

THE

APRIL 1985

SPORT PARACHUTISM



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



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Norman Kent

THOMAS

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DIARY OF EVENTS 1985 U.K.

| DATES | EVENTS | VENUES |
|------------------|--------------------------------|---------------------|
| 5-8 April | Bounce Back Boogie | Pampisford |
| 5-8 April | LAC Meet | Bridlington |
| 5-8 April | Team Accuracy Competition | Sibson |
| 5-8 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 | 9 Way Speed Meet | Headcorn |
| 6-10 May | PI Course 2-85 | Langar |
| 11-19 May | RW Seminar | Sibson |
| 13-17 May | Exam Course 2-85 | Langar |
| 18-19 May | Accuracy Competition | 1/2 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 | Weston on the Green |
| 19-29 July | Large Aircraft Boogie | Swansea |
| 20-21 July | LAC Meet | Sibson |
| 20-28 July | RW Seminar | Sibson |
| 27-28 July | Duck End Meet | Abbotsley |
| 5-9 August | PI Course 3-85 | Cark |
| 10-18 Aug | RW Seminar | Sibson |
| 12-16 Aug | 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

| | | |
|-------------------|-------------------------------|--------------------------|
| 5-8 April | Easter Boogie | Cyprus |
| 18-26 May | 4 & 8 Way RW Competition | Brazil |
| 26 May - 1 June | Hercules Boogie | Lidkoping, Sweden |
| 28 June - 14 July | French National Championships | France |
| 17-27 July | RAPA Championships | Bad Lippspringe, Germany |
| 2-11 August | Cyprus Championships | Cyprus |
| 14-18 Aug | World Cup, Classics | Graz, Austria |
| 15-25 Sept | World Championships RW | Malilosing, Yugoslavia |

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THE SPORT PARACHUTIST



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

VOLUME 22 Nº2

APRIL 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

Much BPA time is devoted to the organising and running of our National Championships, both by our full time employees and the many volunteers who, sit on the competition committee, judge, manifest, record or just act as 'gofors'.

Many, many man-hours are involved. Teams in turn devote hundreds of jumps (and pounds) to better their performance, some in with a chance of a medal, others enter for the sake of 'competition'. Without competition our sport would be much the poorer and not worthy of the title 'Sport' parachuting. Lots of energy directed towards two week, once a year. So perhaps the reason for this editorial might come as an anti-climax to some.

Please competitors would you make every effort to get your entries in by the deadline of "First Post Mondsy 3rd June". Apart from not incurring the late entry surcharge of £5.00 (too low in my opinion), you will enable the organisers to run a smoother competition by having an early indication of the number of entries. Not too much to ask, I hope!

DAVE WATERMAN



Stuart Morris
approaches pit
dwarfed by a
standard Pegasus
canopy.

THE DROP MAN THE DAY

STYLE SCHOOL

Jimmy Hayhurst, many time member of the US National Style and Accuracy Team, is opening an International School of Style and Accuracy which will conduct month long courses in the 'classic' events for up to 20 students.

The school will move around the USA to various DZ's hoping to attract experienced RW jumpers into the individual events. Jimmy predicts a renaissance of the classic events and believes that hard-core RW competitors will pursue the individual events because they "emphasize singular good performance without depending on other team members ability or commitment". The ISSA are contactable at: 2 Skyline Drive, Louisiana, MO63353, USA.

PARASHOOT '85

One or two people have enquired as to what form entries to the Para Shoot '85 Competition must be in. Transparencies, prints or negatives? The answer is any, but preferably prints, accompanied by the negative. This will enable us to make a print to the correct size should it be required for publication. Entries so far are very encouraging. Do not forget the stamped addressed envelope, if you want the material returned at the end of the competition.

Mal



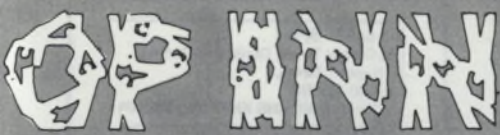
Filwelz

" I COULD GET ANOTHER JUMP IN THIS AFTERNOON, IF I COULD FIND THE OWNER OF THE DOBERMANN THAT'S SLEEPING ON MY CANOPY! "

CCI Dave Howerski does Flightline Check on first time student at Swansea Parachute Club second Anniversary Party - he later critiqued "that she was good all the way".

ALVIN JONES, C5843





COURTESY OF 'SKYDIVING' MAGAZINE COORS JUMPS INTO REAGAN RALLY

Sport parachuting managed to share the media spotlight with President Ronald Reagan when the Coors Skydiving Team jumped into the final rally of his campaign on November 5.

Craig Fronk, Kent Lane, Scott Meek and Mike Parnell jumped into a shopping centre in San Diego before an audience of 25,000 Reagan supporters. The four wore smoke grenades and carried American flags while entertainer Wayne Newton crooned "God Bless America" to the crowd. The jumpers learned first-hand how tight the security is around the president. The background of each was investigated by the US Secret Service. Each was screened by several metal detectors. The parachute gear was sniffed by dogs to check for explosives and set aside until before the jump.

The protective efforts didn't stop there. The aircraft was searched with the aid of dogs. An agent fitted with an emergency parachute and armed with a handgun monitored the team during the climb to altitude and periodically used his handheld radio to report to ground.

There was more: A small Hughes 500 helicopter - complete with machine gun - shadowed the jump aircraft while the team waited for clearance to jump.

When the four jumpers landed, camouflaged and rifle-laden SWAT (Special Weapons and Tactics) police officers emerged from the bushes and radioed that the skydivers were on the ground.

A drab station wagon was parked to one side. It carried more SWAT personnel who, according to Fronk, "trained their eyes and a tripod-mounted machine gun on the skydivers as they gathered in their (para)chutes".

Fronk also said the White House has "contact the Coors team for a possible jump into President Reagan's inauguration security pending."

THE LAST PLACE ON EARTH?

No not quite, just some intrepid skydivers who made what resembled a trip to the South Pole to reach Netheravon in January.

Hopes of a freak break in the weather were dashed but about 1,000 snowballs did manage to make descents from 20ft. and above. Our snowman was rather physically well endowed until a certain lady decided to try him out for size.

Poor Roger (doctor?) Brown was not amused when informed that his M.G. Midget was being converted into a Porsche. That's the price you pay for parking in the staff car park Roger!

Anyway the weather seems to be making up for January's disappointment. Having said that I have just looked outside (March 16th) and its snowing again. Regards,

KEVIN

GOLDEN OLDIE?

BPA Member Tom Richardson writes to tell us that he is on 20 second delays and "quite enjoying myself" - So what! We hear you all saying? Well Tom is 69 next birthday. Anybody out there beat that?



Felmeiz

" THIS ALL SEEMED EASIER IN THAT
DIRT-DIVE THING WE DID ! "

DANISH VIDEO

The primary Judging Aid at this year's Nationals at Weston on the Green will be an advanced Ground to Air Video System, developed and owned by the Danish 'Dytter' manufacturers, Larsen and Brusgaard. The system uses a 1600mm mirror lens which is half the length of a conventional long focus lens. It also records the working time actually onto the video monitors. The system was seen last year at the World Cup in France and is to be used at the World Championships in Yugoslavia this September. The Danes will be supplying the video complete with operator, technician and International Judge for our Nationals.

The BPA are considering purchasing the system for use at future Competitions, Boogies and Courses in this country.



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.

| | |
|-------------------------------------|------|
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| Aircraft — twin engine | ± |
| Full Time | FT |
| Weekend | WE |
| Overnight accommodation on DZ | = |
| B.B. nearby | BB |
| Restaurant facilities on DZ | X |
| Tea & snacks on DZ | □ |
| Basic Student Course | BS |
| Kit hire student | KHS |
| Kit hire freefall | KHFF |
| Relative work instruction available | RW |
| CRW instruction available | CRW |
| Accuracy pit on DZ | ∅ |
| Camping on DZ | Å |
| 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 Å

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

Dustan Borough House,
Embleton, Alnwick,
Northumberland, NE66 3XF
Tel: 066576 - 588
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

Comwall Parachute Centre,

'Fren's Ranch', Old Naval Airfield,
St. Ervan, Nr Wadebridge. Tel: Rumford 691
contact: Mr. K.G. Fisher, 17 Trenant Vale,
Wadebridge, Comwall. 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

Doncaster Airport,
Bawtry Road, Doncaster.
Tel: Doncaster 532636/537085
+ FT = BB X BSC KHS KHFF RW
∅ Å WC 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. Slattey, 8 Burns Crescent,
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Tel: 0245 268772
+ WE WC KHS KHFF RW NM

Eaglescott Skydivers

Eaglescott Airfield, Burnington, 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

Grampian Skydive Centre

Fordoun Aerodrome,
Fordoun, Kincardineshire.
contact: T. Boyle,
Douglas Muir,
By Fricokheim, Angus.
Tel: 024-12-636
+b FT BB WC KHS KHFF RW CRW NM
X =

Halfpenny Green Parachute Centre

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

Headcorn Parachute Club

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

Ipswich Parachute Centre

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

Leeds Bradford Freefall Club

Topcliffe Airfield, Nr. Thirsk,
North Yorkshire. Tel: 0845 577371 ext. 259
contact: Mike Wood,
12 Whincover Gardens, Leeds LS12 5DA
Tel: Leeds 632851/853099
+ 2 WE = X WC KHS KHFF HPKH
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 WC

British Collegiate Parachute Assoc.,

c/o S.B. Shaw,
273 Simonside Terrace, Heaton,
Newcastle upon Tyne, NE6 5DR.

Affiliated Clubs:

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Liverpool University
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Sheffield University
Southampton University
Surrey University
Trent Polytechnic
University of East Anglia
UWIST
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Merlin Parachute Club

Topcliffe Airfield, Alanbrooke Barracks,
Topcliffe, Nr Thirsk, N. Yorks.
contact: WO1 Bill Rule,
HQ Nedist & HQ 2 Inf. Div, Imphal Bks,
Fulford, York YO1 4AU.
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, Titton Cottage,
Stourport on Severn. Tel: 5954
+ WE = X WC KHS KHFF RW CRW NM ∅

Northwest Parachute Centre

Cark Airfield, Flookburgh,
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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 Å WC NM

Oxon & Northants Parachute Centre

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

The Pathfinders' Guards Freefall

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

Peterborough Parachute Centre

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

POPS UK

Secretary: R.N. Atherton,
38 Rogersfield,
Langho, Nr. Blackburn,
Lancs. BB6 8HB.

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 ∅

RMCS Parachute Club

South Cerney, Gloucestershire.
Tel: 0793 782551 ext. 2566
WE WC KHS KHFF

Red Devils

Queen's Parade, Aldershot, Hants.
Tel: Ald 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 Å 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, Monford Bridge,
Shrewsbury, Shropshire.
Tel: Shrewsbury (0743) 850622
+ WE X WC KH KHS RW CRW NM

Wild Geese Skydiving Centre

27 Drumeil Road,
Aghadowe, Coleraine,
C. Londonderry, Northern Ireland.
Tel: 026 585 669
2+ BB BS KHS KHFF FT = RW CRW Å
WC NM X □

Staffordshire Sport Skydivers

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

Slipstream Adventures

Headcorn Para Club, Headcorn Airfield,
Headcorn, Kent.
contact: Headcorn 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 Comely 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 7JU.
Tel: 0792 296464
+ FT X WC KHS KHFF RW CRW NM ∅

Silver Stars Para Team

RCT Parachute Club
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+ ± FT WC RW CRW KS KFF ∅

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+ ± FT = X WC KHS KHFF RW CRW NM ∅

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CORRESPONDENCE

ON THE WESTON FRONT

1985 proves to be a busy year at the RAFSPA. Normal Club activities will be bolstered by a few extras. Several RW progression weekends will be held, with the introduction of AFF towards the back half of the season. Good RW competition is seen as a means to improve the level of the individual's skill as well as the team. The country needs more RW competition run along FAI rules, making full use of the new block system. To this end, RAFSPA will be holding its 4/8 Meet over 25-27 May. This competition will now be included on the BPA annual calendar of events. A limit on team entries will need to be set for this competition to ensure that a 'meet' can be called. It is sound advice to register early - closing date May 17th. Nationals '85 will be held at Weston - the first time for some 10 years. Practice RW jumps may be made on an opportunity basis over the 20/21 June. The draw for the RW events will be made p.m. on Friday 21 June, with the RW events being held first from 22-30 June. The 'off-year' classics will be held during the second week, beginning 30 June to 7 July. Teams are now training hard for the RW Nationals; competition proves to be fierce, come along and try the Turbine Islander any weekend for some training jumps.

SCOTT BERNIE, C146631
Hon. Sec. RAFSPA

ZEPHYRHILLS CHRISTMAS

As one would expect the British and Europeans in general were noticeable by their absence this year with the exchange rates so terrible. In fact there were more Brits in residence working there than visitors at one stage with **Bob Harman** instructing, **Taff James** running National, **Ian Graham** selling T shirts and not forgetting that **Tony Uragello** is still British.

George Kabeller is trying very hard to make improvements and is no unsympathetic to the state of the \$. Provided you spend a certain amount of money he will give a 10% discount and 15% if you spend a higher amount. Every little helps. Southern Cross is the fastest climbing DC3 around getting to 12,500 in 20 minutes, or less if the load was not quite full which George seems happy

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.

enough to allow in his efforts to keep jumpers in the air rather than on the ground.

The weather was exceptionally good throughout December and early January and **Joannie** organised a low-key scrambles which involved everyone from 100 jumps to skygod. A few more Brits would have helped **Eric Bradley's** Christmas star which built to 39 and several 30 and 40 ways showed odd slots missing.

Pete Reynolds tried to pull out from the middle of a 30 way for his 300th jump but his parachute did not want to leave the formation even if Pete did.

Virtually every load had one or more tandem jumpers aboard which shows how this is taking off. The form seems to be that bored girlfriends or wives dragged along for the annual boogie decide they may as well see what all the fuss is about with skydiving. Most do another one and then become hooked straining the financial burden of a pair even more. Moral - don't let them do tandem if you don't want them to find out how much fun the sport is.

The load organisers or instructors did a good job keeping most levels of competence roughly equal.

Other attractions are **Virgil's** Balloon and **Microlite** jumps. If you plan it well you can do both before the first DC3 load. The latter is like an excited lawn mower that somehow escapes into the air taking you up to 3000ft. before you are asked to leave.

One change I have noticed is how few malfunctions you see nowadays. There used to be one on every load. Either canopies are getting better or people are packing more carefully which brings me to observe:

State of the art of parachuting in Florida in 1985.

The 'in' rig seems to be a Vector. The 'in' canopies seem to be Glide Path.

RW suits have got to the stage where they are almost completely skinny, with virtually no wing area at all and only a slight amount of people who are more than averagely heavy.

This in turn means that formations are falling faster, people are able to do more precise manoeuvres and turn

quicker. It also means that many people who have got jump suits from even a year ago cannot fly comfortably with the modern state of the art skinnys. You can be forgiven for thinking that this would give a shorter skydive. This seems not to be the case mainly because rigs compensate by being lighter and therefore the 'old' freefall times with big suits and heavy rigs still gives the same freefall time overall.

Frapp hats continue to sacrifice safety for fashion although they do keep your ears warm! I still wear a Protec on formations which are photographed so that I can spot myself more easily. Another wrong reason! Dytters compliment rather than replace altimeters.

Footwear remains either soft trainers or nothing, occasionally flip-flops so long as you can keep them on!

Whereas on large Drop Zones in the States AFF is definitely making itself felt - still the majority of first timers start life on the umbilical static line although probably on a square rather than a round.

A student must feel more confident jumping kit similar to his instructor and nobody but nobody could say that it is not more fun. With the modern big docile student parachute it is almost impossible to injure oneself.

Student rigs are becoming only piggyback systems that can within one minute be converted from either static line pilot chute assisted to free-fall rig with the obvious advantage that you need less equipment for your student operation.

LEO DICKINSON

SKYDIVE IN ENGLAND

Just like all the other years we, **Bäbel**, **Manuela**, **Martina** and I drove from Hamburg over Dover-Calais to England.

Our first station was Headcorn and our impressions and experiences were so good that we stayed for a whole week (in the famous tent-city). It was sad to hear about closing of

the Eagle-Sport Centre, where I had made my first civil jumps in 1979. But I was glad to see some jumpers from Ashford now here in Headcorn. The weather was bright and sunny and I made some good relative jumps with **Steve**, **Peve** and other new and old friends. We'll always remember the barbeque with '**Hambone**' as special guest...it was a fun night.

The next station of our four week vacation was Peterborough. We had booked a basic course for our daughter **Martina**. Our daughter **Manuela** had already passed the course in 1982. Except for the missing Pilatus Porter, a lot of jumpers seem to miss it, the jump service was perfect as always. We will always remember **Roy Marker** the famous water-jumper.

Dave Morris was organising an 8-way star and I was lucky enough to be on the team - it was my first try. It was great, especially to be able to see it on video afterwards.

We stayed also for a week before before we drove on to Swansea in Wales. It is sad to say now that we didn't took the time to stop in Nottingham as we have made good friends and jumps there last year. Unluckily we came one week too late for the Swansea-Boogie. But almost every evening it was time enough to do relative jumps. We got to meet **Brian Powell** the 'biggest jumper in Wales'. Just as I, he had made an eighteen year break after his military jumps in his jumping career. **Brian**, **Sue** and I just had one level, not only in height. It was the first but not the last time that we were in Swansea. Our daughter **Martina** got sick, so that only **Manuela** was able to improve her static-line jumps. The radios for the students helped her a great deal. I'm sure to see you next.

ÜDO FREUND, Germany

DUCK END MEET

The previous two Duck End Meets have seen a dramatic increase in the number of jumpers entering their first ever accuracy competition. Whilst we have always been pleased to welcome new competitors and have hopefully provided an atmosphere to encourage such entrants, it has become apparent that raw enthusiasm coupled with competitive spirit is a potentially dangerous combination when not accompanied by even the most basic knowledge.

It is with some regret, therefore, that this year we have decided to impose

basic experience qualifications for entrants using ram-air canopies, namely a minimum of 100 jumps on a square canopy, or, if less, an endorsement in the log book to the effect that they are sufficiently competent in handling their parachute to safely enter an accuracy competition. The endorsement may be made wither by their CCI or by a nationally acknowledged accuracy jumper.

We are well aware that any number of jumps is no guarantee of competence in any particular discipline, but it is hoped that after a hundred jumps, a competitor will at least be able to land safely, and, perhaps more important, know how far he or she can go before realism takes over from optimism.

It is not our wish to change the spirit of the Duck End Meet, rather to prevent jumpers falling victim to it, and it is hoped that new competitors will seek coaching rather than be discouraged by the new rule. This year's Meet is on the weekend of 27th and 28th July, practice day of Friday 26th, we look forward to seeing you.

The fact that there is to be a Meet this year should put paid to the rumours that we have folded up, but I would like to add to the Editor's comment about the cover picture of the last Magazine. We do operate in between Meets, but unless we receive more patronage this year and get our aircraft in the air more than we have managed in the past, the rumours may well prove to be father to the fact. We welcome all C & D certificate jumpers, regardless of their forte or preference, so please don't just come and see us once a year.

GORDON LILLY

A FIRST AT SWANSEA!

8th March, 1985 - Myself and Olga did the first all Swansea girls two way RW jump; both of us did our course, first jump and first RW at Swansea.

This was my 300th jump in less than two years, and Olga's done more than 100 jumps in just over a year. I would like to thank Dave Howerski because without him it would not have been possible. When I pointed out this big event he put his arms in the air in horror - more women!! He has shown a tremendous amount of patience in trying to teach me. I struggled up the category system and still struggle at RW. I enjoy it as much today as that first jump, may it be 3000' or 12000'.

My first RW jump last year with Dave made all the struggling worth while, it was simply 'mind blowing'. I was still at altitude two weeks later and felt as if I was walking on air.

To anyone who has problems with the category system, I would say "stay with it, its all worth it in the end". Very many thanks Dave, and all those who have jumped with me in the past. You have my deepest sympathy. Blue skies for ever,

SUSAN CAMM, D5371

P.S. Dave - How about a ladies four way sequential team next year! That will make you lose all your hair!

JUMPING IN SAUDI ARABIA

Having jumped in the UK on occasion, I know that bad weather is the curse of British parachuting. Consider yourselves lucky. In Saudi Arabia we have blue sky everyday of the year, and still we don't get our jumps, until recently that is. All sport aviation is illegal and we haven't found any cliffs from which to jump. However, all the frustrated jumpers in Riyadh get together on weekends for parascending in the desert. At least this way we can get some canopy rides and accuracy practice in that big sand bowl.

With a bit of ingenuity we are now also making real parachute jumps. On January 25, 1985 I made the first sport jump in the Kingdom when I cut away from a Harley 288 sq.ft. parascending canopy at over 2000ft. for a short free-fall. All that was needed was a 3000 foot rope, a 4WE car, a rig, a ground crew and a good wind. That certainly gives us cheap jumps! We are now experimenting with tandem flights and soon hope to be able to tow up two jumpers for the first hookup over Saudi Arabia.

We are trying to form the Saudi Arabian Parachute Association and would be pleased if any BPA members currently in Saudi Arabia would get in touch with me. Enjoy your winter.

HARRO TREMPENAU
P.O. Box 2600, Riyadh 11461
Kingdom of Saudi Arabia

DISBANDMENT OF 'THE PATHFINDERS'

It is with great sadness that I write this letter to be published in Sport Parachutist.

'The Pathfinders' Guards Free Fall Parachute Display Team is being disbanded on 31st March, 1985, the reason for which cannot be given, because we have not been given one.

The team was formed in 1975, on the disbandment of No. 1 Guards Independent Parachute Company, 'The Pathfinders'. The present team has been brought together since 1980 and allowed to take the name 'The Pathfinders'.

The team over the last 5 years gained a very good name on the display circuit and we are very sad that we have to leave that circuit. I would like please to take this opportunity to thank a few people who have helped the team in the past, especially with aircraft for displays, namely: Tony Knight, John Ball, Steve Swallow, John Meacock and Dave Tylcoat.

Also to any other operator who has assisted us in the past. A special thanks must go to 'Norman', i.e. David Parker without whose help we would have found it difficult to run courses, and also for putting up with us for the last five years. Thanks must also go to all his staff and pilots, especially Bev and Mark Miller.

Lastly I would also say a big thank you to the team: Andy Rule, Pete Young, Steve Treble, David Speed, Charlie Channings, Mark Allchin, Jim White, Brian Conway, Paul Cobain,

Ian Alexander, plus ex-members Ken Cameron, David Spencer, Paddy Platt and the person who made it all possible, Major Richard 'Dick' Bethell, M.B.E.

With best wishes to all BPA members, blue skies, happy landings.
DAVID TUCKER, Team Leader

CONFUSION OVER MAG VOCABULARY

Just a few lines to show what may be a little ignorance, but also maybe a query shared by others such as I.

I took the plunge for the first time in 1983 at Netheravon and have on the few occasions possible kept jumping, to avoid having to re-train, but without having much chance to progress. No complaints on that front as I suppose I should make more effort to get to an airfield rather than watching the grass grow. The problem is that when 'Sport Parachutist' lands on the mat, I find that I can only understand about half of the contents (not including the pics which speak louder than words). This is not because of my lack of brain cells (though some may argue!) but because of the vocabulary.....RW, Ram Air, CRW, AAD, CCI and so on. But even more confusing to the un-enlightened is the categories. I can make out that a category D is different from a category A, but what the difference is, I just don't know, nor how each is obtained.

