

THE

JUNE 1985

# SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



# The **Yugo** cars

## **British/European Womens Formation Record Attempt**

**The London Skydiving Centre,  
The Airfield, A505, Pampisford, Cambridgeshire**

At our 10/20 Speedstar meet on August 3rd/4th we will be making an attempt on the British/European Womens formation record attempt. To be sponsored by Yugo Cars.

The attempt will be organised by Jackie Smith and we are looking for suitably qualified girls to compete in our womens British and European record attempt.

**The whole great weekend begins at 9am on Saturday 3rd August.**

No formal invitations will be issued to participate in this event but should you require further information please contact Lynette on 0223 836333.

Our sponsors Yugo Cars are supplying a fabulous selection of prizes for those participating in the British/European Womens record attempt.

So come along and take part in a superb weekends sport with food, booze and a great party atmosphere. See ya there!!



# **Yugo** cars

Yugo Cars, Zastava GB Limited, Basingstoke Road, Reading, Berks RG2 0QB. Tel: 0734 866921

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## DIARY OF EVENTS 1985 U.K.

Dates	Event	Location
8-9 June	DC3 Boogie	Netheravon
16-23 June	RW Seminar	Sibson
22 June - 7 July	BRITISH NATIONAL CHAMPIONSHIPS	Weston on the Green
19-29 July	SkyLiner Boogie	Swansea
20-21 July	LAC Meet	Sibson
20-28 July	RW Seminar	Sibson
27-28 July	Duck End Meet	Abbottsley
3-5 August	10 & 20 Way Speed Star Comp.	Pampisford
10-18 August	RW Seminar	Sibson
12-16 August (NEW DATE)	PI Course 3-85	Cark
19-23 August (NEW DATE)	Exam Course 3-85	Cark
19-29 August	Army Championships	Netheravon
24-26 August	8 Way Speed Meet	Sibson
31 Aug. - 1 Sept	LAC Meet	Headcorn
7-15 September	RW Seminar	Sibson
21-22 September	CRW Championships	Netheravon
4-8 November	PI Course 4-85	Swansea
11-15 November	Exam Course 4-85	Swansea

## INTERNATIONAL

28 June - 14 July	French National Championships	France
6-14 July	Black Mountain Boogie	Belgium
17-27 July	RAPA Championships	Bad Lippspringe, Germany
19-24 July	Boogie & Accuracy Comp.	Israel
14-18 August	World Cup, Classics	Graz, Austria
19-23 August	16 Way International RW Meet	La Ferte Gaucher
15-25 September	World Championships RW	Matilosing, Yugoslavia
2-10 November	Cyprus Championships	Cyprus
21 Dec - 4 Jan '86	Swiss Boogie	South Africa

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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 N°3

JUNE 1985

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R.Ae.C.

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

### Editor's Note

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

## EDITORIAL

Last month I had a call from a BPA member complaining that his club **never** got a mention in the magazine, whereas the Red Devils were in every issue. My answer was short and to the point, his club just didn't send in material for publication, conversely the Red Devils support the magazine and recognise the value of Public Relations.

As custodians of Sport Parachutist on behalf of the membership we can only publish what is submitted to us. We try and originate articles on technical subjects, but for reports and pictures on Clubs, Meets and Boogies we need the support of the membership — It's your magazine.

A quick note for any budding reporters, remember we are a magazine devoted to the sport of parachuting, so our readers prefer to read about parachuting activities rather than how many pints of beer your particular event or club consumed in an evening. Finally can I please ask that any photographic material sent to us be identified on **each** slide, negative, or print. (See caption below).

DAVE WATERMAN



My apologies to Robin Lloyd of Liverpool whose credit was left of the excellent picture used on the front of the April magazine. Sorry Robin!

The two pictures used on the cover of this issue also have no credits, unfortunately they had become separated from the original details that accompanied them and as they have no identification on the back we are unable to credit the photographers. Anybody recognising their work please get in touch! Credits in the next issue.



## COSMONAUT PARAS

According to Discover magazine, the USSR uses skydiving tests in the selection of their cosmonauts. Each potential cosmonaut must perform certain tasks while in free-fall. One the first jump, he/she has to simply count backwards from ten to one using a helmet mounted microphone. As the tests proceed the order of difficulty is increased. The final assignment involves spotting a specially marked lorry somewhere on the ground, recording its longitude and latitude and then transmitting the result, before opening the parachute.

## 100 WAYS

Roger Nelson, the organiser of the annual 'Freak Brother' convention at Skydive Sandwich in the USA, will this year be organising 100 way large formation record attempts at the Boogie. Roger has placed an order for 100 colour coded jump-suits from Tony Uragallo for the attempts.

## FALLEN, FALLEN

Julia Rudland tells us that parachuting is even mentioned in the Bible: 'They are like chaff that the wind blows away.' (Psalms



**I GAVE HIM A DOWN-WIND LANDING FOR HIS OWN SAFETY. OTHERWISE HE'D HAVE FLATTENED MY TENT. AND I'D HAVE THUMPED HIM!"**

Book 1 No. 1). 'Then I saw another Angel flying in the air.' (Revelations 14, L6). 'A second Angel followed and said, "fallen, fallen!..."' (Revelations 14, L8)

## Mal

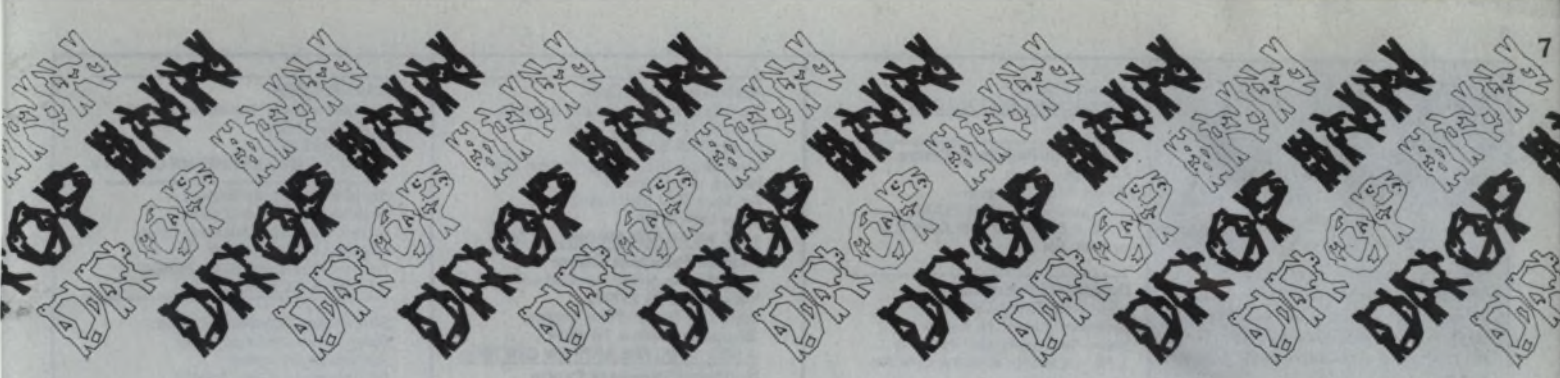


**" WHEN IT'S MY TURN TO SPOT, IT DOESN'T BOOST MY CONFIDENCE TO SEE EVERYONE ON MY LOAD BRINGING PASSPORTS AND TRAVELLER'S CHEQUES ! "**

## CONGRATULATIONS



Congratulations to **Jane Buckle** of the Headcorn Parachute Club who successfully attained her Advanced Rating at Langar on 10th May 1985. This makes Jane the first lady Advanced Instructor in GB. Well done Jane from **John Hitchen** and **Tony**



## BRAVE CONDUCT

Her Majesty the Queen has graciously approved the award of the Queen's Commendation for Brave Conduct to Cpl Peter T. Curran of the 15/19 Hussars.

The incident involved was when Pete (known to his friends as Cockney!) was taking part in 4 way Canopy Relative Work on the 28th May 1983 over Bad Lippspringe.

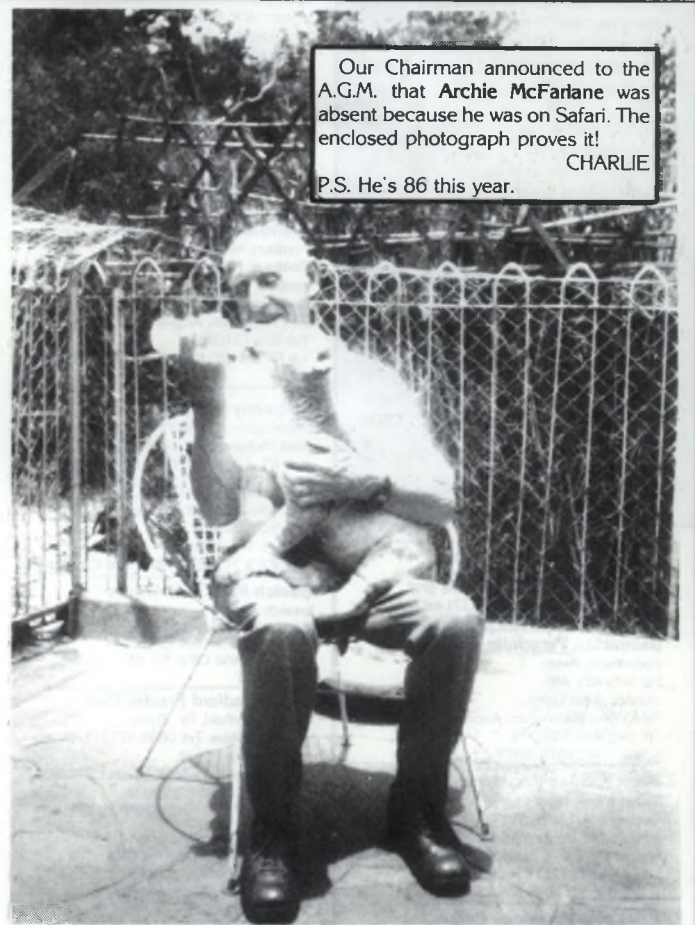
An entanglement ensued between the stack, the top jumper was thrown off. Cockney who was jumper No. 3 in the stack held on to jumper No. 2 whose canopy was entangled with jumper No. 1. The formation was low and a cutaway would have probably proved fatal. As a witness to this horrific event the temptation would have been to release jumper No. 2 which would have probably resulted in two deaths. Cockney decided to hang on to jumper No. 2.

Although all three jumpers sustained serious injuries, by his heroic action he prevented what otherwise would have turned out to be a fatal incident.

## BBC TANDEM EXPEDITION

BBC wildlife film producer and BPA member **Adrian Warren** recently led an expedition to the top of Cerro Autana a 4000ft. sandstone tower jutting out of the Venezuelan jungle.

As the top of Autana is beyond the range of a helicopter the expedition jumped in using tandem technique for those in the party who had no previous jumping experience. Tandem pilots were **Bill Booth, Rocky Evans** and **Mitch Decoteau**. It was hoped that some of the party could base jump off after the filming. At the time of going to press we are not certain as to the outcome of this. However **Jean Boenish** who went along as base jump expert broke a limb on the jump in and had to be airlifted out by helicopter — Did I say that the reason they jumped in was because the plateau was out of helicopter range??



Our Chairman announced to the A.G.M. that Archie McFarlane was absent because he was on Safari. The enclosed photograph proves it!  
CHARLIE  
P.S. He's 86 this year.



"BAD NEWS CHAPS!  
THE INFORMATION WE GOT  
ABOUT THE DUCK-END MEET  
MAY PROVE TO BE UNRELIABLE!"

Folwelz

# BPA Clubs & Centres

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

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

BPA Approved Club	**
BPA Affiliated Club	*
Aircraft — single engine	+
Aircraft — twin engine	±
Full Time	FT
Weekend	WE
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BB nearby	BB
Restaurant facilities on DZ	×
Tea & snacks on DZ	□
Basic Student Course	BS
Kit hire student	KHS
Kit hire freefall	KHFF
Relative work instruction available	RW
CRW instruction available	CRW
Accuracy pit on DZ	∅
Camping on DZ	^
Washing and toilets on DZ	WC
Non-members welcome	NM

## Army Parachute Association

The Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wilts SP4 9NF  
Tel: Bulford Camp (05803) 3371 ext 245/277  
2+ ± WE WC = X KSL KFF RW CRW ∅

## Badminton Parachute Club

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

## Black Knights Parachute Centre

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

## Blackpool Parachute Centre,

Blackpool Airport, Blackpool, Lancs.  
Tel: 0253 41871  
contact: Blackpool Air Centre  
Tel: 0253 41871  
+ WE X WC KHS KHFF RW CRW

## Border Parachute Centre

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

## Cornwall Parachute Centre,

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

## Cyprus Combined Services Parachute Club (CCSPC)

CJSATC Pergamos Camp BFPO 58,  
Tel from UK: 01035741530000 ext. 337/245

contact: Club Cl  
+ FT WC KHS KHFF RW CRW NM ∅

## Doncaster Parachute Centre

Doncaster Airport,  
Bawtry Road, Doncaster.  
Tel: Doncaster 532636/537085  
+ FT = BB X BSC KHS KHFF RW  
∅ A 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. Slattery, 8 Burns Crescent,  
Chelmsford, Essex CM2 0TS.  
Tel: 0245 268772  
+ WE WC KHS KHFF RW NM

## Eaglescott Skydivers

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

## 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

Bobbington Airfield, Nr. Stourbridge,  
West Midlands. Tel: (038488) 293  
+ ± FT A 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 = ^ BB X □  
WC NM FT

## Leeds Bradford Freefall Club

Topcliffe Airfield, Nr. Thirsk,  
North Yorkshire. Tel: 0845 57371 ext. 259  
contact: Mike Wood,  
12 Whincover Gardens, Leeds LS12 5DA  
Tel: Leeds 632851/853099  
+2 WE = X WC KHS KHFF HPHK  
CRW ∅ NM

## Lincoln Parachute Centre

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

## The London Skydiving Centre

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

## Manchester Freefall Club

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

## British Collegiate Parachute Assoc,

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

## Affiliated Clubs:

Bath University  
Bristol University  
Brunel University  
Durham University  
Goldsmiths College  
Keele University  
Lancashire Polytechnic  
Liverpool Polytechnic  
Liverpool University  
Newcastle Polytechnic  
Newcastle University  
Nottingham University  
Oxford University  
Plymouth Polytechnic  
Portsmouth Polytechnic  
Sheffield Polytechnic  
Sheffield University  
Southampton University  
Surrey University  
Trent Polytechnic  
University of East Anglia  
UWIST  
Warwick University

## 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 4AJ.  
Tel: Work 0904 59811 ext 2420  
Home 0904 31597  
- WE WC KH KHS RW CRW NM BB □

## Midland Parachute Centre

Long Marston Airfield, Stratford on Avon,  
Warks. Tel: 0789 297959  
contact: D. Deakin, Titton Cottage,  
Stourport on Severn. Tel: 5954  
+ WE = X WC KHS KHFF RW CRW NM ∅

## Northwest Parachute Centre

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

## North London Parachuting

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

## Oxon & Northants Parachute Centre

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

## 'The Pathfinders' Guards Freefall Parachute Team

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

## Peterborough Parachute Centre

Sibson Airfield, Wansford, Peterborough  
PE8 6NE. Tel: Eton (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 Ceme, 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 A WC KHS KHFF RW CRW NM ∅

## Skybird Parachute School,

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

## Shrewsbury Skydiving Centre,

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

## Wild Geese Skydiving Centre

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

## Staffordshire Sport Skydivers

Birmingham & Coventry  
Interleaving FF Team  
9 Olympus Close, Allesley, 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 Cornely Bank Row, Edinburgh EH4 1DZ.  
Tel: (031) 343 3227  
Video, non members welcome

## South West Skydiving Club

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

## Swansea Parachute Club

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

## Silver Stars Para Team

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

## Thrupton Parachute Club

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

## Joint Services Parachute Centre Hong Kong

Borneo Lines, BFPO 1  
Tel: 0983 7221  
+ FT X WC KHS KHFF RW CRW NM ∅

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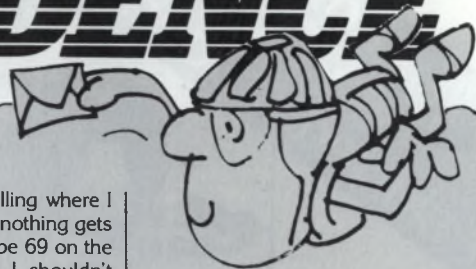
We are open six days a week, (closed on Tuesdays), write, telephone or call in with your enquiries and we will be pleased to help and advise you.



**UK Parachute Services**

Ipswich Airport, Nacton Road, Ipswich. 1P3 9QS  
Telephone 0473 76547

# CORRESPONDENCE



## CRW INCIDENTS

Just a short note to bring to notice possible dangers which people don't seem to be aware of when piloting a stack. Last year we had two incidents abroad doing CRW on displays which led to tragic deaths.

These incidents could have happened on the drop zone but are more prone on displays due to turbulence. The first incident was due to the stack pilot stalling the stack and the triplane went in.

The second incident was when the second guy in the stack dropped a guy after a canopy collapsed, who went through the fourth person's lines. Both incidents happened around the six hundred feet mark when it can get very bumpy.

On displays the stack pilot has a difficult job and a big responsibility to the people below. His job isn't made any easier when he gets different advice every three seconds from the people below, which can be quite colourful at times. The stack pilot has to assess the winds and make his approach into the arena correctly. The biggest point to insure the bottom people have a chance to get a soft stand up landing. Stack pilots who fly on half to deep brakes in nil winds are condemning the bottom person to hitting the ground hard. It is the stack pilot's responsibility once the stack has been built to fly on full drive. Even on quarter brakes, but no more so it gives the bottom people a chance. Flying a stack on  $\frac{3}{4}$  brakes is bad news for a couple of reasons. If the fourth person docks hard the bottom will swing forward which could well cause the top to stall.

Or if the winds are gusty and a strong gust hits you it could well stall the stack. This is what I believe happened in the first incident. If you are doing accuracy on a stack, don't forget your responsible for the lines of the people below you, so keep it safe.

On a display when the stack pilot has got his approach wrong it might be better to split it. On the drop zone when a stack pilot brings the stack in on brakes there is no excuse.

One can get away with it quite often maybe the odd break on landing. It only needs to go wrong big time once low down then you will pay the price, unfortunately so will the people with you. If you're into CRW everyone should have crossbars on their risers. When your plane the person below you insure your feet are underneath the crossbars. The crossbars should be well into the ankle and your toes pointing up. If a canopy collapse occurs you will be able to take the weight, but try to grab hold of the lines to help you hand on. If you have the height and its

clear below him only drop him when he asks for it.

Too many people have got the habit of having the crossbars go over their toes. If a collapse occurs there is no way your toes will hold the weight, which could be the reason for the second incident. If you do a lot of CRW you should be getting into the habit of carrying two hook knives. One to be attached on the leg of the jump suit and the other attached on to the harness. In a wrap you can never be sure what part of you, you can reach.

It would be nice to see CCIs holding CRW Seminars on their drop zones. This would no doubt encourage a lot of people to participate in CRW. After all CRW has come a long way now and can be done quite safely.

ANDY GUEST D2439

## B.C.P.A.

The B.C.P.A. is at last on its feet again and among the various competitions organised at the recent AGM was the South Eastern Regional Fun Meet. This was held at Headcom at the end of March in one of the worst weeks of weather that most of us could remember! 30 knot winds, 1,000 foot cloud bases and driving (well, almost) rain all contrived to keep us on the ground. In fact it not so much contrived to, as succeeded. Apart from three much envied square jumpers none of the 30-odd competitors from around 9 different colleges who turned up got any jumps in at all over the whole week. This didn't stop the merrymaking 'till the early hours of each morning (it was a heavy week...) but it did mean the competition had to be postponed until the same time next year, so keep an ear out for details then. If the same number turn up next year it will be a definite success and well worth putting in your diary. The medals will be kept 'till then but the booze prizes didn't last I'm afraid.

Thanks must go to **Adrian Read** from Surrey (congrats on his first square jump) for organising the competition and to **Dave Parker** and all staff at Headcom for hosting the meet and generally putting up with us all...See you next year!

PAUL FFITCH, D5299  
Southampton University

## SLOW BUT SURE

I have been parachuting now and then for something like fifteen years but never really making much progress. I guess its really a question of continuity. At the present time I am holding on to steady 20 second delays and quite enjoying myself. I've had my failures, of course, but I've survived. I

get quite a bit of leg pulling where I work. As one gets older nothing gets any easier to do. I shall be 69 on the 8th May so I suppose I shouldn't grumble. Keep trying! Happy landings to all.

TOM RICHARDSON BPA 4357

## TA JSPC

Thanks to JSPC Lippspringe from **Mark Baines** and **Bob McGuilvray** for a great year's jumping, and special thanks to the staff and regular jumpers who made us so welcome for so long.

