

THE

OCTOBER 1985

SPORTS PARACHUTIST



THE JOURNAL OF THE

BRITISH PARACHUTE ASSOCIATION



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A message from Mac's Loft...

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DIARY OF EVENTS 1985 U.K.

4-8 November	PI Course 4-85	Swansea
11-15 November	Exam Course 4-85	Swansea

INTERNATIONAL

2-10 November	Cyprus Championships	Cyprus
21 Dec - 4 Jan '86	Swiss Boogie	South Africa

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THE SPORT PARACHUTIST



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BRITISH PARACHUTE
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Tel. (0533) 59778/59635

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OCTOBER 1985

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R.Ae.C.

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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

One of the records in the Top Twenty at the time of writing is "Holding Out For A Hero", by Bonnie Tyler.

It's hero time again at the BPA - Nominations for council are requested. I hope that those allowing their names to be forwarded for nomination give due consideration to the amount of time required to fulfill the responsibilities of a good council member. Considerably more than just half a dozen meetings a year at Leicester. Most of the ground work is done outside council at committee level and if you are involved with a project such as the Five Year Plan, your wife could well be taking legal advice before the end of the year.

It's a thankless task, not helped by the attitude of many parachutists who look upon 'The Bee Pee Aee' as an alien force, not realising that the BPA is everyone of us in the form of a democratic vote.

Henry Clay (1829) wrote, "Government is a trust and the officers of the government are trustees; and both the trust and the trustees are created for the benefit of the people." It is also written, "In a democracy, a country gets the government it deserves."

The BPA Council is by tradition voted in by a very small percentage of those franchised to vote. Last year we had the example of **Danny Hennessy**, one of the hardest workers on the out-going council, (it was solely due to his efforts that the Five Year Plan got off the ground) not being voted back on to council because of an inadequate write-up on the nomination papers. Anybody taking the trouble to read the council minutes of the past year (published without fail in the magazine) couldn't fail to appreciate the contribution that Danny made during his term in office. No, being a good council member is a little more than six meetings a year.

As the song goes, "We are waiting for a White Knight". Where are the **Dare Wilsons, Peter Priors, Charlie Sheas, John Meacocks**, and those individuals with that little extra to offer the association.

DAVE WATERMAN

The Marines photographed by Simon
Ward during one of their CRW Record
Attempts.
Full story and pictures on pages 24-
27.





PERRIS VALLEY REOPENS

After shutting down June 2, Perris Valley Paracentre reopened under new management August 3. The Perris Valley Skydiving Society now operates the drop zone, with a Twin Otter purchased from former DZ owner Ben Conatser by PVSS member Ralph Greer.

TANDEM JUMPING IN SPAIN - WHAT A WAY TO SPEND A SUNDAY AFTERNOON WITH YOUR 8 YEAR OLD SON!!



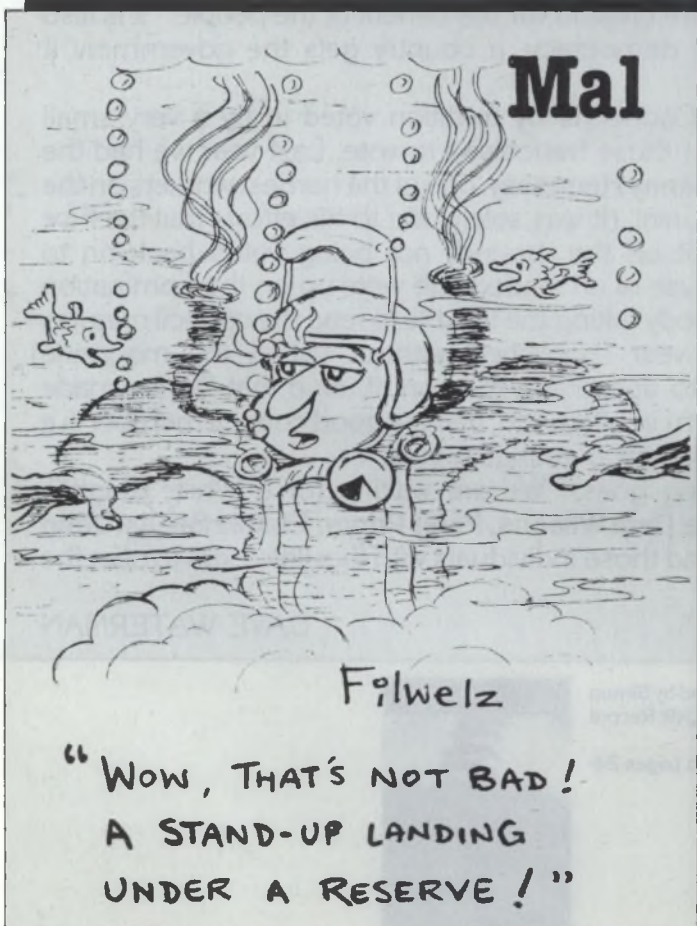
NIGEL WATSON-CLARK

WHITTINGTON RETURNS

Polio victim **John Whittington** pictured on his first jump. John, paralysed from the waist down, trained at Headcorn and jumped into Bewl Bridge reservoir on the 24th July, 1985.

As you can see the exit was VGAW as was the whole exercise from training to the recovery in the water and as a result John made from sponsors over £2,000 for the premature baby unit of London's University College Hospital.

The photograph was taken by pilot **Mark Miller**, with his wing mounted camera.



BODY FLYING

Pilot **Ray Evans** said goodbye to Weston in style. Being posted to Germany after four years as Chief Pilot at RASPA. Ray decided that as he had flown most types of aircraft in his career, he would fly his body for a change. He did an AFF Course, here he is pictured by **Dave Stephens** between **Steve and Lomas** and **Nigel Rogoff** with CCI **Bob Souter** in the background. Good luck Ray!



CASE RESTED

In a recent court case, in which a solicitor was defending a parachutist on a drink driving charge, the solicitor, in mitigation offered the following, "My client had been parachuting on the day in question during which his parachute failed to open, he narrowly escaped death by opening his reserve parachute. The experience so unnerved him that he felt the need of some medicinal alcohol."

Before you all make a mental note for future reference, the plea failed - the parachutist lost his licence.

GOLDEN???

I took this photo on 29th August at Netheravon. You might care to publish it - SEAN LAMBE.

Yes sir, Mr. Lambe! For the more recent BPA members, left to right - John Meacock (Past Chairman, current Vice President), Doug Peacock (Past National Coach), Tony Butler and John Hitchen current National Coaches.



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Basic Student Course	BS
Kit hire student	KHS
Kit hire freefall	KHFF
Relative work instruction available	RW
CRW instruction available	CRW
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Camping on DZ	∅
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Non-members welcome	NM

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2+ ± WE WC = X KSL KFF RW CRW ∅

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The Black Knights

contact: Bob Parry
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Tel: 0524 791820
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WC NM

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+ WE = X WC KHS KHFF RW NM

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

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

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+ FT = BB X BSC KHS KHFF RW
∅ ∅ WC NM

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North Devon. Tel: Dolton 293
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+b FT BB WC KHS KHFF RW CRW NM
X =

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± ± FT ∅ X WC KHS KHFF RW CRW NM ∅

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

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A.G. Knight Tel: (0473) 76547
• ± ± BS RW CRW KS KF = ∅ BB X □
WC NM FT

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Tel: Leeds 632851/853099
+2 WE = X WC KHS KHFF HPKH
CRW ∅ NM

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Tel: Work 0904 59811 ext 2420
Home 0904 31597
+ WE WC KH KHS RW CRW NM BB □

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CRW ∅ WC NM

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+ WE X WC KHS KHFF RW CRW NM ∅

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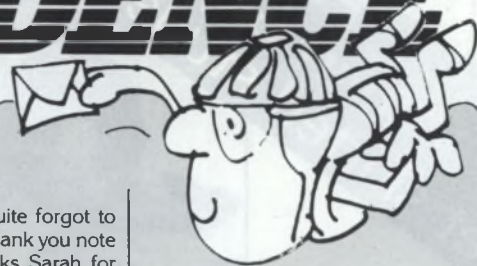
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CORRESPONDENCE



KITNEWS CORRECT

Two recent issues of your fine magazine contained an item in Kit News about cylindrical springs of certain vaneless reserve pilot chutes becoming entangled with themselves.

Your first item was based on a short article that appeared many months ago in Skydiving magazine. We reported that a rigger opened a reserve and found that the Parachutes de France pilot chute spring was entangled with itself.

Your second item, in your most recent issue, said Parachutes de France has received no reports of such malfunctions of its pilot chutes, in spite of what was published in your magazine.

I don't know what reports have reached Parachutes de France, but I do know that the entangled pilot chute skydiving mentioned was most definitely built by Parachutes de France. We have nothing against that company, nor do we doubt that pilot chutes built by other manufacturers have malfunctioned, but the report we first published was accurate.

Keep up the good work.

MICHAEL TRUFFER
Publisher 'Skydiving'

LEO VALENTIN

I recently acquired from my parent's attic a book that I recall reading many years ago, and have just finished again. It describes in graphic, and often horrific detail the state of parachuting during and just after the Second World War. Written by **Leo Valentin**, a French Army Instructor, it describes his attempts to improve the free-fall descent position - up until the early 50's such jumps consisted of uncontrolled tumbles which often meant poor - if not fatal - parachute operation.

The title of the book, 'Homme-Oiseau' - 'Bird-Man' gives a clue to Valentin's great ambition, to fly or glide like a bird. He jumped with canvas wings in an attempt to delay his descent and to give some element of directional control. He quickly dismissed this material as a feasible solution, and turned to wooden wings. These he carried folded as he jumped, and opened as he fell. The book ends with Valentin successfully completing his first jump from 9,000ft. using a pair of wind-tunnel tested wings. He glided, with some control capability for three miles before pulling his ripcord. This happened in 1954, and what I would like to know is, what happened next? What happened to Leo Valentin and his wings? He does

not seem to have been of the same ilk as some of the daredevil lunatics he describes in the book. Yet there is no evidence to suggest that his idea - of armed soldiers flying miles behind enemy lines before landing by parachute caught on as he hoped it would. Can you or any reader tell me what happened to the man?

The book, incidentally, is not one I would recommend to those waiting to make their first jump. At Valentin's pre-war training camp they expected to have, on average, one fatality per week.

It is worth a read, however, once that initial jump is out of the way. It's reassuring to see just how far the sport has come from the 'Dark Ages' of its birth. And the convenience - in 1954 a lift to 9,000ft could take as long as two hours in the old Junkers or DC3 that Valentin used. Thank goodness for Cessnas! Blue skies.

ALAN LAING, BPA228620

Leo Valentin met his death on a demo in May 1956 at Liverpool Airport, after complications developed with his rings.

Ed.

FROM THE DESK OF WALTER GUBBINS IFC.

Dave me' old mate,

Yes it's your old pal Walter bouncing back into the inner sanctum of your bi monthly bible to all those dedicated disciples called BPA members. This subtle form of flattery naturally cues me straight into my first point. Dave as you just happened to mention in your last editorial you've been fixing the rag for nigh on five years which leads me to believe you've been around the sport more years than you care to admit to (I've seen a photo you know), when was the last time that you strapped on a front mount with incumbent Alti and Stop Watch? Probably some years ago even for you, so why does the BeePee Aye continue with a logo that Noah would have thrown out with the Ark? It's especially perplexing how this 'Archaic' emblem has survived when one looks at the official 1985 Nationals Tee-shirt that depicts Base Jumping amongst other disciplines within the sport. I thought that British Sky Diving Mafiosa (BPA) were totally against this sort of cheap thrill which brings me smoothly into my next matter in hand. Could those amongst us who are unable to pay the bill at the Hilton refrain from doing a runner, it brings the more affluent (or is that affluent) amongst us into disrepute and where would **Dave (Turner)** and **Matt (Mortlock)** have to reside in town then?!!

I must apologise, I quite forgot to open this article with a thank you note to **Sarah Brearly**. Thanks Sarah for noting my point on thank you letters in the Rag...before you went on to thank everyone for everything, at least it was short, Thanks!

Back to you now Dave, whilst you've been zipping around the country with your Kodak Disc camera doing the occasional centre spread, (just cos' the print looks like it was done on blotting paper doesn't mean you can't give yourself a credit you know, don't be modest Dave) and front covers of Scotty with unstable piles I've been searching out the grass roots of the parrotshooting community, and I still managed to avoid **John Fisher** at Cornwall, took some doing as well I can tell you.

However, I'm now ready to report a few of my findings: A shame about RAPA and Swansea falling about the same time, but with some ingenious planning, I managed to attend both. At RAPA I guided the Arabs and Austrians to victory in spite of the language barriers and at Swansea, where the language was as bad as the 'electrifying' spotting, I was able to assist **Dave (How-Was-She)** on his next best seller 'Favourite Walks in The Gower'.

Naturally I haven't been without my own personal successes since I last graced your pages. Congratulations are due to the next world Champions The AIR BEARS on winning the US Nationals, as I've mentioned before the Air Bears retain me as their consultant and Mentor. Acutally a good time to point out that, as a True Blue Brit, I'm a touch disappointed that the home teams haven't contacted me in my capacity as a world team manufacturer. Remember Blue Magic they didn't do it alone you know!

The other flutter in old Wally's ticker came when watching the boys in blue doing their canopy walking act. In spite of the De Gaullists pretending the 21 stack on the back of the last rag was 22 (tell 'em to send smaller pictures next time), My lads the Royal Marines did it at night for a proper World Record. Having seen of Les Frogs they went on to show the Yanks how to build a proper colour coordinated 23 stack.

