averaged five loads a day.

I met another pom in Swaziland on our return on the 26th December for the Annual Swazi Boogie. 46 pitched including **Neil Hamilton** and **Alan Whitton**. Alan did as much jumping as anybody else, but was slightly pissed off because the original dates for the boogies had been changed at very short notice, so as to ensure that they all clashed. Well done Para Committee! With **Mike Stanton** as the new NCSO maybe we'll get it right next year!

Friday the 28th saw a jump into the Swaziland Breweries. Needless to say, it was the last load of the day! The Swazi Boogie continued after I left on Saturday

morning 29th December under 2,000ft. of cloud cover.

My personal 'mobile boogie' ended with a return to my club Witbank. **Martyn Saxton**, **Mike Stanton** and myself planned night dives for the 31st and water jumps for the 1st. The night jumping was finally cancelled at about 11.00 p.m. amid high winds and rain (which normally clears very quickly!) The last jumpers to give up hope included **Rich Douglas**, **Henk Vander Kemp**, **Nigel Peart**, **Rod Allen**, **David McCapperty**, **Martyn Saxton** and **Alan Murrey**. The next day, water jumps into the local dam gained six their 'C' licences.

To anybody who is keen on trying the Christmas scene here don't expect individual instruction, seminars or anything of that nature. If you are an accomplished RW jumper this is the place to be at!

Thanks to **Matt** and **Lynette** for the dive at Phalaborwa, hope their new aircraft is a success.

Finally to the best boogies organiser in Africa (maybe even the world) **Mal Atkinson**, cheers!

NIGEL PEART BPA71294 D3883
P.S. Editing will destroy the context, so make space!

PARACHUTE INDUSTRY MEETS

At their January meeting in Alexandria, Virginia, the Parachute Equipment Industry Association made a number of decisions which will change the course of the organisation. Opening the membership to parachute centres and foreign companies immediately expanded the organisation to 48 member firms. In order to increase participation and to effectively channel work, the association was restructured into a committee system.

Dan Poynter of Para Publishing was elected Chairman for 1985. **Sandy Reid** of Westguard Parachutes will continue as Secretary and **Lowell**

Bachman of Para-Gear was re-elected Treasurer.

Sandy Reid of Westguard Parachute will be conducting a canopy weight and volume study so that all canopies can be compared. Technical Committee Chairman **Manley Butler** will be issuing a safety bulletin warning against the use of plastic handles on reserve parachutes. **Jim Mowrey** proposed supplying drop zones with training video tapes. **Mike Truffer** of AeroGraphics is rewriting the ram-air rigging SOP and **Kevin Gibson's** Rigging Committee is considering approaching the FAA for official recognition of the ram-air rigger rating. **Mike Furry** of Glide Path, International sugges-

ted the PEIA name be changed by dropping the word 'equipment' since many members are not in the equipment-end of the business. **Furry** was appointed chairman of the ad hoc Name Change committee. A vote will be taken at the July meeting in Muskogee, Oklahoma.

The PEIA is an organisation of 48 member firms engaged in the parachute business. The association develops standards, disseminates information and encourages the use of parachutes. For a free information kit, write **Sandy Reid**, 236 East Third Street DD, Perris, CA 92370 or call (714) 657-0615.

RIGGING CONVENTION AND PARACHUTE COURSE IN JULY

Two major parachute equipment events will take place in the United States in July. The world's largest gathering of parachute riggers will occur in Muskogee, Oklahoma, July 4-7 during the U.S. National Skydiving Championships and the Helmut G. Heinrich Short Course on Decelerator Systems Engineering is scheduled for July 22-28 in Albuquerque, New Mexico.

Hosted by the Parachute Equipment Industry Association, the rigging workshops are scheduled for four consecutive mornings. Each morning

riggers from all over the world will spend four hours sharing packing tricks, learning rigging skills, catching up on what's new, talking directly with the designers and manufacturers and making contact with the parachute industry.

Early rigging convention registration costs less. Register in February 1985 for just \$30, March and April for \$40, May and June for \$50. The charge at the door will be \$55. Everyone attending will receive official PEIA rigging binders, T-shirts,

rigging literature, etc. For more information, write Rigging Convention '85, c/o Relative Workshop, 1725-A North Lexington Avenue, DeLand, FL 32720 USA, or call **Michael Ray** (904) 736-7589.

The more technical Heinrich parachute design course costs \$550 prior to June 1 and \$600 thereafter. For more information, call or write **Paula Sanders**, Dept of Conferences, University of Minnesota, 204-B Nolte Centre, 315 Pillsbury Drive, SE Minneapolis, MN 55455, USA. Telephone (612) 373-7887.

At their January meeting in Alexandria, Virginia, the Parachute Equipment Industry Association voted to open its membership to both parachute centres and foreign firms.

It was argued that drop zones were in the equipment business as much as any parachute dealer but allowing foreign firms to join was a

reversal of a previous decision. It was noted that some foreign manufacturers hold U.S. Technical Standard Orders and many members expressed a desire for closer contact with foreign parachute firms.

Zodiak of North America, representing some

French manufacturers, was the first to join. With the immediate addition of more than a dozen drop zones, the membership jumped to 48 firms.

Inquiries regarding the PEIA may be directed to the Membership Committee Chairman, **Mike Truffer**, c/o Skydiving Magazine, P.O. Box 189, Deltona, FL 32725, USA, or call (904) 736-9779.

CORNISH SCENE

Here's a tale from the wilds of Cornwall where low winds and high clouds rule supreme and everyone always wears a smile and a canopy. The centre is the hive of Cornish sky-diving activities and since the introduction of Aeroconicals to the equipment list, has never looked back. **Charlie X-Ray** has had a new coat of paint, the runway is freshly deweeded, there is a new coffee maker and all that is needed now is the sunshine of the 1985 season.

And now for news of the people who spend every spare moment (that 'her indoors' lets them) at the centre. God, alias **John Fisher**, has just returned from the USA having successfully completed the AFF Instructors course - two weeks of Florida sunshine and 12,000 feet every day. **Mike Bolton** has got itchy wings - does this mean a new DZ closer to home? **Rachel Poole** (who got an altimeter from Santa) has progressed to twenties

and above catching up with **Jeremy** who is almost Cat. 8. **Dave Byers** and **Nigel Spring** are still doing Cat. 10 jumps with **Dave Wilson** closing in third and **Pete Dew**, **Arthur** and **Roger** trying to make it a 6-way.

Trish and **Stuart Mole** are hanging on in there somewhere while **Mark Goodrich** is lost in the category system - hopefully soon to progress. **Frank** (packing madly) and **Gwilym** (packing and jumping madly) can both be found in the packing shed at weekends with **Les** often giving them a hand. **Steve Nundy** is still around and **Ivor Toms** is there somewhere. Plymouth Poly is forwarding a strong team (sadly all still on the rope, but if enthusiasm is anything to go by they will soon be up there with the Sky Gods, I'll be there before you **Ian** and **Paul**). Finally pilots **Steve** and **Richard** you are doing a great job. Blue Skies.

VJM BPA 184830

P.S. And me, well rope dopes rule ok.

EVER FELT LIKE THIS After a dive? Bet you have!

A bright clear morning, with gentle breezes in the western United States, a lot of skydivers and a big airplane - it looks like it should be a great day. I learn that an individual is putting together some loads and we talk, enjoying the company. I find him to be a jumper that is really into the sport. He manifests a sixteen person jewel which goes well on the first dive and come together quickly but suffers from three dropped grips. So it is decided to go up and put it together again - pack, dirt dive, in the plane and to altitude.

The exit is stacked in a tight 'glob'. Outside I am to back shot into the base formation for the bipole, base cleans up their act, gets stable and the first back shot in is beautiful. I am next and blow it! Much banging into people results in a small funnel and somebody else takes 'my' slot. I knock another person out of the formation and finally 'pull time', people track away, and I am under canopy to contemplate my sins. I throw my gear into the van and wallow in self abuse, anger and embarrassment during the ride north to home. "I should just sell my gear and bag it," I think. It seems that with all the jumps I have made, I should be able to do this 'sport' without screwing it up.

After a good night's sleep at home and putting things back in perspective away from the Dropzone, I begin thinking about jumping and why I do it. Initially, I guess, it was for the

excitement, which I still feel. The challenge five years ago was just getting through the door and pulling prior to impact and today it is flying well. I do enjoy skydiving because of the beauty, too - the sky and the colour of canopies and the ever present earth. Finally I do like the skydivers themselves. I have to like them because, for the most part, they are my kind of people!

So why am I down about blowing one jump? Because I failed! I failed to do the thing I needed to do at that particular point in my flying and, worse yet, I let the other folks down. I am sorry! Then, what have I learned? I have learned a great deal about myself, about skydiving and about my friends of the sky, who say, "Hey man, it's not such a big thing," and, "Next time it will get better. You just got uptight."

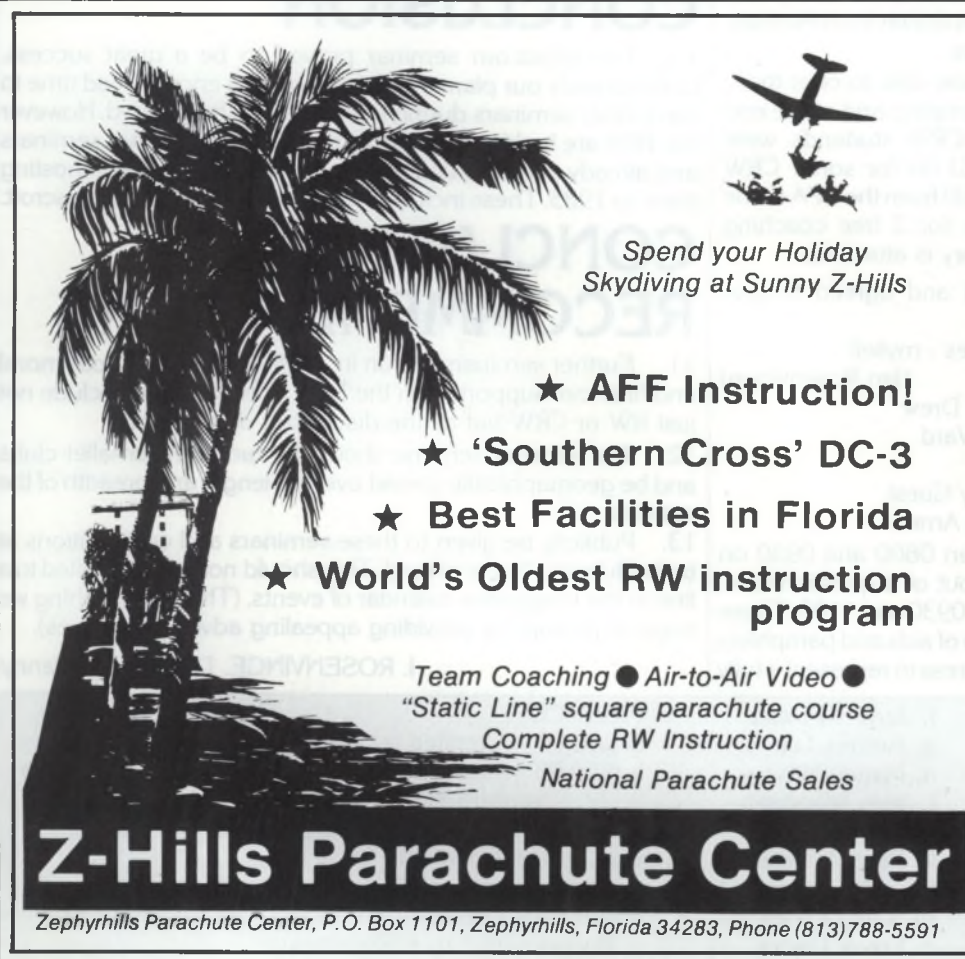
Now, what about the next dive? Concentration, attention to basics, and a relaxed state of mind will help a lot. So I blew it! I am not proud of that face, but I will not make that same mistake again (if I can help it!) but chances are I will make another. That's why skydiving is an art that is not an absolute. You must adjust to the situation mentally and physically during the flying and, afterwards, accept the praise or the pointing out of being not up to the moment I've decided that if you haven't ever blown one, you have not made very many or you are not extending yourself to reach that goal of perfect flight. I hope that I don't blow it again on a big

load or when somebody is watching or, better yet, not at all. However, it sure does bring things back into perspective. I have not reached sky god status yet and that fact makes the thoughts of **Kurt Hahn** a reality. Hahn was the educator who founded Outward Bound under the premise that stress recreational sports (such as skydiving) can develop an undefeatable spirit, tenacity in pursuit, and, above all, compassion. Tenacity in pursuit - the drive to keep on trying those things that are difficult and not allowing myself to stagnate by only attempting those things which I do well. To constantly drive for perfection. An undefeatable spirit - by accepting the fact that I am not as good as I would like to believe, but that I am working toward it. And, finally, compassion - the striving to understand that the ease of flying is different for everyone.

I don't think that I will be very harsh the next time somebody makes a mistake. It may be easy for me to point a finger, but I don't think I will - it might be me!

DAVE HOLMES

About the author: **Dave Holmes** holds SCR 6513, SCS 3205, NSCR 1204, 16 20, USPA A,B,C,D. Lic. and Jm Rating. He has been jumping five and a half years and made over 1,200 skydives. He holds a Ph.D. and is the associate professor and coordinator of Recreation at the University of Nevada, Las Vegas.



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REGIONAL CRW SEMINARS

BACKGROUND

1. Although many individuals have dabbled in CRW there are only a few groups actively taking part in CRW competition. In fact with the advent of fast light-weight canopies there are fewer people successfully undertaking social CRW, that is CRW after RW. Only two years ago it was fairly easy to find somebody on an RW load with a cloud or crusair that could easily be caught by a unit or pegasus. These days ninety per cent of the jumpers around have the fast light weight canopies and those that attempt CRW often only end up chasing each other around the sky.

2. Those of us who took part in the 1983 CRW Nationals felt there was something amiss when only 3 serious groups of people turned up to compete against one another. Many of us felt something ought to be done to increase participation in CRW competition. However in order to achieve this it was felt that we would first have to increase participation in this particular discipline at club level.

AIM

3. The aim of the seminar scheme was to take a pool of competent CRW jumpers to some of the smaller clubs and so give potential CRW students expert individual tuition.

METHOD

4. David Parker kindly offered Headcorn as a venue for the first seminar and a pool of CRW instructors was drawn from Marines, Gan Canny and Wrap Factor CRW teams.

5. As an incentive to the instructors I was able to offer them free food, accommodation, subsidised jumping and at the end of the day some free beer. Potential CRW students were charged a £5.00 registration fee and £1.00 for some CRW accessories. With this and a grant of £50.00 from the BPA some £120.00 was raised so providing funds for 3 free coaching jumps per instructor. A financial summary is attached.

6. Various instructors were contacted and agreed to give lectures on the following subjects:-

- a) Equipment modifications & basic rules - myself
(Ian Rosenvinge)
- b) Techniques & basic dockings - Toby Drew
- c) Large planes & slide show - Simon Ward
- d) Rotations - Bryan Dyas
- e) Sequential techniques & ideas - Andy Guest
- f) Competition rules & definitions - Bob Ames

7. Registration was undertaken between 0800 and 0930 on Saturday morning and included filling out of a questionnaire. The first two lectures were given between 0930 and 1100. Those attending were to witness a wide selection of aids and pamphlets on the subject. Toby Drew's use of a mattress to represent a fully

developed canopy complete with lines was but one useful example. By 1100 hours those instructors not actively involved in the current lecture programme had split the students down into instructional groups, using the questionnaire as a guide. At this point Alan Hetherington with some 250 CRW jumps was extracted from the pool of students and taken on as an instructor.

8. Depending upon experience either one to one, or one to two instruction was given. There were eight instructors and 14 students varying in experience from zero to twenty two CRW jumps apiece. In addition we had the service of Kevin McIlwee as a video cameraman. Everyone undertook 3-5 coaching jumps that day. Some individuals with zero experience were taken through initial hook ups, bi planes, bi hands and down planes. One student was even taught and carried out landing a bi plane. Individuals who had never docked before successfully docked third and fourth. (Kevin McIlwee's video proved invaluable on the de-briefs, especially on illustrating the setting up position for a successful docking).