M. BAINES, BPA 160370

## TA SWANSEA

A few words to say thanks to **Dave Howerski** and all the staff at Swansea Parachute Club for enabling me to achieve my Cat. 10 on my 100th. To **Nigel** for funnelling the base and **A. Dixon** for the video. A great club well worth a visit.

A. JONES, C5843

## SUBJECT MEMBERSHIP (INSURANCE)

It states on the membership certificate "That whilst being a member he is granted Third Party Insurance Cover (valid World Wide)".

As one of the many members of the BPA who pay the £21.00 annually I expect the insurance to be what it says "World Wide".

I had occasion this month to be in France and decided to visit a parachute centre at Carpiquet with another member of the BPA. On producing our membership and insurance certificate (Valid World Wide) we were told it was of no use, and that before we could jump would have to take out their insurance. The cost was 105F, so could you explain the following:

- 1) What is the £21.00 used for?
- 2) Why does it say 'Valid World Wide' when in fact it isn't, (or is France not part of this world)?
- 3) If having already paid insurance why should we have to pay again?

I would like this letter published in the Sport Parachutist Magazine, it may bring forward from other members problems that have arisen with the BPA insurance whilst parachuting abroad.

L.G. BAKER, D3687 W02 (CSM)

If you read the article by Sec Gen Charles Port on page 34 in the last magazine you will see that only 80p of the £21.00 annual subscription is Third Party World Wide Insurance (good value by any standards). Your complaint should be addressed to the French who appear to have ripped you off for 105F. I have jumped in France many times over the past few years and have had no trouble with recognition of the BPA Third Party Insurance.

## COME TO STRASBOURG

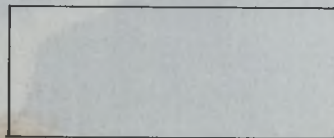
Being the new person in charge of advertising, I am now representing our club, the 'Centre Ecole Régional de Parachutisme Alsace' in Strasbourg.

Many foreign visitors come every year, attracted by the fact that we have a Pilatus, video camera and special jury room, a large guest house, etc. I am, therefore surprised that important magazines like yours do not mention our programme. One skydiver from our club told me that a programme announcement does not cost anything, being considered as information. We would be very happy if you could include some of our events for this year, which are quite important:

1. 12 to 14 April, 1985 - Test competition 4 & 8 way RW CERP Alsace, Aérodrôme du Polygone, 67100 Strasbourg Tel. (88) 84 48 48.
2. 6 to 14 June, 1985 - French Elite Training and competition in Accuracy and Style. CERP Alsace, Aérodrôme du Polygone, 67100 Strasbourg tel. (88) 84 48 48.
3. 15 to 18 August, 1985 - Accuracy and Waterskiing competition. CERP Alsace, Aérodrôme du Polygone, 67100 Strasbourg tel. (88) 84 48 48.
4. 30 Aug to 1st Sept, 1985 - Accuracy competition 'The three days of Strasbourg'. CERP Alsace, Aérodrôme du Polygone, 67100 Strasbourg Tel. (88) 84 48 48.

Thank you in advance and best regards.

MRS OONA CABOZ



## FROM THE DESK OF WALTER GUBBINS, IFC.

Dear Dave, (note how I've got your name right, did a bit of research),

Thanks for printing my last spiel, got a few of the oldies writing in to yarn about the good old days when a round was a round, none of these nipples on the top then using the fancy name conicals.

Anyway Dave, I got to thinking that you could well do a with a roving correspondent to keep you in touch vis à vis all matters concerning parachuting. Obviously there would be no charge Dave and I'm sure it will relieve you of a great workload. I also have the advantage of time and travel.

Actually I should get to the point of this letter, as you can see I'm without an address and have taken the liberty of using yours Dave, so if anyone would care to continue corresponding then write to **Walter Gubbins IFC**, c/o Ed, BPA Mag, Kimberley House, Leicester. If this isn't suitable, i.e. postcodes or something, please change it.

Now to other matters Dave. Radios, thoroughly enjoyed Ray's article on ground to air communication, I'd have thought that any good army type could bellow loud enough, and why old Mac uses radios is quite beyond me, we heard him directing students in the Malasian Jungles!! (Sorry Mac, couldn't resist that one eh). We first experimented with Radios in 1954 in Burma, trouble was carrying them, though I must say air cooled valves were efficient. Do be very careful of picking up Pirate Radio Stations though Ray, nothing worse than talking a student down through the powerlines to be interrupted by some Radio 4 programme on Varicose veins.

Letters: Dave, me old mate, do we have to suffer every letter that comes in which thanks the entire staff of the drop zone for being so wonderful, their mothers for having them in the first place so making it all possible and even the Dee Zee Dog for not lifting its leg on their particular B4. What I'm trying to say is that the mag's correspondence pages should be for serious exchange to enhance the quality of the sport. If you want to thank the likes of Dave Howerski for an adrenalin rush (It's the skulls everywhere that does it Dave, and the paintings) then write to him personally, we don't need to know that the likes of D.P. at Head-bangers run a good sound operation, we only have to get stuck in the LAC meet bonfire to ascertain that!

Tandem: About time too, Tandem is quite the best thing that ever came into skydiving (with the possible exception of the parachute), nice snap by Leo Dickwittington, he could go far with a polaroid, pity about the lace of helmet on Shoobi, by the way if you need Shoobi's address let me know, America's a big place when you are trying to hide!!! Sorry Shhoobb, Anyway I thought it about time everyone heard the history of Tandem.

"Back in the fifties, (I'll be slightly vague if you don't mind as some of the details are still classified) I was Military

adviser to a group of small fearless fighters from the Far East. I was to train them to jump in for the first time. ETA to this little planned conflict was 72 hours, anyway on day one I'd trained about half when the CO came along to tell me that the engagement (soppy word for a battle) had been brought forward to early the next morning. Well I got to thinking how to get them all in safely in such a hurry. I work the riggers and we worked all night, by the time they were kitted up we had 150 rigs packed, no reserves, well the jump was from 400ft. - and 150 harnesses. Hence the saying Clip on a Gurkha! Anyway off they went two men to one static lined parachute leaving the front guy to shoot and the back one to steer."

RW: You might be pleased to know that I have been appointed Team Consultant to the Air Bears, probably the top USA 4 Way Team, though they were second to the Knights in the last Nationals. I've spent a few weeks with the lads (Tommy, Joe Nepute, John Robbins and Guy Manos), and I've obviously given them a few hot tips. Anyhow I'm sure they will do well and I'll be there to guide them through the Nationals after the European Training camp. By the way CCI's if any of you need RW seminars either by myself or any of the Air Bears do let me know and we'll fix it up for this summer.

Suits: I know a lot of us need suits to fly us but this is becoming a little nearer reality. We are developing two products at present. The Wally Gubbins 4 way trainer which is designed to keep everyone in the 'tunnel' by use of a centralised spider system and secondly the Wally Gubbins Computerised Jumpsuits, these aid training and judging. However I'll keep you all in suspense until the next letter for further information.

Hot Tip: Remember for stability purposes, Green side down, Blue side up but don't try that over the med.

Rumour Control: Charlie 'I once wrote a bestseller' Shea-Simmonds has started jumping again and has progressed to a square.

See you around the Dee Zees and

stay alive in Eighty Five.

WALTER GUBBINS, IFC.

P.S. The hop n' Pop altitude record is to become a Static Line altitude record.

## HELLO AFF EAST INC.

After attending an AFF Instructor Course in Chambersburg, Pennsylvania, I thought you may be interested in how the old 'Southern Cross' DZ is doing since **George Kabeller** moved south to Z-hills with his DC3.

The new owners of the DZ, **Al Gramando** and **Chuck Prodey**, are collectively known as AFF East Inc. Since taking over in summer '84 they have been carrying out extensive building work to modernise and improve the facilities including the conversion of a 'T' Hangar into a well-appointed bunk house. There is also snack bar and full rigging facilities on the DZ together with a Twin Beech and Cessna 182 to take you up.

Their AFF students (no static lines), jump gear that many experienced skydivers would be proud to wear. This, coupled with a nice, air-conditioned classroom, makes a students like pretty OK.

Chambersburg is about a two hour drive from Washington DC (I did it in 1¼ hours, but I don't recommend my driving to anyone). As a DZ it's not well known in Europe, except among the people who have been there, who will have fond memories of good times and excellent skydives.

More information can be had from: AFF East Inc., 3506 Airport Road, Chambersburg PA 17201, USA. Or phone 717-264 1111.

Or talk to me at Pampisford most weekends (or follow the usual trail to find me!). If you are in the area it's worth a side trip. Blue skies,  
COLIN FITZMAURICE D3782

## SILVER?

Whilst wishing to express thanks to the organisers and hosts of the Scottish Nationals, we did depart a little puzzled. In each of the following events prizes were awarded to first, second and third places: Style, Int. Style, Ladies Style, Individual Accuracy, Team Accuracy and Relative Work.

For some reason the Intermediate Relative Work Event only attracted a first prize. Where did we come? Yes, second! Also to add to the mystery prizes were given to, wait for it, the judges, the pilots, the fuellers, the gophers and even the canteen lady (who deserved a prize).

this anomaly did generate some amusement among our team members and we will definitely be back next year. Who knows we might even win something! Blue skies,  
Relative Strangers:-

STU CHARLTON, D1639

GWYNNE ROBERTS, D5007

PAUL HASTIE, C5000

DAVE AITKEN, C5192

## MEDICAL CONTRA - A REPLY

I would like to make some comments on the article entitled "Medical Contra-Indications to Parachuting."

With regard to diabetes and parachuting, while I agree that each case should be taken on its merits, diabetes is a condition which effects different people in different ways and is managed medically in different ways. Some diabetics can be treated by control of diet and/or oral hypolyaemics (drugs which lower raised blood sugar levels). These patients fall into the lower risk category. However a large number of diabetics have to control their condition by taking insulin by injection and I consider this group to be at risk. Coma in diabetics is caused by the two conditions mentioned:-

- 1) Hyperglycaemia (high blood sugar)
- 2) Hypoglycaemia (low blood sugar)

Hyperglycaemia is a condition of insidious onset, often over a period of

days and is normally recognised by the patient on routine urine treating for glucose and is not an immediate source of difficulties of a sudden nature.

Hypoglycaemia however, can develop suddenly in the insulin dependent diabetic and the symptoms of confusion, loss of awareness and lightheadedness can be missed even by the most diligent of patients. This situation is made considerably worse in the parachuting environment where there is increased physical and mental stress which may distract the attention of the diabetic, the signs may be misinterpreted and the full coma can rapidly ensue.

While it is true that the release of adrenalin is stimulated by hypoglycaemia and adrenalin mobilises glucose from the inner stores, any muscle work will rapidly mop up the glucose mobilised and the condition of hypoglycaemia should not be regarded as self-limiting (indeed some of the signs of hypoglycaemia e.g. pallor, sweating and rapid pulse can be attributed to this adrenalin release). In the parachuting situation the speed of onset of coma should, therefore, be more rapid.

With this in mind I feel that it is particularly the first time jumper who is at risk in the stressful environment, especially remembering that on drop zones regular meals cannot be guaranteed. The experienced jumper who develops the condition in later life is the sort of diabetic whose condition is most likely to be controlled by diet and/or oral hypoglycaemics. I consider that insulin dependent diabetes is a medical contra indication to parachuting.

With regard to epileptics, the criteria for holding a driving licence are applicable to parachuting and each case should be taken on its merits but anyone with a history of multiple fits or fits in adulthood or requiring drugs to control fits should be cleared by a consultant neurologist before being allowed to parachute. I can only surmise that the suggestion that 'Brain Locks' could be petit-mal seizures was made in jest.

I do not wish to appear to be a kill-joy but I feel the article was misleading and may have falsely raised the hopes of a number of people who for their own sake should be precluded from participation in sport parachuting.

DAVID C. WILLIAMS, F.R.C.S.

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.

# SLIPSTREAM Adventures



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**Peter Allum** - National Team Member,  
BPA Advanced Instructor

**Ian Aitken** - National Team Member,  
BPA Advanced Instructor

**Peter Allum** - Symbiosis & BPA AFF Instructor

Part Time Staff include:-

**Rob Colpus** - Symbiosis

**Geoff Saunders** - Symbiosis

**Reddy Redfern** - National Speed Star Champion

COMMENTS:-

*Sally Carter, AFF Graduate.... "Previously I had  
made 21 static line jumps. I attended a Slipstream  
Adventures AFF Course and within days I was a  
BPA Category 8 Student. I am now skydiving with  
my boyfriend and working to achieve cat. 9 and 10."*

*Mark Stewart, AFF Graduate.... "I wanted to get into  
skydiving but didn't have the time to follow the  
conventional programme. I graduated to Category 8  
with Slipstream in eight jumps - I had never jumped  
before. The course was fabulous and the square  
parachutes are a dream."*

*Andrew Morton.... "Having graduated with the  
School of Human Flight, I returned to Britain only to  
find it necessary to jump with British AFF  
Instructors. On doing so I realised that I could have  
saved a lot of money - had just as good a time and  
received just as good instruction without leaving the  
country."*

Credit Photographs ..... **Pierre Dutertre**  
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# KITNEWS



by Rob Colpus

## RIGGERS CONFERENCE

The US Manufacturers and Riggers Association, the PEIA are again sponsoring a Parachute Riggers Conference this year, to be held at the Muskogee DZ in Oklahoma, in conjunction with the USPA's Nationals and Boogie from July 4th-7th.

Subjects to be covered include; legal aspects of rigging, tools, sewing machines, maintenance of AAD's and altimeters, main and reserve canopies, deployment systems, repairs and alterations, installation, inspection, maintenance, compatibility and packing. The emphasis this year will be on 'Hands On' sessions. Sessions and lectures will be conducted by representatives from major manufacturers and other experts.

## VECTOR BULLETIN

The Relative Workshop have released a bulletin stating that all models of their Vector tandem systems which are equipped with the SSE Sentinel Mk2000 pin puller AAD are to be immediately inspected and if necessary, modified in accordance with instructions available from the company. Vectors equipped with other versions of the Sentinel Mk2000 or other AAD's are not affected.

The point in question is the Mounting Plate or Bracket. More information can be obtained from the Relative Workshop at 1725 Lexington Avenue, Deland, Florida 32734, USA. Telephone 904-736-7589.

## OBSOLETE SENTINEL CHANGES

Following the grounding last year of the Sentinel Mk2000 AAD, the manufacturers, SSE Inc., have issued a bulletin stating

that all Sentinel Pyrotechnic Cartridges manufactured prior to January 1985 are now obsolete. The bulletin does not explain why the older cartridges are obsolete, nor does it actually recommend that they are withdrawn from service. Apparently the user must decide if he/she is prepared to continue using a cartridge which has been declared obsolete by the manufacturer. The year and month of manufacturer are stamped on the outside of the cartridge.

## CYLINDRICAL SPRINGS

Several incidents have been recorded in Europe recently where the 'Parachutes de France' ramless pilot chutes with cylindrical springs have entangled themselves. Apparently it is possible for the loops of this type of spring to lock under each other and does not allow the spring to expand, thereby keeping the pilot chute closed. A similar pilot chute, the SSE 'Hot Dog' has a conical spring which does not suffer from this problem.

## WESTGAARD TALON

Westgaard Parachute of Perris, California have released a new piggyback system, called the 'Talon'.

The system is similar in appearance to the Relative Workshop's Vector, incorporating the one pin reserve, 'loop through' pilot chute. The rig comes with a choice of pull-out, throwaway or ripcord. The Talon comes standard with the RW-7 mini 3-rings and type 17 one inch wide main risers, although standard size rings and risers are available on request.

Westgaard's rigging and manufacturing division is now under the name of 'Rigging Innovations'.

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# NETHERAVON EASTER BOOGIE

Our retribution for last year's unequalled blue sky Boogie came with a vengeance this time as we struggled to complete the first rounds of the Meet.

Perhaps an indication of the organisers' problems was the long queue stretching back from the hapless **Dave Hone** as he spent all of Friday sorting out the inevitable paperwork problems of the invasion from afar.

Some people who for whatever reason were fairly late arriving found the day rapidly disappearing and they had not even got on a load. Meanwhile, the early birds were managing to pick something from the bones of the cloud layers which, though very thin, frequently combined to give the spotters quite a hard time.

On Friday evening the weather man was consulted and confirmed our worst fears; there was a vigorous system motoring in fast from the Atlantic and we were in for a rough ride. However, there was a chance of a fairly calm start to the day so the first of three consecutive early starts was ordered!

Half past six and there were the promised conditions; no cloud and a light surface wind. Of course, the drifter went a fair way but not far enough to stop the novices setting off on the Worlds best hangover cure. All too soon the winds started to increase and the round canopies had to give way to the squares who then paid dearly for the extra time thinking, (and recovering), as the wind was well up to expectation for a fun meet and would doubtless have raised a few eyebrows as well as destroying a few reputations at a more formal level.

Even these conditions were short-lived and it was all change to RW. Given the increasing cloud amount and the considerable speed with which the blue holes were by now across the sky it was a great credit to the controlling and judging staff that so many jumps were observed and recorded.

The popular 8-way speed was first away and produced a predictable and highly amusing crop of unstable exits!! Some teams may well have penalised themselves by assuming that 'no show' also meant 'no grip', the post-round debrief which clarified this point was sadly not put to the test as the first round turned out to be the only one.

The 4-way sequential draw was for five rounds

BY PATRICK LONG

and produced some novel dives so it was particularly gratifying to see the up-and-coming teams being coached by the front-runners. There can't be many sports where there are so few secrets, and where the experience of countless dives is freely exchanged even during a competition leaving the result as a test of pure flying skill.

Unfortunately this round was overtaken by the weather as the blue holes shrunk and defied even the Boss' gallant efforts in both finding and remaining in them. So, **Roger Brown** set fire to his barbeque grill with sixteen 4-way teams still un-blooded (and of course a few who wished they hadn't) and quite a few still to complete Round 2 Accuracy.

Desperate weather calls for desperate measures so notwithstanding the forthcoming merriment another 0700 start was confirmed although subsequent bar sales showed that few people had any hope, having seen the Zebra's rear filling the Eastern Atlantic on the television forecast.

The ensuing evening was an unqualified success, the only sad face being that of the Disc Jockey who couldn't compete with the rival attraction of the passe repeats on the bar stereo.

There was ample time to reflect on the previous night's excesses as the whole of Sunday was spent looking forward to opening time again, and the curry which was to prove the major attraction of a day on the ground.

Monday: same sad tale only the curry had all gone and lots of folk turned their thoughts to the journey home. The end of the waiting game came in the middle of the afternoon, when, with 30 knots still monotonously reappearing on the windspeed recorder, cancelling hopes of a downward trend, the Boss put us out of our misery and announced

that the prize-giving would take place at half past four.

At the small ceremony, appropriately held indoors, **Major O'Hara** thanked everybody for their effort and enthusiasm in coming from all four corners of the Country, (and a few even further than that), and in helping to cope with the unfortunate weather. He did note, however, that the consumption of beer had exceeded the amount of fuel used by the aircraft so a good time had obviously been had by everyone.

The next Spring Meet 1986, would hopefully be arranged for a little later in the year in the hope of rather better fortune with the weather.

For the record, the results of the completed rounds were as follows:

#### Novice Accuracy (2 round)

1st P. Cregan  
2nd T. Wilson  
3rd Carol Stableforth

#### Intermediate Accuracy (1 round)

1st Veitch (0.05)  
2nd Viney 0.15  
3rd Brooker 0.26

#### Senior Accuracy (1 round)

1st Ester Reynolds 0.00  
2nd John Home 0.01  
3rd John Rix 0.01

#### Team Accuracy (1 round)

1st Ratchett 0.32  
2nd Freddie's Cat 1.26  
3rd The Lott + 1 1.33

#### Speed Eight (1 round)

1st Erotic Squash 16.3  
2nd Bonkies Dollocks 16.96  
3rd Tick Tock + 4 23.25

Best Second Formation after Speed 8 - Erotic Squash.

PATRICK LONG

## PARA-SKI COMES OF AGE

### First World Championships to be held in 1987

Up until 1983 the governing body of Para-Ski was the International Para-Ski Kommittee (IPSK) based in Switzerland. With a 16 year history of International events and a sizeable number of competitors the IPSK felt it may be able to realise the three goals towards which it had been working.

1. To open the sport to all countries.
2. To become a fully recognised sub-committee of the CIP.
3. To organise a World Championship.