I see the British rig market is going berserk, only now we copy the copies. Well I've been refining a few designs of my own on Griselda's clockwork singer down in the loft. I've got the Baser, as tested off the Hilton. For the Mature jumper, a polite way of saying old knacker, I've got the Pacer that I hope **Pete 'The Teeth' Sherman** or **Mad Meacock** might like to endorse and then there's the Spacer for the forgetful RW jumper, prime candidates for this model would be the Slug

Brothers who haven't even mastered getting into their knickers yet.

Walt's Hot Tip: If we wish skydiving to become a spectator sport we must either build taller grandstands or develop the Roof Top Restaurant at the Hilton. Quote of the Month: Overheard in a recent 23 stack...Wally (Gubbins) is to parachuting what Roland Rat is to TVAM! A kind remark lads but you never were a sinking ship like TVAM.

Just before I close Dave, lest you cut me off in my prime. How about my earlier idea...The WALTER GUBBINS COLUMN??!! I'm sure you'll get many letters endorsing this idea of having a peoples' man such as myself writing in flowing prose about matters that concern us hard core, grass roots boogiemen.

Look at it this way Ed, it'll take a lot of heat off you which will then make you life somewhat comparable to a regurgitated Vindaloo. I could run the little Private Eye part of the mag alongside the juicy bits of gossip. So I look forward to hearing from everyone at my new address.

Walter Gubbins, IFC, c/o 7 Linden Rd Clevedon, Avon BS21 7SI.

All correspondence would of course be totally confidential unless I'm sued too often!!

I enclose a snap of The Wally Gubbins Spider Trainer whilst under evaluation with the Russian Team, details on the integral workings on both this and the computerised jump-suits in the next journal.

Hope to see you on the Dee Zees and stay alive in eighty five.

Yes old mate,

WALT



GOLDEN LIONS ROAR

I was called up to Scotland from Netheravon on the 15th June to help the Golden Lions with what turned out to be a really hectic weekend of Demo's.

The team was booked for and completed twelve demo's ranging from a small fete at Bo'ness to The Royal Highland Show at Ingliston, with a crowd of 100,000 plus.

Even though the weekend called for the team to be split most of the time, we still managed to get everyone together on the Saturday night to jump from 12,000 over Glenrothes for some RW, six team members dumping out at 7,000 to put together and land a six-stack, which **Charlie O'Loan** as bottom man still regrets doing.

Thanks go out to the RAF for their Puma helicopter and also to the medics at Glencorse depot for treating **Andy McQueen's** broken femur.

SKIPPY MORRIS, D5865



Kit theft does not seem to be much of a problem but the sellers' market is so restricted that it might be helpful to advertise an information centre for potential buyers in doubt about the origin of kit on offer.

I have in mind either a column listing stolen kit in each magazine or, as that might project a bad image to readers outside the sport, arrangements for the BPA Office to maintain such a list so that details might be available by telephone.

GEOFF HORAN

Go for it! Ed.

TA SWANSEA

I have just arrived back from a wonderful 10 day holiday, spent at the "Swansea Skyliner Boogie". I feel that someone must write and thank all the staff at the club, especially **Dave Howerski**, for organising the event. Special thanks should go to **Sheila**, on manifest, who dealt with all sorts of problems with great efficiency.

We must not forget all the staff who worked so hard in the cafeteria and bar, especially **Ralph, Ruth, Susie** and the 'Welsh Dragon', otherwise known as **Lorraine**.

The only bad thing about the Boogie was the bad weather, but I will definitely be going next year, and my advice to any lurkers with indecisive minds, is to go as it was great fun.

Last, but not least, thanks must go to **Matt Mortlock**, for the loan of the skyliner; as well as to **Sean** and **Lynette** who both did a great job of flying her. Thank again Swansea for a wonderful boogie. Blue blue skies and happy landings, and see you soon.

NIGEL J. BARTON, C5764

MAL HELP

Please will someone write about the different types of malfunctions typical of both throw-away and pull-out square systems, and the different ways to tackle them. I feel that not enough is written about this subject.

I have so far done 84 jumps and have never had a malfunction (touchwood). However, I would like to feel that I am aware, as much as possible, to cope with the situation if it so arises.

ALYSON WILLIAMS, C5651

P.S. I would like to thank my team the Paralytics in the recent British Collegiate held at Pampisford for giving me some of my best and most enjoyable skydives. Many thanks to **Andy Harvey-Smith C4846, Adrian Read C5943, Antony Mather C6075**. Thanks Guys!

Although I will do my best to set such an article under way, particularly as there has recently been a fatality due to such a malfunction. Perhaps your request is best answered by one of the 240 instructors in the BPA?

PRESS COVERAGE

The enclosed photo of the South Wales Evening Post tells its own story - or rather it does NOT. This is press misrepresentation of the most deplorable kind. The 'Power Cables' shown in the picture had been drawn in seemingly with a felt tip pen presumably to emphasise the DANGER. Anyway they were telephone wires but that would not have made such a good story!

LEO DICKINSON



THE BLIND LEADING THE BLIND?

On occasions over the last few years the BPA council has, rightly or wrongly, been accused of dragging its feet in some of its decision making. Two notable examples of this were during the events leading up to the

new rulings on ram-air conversion and AFF in both these cases the final go-ahead was given after prolonged consideration of the arguments for and against, from interested parties, boosted by a wide interest within the membership as a whole. But, sometimes doubtful decisions are made where there is no wide interest.

I refer to the case of Mr. Gerald Price, a blind chap who, for some years has been trying to make a jump. Why won't they let him? The only time (to my knowledge) that the BPA actually minuted any reasons was at the STC meeting 5th November, 1981, and I quote - 'The association was primarily in the business to promote the sport of freefall parachuting and should not indulge individuals seeking to promote other sectional interests, however worthy the cause.'

This load of borish clap-trap just about disqualified 90% of all first-time jumpers from ever making a descent! At the BPA council meeting of 2nd May 1985, the council 'reluctantly resolved that it could find no ground to grant permission.'

Are there really insurmountable technical reasons why this guy can't make a safe descent? Come off it, surely nothing like the problem of lobbing a first timer out at ten grand with a couple of instructors clinging to his pants and landing him under a square. Or could it be that the council is afraid of setting a dangerous precedent? This need not be the case, if it were made clear from the start.

If the council wants grounds for granting a permission how about these:

- 1) Mr. Price has demonstrated a desire, determination and commitment to parachute rarely found in any other would-be first timer.
- 2) All too often the press jump at the opportunity to sensationalise incidents with mis-leading and technically inaccurate reports. A nice piece of well orchestrated publicity can only serve to increase public confidence and interest in our sport.
- 3) Blind people often have a highly developed sense of awareness of whats going on around them. Something that is sometimes lacking in sighted students who, by their performance, leave you with the impression they had their eyes shut anyway.
- 4) To do something in return for the not inconsiderable Sports Council grant the Association accepts each year.

So how about it? If the man can find a CCI willing to undertake this rather specialised task let him make his jump as a one off. It's not an easy decision to make but at least in the future any further development along these lines can be made in the light of experience. Do we really have to wait for our friends over the pond to prove that something new can be done before the BPA Council will even consider it.

To use the words of the editor of this journal 'This is a great sport, lets share it.'

PETE WALKER, D4921

Did I say that?

Well I'm no instructor (as John Meacock will endorse) but I certainly would not relish the respon-

sibility of despatching a blind person. What for instance would happen in the event of a malfunction necessitating landing off the DZ, amongst hazards such as trees and/or power cables.

I accept everything you write about Mr. Prices desire, determination etc. also your comments about a blind persons highly developed sense of awareness. I would have thought that this sense of awareness is developed over a number of years coping with the environment a blind person comes into contact with on a day to day basis. Landing on power cables is not a day to day occurrence.

Your argument about the publicity value of such an exercise I find flawed. Just as publicity about one jump charity courses only encourages more one jump charity courses.

As for doing something in return for Sports Council grant aid, what has letting a blind person make a static line jump to do with Sport.

Sorry to be so negative.

Ed.

LEEDS AT LAST!

Enclosed photo of yours truly exiting Leeds/Bradford's 'Lance' over Topcliffe. The little guy stuck in the door is ex Para Reg 'Rick' Birkett (Hissin' Sid) to his friends, and it would make his year to get his name in print. **Mike Newall** took the picture, he also took the 4-way out, and the pilots wife (for a drink). I hope you can give us a spot in the mag. Even if you can't thanks for reading this far.

MIKE WOOD, D5258

P.S. Mike and myself wore 'balaclavas' cos we are not ex Para Reg.



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.

SACRILEGE

If 'The Sport Parachutist' is the window through which outsiders and beginners view our sport, then the Editorial column should be the focal point with clearly stated arguments and constructive comments.

This is sadly not the case. I dread to imagine the offence you may have caused by mentioning 'God' in the same sentence as the glaringly misplaced apostrophe. To compound your sacrilege, you proceed to slate the Instructor fraternity in your ambulating diatribe.

I suspect that most of the 240 individuals on the list would agree that qualifying as Approved Instructors is actually fairly hard work. If any of us should indulge ourselves to the point of enjoying the status it is but secondary. Your comments implying that we are 'only in it for the glory' are difficult to take from an editorial staff whose egos in some cases appear to be inflated to the extent of 60-foot cargo-chutes on full de-reef.

Instead of unhelpful invective, why not tell us WHICH clubs are short of weekend instructors? It is surely your job to communicate - not simply to patronise us all with banal oratory. Blue skies,

ALISTAIR SMITH
(aka 'Outraged of Letchworth')

It looks as if I've put my foot into another sacred cow pat!

My editorial was not and never intended to be (as you imply) a criticism of the 'Instructor Fraternity' I am tempted to paraphrase Mr. Kipling and say how disappointed I am to see things I've written "twisted by knaves, to make a trap for fools".

The instructor system in this country (evolved over twenty years) is second to none. You are right in stating, "to qualify as an Approved Instructor is fairly hard work". An instructor who handles

even a small percentage of the annual 32,000 plus, first (and in most cases only) jump students weekend after weekend has a selfless dedication that I certainly do not possess.

My editorial was motivated by a deep concern for our lack of retention. One factor may well be the instructor student ratio on basic courses. Now if there is no lack of instructors at our centres on weekends, then an instructor student ratio of 25 to 1 (as I've seen myself) is unforgivable.

There will be much discussion at the EGM about membership subs. Whether or not to increase P6, full membership and renewals, or both. Another way, of course, is to increase our productivity, and as our product is sport parachutists, try and keep more in the sport and benefit from the additional subs. This is where instructors come in, their contribution could be tremendous.

So that is why I feel those with ratings should not use them as status symbols as one collects SCR's and SCS's. There are individuals on our current list who have not jumped for some time let alone instructed students.

I make no excuse for my own ego, but I do take exception to you widening the personalisation of your criticism to the other members of the editorial staff, who are only BPA members like yourself. They try to contribute something positive to the association.

Finally, with regard to your accusation of sacrilege. One thing I am certain about God, he's got a better sense of humour than most people give him credit for.

Ed.

THE BRITISH PARACHUTE ASSOCIATION LIMITED ANNUAL GENERAL MEETING

Notice is hereby given that the
NINETIETH ANNUAL GENERAL MEETING
of the Association will be held at:
LADBROKE LEICESTER INTERNATIONAL HOTEL,
HUMBERSTONE GATE, LEICESTER
on Saturday 11th January 1986 at 14:30 hours
AGENDA

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

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

For and on behalf of the Council of the BPA.

C.W. Port

Secretary General

NOTE: Members are reminded that under Article 30 of the Articles of Association only such business as is notified to the Secretary General in writing at least 30 days prior to the date of the Meeting can be included under item 3 - "Special Business".
Accommodation at the International Hotel for Friday and/or Saturday should be booked direct with the hotel - telephone Leicester (0533) 20471. Telex 341460.
Election to Council - Your nomination paper (an insert with this issue of the Journal must reach the BPA Office by not later than Friday 4th October 1985 but do please submit as soon as possible, typewritten if possible please.
Ballot Papers - These will be sent out as an insert with the October issue of the Journal.
PLEASE NOTE CHANGE OF TIME.

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Address book found on body of cocaine parachutist

KNOXVILLE, Tenn. (AP) — An address book found on a parachutist who plunged to his death with 77 pounds of cocaine strapped to his waist may lead investigators to the source of the drug, a federal agent says.

And investigators believe Andrew Carter Thornton II may have carried an additional bundle of cocaine when he started his fatal jump, Tony Acri, assistant special agent for the U.S. Drug Enforcement Administration, said Friday.

The address book contains names and telephone numbers, police said.

"This list is interesting reading. We hope

it ferrets out where the drug came from and how he planned to get rid of it," Acri said.

"We're after just what this character was trying to do . . . how extensive was his operation," said Acri.

Thornton, 40, was found dead Wednesday on a gravel driveway in a residential neighborhood, with a duffel bag containing an estimated \$14 million worth of cocaine hanging from his belt. His main chute hadn't opened, although his reserve was deployed.

Investigators flew over eastern Tennessee south of Knoxville on Friday looking for a possible second bundle of cocaine.

"We have information there is more cocaine out there. How much we don't know," Acri said. "There's a good possibility if he dumped it on target it's gone. If he missed the target, they could have missed it, too."

Thornton was carrying night-vision goggles that could have been used to locate landmarks in the dark, the agent said.

Investigators said they believe Thornton set a twin-engine Cessna 404 on autopilot before he bailed out.