9. In the evening a slide show was run by Simon Ward and there was free beer for all, including virtually everyone else on the drop zone. The weather on Sunday proved bad enough to prevent any jumping taking place but some interesting lectures on rotations and sequential were given by Bryan Dyas and Andy Guest. The final lecture on competition rules and definitions by Bob Ames was extremely well prepared, clear and well worthwhile.

CONCLUSION

10. The Headcorn seminar proved to be a great success. Unfortunately our planning did not give us enough lead time to run further seminars during the year as we had hoped. However the BPA are looking favourable to supporting further seminars and already several clubs have expressed an interest in hosting them in 1985. These include Thrupton, Lincoln and Eaglescroft.

CONCLUSION

RECOMMENDATIONS

11. Further seminars be run in 1985 and be given both moral and financial support from the BPA. (These should include not just RW or CRW but all the disciplines of our sport).

12. The seminar scheme should be run at the smaller clubs and be geographically spread over the length and breadth of the country.

13. Publicity be given to these seminars and competitions at both Club and National level. This should not just be limited to a line in the magazines calendar of events. (This is something we hope to prompt by providing appealing adverts ourselves).

I. ROSENVINGE, D3984 Gan Canny

CRW COACHES

- a. Bryan Dyas
- b. Simon Ward
- c. Andy Guest
- d. Toby Drew
- e. Steve Clarke
- f. Bob Ames
- g. Ian Rosenvinge
- h. Alan Hetherington

CAMERAMAN

- Kevin McIlwee
- ### STUDENT CRW JUMPERS
- a. Andy Rule
 - b. Dave McClean
 - c. Jim White
 - d. Pierre Dutertre
 - e. Martin Picker

- f. James Fowler
- g. Anthea Lea
- h. Mandy Milson
- i. Jerry Woodgate
- j. Ken Gregory
- k. Paul Mansfield
- l. Ian Markham
- m. Chris Lynch
- n. Frank Davies

FINANCE

- a. £50.00 - (Credited by Dave Parker in lieu BPA Grant)
- b. £55.00 - (Registration fees/staff and helpers paid no registration)
- c. £ 9.00 - (Accessory sales - tie bars)
- d. £ 6.00 - (Donation)
- e. Accommodation - Headcorn Para Club
- f. Food costs and Admin Support Jnr Ldrs Regt RE
- g. Beer donated by I. Rosenvinge

PARACHUTING NORTHERN IRELAND

The 'Wild Geese' Sky-diving School has a crashed Cessna 182 Skylane. Any Club requiring spare parts, wings, tail etc. contact **Dave Penny** on 026 585 669 Northern Ireland.

Parachuting is now established in Northern Ireland and anyone visiting the Province will be most welcome at the Drop Zone - you won't find lots of Sky-gods yet - but your expertise would be appreciated by the numerous jumpers who grace our skies in their own efforts to stay stable. Those Instructors and jumpers who have visited us in the past would appreciate the improvements made to the Club - all training is now indoors - and our packing shed is one of the best in the British Isles. During 1983 the Club operated on a part time/week-end basis and I wish to thank those instructors who travelled to the Province to instruct and keep alive the sport of parachuting, namely: **Martin Wilshaw** (our very first CCI) and **Dave Wilkinson**, **Mark Gilmore** (Pilot), **Phil Ledwards** (who is due to visit us again soon, surely?) **John Shankland**, **Brian Pickersgill**, **Rick Shaw**, **Ian Haylock** and **Stan Shout** (who pops back and forth regularly). I would also like to thank Club owners whom I phone from time to time for advice on matters - it is appreciated.

The Centre has been in full-time operation since April 1984 and obviously cannot operate without pilots and instructors, secretaries, behind the scene workers like volunteer packers and club members who so unselfishly assist in the smooth running of the Club. Through the medium of the magazine I wish to congratulate and thank them for their hard work. **Barry Bias** was

our first permanent CCI, and although small in stature, he made his mark, both in student training, and in setting the Club to rights. I was sorry to see him go and to him goes a sincere thank you, with good wishes to himself and P.H. - they are always welcome here in Northern Ireland - as is **Dave Day** who spent a spell here and is fondly missed. Barry was instrumental in acquiring extra instructors during busy spells - in the form of **Badger** (I never knew his proper name) and **Simon Caddis**. **John Rhatigan** now replaces Baz as CCI and he, **Ian** and **Mong** make up our full-time staff, in addition to our new pilot, **Tim Bassford** whom we welcome this week to the Club. You all know **Ian Marshall**, I suppose, as a 'pig' - well, I now like pigs. Ian came to Northern Ireland in December 1983 and is our longest serving instructor - his general all-round ability makes him invaluable - he is also our display team leader - the most spectacular of his jumps being into the front seat of an open top convertible - and as an accuracy jumper we at 'Wild Geese' are very proud of him. **Mong (Mike Martin)** is also a member of the team but is more commonly to be found on our student DZ, clad in wellies, clutching a megaphone and surrounded by a herd of cows. With **Mong** in control students rarely miss the field let along the DZ (well done **Mong!**).

Last, but not least I wish to thank the regular-jumping Club members without whom there would be no club spirit, piss-up's, beaver-hunting etc. etc. Their support means a lot and I hope they will continue to give it in 1985.

DAVE PENNY 'Wild Geese'

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Midland Para Club members plus a few friends photographed by Frank Smith during a visit to La Ferte Gaucher for a weekend of 18 way training organised by Pete Bath.

MEMORIES OF SUMMER

84



The jumpers included: Pete Bath, Tony Butler, John Lines, John Mayo, Dave Rugg, Rod Bartholomew, Steve Bartholomew, Tim Homer, Dick Sutton, Alan Ashton, Nick Perks, Phil Brown, Dave Turner, Rob Harmer, Frank Smith, John Carter, Nolan Mackey, 'Dolly' Parton.



AFF AN UPDATE

At the STC Meeting on the 29th November STC voted unanimously in favour of introducing AFF pilot schemes being established at the following BPA centres - Headcorn, Pampisford, Netheravon and Lippspringe. The decision to allow the AFF pilot schemes was arrived at after much deliberation, STC however must now be commended for their foresight.

Previously STC had turned down a proposal for an AFF pilot scheme. This decision caused controversy and promoted considerable interest within the membership. Letters were sent to the Chairmen of the BPA and STC, comments by the editor of this magazine prompted various replies and BPA Council Members expressed their views.

Unfortunately, in my opinion, the minutes of STC could not possibly convey the mood, the depth and amount of discussion that took place that evening. In fact STC were not against AFF, but were rightly concerned about how it could safely be introduced into Britain. It was the form the pilot schemes should take that could not be agreed upon, STC felt they needed more information and time to consider the pros and cons and it was suggested to me that I went back with a different proposal at a later date.

During this interim period Ian Head and Matthew Mortlock arranged for an AFF Instructor/

Jumpmaster certification course to be run at Pampisford under the direction of **Mitch Decoteau** (a USPA AFF examiner) working with the School of Human Flight. As a result four Advanced Instructors and four Jump Masters were qualified. This was later approved by STC.

Following the initial STC Meeting I had supplied members with copies of the USPA AFF Manual, I also rewrote my earlier proposal. With this and some recommendations from STC and **Tony Butler** and after much discussion a pilot scheme was approved.

But What Next?

Netheravon, Lippspringe, Pampisford and Headcorn will use qualified and recognised personnel and will approach the training of students cautiously. Netheravon and Lippspringe initially using only military personnel. STC's approval states that the first students to be trained must have a least 5 static line jumps. After a trial period I would expect STC to approve AFF for less experienced students leading to first timers. This of course is what the whole training scheme was designed for.

AFF has been a hard struggle to introduce, not just in this country but worldwide. I think it is fair to say that the struggle has given the world a safe and exciting training method, but beware on the back of AFF comes a bastardised form, Buddy Jumping.

Buddy Jumping is a term used to describe jumps that appear to be AFF jumps, these jumps do not follow the AFF programme or use trained instructors.

Quote **Mike Johnson**, Director of Training USPA, "Buddy Jumping has been conducted on the sly in the USA for a good number of years. It is still being conducted by those who are unable or unwilling to qualify for AFF ratings. Buddy jumping is dangerous and shortsighted. The people conducting Buddy Jumping have no credibility as they have not demonstrated their capability by passing the AFF test. Buddy jumping leads no where as it does not fit into any logical progression programme. Because Buddy Jumping attracts the unqualified and the uneducated it has and continues to have a poor safety record. In the last 3 years there have been three fatalities in the US as a result of Buddy Jumps. There has never been an AFF fatality in the US or anywhere else that I am aware of. AFF has continually growing acceptance because it is a big improvement over the traditional training method."

In Conclusion

Through much hard work by many, especially STC and Council we now have approval to start AFF. I am sure this will prove a popular method of accelerating the learning curve in our future generation of skydivers.

I look forward to BPA run AFF instructor and jumpmaster courses and the continued development of AFF in Britain.

To everyone who has supported AFF and the introduction of this pilot scheme. My thanks,
BRIAN DYAS

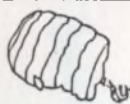
P.S. Dave it might be worth attaching the actual STC Minutes of the Meeting as which they passed the proposal, so that the membership can see exactly the AFF Student's Status after completion of the course.

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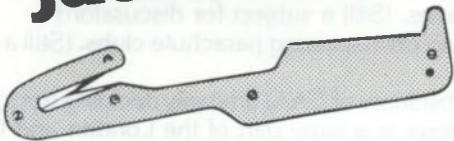


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B.P.A. versus C.A.A.?

There are still a number of active BPA members who remember the days before the CAA came into being when civil aviation matters were dealt with by the Board of Trade, with a Northern Office in Liverpool and a Southern office at the old aerodrome at Heston. These were the days when every individual sport parachutist was issued with an exemption from Article 39 of the ANO and each parachute display required an individual exemption also. The co-operation between the BPA and the various officers of the Board of Trade was excellent - and this was in the days before the advent of Hang Gliding and Microlights when we, the sport parachutists, were the 'new boys' in sporting aviation.

Things are very different now and from the Board of Trade through a spell as part of the Department of Trade and Industry, and from joining hands with the Air Registration Board, has risen an awesome animal - the Civil Aviation Authority. Admittedly other things have changed also - the sport has grown enormously as have the associated environmentalists and 'dogooders' who delight in challenging anyone who indulges in any unusual outdoor activity. Two other factors enter the scene:

1. The then BPA Council in 1974 approached the CAA and suggested that sport parachuting be written into the ANO and thus 'legalised' - this had already been done with the Australian ANO by their Department of Transport and by 1977 our Antipodean sport parachuting colleagues had one of their own instructors employed by the D.O.T. - a useful working precedent had been set - but it was to be ignored.

2. By the late 1970's early 1980's, it was observed in the Corridors of Power that whilst our awesome animal was growing in stature it was not always becoming correspondingly cost effective - Parkinson's law was taking over. In the last two or three years H.M. Government has been putting the pressure on the CAA to slicken up their act. The result can be imagined - job justification has become the order of the day. Interestingly H.M. Government, through the Minister of Aviation (then **Ian Sproat**), directed that Governing Bodies of aviation sports should be encouraged to be more self governing.

In 1982 CAA announced that, with the re-write of the ANO due to take effect in early 1984, sport parachuting would be legalised and initial discussions between BPA and CAA took place. It was during these discussions that CAA first proposed the idea of sport parachuting being conducted in accordance with the provisions of an Operations Manual. BPA representatives expressed grave doubts as to the desirability of this concept and were assured by the CAA that the operations manual was only intended for compliance by non-BPA affiliated clubs. On this basis it was accepted. A year later BPA representatives were told that all sport parachuting was to be conducted in accordance with the provisions of a CAA approved Operations Manual - and that this change in policy was not a subject for negotiation. A

year ago the new ANO was approved by HM Government and became law - as far as sport parachuting was concerned it was 'legalised' by being made a 'permissive' activity. The 'crunch' sentence in the new Article 39A ominously reads: "Every applicant for and every holder of a permission shall make available to the Authority if requested to do so a parachuting manual and shall make such amendments or additions to such manual as the Authority may require". (My underlining). In other words there is no legal requirement for an Operations Manual, but if CAA insist on it (which they currently do) they can write in anything they like!

A year ago **Gordon Robinson** of the CAA, with whom BPA had developed an excellent close working relationship, retired and his place was taken by **Frank Cattle**. Sadly this close working relationship has deteriorated over the last 12 months possibly because (and I pick my words very carefully) the CAA have proved themselves to have been less than honest in some of their dealings with BPA during this period.

Problems that have arisen in chronological order are as follows:-

1. CAA insisting that there was a conflict at licenced aerodromes, where parachuting takes place, between parachutists and circuit traffic. (Resolved March 1984)
2. CAA's letter on Parachuting at Aerodromes (March '84). Replied to on 30th March. (No further communication from CAA on this subject).
3. CAA's change in policy of not permitting night parachuting at weekends. (Still a subject for discussion)
4. CAA not permitting night parachute displays. (Still a subject for discussion)
5. CAA not permitting parachuting above 13,000 feet from turbine aeroplanes. (Still a subject for discussion)
6. CAA insisting on inspecting parachute clubs. (Still a subject for discussion)
7. NATS (a subsidiary of CAA) arbitrarily deciding not to permit parachute displays in a large part of the London and Gatwick Zones. (Still a subject for discussion)

A CAA Liaison Group consisting of myself, **Tony Butler**, **John Ball** and **David Parker**, has been established with the support of the BPA Council and with a two-fold aim:-

- a) To resolve the problems outlined above.
- b) Re-establish the excellent BPA/CAA working relationship and constant dialogue of the past to the mutual benefit of both organisations.

Both 'sides' are determined, I believe, to achieve these aims - it is sad, however, that the last 12 months have proved an inauspicious start to the 'legalising' of our sport.

CHARLES SHEA-SIMONDS, Vice President
British Parachute Association

ABSURD IS HARDLY THE WORD!

The World Parachuting Championships for Style and Accuracy held recently in Vichy, France, will certainly go down in the record books as the Championships of ludicrous decisions. At a time when there are considerable moves to recognise our sport as having

Olympic status, some of the machinations in Vichy will have raised serious doubts in many minds as to whether we are indeed mature enough.

Bernard Colas, the President of the French Parachuting Federation, quite rightly said in his speech at the closure of

the competition, that the sport had degenerated to playing the gaming tables instead of true sport competition.

The body responsible for most of these ludicrous decisions was the final court of appeal at a World Championships, the International Jury. The International Jury is composed of the CIP delegates or deputies who had attended the last CIP meeting of any country. These are the very people who have formulated the Sporting Code under which the sport is conducted. Their flagrant disregard of their own rules on virtually every occasion proved incred-

lous to organiser and competitor alike.

There were, of course, some members of that body who were aware of the farcical nature of their proceedings, but were virtually powerless to do anything about it. **Uve Beckman**, the President of the CIP, did a magnificent job in very trying circumstances, but even he could not make the Jury vote sensibly on all occasions.

The first sign that something peculiar was going on occurred during the training jumps for the Style event. It transpired that for some technical reason the first sixteen ladies were not recorded on video tape. The Australians, who were amongst this group, protested that they should have a rejump so that they could be scored. The protest was rejected on the grounds that the competition proper had not started, and protests could only be made, according to Section 1 of the Sporting Code, after the competition had started. It does however quite clearly state elsewhere in the Sporting Code that the competition shall not start until all competitors have had a practice jump, which shall be evaluated and the results posted! One practice jump is not going to improve a world class competitor's performance significantly, but it does enable him to see how his performance is likely to be judged using the equipment available at that competition.