Today the first two goals have been achieved, more countries

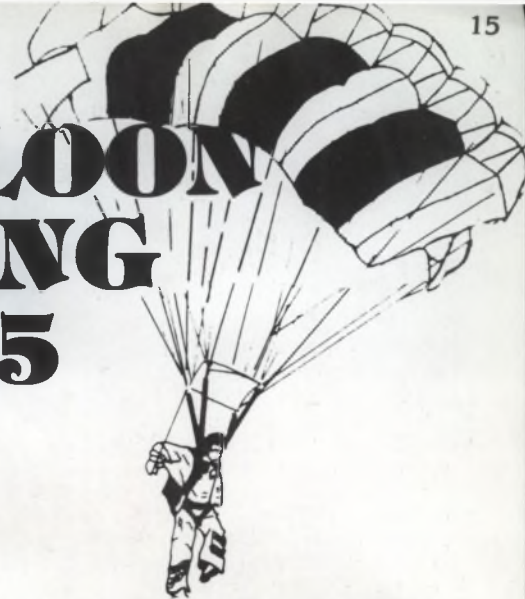
are showing interest in the sport with 12 nations competing in the '85 World Cup. The IPSK no longer exists, there is now a Para-Ski sub-committee of the CIP headed by **Gilbert Van Dam**, the former IPSK President. In his report to the CIP in Graz in February, Gilbert outlined the achievement of the sub-committee in the previous year, not least of all the work on a new chapter of the Sporting Code solely for Para-Ski. He ended by asking the CIP if they would agree to the organising of an official World Championship in 1987. This was accepted by a unanimous vote and the first World Para-Ski Championships will be held in Sarajevo, Yugoslavia in March 1987. As such the final goal of the former IPSK has been achieved due mainly to the work done by **Gilbert Van Dam**.

Since it would appear that the interest in Para-Ski in Britain is increasing it is intended that some form of selection should be held in 1986 to decide the team for the World Championship. As such it would be useful to know the number of people involved. Therefore, would anyone interested in competing for a place in the National Para Ski Team for 1987 please contact the BPA Office by 30th September, 1985. When the level of interest is known details of the event will appear in the magazine.

TIM MACE



# HOT AIR BALLOON PARACHUTING BOOGIE '85



Following our previous experiences of combining the sports of hot air ballooning and parachuting in Europe and at home (Sport Parachutist, February 1984 and December 1984), a British competition event is being organised for the 14/15th September. The event is being hosted by the DFS/Northern Upholstry group in the Yorkshire Dales and 20 invited balloons are expected to attend. Balloon flying is programmed for Saturday and Sunday, with the trial parachuting event taking place on Saturday.

This event will be a variation on the traditional ballooning 'hare and hounds' theme. A lead balloon and parachutist will take off, followed by a mass take-off by the remaining balloons after a short interval. At a minimum height of 3,500 feet the lead jumper will get out and after landing at a selected site will set up an accuracy target. The rest of the jumpers can then jump at their discretion (and with the Pilot's consent!) and make for this target. Meanwhile, the hare balloon will fly on and land at a second site. The chasing balloons will endeavour to land or throw a marker as close as possible to this possible. A team score will be recorded.

Contrary to popular belief, a balloon is not just blown uncontrollably by the wind but in the hands of a skilled pilot is

capable of exceptional accuracy. In the northern hemisphere winds usually increase in speed and swing to the right with increasing height. A balloon pilot will 'read' the wind speed and direction from his own movement and from observation of the clouds, the movement of trees, smoke, other balloons etc. and will choose the correct height to move in the right direction. At the international hot air balloon-parachuting competition in Austria last year one balloon flew over the pit at a height of 10 feet and dropped a marker 1 metre from the disc. This was after taking off 4 miles away and bettered the accuracy of many of the parachutists!

The boogie registration fee is £25 which will include the balloon jump, evening dinner and sleeping bag accommodation. A few slots for D-licence holders are still left available. Jumpers interested in competing should write to Dr. S. Millard, Department of Civil Engineering, (University of Liverpool, L69 3BX, giving their D-licence number for CAA clearance and a telephone number. Applications will be dealt with in strict order of receipt. There can be no 'lurkers' at this event because of the need for an exemption. See you there.

STEVE MILLARD, D5167



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## C.R.W.....

### ...Pampisford's assault on the Aussies World Record.

Dreadful Met, low cloud, high winds but enthusiasm sufficient to combat this summer's late arrival almost produced a pleasant surprise as 22 CRW workers assembled for a crack at the largest 'Plane' built in the UK. Should this prove successful the group would continue

towards the Australian World Record of 21.

Pampisford, operated by *Matt Mortlock*, played host during the last weekend in May for an attempt at the Marines record of 17. A mixture of military and civilian, English, Scottish and American and about as many different canopies as you will find in Para Gear's '85 catalogue gathered together. *Alan Hetherington* and *Ian Rosenvinge* compressed all kinds of ideas of how to build the stack, in which order, what canopies and where to place the varying



experience levels. No one questioned a difficult task and following the initial briefing, when we reaffirmed the basic do's and don'ts, all we had to do was wait for the May weather to improve.

It was my first time in the Skyliner and I remember the slipstream as being a little stronger than the familiar Porter whilst the climb to altitude was as impressive with much more room to disperse the early morning odours! Besides, half the aircraft doesn't disappear as the door is opened for exit.

Steve Wilson and Pete Osgood were to build the base, surprisingly by 7,000 feet we could watch number 14 docking smoothly and fast. This was however CRW without the 'C' — not a canopy in sight as we plummeted to break off. The early morning conditions had dictated that if we were to skydive at all it was to be at terminal, but it was excellent for morale and a good warmer for the team.



1st attempt with number 15 approaching.

Our first CRW attempt was about as encouraging as we could hope. With Simon Ward and Kevin McIlwee taking film, video and stills, 22 of us exited the Skyliner at 13,000 feet and without fuss built a smooth flying formation of 15. There were some recognisable errors, possibly the occasion or nerves contributed, but all of us felt that after a good debrief something a lot larger was well within our capabilities. With this optimism we were convinced that the second attempt was destined to succeed. We still kept the target at 20 but as Alan James docked for his CCS at number eight, there was no indication of the brief mayhem that was about to follow. Two more docked below Alan oblivious to his half collapsed canopy. Not to put too fine a point on it, I think congratulations are in order to Alan for a successful maiden deployment of his reserve and to Ian Rosenvinge for yet another airing of his overworked Phantom 24'.

So now we have a hasty repack and rethink, the winds die down to perfect CRW conditions and for the photographers, well the brief chance to capture the ideal sunset canopy stack picture.



The group without Simon Ward and Kevin McIlwee.

This third attempt was in many ways our most successful dive, a beautifully stable 14 man plane at 2½ grand and beaten by what can only be described as group inexperience and altitude. The initial eight was very slow whilst others lower down could have docked faster, but by this stage progress was encouraging as many of our earlier problems had seemingly been solved with another full days jumping to come.

Before Beer, Bar-B-Q and Bed new unconventional plans for Sunday had been formulated. The most experienced jumpers on the highly compatible Firefly would lurk to the right of the stack ready to dock at any stage if others were too slow, it was hoped that valuable time would be saved by adopting this method allowing a much larger Plane to be built before break up at 3 grand.

In the event Sunday morning's weather conditions were appalling. It gave us little or not chance at the elusive big formation as ice particles and snow greeted us as we exited from one environment into another at only 9,500 feet. A thunderstorm and high upper winds are not ideal for CRW and reluctantly our record attempts ended here on a somewhat disappointing note. Once again time and weather had played its part in British skydiving at its most progressive level.

Pampisford made us all very welcome and contributed enormously to everyone's enjoyment of the weekend and I am sure that many of the participants will be able to capitalise on the lessons learned. Undoubtedly the level of CRW skill in this particular discipline is encouraging.

With records being confidently predicted Stateside and the American's commitment to recapturing their assumed title I reckon we have the talent in this country to quietly regain the record for ourselves. We look forward to trying again later this year and looking at some of the relative inexperience of some of the participants in the last stack this will hopefully act as an incentive to potential CRW workers. We will also be inviting Walter Gubbins.

Words: NIGEL WATSON CLARK  
Pictures: SIMON WARD

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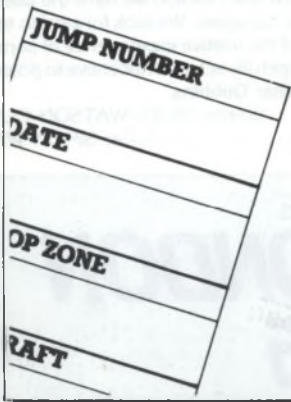
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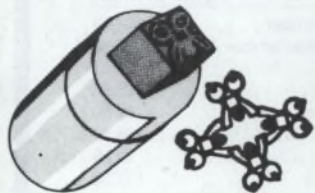


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# SCOTTISH NATIONAL

110 competitors took part in this year's Scottish Nationals, our largest turnout ever, (15 RW teams, 6 Style, 12 Team Accuracy, 23 Individual Accuracy and Novice Accuracy), using a 207 and two 206's. Quite a number were paying their first visit to Strathallan, as well as many old friends who appeared from Scotland and both the North and South of England.

The Competition got off to an auspicious start with a low flying formation of geese passing over Manifest during the Briefing on Saturday morning. Although the day dawned with low cloud, allowing the relaxed completion of Registration, it was not long before the Accuracy got underway.

The wind was fairly low, but switched 180° several times, much to the dismay of the competitors and entertainment of the spectators. The best-mannered individual around the pit was undoubtedly Mandy's dog - which sat obediently at the edge, watching the assault from the sky along with the rest of us. The Accuracy saw the usual combination of skill, luck and bravado with some 'do-lally (ette)' people somehow managing to survive against all odds.

After 2 Rounds of Accuracy, the judges moved to Style and the 'Hit and Run' Novice Accuracy. This latter event proved so popular that the stocks of balloons ran short - as did the breath required for blowing them all up.

By the end of Saturday, we had completed 4 rounds of Accuracy, were well through Novice Accuracy and Style and had started the RW. All to get us in good spirits for the Disco at the Queens Hotel in Auchterarder. The evening seemed to be over before it had started and most, certainly not all, were keen to get a reasonably early night.

Boredom ruled for a lot of Sunday as the rain fell. An indoor accuracy competition proved highly entertaining and, for the less energetic, videos.

Fortunately, the weather cleared in the late afternoon and the earlier depression vanished as there was non-stop action - well orchestrated from Manifest - with Style, Novice Accuracy and

RW, starting with Round 2 from 7,000ft, followed by the completion of Round 1 from 9,000ft, since by then the skies had opened to give us a beautiful evening.

If there had been partying on the Saturday, it was merely a dirt-dive for the Sunday evening's festivities which continued, we believe, almost until dawn.

Monday saw ridiculously low cloud - the Sunday evening 'rain dances' of Immoral Intentions had worked well (much to their embarrassment and good fortune - since one of their team members had gone AWOL as a result of 'local hospitality'). There being insufficient improvement by 11.30am, a Meet was called.

A 5-way speed competition was then launched, commencing at a decreasing cloud base of 5,500ft. It certainly proved entertaining and resulted in the top two RW teams being grounded (the English were out-of-order once again!), with the judges pronouncing themselves (Judges' Rules) the winners with a record time and claiming the prize money.

We welcomed and, despite good humoured 'wingeing', were well judged by, **Amanda Kenny, Roger Flinn, Martin Rennie, Tom Oxley** and a Trainee Judge, **Helen Harber**. Thanks must be also given to all who laboured behind the scenes as well as to Corrairie for her excellent canteen. As usual, Bounty kept everyone well entertained with his balletic accuracy approaches and incessant antics. He bore the brunt of 3 excellent wind-ups (special thanks to **Roger Flinn** for the best we have seen in a long time) and, if that wasn't enough, in the accuracy he lost £5 to **Kenny Sinclair** for the 3rd year running!

After the Prize Giving, it was a weary group of competitors who headed off to their respective homes and welcome sleep, only to wake on the Tuesday to be greeted by clear, blue skies. Well, we can't organise everything and, despite the poor weather, it was a happy Competition and we look forward to welcoming everyone again next year.

## SENIOR STYLE

- 1st Les Carroll
- 2nd Stuart Morris
- 3rd Chris Clements

## SENIOR ACCURACY

- 1st Stuart Morris
- 2nd Chris Clements
- 3rd Rocky Stewart

## INTER ACCURACY

- 1st John Howard
- 2nd Maureen Toward
- 3rd Kenny Norrie

## NOVICE ACCURACY

- 1st Bill Strain
- 2nd Alex Roberts
- 3rd D. Gordon



Watched carefully by Judges, **Chris Clements** of Glasgow achieves a 1st in the Ladies Accuracy event. **Chris** also came 1st in the Ladies Style Competition making her Scottish Lady Champion

## TEAM ACCURACY

- 1st Nose
- 2nd Blue Skies
- 3rd Tash

## SENIOR RW

- 1st Apogee
- 2nd Quadrille '85
- 3rd Immoral Intentions

## INTER STYLE

- 1st Malcolm Harrison
- 2nd Chris Mulligan
- 3rd John Howard

## INTER RW

- 1st Okey Dokey
- 2nd Relative Strangers
- 3rd Yellow Elephant
- 3rd Dew Lay Low Mo



**Les Carroll** achieving a 1st in the men's accuracy event at Strathallan in the Scottish National parachuting championships. **Les** was placed second overall in the championships.

# WESTON RW MEET

The second Weston RW meet was scheduled for the Whitsun Bank Holiday weekend. Last year's meet had been abandoned after the worst weather of the year for the entire three days. We all hoped for better this time around. A fair few people had confidence in the ability of Big G to deliver. By the time the bar closed on Friday evening 19 4-way teams and 7 8-way teams had been registered. Many more had applied earlier but the management had to take the difficult decision to limit the number of teams. With only one aircraft, albeit the Turbine Islander, and the vagaries of the English weather, more than 20 teams would severely limit the chances of completing a significant number of rounds.

The meet is designed to be run as closely as possible to the FAI rules for 4 and 8 way RW, especially in the type of dives. Apart from the Nationals it is the only such competition in the country. It was also intended as a run-up to the Nationals, particularly for the teams in training, so everybody could see what the others were doing. Could be interesting. Since this is an 'on year' for RW with the World Meet in Yugoslavia in September, competition was bound to be serious and quite intense for some teams.

RAFSPA, the hosts, had laid on all the facilities required - aircraft, video (courtesy Lippspringe), judges, manifesters and chief radio operator (Jim Hooper). So, with the team draw complete and the bar closed, everyone retired to bed ready for an early start on Saturday morning.

It wasn't to be, but by lunchtime the weather cleared enough for jumping, but not for ground to air video. The 8-way teams were activated, each with one of the four available cameramen for air to air video judging. It had been agreed that judging could

be done by ground to air, air to air or telemeters; in fact by any means possible from competitors' honesty! The clear leaders with 5 points after one round were Blank Reg made up mainly from Symbiosis and Monday's Child. RAFSPA were second with 4. The Team (including our illustrious joint NCSO - Tony Butler) were third with 3. There were a couple of zaps as well, but everyone enjoyed trying.

Since the 8-way was going well round 2 straight on, letting the 4-way teams take advantage of the bar. This round emphasised



the leadership of Blank Reg with another 4 points, but there was now a tie for second place between RAFSPA and The Team. There were also more zaps caused by the Donut from the door. The evening finished with a B-B-Q for all, included in the entry fee. The met was good for the morning and everyone was set for a 7 a.m. start.

The met man was right! The first two 4-way teams were airborne by 7 under clear warm skies. The only hiccup to the round was a rejump earned by Air-cooled for being missed on the video and teles. A wide spread of scores were achieved, ranging from 1 to 9, but all odd numbers. This was due to round 1 being a 3 block 6 point dive with alternating fast and slow transitions. Round 2 followed immediately and Flashtrash increased their lead from 2 to 3 points by scoring 11. Monday's Child lay second with 17, and there was a tie between Symbiosis and Air-cooled for third, RAFSPA suffered a slight setback in round 2 by being busted for a grip-switch. As at all competitions all the teams had their own little challenges at every level, with some people wanting bad weather and some wanting good.

By the early afternoon the clouds rolled in and all teams were put on stand-by. By 8 o'clock it looked hopeless, and was called off for the day. (Immediately this was done the skies cleared, but actually it was not for long!) The disco and bar were again enjoyed by many, although some teams were noticeable by their early bed-times.



Monday was grey, but there was a need to break the second place tie in the 8-way and to try to complete round 3 of the 4-way. The 8-way teams jumped from 8k5 with video men but the tiw wasn't broken. Four more of the leading 4-way teams jumped. These jumps were not particularly pleasant due to exit beneath very wet clouds.

So the meet came to a soggy close, but at least the aircraft got out of the hangar this year. There were ups and downs, but a general feeling of a well organised meet and of looking forward to the Nationals, which is the one that really matters.

Having used air to air video as a judging aid in a fairly realistic competition it is possible to make an important observation.



Many people believe that it is the way that competition must go, but this meet showed that it is still not the ideal solution. On one occasion the video man went hopelessly low, and on another he (a different one) collided with a jumper on exit.

Full thanks should be extended to **Scott Bimie**, **Bob Souter** and the staff at RAFSPA (both permanent and not so permanent), and the various club members who helped. Also to **John Laing** and his band of judges (no protests!), and the pilots **Ray Evans (Herr Kut)**, **Pat Thomas** and **Richard Butler**, while not forgetting the chaos behind the tea/alcohol bar. Finally a thankyou to **Wing Commander McCluskey** for allowing his site to be used and for presenting the prizes. (Just remembered **Bill Lewis** for the Champagne - ta very much).

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*Names have been withheld to protect the innocent.*



*Rodger Tambyyn catches 'the agony of accuracy' at the recent meet at Halfpenny Green.*



# THE ELEVENTH PARA-SKI WORLD CUP

BY TIM MACE

The 11th World Cup took place at Schwangau, West Germany, from 9th - 16th February in blue skies and perfect snow. The only problem was that the blue skies came before the snow, whilst we should have been skiing, and it then snowed on the jumping days. As such the two giant slalom races were held on icy slope, amid much controversy as to whether it was safe, and only two rounds of jumping were completed in the rally below the slopes. With a four round minimum this meant that the meet was incomplete.

The team members, consisting of those people who had replied to the Competition Committees letter to clubs last year, arrived at various times in the preceding week, some early enough to do some ski training. **Mike Browne** came straight from Andorra so didn't really need it and neither did **Tim Pape** or **Chris Clements** who live in the area. By midday Saturday 9th the squad of 10 was complete, **John Carter** and **John Lines** having driven overnight across Europe to make it.

On registering our two teams of four that evening we found that our two travelling reserves **Tim Pape** and **Jo Vaughan** would be allowed to take part out of competition. This was good news since, with no alternates allowed in Para-Ski, they had come in the knowledge that they may have to pay the full registration fee and not jump.

The opening ceremony on Sunday morning set the spirit for the whole event. First a short parade in the snow with music from Alpine horns and all the teams lined up behind national banners, followed by more traditional Bavarian hospitality; a buffet lunch with free beer and a jazz band. The rest of the day was left to fun skiing, for those who still could, since the organisers had decided that the conditions were not good enough to race.

On Monday, the first race day, the conditions were little better but the race was held anyway. The 'A-Team' had drawn a high number and had the advantage of racing near the beginning thus avoiding the ruts around the gates that would build up later. It didn't help much though, the conditions were such that the A and B teams were placed near the bottom along with the Dutch and Belgians. The places from this practice race are used to form the start order for the first race so we had a long wait before the start. With little change in the conditions our times were very similar and we were all placed low on the list for the second race to be held the next day.

Tuesday was a perfect jumping day and it was planned to complete race 2 by lunch and then go into round 1 of accuracy. However, after many complaints about the course the international jury decided to change it. This, along with the electronic start gate getting broken by an out of control skier, took all morning which meant a frustrating few hours waiting under blue skies. The 2nd race, when it was finally held, produced a similar result to the first race and a knee injury for **Mike Skeet**. In the British group **Tim Mace** was leading the skiing closely followed by **John Carter** and **Chris Clements**. Sadly **Mike Browne**,

probably our best skier, had fallen in the first race and lost his probable first place in the team. We were now having a private battle at the bottom with the Belgians and Dutch.

Wednesday, the first jump day, started well if a little late. With so little snow around, a pit had been constructed by moving what snow there was to an area near the base of the mountains close to Nev Schwanstein Castle of 'Chitty Chitty Bang Bang' fame. Two teams of four were put on each lift of the Dauphin helicopter and the view of the alps in such good weather was fantastic. Although the pit was almost flat it was deceptive with the mountains being so close as **Tim Lovejoy** found out breaking a bone in his foot in the process. At the end of the round there were 21 people tied for first place with discs. In the British camp however only **Jo Vaughan** and **John Carter** put up scores anywhere near the leaders with a 0.04 and 0.06 respectively.

Part way into round 2 the helicopter developed hydraulic problems which took some sorting out, such that at the end of the day we had completed only two rounds of the four planned for the day. There was still a group of six in equal first place with two discs consisting of three French, two Germans and a Yugoslav, while **John Carter** was firmly in the lead in the team with an 18% total and 55th place overall. **Tim Pape's** 45% placed him second in the team with **Jo Vaughan** third, having scored 1.11 and the second round. The Disco that evening in the opening ceremony building went on well into the morning and was an enjoyable end to a somewhat slow day.