If you could spare a few lines to explain a few of these bits I am sure that quite a few people would be interested. Otherwise you can rest assured that I think SP is good value, even if you can only understand half!!

A silly letter maybe, but there must be others out there, and if nothing else they will be able to understand this!!
TA!!

MALCOLM ROUSE
P.S. Please send another years subscription form.

NO GO AREAS

Following your Editorial and your publishing of my piece CAA v BPA in the February issue of SP may I report the outcome of recent meetings with N.A.T.S. (National Air Traffic Services) and CAA? It's important that the membership should be aware of the situation as it now stands.

The Meeting with NATS on display parachuting within the London and Gatwick Zones produced a much improved level of understanding between us. The outcome is that they have agreed to reduce their suggested total 'NO GO' areas which essentially will allow us to carry on doing displays in those areas where we've always done them e.g. Hyde Park, Battersea Park, Clapham Common etc. For our part we have agreed to a number of small changes on the administrative side of the operation. The negotiations are not complete but I am encouraged by what has taken place so far.

The meeting with CAA (Operations, Planning & Development) was also very encouraging with the following topics being constructively discussed: 1. Night parachuting at weekends. CAA agreed this is now acceptable

again subject to one or two additions to the Operation Manual to clarify procedures.

2. Night displays. CAA agreed these are now acceptable again providing: a) no pyrotechnics are used and b) they are restricted to 500 jump 'D' Certificate holders using steerable reserves.

3. CAA agreed they will not 'inspect' parachute clubs but they are keen to make informal liaison visits to establish to establish a better basis of understanding and communication between the two organisations. We, of course, accepted this.

4. They were sympathetic to our arguments in respect of passengers in the right hand seats of parachuting aircraft, removing the 5700 kg weight restriction on parachuting aircraft and the carrying of parachutists to the max. all up weight of the aircraft rather than the number of seats. They agreed to do what they could to accommodate our requests.

5. They are still not happy about our going to 15,000ft. in turbine aircraft without oxygen as their own medical advisers are not prepared to condone it. they agree that they will look into it again if we can produce responsible aviation medical support for the concept.

I genuinely believe that both these meetings (with NATS and CAA) have done much to get the show back on the road again in a constructive way, with both organisations being left in no doubt as to BPA's desire that our sport operates in a thoroughly safe and responsible way.

One very basic problem, as I see it, is that there are those of us who have been negotiating with CAA over many years with a natural continuity. Within CAA personalities regularly change through promotion, transfer or retirement with the frustrating result that we have to start from square one again every two or three years. The solution to this problem is very simple - when Frank Cattle moves from his present position, as the CAA Officer whose responsibilities are essentially parachuting, BPA should persuade CAA to employ a highly qualified parachutist in his place. The Australian Authority do just that.

The main point, however, is that the situation has improved dramatically which is a major step in the right direction for all of us.

CHARLES SHEA-SIMONDS

We (John Ball, Mickey Munn, Bev Snook (Chairman, Royal Aero Club) and I) met with 8 officers of N.A.T.S. on 28th January and, largely due to your valuable input, had a most constructive meeting.

We had to accept that there are certain areas close to Heathrow and Gatwick which must be considered NO GO. However we convinced N.A.T.S. that most of the Zone should be open to being judged on individual merit with factors of time of day, time of year, runway in use etc. being considered. The result is that we (BPA) have been asked to suggest a new smaller NO GO area. This is being done and will be submitted back to N.A.T.S. for their consideration by the end of February.

In the meantime please submit your

requests for A.T.C. clearance as laid down in the Display Manual - we have agreed to ask you to undertake the following:

- Please give a longer slot time on your request to allow them more flexibility to fit you in.
- Please do not allow either the Team Leader or the Pilot to 'hassle' the controllers concerned if they can't fit you in.
- Please do not allow your commentator to blame the Air Traffic Controllers on the P.A. system if the display has to be scrubbed.

S.T.C. will be considering a 1500' A.G.L. minimum drop for displays in the London and Gatwick Zones at its next meeting. This again will allow more flexibility from A.T.C.

The well used DZ's now acceptable again include Battersea Park, Hyde Park and Clapham Common. The input received from 33 B.P.A. Display Teams was a major factor in effecting this change of policy and once again sincere thanks for your input.

CHARLES SHEA-SIMONDS

CRW ENTHUSIASTS WANTED

Canopy Relative Work enthusiasts are sought after? Many will say that it is only madmen and lunatics who deliberately fly their canopies into other peoples - we are not. On the whole CRW jumpers are serious, dedicated, disciplined parachutists who have worked hard over the last few years to raise the standards of our chosen discipline. This work is now manifesting itself in the shape of CRW seminars and hopefully club competitions, which it is hoped will actively encourage people to participate more seriously in CRW. As a starting point for those of you who have perhaps had the occasional Bi-plane after RW and are interested in learning more or even if any of you are thinking of trying CRW for the first time? Then why not consider coming to Thruxton Parachute Club. We are planning to hold a seminar in the near future along with a new format Competition to include CRW. There are regular CRW jumpers at the club who are keen to help anyone at any level from intro's to serious sequential CRW. Our team competed in the National CRW championships last year and is in serious training for 1985. We are at present looking for a few experienced members to join the team working towards the 1985 CRW Nationals, if you are interested in any of the above (male or female) then come down to Thruxton and help us to promote the growth of CRW in Britain.

P.S. Let's see some more ladies taking up CRW seriously and competing. Hope to see you soon even if you are not into CRW then we still have excellent facilities including Two Islanders and C206 to offer. Blue Skies.

V.E. DEAN, D5199

AFF IN THE UK

On 27th January, British Parachuting History was made as **Brian Dyas**, **Ian Aitken** and I exited the Islander

10,000ft. above Headcorn Airfield. As the first student to be trained under the AFF System in Britain, I can recommend that this is surely the direction in which the sport will flourish. It is a great honour for me, with a meagre record of five static line jumps, to skydive with two instructors of such high calibre. **Brian Dyas** has worked hard to get AFF 'off the ground' and due to the high standard of training and safety, I for one have complete faith in the system.

A big thank you goes to the following people, without whose help my AFF initiation would never have been possible: **Mark Miller** (pilot), **Jane Buckle** (for talking me down under that beautiful canopy), **Dave Parker CCI**, **Joyce Dyas** (for moral support and the saloppettes!), **Elsbeth Thorburn** (for allowing me to borrow her SP's and therefore finding out about AFF), **Helen Harber** (Manifestor Extraordinaire) and all the instructors who trained and despatched me on my first five static line jumps at Headcorn.

A very special thankyou goes to **Brian Dyas** and **Ian Aitken** of Slip-Stream Adventures based at Headcorn DZ. The course is available full-time from March, so come on all you budding skydivers - get on down there and AFF. It is more than worth it. Blue skies, Brian!

FIONA THORBURN

I should like to take this opportunity to voice my opinions as a student on the seemingly endless topic of AFF in this country.

Personally I started parachuting last June and since then have endured many hours of sitting around waiting for low winds and to be manifested. Through perseverance I have now amassed a total of thirty three jumps and at present am enjoying twenty second delays. I can honestly say that is only for the past half a dozen descents that my nerves have completely settled down and that I have been fully aware of every aspect of the jump (including my apparent in-bult left turn).

This leads me to the belief that if I had done an AFF course and completed it with the end result of obtaining my category 8, I should have then been allowed to jump from say 12,000ft. and started to learn relative work while still being somewhat nervous and unsure of my capabilities or lack of them. This I fear would be an undesirable position to be placed in and could be downright dangerous for my fellow jumpers.

The category system can for a student be very frustrating, but at least you are made aware of your own capabilities as you progress and it gives you something to aim and strive for. There is obviously a demand for AFF in this country which I feel will inevitably be adopted, but I feel it would be advisable for it to be very carefully administered with stringent stipulations which would have to be adhered to.

Parachuting I believe is not a sport where short cuts or easy ways should be encouraged, hence despite the advent of AFF here I will remain an advocate of the category system

Finally before I ramble on for too

long I would like to thank all the instructors at Ipswich for putting up with me, and their very competent ability to ensure their students progress competently with friendly advice and encouragements. Also many thanks to all the regulars who are a very friendly crowd with a happy go lucky attitude to their chosen sport, and without whose advice and encouragement I would not have progressed to my present stage.

Congratulations on a well thought-out and informative magazine.

ANDY PAY, B5722

I notice in last month's SP there are two advertisements for AFF, in both cases stating that the student would be a Cat. 8 parachutist on completion. Unless their instructors are BPA Instructors this advertisement is misleading and incorrect, perhaps they mean 'equivalent to Category 8'.

JOHN H. HITCHEN, JNC50

WALTER WHO

Dear Ed, (Dave I believe it is... So many names to learn in the right places).

Just a short note to inform you and the members about Far Eastern sport parachuting and the state of the art. I would also like to inform those who remember me that I am now back in Britain, this time to stay, so please publish my temporary address Ed.

To fill you in, sorry unfortunate turn of phrase, I started jumping many years ago in the Far East, home for most of my life. I should stress though that I am thoroughly British.

During my 2000 plus jumps (does that qualify me for any Brit certificates Dave?) I've travelled much of the world including Aussie where we fielded many a team. America (several times) for the 90 way in Deland and No. 1 didn't take it out...Z Hills including some Tandem jumping during 1984, Perris Valley with a training camp alongside Visions (Coors as they are now). And what happened to the Brits at the World Championships in '83, we missed you guys down in Sun City. Old **Charlie** and **Geordie** were there flying the flag but not even they can fix a medal if we don't field a team.

Anyway I'm back and looking to do the Civilian Hop n' Pop altitude record this year. I've got TV coverage lined up but need a good cameraman or two, can you recommend any Ed, you must see a good selection of piccys... I need movie too.

Now a word or two about AFF or as we used to say in Burma, Amateurs Fall Further, this is explained easily, if we had a student with problems we used to take them to 16,500ft. in the Turbo 206 and give them a good taste of freefall. Towards the end of my stay there we were taking up two students each, if they performed well, two levels could be completed from that altitude and they would still be open by 1500ft (less packing). I'm surprised it has taken so long to get to Britain though when you consider they taught a monkey to jump in South Africa, good exit position if I remember but it never should have climbed the rigging lines.

One last word Ed, Base Jumping....

has that arrived here yet. If it does ban it immediately, these guys trying to avoid paying for Avgas, tell them to take up gliding. We had locals jumping down gorges in Indonesia, a tree in the Malaysian Jungle, took two days with a chain saw to get the branches off one side. Then there was a frap off a building when the jumper landed on a market stall and killed the boy, the stall was ok but the jumper legged it.

Anyway Ed, must get your name right for next time, it's good to be back in the cold, hope to see you all round the Dee Zees. Stay alive in eighty five.

WALTER GUBBINS, I.F.C.
c/o Top Flat, 25 Clarendon Road,
Redland, Bristol.

POPS CHANGE

Ref the BPA Clubs and Centres page of December Magazine. Unfortunately I have not been sent a questionnaire from the BPA Office so I have difficulty in returning it.

However, if you would be so kind as to replace in the magazine the details of POPS UK with myself as secretary I would be very much obliged.

We do not have a DZ and meet approximately three times per year at our meets, the first one being Headcorn and I will send you details for inclusion in Diary of Events when they become firmer. If you require any further details I will be delighted to send them.

In passing, whilst I am not always in agreement with what passes from your pen we all flush when the appropriate device is pulled and I thought your editorial in the Feb Mag was excellent and your features most informative. Thanks for your efforts which at times must seem less than worthwhile. We all need someone to say, stop what about, from time to time. Hope the De je vous has improved. Happy landings,

RICHARD ATHERTON

OBITUARY ARTHUR LOWTHORPE

It is with regret that I have to inform the membership of the sudden death at his home in Gainsborough of **Arthur Lowthorpe** on 26th February, 1985.

A guard of honour at his funeral was provided by the Airborne Forces Parachute Branch of the Old Comrades Association.

Arthur started his parachuting with the First Battalion of the Parachute Regiment serving in Europe, the Far and Middle East and amongst the battles he took part in was Arnhem.

He was a founder member of the Lincoln Pathfinders Free-Fall Club and continued sport parachuting until the late 1970s. He was a well known face in the north of England particularly at Flamingo Park and Grindale.

Arthur will be remembered by many for his compassion to his fellow beings, his great love of debating, and his loyalty to his Regiment and our great sport was second to none.

JOHN CURTIS

TA PPC

Having just gained Cat. 10 status, I thought I would drop a line to thank the people involved namely **Dave, Dave, Derk, Jamie** included in the thanks are **Paul** the pilot and **John Meacock** for supplying the excellent facilities. Most 'impotent', sorry importantly of all I'd like to thank my guru **Ronnie O'Brien** for his guidance and understanding. It just goes to prove how professional he is when after 'years' in the sport he can still remember how it feels to fight your way to Cat. 10.

Involved in my 'close fourth' were **Derk, George** and his dog 'spot' and **John** (a real red-devil).

I have been a member of the BPA for three years and have read all the comments about the category system and retention. Without taking sides I would just like to say that it is a real slog to get to Cat. 10 which requires determination and only people who are in love with the sport make it. The advantages of making it easier - more jumpers and better facilities might be outweighed by a lack of commitment to the sport. Most of us have had to give up something or other to fund our progress. Let's face it, in what other sport would you get a complete stranger to fork out £7.00 to help a student he has never met progress.

If we were to be honest with ourselves would we like skydiving to be as common-place as badminton or would we miss the eliteism. Thanks to everyone at PPC.

STEVE GRAY, C5291

TOTAL

I am writing to inform everyone of a total malfunction, which may already have been the subject of a safety notice, which happened last weekend (17/3). The kit involved was a T.S.E. Jetstream with a split pocket on the leg strap. I lent it to a cat VIII jumper with experience of tandem kit but had not jumped this particular rig before. In the aircraft the pocket split, allowing the pilot chute to come out. A fellow jumper noticed this and appeared to put it back together. However, on the way down from 7000' it split again and the bridle and about 2/3 of the pilot chute came out and flapped about behind him. The only thing stopping it coming out completely was that the base had been firmly pressed into the last 1/3 of the pocket. At dumping height the jumper attempted twice to find the throwaway but failing to find it dumped his reserve and was open at 1000'. We are considering mounting the throwaway on a split belly-band on two rigs with this system. So be warned, if you have a split pocket check it before you exit. Happy Jumping.

MATTHEW GUIE BPA 141823 (Cat 2)
(Cat VIII)

BY LARRY MOBBS



Larry Mobbs (son of Weston jumper Lenny) looks like a Filwelz in the making with this cartoon.

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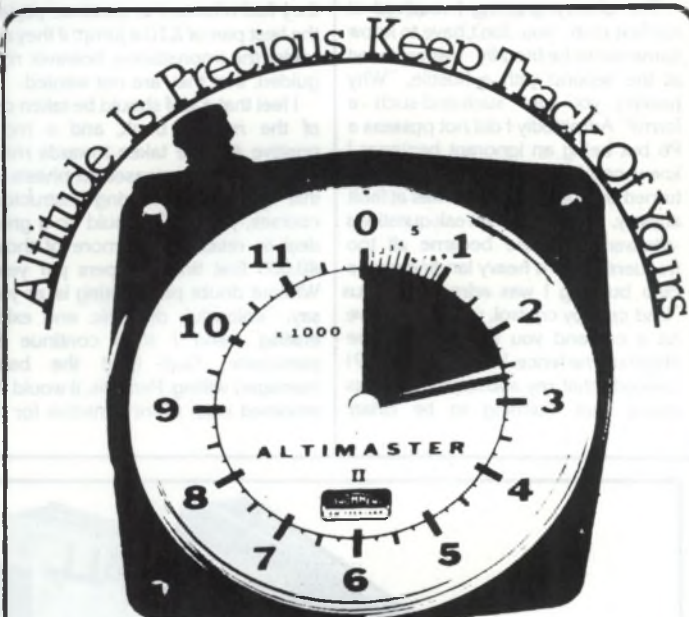
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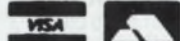
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RETENTION

I read with interest your Development Plan Report in the latest issue of Sport Parachutist, in particular the section entitled 'Retention'. Being a novice jumper I feel that my viewpoint, although subjective, may nonetheless be valuable in that it offers feedback to some veterans who may perhaps have lost touch with those of us at the bottom of the pile.

You touch upon my point when you say, "We cannot afford to continue to ignore such a vast potential full-time membership" (underlining mine). It seems to me that far too many inexperienced jumpers are ignored.

Having undergone training and made my first few jumps at a relatively small centre, I recently attended a different club with a much larger membership. Whereas my original instructors were friendly, accessible and above all interested in their students, the officials at the new club, although no less experienced, remained more aloof. Consequently we first-time jumpers and lower category students quite understandably began to feel that our presence and endeavours were only tolerated on account of our giving experience to younger instructors (to what end?) and our helping to finance the trips of the 'megastars' to 10,000 feet. I am not saying that we were treated with outright contempt - far from it - but things which to an instructor seem insignificant can be misinterpreted by the student anxious to succeed.

The cheery greeting I received at my first club - you don't have to know someone to be friendly - was replaced at the second with a hostile, "Why haven't you got such-and-such a form?" Admittedly I did not possess a P6 but being an ignorant beginner I knew nothing of the bump, and it turned out that the system was at fault anyway. This 'shoot-first-ask-questions-afterwards' routine became all too frequent. After a heavy landing near a club building I was admonished thus "Bad canopy control, you could have hit a car and you have caught the chute on the fence. Why didn't you...?" I concede that my subsequent remarks about "not claiming to be Brian

Shaw" may not have fostered good relations with the staff, but having not even completed six jumps I hadn't exactly planned on entering any accuracy competitions, and had in fact steered away from an adjacent parachutist soon after exit. Perhaps the sky-god concerned would have been more impressed if I had opted in favour of heading towards his office, canteen, or lavatory instead of the barbed wire (which had already claimed a number of plebs that weekend).

Some of us were slightly disconcerted by the instructors habitual interruptions of the pre-jump briefing in order to exchange pleasantries with colleagues. This apparent lack of interest also manifested itself after the jump, when critiques and log-book entries were evidently endured, with very little opportunity being given for comeback or discussion with individuals, while the harassed jumpmaster champed at the bit to get on a real lift with the professionals.

Ironically smiles and interest did appear but (conincidentally?) at the same time as our cheque books, as we prepared to leave.

Obviously my experience is limited to only a couple of DZs, although my views have been shared by students at other clubs. For those facing a long journey to their nearest DZ, the trip may not seem worthwhile, if, whatever the weather, the reception is always cool. Many students must be equally impecunious yet shyer and less belligerent than myself. Having already forked out at least £50 to learn to parachute, it is understandable that they feel reluctant to continue paying the best part of £10 a jump, if they are under the impressions, however misguided, that they are not wanted.

I feel that a leaf should be taken out of the military book, and a more positive attitude taken towards management. Increased emphasis on this (particularly during instructors courses, perhaps?) would do a great deal to retain a few more of those 40,000 first time jumpers per year. Without doubt parachuting is, as you say, "colourful, dynamic and exhilarating", and I shall continue to participate, God (and the bank manager) willing. Perhaps, it would be rendered even more attractive for us

newcomers, with stepped-up encouragement and attention from the experts.

So come on instructors, don't just 'take-the-money-and-run' be nice to us fledgling sky-divers in the lecture room and outside. It doesn't cost a lot to say hello, and asking how that first jump went, (however boring the reply may be to you) may have long-term benefits for your club, and the sport as a whole.

May I take this opportunity to say how much I enjoy your organ, and hope that you will find room to insert this letter. May your skies be blue and windless.

BRIAN McQUEEN

P.S. I've not mentioned specific clubs (and have used a pseudonym) to avoid getting a 'bum spot' next time!

GQ REPLY

Dear Dave,

Would you please be kind enough to print the enclosed copy letter in the Magazine. Reminding the membership that my letter is in response to GQ's letter of the 12th November, whereby they tried to avoid liability for the use of their equipment on a blanket basis. Kind regards,

JAMES CROCKER
Chairman

To

A.J. Harrison, Esq.,
Technical Director,
Parachute Division,
GQ Defence Equipment Ltd.,
77 Cateshall Lane,
Godalming, Surrey, GU7 1LH.

Dear Mr. Harrison,

The Secretary General has passed to me your letter of the 12th November.

For the avoidance of any doubt I must make it quite clear that neither this Association nor its members can conceivably accept the proposition put forward in the ultimate paragraph of your letter.

Quite clearly in the event of any of our members suffering as a result of the use of your equipment we would

feel duty bound to advise them to take the appropriate action.

I fail to see how you can in any way attempt to avoid liability that may be imposed upon you as a result of the use of equipment manufactured by you.

Yours sincerely,
JAMES CROCKER
Chairman

THE WERNER KROEGER MEMORIAL FLIGHT (In Aid of the Cancer Research Campaign)

A team consisting of: Major Gerry O'Hara MBE, WO Tony Rose, Patrick Long, Simon Ward, Julie Hanks and Yours Truly has entered the 1985 Dawn to Dusk Competition.

Our day long flight, in the JSPC Islander, will be made in early July with the aim of visiting (and parachuting into) 21 Parachute Clubs in England and Wales between 0430 and 2100 hours. All the Clubs concerned: Badminton, Colerne, Dunkeswell, Cornwall, Swansea, Hereford, Midlands, Halfpenny Green, Montford Bridge, Ipswich, Headcorn, Thruxton and Netheravon have been magnificently co-operative and each has very generously donated one basic parachute course for Cancer Research.

The object of this letter is to ask you if you could kindly publish it to draw the readership's attention to the "Spot the Parachutist" Competition which appears as an insert in this issue. Anyone entering this competition will be supporting a thoroughly worthwhile campaign that is actively combatting an awful disease, which last Summer claimed the life of Werner Kroeger - Netheravon's most long serving and enthusiastic jump pilot. Thank you,

CHARLIE SHEA-SIMONDS



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KIT NEWS



by Rob Colpus

SQUARE PHANTOMS

National Parachute Industries Inc. have released a series of Square reserves onto the market based on their current range of ram air mains.

The 'Phantom' squares come in four sizes - 145, 180, 220 and 265, and are constructed from F111 fabric with fully reinforced ribs, direct line attachment and dual crossports.

The company claims that the 10,000 or so live jumps on their 7-cell mains have been an extensive source of information in developing their square reserve programme. The current prices quoted are from \$738 for the 145 sq.ft. to \$888 for the 265 sq.ft.

GQ PROJECTS

GQ Limited of Woking, Surrey are currently developing a series of canopies for the Sport Market. The 6.2m Aero-Conical Reserve is designed to be compatible with the Aero-Conical Student mains now widely used in this country.

The Rayder Ram Air is a 7-cell canopy in the 200 sq.ft. range constructed from F111 fabric. The AFF 9-cell Ram Air is based

on the company's military 360 sq.ft., but is of F111 fabric, 'I' beam construction and uses a standard slider. This huge docile canopy has 5 line groups, A, B, C, D and E.