The first round of the men's team event had been interrupted late one evening due to bad light. It was restarted the following day although neither the Event Judge nor Chief Judge were totally happy with the conditions. (They do not have a say in whether an event should be restarted, only when it should be interrupted!) The first two teams to jump were the Chinese and the French, neither of which could be said to be particularly incompetent, especially when one considers that the latter team had three men placed in the first eight of the individual competition. Both of these teams had extreme difficulty in approaching the target, so much so that

the Chief Judge interrupted the competition after the fifth competitor had landed. He, or the Event Judge is fully entitled to do this, a decision which, according to the Sporting Code is not protestable. After consulting with the Event Judge, he immediately awarded a rejump to both teams on the grounds that the event should not have been restarted and the conditions were such as to preclude those competitors from fairly demonstrating their skill.

The recording anemometer had not shown winds in excess of 7 m/s although there had been 110 degree changes of wind direction in the period between the WDI and their descent. Any competitor will tell you that the recording anemometer, its siting, and accuracy was the cause of more hot debate during the competition than almost anything else, so perhaps this evidence should be discounted.

Imagine everyone's surprise when some twenty eight hours later, a protest was received from the Cubans, obviously instigated by other parties. The protest did not state any rule from the Sporting Code but merely expressed the opinion that the rejump should not be allowed as the competitors had been scored. The Jury upheld this protest, and in doing so, blatantly ignored the opinions of the Panel of Judges, the Event Judge and the Chief Judge, and the conditions laid down so clearly in the Sporting Code. The Chief Judge immediately offered his resignation, though fortunately and not surprisingly this was not accepted.

There were other remarkable decisions made at various times, such as one where the Jury voted to ignore a protest without ever having read it!

The Jury cannot be blamed for the last, but most unsportsmanlike decision. Technically their decision was correct, but I do not think that any of the competitors who had not been personally involved would have been unhappy had the Protest been rejected, and this probably also applied to many of those who were involved.

It happened at the very end of the final round of the men's Individual competition. Several of the medal contenders made errors, which would have effectively placed them out of the competition. It was discovered, however, that during the twenty-one minute period when these competitors had made their jumps, the recording anemometer had erred yet again. This time, although wind speeds had been recorded correctly, such that the maximum and minimum wind speeds over the period could be determined unequivocally, the chart paper had failed to move! Result - a second chance for those competitors who had already blown it.

Despite these problems, the competition went down very well. The British Team disappointed themselves on one or two occasions, but are really to be congratulated on the magnificent achievement of being placed fifth overall nation out of twenty-six, beating such old rivals as for example Canada in the process.

The French were extremely good hosts to the Delegations, even the Brits! The organisation and facilities they provided were excellent. It is somewhat a pity that this hospitality did not extend to members of the foreign press, many of whom met the proverbial brick wall. Our own **Pat Slattery**, who was a wonderful support for the British Team, was one who suffered as much as anyone. It was very obvious that the meet had been geared to the requirements of the French Television service!

Although the organisation was excellent, the day to day direction of the competition was certainly not. Who appointed a Meet Director whose skills had already been found wanting at a previous World Championships? Was it a direct snub at the CIP or was it an attempt by the Organisers to rectify the discredit which might have been felt from the previous Championships? If it was the latter, his puerile approach guaranteed failure.

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photo by Paul Thompson

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'A LITTLE BIT BUST!'

I am writing to try and clear up what I consider to be a bit of a grey area in the apparent interpretation by some Relative Work Judges of certain transitions in the 'Block' system.

The matter was raised at the 1984 Nationals in the 4 way event when a bust was scored on Block No. 10 (Diamond-rotate stairstep pairs 270° each - Bunyip). While I shall use this Block as my example, the principle applies to many Blocks in which angles of rotation are specified. The reason given for the bust by the Chief Judge was that the two pairs had not completed their 270° turns separately, before starting to take grips for the Bunyip. The pairs had in fact taken a grip after about 180° of their turns, had continued rotating about that grip to complete the 270° and show the Bunyip (the initial grip taken being part of the final formation). The Judges were therefore saying that any specified angle of turn must be totally completed before beginning to redock separate pieces.

I suggest that this is a wrong interpretation of the rules, and that the method of transition used (see diagram) is perfectly in order and should be allowed in future competitions.

1. The Judges said that turns have to be completely finished (i.e. to the required angle of turn) before beginning to redock. This, in itself, is difficult to judge accurately, as the difference between, say, 260° and 270° of turn is extremely hard to gauge from any viewpoint, be it ground to air, air to air etc. However, if this was expected by Judges, then teams in future will have to over-rotate slightly on every turn in order to show clearly that they have achieved a full angle of turn. This would:

- Slow down RW sequential jumps.
- Reduce scores.
- Be difficult to judge in view of the difficulty described above of accurately judging angles.

I do not think any Judge would want this. Surely angles of rotation simply specify how much, and in which directions the pieces must turn to build the next formation. When they redock is irrelevant.

2. When questioned about other teams' method of transition, which had been scored, the Judges readily admitted that they had scored teams who

had fallen short of the required turn by a lesser amount e.g. about 20° or 30°, before redocking, and that they had been scored because 'it was only a little bit short!'

This is a ridiculous situation. It means that judging is being done subjectively and not, as it must be, objectively. For a team to train and compete properly, they have to know exactly what will score a point and what won't. What one Judge might consider sufficient during a turn before beginning to redock, another might not. Perhaps the team in question were "only a little bit bust?"

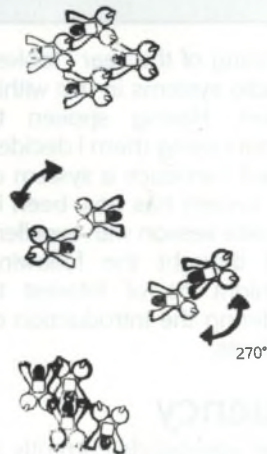
I believe that the best way to clear up this confusion is to allow teams to start redocking as soon as they wish during turns, as long as the specified angle of turn is finished as the second formation is completed, and no accessory grips are taken.

3. I have discussed this with other competitive RW jumpers, who all agreed with this point of view. **Rob Colpus** tells me that the method of transition in question has been successfully used at World Meets. For a visual demonstration of this method, see the 'Symbiosis & Friends' video, Set Round 6, from which Block 10 was taken. They are doing the transition in exactly the way described.

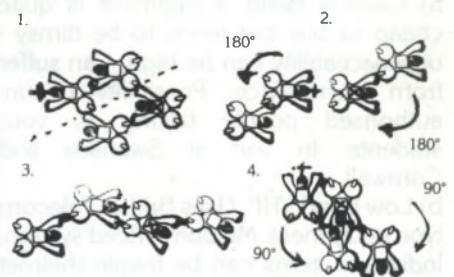
This is not an easy concept to put down on paper, but I hope I have explained the problem in an understandable fashion; I would be happy to discuss it with anyone who wishes to do so. My reason for writing is to try and clarify and standardize interpretation of the rules, and avoid protests and ill-feeling. If RW Judges feel that the method of transition described is not permissible, I would be grateful to see their reasons in the magazine.

Finally I would say that I hope that this particular decision was an exception (apparently it was a split decision and, quite correctly, majority ruled). The team concerned extend their thanks to the Chief Judge for his patience during a heated discussion over the bust!) I would be the first to say that Judges do an uncomfortable, thankless task extremely well, and that all competition jumpers are grateful to them.

CHARLIE HOARE, D4074



BLOCK 10 AS IT APPEARS.



THE METHOD UNDER DISCUSSION (SYMBOLS USED TO CLARIFY)

- PAIRS SPLIT & DO APPROXIMATELY 180° OF TURN TO 2.
- & 3. GRIP IS TAKEN & PAIRS CONTINUE TO ROTATE THE FINAL 90° (EACH IN THE SAME DIRECTIONS AS BEFORE) ABOUT THE GRIP.
- 270° TURNS ARE NOW COMPLETED, REMAINING GRIPS TAKEN, AND FORMATION COMPLETED.

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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'
September 7-15	RW Seminar

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GROUND TO AIR RADIO FOR STUDENT PARACHUTISTS

At the beginning of the year I looked into various radio systems in use within the Association. Having spoken to several instructors using them I decided to go ahead and introduce a system of my own. This system has now been in use for a complete season with excellent results and I thought the following information might be of interest to anyone considering the introduction of radios for students.

1. Frequency

There are three wavebands currently in use for parachuting:-

a) Citizens Band. Equipment is quite cheap to buy but tends to be flimsy - unserviceability can be high. Can suffer from interference. Possibility of unauthorised people talking to your students. In use at Swansea and Cornwall.

b) Low Band VHF. Uses British Telecom type equipment. Medium priced system. Individual items can be fragile (helmet mounted earphones etc.) Not very portable. Suffers little from interference.

c) Air Band VHF. Expensive to buy. Can occasionally suffer interference when high but virtually none below 1,000 feet. Very clear reception. In use by Trailblazers and Hereford.

2. The System

Despite the obvious disadvantage of cost we decided to go for Air Band equipment. The system has had one season of use during which time we have had no operational problems and no unserviceability. It is virtually identical to that which has been in use at Hereford Parachute Club for several years with similar success. Equipment purchased is as follows:

a. Transmitter

TR 720, Japanese made, marketed in this country by several organisations at widely differing prices. We bought ours from:-

AEL Communications Ltd.,
Gatwick House, Horley, Surrey RH6 9SU.

Price was around £420, inclusive of VAT, an extra battery and an external microphone. We bought two as we also use them on displays, but on student operations this allows easy communication between flight line and DZ control. The set itself has 720 channels, three of which can be programmed into memory for instant recall. In practice we have one

channel on the airfield ground control frequency to talk to ATC, one on the approach frequency to talk to the pilot, and the third on our own frequency to talk to the students. The DZ Controller can talk to any of these from the centre of the drop zone at the flick of a switch.

b. Receiver

AP12 Airband Monitor. Has 12 crystal controlled channels and built in loud-speaker. Cost is about £50 per unit plus crystals at around £4 each and VAT. Available from:

Lowe Electronics Ltd., Chesterfield Road
Matlock, Derbyshire DE4 5LE

c. Modifications

In standard form the receivers are not entirely suitable for parachuting and some mods are required. Some of these can be carried out by Lowe Electronics in the factory. Our sets were modified by: Mr. M.J. Ruty, 55 Dartford, Corsley, Nr Warminster, Wilts.

Mike Ruty is an experienced parachutist himself with a good understanding of our requirements and I can speak very highly of his standard of workmanship on the jobs he did for us. The mods he carried out were as follows:-

1. Replace the standard rod antenna with a trailing wire.
2. Remove the channel selector switch, making it impossible for the wrong channel to be accidentally selected.
3. Replace the plastic on-off/volume switch with a metal toggle switch, locking the set on full volume and making it very difficult to switch it off accidentally.
4. Replace the standard flimsy recharging socket with a heavy duty jack plug.

Cost of this work is around £20 per unit. The addition of a locally made container results in a self contained unit about twice the size of a cigarette packet which can be fitted onto the students chest strap. All controls including the recharging socket are easily accessible without removing the set from its container. There are no external wires or accessories except for the antenna which in use is neatly covered by the reserve.

In addition to these mods Mike also built us a custom designed charging board which handles all the equipment. Output is high enough to ensure full recharging overnight but low enough to ensure no damage if left on for several

days at a time. Cost was £120 - not cheap but the work is to a very high standard and the complete system is entirely 'soldier-proof'.

3. Operation

Radios are not mentioned to first-timers until well after their canopy control lecture, for obvious reasons. The radio briefing must include action on radio failure - 'Carry out normal flight drills as taught'. The set is switched on as part of the flight line check and each lift is given a radio check prior to boarding the aircraft. Ground to air instructions are kept to a minimum with students who are getting it right being largely left alone. Instruction is progressively reduced on subsequent jumps. Most students soon achieve a high standard of canopy control and are taken off radio after 4-5 jumps. Most students are within 50m of the target and almost all are within 100m, faced correctly into wind and in a good PLF position. In addition to static liners, the system has been used successfully on introductory ram-air jumps.

4. Disadvantages

- a) Cost. We didn't get much change out of £2,000. A good reliable radio system is not cheap.
- b) There is a definite temptation to rely on the radios and reduce the intensity of the canopy control lecture. This must not be allowed to happen. There is no substitute for sound training and the radios must be regarded purely as a back-up system.

5. Advantages

- a) Fewer out landings
- b) Fewer injuries
- c) Simplified DZ control. Students are not scattered about the DZ.
- d) Simplified recovery of kit for use on subsequent lifts
- e) Control of the student after landing. Students getting dragged can be advised (but be VERY careful about telling people to operate capewells if you still have people in the air!) If they look like wandering across a runway on their way back you can stop them.
- f) Increased student confidence. Students almost invariably report that having someone talk to them makes them feel less alone and more confident.
- g) Peace of mind for the instructor. The odd student who gets a bum spot is

invariably the one who screws up his canopy control. With a radio you know you won't have to stand there helpless while he goes sailing off towards the hangars. Most instructors will have experienced the thought, "What's this one going to do?"

Finally, I have no commercial interest in any of the firms mentioned. I do feel however that radios are an extremely valuable aid to safety and training. Given a net-skirted main parachute, if faced with a choice of expenditure I would rather see my students equipped with a

radio than an AAD.

If anyone would like to discuss the subject further, or would like more information, please do not hesitate to contact me.

R. ELLIS Chief Instructor

FINNISH...ING EXPERIENCE

"JALLOT OOLOS!"...I pushed by legs out of the C-182's hatch. It was developing into a fun day. A leisurely eight mile trek to the airfield, to be greeted by the local parachutists, a quick practising of step-exit procedures and here I was, all dressed up and nowhere to go but down! "STREVELLEH!"...with the aid of 'Laloo', my jump master, I clambered into the slipstream, grasping the wing strut - left foot poised on the step, right foot on the wheel. "MENNEH!"...Laloo leant out and thumped my left shoulder. Obediently, I released my grip and slid off.

1,000!...2,000!...3,000!...4,000! The TU 'chute billowed open. Grasping the very insubstantial wooden toggles, I surveyed the terrain. An unremitting expanse of evergreen leered back. I knew the DZ was small but this was ridiculous! After a minute or so I resigned myself to landing in the trees and manoeuvred towards what I incorrectly took to be a clearing. Still, at least the pines were young and it wasn't too difficult to disentangle the canopy after a trouble-free PLF.

Having gathered my thoughts and my gear, I stumbled out onto the forest dirt track and hitched a lift back to the club. Laloo apologised for his spotting and then helped me pack for the next lift.



I was to spend three months as a foreign exchange student in the town of Oulu, Finland. Fortunately, I had on that languid summer Sunday stumbled across perhaps one of the most amenable skydiving centres in Finland, namely Oulun Laskuvarjokerho.

Finnish parachute clubs are not commercial centres. Consequently, they're relatively cheap. Depending on the locality, student jumpers pay between 40-45 Finn Marks per lift (8 FIM = 1). They follow a progression programme similar to that in the UK, which culminates in the awarding of the Finnish Parachutist Licence (Ilmailulupakirja in their language) - arguably the equivalent of a 'C' licence.

The Sporting Club of Finland based at Helsinki-Malmi Airport boasts a Pilatus Porter with in-flight music. I should hasten to add that it is advisable, on descent, to avoid the housing estates which line Malmi's DZ. During my brief sojourn there, the winds proved tolerable and the spotting good.



A warm welcome is also extended to visitors to the Arctic Circle Club at Rovaniemi, the principal town of Lapland. I visited Rovaniemi in early September, taking a late Finnair domestic flight from Oulu. Two of the club members greeted me as I disembarked from the DC-9, leading me to a beery barbeque. The night was still and crisp...and magical. Warming myself at the camp fire I gazed upwards. The Northern Lights were doing their dance - swathes of green and blue caressed the constellations.

Unfortunately the Arctic Circle Club's C-175 can only take three jumpers per lift, it is also slow. I was to exit from 1600m, and the Cessna took 35 minutes to achieve that altitude. By this time the temperature inside the plane had dropped to -10°C and I had developed a headache. It therefore came as a relief when the jumpmaster Mikko turned to me and said, "Okay, you can go".

As I have been told, one doesn't know Finland unless one spends the winter there. An extra dimension is then added to the skydiving. Relative work is performed at -30°C , and ice gathers on the face during free-fall. To compensate for the ordeal? Fantastic Nordic scenery, a softer-than-soft landing into snow and a 'para-sauna' afterwards. Take one sauna at 60°C or above (usually well above), and whenever it gets too hot simply dive into the lake outside the sauna cabin. Then you really are breaking the ice with the locals!