Sadly Thursday and Friday produced the long awaited snow and we remained on two hours standby for both days waiting for a break which never came. To occupy the time the organisers arranged a free trip around the Castle and a free 'Bavarian Hospitality' evening both of which were excellent.

The final event was the prize giving ceremony which was an evening of more hospitality with Alpine horns and Bavarian dancing and more beer. **Mike Sergio** from New York, a member of **Jo Vaughans** out of competition team 'The Sons of Italy' performed an excellent impromptu version of Johnny Be Good with the local band. During the evening every competitor received a commemorative medal from the meet organiser and a plaque from the town of Schwangau. The individual medals and cups were awarded but with no meet the World Cup could not be presented and was returned to the French who won it in '83. So in the end the eleventh World Cup produced no result due mainly to the weather and some inflexibility in the organisers to switch events to cope with it. Our thanks go to our sponsors, **Gay Designs**, of London for equipping the team and to **Three S Films** for offering to film the event. In the British Team **John Carter** came first with 65th place overall, **Chris Clements** second with 68th and **Frank Smith** close behind with 69th. We shall just have to hope for better weather for the First World Para-Ski Championships in Sarajevo in 1987.

TIM MACE



# 'THE BEST KNOWN DZ IN THE WORLD'?

There is a new sign at the Zephyrhills Drop Zone. It says, 'The best known DZ in the World'? How true that is or is going to be I couldn't swear but I'll tell you what.....It's certainly well known by the Royal Marines. Yes folks, we've been there again!

This time it was five weeks for pre-season display training, and as usual it proved to be the correct decision to go there. The weather excelled itself, the DC-3 was in action 99% of the time and the attitude and abilities of the team (old and new) were to make it the best training trip the Marines have ever achieved.

This year the team is twelve strong. The biggest we have ever been and probably ever will be again. It meant that the possibilities for showing the crowds more varied low level CRW displays were enlarged considerably. Ideas are splashed around every year to try to come up with something new that didn't put too much to risk as far as getting into the arena was concerned but still came up to standard as a crowd pleaser, whether they were jumpers or non-jumpers. Well we think we've cracked it.....

Our initial training programme was to concentrate on pure RW work. This was because half of the team were new members and obviously we had to be able to fly together. Following that came our pure CRW phase where partners and groups were put together hopefully for the whole season. Then combining the two we started working on our Demo Routines. I am glad to report that we are now able to put together a diamond, a four man Canadian T and a four plane (in the right circumstances/weather conditions). All of these phases were completed early enough for us to look in other directions like the trials of new canopies for possible team use in the future. Several canopies were given a trial. (Results top secret!) Fun jumping also played a part in our lives. (Shame eh..) As well as the odd 30-way we had time to put a few 14 stacks together with a couple of well chosen local jumpers. It goes without saying that on most days there were lots of beers being bought for firsts and the odd cock-up.

The main trouble with the whole trip was the weather. It was too damn good. Florida was into a heat wave crisis for

nearly all of our time there. Luckily the heavens opened up two days before we came back home and saved the area from water rationing. We were so happy for them!

As well as new team members we've also got some new sponsors. Thanks to Kronenboug 1664 we were able to purchase new rigs/reserves and jumpsuits for the whole team.

So, all in all the trip was successful

and we were well prepared for the challenge of the summer shows. By the way, **George Karbella** and **Betty** are still waiting for their new Porter to arrive at Z-Hills. We told them we would try it out for them next February.

Now then, it was also realised that we had a short period before the season started where we could get all

the old team members together and have a serious attempt at an RW star record attempt. You may remember the team gained the British Record in 1983 for a 20-way star with the help of a few invited guest jumpers. Well this time we could possibly go for the European Record as well.

The wheels were set in motion, the invitations were sent out, they all turned up and Netheravon was invaded by Marines. The attempt was on.....

However, all through the weekend (20/21 April) we were plagued by things like the Porter being grounded all the time for necessary servicing, the Islander had to go away for a demo most of Sunday. There was restricted flying for 5 hours Saturday and 3 hours Sunday because of jets zooming around on military exercise.

On the good side there were two Wessex available for us to practice base 16s and to get our less current jumpers' knees in the breeze. (There were also an awful lot of grateful T.A. for first chopper jumps in the bar on Saturday night - cheers aircrew 845 Sqn.)

Sadly we were only able to make one serious attempt at the record (a 26 man star) on Saturday. It built to 18 and then a grip was lost. The problems were ironed out and we were all set for the Sunday effort. This never happened. The one thing you can't beat, did - the weather - winds were too high. Ah well.....

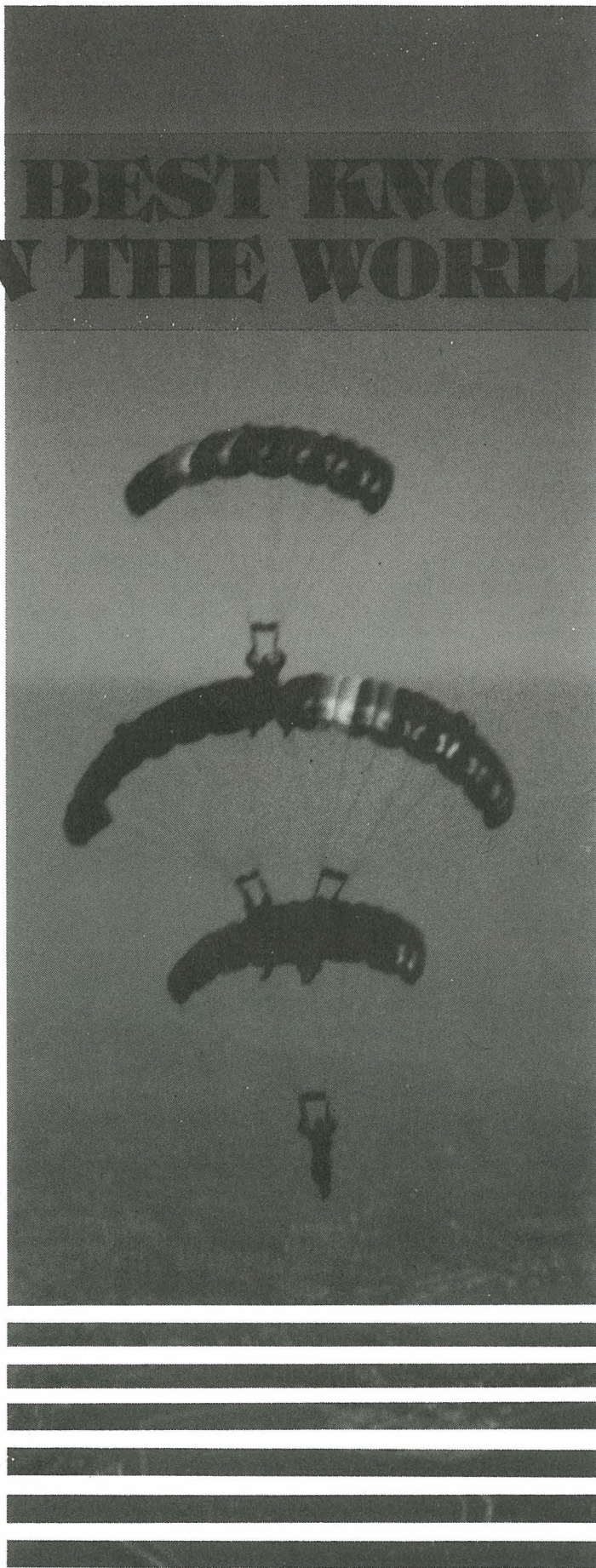
Out of time all we could do was pack up, say goodbyes and head off into the setting murk. Never mind, let's look at what we achieved. We got all the lads back together (with the exception of a few working abroad) and we did in fact get the first complete Royal Marines sixteen way star in the air.

Countless thanks go to **Gerry O'Hara** and **Tony Rose** and all the Nethers Staff. They've been invaded by us loads of times and they have never ever done less than their utmost to help us out with their organisation and expertise.

So, here we go into the display season. You're welcome to come and chat if we are in your area.

Have a nice summer folks.

CHRIS SCHOFIELD, D5576





Jo Vaughan gets it together before a competition jump. The loneliness of a style competitor. F



Harry Morgan catches fellow Scots on a 'Hop and Pop' over a display.

**“How can I rationalise this fire that is  
in my chest now burning.  
The need to win at any cost and then  
my private yearning.  
For world acclaim to know my know  
brings instant recognition.  
To go afield, to hang one’s shield, the  
call of competition.”**

**Andy Keetch, Skies Call 1974**

# 'THE FAMOUS GROUSE'

Easter Launch & Accuracy Meet  
British Skysports, Bridlington  
6th, 7th and 8th April, 1985

Following the mishap at British Skysports late last year when the centre was necessarily closed for some weeks and a change of ownership occurred, British Skysports was able to arrange a team 'Launch & Accuracy' competition for Easter 1985. The amount of work needed to achieve this was vast - **David Johnston**, the new owner, has pulled in **Brian Greenwood** as his CCI and between them have organised student kit and facilities for advanced students and jumpers; **Lynne Rawson** and **Mary** have worked like beavers to re-establish the DZ as a student training centre and to satisfy their catering needs; and along with **Nick Redding**, the pilot from the establishment crew. As ever, the established parachutist's pilot **Joe Allenby**, is still a very regular face and source of assistance in all matters on flying.

With this backcloth and at **John Hitchen's** instigation a proposal to run an Easter LAC was, at first, hesitantly considered but the generous offer of sponsorship in the form of a splendid trophy and several (varying sizes) bottles of 'The Famous Grouse' whisky tipped the decision in favour of holding the meet. Time was now the enemy! Publicity needed to be given and all the usual preparations made - the BPA was very helpful in assisting with the distribution of notices, and also assisted in the provision of electronic accuracy measuring equipment - which came as a package including **Roger (Doc) Flinn** and his good lady **Hazel** and son **Neil**. **Anne Chew**, representative of **Matthew Gloag & Son Ltd.**, distillers of 'The Famous Grouse', was constantly in touch to ensure they had their return in the form of publicity.

The aims of the meet was simple - to have an enjoyable time, to sort out a team to enter in the National Championships this summer and to provide competitive experience for up-and-coming skydivers. All these aims were achieved! Plus the added bonus of several spectators' enjoyment and the continuation of student training and progression. In fact, twelve first-timers did a jump late Saturday 6th April.

On Good Friday, 5th April, people started to arrive and were accommodated either at the DZ or in nearby hotels but the weather forecast for the week-end was not promising. The following morning during briefing the democratic vote of whether to form teams from 'scratch' or to select from themselves - it was overwhelmingly in favour of team selection. From all those present it was clear from the start that we had exactly the right mix of experience, humour, energy, money, wit, active bowels and plenty of confidence.

On Saturday, 6th April, early morning, the initial brief was outlined by **John Hitchen** and **Roger (Doc) Flinn** who was to be Chief Judge, whose decision was to be final (**Brian Greenwood** discovered this when his team were not seen because of falling in formation with the aircraft immediately behind obscuring the judge's view).

Six teams (of four jumpers) registered for the competition of 'Launch & Accuracy' from 5,000 feet with formation to be shown within five seconds and held for three seconds: for each second over five seconds a penalty was incurred of 0.05 metres up to five metres. There would be four rounds, launching first a Star, then Donut, Opposed-Diamond and finally a Bipole.

For novices the competition was timed 'Hit-&Run' to burst a balloon; for intermediate competitors it was accuracy out to 15 metres.

The Cessna 206, piloted by **Joe Allenby**, was to be used by L.A.C. jumpers, and the Cessna 180, driven by **Nick Redding** for novices and progression jumpers.

As was forecast, the weather on Saturday was atrocious, strong winds and low clouds, but "its an ill wind that blows no good", all the teams were able to get some dirt diving in which appeared to pay off during the first round which we were able to start about 4.30 p.m. - the only round of the day as it turned out (what was **John Hitchen** doing walking around with that 2lb hammer for during the afternoon?).

The six teams, in order of position after round one, (to launch Star) were:

1. 'Something Different' - 2.89 points  
**Steve Bell, Alan Smitheman, Garry Morgan, Brian Greenwood.**
2. 'Generation Gap' - 3.37 points  
**Dave Ruffell, John Hitchen, Nick Johnston, George Campbell.**
3. 'Scratch Four' - 9.13 points  
**George McGuinness, Jimmy Trotter, Eric Shaw, John Howard.**
4. 'Game For A Laugh' - 11.14 points  
**John Temlett, David Johnston, Mac McCarthy, Annette Williamson.**
5. 'Come on Down' - 14.92 points  
**Neil Spellacy, John Howarth, John Lockwood, Neil Waterson.**
6. 'Stretching the Limits' - 15.55 points  
**Peter Hodgson, Kelvin Raines, Renzo Morocini, Garry Shepherd.**

There were no discs scored during this round - though **David Johnston** was allowed a re-jump due to a stuck slider and the need to cut-away. The individual leaders (accuracy) at the end of the round was first place **Dave Ruffell** (Generation Gap) 0.06, joint second **Steve Bell** (Something Different) 0.11, **Dave Johnston** (Game for a Laugh) 0.11. With **John Hitchen** (4th) 0.12 and **Alan Smitheman** (5th) with 0.13. Low cloud base prevented any more LAC competition that day.

Attention was then given to preparing and arranging the Barbeque, bales of hay etc., drink, food all provided in the registration fee of £2.00 for the food and wine (jump fees were £5 each of the intended four, i.e. £20). As you would expect, a very good night was had by all, except - a thunderstorm put the barbeque fire out - the disco continued.

Easter Sunday morning saw a clear start to the day but the threat of wind and water (other than that induced by the previous night's activities, which was certainly in evidence - ask **George McGuinness!!**) was present, and allowing for discussion on permitting substitutes when some team jumpers were late (they weren't called Stretching the Limits for nothing!) jumping commenced about 9.00 a.m. The second round, launching a Donut, was successfully completed, even allowing for **Mike Woodmead's** reserve ride (intermediate competitor) following a sticky spider on his Starlite.

Once again, there were no discs during the round. Unfortunately the visibility clagged in - shame really because everyone was feeling good having got into the swing of things; **Lofty Thomas** (Vice Chairman of BPA Council) was a spectator, **John Hitchen** shouted words of glee when the team threatening his position funnelled their Donut - as you would expect from a

National Coach anyway - and one or two exciting moments from misjudged manoeuvres on landing approach.

The second round accuracy scores overall, were not as good as the first round, maybe due to the wind not only suddenly shifting direction but varying in strength too, as a cold front went through.

Team position were now:-

Place	2nd round score	Aggregate
1st Generation Gap	6.90	10.27
2nd Something Different	19.01	21.90
3rd Game for a Laugh	14.44	25.58
4th Scratch Four	18.97	28.10
5th Stretching the Limits	24.02	39.57
6th Come on Down	25.00	39.92

Individual results of second round:-

**George Campbell** (Generation Gap) - 0.02

**David Ruffell** (Generation Gap) - 0.07

**John Hitchen** (Generation Gap) - 0.22

with other notable scores, **Annette Williamson** 0.64, **George McGuinness** 1.17, **Nick Johnston** 1.59.



#### "Generation Gap"

L to R: Miss Anne Chew (Famous Grouse), John Hitchen, Nick Johnston, David Ruffell (kneeling) and George Campbell.

Parachuting was stood down due to inclement weather and lots of 'tactical analysis' by team members took place - well, apportioning the blame really!

In the meantime the intermediate and novice competitions had been going on and **Doc Flinn** and family had been kept on the go in the accuracy pit but this also had to be stood down.

During this 'stood down' period, **John Hitchen** gave a very helpful and informal lecture/study session on accuracy. It was intended for intermediate jumpers but everyone turned up except **Mary** and **Martha** from the canteen.

The weather continued to worsen and late in the afternoon it was put to all the competitors to vote for calling the competition as completed or to wait until the following day when another round may be possible - the latter was decided on. However, the weather continued to do its worst and during midmorning of Easter Monday it was decided to assume the competition completed.

Arrangements were made and the principal prizes awarded by **Miss Anne Chew**, of Matthew Gloag & Son Ltd. distillers of 'The Famous Grouse' Whisky, as follows:-

**Winning Team:** The Famous Grouse trophy and 2 Litre bottle of Whisky to **Generation Gap**.

**Second Team:** 1 Litre bottle of Whisky to **Something Different**.

**Third Team:** 75cl bottle of Whisky to **Game for a Laugh**.

**Individual Results:**

**Winner** Trophy and 2 Litre bottle of Whisky - **Dave Ruffell**



#### "Generation Gap"

L to R: David Johnston (not team member), Anne Chew (Famous Grouse), George Campbell, John Hitchen, David Ruffell, Nick Johnston.

Runner Up 1 Litre bottle of Whisky - **John Hitchen**

2nd Runner up 75cl Bottle of Whisky - **Nick Johnston**

#### Intermediate Accuracy Results:

**Winner** - The Famous Grouse Whisky **George Chew**

Runner up - British Skysports Prizes **Darren Mathison**

2nd Runners up (3) - British Skysports **Johnathen Borrill**

Prizes **Malcolm Harrison**

**Mr. Sharples**

#### Lady Accuracy

**Winner** - received Ladies Trophy - **Annette Williamson**

#### Novice Lady Accuracy

**Winner** - **Paula Horsley**

Runner up - **Janet Jones**

#### Novice Individual Accuracy

**Winner** - **John Howell**

Runner up - **Thierra Brearley**

2nd Runner up - **Garry Tolland**

**Novel Prize:** for Reserve Ride to **Mike Woodhead**.

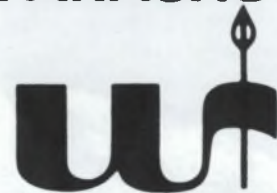
Several awards (some generously donated by **John Temlett**) were made as gestures of appreciation for effort, notably to **Doc Flinn** and his wife **Hazel** and son **Neil**; to Recorders and helpers **Walter Smith**, **Aileen Dengate**, **Wendy Karran**, **Sheila Cooper**, **Garry Haggis** and, naturally, the two pilots **Joe Allenby** and **Nick Redding**. **Mary** and **Martha** in the kitchen were thanked, as was **Lynne Rawson** in the office.

Finally, **David Johnston** thanked Anne for presenting the prizes etc., and through her, expressed gratitude to **Matthew Gloag & Son Ltd.** for their generosity in providing the trophy and whisky; she was given a memento and - FIN.

It remained only for the photographs to be taken of the award winners in their rigs in/near the aircraft, and this was done under cover of a 'Famous Grouse' golf umbrella. Why? Because it was.....raining!!

**GEORGE CHEW, C4936**

**INSURANCE  
FOR PARACHUTISTS**



**WEST MERCIA  
INSURANCE BROKERS**

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

Dear Sir,  
Please find enclosed and article discovered in a 1967 magazine named Modern Man, which you may find interesting even though you are not an advocate of Base Jumping.

I refer to pages 40-43 which goes to show this is by no means a new idea, which I and a lot of people were led to believe after seeing the El Capitan movie. Several so called facts and observations in the article suggest that this must be some king of record. 8,500ft?, 5 second delay, on some sort of round canopy. It would be interesting to know if anyone has heard of Mr. Ronald Weitzenboeck (if he's still with us) or the Redface Peak in the Rose Garden area of the Bavarian Alps. On the other hand I am sure the Austrian/German authorities would not appreciate hoards of other idiots flocking in and leaping off their mountains, so perhaps these details should remain unheard of.

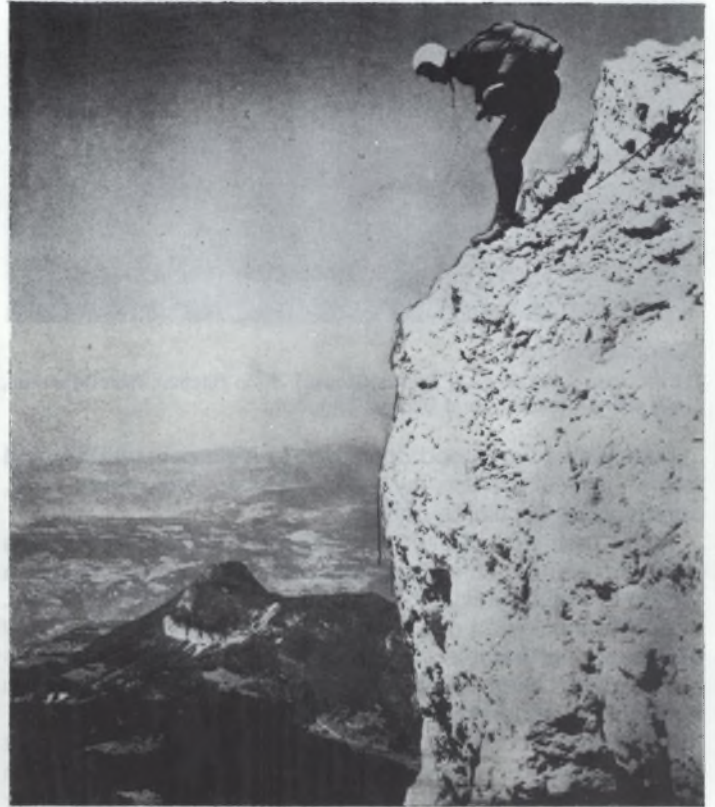
I am just glad the cameramen didn't follow him off.  
Yours faithfully,  
BOB STUDD

# THE WORLD'S DEADLIEST DIVE!

*"...At first I was an eagle diving for prey in the spinning valley far below. Then I saw my shadow streaking down the mountainside like a black meteor - and I wondered how big a crater I would make..."*

IN A REMOTE sector of the Bavarian Alps, a young man cautiously picked his way to the edge of a sheer cliff, 8500 feet above a rolling valley. Then, without fanfare or farewells, he leaped off. The only witnesses to his dramatic descent were two men with cameras. And the only sound was the ripple of silk as his parachute snapped open. But **Roland Weitzenboeck**, 27-year-old part-time skydiver, had performed the kind of feat that usually attracts eager crowds and brass bands. He had challenged death to a duel - and he won.