Authorities said he had a key to the plane, which crashed early Wednesday morning on a North Carolina mountainside

60 miles due south of Knoxville. Clay County, N.C., officials said no bodies, luggage or personal effects were found at the remote crash scene.

Thornton, an experienced pilot and paratrooper, was a former police officer in Lexington, Ky., and spent three years on the force's narcotics squad.

He pleaded no contest in 1982 to a misdemeanor marijuana charge, a reduced count agreed upon after a 1981 indictment that accused him of flying a plane to South America for "The Company," a smuggling operation involved in drugs and guns.

KITING

CANOPY PERFORMANCE GUIDE

With the variety of chutes available, it's often difficult to select a chute that will give you the performance you want. By using our guide, you'll be able to choose from a range of chutes that will best suit your personal needs.

FIRST: Get your weight with typical garments (sneakers etc.) Add 15 lbs. (gear weight less main). This combined figure is your **TOTAL SUSPENDED WEIGHT** and is to be used with our chart as the weight figure.

SECOND: Keep in mind the type of jumping you are doing now, and what you plan to do in the near future. Now pick a performance category that suits your need.

FINALLY: Go to the chart and locate your weight and performance choice and follow the chart to their intersecting point. You will then find canopies that will suit your needs. In some cases you may find several choices, from which the smaller size will be faster and 9 cells will glide further.

PERFORMANCE CATEGORIES:

1 RECREATIONAL: A parachute in this range will generally offer smooth flight characteristics. The turns, stalls and all around handling will be gentle, and the landings the softest possible. A good choice for fun jumping.

11 SPORT: Canopies in this range will handle with authority, you can expect quick response to your toggle input. Stalls, turns, and flaring will occur with predictable regularity. Performance is the key word here and we recommend some square experience.

111 ULTRA: Prior square experience is a must. You will get the maximum performance available, stalls, turns, and dynamic flaring action will be at their peak in this range. We are talking "MAXIMUM EXCITEMENT."

National Parachute manufacturers HI Performance canopies, and these figures apply only to their models, but can be used to evaluate similar canopies.

PERFORMANCE CATEGORIES

TOTAL SUSPENDED WEIGHTS	RECREATIONAL	SPORT	ULTRA
UP TO 110	BCDEF	BE	A
120	CDFG	BE	A
130	CDFG	BCE	AB
140	DFG	BCEF	BE
150	DGH	BCEF	BE
160	DGH	CDF	BCE
170	DGH	CDFG	CE
180	GH	CDFG	CF
190	GH	DFG	CF
200	H	DG	CDF
210	H	GH	DF
220	H	GH	DG
230	H	GH	DG
240		H	DG
250		H	G
260		H	H
270		H	H
280			H
290			H
300			H

7 CELLS

A - Stingray
B - Spitfire
C - Avenger
D - Marauder

9 CELLS

E - Scorpion
F - Renegade
G - Vulcan
H - Hercules

NOTICE TO OWNERS OF ALL SST/RACERS PURCHASED IN 1984 AND 1985

The left Three Ring release housing on some 1984-85 SST/Racers may be routed incorrectly. This deviation has no safety implications. Only appearance is affected as the incorrectly routed housing tends to push the left riser off the shoulder.

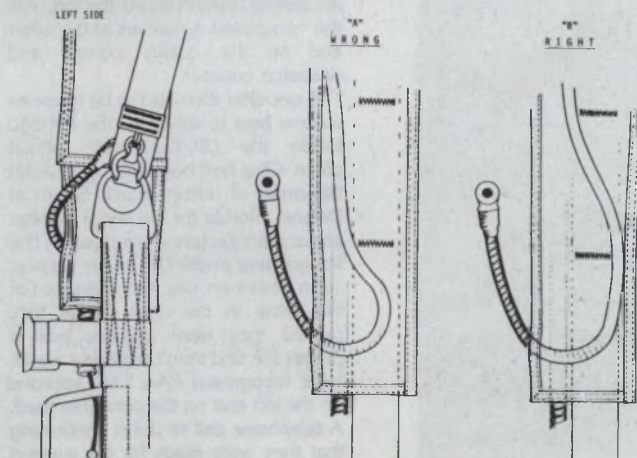
To identify whether your rig is affected, locate the left-over-the-shoulder comfort pad and trace the three ring housing to where it emerges from the pad on its way to the riser. Now reverse your trace and feel with your fingers whether the routing is as in sketch 'A' or 'B'. If it is as in sketch 'A' follow one of the corrective procedures as described below.

This procedure should only be performed by an appropriately rated rigger.

There are two ways to correct the problem:

1. Remove the tacking and reroute the housing in the correct manner. Retack the housing. This method takes longer but does not require the use of a sewing machine.
2. Remove the lower 308 stitch holding the comfort pad to the type 8 diagonal. Move the housing to the outside of the pad and restitch. The restitch may be a 304 stitch if a 308 machine is not available.

NOTE: The proper distance for the housing to stick out of the pad is 4.5" to the centre of the eye for standard rings and 3.75 for mini rings.



UK'S NEWEST LOFT OPENS

A chance meeting on an instructors course earlier this year brought together the talents of **Clive Ure** and **Mac McCarthy** who together have now formed the UK's newest full-time Parachute Loft. The company is called Capital City Rigging Limited, but is known throughout the skydiving fraternity as 'Mac's Loft'!

A week later Mac left his job and he and his wife Sue moved down to Biggin Hill. A few premises were looked at by Clive and Mac, the first one proved later to be unavailable but the second choice was available immediately and Mac moved in with a large hammer and a pick-axe and proceeded to demolish everything in sight.

Both Mac and Clive agreed that the most important thing to do was to get the new loft construction and layout absolutely right and the decision was made to completely gut the existing premises which previously housed an Aircraft Charter Business, and re-design a brand new facility.

When the dust had settled they realised how much work was involved as a lot of room divides and partitions had to come down, the aim of the exercise being to keep the loft as 'open plan' as possible, thereby giving Mac the greatest flexibility in designing the layout.

Once the whole place had been gutted an electrician and carpenter were hired to sort out their relevant areas in the reconstruction. The result was a complete rewiring of the loft allowing a lot of light and some pretty heavy duty underfloor cable to supply all those machines. At the same time the carpenter was construction the numerous items of benchwork etc. that were required inside the purpose built loft, ranging from the packing table all the way through to the benches surrounding the machines and the associated shelving necessary for storing all the materials and webbing needed to produce and manufacture the goods.

Once this had been completed the sewing machines and heads were installed and at least the loft was now semi-complete, and in the right order as Mac was continually overheard muttering under his breath about how many miles he used to have to walk just to build a rig at a loft that wasn't designed properly.

The whole loft is now designed so that the materials and equipment arrive at one end and the manufacturing process takes the material and webbing from machine to machine in an orderly fashion down the loft until the completed rig arrives at the other end on the quality control and despatch counter.

A decision then had to be made as to how best to advertise the loft and tackle the UK/European market place. Clive had been talking to **John Sherman** of Jump Shack South at Deland, Florida for the last 9 months about manufacturing his design (The Racer) here in the UK under licence. John Sherman was not interested at that time in the deal unless they proved they were serious, built a proper loft and then obtained a world-wide recognised FAA TSO approval on the loft and on the container itself. A telephone call to John confirming that they were ready for his support



John Sherman hands over the plans to the SST Racer to Mac McCarthy as Clive Ure looks on.

and an invitation to visit them at Biggin was extended to him.

For those readers who do not understand what a TSO is the following should be interesting. TSO stands for Technical Standards Order. In the US the Federal Aviation Administration licenses Parachute/Equipment manufacturers insisting that parachutes be treated in their construction in exactly the same way as aircraft are. Therefore each part that goes to make up whatever you are building is checked and inspected very carefully and regularly during the construction process as well as before it leaves the manufacturing facility, thereby ensuring a guaranteed standard of quality for the purchaser of the equipment - the customer who then knows that each and every part of the equipment is as 100% as we can possibly get it.

It also means that if a part is faulty it can be traced back to the supplier by its batch number and any other items manufactured with the same batch can be recalled and corrected. The FAA TSO system is recognised and approved worldwide. Because you do not require any TSO approval in the UK to manufacture parachute equipment there is therefore no guarantee

or standards set and that is why no US manufacturer wants to have anything to do with a design being manufactured in this country because it only takes one badly made item or sloppy quality control to ruin a carefully built up reputation overnight.

They asked John whether he would be prepared to accept the BTSSO that the BPA are trying to fix up but he said that as it wasn't recognised by the FAA it is therefore not recognised worldwide and is correspondingly useless at present, so much so that any rig made in this country could be confiscated by the FAA if found to be used in the US!!! Which is why British Gear at present has a bad taste in the mouths of most US DZ operators.

As they didn't want any hassles for jumpers using their gear it can be seen that for all concerned including the reputation of British workmanship an FAA recognised TSO is a very important requirement for a modern progressive loft manufacturing facility.

Once they had told John they were prepared to go all the way and obtain an FAA TSO he informed them that he would be only too happy to provide all the help and documentation that was needed in order to get it through and he would pay them a visit in

September and hand over the plans for the Racer which would enable the loft to manufacture his original design under licence in this Country.

In the meantime they were delighted to discover that an FAA Examiner/Inspector was located permanently on the Airport, this was the man who approves all repairs and modifications to aeroplanes at Biggin and once told of the problem he said he would be only too happy to represent them to the FAA who interestingly enough are located on the Continent although their jurisdiction covers the UK.

While all this was going on Clive explained to John that it was very important that they started getting in some money for all their investment and asked his permission to start manufacturing a Pop Top Container exactly along the lines of the Racer with a few modifications that Mac wanted to incorporate which would then be called the 'Tracer' to keep as close as possible to the original name. He said that he understood completely the requirement to stay solvent and gave his permission to go ahead and start manufacturing for the UK market.

Mac and Clive made the decision at this time not only to build container systems and parachutes but to also negotiate dealership arrangements that would allow them to provide the complete range of parachuting equipment ranging from complete canopies to goggles.

The next bit of amazing luck was the discovery that located not 150ft. from the loft was a company that had established a network of distributors and agents in the US and who fly into Biggin Hill Airport each week without fail, a complete assignment of goods designed for the UK marketplace. They were prepared to sign an agree-

ment whereby they would only import parachuting equipment for the loft. A deal was struck enabling the loft to buy and import goods direct from the US, normally within 7 days.

The signs are very good for the future, enquiries and negotiations still continue and the list of authorised dealers is growing daily and it is without doubt the loft's intention to eventually supply any make of parachute wherever it is manufactured.

Last week, during summer, the man himself **John Sherman** visited the loft for a day on his way to the World Meet. Once they had got over the initial shock of seeing him it was very interesting to note that he was very genuinely interested in helping and true to his word he had brought with him all the necessary documentation to complete the TSO formalities. He also had the plans for the Racer with him.

After showing him around the loft's facilities which he was very impressed with, he agreed to sign the document that was prepared authorising the loft to manufacture the Racer in the UK for the whole of the UK/European market. In order to cement the agreement a skydive was arranged at Clive's Parachute Centre. The lift consisted of **Toby Drew, Terry Lord, Clive, Brian Louthwaite (CCI), Mac, Mickey, Cottle, Martin Flynn, John and Gordon Welsh.**

Gordon who was on square familiarisation left the Islander at 7000ft. and the aeroplane continued to climb up to 10,000ft. where everyone else left (except the pilot) and a very pretty star formed on the way down with John closing last and doing his best with his 45% dock to take everyone out. A dock which everyone will not ever let him forget. This was the nicest



The inaugural dive the exit.

way to end a successful business deal.

FAA TSO approval is now expected within 30-60 days as all the formalities have been completed it is simply a matter of waiting. The loft continues to flourish, excitement abounded all round when finally the brand new Weights & Measures Approved Ripcord Tester arrived after being manufactured by the local Aviation Maintenance Department. It is indeed a very impressive piece of machinery, and the actual tester can be built for sale at Biggin if any other loft ever wants one.

The loft now fulfills all the requirements of the BPA for Approved Loft Status and are eagerly awaiting the approval of two examiners.

It has been quite an eventful three months, the loft was very pleased to welcome onto the full time staff **Mickey Cottle**, a young Americanised Kiwi who has a Master Riggers Rating. He's been working at Perris for the last three years before they threw him out on the expiry of his visa. There are two vacancies for suitably qualified riggers and if you ever want to see the other side of the coin or would like to talk over the purchase of some equipment then please feel free to visit the loft at Biggin Hill.



The Inaugural Dive before - front row left to right: Mickey Cottle, Martin Flynn, John Sherman. Back row left to right: Toby Drew, Gordon Welsh, Terry Lord, Clive Ure, Brian Louthwaite (CCI), Mac McCarthy.

TANDEM II

In my first article on Tandem Sport Parachutist April '85 issue I concentrated on **Bill Booth's** system. There is an alternative developed by **Ted Strong** from Strong Enterprises. It is quite different in concept although two people are still strapped together sharing the same parachute.

The Drogue system utilizes a 6ft. wide pilot chute that is static lined out of the plane. This is attached to the main canopy and partially collapses when the main is deployed.

In practice it means that your freefall delay is retarded by virtue of having a six foot drogue chute about your back balancing the jumpmaster and passenger in a horizontal position.

The first time I witnessed such a jump left me with the impression that a premature tandem had just left the plane! Next time I paid more attention but noted that the exit of the pair must leave the plane in a perfect student position directly into the slipstream, otherwise it is rather like watching a static line student roll off his heading and causing an argument with the umbilical cord. The snatch of this much smaller chute however must be less traumatic.