The characters at Oulu make it an interesting place whatever the time of year. For instance there is the jumpmaster Jukka who loves to quite literally get his kicks by turning 180° and backing into students at high speed in RW, as I have discovered the hard way. Or how about the bevy of beauties, a.k.a. the Oulu Ladybirds, the club's 4-way ladies team? They certainly are a sight for sore eyes, especially when they exit the plane in leotards, suspenders and high heels!

The National Board of Aviation based at Helsinki-Vantaa Airport administers over parachuting matters in Finland. AFF has not yet been approved, though many jumpmasters would like to introduce this form of instruction.

SEAN HOGAN

c/o Swansea Parachute Club

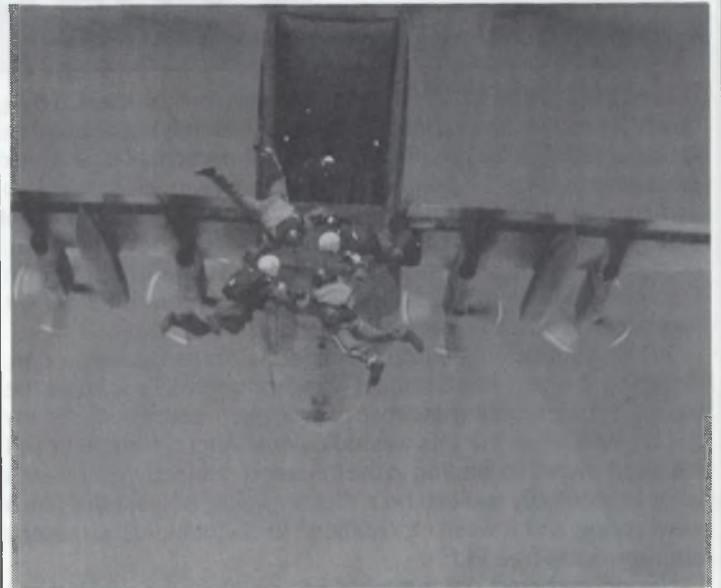
FESTIVITIES AT THE FREDS, AND SOME END UP 'PLASTERED'

With 197 displays behind them, the Freds were eagerly looking forward to their Christmas break. 1984 had been a busy, but rewarding year. The Team now boasts the National Accuracy Champion - **Neil Dixon**; a Brit Team member in **Julian Spencer**; half of the 'Blue Freds' - National Speed Eight silver medallists and Army Champions in the shapes of **Graham Copestake**, **Jim Scarratt**, **Eddie Carroll**, **Jon Turner** and **Roy Deakin**. 1166 students have been trained and made their first jump with the Freds, and they themselves have notched up over five and a half thousand descents between them. The title of 'Jump Pig of the Year' goes to **Jon Turner** (with over 450), closely pursued by **Eddie Carroll** who by now should have achieved his 1000th jump. It's obvious that hasseling the manifester does work!

Eddie and **Sean Day** were recently successful in attaining their PI's rating at the Shobdon course, and **Julian Spencer** and **Terry Guildford** were both awarded their Instructors tickets. **Keith Saunders** and **Stevie Greenhalgh** missed most of the run-up to Christmas by being on a Tactics Cadre, which was slightly more harrowing than cleaning up the Team area prior to the holiday. **Chris Lane** and **Chris Byrne** continue their good progress. Chris Byrne is now on a square and Chris Lane will be as soon as Delta Hotel returns from her Christmas holiday and C of A inspection. **Phil Richmond** has joined the Team from 3 PARA and since the start of the advanced course has progressed rapidly and is now jumping a Cloud. **Brian White** (also on the advanced course) has made his first square jump.

A real live female came to the Team and survived a month long course in November/December. **Annette Heaton**, a familiar Weston jumper, was given a temporary posting from her WRAC unit at Bicester and was committed to **Chris Allen's** tender care for CRW instruction. She ALMOST achieved her 'D' licence on her last day, but once again the weather held the trump card and it wasn't to be. Hopefully, she will be back again in 1985. Apparently, apart from her obvious jumping ability, she is also an excellent cook - so I'm sure her talents will be fully exploited.

The high spot of the festivities was to be the Coloroll Red Devil's Ball at the Savoy Hotel in London. However, a few days before this glittering event, the Team were engaged in military balloon jumping in somewhat marginal conditions, on Hankley Common. **Graham Copestake** succeeded in break-



Freds and Coons a 'Fredcoon'?

ing an ankle, and **Dixie** decided that his other heel had felt a bit left out of the action of late, and broke that. so, just days before this auspicious event, at which Coloroll were hoping to show off their famous proteges to their business associates, it looked as though the Freds party would look like the Raspberry Ripple Club. In addition to the two already mentioned, there was **Roy Draper**, that ubiquitous Queen's Avenue DZ bum, with an arm in plaster (jumping a Rixy Unit in nil wind); and **Graham (Robbo) Robertson's** girlfriend, (who had been conned into coming on a student course) - now with a leg in plaster. NOT QUITE what the Director **John Ashcroft** had in mind one suspects!! However, Graham managed to persuade the hospital to remove his plaster in favour of some heavy duty strapping, and proceeded to hobble around with poor **Cheryl's** noble assistance; Roy managed to conceal his offending limb up a specially widened sleeve, and **Fiona's** other obvious attributes meant that probably not too many people looked as far as her ankle anyway! So it was left to Dixie to do it in style and was granted a late pass by the Matron, as long as he came in, and stayed in, a wheelchair. The evening was a great success and it was so gratifying to hear just HOW much Coloroll have appreciated the efforts and professionalism of the Red Devils at their stores during this first season. **Micky Munn** received cheques for the Team and for the Airborne Forces Security Fund, from royalties accrued from the sales of Red Devil wallpaper. This



Capt. Micky Munn

Fl. Sgt. Ali McDonald

WO2 Alex Munro

Fl. Lt. Dave Griffiths

really is a sponsorship deal which is working to the mutual benefit of both parties.

Jim Scarratt was presented with The Red Devil of the Year Award, and had taken his R & R from Northern Ireland to be present. It was a really popular and well deserved honour for someone who had worked so hard during his time on the Team. It would also have been a great cause for family celebration, as his father, **Bill Scarratt**, was a former Red Devil. This fatherly pride was probably short lived as Jim managed to alter the features of his father's BMW, trying to do a Torvill and Dean performance on some black ice. I understand that he no longer answers to his former nickname of Jasper, but that Rolly is fairly topical!

The day following the Savoy function, the Team Christmas drinks party and curry lunch took place. **Micky Munn** presented bronze statuettes, in recognition of service to the Team - to **Jim Scarratt**, **Chris Allen**, **Lenny Lampard**, and sent **Mark Flint's** and **Jimmy Crawford's** back to Northern Ireland with 'Rolly'. **Chris Allen** will be sorely missed, particularly in his capacity as an Instructor on Student Course. His quiet confidence was greatly appreciated by many a first time jumper, and his patience with those progressing through the category system was exemplary.

It is traditional that the Freds always liven up the

Christmas party for the children of Aldershot's Riding for the Disabled Group, and this year was no exception. **Micky Munn** arrived armed with Smarties, posters and stickers and with **Dave Trick**, **Mark Forbes** and **Chris Lane** to help him - plus two really professional looking clowns, complete with juggling clubs. Under all the make-up were **Julian Spencer** and **Adam Wickers**, having the time of their lives as The Bozos! The children, (and the adults) thought they were fantastic, and they certainly were the high spot of the party. Spence had on a super clown suit, while Adam was wearing his best REAL suit! (But that in itself was pretty funny!)

It is all peaceful in Aldershot at present - only **Bob Harman** has made the trip to the States, and most of the others are still away - some at Headcorn, some at Peterborough, and many just at home. **Chris Allen** went skiing in Austria, and managed to ski on to the roof of someone's house! **Micky Munn** has been sunning himself in Malta and having his first real break away from the office for ages.

1985 looks like being a vintage year, with a trip to Bermuda already confirmed and shhh! you know what - the new aircraft which some thought was a mirage (no you can't jump out of them, silly!) is now looking more than a probability - so watch out for a new BN2T in the hopefully Blue Skies this year.

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CHAIRMAN'S REPORT

I would like to take this opportunity of welcoming so many old, not so old, and new faces, to this the 18th Annual General Meeting of the British Parachute Association.

Many of you support the Association in various ways throughout the year, but it is especially pleasing to see you here at the A.G.M.

Since presenting my report for 1983 many of the changes which I then referred to have become effective. I will deal with the more important of those later in this current report.

Dealing first with the changes announced last year in relation to P6 Membership, I am very pleased to be able to report to you that the new system of making all student parachutists P6 Members of the Association is working extremely well, and will clearly be of great benefit to the Association in the years to come. The thanks of the Association must be expressed now for the tremendous support received from the Proprietors of the Students Centres, who unquestionably have substantially contributed to the success of the new system.

It will be necessary to propose a modest increase in the P6 Membership fee for the coming financial year, commencing 1st April 1985. This has been kept to an absolute minimum and is in any event mainly taken-up by the increase in insurance premium. The Treasurer will report more fully on this aspect of the matter when giving his report.

When addressing you on the question of P6 Membership Subscription, the Treasurer will also deal with the remaining membership subscriptions and explain the need for increases, in order to protect the financial viability of the Association. Indeed, I regret to report briefly in this report that the Association suffered a small loss in its last financial year.

Unfortunately the same trend continues up to date, but you will be pleased to know that in the next full financial year commencing 1st April 1985, this unfortunate trend will be reversed and the Association should revert to profitability. The Treasurer will be providing much more detail of the Association's financial position.

You will, no doubt, recall that during 1983 your Council decided to withdraw the distribution of free issues of Sport Parachutist to clubs and centres. During 1984 that decision was rescinded and the free magazine issue has been re-introduced. It was felt that this was a valuable service to members and it would assist in advertising the BPA Shop. Despite the re-introduction of the free issue of the magazine the P6 Membership Fee was retained at its existing level.

The annual membership statistics are attached at Appendix 'A'. As you can see these show an increase over the previous year. It will be seen that there has been a 89% increase in P6 Memberships.

Your Council has decided that the arrangements whereby the BPA Shop sales should be franchised to an outside third party has not been in the interests of the members individually nor has it been in the interests of the Association. Accordingly, with effect from the 1st January 1985, the BPA Shop sales will be undertaken by the BPA Office. In this way the members will be served in their shop needs by their own direct employees. This will have the added benefit of the BPA Office being able to respond expeditiously to any constructive suggestions of its member customers.

During 1984 the workload imposed upon your full-time employees was considerable and it would be unrealistic not to expect there to be a few teething problems with the re-introduction of the Shop from the Office. I do ask that you bear with the Office Staff for a short time to enable all teething problems to be ironed-out to your satisfaction.

Whilst discussing the workload in the Office, it would perhaps

Chairman looks worried as the recount of the subs vote is announced.



He looked happier later after winning £1000 in the BPA Lottery.

be appropriate to mention here that the Council decided that the only way in which the Office could adequately cope with the increase in membership and provide a proper service to its members was for a computer system to be installed.

A BPA member, **Mr. Neville Howarth**, has generously given advice in this connection. The Council also employed the services of an outside consultant to advise the Association on its computer needs.

The culmination of these efforts is that we are now extremely close to ordering a system which it is hoped will be operational by the end of March 1985, so as to process the membership renewals at that time.

In addition to making the running of the Office easier, the installation of the computer will also enable often vitally needed information to be readily available to your Council to enable it to deal with various problems that it faces. It is anticipated that the cost of the system will be about £5,000 but it is considered that long term this will be money well spent.

At this time last year I gave you details of the new Article 39A of The Air Navigation Order, 1980 (as amended), which came into force on the 30th January 1984.

The transition from the old system to the new system appeared initially to work well, but it is with considerable regret that I have to report to you that in recent months we have encountered a number of difficulties with the Civil Aviation Authority.

Despite the efforts of **Tony Butler** and **John Hitchen** these difficulties were not resolved and this led to a meeting between the Director General, Deputy Director General, your Vice President **Mr. Charles Shea-Simonds** and myself in London. The Director and his Deputy were helpful and concerned and as a result a small working party has been set-up to try and resolve these difficulties to everybody's satisfaction. I certainly hope that your Chairman for 1985 will be able to report more favourably on our working relationship with the C.A.A.

Having mentioned **Charles Shea-Simonds'** name, it is perhaps appropriate at this juncture to advise those of you who do not already know, that during the course of the last year, **Charles Shea-Simonds** and **John Meacock** (both past Chairmen of the Association) were made Vice Presidents. The appointments were in recognition of the very long and loyal service given by both to the Association. Both still continue to give much of their time and valued opinions for the benefit of us all.

I know you will all join me in extending our heartiest congratulations to both Charles and John on their appointments.

We still, of course, continue to receive tremendous support from the Sports Council. We are, as ever, grateful for its assistance. In particular, I would like to thank **Geoff Stretton** and **John Scott** for always being available to assist and advise in connection with grant aid generally and our particular needs specifically.

During the course of this year our proposed five year development plan has taken shape, although only after an enormous amount of time and effort by your Development Officer, **Danny Hennessy**. There is still much work to be carried-out on our Development Plan, but I hope it will in its final form be processed by the Sports Council during the first half of 1985. This should then result in us receiving support from the Sports Council on a projected basis, rather than on a year by year basis. It must not be overlooked that we are, in any event, to lose all grant aid in respect of core administration (as will all other national governing bodies). This will be a source of income that will have to be made-up by other means.

It would be extremely difficult and certainly unwieldy for me to attempt in this report to provide a full report on the current state of the Five Year Development Plan. I have, therefore, asked **Danny Hennessy** to provide you with a resume after the Treasurer's report.



Danny Hennessy

May I once again, on your behalf, thank you, Danny, for your tremendous support in dealing with this most important aspect of the Association's business.

As you know the Association has been searching for freehold premises in order to rid itself of an on-going rental situation. During 1984 one firm bid was made in respect of premises in Leicester. The Association's bid was not accepted. In any event it is proving extremely difficult to assign our existing lease of the premises in Kimberley House.

Efforts to assign the lease and to locate new freehold premises are continuing.

It is worth mentioning here that it is hoped that in the event of suitable freehold premises being found we will be in a position to apply to the Sports Council for a capital grant towards the cost of purchasing those premises.

You continue to be represented on the Council of the Royal Aero Club and through that F.A.I. We are also, of course, represented on the Parliamentary Committee of the Royal Aero Club.

Your full-time staff have worked extremely hard during the

course of the year and, as ever we must all be grateful to them. I am particularly grateful to the National Coaches for the speed with which they re-arranged the venue for the National Championships after being told at the eleventh hour that the then Proprietors at Bridlington were no longer prepared or able to honour their commitments.

A very special vote of thanks must go to **Tony Oakes**, Chairman, and **Pat Walters**, CCI, of The Halfpenny Green Parachute Centre for agreeing to host the National Championships at extremely short notice. Their enthusiasm and support were outstanding.

The Nationals saw the emergence of joint overall mens champions **Steve Treble** and **Tony Uragallo**. The overall ladies champion was **Jane Buckle**.

On the relative work scene, Pampisford and Weston produced the champion eight way team with the champion four way team Zaphod containing a member of Council.

Although an earlier decision had been taken only to send a mens team to the Classic World Championships, this decision was reversed as a result of the high standard of the ladies.

At the World Classic Championships in Vichy the mens and ladies teams gained 5th and 12th place respectively.

In view of the fact that the original budget only allowed for a mens team it was necessary to raise additional funds to support the ladies. A vote of thanks is due to our Vice President, **John Meacock**, for allowing the team at very short notice to train at Peterborough. Thanks also for his invaluable assistance in procuring funds from other centres and individuals to assist with the financing of the ladies team. As you know a full list of those who contributed has been printed in the magazine and I would like my own and Council's thanks to all of those to be recorded here.

We were well represented at the Relative Work World Cup in Lapalisse in both the eight way and four way events. Unfortunately due to adverse weather conditions the World Cup was not concluded.