THOMAS GLIDE PATH

In an effort to combat the very poor pound/dollar rate Mike Fury of Glide Path International has, in conjunction with Thomas Sports, reduced the prices of his range of Ram Airs in this country. Their new price list is as follows:-

7 Cells

Firelite - \$644

Maverick - \$650

Fury - \$658

9 Cells

Wildfire - \$788

Raider - \$838

Manta - \$868

Clipper (a new canopy) - \$836

SAFETY INFORMATION

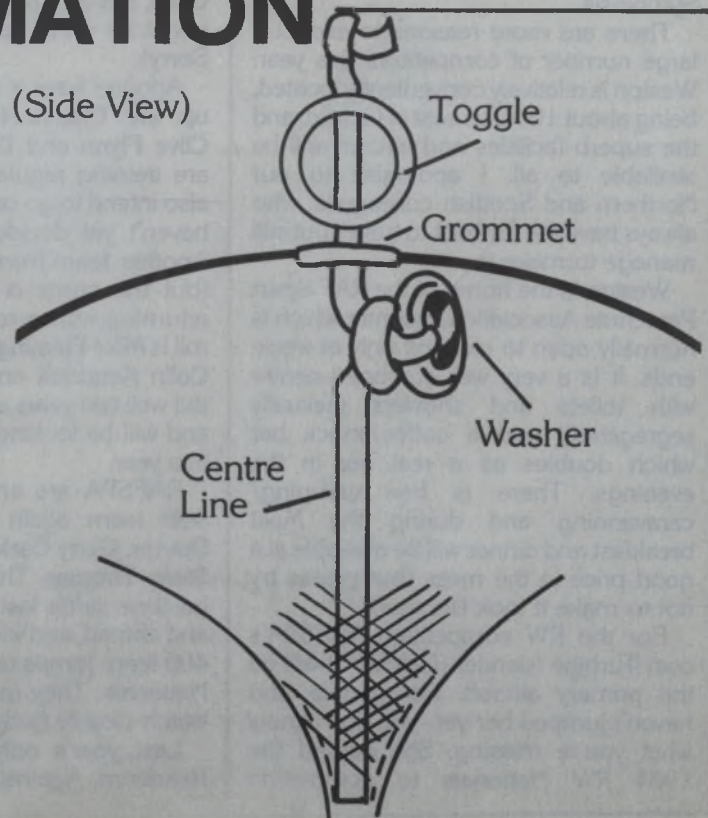
An incident occurred with a Thomas Sports Equipment 'hand deployed' pilot chute, where a washer which was attached to the 'Centre' line of the pilot chute cut through the centre line. On this occasion the knot where the washer was attached held the centre line together, but pulled through the grommet at top of the pilot chute. Because only the toggle and centre line was pulled from the pilot chute pocket, the pilot chute itself bunched up inside the pocket preventing deployment (see drawing).

If you have a Thomas Sports Pilot Chute, or any pilot chute that has a washer inside, check it to see if there are any rough edges which could cut through the centre line, as it is likely that if it did occur the toggle could come away in your hand.

Any queries, contact either National Coach or Thomas Sports Equipment.

TONY BUTLER, JNCSO

(Side View)



BRITISH NATIONALS 1985

The 1985 Classic and RW National Championships are to be held at Weston-on-the-Green from 21st June to 7th July. In line with a policy decision taken several years ago (but not always followed due to aircraft availability), the 'on-year' events will be held in the first week and the others in the second. This enables the important events of the year to have the lion's share of time. Important, in this context, means the necessity of selecting a team to represent the country at the forthcoming World Championships.

For those not in the know 1985 is a RW year, with the Vth World Championship of Relative Work to be held in Losinj, Yugoslavia, from the 17th to 26th of September. Therefore the RW portion of the Nationals are to be held from 21st to 30th June, and the Classics from 29th June to 7th July. The overlap period, a weekend, will have priority for the RW competition, if it has not yet been completed.

With experience from the past several years it is expected, and hoped, that there will be a large turnout this year. This is usually the case for 'RW years', probably because RW is still the prime activity of experienced jumpers throughout the country, and the lure of the coveted British Team status is still strong despite its long-time domination by Symbiosis.

There are more reasons to expect a large number of competitors this year. Weston is relatively conveniently located, being about 10 miles east of Oxford, and the superb facilities and aircraft will be available to all. I apologise to our Northern and Scottish colleagues, who always have the furthest to travel, but still manage to make it.

Weston is the home of the RAF Sport Parachute Association, a centre which is normally open to civilians only at weekends. It is a very well equipped centre with toilets and showers (sexually segregated!) and a coffee/snack bar which doubles as a real bar in the evenings. There is free camping/caravanning and during the Meet breakfast and dinner will be available at a good price in the mess (but please try not to make it look like one).

For the RW competition RAFSPA's own Turbine Islander (G-WOTG) will be the primary aircraft. For people who haven't jumped her yet - you don't know what you're missing. She carried the 1984 RW Nationals to completion

almost single-handed, and forced the judges into the video room for most of the day and night. For the Classics the club's Turbo Cessna 206 (G-SKYE) may be used for greater economy.

As usual there are three RW events - 4-way and 8-way sequential, and 8-way speed. For the teams in contention for medals there is likely to be stiffest competition in the 4-way.

4-WAY EVENT

After an absence last year Symbiosis have regrouped and are competing again (were they just tired or a little scared?). They have three old hands, **Rob Colpus**, **Fred Keery** and **Geoff Saunders**, but have picked up a 'new lad' - **Pete Allum**. They have begun occasional weekend training and are likely to go on a training camp somewhere.

Last year's winners, Zaphod (by the way the name is to be 'Nexted'), consisting of **Neville Howarth**, **Brian Mason**, **Steve Newton** and **John Parker**, are still together and hope to improve their performance and maintain their placing. Training has begun. The silver medallists from 1984 will also be competing again. **Sarah Brearley**, **Brian** and **Joyce Dyas** and **Kevin Hardwick** are rumoured to be training in between AFF pilot schemes. (I understand that their name, Monday's Child, should have been Tuesday's Child, but they decided that 'fair of face' might be more apt than 'full of grace'. Sorry).

Apogee have a slightly changed line-up, with **Charlie Hoare**, **Neil Matthews**, **Clive Flynn** and **Dave Stephens**. They are training regularly at weekends and also intend to go on a training camp, but haven't yet decided when and where. Another team from Weston, Air-Cooled (but the name is not confirmed), are returning with a replacement. The new roll is **Mike Fleming**, **Graeme Henderson**, **Colin Kendrick** and **Steve Scott**. They did well two years ago by coming fourth, and will be looking for an improvement this year.

RAFSPA are entering their own all-staff team again this year with **Bob Souter**, **Garry Corkish**, **Nigel Rogoff** and **Steve Thomas**. They have been training full-time since last summer, both here and abroad, and will probably have over 400 team jumps under their belts by the Nationals. They ought to be a team to watch closely (judges please note!).

Last year's only all girl team from Headcom, Against All Odds, have now

swapped two girls for two fellas and will be competing again - Odds On?

From Sibson **Dave Morris**, **Bob Thomson**, **Adrian Adams** and **Paul Austin** are getting a 4-way together. **Ronnie O'Brien** called it a 'loose' team, but didn't expand on what he meant.

Apparently the jumpers from Nether-avon, usually represented, have not got any firm commitments yet. It seems likely that there will be an Army Team, which may be either 4-way or 8-way, and another from the civilian contingent.

This is by no means a complete list, but only reflects what I have heard on the grapevine. The Competitions Committee have estimated an entry of 25 4-way team, and I am sure this will be achieved.

An unknown factor is the number of Novice 4-way teams. The Novice event is always strongly contested and is run in parallel with the Open event. To qualify, the total number of jumps of three team members must not exceed 1000 jumps, with no restriction on the fourth member. This is designed so that less experienced jumpers can be coached in the air by an accomplished relative worker.

If you are within this category you are strongly advised to get a team together. The competition experience acquired and the raw knowledge gained from the more experienced competitors will prove invaluable. Every novice competitor I have spoken to (and this includes the Classics) says it is well worth the time and money.

8-Way Event

Not so many teams here that I have heard about. One of our illustrious NCSO's has been getting a team together ever since last year's Nationals. They have jumped for one weekend and **Tony** said that that would do!

Matthew Mortlock is putting an 8-way together at Pampisford, but he seems to be collecting jumpers from all over the country. At the moment the line-up is himself, **Lyn George**, **Ian Aitken**, **Chris Thomas**, **Fred Ryland**, **Dave Huggins**, **Glenys Howarth** and **A.N. Other**. I understand that this is still volatile and could easily change, but if Matt says he'll be there then I expect him to be.

As above there may be an 8-way team from the APA, which will try to repeat their success of 1983 when they won the title.

For the last couple of years some 8-way teams have done some serious training, but it seems that this year most

8's will be put together by merging trained 4-way teams, or even a set of competent jumpers. This could well lead to a close and interesting competition. Anyway we shall have to wait and see what the 8-way event has to offer; remember it could be a wide open competition.

8-WAY SPEED

This can be one of the most enjoyable events, mainly because the result is so unpredictable. It is run from a maximum altitude of 9000ft., but this can be lowered for poor weather conditions or lack of time near the end of the meet. Consistence generally wins this event, because occasional bursts of brilliance are far too easily cancelled by occasional bursts of disaster. The 8-way Sequential teams will probably enter, as will a varied collection of merged 4-way teams. **John Parker** will try to repeat last year's achievement of three gold medals in the RW events.

This event does take second place to the other RW Sequential, since it is not a World Championship event. Consequently it is run after completion of the others or when the weather is not suitable, due to cloud or excess of haze for the video.

CLASSICS

Since 1985 is an 'off-year' for the classics, it will probably be a smaller affair than last year. However the regular competitors will surely be there if only to keep current. Some of the classics people have clearly got money to burn; **Spence** is off to Raeford, and **Gerry**

Margiotto from Sibson is getting into style and accuracy, to which end he had just bought a new 252 for 1010. This dollar business has got to stop!

Jane Buckle, Cheryl Treble and some others will be doing some training at Sibson, so we hope to see some more good performances from the girls. **Steve Treble** is also entering again, and I wouldn't be at all surprised to see **Kevin Hardwick** since he always has the time and money to spare. **Steve Eversfield**, now on the Competitions Committee, will also compete.

There has been a significant change in the way the accuracy events are to be run this year. In the past the individual accuracy has been conducted separately to the team accuracy, so that individual passes were necessary. It has been decided that this is unduly expensive and so, in conjunction with most other country's Nationals the two are to be run together. This means that there will always be 4 out on a pass, with both the total and individual scores counting. Both events will run for the maximum 10 rounds. It is expected that the more experienced jumpers will get themselves together as teams, but the other competitors will be put into teams of 4 by the Meet organisers after registrations.

SUMMARY

I must apologise to all the individuals and teams that I haven't mentioned. It is not meant as a discourtesy, but reflects a limit to the amount of time that could be spent on the telephone. One area I haven't contacted is Scotland, which

often sends representatives, but I am sure they will come; where have you been Summertime Blues?

For those that have been to the Nationals before; you know what it is about. But to the others; you don't know what you've been missing. It is sometimes said that the Nationals aren't worth entering unless you are in contention for medals, but this is a totally fallacious argument. Nobody wins gold medals every time they compete (except for **Geoff Saunders**), and everybody must start somewhere. This is especially true for novices who have their own competition, but I have often noticed that it is those teams and individuals who arrive without great expectations that get most enjoyment from the Meet.

Remember that the National Championships should be the premier competition of the year, and is the place to be to learn from most of the more experienced jumpers in the country. The cost is often quoted as the main impediment, but this year the Competitions Committee have tried to keep it down. RAFSAP are offering their drop-zone free of charge and their aircraft at a very good rate. This results in an entry fee unchanged from last year, and the jump fees the same as, or only slightly above those at commercial centres.

Note that there is a 5% reduction on entries received before the beginning of June. This is not sinister, but is designed to encourage early registration to enable some sensible planning to be done.

Start training now, enter before June and see everybody at Weston.

B. R. MASON

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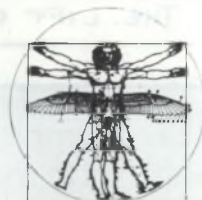


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has been chosen by Symbiosis for the 1985 season and Nationals.★

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Thomas Sports Equipment Ltd. 102-104 St. John Street, Bridlington, North Humberside. Tel: 0262 678299

ALL CLUBS

If you have a Competition on the Diary of Events for 1985 and you need a Judge or Judges for that event, please contact **Roger Flinn** (address below) and he will try to find someone to help you out.

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35 Medcroft Avenue,
Birmingham B20 1NB
Tel: 021 554 9582

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NIGHT PARACHUTING DROP ZONES

To: All Clubs

The CAA have requested a list of All Clubs/Centres that are likely to make Night Parachute Descents, so that these sites can be published in the UK Air Pilot.

If you wish your Drop Zone to be included as a DZ where Night Descents will take place please complete the section below and return it to me at the BPA Office.

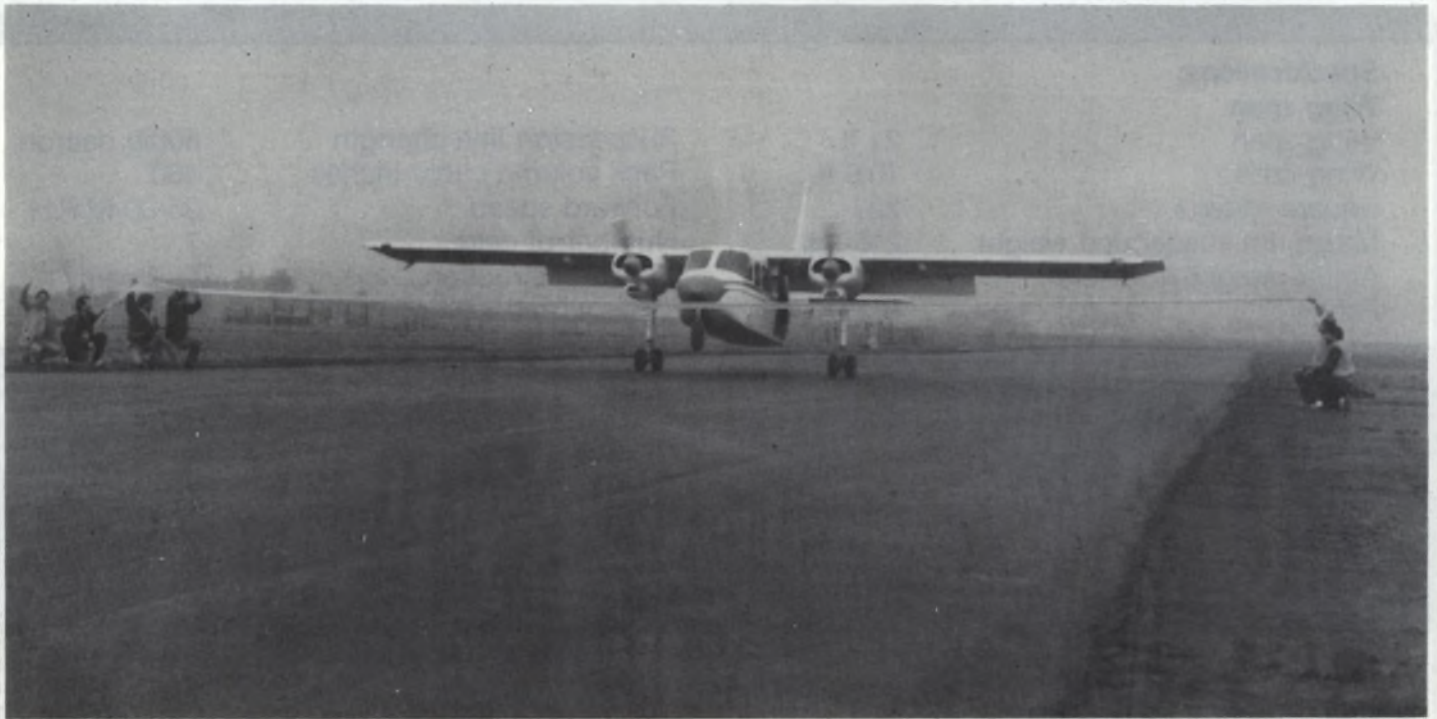
TONY BUTLER, JNC SO

NIGHT PARACHUTING DROP ZONES

Name of Club/Centre

Signed (CCI)

CARK FOILS DAWN ATTACK



"Carks Islander Breaks the Streamer to open the New Runway"

Late last summer when our article describing activities appeared in this organ it was becoming obvious that no matter how successful the rebuilding programme had been we were still left with one major problem.

Like so many DZs around the country we operate from hastily built World War II airfields. Over the years the runways have become increasingly dilapidated until the broken surfaces begin causing damage to jump aircraft. Cark's coastal location has seemed to accelerate this process and when the Islander had a prop terminally damaged **Dave Prince** and **Alan Morris** asked for quotes to resurface the runway.

After administering smelling salts and popping new Duracells in their pace-makers they turned down **Paul Prescott's** offer of the kiss of life and we saw the price had an awful lot of zeros at the end!

Practical as ever CCI Prince suggested doing just 100 metres of new tarmac with some steel winch cable across it. The trials went well but in the interests of the association's relationship with the CAA we decided to remove the grappling hook from the dangling static line. The other main reason for cancelling the

arrestor hook and ski jump system was that the sudden stops were loosening Chief Pilot **Roger Shackleton's** fillings and he kept getting nosebleeds.

However, help was at hand in the form of a Sports Council grant which helped cover a part of the costs involved in preparing and resurfacing a more realistic length of runway.

After considerable delay waiting for frost and snow to abate the job was finally completed for the first weekend in March.

No birdsong greeted us that first morning but the sound of our CCI driving the fire engine up and down the new runway towing a rotary road sweeper past encouraging signs reading "Students will wipe feet before crossing runway".

A 7ft. 6in. cloudbase delayed things for a while but just as we were fettling up the first lift we were subjected to a dastardly surprise attack by a Cessna 185 hoping to sneak the first landing at Cark International. On board were the Bonfire Nights display team, ably led by the splendid and worthwhile **Big Roger Marsden** of the High Chaparral, Cockerham.

During their first practice dive of the season they made an excellent attempt at missing the DZ altogether. Meanwhile our pilots glared helplessly as legendary

Benyon descended to desecrate our beloved new blacktop with his foul, muddy low pressure Goodyears.

Alan Morris couldn't look, **Dave Prince** thought of a number, tripled it, added VAT and called it a landing fee, **Paddy** ran for the road sweeper, grown men

wept openly while **George McGuinness** sobbed (at least it sounded like a sob). **Roger Shackleton** merely leaned expressionlessly against the Islander, shoulders hunched against the biting wind, narrowed eyes that had stayed shut through so many of my landings slowly opened wide aghast at the scene developing before us.

Despite his thousands of lift's experience **Benyon's** dissolute years seemed finally to extract their bitter revenge, he landed the Cessna short of our virgin runway!

The tension was shattered, sunlight burst through previously lavatorial skies and the air filled with shouts of joy and laughter. The Islander's first accuracy load of the day began their preparation for our annual invasion of the Scottish Nationals and any other comps they will let us spoil this year as **Roger** gracefully brought Hotel Echo down to the giant ribbon, officially opening the latest phase in Cark's development.

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TANDEM

With the recent experience of trying to introduce AFF into the UK and the subsequent letters, which, whilst being entertaining were not necessarily constructive, it seems a good idea to give out all available information on this new element of the sport so that at least debate can be as informed as possible.

Not many people are going to the states at the present time and therefore my experiences watching and filming may be of some use to someone.

What is it?

Tandem jumping means that two people, one instructor and one student make a parachute descent while hooked together and utilizing a single main and a single reserve parachute.

To make a tandem jump the instructor dons a special piggy-back harness and container system containing two very large (375sq.ft.) parachutes. The instructor then attaches the student (who is wearing his own separate harness) to the front of the instructor harness utilizing four load-bearing snaps. The student has no parachutes of his own, nor access to the instructors ripcord or main canopy releases. The instructor controls the aircraft exit, free-fall stability, and deploys the main parachute. After opening, the instructor hands the student dual control toggles

and teaches him how to fly and land a modern ram-air parachute.

This technique promises to increase safety in the early stages of the sport. Think of where aviation would be today if you were to abolish dual flight training and require flight students to take the aircraft up for the first time by themselves....alone!

History and Development

When **Bill Booth** gets enthusiastic about a new element of skydiving the rest of us would do well to listen. After all **Bill Booth** invented the three ring circus, the hand deploy pilot chute as well as designing and manufacturing one of the most successful rigs ever - the Wonderhog. Now this has been superseded by the Vector probably the best mass produced rig ever made.

Bill did his first tandem jump over ten years ago, with another experienced jumper, using a 44ft. cargo chute. Both were nearly killed and it stopped his experiments for a while. Meanwhile, the Russians, for World meet exhibition purposes, were doing two and three man trapeze acts under one canopy and the US troops were making static line jumps with their sentry dogs attached. These jumps did not have any value as a training aid. Besides, it was too dangerous to take a novice along under a round.

The two inventions necessary for tandem jumping were the piggy-back and ram-air chute. The piggy-back left room up front for a tandem passenger and the ram-air could be flared for a super soft landing necessary for the safety of the untrained person.

The first modern tandem jump took place in Deland, Florida in 1977. Booth modified a Wonderhog harness and container, built a custom passenger harness and hooked up Kirk (an 11 year old boy whose mother is a jumper) to **Mike Barber**, an employee of Booths. Also on the same jump **Bob Faureau** took along his son Robbie. Both pairs had an all up weight of less than 200lbs. The jumps went off without a hitch. Since then several parents have taken their children for rides.

The principle may have worked but an adult passenger would be far heavier introducing two further problems. The first was pack volume of the much larger and heavier duty canopy and reserve. With the advent of Harris F-111 ripstop and 'I' beam construction method two canopies each capable of handling 400lbs could be easily fitted onto the back of one individual.

The second problem was opening shock. A single jumper in a stable spread should be able to open his parachute at no more than 120 m.p.h. and even this sometimes hurts. A tandem pair of jumpers travels at nearly 180 m.p.h. and would experience bone jarring openings.

Booth tested various large military chutes and found the Pioneer 340 had the basis for his requirements. Together they increased the size to 375 square feet and staged and softened the openings so that now he could happily take along a totally untrained person for a long free-fall, open at 180 m.p.h. and cause no discomfort to either student or instructor.

In Bill's words, "This is an idea whose time has come".

When I spoke with Booth two weeks ago he reported that there had been in excess of 2,500 tandem descents from the 150 tandem masters all over the world with no reported injuries to date.

Now I personally have observed about 40 tandem jumps and followed out ten including two with **Mandy** strapped onto the front of **Toby Drew**. **Toby** and **Pete Reynolds** became our second and third tandem masters both trained by **Derek Thomas**.

Most first time jumpers seem to go out smiling - perhaps it is the confidence being tightly strapped onto your instructor. It certainly looks fun for the student and even one girl I noticed who did not smile in the door did immediately the pair were in the slip stream.

You are aware of the high terminal speed and I could not stay with **Toby** and **Mandy** at all even wearing just shorts and T shirt. Shoobi on the other hand being

tall and wearing Debbie a girl of only 80lbs presented less of a problem and Derek Thomas and myself docked on them without too much difficulty. Their rate of descent clearly being similar to a no-suiter that we have all done from time to time.

The advantages of tandem

Before tandem gets the battering that AFF took, just think of the positive advantages especially to the student and DZ operator.