With Booth's system if you do leave the plane unsystematically there is time before opening the chute to get the pair into a proper stable position.

What follows next with this system is strange to say the least: The tandem pair are effectively in freefall but supported by a mini parachute some 15ft. above their heads as if in a suspended harness but still allowing them to maintain a heading, do turns either way and even track - slowly.

The effect of this drogue chute is much longer 'freefall' delay than either Bill Booth's system or even solo jumping as I found to my cost when trying to take pictures.

I followed out **Bill Morrissey** from Strong Enterprises and his Dutch girlfriend on three jumps. The first problem I noted was the separation caused by them leaving the plane with a parachute open and me not. Our horizontal separation was considerable. Tracking over to them I realised out vertical separation was also increasing rapidly. It is difficult tracking in a dead spider but somehow I managed it and got within range of my cameras.

It is worth pointing out that if I have problems with a floating formation, which this represented in no uncertain terms, then mere mortal skydivers could well be opening their chutes 3-4000ft. below our subject, as indeed **Pink Floyd**, the resident Zephyrhills photographer, ably demonstrated even wearing his big balloon suit.

Norman Kent had developed his 'swing wing' idea for camera jumping which allows a much greater range for the suit to handle from staying down with a hot 4-way team to popping up on a 90 way.

My suit was copied from Norman's idea, built by **Tony Uragello**, tested by **Paul Applegate**, who in it lost a floating competition, taken apart by **Joannie Murphy** and put back together by **Henri Pohjolainen** so that now I estimate 100 ways should be in its mid range.

Bill Morrissey was falling at what I estimated to be an equivalent of a 150 person formation and I had problems! On the second jump I docked in a dead spider but was hurting. As I backed down Bill activated the main parachute which strangely causes a momentary acceleration down-wards as the pair fall away from their drogue before the lines become tight on their main and back up they went. I timed the jump from the video as 75 seconds from 12,500ft. to opening altitude of 4,000ft. A long time delay indeed.

It is difficult to be enthusiastic about a system that your gut feelings tell you will not catch on. This also is shared by many American skydivers who observed the jumps. The method seems more unnecessarily contrived than Booth's system though the longer freefall time might be seen as an advantage, but even this I suspect is not quite the same as conventional freefall.

LEO DICKINSON

(Photo Leo Dickinson - just)



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RED DEVILS



With the display season in full swing everyone has been kept busy - **Micky Munn** working hard to collect enough money for the new aircraft, **Alec Munro** organising all the admin for the display teams, **Bob Harman** recruiting and organising his student courses, and **Keith Hopper** fighting back against a growing pile of paper-work and a temperamental photo-copier, they somehow found time to lead the team up and down the country during one of the busiest display seasons ever, even with such a terrible summer it has been a good season with few cancellations, among the more notable displays was for our sponsors Coloroll in France, which gave Bob a chance to practice his French and the remainder of the team to try and buy some Franglais!

Also the C130 Boogie at Newcastle, a ten day trip shared with the Royal Marine Team, there was a lot of friendly rivalry on this one and the partying was as good as the jumping. However the marginal winds on the final jump caused the demise of **John Turner** who definitely broke his leg, this being particularly unfortunate as he was due to go off to Bad Lippspringe on the following day for a training camp with the 4-way team prior to the Army's. JT's loss was **Eddie Carroll's** gain, as never being one for misplaced sentiment, he took JT's slot on the 4-way team to join

Keith Saunders, **Sean Day** and **Graham Robertson** and headed for Lippspringe Advance Course taking **Greg Cox** along as video man; also on the course was ex-Freds **Jim Scarett**, whose caustic eye didn't miss a trick during the video debrief and **Kiwi Sharp** who was also training.

The Freds were also involved in some Lippspringe firsts, notably the first night ten way over the centre and the first CRW hook-up with slots, the latter being a single layed square canopy which is really fun to try. It proved to be a good training camp and many new friends were made, thanks must go to **Major Card**, **Bob Charters** and all the staff, also to **Katie** for an excellent spread at the end of the course do.

After this it was back to England and straight to Nethers for the Army's 'A' team. A Red Devils 'B' team was entered consisting of **Dougie Young**, **Julian Spencer**, **Roy Deakin** and **Neil Dixon**. Both A and B teams did very well and some new trophies were brought home. The A team winning the 4-way RW and a silver in the CRW, Spencer taking the style, and Dougie coming second.

Back on the Avenue training was going well with **Ian Barroughlough** and **Carl Dagger** both working their way up the cat system. In the keenness to achieve 'D' licences **Phil Richmond Yanto Evans** and **Jock Mosegit**

headed for Thrupton with **John Rix** who was testing some more Dogie kit. **Phil** and **Yanto** had to air their reserves in unfavourable wind conditions, this resulted in **Phil** breaking his wrists and **Yanto** skinning his hands to the bone, they are now both well on the way to recovery.

Finally the arrival dates of the new aircraft has been confirmed for October 21st but BN generously allowed it to be used for two displays, the first was into Oxford Football Club for Mr. Robert Maxwell. **Dave Pewsey** the first non-team member to use the new aircraft unfortunately seemed to have overlooked the beer rules. On this day **Alec Munro** and the rest of the available team members hi-jacked G-ORED and so became the first lift into Queens Avenue, this was recorded on video for posterity and the rest of the team.

The rapping came the second time for the prize giving at the Army's, where the team laid on a nice display, with a very impressive double diamond track, by **Spence** and **Dougie**.

So now all the team are looking forward to leave and the arrival of the new aircraft, and the team party on November 9th, and then as always young men's thoughts turn to Z-Hills and all that it has to offer.

If anyone can find a home for a slightly used Islander and can spare £000,000 please give Micky a call, he would love to hear from you.

G. COX, D4413

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TRAIL BLAZERS PARACHUTE DISPLAY TEAM

As we are now well over halfway through this year's Demo season I consider its time to put pen to paper to let the world know how we are doing.

For those of you who have never heard of us (because you are blind or deaf, or have some other serious disability) we are the Trail Blazers Parachute Display Team and were formed on 1st April 1984 when the teams of the Light Infantry and the Royal Green Jackets amalgamated. Prior to the amalgamation the Light Infantry Team was formed in 1976 and the Royal Green Jackets Team in 1958. The Royal Green Jackets had the very first Military Free Fall Team in the UK. Our base is Winchester which is ideally situated as a control centre for displays up and down the country.

We have 14 full time parachutists out of which one is an advanced instructor/examiner, four are approved

instructors and five are approved riggers. We have a Major as our ultimate boss, two clerks/commentators, and the only husband and wife team in the British Army.

The year got off to a great start when we arrived on 20th February at Bad Lippspringe to carry out a month's Team Training. We were treated like Royalty by the Lippspringe staff who bent over backwards to answer our every beck and call. The outcome was that we left with an average of 57 jumps per head (talking of heads the beer in Germany is second to none and dirt cheap!) We intend returning next year for our team training and if any member of the Lippspringe staff can guess who is compiling this excellent report on the best display team in the UK (my initials are JJM) then please reply by 5th August and I'll treat you to a case of Barre Brau when I next appear on the

scene. Once again thanks for your support during our team training.

This year to date we have jumped off 213 students a lot of whom carried on and made continuation jumps - no mean achievement considering that this season the weather has been particularly unkind to us.

We have also carried out 83 displays cancelling 14 due to the inclement (that's a word I learnt off Ray Ellis) weather. On the majority of displays Canopy Relative Work was performed (a bi-hand is a regular formation taken into the arena) and who knows, before the end of the season the crowds may be lucky enough to see a CRW Diamond or Tri-hand which can be performed with some degree of success when weather conditions are favourable.

Our CCI is Sgt Ray Ellis. He's a great bloke respected throughout Western Europe for his meticulous dedication, unflagging enthusiasm, zeal and determination to our Sport. He also has funny ears and wears funny glasses. His wife Mally is a member of our team (she's a TA member of the Queen Alexandra's Royal Army Nursing Corps) and takes part in displays when the opportunity arises.

On a sadder note we say farewell this month to our OC Major John Read who leaves the Army on retirement. Major Read took over the management side of the Green Jackets Parachute Team in April '82 with nine jumpers and a very small account. He has built the team up to what it is today - a team with 14 full time jumpers, 2 mini-buses, 140

displays and 30 student courses per year. He will be a sad loss and we wish him and his family all the best in the future.

On the competition side we have had one team enter the Headcorn 9-way speed event, two teams competing at the Peterborough LAC Meet and one team entering the Army's.

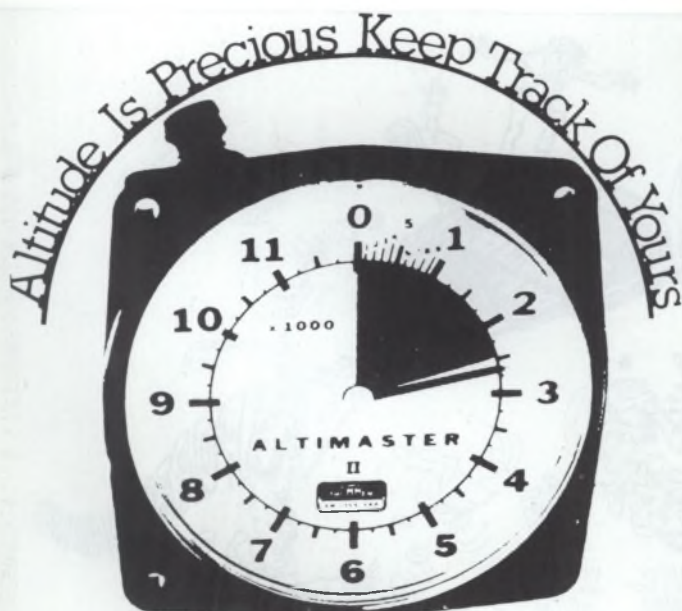
Looking ahead to next year we intend to set up a permanent drop zone which should prove invaluable in training our students from jump one up through the category system. It would be permanently manned with one of our full time instructors on site. We also intend purchasing our own aircraft and are currently looking around for a suitable type.

Radio Rentals are our sponsors and without their generous help by way of cash grants, provision of vehicles, displays etc., we would not be anywhere near the high standard we are at present.

I intend doing a further article on our achievements at the end of the current season, however if you wish to come along and see how a first class demo team operates then please don't hesitate to contact me and I will furnish you with a copy of our forecast of events for next year.

In closing I would like to thank all those DZ/aircraft operators who have supported us so faithfully this year and we look forward to receiving your invoices in the not too distant future.

P.S. Dave can you please ensure that Ray Ellis does not receive a copy of the mag that this is published in.



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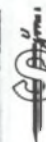
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Cornwall Parachute Centre Strongbow Accuracy Competition

Friday 23rd August, 1985 with blue skies over the Cornwall Parachute Centre, greeting 27 teams who had registered for the Strongbow Square and Round Accuracy Competition.

With the wind over the limits, it was decided to go straight into the square competition. What a day! Great to see the centre bustling and busy again after the 1985 summer.

By sunset it was clear who were the six leading competitors, **Steve Nundy** had surged ahead with a score of 3.74 closely followed by - **John Fisher 5.24, Dave Wilson 5.66, Nigel Spring 6.98, Robin Gallon 7.13, Pete Wade 8.62.**

With a good days jumping under our belt we all headed off for the bar. By 10.30 the bar was quiet as most competitors decided on an early night.

Saturday dawned with broken cloud and the same blustery conditions, so no round jumping today. On adding up the scores on the second round the reigning champion was still heading the field by a good metre and the other five competitors still in the running. Although the other square jumpers knew they would not catch up with the accuracy hot shots, they tried their best, and some very good

scores arose from their attempts. **Nigel Spring 24.83, Pete Wade 26.61, Robin Gallon 27.05.**

The judges were keen to see the completion of the square competition, with the wind on the limits **John Fisher** took the lead with a total score of 20.23, which was soon upstaged by a brilliant last jump by **Dave Wilson** who finished with a score of 18.64. By now all eyes were turned skywards to the remaining champion making his final approach. But a great cheer went up as he misread the wind and ended up with a score of 20.37, sorry Steve.

Saturday saw a lively night in the bar and everyone agreed a very high standard had been accomplished that day. The final score was: **Dave Wilson 18.64, John Fisher 20.23, Steve Nundy 20.37** - Well done Dave.

Sunday morning saw the start of the round competition, with weather conditions near perfect.

Throughout the day was some skilful work under the aeroconicals with various teams occupying the number one spot. It was clear by round two that there could be a new champion with **John Harris** edging into a commanding lead. In the

meantime the CCI had zapped on his first two jumps, needless to say he didn't win the individual trophy. By mid-afternoon on Monday **John Harris** was the outright winner, last year's champion **Rachel Poole** had to settle with second place, third was **Mark Goodrich. John Harris 43.3, Rachel Poole 59.00, Mark Goodrich 82.9**

1st Team - Chris Eddy, Pete Wade, Rachel Poole.

2nd Team - Robin Gallon, Jer Howland, Sarah Blake.

3rd Team - Steve Nundy, Collette Burgess, John Harris.

The Cider lamp was lit and toasts to good friends, a great weekend and a special thanks to Bulmers. Thanks "Sorry Mr. Gubbins" must go to our five friends from the Golden Knights who were shown what Cornish nights were all about. A toast to August 25th, 1986.

Congratulations to **John Fisher** on obtaining his Advanced Rating, his USPA Tandem Rating and hope he gets his Pilot Licence before Christmas.