For Weitzenboeck, the dangerous leap was more sport than



stunt, since skydiving from an aircraft is expensive, and the Redface peak in the Rosegarden area offered him a cheap and handy substitute. However, it is not likely that many others will follow his trajectory, since his way of diving could make a man pay the highest price of all.

The many hazards of parachuting down a mountain were undoubtedly on Weitzenboeck's mind during that bright morning, not long ago, when he staked a flag at the foot of the cliff to indicate wind direction, then began his ascent. "By the time I reached 4000 feet," he recalls, "I was not sure at all that this was what I wanted." Nonetheless, he forced himself to continue, while the two parachutes and other equipment - about 100 pounds worth - cut into his shoulders. The cameramen, also heavily burdened, followed close behind.

After reaching the top, Weitzenboeck proceeded to secure the jumping point. Three previous expeditions and hours of



testing had led to the selection of this spot, but he wanted to check it out once again. A man can't be too hasty when his life depends on his judgement. So Weitzenboeck dropped strips of paper over the side to test wind currents. Good thing he did.

On earlier visits, the paper strips had drifted away from the mountain, indicating favourable air currents. This time, the paper whipped into the rocks. If his parachute were to do likewise, it would rip to shreds.

Further tests showed that powerful gusts were flowing at various levels, followed by short periods of calm. To Weitzenboeck, this added hazard was not insurmountable. "I figured if I timed my jump perfectly - assuming the wind cycles to be predictable, which was not a truly safe assumption - I might make it."

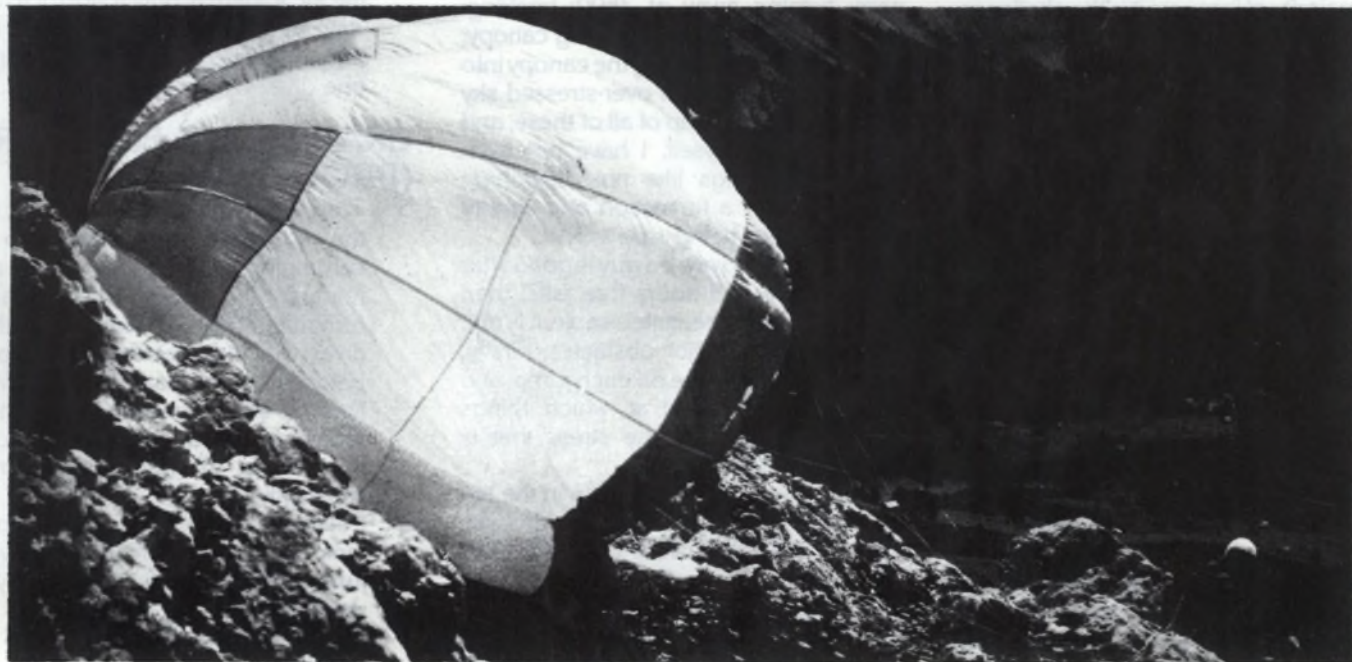
A computer might have set the odds at five-to-one against survival. But Weitzenboeck didn't have a computer. All he had

was confidence that he would survive no matter how poor the odds.

"I was slow in getting up courage," he remembers. But he could have taken all day, and no one would have blamed him. As it was, he jumped off very quickly.

During free fall, Weitzenboeck thought of himself as an eagle, then a meteor. But after the chute opened, he no longer had time for such thoughts. Operating on reflexes, he narrowly missed jutting rocks. He guided his chute in and out of gusts and came down, at last, right on target: a small triangle of bare ground surrounded by a sea of boulders. Even then, he had only seconds to collapse his chute before the wind could topple him down a slope more treacherous than a lunar crater.

Later, he said: "I will not forget those three fantastic minutes as long as I live." But if he hopes to live very long, he'd better not try it again.



# DISCIPLINE IN SPORT PARACHUTING: STRESS AND THE OVERLEARNED RESPONSE.

**Discipline:** Training that produces obedience, self control or a particular skill.

or

Controlled behaviour produced by such training.

**Stress:** Pressure, tension or compulsion Strain.

This is written not by a psychologist, but by a soldier with a professional interest in behaviour under stress, and a personal interest in skydiving.

The most common factor in RW jumps that get taken out is the failure of individual or collective judgement. Even normally good jumpers fail under pressure: take a look at the faces of some of the guys at the next competition you visit, and ask yourself why many teams cannot get anywhere near the same scores in competition as they can in practice.

The answer is that stress (and we all experience it on every jump, to a greater or lesser degree) does three things:

1. It generates physical tension.
2. It hampers precise physical reactions (try shooting straight when your hands are shaking and you are panting).
3. It distorts perception. (Does Sensory overload ring a bell?)

Worse yet, failure reinforces stress, and can generate a very vicious circle that goes like:

Anxiety about the dive (SCS Attempts?)  
...rigidity in the air...impaired judgement..  
...bad dockings...failure...more anxiety...  
more rigidity and poorer judgement...  
etc.

Few people feel no stress when they jump (and if you don't feel stress you probably shouldn't be jumping!) but for the majority of jumpers it is the challenge of functioning in spite of that stress that makes the sport worthwhile.

What means do we use to master this stress, in that case? I would summarise the means as follows:

1. Drills. As a means of conditioning reflexes.
2. Graduated exposure to the stress environment, through a progression system.
3. Group support. (Everyone needs friends; you can't do RW alone).

But, I hear you thinking, this is all student stuff! Not so. In any complex discipline you can name, the three things I have quoted have a direct and important relevance, not only to the mechanical skills to be executed, but to the development of a suitable mental approach. To become a skilled martial artist demands that one spends many hours in practising particular strikes, blocks, holds and throws in a way that is

almost ritual. The same is true of any form of dance, and in serious sport. (How much time does **Charlie George** spend practising ball control? Why does **Charlie Magri** shadow box?)

The technique is called Conditioning The Overlearned Response, and by educating the individual to respond without conscious thought, to particular circumstances, the level of stress experienced by the individual is greatly reduced. This automatically improves the capacity of the individual to perceive accurately. In the same way that the military train the soldier to march in step, they train him to handle his rifle efficiently even under fire, and Commanders are drilled to make rational tactical plans in the same circumstances. Likewise the Martial Artist learns to combine blocks, blows, holds and throws to maximum effect. The difference is that where it may take months to produce an efficient soldier, and years to produce a skilled footballer/Martial Artist/Dancer or whatever, even the most fortunate professional jumper is only averaging about 300 x 70 second sky dives a year (under 6 hours).

In any case, what are the Overlearned Responses you need in your personal repertoire to be a competent RW jumper? How about these; exit drills from any position; using the slipstream; identifying and taking the right slot with the right grips; falling fast flat and stable as part of the formation; altitude awareness; turning away at 3500; tracking; waiving off; dumping; checking canopy; reserve drills and landing the canopy into the wind. I have seen over-stressed sky divers make a b...s up of all of these, and have done it myself. I have not even mentioned things like not de-arching straight under a formation and sundry other drills for being safe in RW.

Look at it this way, if a guy is good after 1000 jumps, (18 hours free fall?) then the sport should be quite simple. It is not. There are two major obstacles. Firstly, the restricted air time on each jump, and secondly, the speed at which things happen in RW, and the stress that is therefore generated.

Okay, if we cannot practice in the air, then we must practice on the ground, and so Dirt Dives were born. But Dirt Dives alone are insufficient. If we are to use our abilities to adapt most effectively, then we must condition our mental approach as well, and it is here that we

begin to get into the second, and possibly most important, definition or discipline. We are looking to combine all the means at our disposal in order to leave the plane in the best possible state of physical and mental preparation to achieve the aims we set ourselves, with as little stress as possible. Try these for size.

## DRILLS

1. Make your preparations for each jump in the same sequence each time. Pack, plan, manifest, dirt dive, dress, dirt dive, sky dive, debrief, pack. If you make an effort to stick to something like that, it will keep you out of frantic, stress-filled last minute pack jobs and dirt dives that will impede your chances of success by generating tension.
2. Use the dirt dive as an opportunity to rehearse the dive from 'Cut' to wave off. Exits are the time when people take wrong grips and bog the count, so make sure they are automatic, and use the dirt dive also as a chance to work out, (a) what could go wrong, and (b) what can we do about it if it does...for each part of the dive. If you jump together a lot, this will soon become almost unnecessary. If you don't it can at least mean the difference between a good early salvage, and ten dead ants.
3. Don't make last minute changes in the plane. Studies of stress symptoms in jumpers, conducted by **Drs Fenz and Epstein**, show that this is clearly the most stressful thing you can do to experienced jumpers.
4. Take every chance to polish skills in the air. If there is only a slot for a two-way, take it, it's a really good no-hassle way of getting a lot of flying in one dive. Which leads us on to....

## GRADUATED EXPOSURE (PROGRESSION)

5. Treat every jump as preparation for the next. Always be prepared to try something new if you know you are ready for it. Use your log book as a reminder of lessons learned in other dives. But, beware of trying to swoop before you can guarantee to fall fast, flat and stable as base, (that's how turkeys are made, and turkeys don't have a lot of fun...at Christmas especially).
6. Following from this, take a good look at yourself in relation to every jump, before deciding whether you want to:
  - (a) Stretch your abilities (and if so, how far).



- (b) Take a safe slot you know you can handle, so the dive will work.  
 (c) Do some two-way.  
 (d) Bin RW and do the classics.

And since this all relates to other people, what about....

## GROUP SUPPORT (YOU CAN'T DO RW ALONE)

7. If you want the group to support you, support the group. The guy who is always late for explaining, can't be found for dirt dives and manifests when he is still packing causes three major problems:-

- (a) He makes worthwhile dirt dives impossible (bad discipline).  
 (b) He causes unnecessary stress in the group.  
 (c) (Only a problem for him...) people stop jumping with him.

"When you pay for a slot on a load, you are not so much buying a jump as much as you are agreeing to make a specific

jump as well as you can". (Pat Works).

8. Make a real effort to hit the slipstream in the most controlled frame of mind you can. Calm concentration on the way to altitude is better for most jumpers than war dances and macho chanting. (It's worth knowing that Fenz and Epstein noted that the heart and breathing rates of experienced jumpers at altitude are often noticeably lower than when at rest on the ground, despite the reduction in available oxygen. Novices reactions were shown to be almost the exact reverse). At the same time, you are probably disturbing others if you are agitated.

9. Don't give the guy who took it out unnecessary hassle. He's probably feeling bad enough already. Remember the vicious circle, and use the debrief as an opportunity for everyone to learn. Likewise, always join in the debrief, even if you flew

like a turkey on that particular load; you do yourself no favours by sulking.

10. Beware the man who denies zapping the ten-way despite the nine eye-witnesses to the contrary. He is either:  
 (a) Lying.  
 (b) So unaware as to be dangerous.

At the very least he is an unnecessary cause of anxiety and stress in the group. (If the cap fits, wear it).

11. Always be ready to spend a little money helping a guy progress: It's an investment in the sport. It doesn't matter how good you are....

**You can't do RW alone.**

My thanks for your attention. I shall be wearing my flak vest when I visit your Drop Zone.

PHIL STURTVANT  
 Alias Mr Angry UKSCR 224

# Selection Criteria for British Classic Team

Following a meeting of the competition committee on 1.4.85 the selection criteria for the British Classics team has been altered.

The format used in previous years was that the first seven overall in the nationals would go for 'team training'. From these seven an appointed 'trainer' would pick a final five, based on results achieved in the nationals and on performances in training. These final five would then go on to represent 'Great Britain' in the world championships.

It was felt by the majority of the committee that whilst the present method was in step with rules as laid down by CIP it did not reflect the

strengths and weaknesses specific to this country. It was acknowledged that all noteworthy performances in world meets had been achieved in accuracy whereas there had not been a single top twenty position in style. It was therefore considered ludicrous that despite out pre-eminence in accuracy that it was possible for the 'national accuracy champion' not to be selected unless he achieved a top seven place overall. Indeed 1984 saw this very thing happen and not for the first time.

To eliminate this anomaly and to be fair to each discipline the selection criteria for the 'Classics' team

will be as follows:

- 1st Individual Style
- 2nd Individual Style
- 1st Individual Accuracy
- 2nd Individual Accuracy
- 1st Individual Overall

If this does not result in five different individuals, selection will come from the next best overall.

Additionally there will be no post nationals selection. The five who meet the set criteria will be the team.

The above criteria was agreed unanimously by the competitions committee and will be in force from this year's nationals.

Competitions Committee.

# SWISS BOOGIE

It was good to read Alan Whittons articles about his Southern African holiday in the April edition of SP. It seems he generally enjoyed his sojourn with we colonial skydivers, and it was good to hear first hand how things are back in Limey-Land.

I write however to say how sorry I am to read his comments about the Swiss Boogie at Phalaborwa. This magazine has earned itself a very wide readership both at home and abroad, and I feel it would be very easy for a few ill chosen words in the mag to give the Swiss Boogie a reputation it really does not deserve.

I think I would take especial issue with Alan's feelings about the social atmosphere - it is a visitors boogie and most people who stayed long enough to make themselves known enjoyed themselves immensely. After all, skydivers are a gregarious bunch and 140 of them don't need much encouragement to start a party!

The Swiss Boogie is a big, international boogie where the accent is on FUN - where else in the world could I have done 45 jumps from a Hercules in two

weeks, witnessed a bunch of mad Swiss skydivers chase three freefalling pianos, stayed in a luxury hotel, party'd, eaten myself silly and gone home less than £400 worse off? In addition, the skydiving itself was excellent with every level of experience learning plenty. What's more, the residents and Town Council of Phalaborwa actually LIKE skydivers!

Regards to all at Nethers and Headcorn especially,

SIMON TURNER D4189  
 South Africa

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# TEAM TRAINING CLAIMS A VICTIM AND 'BIG BROTHER' IS WATCHING SOME OF THE FREDS.

The end of March saw frenzied preparation for Team Training. For some it was merely sorting out the shorts and the suntan cream, but for **Micky Munn** and **Alec Munro** the logistics of the whole exercise had to be planned in detail, as four different venues were being used. These ranged from Peterborough, Lippspringe and Bermunda to El Centro. Only **Keith Hopper** and **Les Sedgebeer** were to be left back at the ranch.

However, fate dealt a nasty card in **Terry Guildford's** direction a week before he was due to leave for Bermunda. The Freds were booked to jump into the Milk Cup Final at Wembley; thorough DZ reces had taken place, with smoke observations made from various parts of the stadium. It was obviously going to be a job for the most experienced jumpers - but in ideal conditions should have posed no real problem. The Team exited from an ACC Lynx, and all went well until over the roof of the stadium itself, **Terry Guildford's** canopy was caught by turbulence, collapsed and left him to plummet into the perspex and steel frontal apron of the Wembley roof. It was quite a hazardous operation to extricate him from this position, but he was finally taken to hospital with a broken right femur, tibia and fibula, and a dislocated right shoulder. He is now back in the Cambridge Military Hospital in Aldershot, looking quite chirpy and terrorising the nurses! It's a good job that he was so fit beforehand, and we all hope he will make a speedy and complete recovery. This incident rather took the edge off the jump, but nonetheless it's **Bob Harman** who can claim to have been the first person into Wembley Stadium by parachute.

Terry's misfortune was Dixie's gain, as he was now included in the Bermunda squad instead of having to go as 'toybox minder' to Spence at Peterborough. Spence did very well during his solitary time there, winning a competition and clocking up 36 jumps, which considering the mediocore April weather, was quite an achievement.

Micky Munn set off for Bermunda with a very smart entourage of well scrubbed Freds, resplendent in their 'mincing kit'. **Annette Heaton** deserves full marks for her feminine version of this apparel, and she caused quite a stir in the departure lounge at Brize Norton. People were overheard saying, "Bet she doesn't actually jump with them though!!" With **Bob Harman** and **Dave Pusey** to help him out the rest of Micky's party were **Dave Trick**, **Dixie**, **Adam Wickers**, **Mark Flint** (who had magnanimously given up his 2 PARA leave to go!), **Stevie Greenhalgh**, **Dave Moore**, **Eddie Carroll** and **Roy Deakin**. Unfortunately, curry doesn't feature much on the menus in Bermunda, so the island didn't really see the REAL DEAK. The Freds were scheduled to jump at the Bermunda Air Show at the Naval Air Station, together with the Skyhawks - the Canadian Forces Parachute Team. They were able to have the use of a C-130, a Huey HU-1N and a Canadian Buffalo aircraft. On the first display, for the Royal Navy at Malibar, **Micky Munn** had a fight with his Unit, in somewhat marginal conditions, and to land on the peninsula which was the DZ, had to make a rather low hook which unfortunately cost him his fibula. However, he livened up the commentaries after that and never one to be down hearted for long, still seemed to make the most of the trip. The weather wasn't particularly kind to them, apparently it was the tail end of a hurricane, and so ten jumps was about all anyone on the party achieved. They did bring some

exciting parachuting to the island though, with the first triplane and the first downplane seen there. A 17 way of Freds and Skyhawks was also built which obviously gave great pleasure to all concerned. Despite the fact that **Dave Pusey** and **Trick** plus **Dixie** and **Annette** had to stay an extra couple of days in Washington before they could get a flight back to the UK - all are now safely back in Aldershot and Micky now has a walking plaster and seems to be dashing about as much as ever.

So to California - **Alec Munro** took a party of five (**Pete Carroll**, **Greg Cox**, **Phil Richmond**, **John Armstrong** and **Mark Forbes**) courtesy of the RAF to El Centro with the Falcons and a military free fall course. They really struck it rich - staying in the Holiday Inn and six jumps a day, mostly from 12,000 feet and out of a C-130! They mustered 41 jumps apiece and Alec, Greg and John each made four more at Perris on their weekend off! Alec and Greg also had the distinction of beating jumpers from Rapture to a base and pin! John achieved his Cat. 10 and his 'D' Licence in El Centro, and Alec was really pleased with all the training. Grateful thanks to all concerned on the RAF/JATE side for such a splendid trip, and here's to the next time!