1) ON SAFETY

Because the tandem student is with an experienced jumper you eliminate immediately the problem of landing hard, making low hook turns, landing in trees, power lines, or water or failing to use their reserve in the case of main parachute malfunction. All these problems go away.

2) PROGRESSION

Tandem is a very effective screening process under the most realistic conditions possible to enable both student and instructor to know whether or not a solo jump is something the student will be able to handle. Because the experience should have been both enjoyable and without mishap the continuation in the sport (even just more tandem jumps) becomes more desirable than the static line experience where apart from being on your own in the air, you likewise feel on your own on the ground. I was told in no uncertain terms that we encourage first time students only at this club and if I wanted to continue I should go somewhere else preferably to Peterborough where apparently human beings were welcomed.

3) TIME SAVING

It takes about 15 minutes to tell a first time student all he needs to know about tandem. He might be shown video or still

Pete Reynolds on his way to getting his Tandem Rating.



photos but all conventional training such as P.L.F.'s, canopy control or malfunctions are all unnecessary. The instructor will look after all those problems. It is just so much faster to jump students. Fifteen minutes after arriving on a DZ he or she can be on their way up in the plane to make their first parachute descent. The fact there is a ten second freefall delay as

well is something the majority of one time jumpers never experience.

4) NEGATIVE TIME

Most of the training and information given to a static line student is wasted if he only makes one jump. Therefore the instructors time is also wasted but, is necessary with this method of training. What most people want to do is a 'JUMP' not roll around mats all day and learn what to do if the chute doesn't open. this can come later if they liked their experience and feel they want to continue and therefore learn more. Many people are put off parachuting for these same reasons of fear if it all goes wrong, to the certain knowledge that a jump will be followed by a broken ankle or worse. (In the same way that skiers are misinformed). We have a lot of positive PR to do to convince the general public that by and large those days are gone. Think of those recent MP's who jumped and the disproportionate negative PR the press attached to the one who broke his ankle. With tandem it would have all been positive.

5) HIGHER WINDS

A tandem jump can take place in higher winds than would be acceptable for a first timer meaning a more efficient turn over of students especially with our inclement English weather.



TANDEM

What a tandem rig is and what it isn't

A tandem rig is a wonderful introduction to skydiving, and a perfect tool to teach canopy control. A tandem jump offers the student a relatively stress free example of a perfect jump. A tandem student picks up a lot of practical knowledge during a jump that is impossible to teach in a classroom.

A tandem rig is not a freefall machine. It is not a good exit trainer. Everything bad a student might do on exit or in freefall would be countered by the jumpmaster, so that the student never sees the results of his actions.

It is not recommended that you take first jump tandem students on delays of more than ten seconds...for the following reasons:-

1. The high speed reached after ten seconds is often uncomfortable for first timers. We want first tandem jumps to be a totally enjoyable experience.
2. Long delays take a lot of strength from the tandem master that he might need under canopy.
3. A lost deployment brake at 180m.p.h. will cause a very hard opening, and may damage the canopy, requiring reserve use, and a lot of expense.
4. Main canopy life is less if always jumped terminal.
5. Because of the high speed, the free-fall environment after ten seconds is unnatural, and doesn't teach the student anything. AFF is the right way to teach freefall skills.

Recommended tandem jump altitudes and freefall chart.

The recommended first tandem jump exit altitude is 6,500ft from there you can do a ten second delay and open by 5,000ft. This will give you the recommended five minutes for canopy control instruction.

When weather conditions will not permit a 6,500ft exit, Minimum Tandem Opening Altitude is 4,000 AGL. This minimum must be observed because at the high velocities obtained at Tandem Terminal, 1,000ft goes by in only 4 seconds and the tandem canopy takes nearly 4 seconds to fully deploy.

Performance Requirements

An applicant should have at least 500 ram air jumps before applying to be a tandem master, he will then make at least five supervised jumps with a tandem Vector.

Proficiency Jumps

First you do a jump as passenger. Then a ten second delay with yourself acting as tandem master while carrying an experienced jumper. The third jump

Tandem Freefall Chart

| Deployment altitude | Time | Total distance fallen | Total per each 10 sec. |
|---------------------|-------|-----------------------|------------------------|
| 12,500ft | 0 sec | 0 | 0 |
| 11,000ft | 10 | 1500ft | 1500ft |
| 9,000ft | 20 | 3500ft | 2000ft |
| 6,500ft | 30 | 6000ft | 2500ft |
| 4,000ft | 40 | 8500ft | 2500ft |



DEEM



again is done with an experienced jumper but an unstable exit must be performed followed by one 360 degree turn right and left. Two more jumps are done this time carrying students. Jumps are repeated until applicant meets performance goals.

Economics for Drop Zone

The cost of the Tandem Vector Rig is quite high although of necessity there is a lot to it. At the moment the complete system is \$4,500.

Tandem jump costs seem to vary tremendously from \$75-\$90 in Florida to a rumoured \$300 a jump on the west coast with applicants queuing up.

It certainly ought to cost more than a first time Static line course as it is one to one instruction, a freefall of 10 seconds plus a ram-air canopy ride. Imagine setting up an operation with an eight

place aircraft and 4 sets of tandem rigs. As you only need to go to 6,500ft. at least two lifts per hour could be accomplished. That means 8 first time paying students jumped per hour. 16 in 2 hours. Most people I've seen wanted to repeat the experience as quickly as possible which not only means two jumps per student but that they want to possibly remain as parachutists. The logical training after this is AFF. The advantages are obvious to all concerned from student to instructor to Drop Zone operator.

There is one drop zone called Homestead near Miami run by **Guy Manos** and **Shoobi** who run a combined tandem AFF course. What happens is this:

A student arrives and wants to do a jump. Fairly quickly he is in the air making his first jump tandem. If that is all he wanted to do - be a one jump wonder - that's fine. If he wants to do another he is taken more seriously given more lectures and put through a second tandem. If he still wants to continue he becomes an AFF student. At the moment of writing their retention rate in the sport is 100%. Obviously this cannot last and cynics will say they may have only trained one

person but they have trained lots and it works. The first couple of tandem jumps are the selection process for the student himself. His third jump or first AFF jump has sorted out a lot of potential problems. He has got over fear of aircraft. He knows what stability and control are. He knows what to expect from the canopy and landing. Above all he has a confidence and has made a choice based not on supposition that he may like it but real live experience of having liked it.

What I have not covered in this article is the following:

Student briefing prior to first jump.

Training under canopy.

Tandem exit procedures.

Emergency procedures both aircraft and canopy.

All the above are matter of fact training formalities and would have to be presented and ironed out before such jumps took place in this country.

An interesting point is that Booth had to get an exemption from the FAA rule that all parachutists must legally wear two parachutes in the USA.

Article by: Leo Dickinson with help from Bill Booth and Derek Thomas.

Photo: Leo Dickinson

Mark 'Shoobi' Knutson doing a 40 second delay with **Debbie** as passenger.



Dear Dave,

I was hoping that the slides enclosed might make interesting material for the next magazine.

They were taken whilst on holiday at Deland over Christmas and feature

members of Newcastle University Parachute Club acting as dummies for a guy getting his tandem masters rating (under the supervision of **Derek Thomas** /**Bill Booth**).

Out of interest, the instructor has to do 4-5 jumps (the first with a sand-bag) to qualify and must have over 500 jumps.

Tandem jumping is catching on in the States now and can be offered for a first jump or as an introduction to AFF at Deland and I believe Z-Hills/Perris. Also it is not just a canopy ride - while we were there **Chet Poland** age 84 got his SCR as a tandem passenger and was also in a 4-stack on the same jump! Tandem base jumps have been made too.

I wonder how long it will take to get to this country and if it will ever replace the S/L student courses. There is certainly a lot of money to be made by those willing to get a rating. Maybe a talking point in future issues?

Anyway, back to the slides, I am the one in the Freak Brother T Shirt, **Andy McGowan** is the other guy and the canopy shot is of **Gav** and his wife after getting his rating. I don't know if you can selectively enlarge the 'far off' one of Andy but I think the quality will remain if you do.

At the moment we are vagrant jumpers travelling to Merlin Parachute Club (Topcliffe) or Pampisford (since we lost our DZ at Sunderland Airport) until our new DZ opens. Blue skies,

CHRIS IVIN, C4937

NEW TRAINING TEXT COVERS SQUARE/TANDEM EQUIPMENT

Parachuting Manual for Square/Tandem Equipment is a basic text for students using square canopies and tandem containers. This beige cover book joins **Dan Poynter's** Yellow Parachuting Manual with Log which is aimed at students using round canopies.

The Parachuting Manual is a pocket-sized condensation of the first jump course. With it, the student may review all the basics at home during the week. Some of those basics are how to move about the aircraft, exits, body position, the count, malfunction recognition, emergency procedures, canopy control, landings, and spotting. There are freefall tables and regulations as well as an explanation of parachute nomenclature and function. A brief log in the back of the manual allows the student to record his or her first few weekends of jumping.

"The object is to retain more of our novice jumpers by providing them with condensed study materials", says Poynter. "Knowledgeable students perform better; and when they do well, they enjoy themselves more. If they are having fun, they will return for more jumping, join the club, buy equipment and become members of the skydiving community. With more people in the sport, we will be able to support bigger aircraft as well as have a larger collective voice. Therefore, training manuals are an investment in the future of the sport".

Parachuting manual, page 1

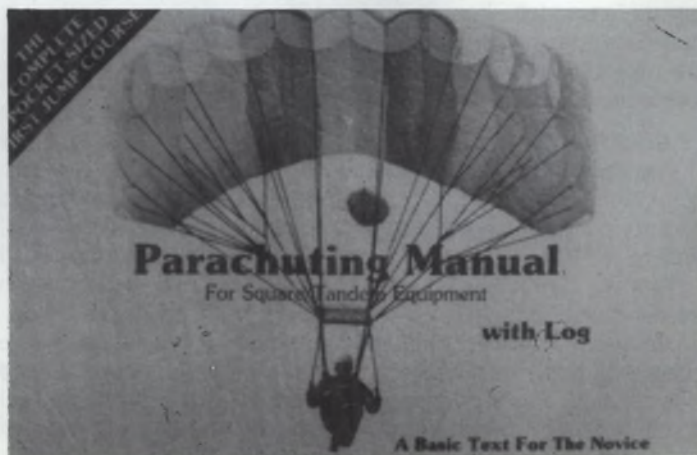
Poynter wrote this new training text with help from **Bill Dause** of Lodi, **Bill Jones** of Antioch and **Van Pray** of California City. All three progressive California drop zones use square canopies and tandem containers.

Dan Poynter, author of 18 books and more than 400 magazine articles, is past Chairman of the Board of the US Parachute Association. A pilot, master rigger, and parachuting Instructor/Examiner with more than 1200 jumps, he was

instrumental in the establishment of the USPA Jumpmaster and Instructor programmes.

Poynter's round canopy parachuting book recently went through the press for the seventh time; there are over 76,000 in print. This unique training aid is used by skydiving schools worldwide. The book is also available in a Spanish language edition. Translated by **Huber C. Hughes III**, Chief Instructor of the Parachute Club in Alicante, Manual Basico de Paracaidismo was printed in Spain.

Parachuting Manual for Square/Tandem Equipment is available from many parachute dealers and jump schools as well as direct from the publisher at \$2.00 postpaid (\$2.50 foreign, Californians add 12c sales tax): Para Publishing, P.O. Box 4232-237, Santa Barbara, CA 93140-4232. Satisfaction is guaranteed.



HERCULES BOOGIE 85



MAY 26 - JUNE 1 LIDKOPING SWEDEN

Gothenburg Parachute Club have managed to get a Lockheed C-130 Hercules for a seven day boogie this spring. the Hercules takes 90 jumpers to 4,000 meters in less than 10 minutes, and to a fairly competitive price: just SEK 80 (preliminary) for the jump, and SEK 250 to register.

The Hercules Boogie 85 in Lidkoping, Southern Sweden, is the second boogie in Europe with this kind of aircraft. The first, on the same DZ back in 82, attracted 700 skydivers from 17 countries. This year, the limit is 600. And a month after the launching, half of these slots were booked!

The Hercules Boogie is made possible by a unique co-operation between the Swedish Airforce and Army, and the

Gothenburg Parachute Club. The military runs the aircraft, and the civilian the rest of the boogie. Plans include a barbeque with live rock band, record attempts, seminars and instructions, and facilities on spot include tents for 300 people (not counting what the participants bring themselves), showers, food, riggers etc. The manifest is completely computerised, for maximum fairness.

Checking in begins May 25th, jumping May 26th, and the Hercules Boogie 85 is closed June 2nd. For further information, write P.O. Box 31127, S-40032 Gothenburg, Sweden, or call int. + 46 (0)31 42 24 60 or 15 20 56.

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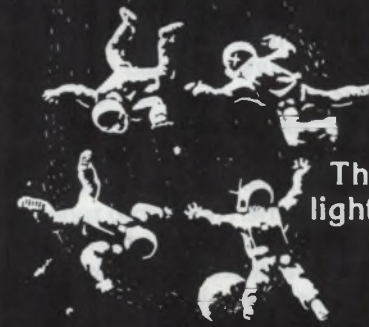
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SOUTH AFRICAN SUMMER



From December 8th to January 5th I made South Africa the venue for my winter skydiving holiday. I was invited and made welcome by **Neil Hamilton**, a Rhodesian now resident in Johannesburg whom I had met and jumped with in England throughout the summer. South Africa proved an excellent choice especially as the US dollar is so strong. Conversely the Rand has weakened in relation to the pound and many things seemed very reasonably priced, the only drawback being the high cost of passage; £550 return at bucket-shop prices.

Boogies apart, all jumping is made at non-commercial weekend clubs. The climate is very much more favourable to the sport than in England, or Florida for that matter. As a result students are able to progress much quicker and dedicated jumpers can easily manage 300-400 jumps per year. December is the rainy season, however, it only rained on a few occasions, mostly late afternoon and evening following a lightning storm. It was always so warm, day and night that nothing more than shorts were required, though I soon learnt to respect the fierce sun. Only mad dogs and Englishmen.....

Altitude is not achieved easily. DZ's like Klerksdorp, Witbank and Wonderboom are over 5000ft above sea level. Therefore 9000ft A.G.L. is maximum altitude and hard landings are the order of the day. One soon learns to flare high.

My first jumps were made at Klerksdorp, a very active and progressive club, home of the sponsored Bliss and Gunston 8-way teams. Klerksdorp is an Afrikaans gold mining town of the Western Transvaal. The jump ship here is the Cessna 402, a ten place low wing design with two turbo-charged engines and beautifully shaped door. Bliss were regularly launching linked 8-ways with good success. My first jump here must have been some form of skydiving record for between the ten people on the plane there were only seventeen legs. It was not until after the are at sometime likely to return home. I hope drop zones make legs at all and Neil's one-legged friend **Skippy** who was also on the lift was later that day to make his first square jump, ending in a fine stand-up, the envy of most people around! The other skydiver was an American ex-mercenary named **David Barr** who fought in Vietnam, Rhodesia and finally lost both legs in a landmine explosion in South West Africa (Namibia). Dave's broken many an artificial leg whilst parachuting so he's resorted to replacing one with a peg fabricated from an old mortar bomb shell!

Another uncommon feature in the South African RW team is the use of the weight belt for those members whose tendency is to float. Their justification for this option rather than to use an

ultra-skinny suit is that it is better to maintain a medium suit with a slight excess of material for ease of fast and sure grip changing in competitive sequential. The prominent rigging facility are Sky Sports who manufacture as well as distribute kit of US origin. Locally made kit includes the Parafite Cruiselite and Nationals range of Phantom reserves under licence at prices very much cheaper than their American brothers. The popular rig is the Invader looking almost identical to the French Jaguar design. With the exchange rate in our favour it may not be long before someone decides to set up an agency for SA kit in the United Kingdom.

Student progression is on a system loosely comparable to our own. following a recent visitation by USPA officials, accelerated free fall has been adopted. The general standard of relative work is at least equal to the UK and for me as an outsider it was very comforting to be invited on loads and included readily in the après jump social scene. The New Year's Eve party at Witbank DZ run by ex-Brit **Mike Stanton** shall not go forgotten. I met several Brits in SA who I am sure would like to wish their old jumping pals in England all the best. These include **Mike Stanton, Nigel Peart** and **Simon Turner**. There are many other jumping expatriates who have not skydived in Britain and who are at sometime likely to return home. I hope drop zones make them feel as welcome as I was made in South Africa.

My last port of call was the Swiss Boogie at Phalaborwa, adjacent to the Kruger National Wildlife Park. The ground altitude was only 1000ft ASL and correspondingly temperatures soared to 44°C (112°F). The Swiss charter the South African Hercules C130 annually for this boogie but get full marks for instilling a cold uninviting atmosphere. The facilities at the Rugby Stadium, (the landing area) though were good. This lack of cordiality and sympathy was demonstrated in my particular case, after the meet, when a mere misunderstanding led me to being turned-off a return flight in the Hercules to Johannesburg when I had in fact paid. This left me stranded and a 320 mile hitch-hike ensued. This rather uncaring attitude was seen in stark contrast to the friendliness of the many South Africans I met. My friends had been to Phalaborwa the previous year and did not wish to return. Judging by the numbers of jumpers turning up in Swaziland after experiencing the Swiss Boogie vibes I cannot think my opinion is isolated. The attraction of this 'lekker Kite' (Afrikaans for nice jumpship!) was too much to resist. I must say thanks to the small group of people I met at Phalaborwa who made the short time sweet; **Fred and Irene Diedericks, Derek Wanstall, Dave Kelly, Neil Terry, Serfies, Barry** and **Mark**. Thank you

ALAN WHITTON D4176

SELECT A MAIN AND RESERVE THAT WON'T HURT YOU

The human body is quite a remarkable example of engineering. Its strength, durability and flexibility is unequalled in any machine. However, like all laws of physics on Earth, there are limits as to what can be accomplished and for how long. The knee for example can take 2,000lbs. of force before it fails. This in itself may not be of interest to you as a jumper, but a much lesser force administered rapidly will have the same effect.

A few hard landing on a weekend are put out of your mind by Tuesday. By next weekend the tinge in your knee is gone and you are jumping again. Over the years you begin to notice it takes longer for the slight pain in your joints to go away and find it coming back sooner after just a couple of landings.

Your body is beginning to accumulate wear on your joints at a much faster rate due to smaller parachutes being in vogue. With most people looking for something that packs just a little thinner, weighs a little less, the average jumper is buying parachutes about 15 to 30sq.ft. too small for their weight or experience for main canopies and are using no logic at all on the choice of reserve canopies.

To relate a comparison that you may understand, the medical community, especially the people in sport medicine, are finding that joggers are tearing their

joints apart. Particularly if they run on a hard surface. These people are experiencing a much high incident of Degenerative Arthritis. The wearing out of the protective surface between the joints.

Five to ten years from now most jumpers that have been in the sport for a few years are going to experience this same problem. Even if they have long since been out of the sport. The abuse from the unnecessary hard landings with some of the small parachutes will have an accumulative effect on your joints causing them to break down at a much faster rate.

Do yourself a favour. It will make a difference. Even after the number of jumps you have, the sooner you get on a larger parachute the sooner your body will appreciate it. Years from now it will make a much greater difference. The difference from getting around in pain or doing what you wish to do.

These findings are not just my findings, but may be confirmed for yourself by asking an orthopedic specialist or an M.D. in sports medicine.

A few of the manufacturers are beginning to recommend weight ranges for their parachutes. From my experience these ranges work under ideal conditions. With a highly experienced

jumper with alot of jumps on that type canopy, with a favourable wind, and a smooth unobstructed landing area.

Years ago when there was only a 28ft. canopy to jump, alot of people dropped out of the sport simply because they weren't able to recover in time for the next weekend. With the harder landings the problem was much more noticeable. We were experiencing many more injuries and failures of joints.

With the advent of the Ram Air parachute, people are staying in the sport longer, making more jumps during their jumping career. But unknown to them, more damage is caused to their knees using unnecessarily small parachutes which won't show up until years later.

In selecting a canopy whether it be main or reserve, keep a few thoughts in mind. The altitude of the places where you are going to be jumping, as well as density altitude during these hot summer months, how much you weigh and how it fluctuates from season to season, the frequency of your jumping, the type of terrain where you jump. Then allow a safety margin for the unexpected low turn to avoid a jumper or obstacle.

Select a main and reserve that won't hurt you.

by BILL DAUSE

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MEDICAL CONTRA-INDICATIONS TO PARACHUTING

Fifteen months ago, when the new Operations Manual was in the process of being drafted, the Medical Advisers to the British Parachute Association were asked for their opinion as to the wording of the appropriate parts of the manual. At the same time they were asked for their opinion as to the correct wording on the declaration of fitness to parachute form.

It now appears that they have for the past year been advising doctors and jumpers in the misapprehension that their advice had been heeded.

For many years the Association has applied a blanket refusal to jump to people having certain medical conditions. The sport has changed very much since the early '60s, as has also many aspects of the practice of medicine. Ideas that were proposed then, for a variety of reasons, are no longer tenable.

Foremost amongst these from the medical point of view, is the idea that there are some conditions de facto which are incompatible with parachuting. Both **Mike Abdou** and myself are of the opinion that this is totally incorrect, and that for certain conditions every case should be treated on its own merits.

There are two conditions in particular where this applies.

Diabetes mellitus is a fairly common affliction to which the blanket refusal has been applied in the past. Control of the condition was certainly not as effective twenty years ago as it is now. The main worries I imagine to have been are that the person with diabetes might blackout while in free fall or under the canopy.

There are two basic reasons for a diabetic to pass out. He has either too much or too little sugar circulating in his blood. The former of these is much the more serious, technically called diabetic keto-acidosis. Its onset is insidious and the affected person will have obvious signs and symptoms long before he passes out. Low sugar in the blood stimulates the flow of adrenaline, already flowing fairly freely in any jumper. One of the effects of adrenaline is to mobilise the sugar stores in the liver, so making the condition to a large degree self limiting. In any case all diabetics are taught how to recognise the early warning signs, often by being deliberately forced into the condition, and also are taught how to take remedial action by carrying glucose tablets or sugar lumps with them at times when they are facing abnormal exercise.

All Consultant Specialists in Diabetes that we have consulted are of the same opinion, as is also the British Diabetic Association.

Finally it should be remembered that International Civil Aviation Regulations allow commercial airline pilots who develop the condition and who are controlled to retain their licences.

The second condition with which we are concerned is that of 'Epilepsy'. Any history of previous fits has precluded a person from parachuting, and this includes those who have had one fit caused by a high fever in early babyhood! There are many causes of epileptic type fits, and indeed some types of fit which almost go unnoticed. I wonder how many so called 'brain-locks' have actually been incidences of petit mal?