Night Jumps - 26th October 1985 to 2nd November - all welcome. Hot soup, baked potatoes, special tee shirt.

THE CORNISH PIXIE

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TELL IT TO THE MARINES

Hiya everyone,

Here is the mid-season report you've all been dying to read.

Well it's going ok... Apart that is from the same thing that has upset an awful lot of boogies, fun meets and general skydiving up and down the country... Yep, the weather. Every time somebody has said, "could this be the start of summer?" the next day has shattered the illusion. Still I am sure none of you need me to give you a weather report on the last 3 months.

So on with the news. We've been very busy Hectors and there is no sight of it letting up just yet. On top of all the demos pre-season planned there has been a lot of extras thrown in on behalf of our Kronnenbourg sponsors. This has meant splitting the team on occasions and of course lots more travelling on top of our already heavy mileage forecast.

At the time of writing we have been to some 45 venues and have done around 80-odd demos (not bad considering the weather). We've also had some trips abroad that were new to the team.

Eight of the lads (including my unfortunate self) went to Hong Kong for an eight day period for the Queens Birthday Parade. It was a very successful trip not only from the point of the demo but because we were also able

to jump with some of the local jumpers. During our stay there was the first eight-way over the new territories and a couple of CRW intros to some of the staff.

Our thanks go to **Pete Lambson** who arranged the trip for us at his end and I must say that we were impressed by the attitude and abilities of all the jumpers at all standards at JSPC Hong Kong. (See you next year gang).

During the same period we had a group of four go to France to trial the new CRW canopy 'Contract'. This was a continuation of our research into future purchase for the team. (Again, results top secret).

Yet another group from the RN & RMSPA at Dunkeswell were in Berlin around about the same time. They were among several other demo teams and did themselves and us very proud (as usual). Now then back to Britain....

You might know by now that we intend to attack the world record on CRW stacking again in August. In preparation for this we've been grabbing every chance the weather has allowed to go up and do some big stuff. So far we have done several 8 and 9 stacks, a couple of tens and over Spilsby we cracked an eleven. I think I am right in saying there has not been

an eleven stack over a demo ever before?? Next week we hope to get our twelfth member back from injury and given the conditions will put up a new record for demo stacking.

If the world record attempt goes the same way as some of the practice jumps the present team have been making then there could be one hell of a 'knees up' at Dunkeswell in August. I'm pretty sure it will also hold us in good stead for the CRW Nationals in September.

So, overall the last few months have been successful and the end of the tunnel is in sight. It's also been nice to see a few friendly? faces in the crowds from experienced jumpers and some students from local centres up and down the country (it helps keep us on our toes when we know that someone down there knows what's going on up here).

All that remains in this article is to say a 'mega' thank you to **Walter Gubbins** for helping us out when trying for the four man down plane. We're always keen to soak up his experience and guidance. Come again soon Wally!

Cheers everyone...

CHRIS SCHOFIELD, D5576

Gear Switch Condemns Round Canopies

With parachute centres changing to square canopies for students, the new and used markets for round parachutes is quickly drying up. Students used to begin on round canopies such as the 35ft T-10 or Para-Commander and then transition and trade up to a ram-air canopy at around 30 jumps. Now that many students are using the square from the first jump, they have no interest in the round; when they switch from rental to purchased equipment, they select the higher performance canopy.

In a recent speech in Albuquerque to the University of Minnesota/Sandia Decelerator Course, Dan Poynter revealed he had shipped over 5,000 copies of his 'Parachuting Manual for Square/Tandem Equipment' between January and June 1985. Many schools give this book to students in their first jump course. "I knew centres and schools were changing", said Poynter, "but I had no idea the equipment upgrade was happening so quickly and was so widespread. I predict every major drop zone will provide ram-air canopies to students within a couple of years. You can bet when these students buy their first rig, it won't be a round."

Students are making their first jumps on ram-air gliding canopies with little additional training and though the costs to the centre are higher, these costs are offset by many advantages. Now when the student decides to buy, they do not have to purchase a round canopy until they are ready for a square. Additionally, initial results indicate a higher student retention rate because the gliding canopy makes the jumps more fun. With experienced jumpers on squares and students buying only squares, there would seem to be no future for the round canopy.

WORLD RW MEET RESULTS 4-WAY

Country	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
United States	12	14	13	11	11	11	11	11	12	12	118
Canada	12	12	8	11	10	11	12	11	11	14	112
France	12	11	9	11	10	10	11	11	11	13	109
Australia	11	12	10	11	10	4	11	10	11	14	104
Austria	12	13	8	11	6	11	11	6	12	12	102
New Zealand	10	12	5	10	9	9	9	9	10	12	95
Italy	10	10	10	9	9	10	10	5	10	11	94
United Kingdom	8	6	10	8	8	8	9	10	11	11	89
Denmark	9	9	6	9	9	8	7	7	9	11	84
Finland	4	11	9	6	9	9	9	7	9	8	81
Soviet Union	8	11	5	9	7	6	8	8	9	10	81
Switzerland	10	9	7	5	9	8	8	9	3	10	78
Sweden	8	9	8	7	8	5	6	8	9	9	77
Belgium	8	8	6	9	4	8	6	7	8	10	74
Germany F.R.	8	4	7	9	8	7	7	7	8	7	72
Norway	6	8	7	8	7	8	5	7	8	5	69
Netherlands	6	8	6	7	6	7	7	7	7	6	67
Spain	6	2	5	5	5	6	5	5	7	6	52
Czechoslovakia	3	4	4	5	5	5	5	5	5	6	47
Yugoslavia	3	5	2	4	5	5	5	4	4	6	43

8-WAY

Country	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Total
United States	12	13	15	11	11	12	10	13	12	11	120
France	11	10	8	9	9	11	8	10	10	10	96
Canada	10	10	12	8	8	4	8	11	10	7	88
Soviet Union	9	7	8	8	8	7	6	6	6	7	72
Finland	8	8	10	6	4	7	5	7	7	6	68
Denmark	7	8	10	6	6	6	5	5	8	7	68
United Kingdom	7	7	8	5	7	8	2	8	5	7	64
Sweden	7	6	8	5	6	7	4	7	6	5	61
Belgium	7	4	6	5	5	6	3	7	3	7	53
Australia	6	5	7	5	7	1	3	7	2	4	47
Germany F.R.	6	5	3	4	5	6	4	4	3	3	43

DINNER DANCE

The annual Dinner Dance of the BPA will take place at the Ladbroke Leicester International Hotel, Humberstone Road, Leicester on Friday 10th January, 1986.

DETAILS

1. Assemble at 7.30 for 8.00 p.m. start.
2. Ante Room Bar will be open from 7 p.m.
3. Table wines may be ordered in the Ante Room from 7 p.m. (cash with orders please).
4. Disco immediately following Dinner.
5. Cash bar open until 2.00 a.m.
6. Menu -

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Mint Wafers

7. If anyone has any problems foodwise, vegetarians, vegans etc., please contact me at the BPA Office.
8. Accommodation may be booked direct with the hotel on Leicester (0533) 20471.
9. Cost of accommodation: £13.50 per person including VAT, not including Breakfast.
10. Cost of Dinner/Dance Tickets: £11.50 per person.

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The Pampisford 10 and 20-Way Speed Meet was the setting for the YUGO CAR sponsored attempt at breaking the British/European Ladies record which currently stood at 16.

The largest turn-out of ladies ever to converge on a British DZ occurred (36 in total) and the painful process of deciding who would, or would not, be chosen had to be dealt with in the most diplomatic and exceedingly unpopular manner, (a dirty, filthy, rotten job – but someone had to do it). However, the axe swung with unnerving frequency until at last 20 ladies stood, relievedly unscathed. I would like to thank the 16 'lurking ladies' who showed so much enthusiasm and support – I hope you are not discouraged in future events.

0730 hrs Saturday 20 ladies 'got their act together' and fortunately the huge marquee (kindly supplied by YUGO CARS) proved to be invaluable for dirt-diving as the weather outside was typical to that which has hampered most Meets in the UK this year. Torrential rain and gale force winds are no strangers to British DZs. Big 'G' certainly isn't a skydiver!! (Well, not this summer.)

After many dirt-dives, pep talks, exit and run-out practice,

the next hurdle presented itself. Due to the inclement weather more ground time than normal was extended to the Press and TV – **but**, they insisted we had to jump **right now** otherwise the deadlines would elapse for Sunday National papers and BBC 9 o'clock News. Their patience was draining fast and by 3.30pm some newsmen left in despair and not comprehending that to jump in 30 knot winds was **not** conducive to good health.

Thunderstorms hung gloomily over the DZ when suddenly, out of the blue (pardon the pun), Big 'G' relented and furnished us with 'wall to wall' **blue** and light winds – perhaps he is a skydiver after all!

The atmosphere was electric as we climbed to altitude on board the Pampisford Skyliner and a huge cheer went out when Sean (the skydiver driver) relayed messages of good luck from both

those observing from the DZ and also the air traffic controllers at Duxford.

The exit was tight with both tailgate and side door being used and Cheryl Riley docked 5th to make it a good solid five-star base. The flakers were quickly in their slots and hot on their heels were the diamond tails, with Glenys Howarth locking up the last diamond. After glancing around I saw only 3 out, that being our intrepid photographers: Simon Ward, Kevin McIlwee and Leo Dickinson. The formation was complete at 7,000ft.

From the base point of view, once complete, the formation was obscured by teeth and the words 'we've got it' could easily be read on everyone's lips. Once under the canopy ecstatic screams and high pitched yahoos filled the air.

Many thanks to those involved

in making it all possible, especially Mike Heerey and Sue Dixon of Yugo Cars.

Base

Jackie Smith
Sue Dixon
Joanne Rix
Margaret Jackson
Cheryl Riley

Flakers

Shirley Oldrey
Alison Jenkins
Mandy Dickinson
Sue Bradley
Lottie Dale
Jackie Smith
Amanda Kenny
Chris Clements
Jane Buckle
Pam Duncan

Diamond Tails

Carol McIlwee
Heather Leach
Karina Andrewes
Annie Cooper
Glenys Howarth

Girls go for it!

THIS IS THE ONE!

Try waiting until a bleak wintery morning in the middle of February when it's -13 outside, then set your alarm for 05.15, take 24 hardbacked books, place a table tennis ball between each as you stack them up before balancing this precarious tower whilst you walk up a flight of stairs. This is about as easy as building the world's largest CRW formation.

Call it pushing the boundaries of British Parachuting, supplying our sponsors KRONENBOURG 1664 with another record or satisfying our own personal goals. Whatever the reasons, like beating the French, 25 of us set out in August to build a CRW plane tall enough for **Mike McCarthy** to BASE jump off. We did, it was over 200 feet and furthermore in a week of total commitment to a single goal from everyone we smashed the World night record to build a 22 stack, we broke our own existing British record 16 times, we broke the European record now at 23 and we equalled the American's World Record. But it was a long, long time of waiting.

Paul Mansell (OCRMFFT), **Chris Schofield** and **Steve Groves** slotted together a mammoth administration task so that by the time we all arrived on Monday afternoon the stage was set. We drew on experience from as far-a-field as Hong Kong, from guys in a wide range of occupations spanning from Carpenters to Pilots, from Storemen to CCI's. Likewise there were aircraft from all over the country such as Pampisford, 3 cdo Brgd Air Sqdn, Yeovilton, Thruxton and Dunkeswell. All arranged because of a unified desire to win.

Rod Boswell, with some interesting ideas and theories from **Walter Gubbins**, IFC, co-ordinated the battling order. This time we didn't have the problems so often associated with a wide range of different canopies in one formation, each member had an Avenger above him. The RM display team had practiced during the demo season at putting together fast 11 stacks so that all remained to do was sort out the 01' School at the bottom... and that's Mission Impossible. SO LADIES AND GENTLEMEN, THE ROYAL MARINES PRESENT "A VIEW TO THRILL"

Amazingly for this 'Summer' the weather was bad and we had to bumble around waiting for it to break. It did so, the SeaKing and Skyliner fired up, we organised the Skyliner to run in at 13,000ft with the Sea King at 9,500. The base 18 went high the remainder in the Chopper know how difficult it is to explain what it's like to free fall past a building 12 stack. A 'unique experience' will have to suffice as a description for now.

The first attempt cleared the nerves and cobwebs but such was the degree



of confidence at getting it first go that everyone was surprised and bitterly disappointed that it only yielded a 16 stack. Attempt number two went to 19, the 3rd to 19 then 20 followed by two attempts at 21, slowly we improved.

The moon was full that night and although we already had six hard core CRW dives that day we felt the conditions to be perfect for one go. The fact that it was almost pitch black did little to dampen any of the 'go for it' attitude. As Apples' video later showed on TV we made somewhat lighter news than Spy Sandals and Aircraft disasters. Yes, a night CRW record beating the previous World best by 8 to make it 22! Party time in the Royal Oak.

Alarms set for 05.15, Wheels off scheduled for 06.00, Oberleutenant Boswell and Her Von Schouler dragging us from our pits, all to no avail though as the next two days were fraught with frustration. Four 22 stacks sandwiching a 21 in just five

attempts, we were so close. A swing at the bottom of one stack preventing completion, the Cessna on another attempt ran in eight minutes late leaving 19 guys watching the remaining five free fall past only to be too late to dock before break off.

We worked our way through bad weather, early starts, late finishes and 15 attempts. High spirits were still there, optimism was good and the media loved it, each morning, evening and night the public were able to follow our progression on a selection of TV Stations, in fact ITN broke their own record by having the same feature on four nights running. But in spite of all the attention and high spirits we still had to build a World Record.