Meanwhile in Lippspringe, **Jon Turner** was licking his 4-way team into shape. **Sean Day**, **Keith Saunders** and **Graham Robertson** really trained hard, and JT is now looking forward eagerly to the Competition season. They hope to start at the Metropolitan Police Meet at Peterborough, so, by the time the Army Championships come - watch this space. This squad should also be able to stay together for another season, which has to be good news. Even better news for JT was awaiting him back in Aldershot - his second tape. Congratulations JT! **Chris Lane** and **Joe Willoughby** (a new arrival from 2 PARA) also went to Lippspringe and were very fortunate that the party met up with ex-Fred **dick Kalinski**, who spent a lot of time with these two doing basic RW. Dick is one of the really good guys and he helped them a lot, and both Chris and Joe reached Cat. 10 out there. They all managed somewhere in the region of 50 jumps, and Sean and Robbo, together with **Keith Duncan** from the Royal Artillery want to claim the Horny Gorilla record. From a three way tube launch they 'hornied' it down from ten grand to three!

Globetrotting over, the Freds are now all back in sunny Aldershot and preparing hard for a busy 21st Anniversary season. Not only is **Pete Carroll** now able to keep a 'Big Brother' eye on Eddie (also in his 21st anniversary year, by the way - can't think how he's survived this long!), but **John Armstrong** will be able to do the same with 18 year old brother Raymond. He will be the youngest Fred, but he has 94 jumps to his credit and is Cat. 10; he joins the Team from 1 PARA in the very near future. Other new arrivals will be **Jock Mossetig**, **Barracough**, **Dagger**, **'Yanto' Evans**, and for a second tour with the Team - and now as Sgt. will come **Dougie Young**. What an asset this will be - both in respect of his unflappable character and his vast experience of parachuting. Now Spence, with the Brit Team Coach with you every day, we shall really expect some results!! A familiar face (and legs) now leaving the Team is that of **Graham Copestake** - currently at Swansea on a DZ Management Course. Everyone connected with the Red Devils wishes him every success in the future.

Keith Hopper is off to Langar on the PI Course, and Eddie, Sean and Stevie will follow a week later for the Instructors Examination. The display schedules are rapidly filling and Coloroll are making full use of their ambassadors - there is even a demo in France at an International Wallpaper and Fabrics Exhibition.

However, the highlight of the summer will be the launch of the Aircraft Appeal on May 15th. The Daily Mirror, in the person of Mr. Robert Maxwell himself, has taken on the task of raising half a million pounds which will secure the future of the Team for many years. The Committee, which includes the Duke of Norfolk, the Duke of Beaufort, Hon. William McAlpine and many other leading industrialists; Sir Harry Secombe and Jim Davidson from show business; David Shephers the well known

artist and many other famous names will all be present at a press launch in London.

It is going to be a hectic time, and hopefully the aircraft will be flying by late summer. It can't come until the Team Commander has got his leg out of plaster! Joking apart, the Team owe him a great debt of gratitude for the super human efforts he has made in respect of this Aircraft Appeal - without his dogged determination it wouldn't have happened.

Finally, don't be surprised if you hear a different language (other than bad) on the Queen's Avenue DZ. Since the arrival of Rudra, they are all desperately trying to attain 'D' Licences in Gurkhali, so not to be outdone....Nilo Akash, Maja Gamos - that is Blue Skies etc. in Nepalese!

LUCIFER, BPA 90960



## ALAN LAYTON MEMORIAL TROPHY FUND

This fund was closed 3rd April. After the trophy costs had been deducted and interest added the balance remaining was £493.23. At the request of Alan's family a donation was made to the ROYAL NATIONAL LIFE-BOAT INSTITUTION.

The RNLI have returned their grateful thanks and - "hope that all who gave so generously to the Memorial Fund for Mr. Layton will be pleased that as well as your own Club's Perpetual Trophy, his name will also be remembered in the continuing work of the Lifeboat Institution". -

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# HELMETS

Today on drop zones across the country one thing obvious to even the most casual observer is that there is a wide variety of head coverings worn by jumpers. Because the selection of head coverings has long been a very emotional and controversial issue, years of study and evaluation of helmet types have been invested by concerned groups and individuals in an effort to satisfy everyone and be safe.

The policy of USPA's Board of Directors, based on recommendations agreed several years ago by the Safety and Training Committee, continues to enforce helmet regulations for the novice jumper\* while allowing experienced skydivers to use their own judgement to determine the type of head protection they wish to use, if any at all.

The purpose of this article is to inform the skydiving community of some relevant data on head protection so that each individual, after obtaining a license, can knowledgeable determine what type of covering to use. After all, you only have one head, and it is just common sense to protect it from injury. This is an individual decision and should not be legislated by governing bodies or by peer pressure. Instead, this decision hopefully would be made only after the jumper obtains educated information and facts relevant to the choices available.

In the early days of our sport it was obvious that some form of security was necessary to protect the human body's most vulnerable area from the hostile environment sometimes encountered in skydiving. Football (and later motorcycle) helmets were about the only type of head gear available.

In those days helmet manufacturers had no standards and little knowledge of how to build a good protective device. In the late 1950s those involved in automotive racing began considering the value of head protection for saving lives and reducing injuries.

The Snell Memorial Foundation was formed as a means of promoting development and evaluation of various designs and materials to provide a higher survival rate for those encountering the hazards and forces in auto crashes.\*

Since the inception of the Snell Foundation in 1959, the helmet industry and various recreational subgroups have made much progress identifying and understanding the dynamics involved in protecting the head. It would appear that motorcyclists and race car drivers have different requirements than those of snowmobiles, power boaters, skiers and skydivers.

In designing adequate head protection, it is necessary to reach a compromise that will allow a person to participate in an activity and be protected without hazardous interferences from helmets. Consequently, there is a wide variety of helmets from which to choose. The majority of these have been developed to fit the requirements of groups other than skydivers.

In order to make an educated decision in selecting the type and amount of protection needed for skydiving, it is important to understand how a helmet works and what kind of protection gives the most benefit with the least interference.

The head is susceptible to three basic types of injury:

1. **Soft Tissue injury** - This can be in the form of lacerations (cuts), punctures (penetration), abrasions (wearing away) or contusions (bruises). These injuries could occur when striking the head during exit, in freefall during deployment, or when landing, especially if you are dragged.

2. **Bone Fracture** - This is an injury associated with the head impacting something hard enough for the bone to break. This could be the result of a tight DC-3 speed star exit or an individual striking his head on a rock during landing. Bone fracture can be prevented if your head can absorb and disperse the force of the blow. Fiberglass helmets are designed to absorb force through their own destruction and sometimes the fracturing of the skull itself can reduce or eliminate further damage to the brain.

3. **Gross Brain Damage** - This occurs when the brain tissue is torn or bruised and is usually caused by an impact. Gross brain damage can occur through the bruising or tearing of the brain tissue. This can be the result of a fracture or from a concussion where the blow is not hard enough to exceed the structural strength of the skull. This type of injury might be caused by a freefall collision or the impact of the head on the ground during landing. This type of injury is the result of impact force over a short period of time. The greater the force and the less the time, the greater the injury.

To provide the greatest practical benefit, one should select a head covering with the following features:

• **The outer shell should provide protection from penetration, abrasion and laceration.** It should be shatter-resistant. It should be made of a material that is rigid enough to distribute the force of an impact, but not to the extent that it will allow transmittal of all the energy of the impact.

Shell deflection absorbs energy. The shell should be of a uniform thickness and should follow the contour of the skull. Modern shatter-proof plastics make the best materials. Cloth and leather, while they provide some protection from abrasion, offer little protection from penetration and do not provide any force distribution.

• **A helmet liner should be made of energy absorbing material** that crushes and then slowly returns to its original thickness (such as the dense foam used as an outer liner layer in some, hockey-type helmets). Injuries are reduced or eliminated because the compression of the liner material absorbs the energy that would otherwise be transmitted to the brain. Not all compressible materials are acceptable. Materials such as neoprene that recover from compression immediately actually serve to increase the duration of the impact. Materials that don't return to their original thickness quickly enough don't offer much protection in the event of additional impact, such as those that could occur while being dragged during landing.

In selecting a helmet, the liner material can be checked by pinching it and watching it

return to its original thickness. It should be firm when pinched and you should be able to see it slowly return to its original thickness.

• **The helmet must fit properly.** It should be snug but not too tight. It should not rock or swivel on the head. It should not touch the back of the neck when the head is extended all the way back as this may add to neck injury.

• **Hearing and vision should not be restricted.** The head protection should allow a complete field of vision - up, down, right and left, and all degrees inbetween. With the addition of canopy relative work to the skydiving experience, hearing becomes an even more important consideration. The helmet should protect the area around the ear and the ear itself, but should not reduce your hearing capability. Holes in the area covering the ears usually allow normal hearing.

• **Skydiving head gear needs to be light weight.** This is a consideration especially if the individual does not have good muscle tone in the neck. A heavy helmet could add to the possibility of whiplash-type injuries. Lightness is also a factor in comfort. Increased weight does not necessarily mean increased protection.

• **Chin straps should be of nylon webbing with adjustable buckles.** Snaps fail and leather and plastic may break when you need your protection the most. No helmet of any kind protects your head if it doesn't stay in place. If the helmet you select does not have a nylon webbing chin strap that attaches with a buckle, install one yourself.

As a jumper you must make your own decision: Helmet? No helmet? Hard or soft? Hopefully your decision will not be motivated by peer pressure, appearance or an effort to appear 'cool', but will be based instead on facts and safety.

No helmet will protect you from an impact of 120 mph. At best, a helmet is but one link in a long chain of safety. The weakening of any one link in this chain tends to destroy the basic value of the entire chain. The point in consideration is safety; and safety in skydiving must start with the individual.

## About the Authors

**David Holmes**, D-5262, is a coordinator of recreation in the physical education department at the University of Nevada, Las Vegas. He has accumulated some 1700 jumps since his first one in 1974, is a USPA rated Jumpmaster, and has received his Gold Wings and 12-Hour Freefall Badge awards.

**Mike Johnston**, D-2638, recently left his position with The Jump Shack organisation where he helped manufacture and market the Racer harness/container system for many years. He is a USPA rated Instructor/Examiner, and has received his Diamond Wings and 24-Hour Freefall Badge. Mike was also one of the jumpers on the 60-way at Zephyrhills, FL, last November.

Both Holmes and Johnston serve in an official advisory capacity with USPA's Safety and Training Committee.

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# POLICE MEET '85

Owing to the unfortunate log jam of three different competitions over the one weekend and the late withdrawal of a gaggle of traditional French teams, only a disappointing 17 teams reached the starting line.

Just a cursory glance of the field was required to recognise where the prizes were likely to go. Shining brightly among them was 'Refraction' a pseudonym for **Ronnie O'Brien's** select mercenary all stars. The impressive line up of **Cheryl Cochrane, Fred Ryland, Brian Shaw** and of course the old fellow himself scored a first round total of 0.11 and set the pace. Only the venerable grouping of **Bob Hull, Ray McGuire, Bob Higgins** and **Steve Eversfield** as 'Peterborough United' were able to match that pace. Languishing in third over 2 metres behind were 'Stand Down', comprising of **Esther Reynolds, Jo Vaughan, Julian Spencer** and the culprit of the 2 metres **Paul Austin** (he was the one packing on his own).

The second round saw Refraction again in the little centimetres but with Peterborough United struggling to get a full team into the aircraft. **Ray McGuire** having badly twisted his knee on the first jump was being swathed in crepe bandages and exhorted to land on the other leg by team members concerned with his well being. Ray duly obliged with 0.06 but the unmanly yelps and overnight swelling convinced his caring comrades that further participation was out of the question.

In the individual competition only **Nick Cullum** on a Comet and **Fred Ryland** on a Pegasus had achieved two Dead Centres. Behind them a flock of foils were poised to take advantage of any mistake.

Sunday saw the commencement of round three together with marginal winds and questionable judging decisions. When is a meet a fun meet?

Surely all should be but apparently that label starts to appear when winds are marginally over the top; not much fun for the lightweights. When do team accuracy rules apply? Sporting codes were scanned to find out which rule allows number 1 and 3 in a stack to have rejumps due to over limit winds but not 2 and 4 who were quite happy with their scores in the very similar conditions they landed in.

Regardless of such squabbles the team competition continued in the same order - Refraction, Peterborough United and Stand Down. Peterborough United had invoked the fun meet rule and recruited **Dave Ward** as a late alternate for a now crutch supported **Ray McGuire** and following another transgression **Paul Austin** was packing in the next field.

Only two teams were required to complete round four when the winds went over limits again. It wasn't until late evening that conditions improved enough to allow a recommencement and then with wind conditions which dropped off from howling a gale to 5mps just above the anemometer cups. Peterborough United's chances of victory disappeared when their three stone Irishman **Bob Hull** backed onto the green bit behind the wind sock. **Fred Ryland** indulged in some spectacular front riser work to get his third disc of the meet and hang on to a piece of the lead with **Esther Reynolds** on 0.02.

Four rounds were now complete and the fifth was under way when darkness stopped proceedings. Teams and individuals who had suffered the conditions of round five now prayed for rain or multiple engine failures on the aircraft.

Yes folks, God smiled on the poor unfortunates who got 5 metres in round five and blew the round away. Ron's all stars had their necks out in front and only the individual competition had to be sorted out. **Esther Reynolds** and **Fred Ryland** who were tied on 0.02 agreed to jump off in over limits conditions. Fred wnet first scoring 0.07. Esther turned in front of the pit but the conditions were such that the merest touch of the toggles sent the canopy scurrying backwards and out of the scoring area. Game set and match to Fred and his Pegasus.

Assorted Metropolitan Police brass had now arrived and were treated to a display by their own demo team which included Constables Spencer and O'Brien. The Assistant Commissioner then proceeded to hand out the prizes ably abetted by **Steve Plank** who managed to insult all the prize winners in the process.

#### Results:- Team

- 1st Refraction
- 2nd Peterborough United
- 3rd Stand Down

#### Individual

- 1st Fred Ryland 0.02
- 2nd Esther Reynolds 0.02
- 3rd Julian Spencer 0.03

Best Lady - Esther Reynolds  
Best Bill - John Smythe

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# Z-HILLS EASTER BOOGIE 1985....



## ....A GOOD TIME HAD BY ALL.

Enclosed is a story about the Easter Boogie at Z-Hills. **Patty Graham**, an experienced jumper, and Z-Hills local wrote the article. The photo is of the completed 40-Way (largest 100% completed formation in Florida during Easter!) - Photo by **Pink Floyd**. The weather was excellent, the aircraft very goo, and vibes were SUPER!!! Blue skies,  
**GEORGE KABELLER**

Zephyrhills Parachute Centre threw an Easter Party that was terrific. It was my 11th Easter Boogie, and it was certainly the most fun. I've seen more people here and larger formations, but have never seen so many people all having such a good time. Nine countries were represented, there were even some folks from Iceland.

Southern Cross flew 120 loads in the 7 days. She was up and down so fast that the 350 jumpers couldn't keep up with her. The fastest (we think) DC-3 in America, if not in the world, was dropping two loads every 56 minutes. Southern Cross never even coughed all week, so excluding one bad weather day, it was skydive hard all week. Everyone made as many jumps as they wanted.

The highlight of the Boogie was a daily

39 way, which finally turned into a 40 way. Six countries were represented on the 40 way. Rumour control has it that it was the largest completed formation in Florida that week.

The big thing here all week was good old fashioned fun and lots of it. I talked with lots of people and everyone was happy, with the weather, the plane, the skydives, and the big tent for shade during the warm days. Imagine, that many jumpers together and no one was bitching; it hardly seemed natural.

**Eric Bradley** and his staff of load organisers made that that everyone was having a good time and were being challenged by the skydives. Load organiser **Tom McLaughlin** made his 5000th jump on a 12 way with **Ed Lebanhoff**, who made his 1000th. **Mike Woods**, a veteran of 14 Easter Boogies, thought one of the contributing factors were the good vibes that the organisers were putting out. Mike felt 'the Karma was definitely here'.

National Parachute Supply were kept busy repacking reserves and keeping people jumping. Sunshine Factory, **Joannie Murphy's** and **Henri Pohjalainen's** new sales and service company,

seemed to be everywhere, spreading sunshine and filling the skies with Glide Path demo canopies. The Freakbrothers tape played on the Parachute Centre's new stereo system almost constantly; it kept up the beat and was fun to dirt dive with.

Nights may have been the best. **Frenchy** got the fire to roar every evening, and **George** kept the beer flowing out of a cold truck with 40 kegs in it. Saturday night dinner was at a local Italian Restaurant that served up great lasagna. **Betty Jonston**, always the gracious hostess, served beer to those waiting in line to be seated.

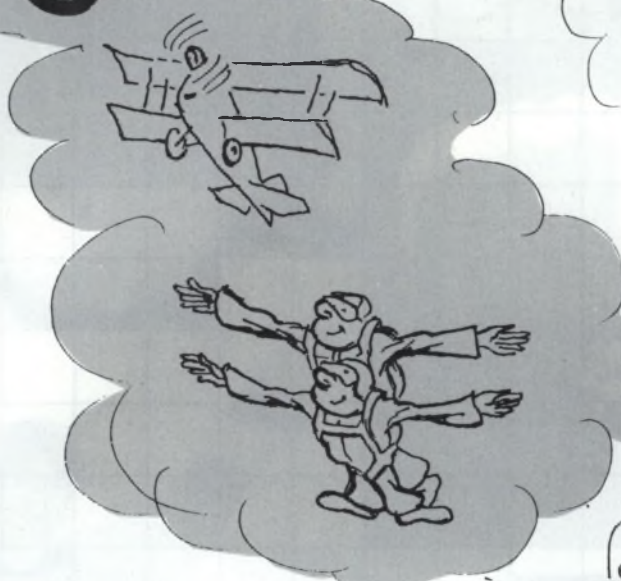
**George** and **Betty**, along with their excellent staff, (I won't name them, for fear of forgetting someone), threw a great party. I'm already looking forward to next year's boogie. Don't wait to be invited, you just come anyway. The more the merrier.

Kind of P.S., **Tony Uragallo** missed the Boogie, but for a good reason. He was in England becoming the father of a baby girl. January is fine, and the baby reportedly has red hair, but no glasses or limp.

PATTY GRAHAM



# TANDEM JUMPS



"WATCH MY ALTI!  
TELL ME WHEN  
THE POINTER  
IS ON FIVE!"



"HAVE YOU DONE  
THIS SORT OF THING  
BEFORE?"



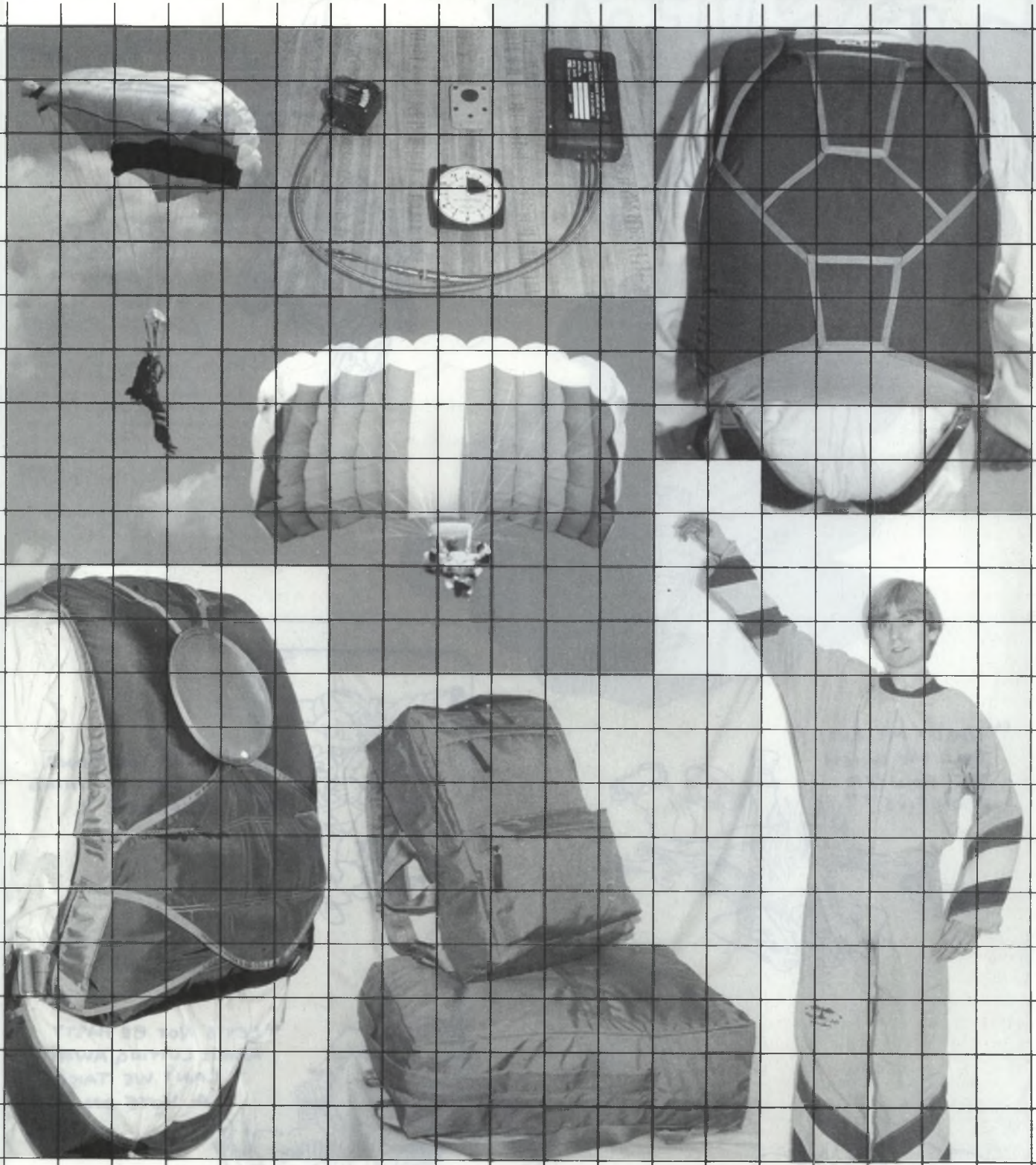
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# TANDEM JUMPING - AN UPDATE

By Laurie Arneke

In September, 1984, Strong Enterprises of Orlando, Fla., received a waiver from the board of directors of the USPA enabling them to develop a tandem training programme. That decision was based on a solid record - Strong Enterprises had been designing and testing a tandem jumping system since late 1982. Led by president **Ted Strong**, the company thoroughly researched a parachute system designed to allow two people to descend safely under one parachute.