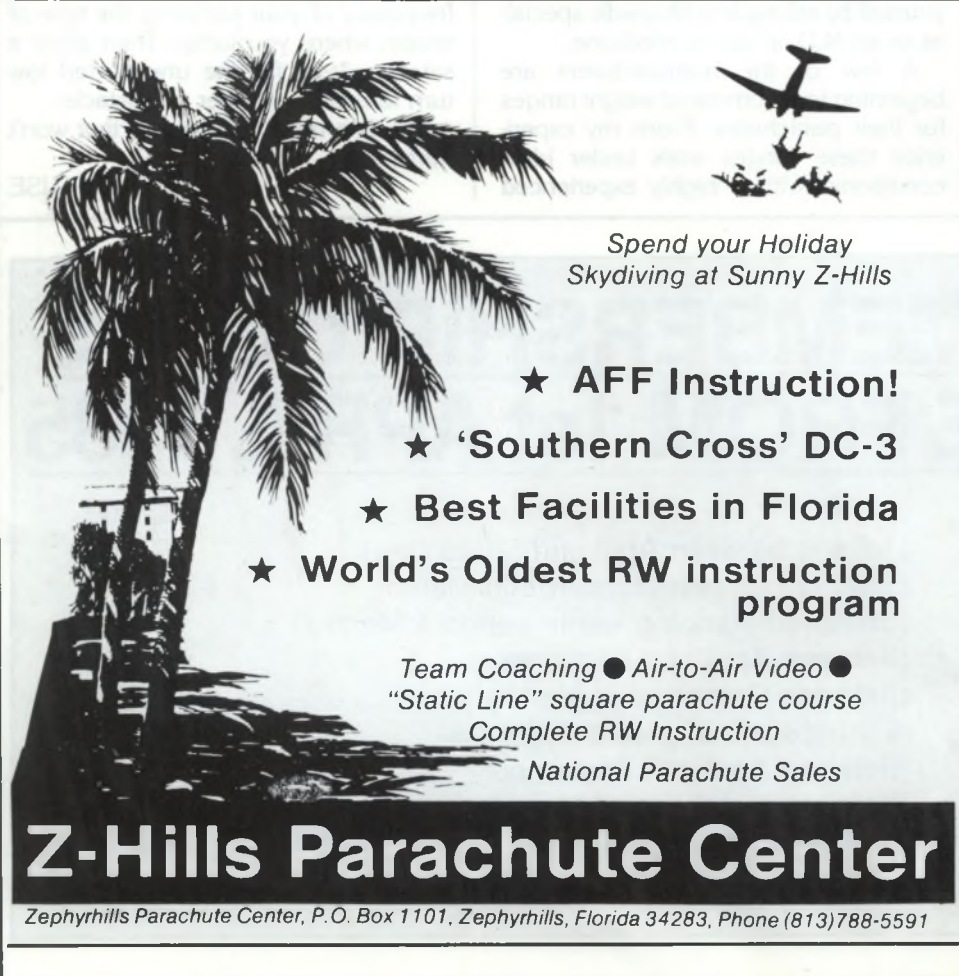
This again is an example where we think every case should be treated on its merits. We think it entirely reasonable that people who have not had a fit for the past three years should be allowed to parachute, and this view is again supported by the many specialists that we have consulted.

These views are directed primarily to the first time jumper who is not likely to continue in the sport, but who contribute a large part of a Centre's income. Those who wish to progress further in the sport should of course be checked more stringently. Are we justified in totally inhibiting their pleasure, particularly those who have already much experience under their belts before discovering they have the condition?

We would earnestly recommend that our operations procedures are so amended in the light of the latest knowledge and experience.

I would finally like to point out that every time I have offered advice to potential or active parachutists and to their doctors, I have been at pains to point out that irrespective of any medical certificate or opinion, the final decision as to whether anyone jumps is that of the CCI of the particular centre, and I would wish it to remain so. I cannot speak for my colleague, but am sure he would be of the same opinion.

ROGER FLINN,
M.S.c., M.B., Ch.B., M.B.C.S., F.B.I.S.
Medical Adviser



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To: All BPA Members Ladies and Gentlemen,

During the last few months there have been many enquiries directed to the office asking how the BPA works, where the money comes from, how the renewal fee is split up and used etc.

The overall information is produced throughout the year by way of Council and Safety and Training Committee Meetings which are published in full in the Sport Parachutist. The minutes of the Finance Committee and Competitions Committee are summarised in Council Minutes, but those Committees full minutes are sent to all Clubs for display on notice boards etc.

However, I know how tedious it sometimes is to sit down and read a whole set of minutes, and it seemed to me that members might appreciate a short breakdown of the General situation, so here goes!!!

The office itself has a staff of myself, **Sue Allen**, **Trudy Kemp** and **Debbie Walker**, who is at present away ill and whose place is being filled by **Linda Burt**, we also have the help of a part-time book-keeper **Mrs. Mantykiewicz**. On the coaching side are **Tony Butler** and **John Hitchen**. We are always available to answer any queries and to try to resolve problems as well as to run the Association on your behalf on a day to day basis. The Association sources of income are:

1. Membership Subscription
2. The Sports Council
3. Sundry Income - Shop Sales, Lottery Profit etc.

| TOTAL | BPA SUBSCRIPTIONS | VAT | 3rd PARTY INSURANCE | MAGAZINE SUBSCRIPTION |
|-------|-------------------|------|---------------------|-----------------------|
| 21.00 | 11.91 | 1.79 | 80p | 6.50 |

The rates for other forms of membership are calculated on a pro-rata basis whilst the basic student fee is kept as low as possible, set at £2.20 this year, and this is split up as under:-

| P6 TOTAL | BPA SUBSCRIPTIONS | VAT | INSURANCE |
|----------|-------------------|-----|-----------|
| 2.20 | 1.22 | 18p | 80p |

Despite seeming to be high the BPA renewal fee is one of the lowest in the Parachuting World.

| BPA | AUSTRIA | CANADA | USPA | FRANCE |
|-------|---------|--------|-------|--------|
| 21.00 | 28.90 | 35.00 | 37.00 | 39.00 |

Membership Income is paid to the Association GROSS. This year at the AGM it was agreed to increase renewal subscriptions to £21.00 but the Association itself does not receive the whole of that amount. The break-down is as follows:-

Sports Council fund the Association, at the present time (at the following rates). Though when the 5 Year Plan is passed this will probably change.

1. Administration Expenses:- Rent/Rates/Salaries/Postage/Telephone etc.

These are funded at around 75% of the Admissible Expenses. This admissible expense is a sum calculated by the Sports Council and in 1980 I managed to re-negotiate this almost doubling the sum allowed at that time.

2. Coaching: This includes Salaries, Championships, Preparation Training.

The majority of the above are funded to the tune of 75% of admissible expenses.

3. Pure Coaching: PI Courses, Seminars etc. etc. This attracts only a lump sum of around £1,200 per year.

The above is only a very brief run-down, if anyone would like more information please contact me and I will try to enlarge on any specific points raised. Yours,

CHARLES W. PORT
Secretary General

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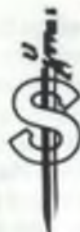


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SNOWTIME FOR PARACHUTING AT ALDERSHOT



"Do you remember when this was a DZ?"
"Mmmm...the pit looks more like the North Pole now."
"More to the point. Where is the pit?" These were some of the more printable comments to be heard as Queen's Avenue lay deep and crisp and even with more snow than Aldershot has seen for several years. So although the Islander was awaiting the return of the Freds from Christmas leave, it actually has spent most of this period sheltering from the elements. Thanks to the hospitality afforded by both JATE and SAR Lee on Solent, there have been a few good jumping days. On one day at Lee on Solent, when temperatures were many degrees sub zero at altitude, **Eddie Carroll** achieved his 1000th jump - the youngest Fred to reach this milestone. The best thing about it was that the actual jump was a bit of a non-event. Eddie was OUT in a five man round!! Never one to be lost for words the excuse/reason was that his goggles blew up past his eyes and his eyeballs froze! (Pete won't believe THAT Eddie!). **Jon Turner** has also now reached his 1000th, so there will be quite a few Gold Lanyards to be presented this year at Airborne Forces Day.

Phil Richmond and **Chris Lane** are progressing well; **Phil Richmond** is now jumping a Unit. **Chris Lane** had a malfunction on his second square jump, which must have given him a few nasty moments before his Protector lived up to its name. He is currently jumping a 252. **Chris Byrne** has returned to 2 PARA to try to further a career in the PT Corps. **John Armstrong** has joined the Team from 1 PARA, and **Annette Heaton** has come back on a more permanent basis. **Rudrabahadar Sahi** from the Ghurka Transport Regiment is coming to the Team on a temporary training attachment, so there are quite a few new faces about at present. In the near future a few old ones will return - **Mark Flint** to pass a couple of peaceful months until he leaves the Army; and **Pete Carroll** is coming back to try and

prevent **Micky Munn** from loosing any more sleep (or hair) over **Eddie**! Also due to join soon are **Greg Cox** from 2 PARA and **Paul Burns** who is at present in Cyprus. Paul's injuries at Warrenpoint resulted in the loss of a leg, and since this tragedy he has been in the rigging room at Netheravon and JSPC Cyprus. He is now jumping again and will be able to jump on selected demos for the Freds.

Dixie Dixon is now on the mend after injuring his good heel shortly before Christmas. Congratulations are due for his promotion too - obviously the CO likes his cartoons!

The Competition Team for the new season has been chosen. Spence and hopefully Dixie will concentrate on the fancy stuff, while the four way will be chosen from **Jon Turner**, **Stevie Greenhalgh**, **Sean Day**, **Graham Robertson** and **Keith Saunders**. In the few jumps they have managed together so far, JT seems well pleased.

Keith Saunders and **Graham Robertson** did very well on their recent Pls Course - neither of them having any problem in achieving the required standard; and **Dave Moore** pleased everyone by getting his Instructor's rating and was promptly given the first student course of the season! It was during this examination course at Netheravon that the tragic death of **Major David New** occurred. He was a great friend of the Team and will be particularly remembered for his tremendous help with the Hong Kong trips. Everyone connected with the Red Devils would like to extend their deepest sympathy to his family.

Bob Harman has now returned from Z-Hills with another 148 jumps under his belt, and is sporting a disgustingly healthy sun tan and a Z-Hills STAFF jumpsuit. After leaving the Army this autumn, Florida will become his winter retreat.

Micky Munn has been burning the midnight oil whilst setting up a prestigious Fund Raising Committee in pursuit of the

BN2T. The actual aircraft has been identified, so hopefully the new Islander will be flying by the end of June. Meanwhile Micky can be seen driving around the streets of Aldershot in another new acquisition - a Yugo - on loan from Yugo Cars. It is certainly proving extremely useful for all the local trips.

Through their association with British Airways personnel who had come to the Freds on student courses, Micky was able to fulfill another ambition - that of having Team photographs taken with Delta Hotel parked beside Concorde. The results are really impressive and will no doubt find their way on to future Team posters.

Another noteworthy day was spent filming with **Sir Harry Secombe** (incidentally also a member of the Aircraft Appeal Committee) for his TV programme Highway. They made a really excellent job of making it appear that Sir Harry was engaged in CRW with **Micky Munn**. Super hero **Deakin** triumphs again!

Fitness fever seems to have struck again and at least seven Freds, **Spence, JT, Eddie, Dave Moore, Stevie Greenhalgh, Mark Forbes** and **Deak(!)**, are planning to run in the Fleet Half Marathon on March 24th, and several are hoping to run the Paras 10 mile Cross Country from the Depot on March 17th. Stevie recently came second in a six mile Cross Country at Chessington, and he and Spence were in the winning team representing Depot Para at Blackdown recently.

Yesterday came the start of the spring season of students, and for once the weather couldn't have been kinder, and lots of happy smiling faces left the Queen's Avenue DZ. None happier perhaps than that of **Raymond Nixon**. Raymond has been part of the Red Devils DZ scene for more years than I like to count, and is an extremely able, useful and likeable character to have around. However, his parachuting days could not begin until that all important 16th birthday; and since the end of December Raymond has waited patiently for the weather, until February Red Freds, doing a "Falcons Stack"

24th when suddenly it ALL happened. Things he had dreamed about for years became reality and three static line descents later, the grin was from ear to ear. Well done Raymond! It was also an historic day for new Fredlets. The new Rix three way team appeared, **John, Jo** and **Debbie**; and then **Mick Knowles** and his new four way arrived including their twelve day old daughter **Shona**. It will soon be a Fredlet epidemic.....there are more on the way; they are the ones who look as though they are wearing front mounted reserves!

So thoughts are now turned towards Team Training - some will go to Bermuda as part of a planned display trip, and some will go to El Centro hopefully with blue skies lots of good jumping can be achieved, and then the Freds '85 can take to the road for this their 21st season.

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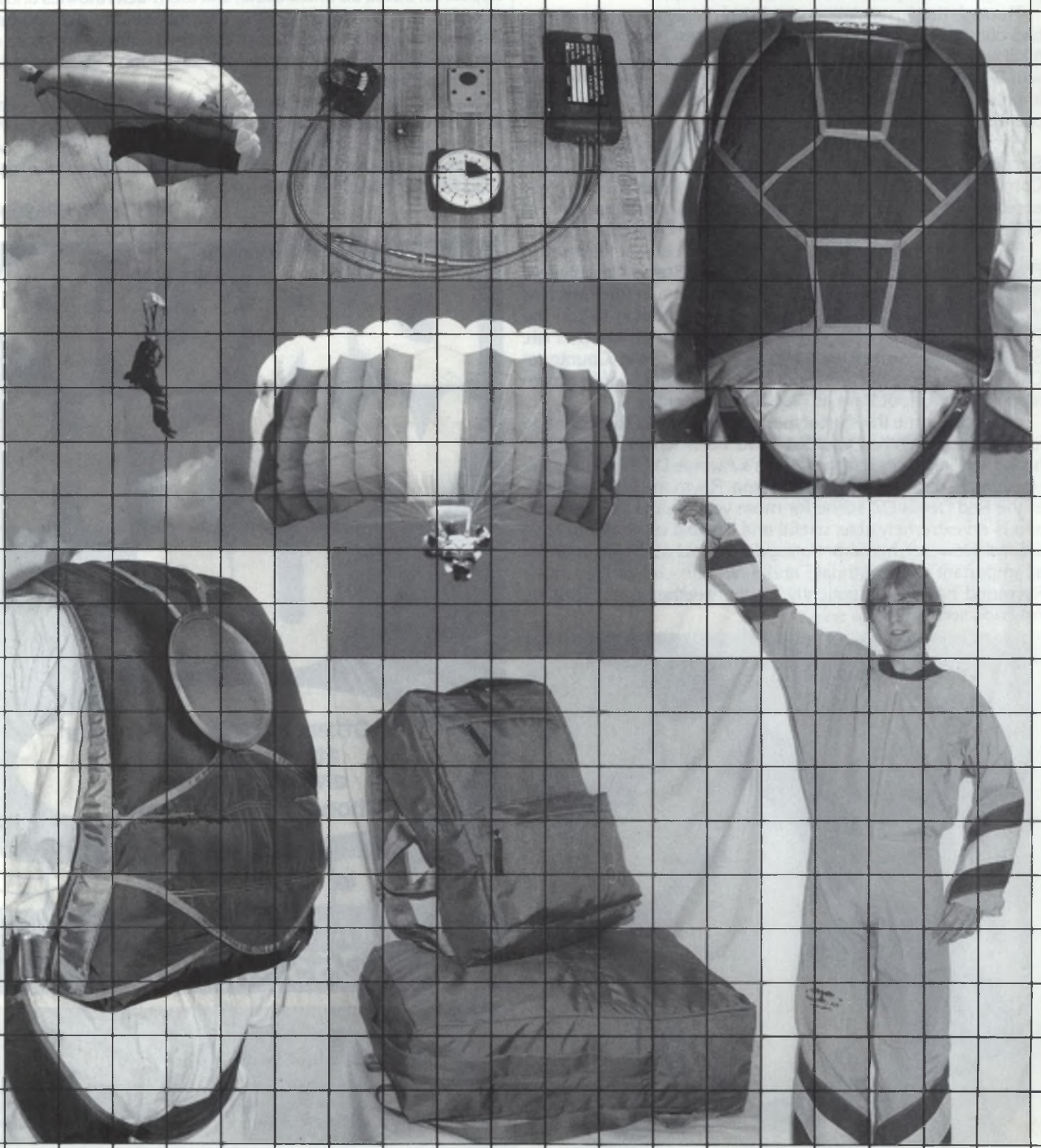
The new club representative is **Tim Andrewes**. He will try to visit as many clubs as possible during the season. But if anyone has anything they would like to discuss with Tim, ideas for helping clubs; or problems he is contactable on:-

Phone: 01 856 5533 Ext. 417

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SWAZILAND CHRISTMAS BOOGIE 1984

Swaziland is a principality slightly less than the size of Wales almost encircled by the Republic of South Africa. Swaziland gained its independence in 1968, formerly being a British protectorate. The country has changes of relief of several thousand feet, is green and fertile and thus very picturesque to the visiting skydiver. Parachuting is not an official sport in Swaziland (therefore boogies and demo jumps are organised by 'Big Mal' Atkinson, a memorable giant of a South African working for the South African Railways, who is on loan to Swaziland. Such is his influence with the Swaziland military authorities that he has no problem securing the use of the two Israeli built Arava transport planes of the Royal Swazi Air Force. When he puts word around neighbouring South Africa that there is soon to be another boogie there is no shortage of skydivers willing to make the pilgrimage complete with the necessary passport. This occurs several times a year.

I travelled to Swaziland with South African friends whilst on holiday in South Africa and was at one of these inpromptu boogies from Christmas Day to New Year's Eve. On an earlier weekend we also made the five hour journey to do six display jumps free of charge. Jump altitude varied from 10,000' to 16,000' above ground level and when one considers that Matsapa airport is 2,100' above sea level I was surprised hypoxia was not a problem. With jump prices only 8 Lilangeni (about £3.60) we were certainly not going to let a little thin air spoil the fun!

The Swazi pilots, who were each trained for 10 months in Israel, are justifiably proud of their ships, their flying was first class, every spotting instruction being interpreted and executed precisely. The Swazi Air Force view these boogies as valuable experience gained for the pilots in lifting high payloads combined with precision flying and this somewhat explains why the jump price is so reasonable. Earlier in 1984 this experience proved invaluable following a cyclone that devastated parts of the country. The planes were then used to distribute supplies and provide relief quickly where required.

The Arava's are twin engined turbo-props with an egg-like fuselage and split tail fin with a skydiver capacity and performance comparable to the Shorts Skyvan. Skydivers enter and exit the plane by the left side door similar in size and shape to

the DC3. It is possible to hinge open the aft section of the body (though not during flight), useful to permit ease of loading cargo. For those wishing to smoke on the way to altitude ashtrays were provided at no extra charge!

Apart from Matsapa airport, our resident DZ, we did demo jumps into Nhlngano Sports Stadium, the Royal Swazi Casino and Swaziland Breweries. The most memorable jump was that into the brewery. Malcolm sketched the landing area with chalk on the ground at Matsapa. When we later exited at 10,000' to form a 12-way star it was over the brewery, territory unfamiliar to most of us. The crowd of local people were thrilled at the display and this was followed by the Swazi-style Arava beat-up, a formality after every drop, many of the spectators throwing themselves to the ground in fear. See the accompanying photo, courtesy of Chris Joubert, to give yourself some idea of how low is low! After packing the canopies in the sweltering 38°C heat the brewery provided as much refreshment and savouries as we could accommodate and laid on a closed van to return our rigs to Matsapa when it started to rain following an electric storm typical of that part of Africa.

Matsapa airport had all the basic essentials to make it a suitable base such as a swimming pool enclosed by a clean grassy packing area with enough room for tents, there were showers, bar, kitchen, pool table, darts board and Malcolm provided music c/o his own hi-fi system. The swimming pool became the in-place to dirt-dive 4 way sequential, the neutral buoyancy making it realistic, a very worthwhile training aid! A braai (an African barbeque) was formality every evening and Mal was master of ceremonies par excellence during all drinking sessions.

The Swazi people are exceptionally friendly and it was pleasing to feel we had entertained others besides ourselves. One evening the airfield kitchen staff were invited to watch the skydiving video recordings taken over Matsapa and their response was that of disbelief! My thanks go to Big Mal for his efforts in organising the boogie and making me feel welcome in Swaziland. Gratitude also to all the pilots, Reuben the barman who provided ice-cold drinks throughout a very long day and all the kitchen staff who served food for many impatient skydivers without the slightest murmur of a grumble.

Swaziland, land of good vibes - and hot dives!

ALAN WHITTON, D4176

INDIVIDUAL MEMBERSHIP THE ROYAL AERO CLUB OF THE UNITED KINGDOM

The Royal Aero Club wishes to announce the formation of an individual Membership Scheme; its aim to encourage airmindedness, especially among the young and also to form a focal point of interest for those who for whatever reasons can no longer be involved in air sport, but in which they are still interested. The Membership scheme might also be of interest to those who flew in the war. For a modest £10 per annum the Members will have the advantage of belonging to one of the oldest (1901) Sporting Flying Organisations in the world, receive two News-

letters per year, detailing information on virtually all Sporting Aviation events, be they for Gliding, Hang-Gliding, Parachuting, Parascending, Man Powered Flight, Microlight Flying, Ballooning, Aeromodelling etc. They will receive an individual lapel pin/badge (suitable for men and women) and a Membership Card. Other items, such as ties, blazer buttons etc. are available for purchase. Membership forms are available from the Membership Administrator, The Royal Aero Club, Kimberley House, Vaughan Way, Leicester LE1 4SG.

CIP MEETING 1985

The Parachuting Committee (CIP) of the Federation Aeronautic Internationale (FAI) held their 35th annual meeting in February at the well known parachuting venue of Graz in Austria.

The meeting was attended by delegates from 33 out of the 41 member nations. This year saw for the first time a delegation from South Korea.

The BPA was represented by **Charlie Shea-Simonds** as UK delegate with **John Hitchen** (JNC SO) as alternate delegate, **Lofty & Grace Thomas**, **Julie Hanks** and myself as observers/advisers.

CIP now has under its wing four competitive disciplines - RW, Classics, CRW and Para-Ski. In addition to these it is also concerned with the writing of the Sporting Code, and the licencing of International Judges.

CLASSICS

On the Style and Accuracy front there were no changes this year. Although some discussion took place over the possibility of increasing the number of rounds in the Accuracy events for future World Championships, although no firm decision to do so was made at this meeting.

The Free Style concept, first introduced by the Norwegians in 1984 had seen very little interest around the world. It was decided to review the situation in 12 months time.

The following World Championships were confirmed for the Classics events:-

1986 - 18th World Championship in Style and Accuracy. 1st part September in Ankara, Turkey, the aircraft will be Antonov AN2's.

1988 - 19th World Championship in Style & Accuracy, Karlsborg, Sweden.

1990 - 20th World Championships in Style & Accuracy, Bled, Yugoslavia.

The first World Championship was also staged in Bled.

RW

There were several changes to the RW rules this year.

1. The old definition of Rotation Rule was finally scraped and replaced with a more comprehensive definition which will hopefully alleviate any future misunderstandings.

We were particularly pleased with the introduction of this new definition, as a significant part of it was proposed by **Sarah Brearley** and myself and recommended by the BPA Competitions Committee.

The new definition reads: "When a turn is indicated a sub-group must continue turning in the direction of the arrow until it is possible for the sub-groups to link together to complete the next designated formation. The degree of turn as shown in the annex indicates the approximate degree of turn required to show the intent of the transition manoeuvre. The approximate degree of turn required shows that the indicated sub-group must present that amount of its circumference to the other sub-group".

It was also decided that it is permissible to pick up a grip before a rotation is complete - providing it is the correct grip and that no grip change occurs. This is covered by part of the new text that states, "until it is possible for the sub-groups to link together to complete the next designated formation". This question was raised by **Charlie Hoare** in the February Issue of SP.