Sunday September 1st was our final day to crack it, it was also Kronnenbourg's Celebrity Air Aid day. People poured into Dunkeswell to watch members of Spandau Ballet and Slade and Kenny Everett train and jump with us, all proceeds from this



promotion were going to the Ethiopian Famine Appeal.

We knew time was catching up and waking to eight eights cloud with 30 knots of wind we secretly held out little hope. However conditions did start to improve and clutching at straws we put up one attempt that built to a frustrating twenty. There was real brightness on the horizon coming our way, suddenly blue skies and a setting sun giving us idyllic CRW conditions. It had to be this attempt, THIS TIME GUYS, THIS IS THE ONE.

With the Skyliner and Sea King both long gone we had an Islander at 13,000 another at 10,000, a Cessna at 10,000 and a Wessex V at 9,000 feet. There was Sward and Leo as usual taking film and piccies under canopy, Mandy on the ground, a further Wessex V with the BBC and a Gazelle for ITN. Six different aircraft dropping parachutists at four levels. There was a slick base eight that quickly built to 16 once the second Islander dropped. Another five guys from the Cessna

were on approach and the final jumpers following close behind from the Wessex.

Honestly the tension was outrageous, this attempt was building perfectly. At five grand it was a twenty, a hiccup as someone is dropped, 3½ grand it's 21 and my turn to dock. There is a swing but everyone reacts together to quickly dampen it down, it's 22 again! As if the job isn't hard enough anyway I'm screaming at Taff James "come on, come on, this is it, we've got it." He docked central, but of course there is no time for Ya-hoos, with the stack swinging from side to side it's impossible for the last guy to dock. Whistling through two grand and we can hear the crowd on the ground cheering. After break off there is no doubt they can hear us.

Imagine the celebrations that night, three dozen bottles of champagne and cans of 1664 everywhere. Smiles, handshakes, congratulations and memories to savour.

Realising the full impact of what

happened at 'The Well' over the whole week comes a couple of days later. The work of those running the ground operation (cheers Dave), the commitment and sacrifice of those jumping, filming and backing up the attempts.

Asked if we viewed it a success, there was no need for in-depth analysis, just a glance at the celebration scenes would answer the question.

The final words should possibly be credited to Alastair Burnett when he wrapped up the news one night..."The Ashes return and the Stack Record, not bad for a Monday night."

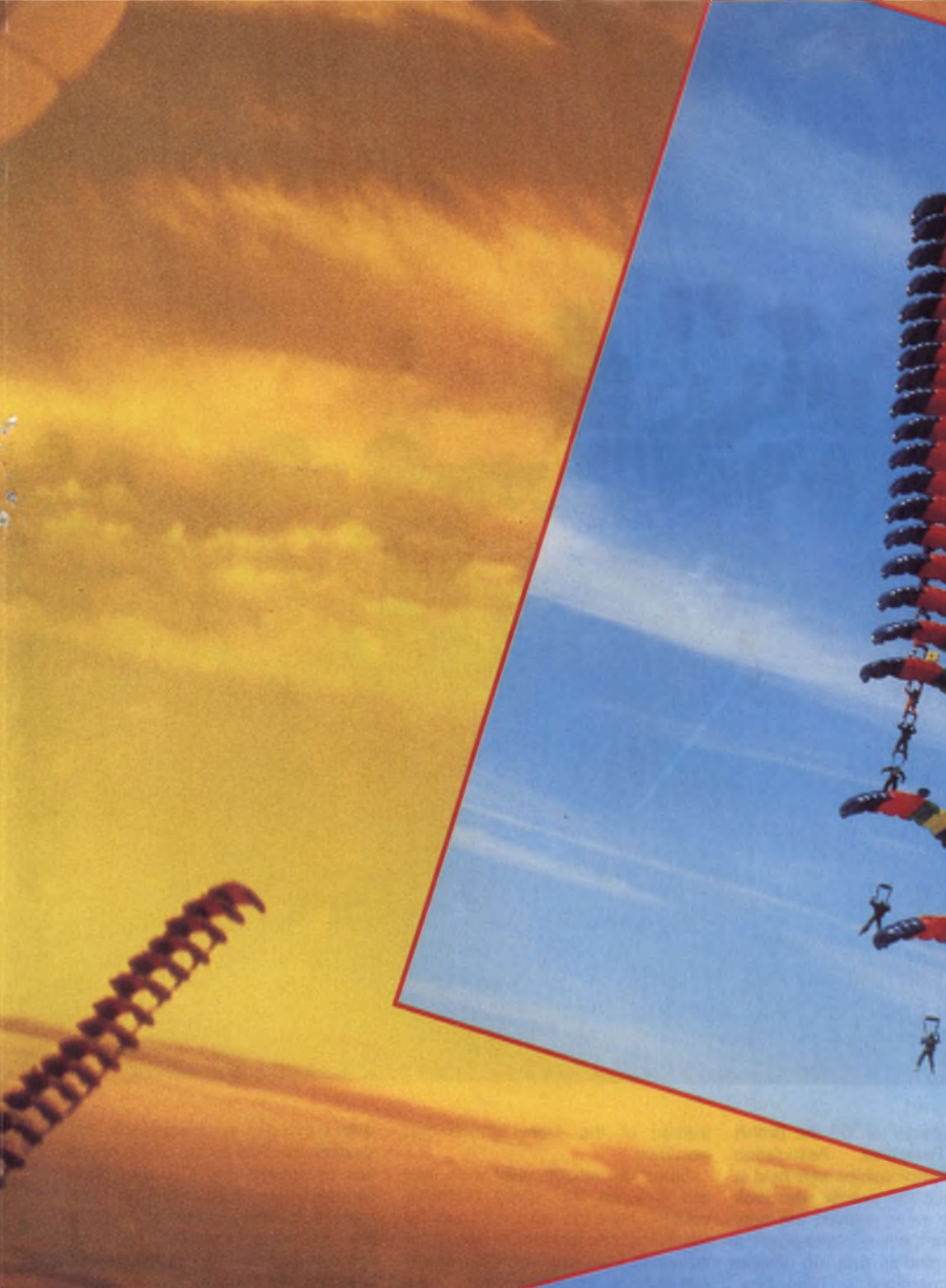
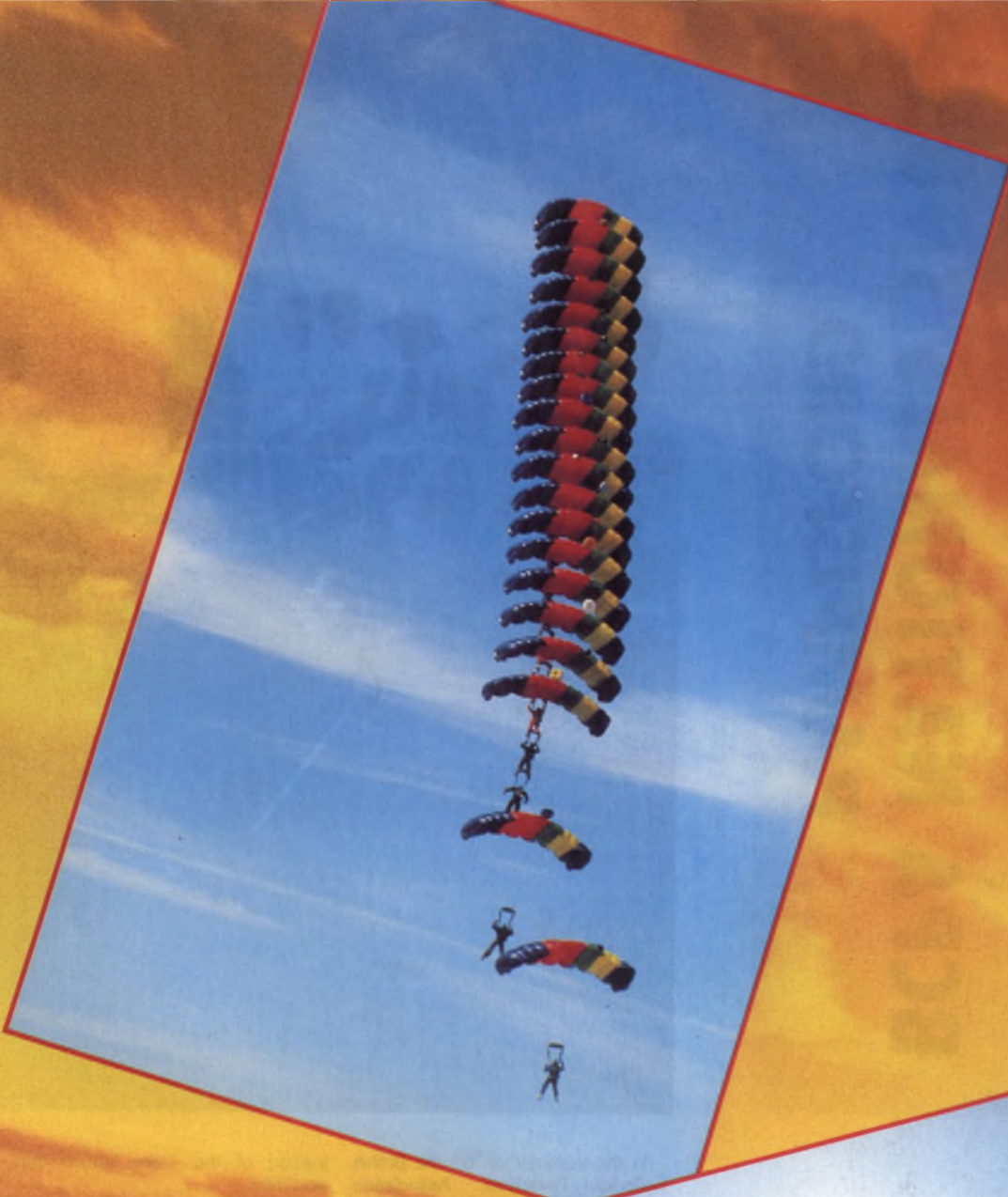
See ya'll in Easter for the 30-way.

NIGE WATSON CLARK
Pictures: SWARD & LEO DICKINSON





THIS IS THE ONE!



BCPA NATIONALS 1985 PAMPISFORD



In the summer of '83 the British Collegiate Parachute Association National Championships were held at Sibson. Since the people who took part in that event enjoyed the non-hardcore competitive atmosphere it was disappointing that no similar event was organised for 1984. Newcastle University Parachute Club were among those disappointed and after a letter to the mag last August, **Steve Shaw** became the new Chairman of the BCPA.

After much letter sending and an AGM held at Sibson in March, students began converging upon Pampisford on the week of the 8th July for the 1985 Nationals. At registration it was seen that over 15 Universities and Polytechnics had entered teams for the various events and a total of 65 students made up these teams.

The competition was for all standards of jumpers, the least experienced having five jumps and the most experienced having over 500. Because this was more a social event rather than a hardcore competition it was decided that the events would be organised to favour the inexperienced with the emphasis put on progression and enjoyment.

Registration complete and briefings over with the talking stopped and jumping began in earnest. With the winds too strong for round canopies the more experienced jumpers opted for the 4-way speed as the first event

instead of the 4-way launch and accuracy.

Since the aircraft used were step exit Cessnas the speed obviously couldn't have the 'no show' rule! So the teams bunched themselves on the strut with the pilots keeping a beady eye out for any illegal grips. Three rounds of six teams were completed in the speed before the winds dropped and frustrated (by now) round canopy jumpers could get their feet off the ground.

There were four competitions for round canopy jumpers, these being S/L acc, F/F acc, S/L progression, F/F progression. Both accuracy competitions took the form of 'hit & run', and credit must go to one lad who landed more than three fields away, dropped his kit and still ran to burst his balloon! (He didn't win by the way).

Evening brought the first barbeque of the week which was paid for from BCPA funds, free beer was supplied by London Parachuting and a disco kindly run by Surrey University's **Sam Williams**. **Martin Soulsby**, barbeque 'Chef Extraordinaire' did a marvelous job even if he didn't do too well with the potatoes, full marks for perseverance.

Tuesday morning brought hangovers, gloomy weather and gloomy faces. The weather improved in the afternoon but not enough for judging since cloud cover was variable and winds a little gusty, so fun jumping for the more experienced got underway.

With continued improvement in the weather the final round of the speed was completed and also the round canopies were seen in the air once more. In the evening the first round of the LAC was completed. This event was over four rounds and the required launches were star, bi-pole, zipper and marquis. Each team seemed to have its own coach and some very interesting ways of launching the various formations were practiced. The standard of launches was very high with only a few funnels and a couple of beautiful (but inverted!) launches. Credit must be given to the less experienced 'Paralytics' who did so well and also to **Jenny Auckland** who steered her team to victory.

Combined with the LAC was the individual accuracy (to save money) which was won by **Paul Ffitch** who got the one and only disc of the meet. **Mathew Cruite** of Liverpool University put many square jumpers to shame by regularly peppering the pit on his P.C. Well done Matt! It was during the LAC that **Sam Williams** took two reserve rides - if he'd wanted to enter the round accuracy I wish he had told us! Not to be outdone, **Connor Cassidy** and **Tim McGarry** also took reserve rides during the week. Connor was later heard to say, "My canopy has only spiralled twice and both times I've chopped it!"

Wednesday brought fine weather and all the events were completed so the rest of the week was devoted to fun





A The men's team on the number two spot.
 B Jane Buckle gets a DC.
 C The ladies look happy on the number one spot.
 D NUTS! Dirk Boidin shows great faith in Esther Renold's accuracy.
 E The men's team poses for Chris Clement's camera.
 F How's that for a DZ?