In the World CRW Championships in Australia the Royal Marines again did us proud by taking the Bronze Medal. Yet again, **Gerry O'Hara** came to our rescue by hosting the CRW Championships at Netheravon and for providing the load of the video for the Classic and RW Championships at Halfpenny Green. **Gerry O'Hara** is not standing for Council in the coming election and I feel sure his contribution will be sorely missed. Thank you Gerry.

During the course of 1984 the Safety and Training Committee has been ably chaired by **Jim Sharples**. My thanks go not only to Jim for his Chairmanship but also to all those Chief Instructors who regularly attend STC and provide the invaluable input that enables our sport to be conducted safely.

Once again, **Peter Ritchie** has carried-out a marvellous, although thankless, job as Treasurer and Chairman of the Finance Committee. Due very much to his expertise and the assistance of the Secretary General the overheads of the Association have been kept to a minimum and in some cases reduced. Peter will tell you more about that later.

Sean Lambe has completed a second and very successful year as Chairman of the Competitions Committee and we must all be grateful for his efforts.

Your club representative, **Jane Watts**, is not standing for election to the new Council. Her efforts on your behalf will be missed. On your behalf I would like to thank Jane for her efforts over the past two years.

Sport Parachutist continues to be run by the Editor, **Dave Waterman**, and his editorial and advertising staff. From time to time disagreements arise over the running of the magazine. These disagreements are best dealt with openly at Council Meetings. Behind the scene discussions concerning the magazine serve absolutely no useful purpose whatsoever.

Our National Coaches have been instrumental in organising and running instructors courses throughout the year, with the result that we have benefited with the qualification of two

examiners, four advanced instructors, fifty-four approved instructors and a large number of potential instructors.

In addition to their normal workload the Coaches were heavily over-committed in re-writing the Operations Manual and the Instructor Manual.

Thanks also to **Charles Port** and the remainder of the Administrative Staff for their hard work, often exceeding the call of duty.

I have during the course of this report mentioned several Council Members by name, but it would not be right for me to conclude without thanking each Council Member personally for the advice and support received throughout the year.

Finally, can I thank you all and all members of the Association who are not present today for their support, which I am sure will continue to the new Council during 1985.

My very best wishes to you all for an absolutely bumper parachuting season during 1985.

JAMES T. CROCKER
Chairman BPA



The 'Likely Lads' the new Council.

Dave Howerski 3000 Jump Award



Instructor of the year Ted Oldrey

**MEMBERSHIP STATISTICS FOR A.G.M.
FIVE YEAR SITUATION ANNUAL JAN-DEC**

TYPE	1980	1981	1982	1983	1984
Renewal	4270	3622	3581	3395	3633
New Full	1081	1166	885	839	680
P4	1804	1098	394	465	379
P6	12183	14200	20413	23797	44987
Scottish	596	488	183	161	-
Associate	86	95	99	83	73
Mag. Subscribers	74	186	175	170	208

MONTHLY FIGURES 1984

	RENEWAL	FULL	P4	P6	ASSOCIATE	MAG SUBSCRIBERS
Jan		18	15	-	544	3
Feb		-	24	-	1703	-
Mar		8	34	12	1782	-
Apr		2967	135	28	2642	61
May		273	76	54	4237	5
June		117	89	54	3603	-
July		129	92	175	7423	4
Aug		35	62	4	5976	-
Sept		53	26	1	4706	-
Oct		17	46	1	5824	-
Nov		16	47	3	4667	-
Dec		-	33	47	1882	-
TOTAL		3633	680	379	44989	73

TOTAL: 49,994

BRITISH PARACHUTE ASSOCIATION TREASURER'S ADDRESS AT ANNUAL GENERAL MEETING SAT. 12th JANUARY 1985

Good afternoon Ladies and Gentlemen. This is the fourth occasion on which I have had the pleasure or otherwise of presenting to you your Council's recommendations as to the level of subscriptions for the year commencing on April 1st and, I am afraid, the fourth occasion on which an increase is necessary.

The first time, in January 1982, we were projecting a deficit for that year of £13,000 and it was apparent that a substantial increase was needed. I therefore did some research back for a ten year period to produce inflation adjusted figures based on the 1971 figure of £3.50, to support our recommendation for an increase from the 1981 figure of £7.25, to £12.50 which was, in the event, rounded up by a proposal from the floor at the A.G.M. to £13.00

Even at that level it was somewhat below the inflation adjusted equivalent of £3.50, £14.40 and only edged over the adjusted figure with last year's increase to £16.50. In other words, the members had been paying over a twelve year period substantially less in real terms than they had been paying in 1971.

At the A.G.M. in 1982 when the decision was taken almost to double the subscription, it was coupled with a recommendation that subscriptions should be increased annually by not less than the rate of inflation and this has been the case. The deficit in the year to 31st March 1982 was in fact £18,000 against the forecast £13,000 but with the benefit of the increase in subscriptions, this was turned with a surplus of £12,500 in 1983 only to be succeeded by a small loss of £373 in 1984. In other words the net worth of the Association at 31st March 1984 was still some £5,000 less than three years earlier.

This is a state of affairs which we cannot allow to continue. Really it seems to me now that the subscription figure of 1971 related to a British Parachute Association which bore little resemblance to the Association of today. The demands on our Staff and Resources have increased dramatically with, in particular, far more time and money being spent on dealing with the increasingly strict control of the C.A.A.

and in providing safety and other services to the Clubs through the National Coaches and Safety Officers, one of whom is still not being funded by the Sports Council.

Danny has already explained to you their attitude to the future and it is up to us to ensure that we have a strong and if necessary independent financial base. We are in course of computerising our records and accounting and we wish to buy our own freehold headquarters here in Leicester. I am not in any way criticising the decision made to lease our present offices when we moved to Leicester but if we had bought freehold then, we could have paid off the mortgage by now and not be faced with our present annual rent and services bill.

Last year we made considerable economies including reducing travel expenses, imposing a cash limit on international competition spending and making the magazine self-financing in order to be able to reduce the P6 membership from £2.50 to £1.50. This, I am pleased to say, had the desirable effect of bringing all student drop zones within the B.P.A. where previously a number of centres did not make their students members of the B.P.A. When I say desirable, I really mean essential as a united front must be preserved, in order to continue to satisfy the CAA that we are a responsible, cohesive national body able to be afforded a certain amount of self regulation, if the sport is to survive the increasingly stringent controls being placed upon it.

With probably 40,000 students trained this year this exercise has not been without cost to the central funds of the B.P.A., some £20,000 to be precise and this is one of the causes of our projected deficit this year. Taking all the factors which I have mentioned into account, including the continued funding of an additional National Coach and Safety Officer until the Development Plan is approved, the figure for the annual subscription for the year commencing 1st April recommended by your Council is £21 and I hereby propose this formally for adoption by the members.

I would now be happy to answer questions.

Chris Clements 1000 Jump Award



Jane Buckle 2000 Jump Award



Chris Pollett 1000 Jump Award



Barry Henderson 1000 Jump Award



DEVELOPMENT PLAN REPORT

In 1983 Sports Council announced that it would in future require all Governing Bodies of Sport to restructure their applications for grant aid and said that it would no longer be prepared to administer grant aid in the very general way that it had in the past. Instead they called for very detailed plans to cover periods of 5 years or more and these plans were to include specific projects and programmes to carry that sport forward. In addition every aspect of the Associations activities had to be costed out to the last penny and in particular projects and programmes such as coaching schemes had to be finely budgeted.

Well I am pleased to say that your Council reacted immediately and enthusiastically seeing this as an excellent chance to plan and organise for the future structuring of our Sport. We very keenly and enthusiastically set about creating a Development Plan. At That time enthusiasm was the greatest commodity we had.

In good old English tradition we formed a sub-committee which then spent a great deal of time and energy discussing where we should go and what we ought to aim for. It soon became clear that if we were to achieve anything we would need to spend more than a few hours together at a time. And so it was resolved that we would spend a whole weekend together in the hope that we could really get to grips with forming the skeleton of our development plan. So the 4 of us spent the weekend together in London thrashing ideas around and eventually things began to emerge. We realised that we needed more than just a plan we needed a complete strategy. It was also realised that it wasn't just a general strategy - it was to do with something quite specific - the effectiveness of all that we do. Finally, we decided that we were not talking about something that would have a finite end in say 3 to 5 years - we weren't intending to become more effective for only a given period but continuously throughout our future as an Association. We are not talking about a mere development plan but:

"A STRATEGY FOR FUTURE EFFECTIVENESS

The OBJECTIVES

The Oxford dictionary defines a strategy as the art of projecting and directing the movements and operations of a campaign. Very military sounding but nevertheless very pertinent to our present position. Any campaign is not composed of a single element but many different elements - and in our case we've termed those elements objectives. In other words we have looked at the sport as a whole and isolated areas of action and set ourselves specific objectives. For the sake of brevity I have reduced the objectives to single words or short phrases and they are as follows:-

- | | |
|---|--|
| 1. Regionalisation
DZ Facilities
New Income | 2. Coaches
Coaching Scheme
Retention |
|---|--|

3. Competitions
Judges
Riggers (Pilots)

4. Computerisation
Freehold HQ
PR & Marketing

The list of objectives I have shown you is beyond no means exhaustive - indeed there is one omission from that list that has already been identified (I shall refer to that later), and as we progress with the implementation of our Strategy we'll incorporate new objectives as and when necessary.

I'd like now to take each of those objectives in turn and give you a slightly more detailed idea of what the thoughts are behind our strategy. But I must point out that I am in no way saying that we know all the answers - we don't - but we are working hard to try to find the correct answers.

Going back to the objectives then, I would like to look first of all at the matter of computerisation. The full wording of this objective is 'to employ computerisation for accounting purposes and statistical records'. It is nothing of a coincidence that I chose this objective as the first with which to deal in this talk. I choose to quote it specifically because this is an area in which we have already made considerable progress and it illustrates well the point that we can't wait to launch our strategy for future effectiveness until all aspects of the campaign are in an equal state of readiness. Certain areas demand immediate and decisive action and this is one of them.

For many reasons not least of which is Sports Councils new approach to grant aid, we have realised that we are very restricted in our manipulation of financial and accountancy matters, and that by having our financial affairs computerised we can become more efficient and effective. Because of the new approach to grant aid it is going to become increasingly necessary for every aspect of our activities to be budgeted and cost out in advance - with complete breakdowns of the costs all resources employed - materials, equipment purchase or hire, coaches salaries, office staff time, every component you can imagine will have to be costed in advance. Should there then be a subsequent change to one or more factors affecting that programme or project the whole budget will have to be re-adjusted. Some of the budgeting will be quite complex and it doesn't take much imagination to realise that if a computer is employed in this area a vast amount of staff time will be saved freeing the staff to give their attention to other matters.

This is not the only area where we believe that computerisation is going to bring about increased effectiveness, we also believe that by putting the right membership details on the computer we will ultimately be able to provide better membership services. For example: at the present time all membership renewals become due on the same date thus presenting our staff with a massive peak of work in a concentrated period of time. In the future it may become possible for us to deal with membership renewals on the anniversary of the original date of full membership being taken out. Thus spreading the work load over the full year. A far more effective way of doing things.

In looking at the other areas of activity or proposed activity it has become clear that if we are to effectively monitor all our programmes and projects than it will be necessary to collate vast amount of facts and these facts will only be of value if they can be rapidly and readily retrieved - this is most likely to be efficiently done correctly loading the right facts on a computer in the first instance. My fellow Council Members will bear me out when I say that very often our intention to make decisive judgements on

problems present at Council has often been thwarted by lack of readily available information and the time taken to collage the information by hand has meant that the opportunity to act decisively has been lost. There is no doubt in my mind that for the reasons outlined computerisation is our first important step towards our strategy for future effectiveness.

FREEHOLD H.Q.

In our talks with Sports Council over the past year it has become clear that one area of finance where we are guaranteed to see change is in the grant aid towards our core administration. No longer are we going to be able to depend upon Sports Council to pay for a large proportion of our day to day running costs. While a great deal of our core administrative costs will be set against the objectives and programmes upon which we are about to embark one important area - that of rent and rates for our office accommodation - is no longer going to be funded by Sports Council. For this reason we have actively set about looking for freehold premises to purchase and use as a HQ. While Sports Council will in future be unwilling to grant aid our rent - thus leaving us to meet the full cost ourselves, there is good reason to believe that they may be prepared to provide a capital grant for a one off purchase. However, this matter is far from settled and is complicated by a number of problems yet to be surmounted.

PR & MARKETING

Moving on to a completely different subject that of PR and Marketing - we have in the past as an Association from time to time employed private companies to take care of the PR and Marketing of British Parachuting. I think it is fair to say that we have been less than happy with the results we've received so much so that a few years ago we terminated our contract with the then company handling our PR and that contract was not placed elsewhere. It was not placed elsewhere because we didn't feel there was any point, quite the opposite, we believe there can be immense value in positive and well structured PR and Marketing campaigns - but we did not feel in a position to expend large sums of money without really having a positive and firm set of guide-lines on how we want to present ourselves. There is a maxim "any publicity is good publicity" but in our case nothing could be further from the truth as bad publicity or a poorly handled PR drive could seriously damage our relationship with Sports Council and others as well as destroying our chances with potential major sponsors.

How we present ourselves to the general public and to specific target areas of the public, media or private companies is a very important matter that can have long term benefits throughout the sport. Done badly it could damage our future. Done effectively it could produce great rewards. While at the present this is an area where we still have a great deal of work to do. We are not ignoring the possibilities as they arise. To that end during 1985 we will be taking advantage of putting ourselves in front of the Youth of Great Britain. Initially this will take the form of a short article and cartoon to appear in the National Association of Youth Clubs Magazine. This magazine goes out to a membership of 750,000 is read by 450,000 young people in the age range 14 to 21. The article accompanying the cartoon will briefly outline our Association as a whole and tell the reader how to get in touch with us for more information about clubs in their area.

Hopefully this will have the effect of producing some free recruiting for our clubs around the country as well as getting across the point that parachuting is a SPORT - more than that it is an organised and regulated sport with its own governing body and supporting clubs and membership. It will tell them that we exist as an Association. Later in the year a feature article will be used to illustrate how one of their members joined the BPA through such and such a club and has progressed to whatever

level. Reinforcing the point about our existence as an organised body as well as forging a common bond between their organisation and our activity. This is one small step in what in the next few years will grow to be an important aspect of our work.

COMPETITIONS

Moving on now to competitions. The full wording of this objective is "To organise a comprehensive calendar of competitions leading up to the annual National Championships." By this we mean to become more involved in the competitions that already take place at club level by offering assistance and support. And possibly by encouraging more competitions, perhaps on a regional basis and certainly looking to ensure that all disciplines of the sport have equal access to competition. Additionally we will be looking to ensure that those other than the already experienced jumper and competitor are catered for. It is very important for the sake of our representation at international level that we have a good build up to our nationals and the selection of our national representatives - but we must be very careful not to neglect the novice and intermediate competitor as well as the fun jumper who wants to add a bit of spice to his jumping by taking part in a fun competition.

To do this the BPA does not intend to take over the role of the clubs who already do a first class job of running their own competition - that would be counter productive. What is intended is that we should liaise with clubs to provide additional support or income to ensure that the competition is a success without being a financial burden or administrative drain on Club resources. In exchange we will be asking for Club assistance in meeting some of our objectives through their competition.

Additionally where a need for a particular form of competition is not being catered for in the normal calendar of events I would see it as the role of the BPA to either take it upon itself to organise that competition or more likely provide the inducement and support for an existing club to host the competition.

To sum up our aim for competition it is to encourage as great a participation in competition as possible at all levels and in all forms in order to promote great enjoyment within the sport as well as to improve standards both at club and international level.