2. Several of the problem blocks in the four-way event were clarified by greater use of uni-directional arrows and designated jumpers (cross heads etc.)

3. A new fairer penalty system for scoring the sequential events was introduced by **B. J. Worth** of the USA.

By the old rules, if a FMT was incorrectly made, the scoring would stop until that part of the dive came round again - in effect, a 5 or 6 point bust. The new system has a 3 point bust on any incorrect or omitted FMT. So if a FMT is incorrectly made, the team will score a zero for that FMT and the next two, but then scoring would continue as normal. Examples:-

JE = Judges Evaluation

OS = Old system

NS = New system

DIVE 1

| | JE | OS | NS |
|-------|----|----|----|
| FMT | 0 | 0 | 0 |
| FMT | + | 0 | 0 |
| FMT | + | 0 | 0 |
| FMT | + | 0 | 1 |
| FMT | + | 0 | 1 |
| FMT | + | 1 | 1 |
| FMT | + | 1 | 1 |
| FMT | + | 1 | 1 |
| SCORE | | 3 | 5 |

DIVE 2

| | JE | OS | NS |
|-------|----|----|----|
| FMT | + | 1 | 1 |
| FMT | + | 1 | 1 |
| FMT | + | 1 | 1 |
| FMT | + | 1 | 1 |
| FMT | 0 | 0 | 0 |
| FMT | + | 0 | 0 |
| FMT | + | 0 | 0 |
| FMT | + | 0 | 1 |
| FMT | + | 0 | 1 |
| FMT | + | 0 | 1 |
| SCORE | | 4 | 7 |

4. The 45 minute minimum between dives at a competition was increased to 1 hour because of the relative difficulty in dirt diving and remembering the block system dives, as compared to the old set rounds.

5. The exit altitude for the 8-way event was increased from 11500ft. to 12000ft. because since the end of the jumpsuit war some teams have been experiencing a problem in breaking off at a safe altitude after taking the 50 seconds working time.

6. The following world championships were confirmed for the RW events.

1985 - The 6th World Championship in RW. 12th-26th Sept., on the Island of Losing, situated in the Adriatic Sea off Yugoslavia.

Aircraft will be M18 helicopters. This will be the first World Championship in RW to be held in an Eastern Bloc country. The Communist nations are expected to enter for the first time in RW world championships.

1987 - The 7th World Championship in RW - last two weeks in August at Princeton, British Columbia, Canada.

1989 - **Charlie Shea-Simonds** put in a tentative bid to host the 8th World Championship in RW in Great Britain, with the assistance of Ipswich Borough Council who have recently shown great interest in Sport and are helping to host the 1986 British Nationals.

PARA-SKI

The International Para-Ski Committee (IPSK) no longer exists, as Para-Ski now has a sub-committee of CIP itself.

The 1st World Championships in Para-Ski was announced and is to be held in Sarajevo, Yugoslavia in March 1987. Sarajevo was the site of the 1984 Winter Olympics.

CRW

To date there have been three World Cups in CRW, the third of which was hosted by the Australians at Toogoolawah in Queensland. The same DZ will also be hosts for the 1st World Championships in CRW to be held in Sept/Oct. 1986. The French Federation put in a bid for the 2nd World Championships in CRW to be held in 1988. Some changes were made to the CRW competition dives.

OLYMPICS

The FAI are currently engaging in discussions with the International Olympic Committee (IOC) for recognition of skydiving as an Olympic demonstration sport, possibly by 1992. An Olympic demo sport is not the same, however as an official Olympic Event. Demo Sports are included initially to provide entertainment and enjoyment for spectators, while also being considered for possible future recognition as official events.

Baseball and Tennis were introduced as demo sports at the 1984 Olympic Games in Los Angeles. There are enormous public relations benefits to be gained by the sport in this way.

A working group of CIP has been set up, consisting of **Dr. Uwe Beckmann** (President), **Horst Brandel** (GDR), **B.J. Worth** (USA), **T. Berriolo** (Argentina) and **Zoon Hying Rhy** (South Korea). A brochure of skydiving is being prepared for the IOC.

SPORTING CODE

A new Sporting Code will become effective from 1st January, 1986 to include the new World Championships in CRW and Para-Ski.

AWARDS

The following were chosen by secret ballot for awards this year.

- 1. Leonardo Da vinci Diploma - **Mike (Zeke) Zahar** (Canada)
- 2. Gold Parachuting Medal - **Domina Jalbert** (USA)

ELECTIONS

The following executive posts on CIP for 1985 were chosen by secret ballot.

- President - **Dr. Uwe Beckmann** (FR Germany)
- 1st Vice Pres. - **Richard (Buzz) Bennett** (Canada)
- 2nd Vice Pres. - **Slatko Beric** (Yugoslavia)
- Secretary - **B.J. Worth** (USA)

Charlie Shea-Simonds announced his intention to no longer represent GB in the future as our delegate, due to personal business pressures. Charlie had served on CIP for 11 years and was given a tremendous applause in recognition of his hard work for International Parachuting over the years.

CIP 1986

















The next meeting of CIP will be held in Ankara, Turkey on the 3rd/4th February, 1986.

by **ROB COLPUS**

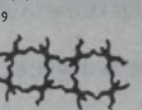
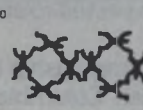
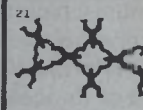
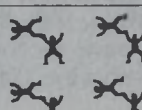
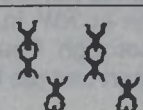
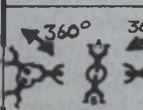
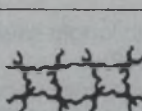
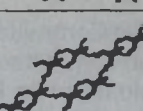
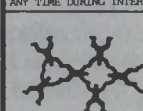
4 WAY EVENT - BLOCK SEQUENCES 1985

| | | | | | | | |
|---|---|--|---|---|--|--|---|
| <p>1</p> <p>SNOW FLAKE</p> <p>FREEFALL FLYING NECESSARY</p> <p>SNOW FLAKE</p> | <p>2</p> <p>HAMMER</p> <p>CAT</p> | <p>3</p> <p>ARKAMRAD</p> <p>DIAMOND</p> | <p>4</p> <p>UNIPOD</p> <p>360°</p> <p>UNIPOD</p> | <p>13</p> <p>STAR</p> <p>360°</p> <p>STAR</p> | <p>14</p> <p>BIPOLE</p> <p>180°</p> <p>DONUT</p> | <p>15</p> <p>BLN YIP</p> <p>270°</p> <p>COMPRESSED ACCORDIAN</p> | <p>16</p> <p>SIDE FLAKE DONUT</p> <p>360°</p> <p>SIDE FLAKE OPAL</p> |
| <p>5</p> <p>UNIPOD</p> <p>180°</p> <p>UNIPOD</p> | <p>6</p> <p>OPEN ACCORDIAN</p> <p>360°</p> <p>CAT</p> | <p>7</p> <p>CAT</p> <p>CANADIAN TEE</p> <p>360°</p> <p>CANADIAN TEE</p> | <p>8</p> <p>CANADIAN TEE</p> <p>360°</p> <p>BI POLE</p> | <p>17</p> <p>DANISH TEE</p> <p>HOSER</p> <p>360°</p> <p>HOSER</p> | <p>18</p> <p>HOSER</p> <p>360°</p> <p>WIDGET</p> <p>180°</p> <p>WIDGET</p> | <p>19</p> <p>WIDGET</p> <p>360°</p> <p>COMPRESSED STAIRSTEP</p> | <p>20</p> <p>OPEN STAIRSTEP</p> <p>360°</p> <p>COMPRESSED STAIRSTEP</p> |
| <p>9</p> <p>OFFSET</p> <p>180°</p> <p>CAT</p> | <p>10</p> <p>DIAMOND</p> <p>180°</p> <p>DIAMOND</p> | <p>11</p> <p>STAIRSTEP DIAMOND</p> <p>360°</p> <p>UNIPOD</p> <p>360°</p> <p>UNIPOD</p> | <p>12</p> <p>UNIPOD</p> <p>360°</p> <p>ZIPPER</p> | <p>21</p> <p>ZIG ZAG</p> <p>360°</p> <p>MARQUIS</p> | <p>22</p> <p>OFFSET</p> <p>360°</p> <p>STAIRSTEP DIAMOND</p> | <p>23</p> <p>SNOWFLAKE</p> <p>360°</p> <p>BOX</p> | <p>24</p> <p>COMPRESSED ACCORDIAN</p> <p>270°</p> <p>BOX</p> |

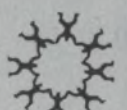
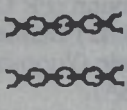
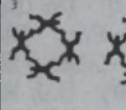
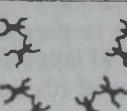
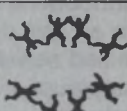
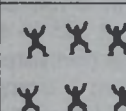
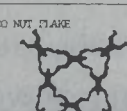
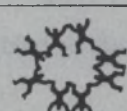
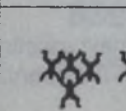
4 WAY EVENT - RANDOM FORMATIONS 1985

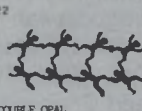
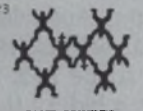
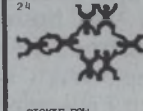
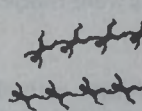
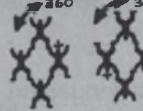
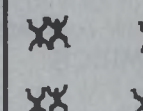
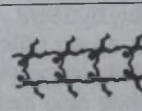
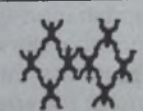
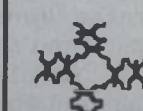
| | | | |
|--|---|--|--|
| A  DONUT | B  MONOPOD | C  COMPRESSED ACCORDIAN | D  CANADIAN TEE |
| E  BONYIP | F  ZIPPER | G  CATACCORD | H  MARQUIS |
| J  SIDE FLAKE DONUT | K  SPINNER | L  MURPHY FLAKE | M  TEE |
| N  MOLAR | O  CHINESE TEE | P  SIDE BODY | Q  PHALANX |

8 WAY EVENT - BLOCK SEQUENCES 1985

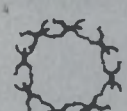
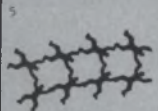
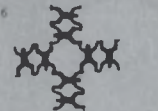
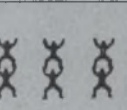
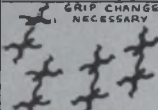
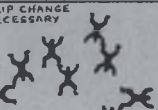
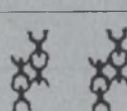
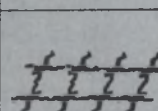
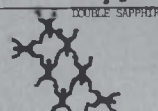
| | | |
|--|--|--|
| 19  BIPOLE DONUTS | 20  DOUBLE DONUTS | 21  BUTTERFLY |
|  |  |  JUMPERS A & B MAY LINK AT ANY TIME DURING INTER |
|  SPRINGBOK |  CAT DIAMOND |  BUTTERFLY |


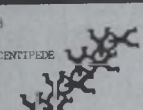
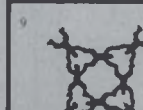
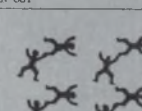
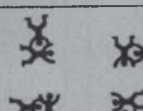
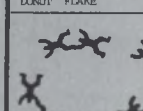
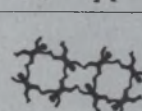
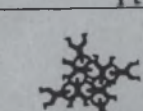
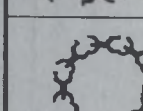
8 WAY EVENT - BLOCK SEQUENCES 1985

| | | |
|--|--|---|
| 1  STAR | 2  TWO SNOWFLAKES | 3  TWO DONUTS |
|  DO NUT FLAKE |  STRIPED BI-POLE |  TWO CHINESE TEES |
|  |  |  |

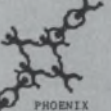


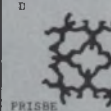
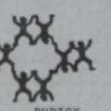
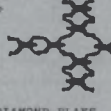
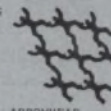
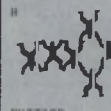
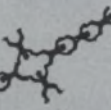
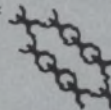
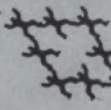
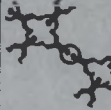
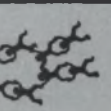
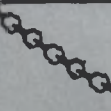
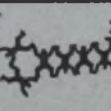
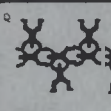
| | | |
|--|--|---|
| 22  DOUBLE OPAL | 23  COMPRESSED DIAMONDS | 24  DICKIE BOW |
|  ZIPPER |  COMPRESSED DIAMONDS |  DONUT CROSS |
|  |  |  |

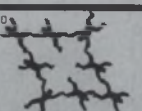
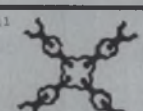
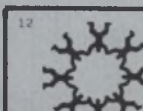
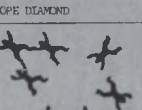
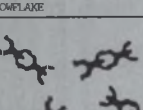
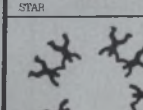
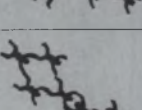
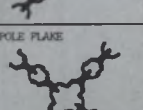
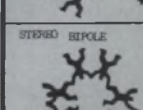
8 WAY EVENT - BLOCK SEQUENCES 1985

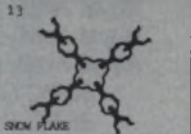
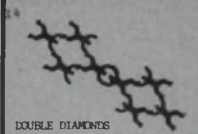
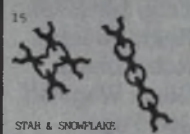
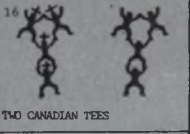
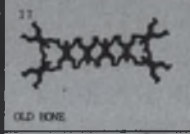
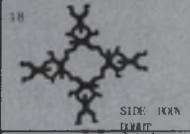
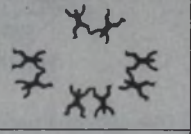
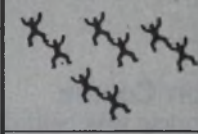
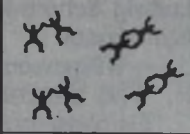
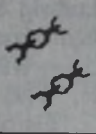
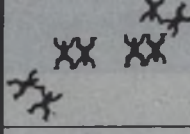
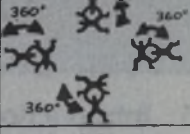
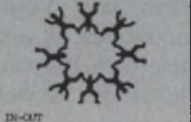
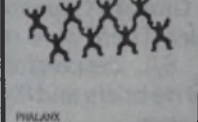
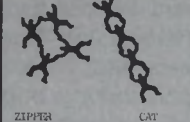
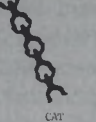
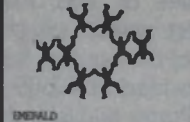
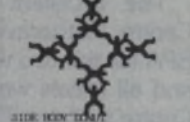
| | | |
|---|---|--|
| 4  DONUT | 5  ZIPPER GRIP CHANGE NECESSARY | 6  DONUT CROSS GRIP CHANGE NECESSARY |
|  TWO OFFSETS |  OPPOSED STAIRSTEPS |  DOUBLE SAPPHIRE |
|  |  |  |

| | | |
|--|---|---|
| 7  IN-OUT | 8  CENTIPEDE | 9  DONUT FLAKE |
|  BIPOLE DONUTS |  CONFUSION |  DONUT |
|  |  |  |

8 WAY EVENT - RANDOM FORMATIONS 1985

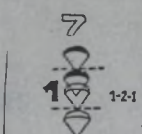
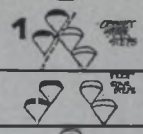
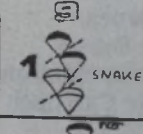
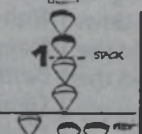
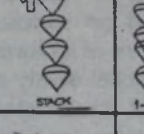
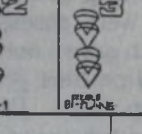
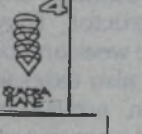
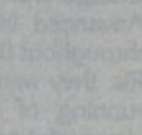
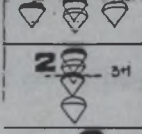
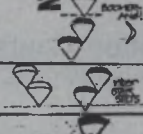
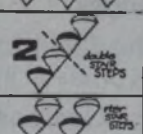
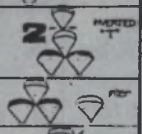
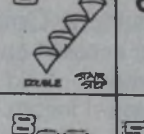
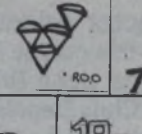
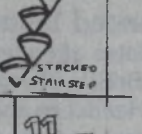
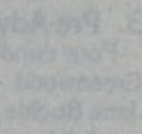
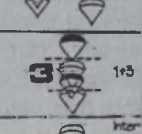
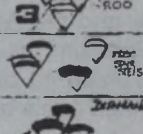
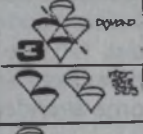
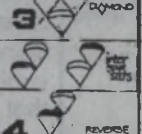
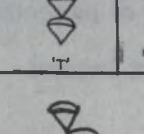
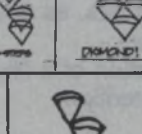
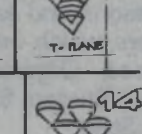
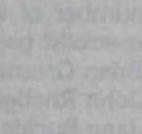
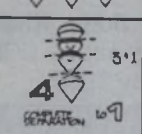
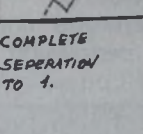
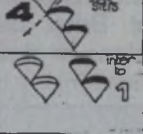
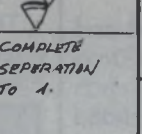
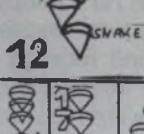
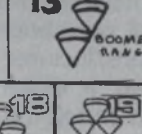
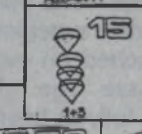
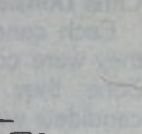

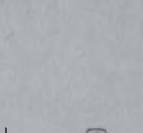
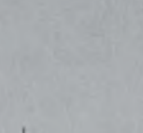
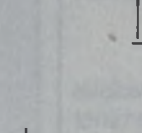
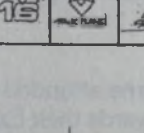
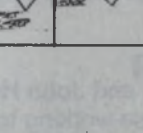
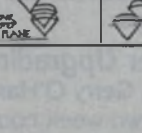
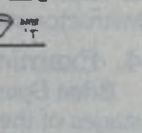
| | | | |
|--|---|--|---|
| A  PHOENIX | B  STAIRSTEP | C  COMPRESSED ACCORDIAN | D  PRISBE |
| E  RUBICK | F  DIAMOND FLAKE | G  ARROWHEAD | H  BUZZARD |
| I  BIPOLE FLAKE/FLAKE | K  LONG DIAMOND | L  OPEN FACING DIAMOND | M  DOUBLE BENDLE |
| N  ZIPPER FLAKE | O  CATERPILLAR | P  DOGBONE | Q  CRANK |

| | | |
|---|--|---|
| 10  HOPE DIAMOND | 11  SNOWFLAKE | 12  STAR |
|  DOUBLE DIAMONDS |  BIPOLE FLAKE |  STRIPED BIPOLE |
|  |  |  |

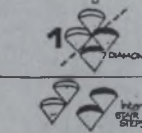
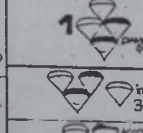
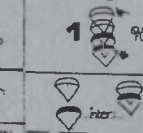
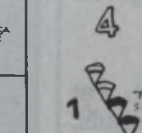
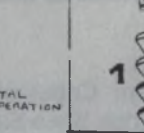
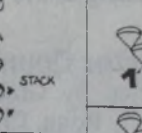
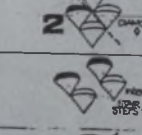
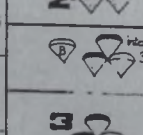
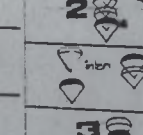
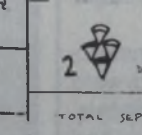
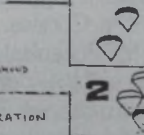
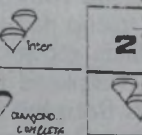
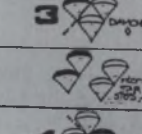
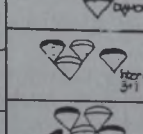
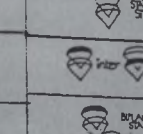
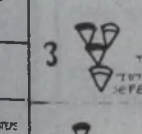
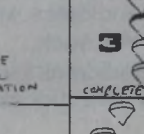
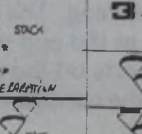
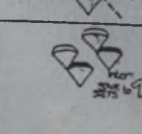
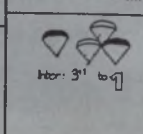
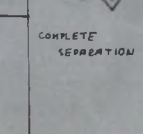
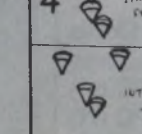
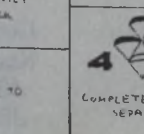
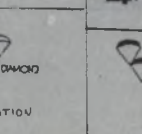
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|  <p>13 SNOW FLAKE</p> |  <p>14 DOUBLE DIAMONDS</p> |  <p>15 STAR & SNOWFLAKE</p> |  <p>16 TWO CANADIAN TREES</p> |  <p>17 OLD MINE</p> |  <p>18 SIDE HON DIAGRAM</p> |
|  <p>IN-CUT</p> |  <p>PYRAMID</p> |  <p>ZIPPER</p> |  <p>CAT</p> |  <p>EMERALD</p> |  <p>360° 360° 360° SIDE HON DIAGRAM</p> |
|  <p>IN-CUT</p> |  <p>PYRAMID</p> |  <p>ZIPPER</p> |  <p>CAT</p> |  <p>EMERALD</p> |  <p>360° 360° 360° SIDE HON DIAGRAM</p> |

RANDOMS

CWR 85

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4WAY SEQUENTIAL

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INSTRUCTOR COURSE 1 - 85

JOINT SERVICES PARACHUTE CENTRE

NETHERAVON AIRFIELD, WILTS

4-15 FEBRUARY 1985

REPORT

1. Introduction

The excellent facilities of The Joint Services Parachute Centre, Netheravon, were generously put at the disposal of the BPA for the two weeks of the course. Accommodation was free and all meals were provided at £2.65 per head per day. The Centre's Pilatus Turbo Porter and Islander aircraft were used for 12 lifts on the Potential Instructors Course and 12 lifts on the Examination Course. The Centre also provided full use of their lecture rooms and ground training area.

2. The Advanced Course

Two candidates, **Bobby Scouler** from RN & RMSPA and **Lynn George** from London Skydiving attended for upgrading to Advanced Instructor. They were assessed on various tasks throughout the week and both gave a number of lectures to the PIs, they were also assessed on their practical ability and the running of an active Drop Zone. Both candidates were successful and were awarded Advanced Instructor Status.

3. Pre-Advanced Instructor Assessment Course

Four candidates attended this course for assessment, **Brian Greenwood** - British Skysports, **John Rhatigan** - Wild Geese, **Jane Buckle** - Headcorn and **Chris Donaldson** - Lincoln. All four candidates completed this phase of the course and were given a number of lessons and lectures, as well as presenting their specialist papers, which were:-

Brian Greenwood - Organisation of a Night Descent

John Rhatigan - Student Retention

Jane Buckle - Style

Chris Donaldson - The purchase of a Ram Air Canopy

Each candidate's personal parachuting was assessed and they were coached on lessons/lectures and running a Drop Zone, they were also given a written examination, each candidate was fully de-briefed and all four were recommended to return in three months for final examination for Advanced Instructor status.