Throughout the system's development, the potential for its use in training was apparent. With a waiver in hand, Strong Enterprises set about developing a training programme to take students from zero jumps through solo freefall using tandem jumping.

In the spring of 1984, Strong and tandem specialist **Bill Morrissey** trained two Strong Enterprise employees for freefall using a format of five tandem jumps with 5 to 10 second delays each. Strong and Morrissey began exploring ways of reducing terminal speed to obtain longer delays, softer openings, better stability and latitude - a better training situation. The answer was the Drogue System.

The Drogue is not a new concept, as it is currently being used by the Soviets and the US Bureau of Land Management in Alaska. Approximately four feet in diameter and hemispherical, the Drogue is attached by a 12-foot bridle to the centre of the pilot's back, allowing for both jumpers to be suspended horizontally. It is deployed by either static line, which gives instant stability, less work for the pilot and fewer malfunctions; or hand deployed, eliminating the possibility of tangling with the static line, the need for a static line attachment or retrieval from the aircraft. The main parachute is deployed by the released Drogue chute.

The Drogue advantages in tandem training are enormous. It reduces tandem terminal speed from around 180mph to 100-110mph, depending on load size. The usual 5-10 sec delay from 5,500 feet is increased to 25-30 seconds

from a 7,500 feet exit. The time can then be used by the tandem pilot to talk to the student, and to teach turns and tracking. The Drogue also results in less wear and tear on equipment - and the tandem pilot and student - allowing for jumps per day.

Perhaps the best testimony to Strong Enterprises' training system comes from someone with personal experience. **Sherry Hoskins** recently became the first person to complete the tandem training course within the five jump format with Drogue. She was also the first person to make their first solo freefall on a Drogue from 7,500 feet with a 40 second delay. Though Hoskins comes from a parachuting family, (her step-father, **Bill Van Epps**, is a veteran of over 800 jumps) she had no desire to try it until her mother told her about the tandem system. She made her first tandem jump with **Ted Strong** from 6,000 feet with a Drogue.

"The jump was super," she remembers. He took my wrists and guided me to correct arm position in freefall as we did turns. I had nothing to worry about except enjoying the jump, and with the dual toggles and Strong's tandem rig, I could participate in steering the canopy. I felt pretty lucky to be making a 20 second delay and learning on a square canopy from day one."

Hoskins' second tandem jump was with **Bill Morrissey** from 7,500 feet with a 30 second delay. "After exit, Bill had me do ankle locks immediately. Good idea, as you tend to be less aware of where your feet are. I had on a chest-mounted altimeter and wrist-mounted stopwatch. I was to time our freefall from 6,000 to 4,000 feet. Thinking back, this was a perfect task for my second jump as it made me aware of how quickly freefall time goes. As soon as we were under canopy, Bill started my first canopy control class."

Before her third jump, Hoskins and Morrissey spent several hours on ground training, including spotting, setting up for proper landing, proper exit and turns. Ground training can be spread out over several sessions, as opposed to a 'cram course' before a student's static line jump. Parachute packing was also covered after each jump.

The third tandem was again from 7,500 feet. "After exit," Hoskins said, "I had to do a circle of awareness, a big must as it makes you think about body position early in training. After C.O.A., I was asked to do two dummy ripcord pulls, but only got in one before pull time."

Hoskins' fourth jump took place the same day. "On this jump, we covered turns by having Bill steer my arms, to help me get the feel of it. I kept track of altitude and pulled (on time!). Bill had dummy and cut-away reserve handles attached to my harness and he had me do a practice cut-away. Even though we had just covered canopy control and landing on the ground, it was great to be able to have it demonstrated in the air. We also reviewed stalls, wind presentation, approach and landing."

The fifth jump basically went over all previously learned procedures. The same day Hoskins made her first solo jump from 7,500 feet with a Drogue. "This was probably the biggest learning experience for me so far, as I didn't have Bill right there to correct me and I had to rely on myself. It was nice being able to graduate to this slowly, though. Having already experienced stable freefall and proper canopy control made me feel much more confident on my own for the first time. At 4,000 feet, I pulled. After releasing the brake, I came in for a soft landing."

Strong and Morrissey look at Hoskins' training and jumps as a beginning of a major change in parachute training. This change will greatly enhance the safety of skydiving and should bring much more enjoyment for the up-and-coming skydiver.

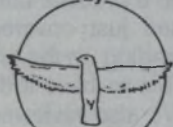


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Picture: Kevin McIlwee

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# PLEASE HELP.....

Every year we get invitations to compete in a variety of events in such exotic countries as Brazil, China, Malaysia etc. Generally speaking we do nothing about them as we have enough problems financing the British Team for the World Championships.

However, it might be of interest to some BPA Members and the main purpose of this letter is to tell them that **Tony Butler** at the BPA Office usually has the details of each competition.

The Competitions Committee cannot do much more than give moral support and potential competitors should note

that they will have to pay to get to the venues and that entry fees are about \$500 US per person, although this covers jumps and food and accommodation during the meet. Hopefully, some BPA members can afford it!

**SEAN LAMBE**  
Chairman, Competitions Committee

This year we are organising a raffle to raise money to support the British Teams during their training camps.

As this is RW year the costs are very high indeed and every penny helps.

There are lots of useful prizes (from a GQ 6m Student Canopy to Altimeters and Puma Boots) very kindly donated by equipment manufacturers, riggers and other good BPA members.

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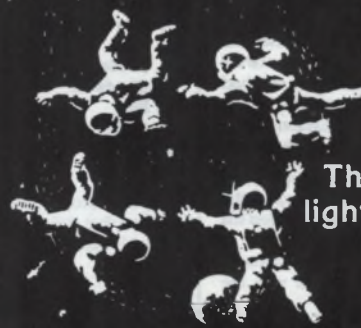
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**BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING COMMITTEE  
MEETING  
THE POST HOUSE, LEICESTER  
18th APRIL 1985  
19:00 HOURS**

**Present:**

J.R.H. Sharples	Chairman	STC
J. Lines		MCP
D. Cox	B'ham & Cov./S.S.S.C.	B.P.S.
D. Hickling		D.I.S.C.
I. Louttit		Pilots
J. Ball		Shrewsbury
D. Palmer		Slipstream
B. Dyas		J.S.P.C. (N)
G. O'Hara		Headcom
D. Parker	London Skydiving	RN & RMSPA
L. George		Skybird
B. Scoular	Oxon & Northants	
E. Lewington		Ipswich
M. Bolton		Riggers
T. Knight		Trailblazers
J. Curtis		
R. Ellis		

**Apologies for Absence:**

M. McCarthy, T. Dobson, P. Walters, B. Bias, M. Mortlock, B. Harman, D. Howerski, G. Evans.

**In Attendance:**

J. Hitchen	JNCSCO
T. Butler	JNCSCO

**Observers:**

K. Townsend, J. Brady, K. Adkings, J. Farr, L. Crane, J. Davis, V. Davis, K. Cox.

**Item 1 - Minutes & Matters arising from STC Meeting 7th March, 1985**

1.1. The Chairman informed those present that he had had some correspondence concerning the Constitution of STC and he would refer it to Council, he stated that if anyone else had any views they should write to him.

CCIs  
J. Sharples

1.3. Fatality - Netheravon G. O'Hara informed the meeting that the Military Board of Inquiry was still sitting and he hoped to have their findings available for the next meeting.

1.6. Medical Declaration The Chairman stated that he had not received Dr. Flinn's recommended revised Medal Declaration, he also stated he was awaiting a letter from another doctor with contrary opinions to Dr. Flinn. The Chairman decided that this item should be put back to the next meeting.

R. Flinn

1.9. Ratification of AFF Ratings - Reports concerning B. Souter, S. Thomas and N. Rogoff had now been received, in line with the proposal of the last STC. All three had successfully completed their AFF Instructor evaluation jumps and had been awarded BPA AFF Instructor Ratings.

JNCSCO

G. O'Hara stated that he had some comments concerning the letter from M. Johnstone of the USPA. Major O'Hara believed that the letter implied that the course was not run correctly at Netheravon and he wished it recorded that the course was a genuine course as it had been approved by STC and that the proposals that he had made at the last meeting concerning evaluation jumps were in addition to the recommendations of Mike Mayo.

1.10.1. Hong Kong Course - A report had now been received concerning this course. J. Sharples gave the meeting details. Only one person had been awarded full BPA Approved Instructor status, a Mr. Brander.

The Chairman reminded the meeting of the amendment to the last minutes that had gone out with the minutes concerning Night Parachuting:

**Amendment to STC Minutes of 7th March 1985 Item II (AOB) BPA Meeting with CAA (Para 1)**

Delete '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'.

Insert 'Night Parachuting'. The CAA requested a standard form of marking for DZs whenever night parachuting is taking place whether it be club jumping at a club DZ or display team jumping at a display venue.

**Night Parachuting by Clubs/Centres etc.**

(Note: That this new heading to be followed by existing sub para a - h, as per minutes).

All CCIs

It was proposed by T. Knight and seconded by T. Lewington that the minutes of the meeting of 7th March 1985 be accepted as a true record.

Carried Unanimously

**Item 2 - Approval of Riggers Minutes of Meeting of 7th March, 1985**

This item was put back until the end of the meeting as the Riggers Meeting was still taking place.

**Item 3 - Pilots Meeting 7th March 1985**

J. Ball gave a brief resume of the meeting and requested that those who had received a revised copy of the Pilots Manual should send their comments as soon as possible.

Chief Pilots

**Item 4 - Use of Cameras - Lynn George**

L. George gave the meeting his reasons for proposing to STC that parachutists wishing to use cameras should be 'D' Certificate holders, and not Category 10 as at present.

There was some discussion concerning this and the above was proposed by L. George and seconded by D. Parker.

All CCIs

For 10, Against 2, Abstentions 0. - Carried

**Item 5 - Incident Reports - resume**

1) The Chairman informed the meeting of a number of incident reports sent to the office for information. One concerning a static line bag which was used on an aircraft and was too long for the particular aircraft and had got caught on part of the aircraft, the aircraft was landed safely with no damage. The Chairman reminded those present the importance of checking compatibility of equipment to aircraft when using equipment from other centres.

All CCIs

2) The Chairman informed the meeting of an incident at Swansea concerning a jumper, who was making a tandem conversion jump. At deployment time he went in to pull a ripcord handle that was not there, he did not attempt to use his hand deployed pilot chute, but pulled his cutaway handle instead, at approximately 1,200ft. the AAD fired and the jumper descended safely under his reserve. The report was for information and D. Howerski had permanently grounded the parachutist from jumping at Swansea, endorsed his log book and recommended that he gives up parachuting. The jumper was 55 years of age.

All CCIs

**Item 6 - Permissions**

1) A letter from T. Mace had been circulated requesting that he be given BPA AFF Jumpmaster status, having completed a USPA AFF J/M Course in Florida, proof of his successful completion of the course had been sent to the BPA.

It was proposed by B. Dyas and seconded by G. O'Hara that T. Mace be awarded AFF Jumpmaster Status.

JNCSCO  
Carried Unanimously

2) R. Ellis of The Trailblazers Display Team had written to STC requesting permission for a block 'permission' for his team members (named below) to jump from 1,500ft. AGL on displays in the London area if they are unable to get more height from ATC at the time of the proposed descent.

Name of Jumper	No. of Jumps
R. Ellis	1,700
D. Muir	1,000
K. Skelley	1,200
D. Chadwick	900
S. Best	1,200
D. Jones	850
P. Slattery	750
S. Wilson	900

It was proposed by D. Palmer and seconded by M. Bolton that this be accepted.

For 11, Against 2, Abstentions 0. - Carried

R. Ellis

3) B. Scoular proposed that C. Mallinson be given an extension of his Potential Instructor Rating until the Examination Course at Cark in August. R. Scoular outlined the reason for this request.

C. Mallinson  
JNCSCO

This proposal was seconded by I. Louttit.

Carried Unanimously

4) J. Ball requested that K. Townsend be given a permission to act as Chief Instructor for Thruxton Parachute Centre until the next Pre Advance Assessment Course at Langar in May which he is attending. This was

proposed by T. Lewington and seconded by D. Palmer.

Carried Unanimously  
K. Townsend  
JNCSCO

5) P. Sherman requested that his Instructor/Examiner ratings be re-issued as they had lapsed last year, he hoped to attend the Instructor Course at Langar as an Examiner. This was proposed by T. Lewington and seconded by M. Bolton.

Carried Unanimously  
JNCSCO

6) D. Hickling informed the meeting that the Cornwall Parachute Centre had requested that J. Fisher be given a permission to act as Chief Instructor until the next Course at Langar when he was attending the Pre-Advanced Assessment Course. This was proposed by D. Hickling and seconded by M. Bolton.

JNCSCO  
Carried Unanimously

**Item 7 - Drop Zones**

J. Hitchen informed the meeting of a Drop Zone inspected by the JNCSCOs for Capital School of Parachuting in North London. The Drop Zone fell within the guidelines of the Operations Manual and STC were informed for information only.

JNCSCO

J. Hitchen also informed the meeting that he had visited Shrewsbury Parachute Centre at Montford Bridge as a small hanger had been added to the side of the present clubhouse, again this was for information only.

JNCSCO

**Item 8 - A.O.B.**

1) M. McCarthy asked, by letter, that STC consider the situation in the BPA Annual Returns concerning injuries, severe injuries state that a person is detained in hospital for at least two weeks. Mr. McCarthy stated that it is not always possible to be accurate with this information. No comment was made by the Committee members.

2) J. Hitchen informed the meeting that he and G. O'Hara will be in Cyprus and he asked STC permission to run a small Instructor Course whilst he is there, he also stated that this would be beneficial to G. Douglas the CCI in retaining his Examiner Rating. This was proposed by T. Lewington and seconded by G. O'Hara.

Carried Unanimously

3) D. Hickling gave the meeting some background into the request by N. Everett to be given permission to despatch a 'C' Certificate jumper on Displays as Mr. Everett is not an Instructor. After some discussion this failed to find a proposer.

At this time the Chairman referred back to the Approval of Riggers Minutes. The Chairman informed the meeting that a new draft of Section 15 (Rigging) of the Operations Manual would go out with the Minutes and he would like STC to approve it at the next Meeting, and he asked that Committee Members study it carefully.

T. Knight informed the meeting that there had been no change in the rule concerning chest straps.

G. O'Hara informed the meeting that he had a list by the 'Loctite Co' to go out with the minutes and he had marked with an asterisk which loctite should be used on the nuts fitted to FXCs.

J. Curtis informed the meeting of the Safety Information Sheet that had gone to all Clubs concerning the Washers in Thomas Sports Pilots Chutes. L. Thomas had informed the Riggers Committee that that type of washer attachment had not been in use for a year.

Date of next Meeting is 6th June 1985 at the Post House, Leicester. The time 7.00 p.m.

**AMENDMENT TO BPA OPERATIONS MANUAL**

S.T.C. 18th April 1985

Section 10 (Safety) Para. 3. SHOULD NOW READ:-

**USE OF CAMERAS**

The use of cameras will be confined to FAI 'D' Certificate parachutists. Their equipment and particularly the manner of its attachment to the body or helmet, should be carefully examined by an Advanced Instructor to ensure that it is capable of withstanding the stresses of parachute openings at terminal velocity.

Tony Butler, JNCSCO

**BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING KIMBERLEY HOUSE, LEICESTER 28th FEBRUARY 1985**

**Present:**  
J.T. Crocker Chairman  
J.L. Thomas Vice Chairman  
P.W. Ritchie Treasurer  
S.D. Lambe Chairman Comp. Cttee.  
J.R.H. Sharples Chairman STC  
J. Curtis Chairman Riggers Cttee.  
T. Andrewes Club Representative  
R. Colpus  
Ms. S. Brearley  
P.D.N. Parker  
B. Mason  
G. Lilly  
M. Rennie  
R. Harman  
D. Tylcoat  
G. Copestake  
J. Lines  
S. Eversfield

**In Attendance:**  
A.K. Butler JNC SO BPA  
J.H. Hitchen JNC SO BPA  
C.W. Port Sec. Gen BPA

**Observers:** 4  
**Apologies:**  
D. Hennessy Chairman Dev. Cttee.

**Item 12/84 - Minutes of Previous Meeting**  
With an addition of:  
R. Colpus proposed that P6 be set at £2.50. There were only 4 in favour - not carried.  
Proposed by J.L. Thomas, seconded by P.W. Ritchie that the Minutes of the Meeting of 19th December 1984 be accepted as a true record.  
Unanimous

Proposed by R. Colpus, seconded by B. Mason that the Minutes of the AGM be accepted as a true record.  
Unanimous

Proposed by J.R.H. Sharples, seconded by M. Rennie that the Minutes of the Meeting of 12th January 1985 be accepted as a true record.  
Unanimous

**Item 13/85 - Committee Minutes**  
J.R.H. Sharples presented the Minutes of the STC Meeting of 24th January 1985.

**Matters Arising**  
(1) It was unanimously agreed to make an ex-gratia payment of £150 to Mr. Miller for his work on compiling the Pilots Manual.  
(2) B. Mason expressed some disquiet on the subject of allowing DZs to carry out AFF. It was reiterated that all applications will be discussed by and at STC each on its merits.  
(3) S. Brearley brought up the subject of the Constitution of STC, and also felt that there could be a smaller sub-committee whose main task could be safety. It was agreed that J.R.H. Sharples counsel all CCLs to obtain their views on the subject.  
The Minutes were Ratified

**Competitions Committee**  
S.D. Lambe presented the Minutes of the Meeting of 28th January 1985.

**Matters Arising**  
**(1) Video**  
The proposed permanent loan of video equipment to the Association by JVC had fallen through.  
There was much discussion on the subject, with P.D.N. Parker stating that in his opinion it was far too expensive an undertaking to purchase at this time, especially in view of the fact that it would travel the country and in his experience video equipment needs extremely careful handling and operation. He said it was possible to hire at about £500 a week plus operator costs if we did not have our own competent operator.

S.D. Lambe stated that in his experience videos could be moved and re-sited with little or no problem.

After much discussion it was proposed by S.D. Lambe and seconded by P.W. Ritchie that the Association approach J. Laing to ask him to buy the parts needed (as previously detailed) to give the Association a viable video by the time of the National Championships. It was also agreed to ask J. Laing to ensure that the equipment be purchased as robust as possible.  
For 16, Against 2 Carried

**(2) Nationals 1986**  
It was agreed to accept the Ipswich Council offer to host the above.

**(3) World Championships**  
Council were appraised of the projected costs of the above and the Competition Committee would report back with finalised budgets as soon as possible. In the meantime that Committee were given the go ahead to organise fund raising activities to help finance the Team.

**(4) Nationals 1985**  
A budget projection had been drawn by the Committee and Council were appraised of the situation. S.D. Lambe stated that every effort would be made to keep within the budget bounds and full details would be available for the next Council Meeting.  
The Minutes were Ratified

**Finance**  
P.W. Ritchie presented the minutes of the meeting of 21st January 1985.

**Matters Arising**  
**1. BPA Shop.** Ms. S. Brearley was formally thanked for her work in inventoring the stock at 24 Dunlace Road.

The Secretary General reported that he had uplifted the stock, re-checked the inventory etc. and sales were now progressing.

2. To date no reply had been vouchsafed by Ms. Hinchcliffe to the Secretary General's earlier letter. The Secretary General was tasked with writing to Ms. Hinchcliffe (via any known address).

**3. Promotional Tape**  
The Promotional Tape made by Mr. S. Ward was played to Council. It was to be used by up to 50 Radio Stations as a filler.  
The cost of production of the tape plus free parachute course was approved by Council.  
The Minutes were Ratified

**4. Development**  
P.W. Ritchie gave an update on the Development Meeting held with the Sports Council.

1. The plan is about right in content but needs to be finalised and re-grouped to coincide with the requirements of the Sports Council Committee.