Pictures by **Chris Clement** and **Steve Eversfield**.

jumping. **Debbie Hindley** managed to get her timing all wrong by producing several excellent progression jumps AFTER the competition had finished. Still, it would have been difficult to improve on **Stephanie Bell's** 29/30 marks for progression. One of the more spectacular dives of the week was provided by **Messrs. Yates and McGowan** who showed us what a good downplane looks like, much to the delight of everyone on the DZ.

Throughout the whole competition there were other events going on such as the almost continual (day & night) hacking with **Trev Yates** (the outback man) providing team coaching, late evening fires with the odd tree, again provided by Trev, building a 4-stack human pyramid, building of a 45-way collegiate dirt-dive and every evening saw the Chequers packed out.

After the prize giving on the Thursday evening (thanks to **Jess** for giving out the gongs) came the final barbeque. The atmosphere that night was terrific and liberal use was made of the water trough for many reasons, such as 100 jumps. Cat O's, being a good guy (guesss who Steve?), being a hippy and even for being a pilot. In his farewell speech **Steve Shaw** showed us his better side and new Chairman **Tim McGarry** launched a 2-way off the portakabin roof.

So on a cool Friday morning Pampisford returned to normal, the M11 filled with hitch-hikers and students returned from whence they came. But not all, a motley bunch of 8 hangers-on challenged the skies once more and in the 182 and Riems Rocket tried for an 8-way, so close but not quite. An attempt at the Collegiate record (9-way) is to be made at the 10-way speed meet at Pampisford, if everyone turns up.

But what a fun time was had by all. In 3½ days there were 132 lifts, 175 progression jumps, 3 Cat. 10's, 3 Cat. 8's, 8 first squares, 3 first freefall and 3 first CRW. The whole competition was carried out with the same spirit as the Olympics - it is the taking part that is important, not the winning (note: I didn't win anything!)

If you weren't there then you missed out on a great week so be there next year.

All that is left to say is thanks to all the staff at Pampisford who suffered us, to **Jess** at the Chequers, to everyone who turned up and also to Steve, who did a job no-one else would and I'm glad he did.

Good luck to Tim for the next year.
BCPA Reporting Subcommittee

RESULTS

1) S/L Progression

1st Peter Lister
2nd Phil Llewellyn
3rd Phil Harmston
3rd Eric Hays

2) S/L Accuracy

1st Martin Eadon
2nd Kevin Gledhill
3rd John Goodfellow

3) F/F Progression

1st Stephanie Bell
2nd Liz Shanklin
3rd Tim Atkinson

4) F/F Accuracy

1st Jo Boorman
2nd Duncan Langhorn
3rd Dave Gillett

5) LAC

1st Another Line
2nd Paralytics
3rd Hungover

6) Team Square Accuracy

1st Hungover
2nd Paralytics
3rd No Kidding

7) Square Accuracy

1st Paul Ffitch
2nd Graham Suffield
3rd Richard Line

8) Square Transition

1st Jenny Auckland

9) 4-Way Speed

1st Myxamatois
2nd Another Line
3rd Down to the Cardboard

Overall college champions -
Portsmouth Polytechnic.

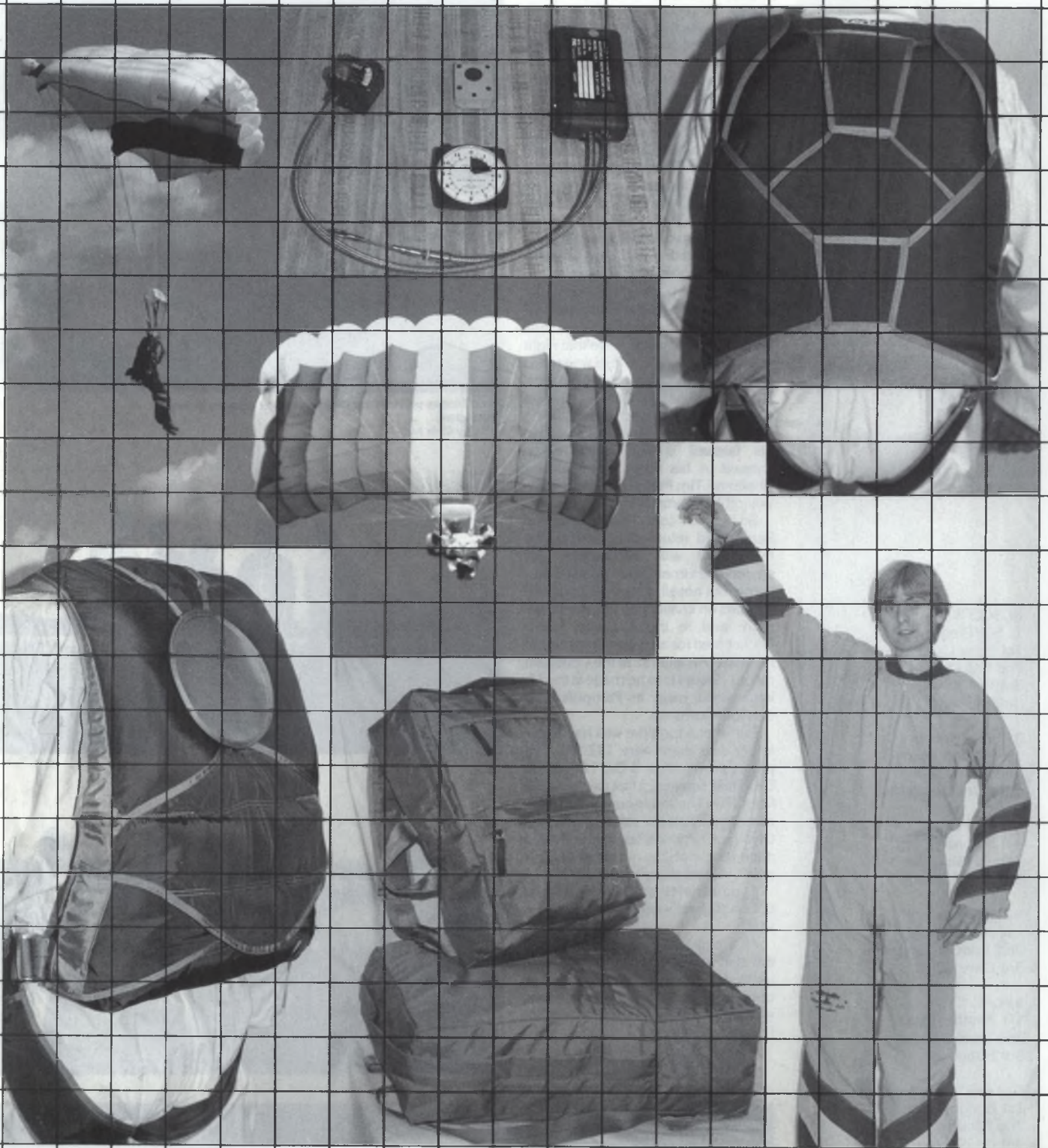


Martin Soulsby pilots his 1st CRW jump, under guidance of Alan Hethrington.
Photo by Chris Ivin.



LAC winners - 'Another Line'. Left to right Trev Yates, Richard Line, Mike Hammond, Jenny Auckland, Conor Cassidy.

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SOUTH WEST COLLEGIATE ACCURACY MEET 1985

In common with this year's BPA Nationals the 1985 SWCA Meet was plagued with bad weather. Not that this dampened the enthusiasm of the four teams who arrived at Swansea Parachute Club on 2nd July to register, collect their 'Free' Barbeque tickets, search in vain for the promised T-shirts and settle down to watch the windsock. The level of experience amongst the competitors was varied to say the least, from those with less than five jumps battling under GQ22s, to intermediate freefallers under aeroconicals, with two square jumpers thrown in for good measure.

The competition was to be straight accuracy over three rounds, with the zap set at 20 metres. Team captains were

briefed and the 206 brought in to cover for the aged G-PARA whilst it underwent servicing, waited at the holding point... Suddenly the weather broke and the DZ was plunged into semi-controlled chaos as **Dave Howerski** attempted to complete two rounds of the competition as well as jump the day's course in the hours of daylight left. He succeeded, owing greatly to the superhuman efforts of the club's packers. Staff and competitors were allowed time to recover as most of the following day was blown out. However, for once the infamous evening calm saved the day, and the final round was completed.

Not surprisingly, scores were varied, ranging from 0.9m to out of the airfield. Final results were as follows:-

TEAM

- 1st UWIST
- 2nd Swansea University
- 3rd Bristol University

INDIVIDUAL

- 1st Alun Jones (UWIST)
- 2nd Karen Asteley (Swansea)
- 3rd Olga Smeraldi (UWIST)

Many thanks to Dave, all the staff who acted as jumpmasters and to Chief Judge Sam and all his helpers, especially Buckethead for all their work and abuse. See you next year.

P.S. Belated thanks from all the students at SPC to **Nigel Wroe**, manifestor and friend, for all his help, both during this meet and in the past. We miss him.

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OBITUARY

NIGEL VINCENT WROE

Aged 24 years old died parachuting 3rd July, 1985.

Nigel began his parachuting career in March 1982 when **Paul Kipplewhite** and **Frank Fonfe** opened up skydiving in South Wales. They opened up as the Swansea Skydivers based at Fairwood Airport. The tragic helicopter crash of September 1982 stopped all parachuting activities at Fairwood for some six months.

When parachuting resumed on St. Davids Day, 1st March 1983 Nigel was there on the first day. His devotion to parachuting soon became apparent as he quickly progressed from static line to 'D' licence skygod. Along the way, he lost his normal job and progressed from D.Z. Lurker to full-time manifestor and trainee rigger. Despite his sharp tongue and abrupt manner he made many, many friends within the skydiving community.

He will be dearly missed by us all.

D.L. HOWERSKI
August 1985



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PHOTOS BY BOB SUTTLE
STEPHEN A. BELL

The first lift of the boogie took off in the evening calm of Friday 19th July. Blobs of darkened industrial haze were scattered across the luminous blue skies of the Gower. The smell of fear and excitement pumped around the aircraft: This set the scene for the next 10 days. The weather was continually shifting from storms to blue skies and the smell of fear and excitement alternated between half frozen B-B-Q chickens and Nos 14/16 with special fried rice!!

Swansea also provided its fair share of videos, Weston-on-the-Green National Film Festival. The famous sports parachuting film director 'Ole Dicksonin' showed his usual flare for pleasing the crowds and other film editors!! Consequently various boogie films were produced providing good competition for this year's Oscars.

The subject of these films reflected the varying high standards of skydiving. Ole's film showed one or two differing shots of Annies 16-way. They skilfully flew 4/8 way pieces across the sky, sometimes they rebuilt. However the film that captured the imagination of the audience above all else was the beautifully choreographed Aerial Waltz. As Sgt. Howerski was heard to say, "The sheer delight of spiritual awareness allows this type of aerial poetry to take place....it's really pretty!"

The entertainment value of the films produced this year proved to be of great value to all concerned. The Grimdale Death Merchants showed their usual panache in being totally obnoxious in their partying habits. By the way Mr. Smitheman how did you enjoy the Sauna! The Doncaster Bombers also proved to be colourful, some would say flash! Others would say Sandy ask Lorraine! The mob from Pampisford who not only brought the plane with them but also some good fun jumping. Although perhaps some were having more 'fun' than others!!

Visitors came once again from many different countries - Ireland, Scotland, Belgium and as far

away as New Zealand and South Africa. With over 175 skydivers at this year's boogie over the 10 days, only 5 cutaways, 1 premature opening and zero injuries occurred. Over 75 lifts were completed and more than 1,500 descents made, in eight days of jumpable weather?

Some of these descents were actually located on the airfield. Others were made deliberately to attract media attention for the boogie. This is the firm belief of those jump masters concerned. Even so the Gower Tourist Information Service have incorporated "the height-hikers guide to the Gower" in next year's information brochure.

Considering that the boogie began with the Swansea Club Members at a low ebb with the loss of a well loved member of staff, every effort was made to enjoy the blue skies. Special mention goes to the affiliated Swansea 8-way who throughout the boogie learnt how to bomb formations, eat and drink in freefall, and occasionally funnel a perfectly good star! Most of all an air of fun began to return.

This was highlighted by Bob Suttle's attempt to beat all other video men by attempting to wear three cameras on his head. It was also reflected by Charlie Basley trying to wear a tray to 'beat' all other skydivers on their heads.

At the end of the day, just before the evening calm, thanks must go to all of those people who provided for and helped organise the Boogie. Thanks to TSE for provision of some wonderful spot prizes (do you do OS maps?), To thin Air Ware (B. Witton)!

Special thanks to Matt Mortlock, Sean Lee and Lynette for bringing the aircraft. It wouldn't have been the same without you.

Not forgetting of course Skydiner who provided the BBQ food, Alex and Sheila on manifest, loadmasters Sara, Francis and Bob. And to all the lurkers who helped to run the show. Thanks Sarge that was great!

By the way where were the Slug Brothers?