4. Examiner Upgrading

Brian Dyas, **Gerry O'Hara** and **John Horne** attended various stages of the two week course working towards their Examiner status, they helped with coaching of the candidates and gave a number of lectures.

5. The Potential Instructor Course

The course was conducted by **Graham Copestake**, **Pat Walters**, **Dave Howerski**, **Tony Rose**, **Charles Shea-Simonds**, **Yorkie Nisbett**, **John Hitchen** and **Tony Butler**. Tragically **Major David New** was killed whilst taking part in the Course.

There were twenty candidates applying for Potential Instructor Status. The candidates completed the syllabus and were coached on lessons/lectures from the Instructional Syllabus, they were also assessed on their own practical parachuting and were coached in S/L despatching. The candidates were also given a written examination at the end of the week.

Results and individual reports on the candidates have been sent to their CCLs. Fifteen of the candidates were successful and four were advised to re-apply.

The successful candidates were:-

Graham Robertson

Keith Saunders

Mark Price

Frannie McLaughlan

Tam Mackie

Red Devils

Red Devils

JSPC (N)

JSPC (N)

JSPC (N)

Loz Coleman

Geoff Cox

Tony Simpson

Keith Parker

Rob Colpus

Steve Wagstaff

Jeff Page

Ludwig Schmude

Bob Haxton

John Williamson

6. The Examination Course

This phase of the course was held during the second week and was conducted by **Graham Copestake**, **Tom Oxley**, **Yorkie Nisbett** and **Tony Butler**. There were nine candidates, all were assessed on lectures, S/L despatching, their own personal parachuting, briefs and de-briefs and flight line checks. All were given a written examination.

All candidates were successful and results and individual reports have been sent to their CCLs.

The successful candidates were:-

Nick Norwood

Peter Barlow

Steve Mikos

Rob Ames

Roger Brown

Keith Hammerton

George Campbell

Dave Moore

Ian Midgley

JSPC (N)

JSPC (N)

JSPC (N)

JSPC (N)

JSPC (N)

JSPC (N)

British Skysports

Red Devils

Leeds/Bradford

6. The Examination Course

This phase of the course was held during the second week

7. Conclusions

In general the standard of candidates attending the Examination Course and the Advanced phase was of a high standard. On the Potential Instructors Course a number of candidates were well prepared, but it was the Examiners opinion that some attended the course before they were ready to do so.

8. Recommendations

That **Brian Greenwood** and **John Rhatigan** be given extensions of their permission to act as CCLs until the next Advanced Instructor Course in May 1985.

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press and publishing

LET THE BUYER BEWARE

There is a lot of equipment out there, new and used for the buyer. However, most of it is not suited for you. Some of it is junk and some of it is dangerous to you.

When looking for equipment, whether this is your first rig or you are simply updating your equipment, there are more important things to be considered than the colour. In the order of importance, these items shall be discussed:

1. Your Experience

Number of jumps as well as frequency. A person with 50 jumps, all in the last six months will have much more air sense and be more aware than a person with 50 jumps in the last three years. Also, if you have long seasonal layoffs. For example the layoffs that occur during the winter months or frequent job related trips that take you away for months at a time.

2. Your Weight

This includes how you carry your weight as well as how active you are. A person of 150lbs. will want a different parachute than a person of 220lbs. this seems quite simple. However, also included in your thinking you must take into consideration how active you are. A person of 150lbs. that works in an office 5 days a week whose idea of exercise is climbing a bar stool, is rather flabby, little muscle tone, left from the good old days, may in fact need a larger parachute than a 220lb. guy that is a labourer, that is all muscle.

3. Resale Ability

In today's market place, parachutes are going out of style long before they

are wearing out.

When you get out of the sport or wish to update your equipment, it sure is an economic hardship to have to stuff \$1,000 worth of equipment in your closet because there is no buyers out there in the market place for what you have.

Parachutes come in a wide variety of sizes, shapes, and colours. However, the important thing for you to remember and consider is the size (square footage) and the aspect ratio (length to width).

The more you vary from the norm, the less your chances will be to find a buyer out there.

There are far fewer buyers out there for a 170sq.ft. parachute or a 350sq.ft. parachute than there are for a parachute of the 250sq.ft. range. You may want to buy a parachute just a little larger than you need to enhance your resaleability. If you need the larger parachute, keep in mind when it comes time to sell it, it may take you longer to find a buyer. You may want to start looking early.

The aspect ratio is a relative new consideration. Some of the new parachutes are so wide in comparison to their length, they are very radical. They tend to fold up in deep brakes, have end cell closure in rapid turns, and tend to be unpredictable in winds or on landing. These parachutes tend to develop a bad reputation quite rapidly for the manufacturers and the parachute itself. It is almost impossible to resell.

4. Price

This seems to be the most important item to the average person, but is or should be the least of importance.

Most of the extremely good buys out there turn out to be the real lemons. The person selling you his equipment was not born yesterday, he knows what he has. If it is good sound equipment, he will want a fair price. However, if it is a lemon, it may be priced quite attractively. There are exceptions to every rule, however a good rule of thumb on used equipment is that it will depreciate about 25% a year and if it is over 4 years old you probably should not be buying it. Not because it isn't safe, but simply out of style.

The person selling new equipment at a large discount may be able to do so because he won't be around to spend the time with you to show you how to pack it, how to assemble it, to straighten out any defects that it may have, and will not have another rig you can use if you are having problems with yours.

He may also be stuck with some radical or outdated equipment which he can't find a buyer at normal prices.

A bit of advice: Piecing together equipment in today's market is above the ability of the average jumper. With so many different sizes of main canopies, reserve canopies, and containers, it requires a great deal of knowledge to get it to all fit together properly.

With used equipment, it usually required about a year of searching to find the main, reserve and container separately that will fit together properly. You should try to buy and sell complete rigs, otherwise you may get stuck with some unusable equipment.

The person that can help you make the correct decision is usually the person running the Parachute Centre where you jump. As a rule, that person has excess to different manufacturers and knows where lots of used equipment can be found, so he can offer you a wide variety of equipment to choose from. Rather than the person selling for just one manufacturer out of the back of his car or the person selling his personal rig who will be selling what they have rather than what you need.

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**BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING COMMITTEE
MEETING
24th JANUARY 1985
THE POST HOUSE, LEICESTER
19:00 HOURS**

Present:

| | | |
|-----------------|----------|-------------------|
| J.R.H. Sharples | Chairman | STC |
| D. Turner | | North London |
| P. Walters | | Halfpenny Green |
| L. Thomas | | Riggers |
| B. Green | | British Skysports |
| J. Ball | | RAPT |
| T. Rose | | JSPC (N) |
| D. Parker | | Headcorn |
| D. Palmer | | Shrewsbury |
| D. Hickling | | B.P.S. |
| R. Ellis | | Traiblazers |
| M. McLaughlin | | Dorset |
| B. Bias | | Thrupton |
| D. Howerski | | Swansea |
| J. Rhatigan | | Wild Geese |

Apologies for absence:

J. Meacock, K. Noble, G. Evans, M. Bolton, T. Knight, J. Lines.

In attendance:

J. Hitchen JNCSCO
T. Butler JNCSCO

Observers:

L. Cooper, R. Vince, C. Samuel, K. Lewers, P. Beck, D. Cox, J. Davis, V. Davis, K. Cox, J. Wright, P. Allum, D. Randall, L. Waite, K. Adkins, J. Farr, J. Farr, J. Warren, M. Warren, I. Topps, P. Newman, D. Foster, M. Townsend, V. Bell, J. Lees, M. Penny.

The Chairman welcomed everyone to the first meeting of 1985.

Item 1 - Minutes and Matters arising from STC Meeting 29th November, 1984**1.3 A.F.F.**

A number of items were brought up concerning AFF and the proposals from the last meeting.

D. Howerski felt that number 12 on this item concerning the numbers of students training for AFF should be twelve with at least 5 S/L jumps, before a Centre could return to STC to request permission to train AB-Initio students. After a great deal of discussion, where a number of people felt that as this was a 'Pilot' scheme, the original proposals should stay as they were. D. Howerski proposed that the Centres concerned should train at least 12 students for AFF with at least 5 S/L jumps each before returning to STC. The proposal failed to find a seconder.

The Chairman informed the meeting that Council had asked for clarification on number 4 of this item, as some members felt that, one of the 'in-air' jumpmaster on Levels One to Three should be the Instructor who gave the ground training. This also caused a good deal of discussion, but the meeting felt that it should be left as the decision from the last meeting. The Chairman also informed the meeting that number 9 of this item, line three, after the word 'Main Canopies' should be added 'If Ram Air'.

The Meeting was also informed that Ian Head who had been given BPA AFF Jumpmaster status at the last Meeting, was not a BPA member and consequently would not be given that rating until he became a member of the Association.

JNCSCO

1.2 Riggers

J. Curtis informed the meeting that he had still not received any input from J. Walmsley concerning a Tandem System which had been rigged incorrectly. L. Thomas stated that this was a serious situation and felt that J. Walmsley should be requested to supply whatever information he could concerning this. The Chairman asked that T. Rose speak to J. Walmsley concerning this.

T. Rose

It was proposed by D. Howerski and seconded by T. Rose that the minutes of the meeting of 29th November 1984, be accepted as a true record.

Carried Unanimously

Item 2 - Approval of Riggers Minutes of Meeting 29th November 1984

J. Curtis gave the meeting a resume of the Riggers Minutes and asked J. Hitchen to give the meeting a report into the progress of the BTSO's. J. Hitchen informed the meeting that he and Andy Cowley had nearly finished the reports on TSEs Chaser and Xerox containers and even though there was still some work to do a great deal had already been done, including testing many parts to destruction, he also felt that this would be beneficial to others in the future, and asked for STCs approval to continue with the work that had already been done. This was given.

J. Hitchen

L. Thomas wished his thanks to be recorded in the minutes for the amount of work carried out by A. Cowley and J. Hitchen.

J. Curtis informed the meeting that the tests carried out on Pilot Chutes were almost ready for presentation.

J. Curtis

All CCLs

J. Sharples brought to the attention of the Meeting a letter that had been attached to the Minutes from GQ and requested any input concerning this equipment.

Item 3 - Pilots Meeting of 29th November 1984

J. Ball gave the meeting a resume of the Pilot Minutes and informed those present that he and other BPA representatives were due to have a meeting with National Air Traffic Services on 29th January concerning Displays in the London Area. Also details had been sent to the CAA on a number of items including Night Jumps at weekends and he was grateful for the response from Clubs detailing Night Jumps made at weekends over the last few years, also on Night Displays.

J. Ball also informed the meeting that there had been some unfavourable comments concerning the Pilots Manual and requested input on this as soon as possible.

J. Ball also informed the meeting that the Pilots Committee requested a grant from the BPA of £150 to be given to M. Miller towards his expenses for all the work he had done in writing the Manual.

J. Ball/All Clubs/Council

Item 4 - Drop Zones

1. The first Drop Zone requesting STC approval was for R. Aitken and R. Warwick of Northern Ireland. This proposed DZ was first reced by K. Noble at the JNCSCOs request, his report and recommendation were circulated to those present. T. Andrewes and J. Hitchen had also seen the DZ and both informed the meeting that they agreed with K. Noble.

It was proposed by T. Andrewes that the DZ at Ballyhermlin Aerodrome, Ulster (OS Sheet 21 - N. Ireland, Grid Ref: 638.642) be cleared as an Unrestricted DZ with the following recommendations:

- All Parachutists/Jumpmasters be equipped with inflatable life preservers at all times.
- Only one student be despatched per pass if the wind is from an Easterly direction.
- All parachutists/Jumpmasters are fully briefed from clearly marked plans and photos to the nature and position of power lines and the pond.
- That special emphasis be placed during training on water landing procedures and specific actions in the event of a pond landing - CCLs specification.

This was seconded by B. Bias.

JNCSCO

Carried Unanimously

2. The second DZ requesting approval was for Wild Geese in Northern Ireland. This was presented by J. Rhatigan. Mr. Rhatigan gave the meeting details of his proposals which had been circulated. T. Andrewes and J. Hitchen had reced the proposed DZ and agreed with the proposals.

It was proposed by A. Collingwood and seconded by P. Walters that the DZ at Cloghy, Northern Ireland, between the towns of Portavogie (North) and Cloghy (South) O.S. Sheet 21 (Northern Ireland) Grid Ref: 646.588, be approved as an Unrestricted DZ with the following recommendations:

- Aircraft to be used be sill exit (for students)
- No student will be despatched more than 600 yards from the cross in the arch between the West and North power lines.
- An aerial photograph will be in the aircraft for the jumpmaster, and emphasis will be placed on water drills for students.
- All students will be equipped with radios and flotation gear.
- There will be no student jumping if the WDI goes more than 400 yards when the wind is from the South.
- No jumping of any kind will take place when racing is taking place at Kirkstown Racing Circuit.
- Contact must be made with Rescue Services when parachuting is taking place.

JNCSCO

Carried Unanimously

3. The third DZ for the Northern Ireland Services Free Fall Club, at Bishops Court needed STC approval because of a Military Installation. This DZ had been seen by both JNCSCOs and T. Andrewes.

It was proposed by T. Andrewes and seconded by D. Palmer that the DZ at Bishops Court Airfield (Grid Ref: 578.424) Northern Ireland, be cleared as an Unrestricted Drop Zone.

JNCSCO

Carried Unanimously

4. Proposed Drop Zone number 4 for The Dorset Parachute Club was presented by G. McLaughlin, and details were circulated with Mr. McLaughlin's recommendations. J. Hitchen had been to the drop zone and agreed with Mr. McLaughlin's proposals.

It was proposed by G. McLaughlin and seconded by D. Howerski that the Drop Zone at Beredown Farm, Dorset, OS Sheet No. 194, Grid Ref. 836976 be cleared as an Unrestricted DZ with the following recommendations:

- If the wind is from the North West, all student parachuting is suspended, if the WDI travels more than 600 yards towards the power cables to the South East of the DZ.
- If the wind is from the North all student parachuting is suspended if the WDI travels more than 600 yards towards the pond.
- All parachutists to be briefed as to the location of the power lines and pond by means of an aerial photograph in addition to the DZ orientation lecture.

JNCSCO

Carried Unanimously

Item 5 - BPA AFF Instructors

Requests had been received from Peter Allum and David Hickling to be given BPA AFF Instructor Status. Both had successfully completed a USPA AFF Instructor Certification Course in the USA and had the other qualifications (at least 1000 jumps and at least 10 hours of Free Fall time). Proposed by D. Howerski and seconded by T. Andrewes.

JNCSCO

Carried Unanimously

D. Hickling also requested STC approval for British Parachute Schools at Langar to be added to the list of clubs permitted to run AFF Pilot Schemes. This was proposed by D. Hickling and seconded by R. Ellis.

JNCSCO

Carried Unanimously

The Chairman stated that in future any AFF Instructor Courses should be approved by STC before a Course takes place and not after. The meeting agreed with this, as the feeling was that STC should keep overall control.

All Clubs

Item 6 - Incidents - Resume

a) The Chairman read out a letter from Headcorn concerning a Main/Reserve Entanglement. The parachutist concerned had a pilot chute hesitation (pull-out system) and elected to cut away and deploy his reserve. The main and reserve deployed together, the risers of the main entangled around the peripheral band of the reserve preventing inflation. Approx. 4 cells of the main were inflated and the whole lot was rotating slowly while descending rapidly to landing. The jumper suffered a very heavy landing without injury. D. Parker thought that there was nothing that could be learnt from this and the report was for information.

b) The second incident was of a jumper landing off the airfield causing damage to power lines. The incident happened at Doncaster Parachute Centre and A. Collingwood gave the meeting some background information into the problem. Mr. Collingwood informed the meeting that over 3,000 descents had been made at Doncaster with approx. 15 off landings. The main reasons for these off landings were:

- 15 second delay students pulling high due to fast count.
- Experienced people who leave the aircraft in the wrong place.

Even though the percentage was very low compared to the number of descents, Mr. Collingwood was concerned, and to avoid the problem as much as possible had implemented the following:

- 1) All experienced lifts with visiting jumpers on board are: Jumpmastered by a member of staff or a nominated club member who has proven ability in spotting.
- Also experienced people responsible for putting jumpers out of the aircraft in the wrong place may be grounded or asked to do their skydiving elsewhere.
- 2) That only one student up to those on 20 sec. delays will be put out on each pass over the airfield.

Mr. Collingwood also requested that he be given permission to permit students who have made three 10 sec delayed jumps the use of an Altimeter.

This was proposed by A. Collingwood and seconded by D. Howerski.

Carried Unanimously

D. Parker requested that A. Collingwood report back to

STC on the results of permitting 10 sec delay students to use altimeters, this Mr. Collingwood agreed to do.

Item 7 - Permissions

a) **T. Andrewes** requested that The Northern Ireland Services Free Fall Club be permitted, when using their Drop Zone at Belly Kelly, keep a helicopter on stand-by instead of a boat as originally stated in their DZ Approval (STC Meeting 22nd February 1984) as it was, in their opinion safer, as, because of the rocks in the water a boat would not be able to get to anyone in difficulty. This was proposed by **T. Andrewes** and seconded by **T. Rose**.
Carried Unanimously

b) **J. Hitchen** informed the meeting of a request by **B. Greenwood** that **D. Johnston** be given an extension until the May Examination Course of his PI rating, as he was unable to attend before then. This was proposed by **D. Hickling** and seconded by **D. Palmer**.
Carried Unanimously

Item 8 - A.O.B.

a) The Chairman informed the meeting of a letter that had been sent to the BPA from NATS concerning 'Good Radio Procedure'. The Chairman reminded those present that the use of 129.9 MHz was "to ensure a dropping zone is suitably prepared to accept parachutists".

b) **T. Rose** informed the meeting of a request to a USPA AFF Examiner to run an AFF Instructors Course and to complete a Course that was not finished at Fort Bragg, USA next week at Netheravon, (from 28th January) and **T. Rose** requested STC approval for this course to take place.

Some discussion took place concerning this and it was proposed by **T. Rose** and seconded by **D. Howerski** that this be permitted.

For 10, Against 0, Abstentions 1.

Carried

The meeting also requested that for some part of the course an NCSO be permitted to attend as an observer. **T. Rose** said that he was happy for this to happen.

The Chairman thanked everyone present for attending and reminded CCLs to send in their Annual Returns as soon as possible.

The date of the next meeting is 7th March 1985 at the Post House, Leicester. Time 7.00 p.m.

Present:

| | |
|-----------------|-------------------|
| J.R.H. Sharples | Chairman STC |
| D. Cox | B'Ham & Cov/SSSC |
| M. Beynon | Badminton |
| P. Slattery | ECPC |
| B. Harman | Red Devils |
| I. Louttit | DISC |
| J. Ball | Pilots |
| B. Greenwood | British Skysports |
| P. Cavanagh | BKPC |
| L. Thomas | Riggers |
| D. Palmer | Shrewsbury |
| M. Mortlock | London Skydiving |
| P. Walters | Halfpenny Green |
| B. Souter | RAFSPA |
| R. Buckle | CCPL |
| G. McLaughlin | Dorset |
| B. Bias | Falcon |
| R. Scoular | RN & RMSPA |
| B. Dyas | Slipstream |
| J. Rhatigan | Wild Geese |
| E. Lewington | Skybird/Thrupton |
| J. Meacock | PPC |
| M. McCarthy | Hereford |
| D. Howerski | Swansea |
| T. Andrewes | RAPT/LPS |
| T. Rose | JSPC (N) |
| A. Knight | Ipswich |
| J. Curtis | Riggers |
| M. Bolton | Cornwall |
| D. Hickling | BPS |
| D. Parker | Headcom |
| Q. Rigby | South Cotswold |

Apologies for absence:

K. McIwee, K. Noble, J. Lines, A. Collingwood, G. Evans, G. Chandler.

In attendance:

| | |
|-----------------|---------------------|
| J. Hitchen | JNCSO |
| T. Butler | JNCSO |
| R. Flinn | BPA Medical Adviser |
| Major G. O'Hara | Commandant JSPC (N) |

Observers:

A. Williamson, J. Davis, V. Davis, E. Clifton, T. Johnson, G. Roberts, A. Wragg, R. Deakin, P. Bidmead, A. Bidmead, L. Cooper, K. Adkins, C. Nash, J. Farr, I. Topps, S. Lee, L. Waite, J. Wright, A. Cowley, N. Hamilton, C. Goss, S. Caddis, V. Crumplin, M. Guthrie, S. Meacock, P. Reynolds, P. Applegate, N. Watson-Clark, B. Sturtivant, T. Drew, R. Redfern, B. Parry, C. Ure, R. Caldwell, M. Townsend

Item 1 - Minutes and Matters Arising from STC Meeting 24th January 1985

1.1.2 Incorrectly Rigger Tandem System The Chairman informed the meeting of two letters he had received concerning this matter, the first from **Major G. O'Hara**, expressing his disquiet at the wording of the minutes. **Major O'Hara** believed the minutes implied that **J. Walmsley** and the JSPC (N) were taking an irresponsible attitude towards this item. The Chairman stated that the minutes in no way meant to imply this and were not a relection against Netheravon or **J. Walmsley**. The second letter from **R. Ellis** of the Trailblazers stated that he had investigated the matter and had been unable to ascertain who rigged the system incorrectly, but had taken the following action:-

- Reprimanded two members of his staff
- Ordered all reserves owned by the team to be opened and checked
- Instituted his own system of double checks on all reserves.

L. Thomas stated that he failed to see how this canopy could have been rigged incorrectly and not spotted each time it has been repacked. **Mr. Thomas** also stated that as far as he was concerned this was not done at his loft as his seal was not on the system and he does not take any responsibility for this system being incorrectly rigged. The Chairman stated that there appeared to be two contradicting opinions and he felt there was nothing that could be done by STC. The meeting made no further comments on the situation.

1.2 Riggers Minutes **J. Curtis** informed the meeting that information regarding G.Q. 7 metre Aeroconicals and the system containing the canopy had been requested by **STC. D. Hickling** stated that he had made test jumps with this equipment and the results were with **Thomas Sports Equipment**. **J. Curtis** stated that remarks had been made that it was easy for the leg straps to come undone and he had at the meeting a harness available for anyone wishing to inspect it. **L. Thomas** informed those present that he had done tests regarding this and had been unable to get the leg strap ejector to come undone.

1.3 Pilots Meeting **J. Curtis** informed the meeting that Council had awarded **M. Miller** £150 for the work he had done on the Pilots Manual.

It was proposed by **B. Harman** and seconded by **T. Andrewes** that the minutes of the meeting of 24th January 1985 be accepted as a true record.

Carried Unanimously

The Chairman informed the meeting that Council had requested STCs opinion on the constitution of STC and if any member had any comments on this subject they should write to him.

J. Sharples

J. Meacock stated that, unlike Council, STC does not cost the Association anything and in his opinion the constitution of Council should be looked at, as he believed that to be too large.