The aim is to have the plan in its final draft form by 18th March and ratified by Council on 2nd May thence to Sports Council on 3rd May.

There is a possibility that if everything goes to plan and Sports Council accept the Development Plan, funding could start from 1st April 1985, if not it would start from 1st April 1986.

It was agreed that someone should be employed on a three month contract to finalise the overall plan, under the guidance of D. Hennessy. The only problem is to find the right person at such short notice.

It was agreed that if the Sports Council agreed to the plan, which included funding for a Development Officer, then that post would have to be advertised in the 'Market Place'.

P.W. Ritchie agreed to liaise with D. Hennessy on the question of a temporary employee to finalise the basic Five Year Development Plan. Peter Ritchie would ascertain if Tom Oxley would take the purely temporary job if it was offered to him. It must be clearly understood that whoever took the temporary job would be directly responsible to D. Hennessy and would have to work closely with him and under his instruction.  
Agreed

**5. Club Representative**  
T. Andrewes said that he had visited four Clubs to date and would communiante with all the Clubs.

**6. Royal Aero Club**  
P.W. Ritchie had attended the last Meeting in place of J.T. Crocker who was unable to go due to work commitments.

(1) "We are able to present one major award to one of our members at the R.Ae.C. Awards Night on 1st May when, of course, Her Majesty the Queen, accompanied by Prince Philip, will be making the presentations. Council would make recommendations at the next Meeting.

(2) The BPA will have an entitlement of tickets for this event at £18. As before, I would recommend that the BPA cover the cost of the official delegates and their wives, together with the nominated award winner and his/her

spouse. I am asking Charles to try and get in the next issue of the magazine a notification of the availability of these tickets which, if they exceed the allotted number, will need to be drawn by ballot. It was agreed to invite Mr. J. Scott to be a guest of the BPA at this function.

(3) The R.Ae.C. would like some publicity for their individual membership in Sport Parachutist and once again, I would ask Charles Port to arrange for some suitable wording to be inserted after consultation with Barry Rolf.

(4) The next Meeting of the Medals and Awards Committee is on March 11th and I believe that the Chairman might wish to attend.

(5) We are requested to send our calendar of events to Barry Rolf for the year book and also for the Gazette as soon as possible.

(6) I am asking Charles to ensure that we pay the R.Ae.C. subscription which is unchanged from last year by the appropriate date in order to obtain the discount for prompt payment.

(7) We are asked to communicate to the R.Ae.C. The names of persons whose licences have been withdrawn for disciplinary reasons.

(8) James Black has resigned from the position of Vice Chairman on being appointed Director of BP Hong Kong and it is proposed to elect three Vice Chairman at the Annual General Meeting which is to be on April 1st."

Council agreed to nominate G.C.P. Shea-Simonds as Vice Chairman of the Royal Aero Club and P.W. Ritchie as Treasurer of the Royal Aero Club.

(9) "The Accounts to September 30th 1984 were discussed and the position is clouded by the fact that the subscriptions and F.A.I. year is to 31st December. This means that there are a number of debtors and creditors in relation to subscriptions both due and owing to and from the R.Ae.C. I asked why the accounting year could not be altered to 31st December to clarify this but it appears that this period was chosen to coincide with the B.G.A. whose Auditors audit the books of the R.Ae.C. at the same time and the Council was unwilling to change at the present time."

**Item 14/85 The Sport Parachutist - Correspondence**  
Further correspondence had been received and circulated to Council for information and discussion. It was agreed by 11 to 2 with 2 abstentions (J.L. Thomas and R. Colpus had to leave early and the Chairman did not vote on this matter) that the Chairman would write to the Editor drawing his attention to the correspondence.

**Item 15/85 - Simplified Affiliation Form**  
The Secretary General would produce this based on S.D. Lambe's suggestions.

**Item 16/85 - Regional Representatives**  
In line with the regionalisation in the Development Plan it was agreed to re-introduce the representatives, by BPA Members and/or Council on the Sports Council Regions.

The following volunteered from Council and the Secretary General would contact the other people suggested, to ask if they would attend for the BPA.

- Northern - K. Noble
- North West - D. Prince
- Yorks - J.L. Thomas
- East Midlands - D. Tylcoat
- West Midlands - J.R.H. Sharples
- Eastern - J. Lines
- Greater London & SE - B. Mason
- Southern - S.D. Lambe
- South Western - To be decided

**Item 17/85 - CIP 1985**  
The delegates were leaving on 8.2.85 all arrangements had been made by the Secretary General.

**Item 18/85 - Films/Videos**  
It was agreed to replace those films which were badly damaged and also to purchase videos for hire.

**Item 19/85 - A.O.B.**  
**(1) Timings of Meetings**  
A vote was taken in response to a proposal by B. Mason, seconded by P.W. Ritchie that the Meeting time should revert to 6.30p.m.  
For 10 - Carried

**(2) Olymplex '85**  
Following a request, via the Secretary General from D. Hennessy for some finite idea of funds available for the above there was a great deal of discussion and finally it was agreed that:

- 1) The BPA would put on a 4 man display each day of the show at the NEC.
- 2) In return the Association would be given a free 'stand'.
- 3) It was agreed to ask Midland P.C. to provide the A/C at £75.
- 4) It was agreed not to invest any further sum on extra space.

The Secretary General would contact **D. Hennessy** as soon as possible in order that he could then contact the organisers.

### (3) The Great Outdoors

It had been agreed in 1984 to take part in the above. It was the Golden Jubilee of the CCPR and all governing bodies of Sport would take part.

The Association had agreed to provide a parachute display on each day. The Secretary General would keep Council up to date as matters progressed. Quotations for the cost of an A/C were to be obtained from **P.D.N. Parker** and **Mr. Ure**.

### (4) Insurance

**P.D.N. Parker** brought this matter to Councils attention following sight of the claims experience and the increase in the premium for this year.

The Chairman gave a detailed explanation of the position regarding BPAs insurance and how it operated. He also welcomed any views as to where we might obtain more competitive quotes for insurance.

The Secretary General would circulate all Council with as much detail as possible on all the insurance aspects.

### (5) The Council were informed of the affiliation of: "Falcon Parachute Centre NI".

The date of the next Meeting is Monday 18th March, 1985, Kimberley House, Leicester at 6.30 p.m.

The date of the Meeting scheduled for 20th June has now been changed to **Sunday 7th July, Weston on the Green** - Immediately following the Competitions Committee.

## BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING KIMBERLEY HOUSE, LEICESTER 19th MARCH, 1985

#### Present:

J.T. Crocker	Chairman BPA
J.L. Thomas	Vice Chairman BPA
P.W. Ritchie	Chairman Finance Committee
J.R.H. Sharples	Chairman STC Committee
S.D. Lambe	Chairman Comp. Committee
J. Curtis	Chairman Riggers Committee
T. Andrewes	Club Representative
R. Colpus	
G.S. Copestake	
S. Eversfield	
G. Lilly	
J.K. Lines	
B. Mason	
M. Rennie	
D. Tylcoat	
W.J. Meacock	Vice President BPA

#### Apologies:

**P.D.N. Parker**, **S. Brearley**, **R. Harman**

#### Co-opted Members:

**D. Hennessy** Chairman Dev. Committee

#### Observers:

**Miss Oxley**, **R. Deakin**, **Mrs Tylcoat**, **A. Cowley**.

#### In Attendance:

<b>A.K. Butler</b>	JNCSO BPA
<b>J.H. Hitchen</b>	JNCSO BPA
<b>T.E. Oxley</b>	Development Consultant
<b>C.W. Port</b>	Secretary General BPA

#### Item 20/85 - Minutes of the Meeting 7th February 1985

Proposed by **J. Curtis** and seconded by **T. Andrewes** that the Minutes of the above meeting be accepted as a true record.

Unanimously Carried

#### Matters Arising

##### (a) Video

**S.D. Lambe** stated that the video from **Lars & Brusgard** would be at the Nationals. A decision to purchase will be recommended by the Competitions Committee at the Nationals, 7th July. This will need ratification by the Council Meeting on 7th July. If Council decides to purchase the Association would have the video by the end of 1985.

##### (b) Regional Representatives

The Secretary General was able to report that letters had been sent to all the regions informing them of the Association's decision to re-appoint regional representatives. The only outstanding representative is that for the South West.

The Sec Gen would ask for a volunteer from **APA Netheravon** to cover this post.

##### (c) Film-Video Purchase Replacement of Stock

The Secretary General reported that three videos had been purchased and one film ordered to increase/replace existing items.

##### (d) Olympex '85

**D. Hennessy** said that as the Council had not agreed to budget any more money he would not have time to organise this. The Sec Gen would take on the project and would report to Finance and Council.

##### (e) Affiliation - The London Parachute School

In line with Councils earlier directive on affiliation the above club has been afforded affiliation to the BPA.

##### (f) Computer Update

The Secretary General reported that:

- 1) **Miss S. Allen** and **Miss T. Kemp** had already received instruction on the word processing programme, and also on the use of the printer.
- 2) The Secretary General had also had one session at the Centre on the Spell Binder, and was in the process of learning about the 'Planner Calc' programme.
- 3) The membership renewal forms were now coming in thick and fast. These were being processed and would be passed to LMC for inclusion on the membership record programme.
- 4) The Secretary General had been to the LMC to view the 'MARK I' membership programme, but was not satisfied with their product to day. Changes, additions etc. will continue to be made until such times as the programme is correctly programmed for the exact needs of the Association.

It will be necessary for extra hours to be worked by staff in relation to the computer installation - details of this are in the Finance Committee Minutes of 11th March 1985.

##### (g) Insurance

The information had been circulated to Council for perusal. If any one had any questions they were requested to contact the Secretary General or bring up the points at the next Council Meeting. Any untoward claims would be investigated by the JNCSOs.

#### Item 21/85 - Committee Reports

##### 1. STC

The Chairman of STC, **J.R.H. Sharpies** presented the minutes of the meeting of 7th March 1985.

##### Item 3

**S.D. Lambe** was rather worried that there were so many abstentions on this matter.

**D. Hennessy** stated that in his opinion those attending the STC should be making judgements on the information presented.

The feeling on the policy was that the Chairman of STC be asked if he could make this point to STC and if he felt it was warranted he could then put the matter to Council. The Minutes were Ratified

##### 2. Competitions Committee

The Chairman of the above Committee, **S.D. Lambe**, presented the minutes of the meeting of 25th February, 1985.

**R. Colpus** has written an article for the magazine on the CIP Meeting. He did mention that both CRW and Paraski had now been accepted as World Championship Events. He stated that it was a very worthwhile meeting.

##### Item 4 - Nationals Costings

The costs suggested by the Competitions Committee had been processed by the Finance Committee and a subsidy of £3,000 had been recommended.

##### Item 5 - World Championships

The minimum cost for the above would be in the region of £11,000. Other ways would be explored to raise extra funding.

##### Item 7 - World Cup at Graz - Classics

The Committee recommended that some help be forthcoming for the above. It was agreed to put £1,000 towards the above.

The Minutes were: Ratified

##### 3. Finance

The Minutes of the Finance Meeting of 11th March, 1985 were presented by the Finance Committee Chairman, **P.W. Ritchie**.

##### BPA Shop

The Sec Gen was taken with contacting **Ms. C. Hinchcliffe**.

##### Lottery

The recommendation was not accepted by the Council, the lottery would still be run and drawn at Xmas.

#### A.G.M.

Council Members to give general feelings on Evening Buffet at AGM.

#### Loan Applications

There was much discussion on the whole subject but it was finally agreed to accept the recommendations of the Finance Committee.

The Secretary General was to write to all concerned. The Council were asked to consider the whole loan situation and put ideas in writing to the Treasurer in the first instance.

#### Sky Channel

The Council agreed to recommend the budget of £750. For 8, Against 4 - Agreed.

**D. Hennessy** agreed to investigate further and if he felt that the returns would not reach expectations then the project would be cancelled.

#### 4. Development/Five Year Plan

**D. Hennessy** chairman of the Development Committee appraised Council of the current 'state of play'.

A Meeting had been held with Sports Council. The plan needed to be put to the Sports Council by April. **Mr. T. Oxley** had been engaged on a part time contract to carry this out. The new amended plan will be sent to all Council. Following this a new overall layout will be made and sent to all Council.

It is felt that there is sufficient information to hand to carry out the budgeting and submit the plan by the end of April. **T. Oxley** agreed with the above and will have the draft produced before the end of March.

Input from the Vice President, **Mr. John Meacock**, had been helpful and this would lead to any necessary amendments.

**Miss P. Owen** had spoken to **D. Hennessy**, she wanted information on possible sponsorship with a sponsor and asked agreement that she write an article on AFF and P6 students with the rider that it be agreed to by Council.

#### 5. Club Representative

**T. Andrewes**, the Club Representative gave Council a resume of the current situation.

In order to acquaint clubs and members of the new Club Representative, the Secretary General had written to all Clubs, and requested **D. Waterman** to put a small piece on this matter in the April edition of The Sport Parachutist.

#### 6. 1) Royal Aero Club

The R.Ae.C. representative, **J.T. Crocker**, had circulated the results of the Awards and Medals at the Committee Meeting of 11th March, 1985.

**Mr. C. Lyall's** nomination for the Gold Medal had been accepted. The nomination in respect of the Royal Marines had in no way been considered unworthy. It was just that the British Hang Gliding Team had achieved exceptional results in 1984 and thus justified them being awarded the Prince of Wales Cup.

#### 6. 2) R.Ae.C.

The requests for tickets for the above had been greatly over-subscribed. In consultation with the Chairman, the Secretary General had conducted a draw for tickets, in addition to the 30 tickets allocation he had added his own two tickets allocated to him as an individual member of the R.Ae.C. All those who had been a subject of the draw would be informed of the results.

#### Item 22/85 - Affiliation/Approved Club Status

**A.K. Butler** propounded the idea that the above should be stopped and that all Clubs be merely designated 'BPA Club'. **A.K. Butler** would circulate lists to Council together with his own ideas on the situation. **Tim Andrewes** would also contact Clubs on the subject to ascertain their views.

#### Item 23/85 - Club Training and Progression Grants

A letter on the above had been received from **D. Howerski** (Swansea P.C.). This had been discussed at the Finance Meeting and the Secretary General tasked with writing to **D. Howerski** to explain that this was to be part and parcel of the five year development plan.

#### Item 24/85 - Civil Aviation Authority Meeting

Several letters on the above subject had been circulated to Council for information. **G.C.P. Shea-Simonds** was thanked for all his work on behalf of the Association.

#### Item 25/ (1) CIP Meeting 1985

Letters and Reports from **G.C.P. Shea-Simonds** and **J.H. Hitchen** had been circulated to all Council.

#### (2) CIP Delegate and Alternate Delegate

**G.C.P. Shea-Simonds'** letter of resignation etc. had been circulated to all Council.

The post of CIP Delegate was discussed, and it was proposed to accept the recommendation of **G.C.P. Shea-**



**Simonds** that **R. Colpus** be nominated as BPA Delegate at CIP. Proposed by **J.L. Thomas** and seconded by **S.D. Lambe**.

Unanimously Carried

The Secretary General was tasked with informing the R.Ae.C. of the decision in order that the nomination could be put forward and ratified at the FAI Meeting in June 1985. The post of alternate delegate was also discussed. It was agreed to confirm **J.H. Hitchen** in that post. Proposed by **J.L. Thomas**, seconded by **S.D. Lambe**.

Unanimously Carried

A vote of thanks was unanimously proposed to **G.C.P. Shea-Simonds** for the years of work that he has done, and the time he has put in to ease **R. Colpus** into the post.

#### Item 26/85 - World P.C. 1989

A letter on this subject had been received from **G.C.P. Shea-Simonds** and circulated to all Council.

It was felt that a firm sponsorship deal must be agreed before the Associations could even consider finalising the bid. The most stringent safeguards must be written in to safeguard the Association.

#### Item 27/85 - Parachute Log Book

An idea for the above had been received from a member, **Mr. S.K. Grale**. This had been circulated to Council for information and the guidance of the Secretary General. It was agreed that in the first instance it would be discussed by STC, and costing should be sought. The Secretary General would write to **Mr. Grale**.

#### Item 28/85 - Self Sufficiency Funding

**S. Brearley** had sent a paper to all Council on the above subject.

#### Item 28/85 - Insurance Update

The Secretary General had sent a short paper to all Council giving a brief run-down of the Insurance Situation. Since that date full information on the insurance subjects raised by Council had been received from **Mr. R. Washbourne** and distributed to Council.

#### Item 30/85 - A.O.B.

Uniform - British Team

**R. Colpus** had put forward the above subject for discussion. It was agreed that BPA Sweatshirts be supplied, with British Team printed on them, together with matching trousers. The Sec Gen would produce costings for Council.

#### Medical Advisers

The Chairman, **J.T. Crocker**, suggested that the BPA Certificate of merit be awarded to **Dr. R. Flinn** and **Dr. M. Abdou**, the BPA Medical Advisers in recognition of their work for the Association in the Medical field.

Agreed

#### Electronics Pad

To be purchased at a cost of around £300. **T. Andrewes** agreed to bring the pad back from Germany.

Agreed

Date of the next meeting is Thursday 2nd May, 1985 at Kimberley House, Leicester. Time 6.30 p.m.

# YU-GO....WEEKEND

Hi! to all woman/lady/etc. skydivers, especially those who were at the 9-way speed meet at Headcorn; for those ladies that didn't make it, this is just to let you know what has happened or is happening before your subject (rumour out of control) gets around.

Sat. 4th May brought yuk! weather, so after catching up on all the latest and mentioning that **Matt Mortlock** would be flying the Skyliner that evening to jump into the party, ensuing chatter led to a pea of an idea. How long was the Skyliner staying? It was to leave early Sunday morning, but surely not before we could jump it. Why not have a lady speed star? Why not have a sixteen way? Why not break the British women's record? I can't remember whose idea that was.

Must be enough women here. Head count showed 18 (well 19 with **Jane Buckle** but sadly she is injured at the moment. Hope you are back in the air soon Jane).

All 18 appeared keen so we mentioned it to Matt. Even he seemed keen, so on to **Dave Parker** and **Chris Freeman** who very kindly gave their permission. Many thanks!

After further deliberation that evening over much alcohol, the idea started to sound credible - great. **Jackie Smith** kindly, after tentative approach, offered to organise it, and her enthusiasm added more fuel. So meet with kit at 7.30 a.m. Ha!

Woke at 5.30 to bad weather (with small hangover) and felt that I should be there (even if just to wave Matt off) as I had been something to do with starting it. Didn't think I'd be surrounded by women somehow. But surprise! 17 women - looking everywhere for 18th, no luck! Just about to concede to the cameraman docking when a very worse for wear **Chris Hinchcliffe** crawled round



John Ward

the corner and subsided. Much coffee later - applause - ready to dirt dive. Jackie worked out a nice dive. Three way launch and building 6 way wedges. Overheard a lot of "I shouldn't be here, I'm not good enough. I've only got...jumps", but Jackie was very aware of the level and very supportive and sympathetic in her organising. Thanks to Jackie and the few very experienced women who helped and encouraged all the not so.

Joining us on our low key, no hassle dive were **Kevin McKillwee** and **John**

**Ward** and **Pierre** on video/stills. Big thanks.

Exit 12,000ft, nice launch! built 12 and the rest very close (honest!). **Sue Dixon's** 300th, well done! Thanks to **Sean Lee** (pilot) and Pampisford people for their patience in letting us monopolise the Skyliner Sunday morning.

Anyway enough rambling from me. That's what happened and due to ongoing enthusiasm this is what's happening. We plan to have another go on 3rd/4th August over at Pampisford's 10/20 Speed Star Meet. **Jackie Smith** has kindly offered to organise again.

The very best news however is that **Sue Dixon** has arranged sponsorship for the attempts from her company Yugo Cars GB. Their Managing Director **Michael Heerey**, who founded the Red Devils, has been the motivating force on setting up the sponsorship since seeing **Kevin McKillwee's** video which **Sue Dixon** presented. **David Usher**, Yugo Cars Marketing Manager, is arranging TV coverage and trying to get 'World of Sport' as well. In anticipation of a great weekend many thanks to Yugo Cars and all those concerned for their enthusiasm and support. Hope to see **Mickey Munn** there in his new Yugo Car!!

To end - no formal invitations will be sent. If you would like to be involved and feel you can contribute we would like to see you there. We want as many women as we can get. We are planning up to 4 attempts, maybe more if necessary. FAI Judges will be present - food, booze and a party atmosphere - not forgetting 10/20 Speed Star Competition. **Kevin McKillwee** will be on video and **Brian Hucker** on stills. So if you want to join in, meet Pampisford 2nd August, p.m. See ya there!

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Martin Genge.

Running Time 30 minutes

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