JUDGES

Closely associated with Competition is the matter of competition judges. As jumpers and competitors we all too often take for granted the people we need around us to make our sport happen in a safe and happy environment. Where competition is concerned we will go nowhere without judges - well qualified judges. At the end of the day in any competition it is the experience and quality of the judges that will either make or break it in terms of enjoyment. And if people aren't enjoying competing, then they are far less likely to want to continue. But judges don't just happen! - they don't just gain the qualifications and experience overnight! They need to be recruited, trained and kept in practice in a controlled and organised manner. Therefore it is our intention to study carefully how best to attract individuals to become judges, how to train them and expose them gradually to progressively higher levels of competition and how to keep them in current practice. The target is to produce a pool of Judges across all disciplines who will be induced and encouraged to be available and support clubs to officiate at all levels of competitions throughout the country.

RIGGERS

A few moments ago I mentioned that as jumpers we tend to take for granted those people in and around our sport who are not necessarily jumpers but upon whom we depend greatly to make our sport happen. I've already spoken of Competition

Judges but we need also to mention Riggers and Pilots.

The Riggers already have their own sub-committee and have organised courses of training on which individuals can become qualified as basic riggers prior to progressing towards advanced qualifications. I mention them here not because we have any intention of interfering with their already organised system but to illustrate that their needs, plans, aspirations and whatever else will be taken fully into account and integrated totally within our overall strategy thereby ensuring them of support in both financial and organisational aspects.

Pilots too I mention in the same vein, not because we as parachutists are about to attempt to dictate any form of conduct to them - but because of our essential interaction within the sport it is vital that we constantly keep abreast of developments on that side of the house. And additionally there will be many needs that they foresee that can readily meet in conjunction with objectives and programmes that are being pursued elsewhere within our strategy. For example - if we look at Instructor or Coaches assessment Courses there is an activity during which a great deal of flying will take place and this may well provide an opportunity for pilot conversion training. And if this is done in the presence of our Chief Flying Instructor or Assessor it will give us the opportunity not only of ensuring consistent flying/operating standards but again of demonstrating how conscientious and safety conscious we are.

COACHING OBJECTIVES

A subject that has been raised consistently over the past few years is that of coaching and the need to provide better coaching opportunities. Well, the first step in this matter has to be the creation of Coaches. We intend to do this by designing a series of coaching awards courses - one for each discipline of our sport.

To begin with we need to determine the criteria for eligibility for these courses. Having selected our potential coaches we then need to put them through a period of assessment during which they will have the opportunity to demonstrate their skill and ability as a coach and we will have the opportunity to introduce various standards and yard sticks to ensure a consistent approach to coaching in any discipline across the country. As with our present instructor courses there will be a period of assessment to ensure that the would be coach has a full working knowledge of all that is required to be successful.

COACHING SCHEME

Once we have qualified coaches we can then immediately embark upon a Coaching Scheme. The intention being to create a nationwide scheme based upon a pyramid of qualified coaches in each of the 3 disciplines of our sport. We want to create a well organised and structured coaching scheme that will be readily and easily accessible to the whole of the membership irrespective of their location and ability.

The only way to successfully organise such a scheme is to control it centrally so that courses can be administered to ensure that all clubs and individuals get equal exposure to coaching and that the standard and quality of coaching is commensurate with the ability of the students.

RETENTION

This leads me on to the matter of Retention in our sport. Despite this last year there having been something in the region of 40,000 students trained very very few have elected to remain in our attractive, colourful, dynamic and exhilarating sport. The question is WHY?!

Well, there are undoubtedly many reasons and I am sure that we can all of us come up with a few reasons - all of which will be correct. But whatever the reasons - and they are too complex to discuss at this juncture - we cannot afford to continue to ignore such a vast potential full time membership.

There are those who believe that we can do nothing to affect retention - I believe they are wrong and I intend in the next few years through the various programmes and projects which go to make up our strategy to demonstrate that we can positively increase retention for the benefit of our sport.

REGIONALISATION

I would like now to turn to the final 3 objectives on my list and to take first the subject of **REGIONALISATION**. It is our intention to operate a number of regions in Great Britain roughly based on the Sports Council regions that will allow for activity and organisation on a regional basis. Regional activities will reflect the needs and conditions of a particular region while taking account of national activity. One particular target within this objective will be to encourage and assist clubs to apply for and make greater use of Regional Sports Council funds.

To have exactly the same number of Regions as Sports Council seems unnecessary and looking at the number and geographical spread of BPA Clubs it would appear that 4 regions will suit our needs.

I've mentioned already one purpose in looking to Regionalise our Sport - that of tapping the funds of Regional Sports Councils - there are as you might expect other reasons.

We wish to promote Regional activities such as **COACHING & COMPETITIONS** - both for the benefit it will bring to Clubs and Individuals in the region as well as being a means of strengthening the sport nationally.

There may well also be considerable benefits in looking to collective PR and marketing within regions rather than solely concentrating on national campaigns. Additionally there may well be merit in promoting from among the existing centres a regional centre that will provide for certain regional and national activities thereby qualifying for additional assistance and support over and above that to be extended through our DZ Facilities objective.

DZ FACILITIES

Before anyone takes offence let me make it quite clear that I am intending no criticism of any existing drop zone in my references here. A number of clubs are already (without BPA assistance) making tremendous inroads into the provision of better DZ facilities and amenities. In other areas the amenities may be less than the operator or proprietor would wish but when it comes to the allocation of funds - new student parachutes, AADs, ground training facilities etc. must take priority - and then if there is anything left over maybe we can consider a new toilet or whatever.

No! It is not our intention here to be either critical of what already exists on drop zones or to be dictatorial with regard to laying down standards; it is our intention to assist through direct and indirect financial support and organisational and administrative back-up the progressive improvement and expansion of DZ facilities - toilets, showers, catering units, overnight accommodation and where possible recreational facilities.

You will be wondering what I mean by direct and indirect financial support. Well by direct financial support I mean money direct from the BPA: the ploughing back of income say from one-jump memberships by way of grants and interest free loans - wither or both depending on circumstances. By indirect financial support I mean the helping of clubs and centres behind their project as well as by giving practical help and guidance.

We wish to encourage clubs to create their own internal plan for their own development (and some are in fact already doing

this) and then through consultation arrive at the solution as to how best to fund the project and over what period of time.

We may be living in times when money is becoming an increasingly difficult commodity to get hold of - but all the more reason to plan carefully what we intend to do with it. Clubs are generating a sizeable income to the BPA through memberships and I would like to see a proportion of that going back into the clubs to improve the situation for all concerned.

NEW INCOME

That brings me on to the final objective on my list, that of NEW INCOME. At the present time we have basic forms of income on which we depend - Sports Council grants - which as you know is about to change.

MEMBERSHIP FEES

Despite the fact that we receive quite large sums of money from these two sources we are likely to be frustrated in our strategy for future effectiveness unless we can generate new income and a considerable amount of new income at that.

There are a number of ways in which we can go about this - some of them more risky than others. We can try as we have to generate additional income from the membership as we had done with this BPA Lottery - not so far proved to be a success. We need new methods of obtaining large amounts of money. For the present I will restrict myself to informing you about the one area in which we are actively involved - that of the pursuit of sponsorship. Obtaining sponsorship particularly on the scale required for a National Association is not an easy task. During 1984 we had a fairly lengthy campaign directed at one specific potential sponsor - unfortunately despite our best efforts we

failed at the final hurdle with that one. Naturally, we were disappointed but not discouraged and we have currently a number of seeds planted and I am hopeful that one of them will ultimately bear fruit. In brief what we are looking for is a sponsor who is prepared to put in £25-£30,000 per year initially for a three year period in addition to any support in kind and support of our international competitors. What we are offering in exchange is to provide a display team for 8-10 prestigious displays (clothing and equipment at sponsor's expense), the sponsor's name on all our literature and resources material used on instructor and coaching courses etc. and of course their name alongside ours at our National Championships and with any International representation. Additionally we are also offering where appropriate the use of BPA registered display teams around the country to perform at local dealer events where appropriate; with the team receiving a FEE direct from the organiser. Basically we will be attempting to involve as many aspects of Sport Parachuting as possible in any deal with a sponsor. Not that we intend to put all our eggs in one basket and tie ourselves to one sponsor - where feasible and appropriate we will look to gain sponsorship for minor aspects - and to that end we have already negotiated a deal with Bell & Howell to supply us with video equipment to produce a ground to air video system in addition to a number of air to air systems. This will save the BPA in excess of £6,000.

Finally can I leave you on this note. We have behind us a litter over 21 years of achievement as an Association. It is not now a question of sweeping all of that aside - what has gone before must be the base stone for what is to come. And what is to come depends upon us - you and me. We must work together in a spirit of cooperation and mutual trust - by all means let us be self critical - but let us present a strong and united front to ensure the success of our

"STRATEGY FOR FUTURE EFFECTIVENESS"

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**BRITISH PARACHUTE
ASSOCIATION
ANNUAL INSTRUCTORS
CONVENTION
SATURDAY 12th JANUARY 1985
INTERNATIONAL HOTEL,
LEICESTER**

Present:
J.R.H. Sharples Chairman STC
J.H. Hitchen JNC SO
T. Butler JNC SO
G.C.P. Shea-Simonds
S. Ward
B. Dyas

Apologies:
G. Evans, R. Noble-Nesbitt, G. Douglas, D. Prince.

Some 100 Instructors and Potential Instructors were present. Prior to the Convention beginning the Chairman STC, **J.R.H. Sharples**, thanked all members present for their attendance and thanked the guest speakers in advance.

Item 1 - S. Ward - Audio Visual Display
Mr. **Simon Ward** presented to all present an Audio Visual Display on Parachuting, which included training and all parachuting disciplines. The display was very professionally prepared and it was thought by the BPA Council to be ideal for BPA Clubs use in Instruction Lectures or for taking around when advertising their Club. The display by Mr. Ward was very well received and Mr. Ward informed those present that if they required a copy on video tape they should contact him. Telephone (0793) 770022.

Item 2 - C.A.A. v B.P.A.
Mr. **G.C.P. Shea-Simonds**, Vice President BPA presented his talk on the problems encountered with the Civil Aviation Authority since the Amendment to the ANO 39A at the beginning of 1984. The problems concerned, Night Parachuting at Weekends, Night Displays, Parachuting above 12000ft, CAA Club inspections, and Displays in the London Area. All those present found the talk very interesting and this provoked some discussion and questions. Mr. Shea-Simonds informed the meeting of a BPA group who were meeting the CAA over these problems and it was hoped that they would be sorted out.

Item 3 - A.F.F. - Brian Dyas
Mr. **Brian Dyas** gave the meeting 'an insight' into Accelerated Free Fall, and the training of students on various levels of AFF, he also explained how AFF is to be operated in the UK under the auspices of the BPA, and that it was hoped that before too long the BPA could run their own AFF Instructor Courses as he believed that the standards for British AFF Instructors should be the highest anywhere in line with the BPA Static line system. Brian Dyas' talk concluded with a number of questions and answers.

The Chairman once again thanked the speakers, and suggested that **G.C.P. Shea-Simonds** and **B. Dyas** return next year to inform instructors of the progress in 1985. **J. Sharples** also thanked all those who had attended the meeting and wished them all a very good 1985. The meeting closed at 12.15. The next STC Meeting was confirmed as Thursday 24th January at the Post House, Leicester at 7 p.m.

Present:
J.T. Crocker Chairman BPA
P.W. Ritchie Treasurer BPA

In Attendance:
C.W. Port Sec. Gen. BPA

**BRITISH PARACHUTE
ASSOCIATION
ANNUAL GENERAL
MEETING
SATURDAY 12th JANUARY 1985
INTERNATIONAL HOTEL
LEICESTER**

Members Present - Some 350

Apologies:
G. Lilly, G. Evans, Ms. S. Brearley, J. Ball, A. McFarlane.

Prior to the Meeting the outgoing Chairman, **J.T. Crocker**, welcomed everyone to the 18th Annual General Meeting of the British Parachute Association. He presented the apologies of **Mr. Archie McFarlane**, the oldest member of the BPA (87 years) who had apologised for non-attendance, but he was on Safari in Africa.

Minutes

1. Chairmans Report
The Chairman presented the report to the membership and invited questions from the floor. (The report is reproduced in full in the February issue of The Sport Parachutist). Proposed by **G.C.P. Shea-Simonds** seconded by **G. O'Hara** that the report be accepted. Carried Unanimously

2. Development Plan
The outgoing Chairman of the Development Committee, **D. Hennessy** presented a resumé of the five year development to the membership. (A full report is included in the February issue of The Sport Parachutist). The report was enthusiastically received by the membership.

3. Membership Subscription 1985/86
The outgoing Treasurer, **P.W. Ritchie** presented his report allied to proposed renewal and P6 membership fees for 1985/86 as recommended to the membership by the full Council of the BPA. (The report is printed in the February issue of the Sport Parachutist). The recommendation to the membership was:
a) Renewal £21.00
b) P6 Cost £2.20
He then asked for questions from the floor.

Mr. **Ian Louttit** asked why there was a need for a 25% increase.

The Treasurer replied that there has to be a balance struck between P6 and Renewal fees, and that in the next financial year the plans on development, computerisation and allied costs would have to be financed. He reiterated that the Sports Council had said that in future, Administration would cease to be funded as it is now, and the grants would be relocated in areas of development, coaching, safety, competition, excellence, participation etc. Thus Administration funding would have to be found from other sources. In fact during the last year administration costs had been held and in some cases reduced.

Mr. **Simon Ward** asked why P6 costs could not be raised to £2.50 and Renewal dropped from £21.00 to £20.00. The Treasurer said that the Council was elected by the membership to do what it thought best for the Association as a whole on behalf of the membership. He also felt that DZ Operators might find the increase to £2.50 very difficult to agree and pass on. He also said that the Association must be in a position, at all times, to have sufficient funds to operate, as there were times during the year when the liquidity dropped to as little as £10,000.

The Treasurer reiterated that the recommendations from Council was that only, and the membership at the AGM had the power, right and duty to challenge and/or put forward different suggestions for the membership to consider and to vote upon.

An amended proposal was put to the floor, proposed by **S. Ward** and seconded by **L. Dickinson** that the renewal fee be set at £20 and P6 at £2.50.

A formal vote was taken on the amended proposal. For 106, Against 112. The remaining members abstained.

Not Carried
The original proposal was then put to the vote. For 108, Against 108. The Chairman did not use his casting vote. The remaining members abstained.

After further discussion it was agreed from the floor that a recount vote should be held on the original proposal for £21.00 Renewal, £2.20 P6. Proposed by **P.W. Ritchie**, seconded by **G.C.P. Shea-Simonds**.

For 118, Against 103. The remaining members abstained. Carried

4. There was no item for Special Business.

5. Presentations
The following presentations were made:-

a) Instructor of the Year Award
G.C.P. Shea-Simonds took the floor to present his Instructor of the Year Award to:
Mr. Ted Oldrey

b) Mike Forge Trophy
The Mike Forge Trophy, inaugurated by Mr. Forge in memory of **Major Mike Forge** who was killed in action in

the Faulklands Campaign, for the student who had made most progress was presented to:
Miss L. Hubbard

c) 1000 Jump Awards:
Tex Banwell
Chris Pollett
Christine Clements
Barry Henderson

1000 and 2000 Jump Awards
Bill Sharp

2000 Jump Award
Jane Buckle

3000 Jump Awards
Jackie Smith
Dave Howerski

6. Lottery Draw
The Secretary General conducted the Annual Lottery Draw.

1st Prize	£1,000	J.T. Crocker	Ticket No: 104106
2nd Prize	£500	No Name	Ticket No: 040835
3rd Prize	£250	Mr. Griffiths	Ticket No: 077318
4th Prize	£150	Mr. M. Hull	Ticket No: 019729
5th Prize	£100	Mr. R. Davis	Ticket No: 078045

Special Draw Prize - £1,000
The name drawn for the above was:
Mr. L. Melville

7. Council Election Results 1985 - Votes Cast 542
The names of nominees and votes cast are given below. The top 18 people are therefore the new Council of the BPA for 1985.

		Final Positions	
1.	Crocker		424
2.	Sharples		389
3.	Ritchie		374
4.	Lines		361
5.	Harman		358
6.	Colpus		356
7.	Parker		355
8.	Rennie		352
9.	Copestake		340
10.	Thomas		335
11.	Lilly		= 330
11.	Andrewes		= 330
13.	Tyrcot		325
14.	Brearley		321
15.	Lambe		317
16.	Mason		299
17.	Eversfield		284
18.	Curtis		267
19.	Hennessy		225

Date of next meeting, Saturday 11th January 1986.