Council

Item 2 - Approval of Riggers Minutes Meeting of 24th January 1985

J. Curtis gave the meeting a resume of the minutes of the Riggers Meeting. **Mr. Curtis** stated that he was still awaiting input with regard to FSC lock nuts. **Major G. O'Hara** informed the meeting that JSPC (N) were still evaluating the situation but he would get what information he could for the Riggers.

J. Hitchen gave the meeting an update concerning BTSSO and stated that at the moment nothing further was being done as BTSSO was to be discussed by Council to the legal implications.

J. Curtis also informed the meeting of the tests of Pilot Chutes carried out by **A. Cowley** and the results of the tests indicated that the pilot chutes tested were more than adequate for the job.

Item 3 - Fatality - Netheravon

J. Hitchen gave the meeting the background concerning this accident which took place on the Potential Instructor Course being held at JSPC (N). **Major David New** a candidate on the course was given an exercise to do from 5,500ft. He completed two turns, where were slow and jerky and was seen to start a backloop, which he did not recover from. He continued to tumble until he was below 1,000ft. at which time he was seen to deploy his reserve parachute, which malfunctioned upon deployment. The malfunction was a 'Blown Periphery' type. The findings of the Board of Inquiry concluded that because of **Major New's** instability this was the likely cause of the reserve malfunctioning.

Much discussion took place and a number of questions were asked. A request that the reserve parachute be examined by an expert was made. **Major O'Hara** informed the meeting that the Military Board of Inquiry had not been completed and that when it was he would make their findings available to STC.

G. O'Hara

Item 4 - Incident Reports - Resume

The only item under this section concerned a pilot chute and this was to be discussed by the Riggers Committee first.

Riggers Cttee.

Item 5 - Instructor Course 1-85

The Course Report had already been circulated and **J. Hitchen** asked if there were any questions. **J. Hitchen** informed the meeting of the Examiners conclusions, which were:

'In general the standard of candidates attending the Examination Course and the Advanced phase was of a high standard. On the Potential Instructors Course a number of candidates were well prepared, but it was the Examiners opinion that some attended the Course before they were ready to do so.'

The Examiners also made a number of recommendations, it was proposed by **T. Lewington** and seconded by **J. Meacock** that **Brian Greenwood** and **John Rhatigan** be given extensions of their 'Permissions' to act as CCLs until the next Advanced Instructor Course in May 1985.

Carried Unanimously

Item 6 - Medical Contra-Indications to Parachuting

Dr. R. Flinn (BPA Medical Adviser) presented his paper, which had previously been circulated to STC, with regard to the possibility of some Epileptics and Diabetics being permitted to parachute. **Dr. Flinn** stated that he believed every case should be judged on its merits and that at the end of the day, the final decision must rest with the CCL. Much discussion took place and it was decided by the meeting that **Dr. Flinn** should reword the Medical Declaration for distribution to STC in time for a decision to be made at the next Meeting.

R. Flinn

Item 7 - Drop Zones

1) **T. Andrewes**, CCI London Parachute School, requested that his Drop Zone at Moor Court Farm, Oxfordshire, (O.S. Sheet 165, Grid Ref: 705975) be cleared by STC as an Unrestricted Drop Zone with a number of conditions attached:

a) No student will exit the aircraft more than 600 yards from the cross.

b) All students will be equipped with radio and will be briefed on the location of the power lines by means of an aerial photograph and will be shown this on the DZ. **T. Andrewes** informed those present that the JNCSOs had visited the DZ and agreed with the proposals. The meeting were shown maps of the DZ with hazards marked.

It was proposed by **T. Andrewes** and seconded by **G. McLaughlin** that these proposals be accepted.
For 19, Against 0, Abstentions 3.

Carried
JNCSO
CAA

2) **A. Bidmead**, Chairman South Cotswold Parachute Club requested that a proposed Drop Zone at Whitefield Manor Farm, Apperley, Nr. Tewkesbury, Glos. (OS Sheet 162 Grid Ref: 875274) be approved by STC as an Unrestricted DZ with a number of conditions attached:

a) No student parachuting will take place if there is in excess of one foot of water present in the drainage dykes and all jumpers will be briefed on the position of the dykes and their depth.

b) A 4 wheel drive vehicle will be available when parachuting is taking place as a fire/rescue vehicle.

c) Only one student parachutist will be despatched per pass.

d) The jumpmasters on lifts will only be Pls, Instructors or Experienced Parachutists with proven spotting ability.

e) An aerial photograph of the Drop Zone will be carried in the aircraft at all times.

Mr. Bidmead showed the meeting maps of the area with

all hazards marked, he also informed those present that the National Coaches has inspected the proposed DZ and agreed with the recommendations.

It was proposed by **M. Mortlock** and seconded by **P. Walters** that the above proposals be accepted.
For 23, Against 1, Abstentions 0

Carried
JNCSO
CAA

3) **J. Rhatigan**, CCI of Wild Geese Parachute School, requested that the Drop Zone at McMasters Farm, Movenis, Northern Ireland (OS Sheet 8, Grid Ref: 897207) be re-classified as an Unrestricted Drop Zone, which it had been up until last year. Mr. Rhatigan gave the meeting some background information for the need for this request. He informed the meeting that this DZ had originally been inspected by **J. Sharples** and his opinion was that with the following conditions the DZ should be re-classified as an unrestricted DZ:

- Radios to be used by all students from their first descent up until 'Introduction to Ram Air Canopies'.
- The Drop Zone Controller will be in radio contact with the aircraft.

The above was proposed by **B. Harman** and seconded by **P. Walters**.

For 8, Against 7, Abstentions 10

Carried

Item 8 - Displays in London Area

The Chairman informed STC of a meeting between **Mr. C. Shea-Simonds**, **Mr. J. Ball**, **Capt. M. Munn** and **Mr. B. Snook** with NATS concerning Parachuting Displays in the London area. There were still certain areas where Displays will not be able to take place, but a number of areas will be acceptable. Mr. Shea-Simonds had made a number of notes for Display Teams requesting Displays in this area:

- Persuade organisers to allow flexible 'P' Hour - at least thirty minutes either way - to allow maximum flexibility.
- Commentators must not be allowed to blame Air Traffic for a display that cannot take place. This is bad PR and creates totally unnecessary ill feeling.
- The watch supervisor should be requested for clearance at least 1 hour prior to take off.
- All pilots and jumpmasters are to respect a supervisor's or controller's ultimate decision - especially if it is one that does not allow the display to take place.
- There is more chance of a display being permitted if a 1500' dropping height is acceptable.
- If pilots and/or jumpmasters are prepared to hold in the area at a lower height this may give a better chance for the display to take place.
- Event organisers should be briefed as to the very real possibility of the display not being permitted on the day.

Discussion took place concerning the possibility of displays taking place in this area from 1500ft. It was finally proposed by **D. Howerski** and seconded by **B. Harman** that: Any Display Team likely to do a display in this area should apply to STC for a block permission to jump from 1500ft. AGL for a set period of time, providing their team members are current display jumpers and are 'D' certificate holders with at least 500 jumps, the team members should also be named.

For 22, Against 4, Abstentions 0

Carried
All CCIs
Display Teams

Item 9 - Ratification of BPA AFF Instructor Ratings

Major G. O'Hara presented his paper on AFF and also showed the meeting a video covering aspects of AFF jumps and the type of equipment used by JSPC (N). **Major O'Hara's** paper also made a number of recommendations from the AFF Instructor Course held at Netheravon conducted by USPA AFF Examiner, **Mike Mayo**. **T. Butler** informed the meeting that he had a number of reservations regarding some of the proposals. A great deal of discussion took place on this subject after which **Major O'Hara** suggested withdrawing some of the proposals and proposed that all those involved with the AFF Pilot System could meet in two months to discuss the whole concept. This was agreed by all.

It was proposed by **T. Rose** and seconded by **T. Lewington** that: **Bill Sharp**, **John Boardman**, **Bary Henderson** and **Gerry O'Hara** be given BPA AFF Instructor Status, and that **Nigel Watson-Clark** and **Paul Applegate** be given BPA AFF Jumpmaster status, as all had successfully completed the AFF Course held at Netheravon.

Carried Unanimously
JNCSO

T. Rose then proposed that **J. Home**, **P. Reynolds** and **B. Dyas** be permitted to evaluate **Bob Souter**, **Nigel**

Rogoff, **Steve Thomas** and **Mark Sheridan** for their BPA AFF Instructor Ratings as they completed the course run by **Mr. Mayo** but had been unable to complete all of the required jumps before **Mr. Mayo** had to return to the USA. This was seconded by **T. Andrewes**.
For 19, Against 1, Abstentions 2

Carried
G. O'Hara
JNCSO

Item 10 - Permissions

1) **T. Rose** requested that two BPA Examiners, **B. Card** and **B. Charters** be permitted to run an Instructors Course for **Mr. Brander** and a Potential Instructor Course for **Miss B. Marshall** and **Mr. P. Howell** in Hong Kong as these people are unable to attend a course in the UK. This was proposed by **T. Rose** and seconded by **D. Howerski**.

Carried Unanimously
JNCSO/JSPC

2) **B. Bias** requested permission from STC for a static line parachutist to make a display jump in the Solent, the jumper **Mr. V. Crumplin** wished to make this descent for charity. Mr. Bias requested STCs approval as he did not wish to have the area checked and then cleared as a DZ as it was only going to be used once. Mr. Bias informed the meeting of all the safety precautions that would take place, including an Advanced Instructor as Jumpmaster and an Advanced Instructor on DZ Control. Maps were shown to the meeting. This was proposed by **B. Bias** and seconded by **P. Slattery**.

Carried Unanimously
B. Bias

3) **D. Hickling** requested permission for **Mr. Albert Wragg** to be re-instated as an Approved Instructor. Mr. Wragg had let his rating lapse in March of 1984. Mr. Hickling gave the meeting the background to this request. It was then proposed by **D. Hickling** and seconded by **P. Walters** that providing Mr. Wragg gets two Examiners to sign his application he be re-instated as a BPA Approved Instructor.

Carried Unanimously
JNCSO

4) **Mr. T. Lewington** requested permission for his Examiners Rating to be extended until the next Instructors Course in May and for **Mr. D. Peacock's** Examiner Rating to be extended until he is able to return to this country and attend an Instructor Course. This was proposed by **T. Lewington** and seconded by **P. Cavanagh**.

Carried Unanimously

Item 11 - A.O.B.

1. BPA Meeting with CAA

T. Butler informed the Committee of a very constructive Meeting which took place between **Mr. C. Shea-Simonds**, **Mr. J. Ball**, **Mr. D. Parker**, himself and the CAA (**Mr. McMasters**, **Mr. A. Smith** and **Mr. F. Cattle**) a number of items were discussed, the first being:

Night Parachuting at week-ends The CAA requested a standard form of marking a DZ when night displays are taking place, also they requested more details in the Operations Manual under Night Descents:

- All Parachutists are to be briefed on the position of all obstructions adjacent to the DZ.
- The Drop Zone is to be marked in a standardised manner: The marker panels are to be formed into a 'T'. The top of the 'T' facing into wind, with three lights along the top at 10 metre intervals, then from the centre light to the bottom of the 'T' another light, 14 metres away, and then 10 metres below that another light. Five lights in total (drawing attached).
- Any obstructions within the DZ are to be lit.
- The DZ must be indicated to the parachutists by the Jumpmaster from the air prior to exit.
- Torches are to be available for use inside the aircraft.
- All parachutists must have at least one light.
- The pilot is to be in communication with local ATC who will look after all safety arrangements with regard to any other air traffic, such as securing adequate separation from parachutists and ensuring no ground running of aircraft engines during drop.
- Local Police are to be informed of proposed night descents.

The above was proposed by **D. Parker** and seconded by **T. Rose**.

Carried Unanimously

The next item discussed was **Night Displays**. The CAA were prepared to accept Night Displays providing the following goes into the Operations Manual:

'Parachutists wishing to make Night Displays must be FAI 'D' Certificate Holders, with at least 500 descents, must have steerable reserve parachutes, and must not carry pyrotechnics of any sort.'

The above was proposed by **D.P. McCarthy** and seconded by **I. Louttit**.

Carried Unanimously

T. Butler also gave the meeting a resume of the other items discussed with the CAA and concluded that it was the intention to hold these meetings fairly regularly as they can only be beneficial to all concerned, he also stated that he would like it recorded that he wished to thank the CAA for responding to our requests.

CAA

2) **D. Howerski** requested that STC consider the possibility of lowering the requirement to jump Ram Air Canopies and if there was any input on this subject, could they contact him.

All CCIs
D. Howerski

3) **B. Harman** distributed to the meeting information on Halo jumpers which he felt may be useful to CCIs in assessing where a Halo jumper could be slotted into the Category System.

JNCSO

4) **B. Harman** informed the meeting of an incident where a jumper from the Red Devils had had to cutaway a Malfunction on a Night Jump and the Main Canopy, a Red, White and Blue, GQ 220 Raider Serial No. 599950 had landed off the DZ and had been stolen. Sgt. Harman requested that if the canopy was offered to anyone they should contact him.

All CCIs

5) **T. Rose** informed the meeting that when FXCs are sent to Netheravon for repair or servicing, those with rubber cables would be replaced with metal ones unless requested otherwise and they would also be calibrated to go off at 30ft. per sec. again, unless otherwise requested.

All CCIs

6) **Mr. Redy Redfern** requested to be given a BPA AFF Jumpmaster Rating as he had completed an AFF J/M Course in the USA and he also fulfilled the qualifications laid down by STC. This was proposed by **D. Howerski** and seconded by **D. Hickling**.

Carried Unanimously

The date of the next meeting is 18th April, 1985 at the Post House, Leicester, time 7.00 p.m.

AMENDMENTS TO BPA OPERATIONS MANUAL

1. STC 7th March 1985

Section 13 (Display Parachuting) New Paragraph No. 7, WILL READ:-

NIGHT DISPLAY

Parachutists wishing to make Night Displays must be FAI 'D' Certificate holders, with at least 500 descents, must have steerable reserve parachutes, and must not carry pyrotechnics of any sort.

2. STC 7th March 1985

Section 8 (Parachute Limitations) Para 3 (Visibility) SHOULD NOW READ:-

(a) Parachuting shall not take place at night except in accordance with a special written permission previously granted by the Civil Aviation Authority. Category 8 is the minimum qualification to participate in night sport parachuting. DZ control must be under the direct control of an Advanced Instructor.

(b) All parachutists are to be briefed on the position of all obstructions adjacent to the DZ.

(c) The Drop Zone is to be marked in the standardised manner.

(d) Any obstructions within the DZ are to be lit.

(e) The DZ must be indicated to the parachutists by the Jumpmaster from the air prior to exit.

(f) Torches are to be available for use inside the aircraft.

(g) All parachutists must have at least one light.

(h) The pilot is to be in communication with local ATC who will look after all safety arrangements with regards to any other air traffic, such as securing adequate separation from parachutists and ensuring no ground running of aircraft engines during drop.

(i) Local Police are to be informed of proposed night descents.

TONY BUTLER
JNCSO

MINUTES OF A MEETING
BETWEEN CAA AND BPA
HELD IN AVIATION HOUSE
AT 14:00 ON 28 FEBRUARY 1985

Present:

Mr. H. McMaster (Chairman) DDOPD(A) CAA
 Mr. A. Smith Hd OPD4 CAA
 Mr. C. Shea-Simonds Vice-President BPA
 Mr. A.K. Butler JNCISO BPA
 Mr. J.E. Ball Chairman Pilots Committee BPA
 Mr. P.D.N. Parker Council Member BPA
 Mr. F.H.P. Cattle (Sec) OPD4 CAA

In Attendance:

Mr. A.J. Steel FCL 3 CAA

Introduction

The Chairman welcomed representatives and said that BPA had requested the meeting to discuss a number of subjects.

Item 1 - Night Parachuting by Clubs at Weekends

Mr. Smith (CAA) explained the reasons for not permitting night parachuting at weekends, namely noise and nuisance affecting local residents possibly leading to court action by them against the club concerned. Mr. Shea-Simonds (BPA) said that the weekend was the only time most parachutists were available for night jumps; he added that clubs are well aware of the need for good relations with local inhabitants and that, if there are complaints, they appreciate the need to deal with them sympathetically and effectively. Mr. McMaster (CAA) emphasised that night parachuting at weekends could result in an increase in the number of noise complaints from local environmental groups and whereas, in the past, these had been dealt with by the CAA they would, in future, be referred straight to the Dept. of Transport. Mr. Smith (CAA) said he would like to see a standard form of lighting for DZs at night together with a separate Section dealing with night parachuting in the BPA Operations Manual. Mr. McMaster (CAA) concurred. After further discussion, Mr. Shea-Simonds (BPA) agreed to the following:

a) **Operations Manual** BPA will produce a Night Parachuting Section for the Operations Manual and submit it to CAA for acceptance. When mutually agreed, CAA will notify BPA in writing that night parachuting by Clubs at weekends may resume.

Action Mr. Shea-Simonds (BPA)

b) **Standard DZ Lighting at Night** BPA will devise a standard form of DZ lighting at night which will be embodied in the new Night Parachuting Section of the Operations Manual.

ACTION Mr. Shea-Simonds (BPA)

c) **List of DZs Likely to be Active at Night** BPA will forward a list of DZs likely to be active at night. CAA will include this information in the list of Free Fall Parachuting Sites published in the UK Air Pilot.

ACTION Mr Shea-Simonds (BPA)
Mr Cattle (CAA)

Item 2 - Night Parachuting Displays by Teams

Mr. Smith (CAA) outlined the reasons for not permitting night displays. These included concern over the size of DZ, the increased risk of danger from off-landings and the possibility of pyrotechnics falling on spectators. Mr. Shea-Simonds (BPA) said that, bearing in mind the experience of the parachutists who would be involved in night displays i.e. FAI D Certificate holders with a minimum of 500 jumps, the present DZ size (150 yards diameter) is ample. Mr. McMaster (CAA) asked what percentage of display

jumpers possessed these qualifications; Mr. Shea-Simonds (BPA) replied that it is at least 25% out of about 4000 hard-core parachutists. After discussion, Mr. Shea-Simonds (BPA) undertook to embody the following requirements in the BPA Operations Manual:

- No pyrotechnics to be carried by parachutists.
- All night display parachutists to hold an FAI D Certificate and have completed at least 500 parachute descents.
- All night display parachutists to carry a steerable reserve parachute.

ACTION Mr. Shea-Simonds (BPA)

Item 3 - CAA Liaison Visits to BPA Clubs

Mr. Shea-Simonds (BPA) outlined BPA concern over the CAA's proposed liaison visits to clubs. It is not so much 'what', but 'how'. He felt that the CAA pro-forma listing items to be checked and circulated to clubs by BPA in October 1984 had generated resentment at what is interpreted as 'The Man from the Ministry with Clip-board' approach. Mr. Shea-Simonds (BPA) said this had put peoples backs up and he felt that visits undertaken on this basis would not produce the desired results, namely allowing the CAA to keep its finger on the pulse while developing a better understanding between parachutists and the CAA. He proposed a less formal approach as adopted on earlier visits by Mr. Cattle to the Joint Services Parachute Centre Netheravon and the Peterborough Parachute Club, Peterborough. Mr. Butler (BPA) said that you could tell whether a club was any good or not in a very few minutes, a view supported by Mr. Parker (BPA). Mr. McMaster (CAA) emphasised the importance he attached to such visits and said he hopes to make some himself. After further discussion it was agreed that the CAA would adopt a more informal approach and Mr. Shea-Simonds (BPA) will notify the next meeting of the BPA Safety and Training Committee (STC) of the agreement reached between his delegation and the CAA and will wholeheartedly commend its willing acceptance by the STC and by the BPA as a whole.

ACTION Mr. Shea-Simonds (BPA)

Item 4 - The 5700kg MTWA Limit

Mr. Shea-Simonds (BPA) said that there were several aircraft suitable for parachute dropping which were above the normal Maximum Take Off Weight Authorised (MTWA) of 5700 kg. He asked if these relatively few types could be included in the Permission and Exemption (P & E) thereby increasing flexibility and eliminating the need for the time-consuming paper-work currently required in requesting and producing one off P & Es for each occasion. The aircraft types concerned are DC3 (Dakota), Hawker Siddley 748 (Andover), Short Skyvan and Short 330. Mr. Shea-Simonds (BPA) agreed that, in order to be embodied in existing P & Es, such aircraft must:

- Be British registered,
- Be operated by a Pilot in Command holding a current UK professional pilots licence,
- Have a valid UK Certificate of Airworthiness with specific provision permitting parachuting.

Following further discussion it was agreed that the CAA would investigate the possibility of meeting this request.

ACTION Mr. Cattle (CAA)

Item 5 - Carriage of Passengers in the Right Hand (RH) Seat of Parachute Dropping Aircraft

Mr. Shea-Simonds (BPA) asked that the present rule

restricting the carriage of passengers in the RH seat (where fitted) of parachute dropping aircraft be lifted. He gave some examples of when it would be useful to parachute clubs or display teams:

- For the Red Devils to be able to carry a Public Relations (PR) photographer. This would assist their role as a recruiting agency for the Army.
- First flights for timid potential parachutists to introduce them to the sport gently.
- As a reward for deserving ancillary club members or employees who would never otherwise get near the sharp end.

Mr. McMaster (CAA) explained that such a practice would require a change to the law on public transport, a complicated subject currently under review. He said it would require time in which to be looked at carefully and undertook to do so.

ACTION Mr. McMaster (CAA)

Item 6 - Oxygen Height Limitations

Mr. Shea-Simonds (BPA) said he would like the present oxygen height rules changed to accommodate the higher performance turbine powered aircraft now increasingly in use for parachuting. He mentioned that Federation Aviation Internationale (FAI) recognises parachuting from 5000 metres (16404 ft.) and proposed that we should allow up to 15000 ft. without oxygen from turbine aircraft. He pointed out that such aircraft climbed and descended quickly so that the time spend above 12,000ft. the present no-oxygen limit, was short and added that no other parachuting nation had a no-oxygen height limit below 15000ft. During general discussion, Mr. McMaster (CAA) said that the CAA would continue to be bound by the advice of its medical experts; currently this is that oxygen must be used by parachutists if between 10000ft and 13000ft for more than 15 minutes and at all times above 13000ft. After further discussion, Mr. Shea-Simonds (BPA) agreed to approach Air Commodore Johnson RAF, long associated with the Institute of Aviation Medicine, Famborough and himself an experienced parachutist, and ask him to consult again with Dr. Barnes, Senior Medical Officer Flight Safety and Research, CAA, with a view to convincing Dr. Barnes of the validity of the BPA's case for raising the oxygen height limits.

ACTION Mr. Shea-Simonds (BPA)

Item 7 - Any Other Business

Mr. Ball (BPA) asked if he could carry an extra parachutist in his BN Islander aircraft if he removed the right hand seat. After discussion, it was agreed that this seemed a reasonable proposition providing the MTWA is not exceeded. However, a decision as to whether or not it is permissible rests with Airworthiness Division, CAA to whom the matter should be referred.

ACTION Mr. Ball (BPA)

Conclusion

Mr. McMaster (CAA) thanked delegates for their contributions and suggested fixing a date for the next meeting. Mr. Shea-Simonds suggested that it be held in 3 or 4 months time and proposed that a mutually convenient date be agreed by both parties nearer the time. This was agreed. There being no further business, Mr. McMaster closed the meeting at 4.20 p.m.

F.H.P. CATTLE (Secretary)
OPD4 Room 609 Ext 259
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14th March 1985

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