**BRITISH PARACHUTE
ASSOCIATION
COUNCIL MEETING
19th DECEMBER 1984
KIMBERLEY HOUSE, LEICESTER**

Present:
J.T. Crocker Chairman BPA
J.L. Thomas Vice Chairman BPA
P.W. Ritchie Chairman Finance Committee
S.D. Lambe Chairman Competitions Committee
D. Hennessy Chairman Development Committee
J. Lines
G. O'Hara
R. Colpus
Ms. S. Brearley
J. Curtis
B. Mason
B. Dyas

Co-opted:
D. Waterman Editor Sport Parachutist

Observers:
M. Bolton, S. Ward, R. Gays, Mrs J. Dyas.

In Attendance:
G.C.P. Shea-Simonds Vice President BPA
Mr. R. Allen JNC SO
A.K. Butler JNC SO
C.W. Port Secretary General

Apologies:

L. Melville, Mrs J. Watts, J. Hitchen - JNC SO BPA, R. Hiatt, J.R.H. Sharples.

Item 56/84 - Minutes of Previous Meeting

Proposed by **R. Colpus** and seconded by **J. Lines** that the Minutes of the Meeting of 25th October 1984 be accepted as a true record.

(Unanimous)

Matters Arising**1) P6 Membership**

The Secretary General had prepared and circulated an update on the above figures.

R. Colpus commented that retention rates were still very bad. It was agreed that comparisons etc. could and would be made when the computer was on stream.

2) Buffet Lunch 12th January 1985

This was agreed at £6.95 per head coast also the Secretary General was authorised to order house wines for the function.

Invitations had been sent and replies were now awaited. The Chairman asked that all Council Members be in attendance.

3) Olympex 85

The previous arrangements were reiterated and it was requested that suggestions be available for the inaugural Council Meeting of 1985.

Item 57/84

The Minutes of the Extraordinary General Meeting of 25th October 1984 were accepted as a true record.

Item 58/84

The Minutes of the Extraordinary Council Meeting of 12th November 1984 were accepted as a true record.

Arising**New Premises**

The Associations bid had been rejected but it was agreed to keep searching for premises and also to continue to attempt to assign the lease on the present premises.

Item 59/84 - Committee Reports

In the absence of the Chairman of STC, **A.K. Butler** presented the Minutes and asked for comments.

1. It was agreed that the Riggers Course be funded as previous decisions.

2. It was agreed to refer back to STC Item 3 Sub Para 4.

3. **A.K. Butler** was tasked with writing to **I. Head** in respect of lapsed membership of the association and a copy to be sent to the proprietor of the Centre.

4. **R. Colpus** asked that it be noted that the letter he and others had written to STC concerning AFF arrived 'after' the Meeting in question and thus gave the impression of having been penned after the meeting, whereas in fact the thoughts written down had been sent prior to the Meeting. He felt, and Council agreed that Council Members (as well as all other members) should be free to voice their own points of view on subjects.

The Minutes were Ratified

Item 60/84

At this point **Mr. S. Ward** presented a short but excellent audio visual package.

After the presentation, some discussion ensued and it was decided to ask **Mr. Ward** to make a further presentation at the AGM in order that clubs could see it. **Mr. Ward** said that it could be put onto VHS and sold to Clubs at £25.

The Council agreed to endorse the audio visual package and **Mr. Ward** agreed to add an additional slide and information about the Association. **A.K. Butler** agreed to put together the Art Work for this. **Mr. Ward** was thanked for his work in preparing this audio visual presentation.

Item 59/84 (continued)**2. Competitions Committee**

The Chairman presented the Minutes of the Meeting.

1. Video

D. Hennessy stated that Bell/Howell would provide what was needed for the video before, hopefully, 12th January. (To be an item on the Agenda inaugural Council Meeting 1985).

2. Bell and Howell were also interested in providing A/A/video.

The Minutes were Ratified

3. Finance

The Chairman presented the Minutes.

a) Computerisation

The Secretary General and **Mr. Reg Allen** had visited Leicester Micro Systems to see a membership software package. The Treasurer and **Mr. Reg Allen** had seen a similar package presented by a company from Stoke on Trent.

Mr. Allen stated that either system was good to work

from but a detailed specification would have to be sent to each company to see if they could cope with it and to look at prices.

It was agreed that the final decision be taken by the Treasurer and Chairman if the final package was within 15% of the £5,000 agreed upon. If not then they would come back to Council.

The Secretary General was tasked with visiting the Leicester Cricket Club to see how a similar system worked. Proposed by **D. Hennessy**, seconded by **S.D. Lambe**.

Carried

b) Shop

Ms. Brearley agreed to carry out a detailed inventory and to transport the stock to the BPA Office.

The shop is to operate from BPA Office from January 1985.

The Secretary General was tasked with getting stocks of items brought in as soon as possible.

A full price list would be looked at by the Finance Committee at their first meeting of 1985.

The Secretary General to write to all Clubs announcing the change of venue of the shop.

The information etc. would also be an insert in the February issue of the Magazine.

c) Telephone

The Secretary General was still awaiting further information on updated equipment.

d) Loan to Clubs

It was agreed to afford Border Parachute Centre a loan of £2,000 over two years under normal BPA conditions.

e) Renewal Rates for 1985

There was deep, intense and thoughtful discussion on the subject of the renewal rates etc., recommended by the Finance Committee.

S.D. Lambe felt that the fees proposed were too high, and asked what additional benefits accrued to the individual member. He further stated that in the service he was continually subject to financial stringencies, and he wanted to know in detail what expenditure had been.

The Secretary General stated that at each annual accounts presented he prepared a detailed breakdown of all 'overall' costs. It was also a fact that if anyone required specific information this was always available or could be worked out by the Secretary General. It was also pointed out that every member of the Association had a line to the office on any problem which they might encounter.

The Treasurer stated that his reason for suggesting the price increases would be fully detailed to the Membership at the AGM.

A vote, as under was then taken on the recommendations of the Finance Committee which would be put to the membership on 12th January 1985.

1. Renewal - to £21.00

For 8, Against 2, Abstentions 2.

Carried

2. New Full - to £24.00

For 9, Against 2, Abstention 1.

Carried

3. P4 - to £12.00 For 12

Carried

4. P6 - to £2.20

For 7, Against 5.

Carried

5. Associate - to £16.00 For 12.

Carried

6. Magazine Only - to £16.00 For 12.

Carried

It was with great reluctance that the Council agreed the increase in insurance premiums for the 3rd Party Liability from 55p to 80p per member. Conversion costs from Provision to Full will be levied on a pro-rata basis.

f) D. Hennessy then brought up the subject of vehicles for use by the Association and JNC SOs to replace the present BPA Van.

It was agreed to send all the paperwork on this to prospective Council Members, and the subject would be a main item on the agenda at the inaugural Council Meeting.

D. Hennessy further stated that the sponsorship effort to date had not been successful but other major sponsors were being approached, he would keep everyone up to date with developments.

The subject of Sports Action, in relation to a letter from **Mr. P. Slattery** was discussed. This had been a subject for discussion at an earlier stage and it had already been agreed that the final offer from Sports Action had not been what the Association required.

D. Hennessy had already contacted **Mr. Slattery** on the matter and the Secretary General was tasked with writing a further letter of explanation and clarification on the subject.

g) Xmas Bonus - Staff

The following were agreed by Council.

Mrs. S. Allen - £60

Miss T. Kemp - £45

Miss D. Walker - £45

Miss L. Burt - £10

JNC SOs and Sec Gen - £70

h) It was further agreed that the salary of the Secretary General be increased in line with the percentage increases agreed by the Sports Council on the same point on the HEO Scale, with effect 1st December 1984.

4. Royal Aero Club

The Minutes of the last Meeting had been circulated, there were no comments.

Item 61/84 - Affiliation Applications

The applications for affiliations from:

Grampian Skydiving Centre

Flying Tigers

RMCS Parachute Club

Oxon and Northants

Slipstream P.C. (based at Headcorn)

were all agreed.

S.D. Lambe suggested that the form for affiliation be simplified. It was agreed that **Col. Lambe** would draft a new form.

It was also suggested that with the number of clubs increasing, STC could be in a position of becoming too unwieldy. It was agreed to ask the STC to put this in as an agenda item for discussion at the first STC meeting of 1985.

A.K. Butler suggested that perhaps the time had come for a charge to be made for DZ inspections. It was agreed that this should be an item for discussion at the first Finance Meeting of 1985.

Item 62/84 - NATMAC - CAA Related Correspondence

There had been considerable problems of one sort or another in connection with the above.

G.C.P. Shea-Simonds had had a great deal of correspondence with various departments on a variety of subjects.

In response to letters sent to display teams by **G.C.P. Shea-Simonds**, and the very great response from them, he and the Chairman on behalf of the Association had had a meeting with the Director General, who had agreed that all the problems could and should be alleviated with closer cooperation and liaison from the CAA departments.

Council agreed that the Chairman, Vice President, JNC SOs should have regular three monthly meetings with the Director General to keep problems to a minimum and to provide a forum for amicable discussions, co-opting the Chairman of the Pilots Committee as and when necessary.

Item 63/84 - Mondays Child Team

Ms. S. Brearley asked, as a team member, Councils permission to pursue any avenue for Grant etc. for team training.

Agreed

Item 64/84 - G.Q. Letter on Parachutes

The above company had written to attempt to disclaim any liability for ex. G.Q. Parachutes brought back into the UK and resold.

The Chairman agreed to write to them in the strongest possible terms to say in effect that this Association would not be a party to any such disclaimer.

Item 65/84 - Magazine

A number of letters of complaint had been received by the Chairman concerning the content of the October 1984 issue of 'The Sport Parachutist'. This included the Editorial, an advertisement on Page 28 and a photograph on Page 30.

The Chairman put the matter to Council for their thoughts and discussion. Much of the problem in the editorial stemmed from the situation regarding AFF.

B. Dyas had earlier agreed that he should have made a more thorough presentation to the STC and had agreed to re-submit the Pilot Scheme. This had been done and a pilot scheme was now under way with the approval of STC.

The Council, after much discussion felt that the editorial had not been intended to cast aspersions upon Council or STC.

With regard to the advertisement, **D. Waterman** agreed that it had been an error of judgement and he apologised for this and assured Council it would not occur again.

In respect of the 'moonie' photograph he agreed that it could have offended some people, but that these sort of photographs had appeared before.

Council finally agreed that as the magazine did go to Government agencies and people who could affect our sport it was imperative that a very careful watch be kept on the content of the magazine, we must also be very careful what we say in the journal.

J.T. Crocker thanked all Council Members for their help and support over the last, very difficult year.

A vote of thanks to the Chairman was proposed by Mr. Curtis and unanimously adopted by Council.

Date of the next meeting is 12th January 1985, Leicester International Hotel at 1500 hours. Inaugural Council Meeting.

**BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING COMMITTEE
MEETING
29th NOVEMBER 1984
THE POST HOUSE, LEICESTER
19:00 HOURS**

Present:	
J.R.H. Sharples	Chairman STC
J. Lines	MPC
P. Walters	Halfpenny Green
M. Mortlock	London Skydiving
J. Ball	Pilots
I. Louttit	DISC
D. Parker	Headcom
A. Chandler	Silver Stars
D. Tylcoat	Lincoln
R. Buckle	CCPC
A. Collingwood	Doncaster
R. Harman	Red Devils
P. Cavanagh	BKPC
T. Rose	CCSPC
T. Andrewes	RAPT
K. Noble	Border
R. Noble-Nesbitt	SPC
T. Knight	Ipswich
R. Ellis	Trailblazers
D. Howerski	Swansea
B. Scoular	RN & RMSPA
J. Horne	JSPC (N)
J. Meacock	PPC
J. Curtis	Riggers
J. Fletcher	BPS
L. Thomas	Riggers
J.D. Prince	NWPC
L. Melville	RA

Apologies for Absence:

D. Palmer, T. Dobson, G. Evans, T. Lewington, M. Bolton.

In Attendance:

J. Hitchen JNCSO
T. Butler JNCSO

Observers:

B. Parry, B. Ames, B. Sturtivant, P. Applegate, S. Lambe, G. O'Hara, C. Samuel, R. Vince, G. Roberts, A. Munro, D. Cox, C. Ure, F. Harrison, N. Hamilton, N. Pollinger, R. Colpus, G. Sanders, L. George, B. Hiatt, J. Warren, E. Dunn, K. Miles, M. Warren, J. Farr, K. Adkins, I. Topps, L. Waite, T. Kay, D. Gamer, B. Hucker, J. Tylcoat, P. Dickens, I. Aitken, J. Wright, T. Johnson, G. Roberts, B. Greenwood, D. Johnston, M. Boag, V. Davis, J. Davis, C. Austins, M. McCarthy, P. Newman, A. Cowley, R. Atherton.

Item 1 - Minutes and Matters arising from STC Meeting 11th October 1984

The Chairman welcomed so many members to the last STC of the year. He asked if there were any points from the last meeting to be raised, there were none.

It was proposed by B. Harman and seconded by R. Ellis that the minutes of the meeting of 11th October 1984, be accepted as a true record.

Carried Unanimously

Item 2 - Riggers Meeting

1) John Curtis gave the meeting a resume of the Riggers Meeting of 11th October 1984, also informing those present that there will be a Riggers Course at Ipswich next February and that anyone attending must be fully familiar with sewing machines before attending. It had also been decided at the Riggers Meeting prior to STC that J. Curtis would be Chairman of the Riggers for 1985.

J. Curtis told the Meeting of a Tandem System which had been assembled incorrectly which he wished STC to deal with, but information was still awaited from J. Walmsley. The minutes of the Riggers Meeting of 11th October 1984 were accepted by STC.

J. Walmsley

2) J. Curtis informed the Meeting of a Special Riggers Meeting held on 25th October 1984 to discuss the Safety Notice sent to Clubs on 22nd October concerning the fitting of the large ring of the '3 Ring Circus' by Thomas Sports Equipment. At this stage the Observers were asked to leave the room whilst the subject was discussed. J.

Curtis stated that this had also been discussed by the riggers at their Meeting prior to this STC Meeting. The Riggers recommendations to STC were that, L. Thomas, C. Thomas and M. McCarthy (all of Thomas Sports) be written to severely reprimanding them and that fact be recorded in STC Minutes.

This was proposed by J. Curtis, on behalf of the Riggers Committee and seconded by R. Ellis.

Chairman STC

For 21, Against 2, Abstentions 2.

Carried

The observers were then asked to return.

Item 3 - A.F.F. - Brian Dyas

Before this item was presented, the Chairman stated he had been very concerned by the Editorial in the last magazine and certain letters concerning the last STC Meeting, and on the subject of AFF, he believed it served no good purpose to comment when not in possession of all the facts. The general feeling of the Meeting was that they agreed with the Chairman.

B. Dyas informed the Meeting that his proposals were now based on the recommendations made by the JNCSO, and on recommendations made by various CCI's around the country.

A great deal of discussion took place concerning this and after a number of recommendations and changes to the proposals it was finally proposed by D. Howerski and seconded by B. Harman that an AFF pilot system be permitted at Headcorn, Pampisford, Netheravon and Bad Lippespringe under the following conditions.

- 1) All AFF Instruction must be run under the auspices of the BPA, with each operation being registered with the BPA and run from an Affiliated Club/School/Centre etc. (Headcorn, Pampisford, Netheravon and Bad Lippespringe).
- 2) All AFF Schools must be run by a BPA Approved AFF Instructor who is a BPA Advanced Instructor, taking overall responsibility for the operation of that School and who is normally present when AFF jumping is taking place.
- 3) All ground training and classroom work must be undertaken by a BPA Approved AFF Instructor who is at least also a BPA Approved Instructor.
- 4) At least one BPA Approved AFF Instructor who is at least also a BPA Approved Instructor must also be one of the 'in-air' Jumpmasters on Levels One to Three.
- 5) Briefings, Air Instruction and De-briefings can also be undertaken by a BPA Approved AFF Jumpmaster.
- 6) AFF jumping will only take place when at least a BPA Approved AFF Instructor is present.
- 7) No person will be accepted as a BPA Approved AFF Instructor or Jumpmaster unless they have at least 1000 descents and 10 hours of Free Fall time.
- 8) Having successfully completed an AFF Instructor/Jumpmaster Course, proof of that and the above (7) must be presented to STC for approval before a BPA rating is given.
- 9) Only tandem rigs designed specifically for AFF Instruction can be used, which must include an AAD, Stevens Lanyard and a main ripcord that can be activated from either side. Main canopies must be the very large docile type.
- 10) No more than three AFF students will be trained on any one course.
- 11) Radio helmets are to be used by AFF Students.
- 12) Initially all AFF students must have made at least five static line jumps before being permitted to attend an AFF Course, and Centre's must get STC approval before training anyone without any jumping experience on AFF.
- 13) Any students trained on AFF within the BPA must make a further twenty descents at the Centre where they were trained after reaching Level/Cat. 8 before being permitted to jump at another Centre.
- 14) For AFF students trained in Britain or returning to Britain having successfully completed 7 Levels abroad, there will be a Level 8, consisting of, at least two solo jumps, one being a 'half series' short track and waive off, the other being a 'clear and pull' both these jumps must be successfully completed before being passed off Level 8.
- 15) Any AFF student returning from abroad who has not completed Level 7 must only continue at a Centre where AFF is taught.
- 16) AFF Instruction will take place following the guidelines as laid down by the USPA AFF Manual.
- 17) Those Centres operating an AFF 'Pilot' programme must report back to STC at 3 monthly intervals.

All Clubs

These proposals were Carried Unanimously.

It was then proposed after some discussion by M. Mortlock and seconded by D. Howerski that the following people be given BPA Approved AFF and Jumpmaster ratings having attended an AFF in the UK.

BPA Approved AFF Instructors:-

Brian Dyas
Tony Butler
Matthew Mortlock
Lyn George

Ian Aitken
BPA Approved AFF Jumpmasters:
Ian Head
Rob Colpus
Geoff Sanders
Bob Hiatt

Carried Unanimously
JNCSO

It was then proposed by J. Horne and seconded by D. Howerski that Pete Reynolds and John Horne be given BPA Approved AFF Instructor ratings having completed an AFF Course in the USA.

Carried Unanimously
JNCSO

Item 4 - Augmented Category System - Ian Louttit

I. Louttit stated that he would put fresh proposals on this subject for the next STC Meeting.

Item 5 - Instructors Course 4-84

J. Hitchen asked if there were any comments on the report of the Instructors Course, there were none. J. Hitchen informed the meeting of the recommendations made by the Examiners on the Course which were:-

- 1) That George Lynn returns in 3 months for final examination for Advanced Status.
- 2) That John Rhatigan's permission to act as CCI for Wild Geese be extended until the next Course at Netheravon, as he had been unable to attend the Hereford Course.

The above was proposed by T. Andrewes and seconded by T. Rose.

Carried Unanimously

Item 6 - Incidents Resume

1) T. Andrewes informed the Meeting of a fatality in Hong Kong of an American jumper who was a BPA Member. Two jumpers were on final approach to the target, both jumping Ram Air Canopies, at about 300 ft. they collided with the deceased's canopy wrapping around the feet of the other jumper, he then cutaway at approximately 150ft. his reserve canopy did not inflate in time.

2) The Chairman informed the meeting of a letter he had received from T. Smith, CCI of Paraclan II informing STC that he had banned two jumpers from his club, the letter was for information only.

3) Kerry Noble informed the Meeting of an incident where one of his instructors jumping Mr. Noble's kit cutaway his main and deployed his reserve a 'Phantom 24' which streamered to below 1,000ft. Mr. Noble had informed the BPA, and the JNCSO contacted the manufacturers who stated that they had never heard of any opening taking that long. This was discussed and there appears no explanation for the problem at the moment.

Item 7 - Drop Zones

1) K. Noble informed the meeting of two Drop Zones he had inspected at the request of the JNCSOs for the Grampian Skydiving Centre. The first DZ at Foredown Aerodrome was considered suitable as a 'Restricted' DZ for Parachutists of Category 8 and above.

The second proposed DZ, an area at Whitefield of Dun Farm had power lines 870 yards approx. from target and water 1100 yards from target. It was proposed that this DZ be approved as 'Unrestricted' with the following provisos:

- a) All Parachutist/Jumpmasters to wear inflatable life preservers on every lift.
- b) No parachuting whatsoever will take place if the winds are from an Easterly direction.
- c) All Parachutists/Jumpmasters are fully briefed from clearly marked plans and photos as to the nature and position of the hazards to the South and West of DZ.
- d) Due to the distance from the operations area and the nature of the aforementioned hazards the appointed DZ Controller must be a minimum of a Potential Instructor.
- e) Only one student to be despatched per pass.

The above two DZs were proposed by K. Noble and seconded by B. Harman.

For 14, Against 0, Abstentions 10.

Carried
JNCSO

2) C. Austins requested approval for Cranfield Airport to be cleared as an 'Unrestricted' DZ. Mr. Austins informed the meeting that the JNCSOs had been to the proposed DZ. He showed the meeting maps of the area, and requested that it be approved as an Unrestricted DZ with the provisos that if the wind was blowing across the airfield (North-South or South-North) only Category 8 and above be permitted to jump. This was proposed by K. Noble and seconded by D. Prince.

For 23, Against 0, Abstentions 1.

Carried
JNCSO

3) S. Lambe informed the meeting of a proposed DZ at South Cerney Airfield (O.S. Sheet 163, Grid ref. 055 988) which he would like cleared as an 'Unrestricted' DZ with

the following provisos:

- If the wind direction is from the North West no student parachuting will take place if the WDI goes more than 600 yards.
- All parachutists will be briefed on the power line hazard from an aerial photograph.
- All students will be fitted with ground to air radio.
- An aerial photo will be in the aircraft at all times.
- When the wind is from the South East only one student will exit per pass and the jumpmaster will be at least an Approved Instructor.

S. Lambe informed the meeting that the JNCOS had visited the proposed DZ.

It was proposed by D. Howerski and seconded by J. Home that the above be accepted.

Carried Unanimously
JNCOS

Item 8 - Permissions

1) A request was made for Brian Greenwood to act as CCI of British Skysports as he is not an Advanced Instructor. He has all the requirements but has not yet attended a Course. J. Meacock gave the meeting some background information on the request and it was proposed by J. Meacock that B. Greenwood be given permission to act as CCI for British Skysports until May 1985 provided he attended the next Instructors Course for the first part of upgrading to Advanced Instructor, this was seconded by P. Walters. For 18, Against 4, Abstentions 2.

Carried.

2) R. Noble-Nesbitt requested permission for B. Haxton to be permitted to give packing checks on Student Reserve Parachutes.

This started a discussion on the whole subject of packing checks and after a great deal of discussion on the subject. It was proposed by R. Ellis that the rules concerning this be changed.

BPA Operations Manual Section 6 (Equipment) 3. Parachute Packing a) Should now read:

Student equipment. All student main parachutes are to be packed under the direct supervision of a person holding a BPA Packing Certificate. All student reserve parachutes are to be packed under the direct supervision of a person holding a BPA Packing Certificate for the reserves being packed and has been cleared to do so by the CCI. (In this context 'direct supervision' will involve the person concerned in carrying out the necessary inspections at the required stages of packing and signing the appropriate record card AT THE TIME THE CHECKS ARE GIVEN). This was seconded by D. Parker. For 13, Against 10, Abstentions 0.

Carried

3) A letter had been received from D. Tucker of the Guards Free Fall Team requesting an extension of the PI rating of David Speed. Some comment and discussion took place on this request, but there was no proposer for the request.

A.O.B.

1) R. Ellis has submitted a paper on Ground to Air radios for Student Parachutists for information and this paper would go out with the STC Minutes.

2) J. Hitchen informed the Meeting of two items that had come up on the last Instructors Course. The first being a copy of Wonderhog which had been about to have the reserve repacked and upon pulling the reserve ripcord the reserve pilot chute had not come out. The main parachute in the deployment bag had been allowed to pull up inside the container over the reserve pilot chute, so that if the reserve ripcord was pulled while the main was still in the container it could stop the reserve deploying. It was believed the solution was to either use a long pull up loop attached to the base of the main container, thus pulling the main bag away from the reserve container flaps (as per most Wonderhogs). Some discussion took place and it was decided to send a bulletin to Clubs informing them of the potential problem.

All Jumpers

The second item was that a number of student reserve carrying handles were close to the reserve operation handles, and it was suggested Clubs consider this and check their own reserves.

All Clubs

The Chairman reminded those present that if they have any jumpers they wish to nominate for the Mike Forge Trophy they should send details as soon as possible.

The date of the next meeting is 24th January 1985 at the Post House, Leicester. Time 7.00 p.m.

BRITISH PARACHUTE ASSOCIATION INAUGURAL COUNCIL MEETING 12th JANUARY 1985

Present:

J.T. Crocker, J.R.H. Sharples, P.W. Ritchie, J. Lines, R. Colpus, P.D.N. Parker, M. Rennie, G. Copestake, J.L. Thomas, T. Andrewes, D. Tylcoat, S.D. Lambe, B. Mason, S. Eversfield, J. Curtis.

Apologies:

R. Harman, G. Lilly, Ms. S. Brearley.

In Attendance:

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

1. Election of Chairman

The Secretary General, C.W. Port, welcomed all members to the 1st Meeting of 1985 and took the Chair for the election of the Chairman.

Proposed by R. Colpus, seconded by J.L. Thomas that J.T. Crocker be invited to be Chairman for the ensuing year.

Carried Unanimously

The New Chairman took the Chair.

2. Election of Other Officers

a) Vice Chairman

Proposed by P.W. Ritchie, seconded by J. Curtis that J.L. Thomas be invited to be Vice Chairman.

Carried Unanimously

b) Chairman STC

Proposed by J. Lines, seconded by J. Curtis that J.R.H. Sharples be invited to be Chairman of STC.

Carried Unanimously

c) Chairman Competitions

Proposed by R. Colpus, seconded by B. Mason that S.D. Lambe be invited to be Chairman Competitions Committee.

Carried Unanimously

d) Chairman Finance/Treasurer

Proposed by J.L. Thomas, seconded by J.R.H. Sharples that P.W. Ritchie be invited to be Chairman Finance/Treasurer.

Carried Unanimously

e) Chairman Development Committee

Proposed by P.W. Ritchie, seconded by B. Mason that D. Hennessy be co-opted to Council.

Carried Unanimously

Proposed by P.W. Ritchie, seconded by B. Mason that D. Hennessy be invited to be Chairman of Development Committee.

Carried Unanimously

f) Club Representative

Proposed by S.D. Lambe, seconded by R. Colpus that T. Andrewes be invited to be Club Representative.

Carried Unanimously

g) Royal Aero Club/Alternate R.Ae.C. Representative

It was unanimously agreed that J.T. Crocker be asked to continue as R.Ae.C. Representative and that P.W. Ritchie be alternate.

Carried Unanimously

3. Committee Members

The following agreed to serve on:

a) Competitions Committee

D. Tylcoat

R. Colpus

B. Mason

S. Eversfield

The proviso being that other people could be co-opted as and when necessary.

b) Finance Committee

J. Lines

J.T. Crocker

J. Curtis

P.D.N. Parker

Ms. S. Brearley

4. Co-opted Members

It was unanimously agreed to offer co-opted membership to the following:

Chairman APA
Chairman RAFSPA
Chairman BCPA
Chairman JSPC (L)

5. CIP Meeting/Delegate/Alternate

The CIP Meeting dates are 9-13 February 1985 at Graz, Austria. G.C.P. Shea-Simonds was asked to continue as CIP delegate. J.H. Hitchen was nominated to remain as alternate CIP delegate. R. Colpus was asked to attend as an observer.

J.L. Thomas volunteered to pay his own way as an official observer and also agreed to uplift both J.H. Hitchen and R. Colpus.

In Favour 13, Abstentions 2.

Carried

B. Mason requested that in the December issue of The Sport Parachutist an advert for Head of Delegate be inserted and that people be reminded that if they wished to be H of D they must attend the previous CIP Meeting.

6. Liaison visit to JSPC - Bad Lippspringe

It was agreed that the delayed liaison visit to the above should be carried out in 1985. The Secretary General was tasked with discovering the cheapest way to travel.

7. Affiliation

The following were afforded affiliation:

Dorset P.C.

North London P.C.

NISFFC

It was unanimously agreed that in future straight forward affiliations be dealt with by the BPA Office Staff and Council be informed of those affiliations. If there was any problem at all then the matter would be referred to a full Council Meeting.

8. Transportation JNCOS's

It was agreed after some discussion to re-refer the matter to the 1st Finance Meeting including 3 quotations for leasing transport and to discover the cost of MOT for the BPA van and the cost of hiring a vehicle on a day to day basis. Mileage rates were to be reviewed at the 1st Finance Meeting 1985.

9. Venue D/D - AGM 1986

Dates agreed: D/D Friday 10th January 1986.

AGM Saturday 11th January 1986.

The Secretary General was tasked with investigating and costing alternative venues for 1986.

10. Royal Aero Club Award Night

The date for the above has been set for 1st May, 1985. Her Majesty the Queen has graciously agreed to present the awards and will be accompanied by HRH The Duke of Edinburgh, and HRH The Prince Andrew. Tickets will be between £15 - £20 and only 450 will be allocated.

Any member wishing to attend should contact the Secretary General ASAP in order that tickets can be ordered.

11. Loan Applications

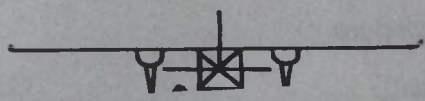
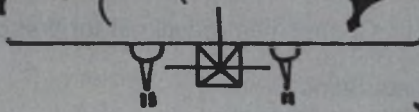
An application for a loan to Ipswich Parachute Club of £5,000 over a three year period under normal BPA loan conditions was made.

Unanimously Approved

Date of the next meeting is Thursday 7th February 1985
Kimberley House, Leicester at 6.00 p.m.

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Harness container, £280 Add £20 custom.

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Harness container, £300 Add £20 custom.

(Both harness containers are complete with either pull out or throw away system - 3 ring release and risers.)

COMPETITION 85

9 Way Speed Star May 4th - 6th

5th LAC meet 31st Aug - 1st Sept

POPs Meet May 25th - 27th

SLIPSTREAM

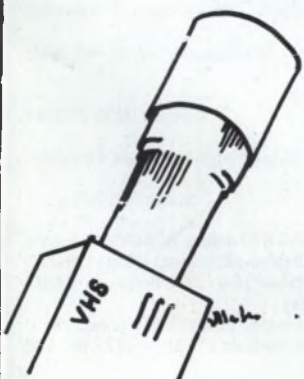
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BPA does not guarantee equipment bought and sold through the medium of this journal.

Purchasers are advised to use the service of approved riggers.

Classified Advertisements can only be accepted if accompanied by a cheque or P/O made out to the British Parachute Association for £1.50.

Does anyone want to swap their Green Star Trac II for my new Chaser - if so
contact: Clive tel. 09594 744 18

Wanted: Old Style BPA Badges, Blazer Badge, Overall Badge, Lapel Badge. Also 1968 editions 'Sport Parachutist'.
contact: C. Bird, 42 Sycamore Road, Stowupland, Stowmarket, Suffolk.

Complete system ready to jump, SST Racer, 3 Ring Release, leg strap Throwaway, Pegasus Main Canopy, Featherlite Reserve Canopy (unused). All these items are in matching colours of green, brown and black and all are in excellent condition - £700.
contact: Paul at Alsager (09363) 5898

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contact: Mick Stokes, 75 Green Lane, Horbury, Wakefield, Yorks.

Super Pro front and back with C9 TU, sleeved with hotdog and I24 reserve plus spare ripcord. All in good condition - £200
contact: Robin Bingham, Huntingdon (Cambs) 300416

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Freefall GQ TU in Thomas single pin red container. Extra padding in leg straps. Very good condition - £120 o.n.o.
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