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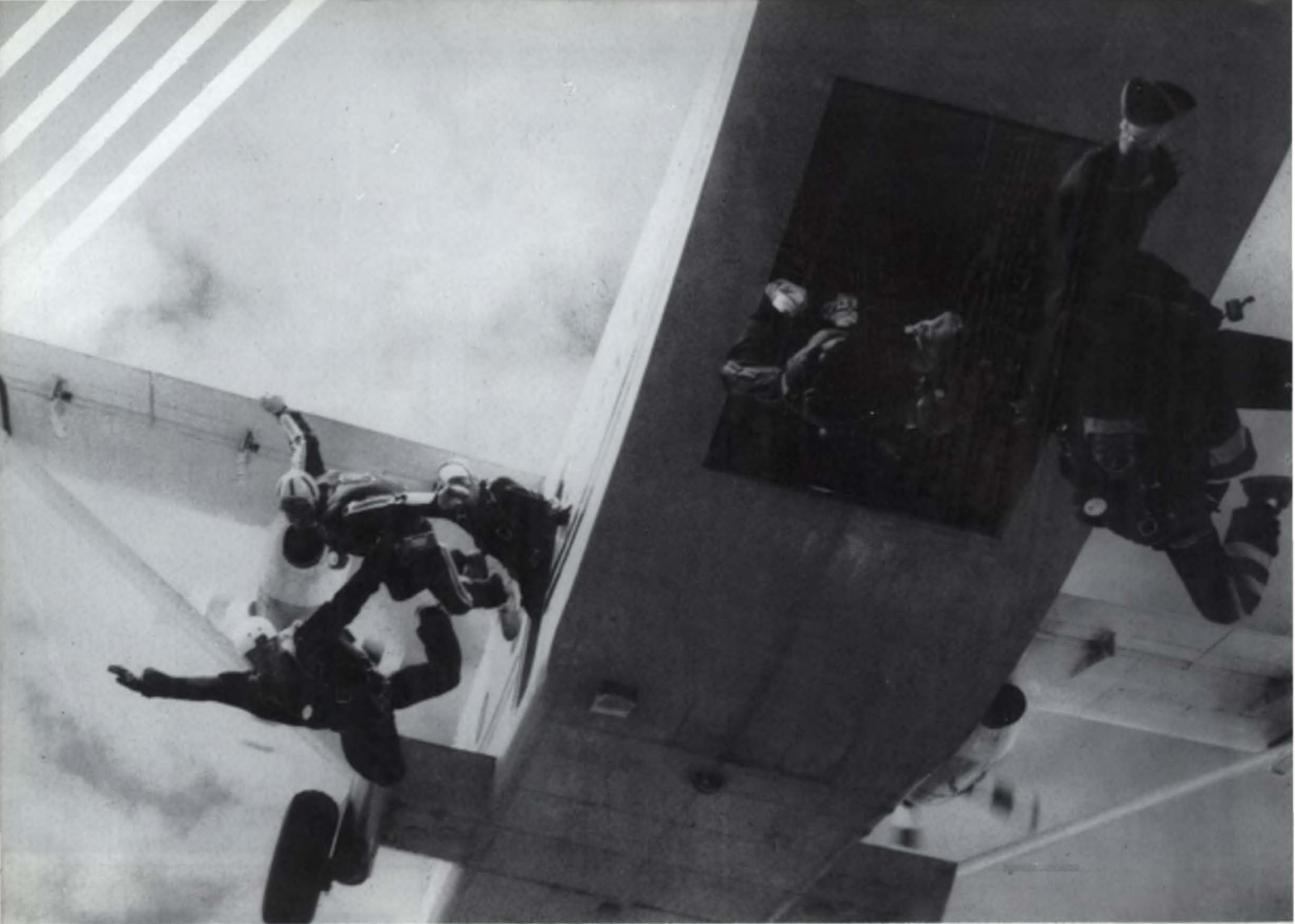


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Exit with Jed O'Reilly smiling at camers. Photos by Bob Suttle.

Photo Swansea Boogie '85.





Doc Robin Arnold about to dock.



PARACHUTE LANDINGS SIMULATOR

The Parachute Landing Simulator is an entirely new type of training aid based on old well tried ideas. It is an ideal training aid for all parachute centres both civil and military. This new equipment provides a very realistic landing mode and encourages the student to do a good landing room in the direction he is moving, continuing to give support throughout the parachute landing fall.

A launch platform is provided some 8ft high, from which students can safely despatch themselves, under the supervision of the instructor who stands at the landing area. There is no need for an extra instructor on the launch platform. All the student has to do is climb up the ladder onto the launch platform, put his hands through the highest set of wrist loops he can reach, hold on, and when he has taken up the correct parachute landing position, leave the platform. The P.L.S. will then lower the student down a 45 degree angle of descent at a realistic speed onto the landing mats, and continue to give some support to the student while he completes his P.L.F. When the student has completed the roll and let go of the harness, the automatic rewind system comes into operation, returning the trolley and harness quickly to the correct starting position ready for the next student.

The controlled rate of descent, together with the forwards, backwards or sideways motion provides the student parachutist with a natural medium to practice and perfect his P.L.F.'s. The confidence gained by climbing onto the launch platform, grasping the harness loops, stepping off and landing unaided, will serve to eliminate the panic and tenseness associated with first descents.

Used in conjunction with an electronic pad that can be placed in any number of hard to reach positions, accuracy jumpers are finding the Parachute Landings Simulator a valuable footwork training aid. The rapid turn round time for succeeding descents is a further asset.

An Operator's Opinion

The Parachute Landings Simulator has been designed and built by **Dick Gays**. The idea was developed from the 'Fan' trainer, a parachute training aid with which a trainee wearing a simple harness attached to a cable jumps off a platform say twenty feet high. The cable is wound round a drum to which large paddle blades are attached. As the trainee makes his vertical descent, the cable unwinds from the drum, turning the paddle blades or 'fan' at a speed whereby the air resistance to the fan balances the weight of the descending trainee.

However, valuable as this might be as a training aid its use is more confined to teaching the correct landing position. The Parachute Landings Simulator uses the same principle of cable, drum and fan, but two additional cables, pulleys, a track and a moving trolley provides horizontal movement together with the vertical descent, thus making the landing much more realistic. Provision is made for the harness to be positioned to give either forwards and backwards landings, or side left and side right landings.

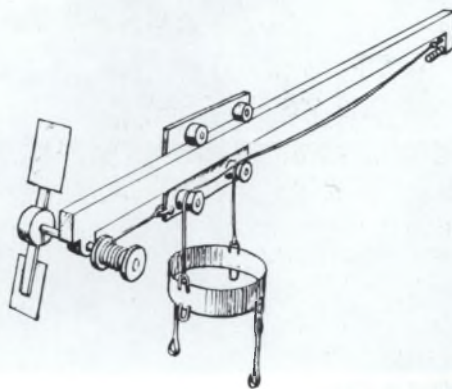
Three simulators have been in use at Sibson for nearly two years, they are in fact the first three to have been made. After some initial teething problems we have found them to be robust and reliable. They are easy to use, but they do take up more time than the ramps and the swings. They have the advantage that the novice can be given a fairly gentle introduction to landings with movement, unlike the swing which can cause the novice to

be knocked about. They are more fun to use and are popular with students and staff.

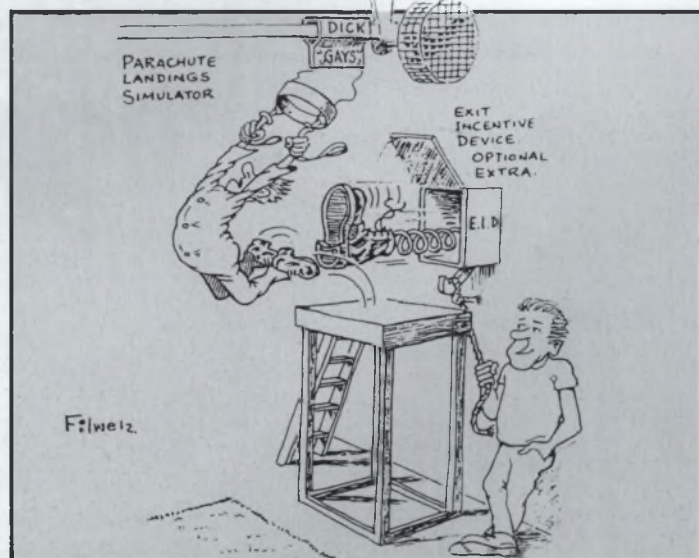
The accuracy competition jumpers can improve their foot placement by practising onto a dummy pad but don't allow a proper pad to be used unless you want to run the risk of damaging it.

The Parachute Landings Simulators are a very useful addition to the normal ground training apparatus; when used with the swing, the ramp and a parachute with a reasonable rate of descent, can go a long way to reducing landing injuries.

JOHN MEACOCK



The PLS consists of a long steel beam fixed horizontally at a suitable height in the training area. A trolley is mounted on the beam and in use runs from one end to the other, with an automatic return system. At one end of the beam a large fan is mounted, and it is at this end of the beam that the trolley starts from in use. A drum on the same shaft as the fan has a cable wound round that is also connected to the trolley. At the far end of the beam there is a buffer stop to which two more cables are attached. These cables run under the beam into the trolley where they pass over two pulleys and then downwards to the harness ring. Anyone holding onto the harness can not go downwards without the trolley running along the beam. Since the user is suspended below the trolley, the descent is along and down at 45 degrees.



PARACHUTE ENGINEERING



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DUE TO AN ADMINISTRATIVE ERROR, THE FULL CITATION FOR CHRIS LYALL'S ROYAL AERO CLUB GOLD AWARD WAS OMITTED FROM THE LAST MAG. WE PUBLISH IT HERE IN FULL; WITH APOLOGIES TO CHRIS.

Chris Lyall is a British Parachute Association Instructor Member currently employed coaching the Omani National Parachute Team.

At Hazm DZ on 6th October 1984 Chris had organised a RW exercise with two Omani team members and exited first at 9,000 ft. No 1 came down and took up station a few metres away. No 2 came down in a full track and collided with No 1, who took most of the impact on his container and backside. Gharib (No 2) broke his femur and jaw on impact and was rendered totally unconscious. Chris saw No 1 was ok and saw Gharib rotating back down about 100 feet below. Height at this time was about 7,000ft. Chris chased him, caught him, turned him face/ side down, dumped his reserve for him and then pulled himself. Height of the rescue was about 4,000ft. Gharib landed still unconscious under his square reserve. He is now recovering in hospital and will hopefully jump again.

This rescue is, we believe, unique in the annals of parachuting history. Not only does it epitomise extraordinarily swift thinking but Chris' action demonstrated the highest level of free fall parachuting skills. (The free fall time from 9,000 feet to normal canopy opening height of 2,000 feet is about 45 seconds). Not only that, it showed a total disregard for his own safety - the life of his colleague being more important.

The British Parachute Association regards this magnificent achievement to be worthy of the highest award.

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- 1) When was the B.P.A. formed?
- 2) What size is the accuracy dead centre disc in International Competition?
- 3) Give the full name for P.O.D.
- 4) What is the length of the Wind Drift Indicator?
- 5) What is the highest number of consecutive dead centres scored by a British person?
- 6) What does A.O.D. stand for?

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The biannual Sud Ost Cup, for those of you who are not familiar with it, is a prestigious international style and accuracy competition which takes place in the World meet off year. Save for the Soviets and the Americans practically all of the premier parachuting nations send their national teams. This year's event saw entries from 17 countries, with some 20 British competitors of varying competence taking part.

Graz is one of Austria's more industrial cities. It lies to the south east of the country in an area of scattered hills on the main trucking route to Yugoslavia. Its central European location means that it is unaffected by the Atlantic weather patterns which have decimated the north European summer (the Belgians and Dutch were also complaining). Therefore our arrival at Graz was greeted with that rarely seen yellow orb beaming down suntans (or sunburn) at over 90 degrees.

The site of the competition is Graz airport itself. A grass strip runs parallel to the main runway from which Austrian Air Force and commercial jets take off and land from time to time. None of the activities interfered with each other and it was not unusual to see canopies in the air with a 727 landing in the background.

The styles began their competition on the Tuesday. This gave the accuracy only mob a day to check out the water temperature at the gravel pits which are adjacent to the clubhouse. Canopies cracked open at intervals interrupting the monotonous chug of the Antonov 2's. Smart thinking by the meet director, **Franz Lorber**, had enabled him to get two AN 2's from the Czech's and one from the Hungarians. The deal was, you let me use your aircraft and we'll pay the entry fee for your teams. Good old fashioned horse trading had provided the means for getting 200 parachutists aloft.

British style times which had shown a considerable improvement at the nationals faltered at this competition. Undoubtedly the appalling weather had played a part as very few jumps had been made since then. National champion **Julian Spencer** predictably led the home effort averaging low eights. **Kevin Hardwick**, hot foot from the eight-way training camp in France re-programmed his brain to come up with a mid eight average, but all were left gasping in the wake of East German **Gerd Harzbecker**, who set a scorching pace with a 6.68 average, his fastest set being 6.53!

In the women's event **Mrs Harzbecker** made it a family double for the East Germans averaging 7.2, nearly half a second ahead of her nearest rival. The British ladies packed close to each other in the middle of the field with **Jane Buckle** confirming her Nationals position of top British woman.

And so to the accuracy. This was to take place over 8 rounds. All eight would count towards the individual competition but in the team event only the first six rounds would be counted towards the 'Sud Ost Cup', the last two would be for a separate trophy called the 'SFZ Cup'.

A phenomenal standard of accuracy exhibited itself from the word go. Scores that would have been regarded

as acceptable individual efforts in one of our competitions were being posted by teams. The measuring tape miledew in the judges pocket as team after team tested the durability of the electronic pad. Of the 40 teams entered 30 had the complete team score on the pad; 49 dead centres were achieved and an individual score of 0.04 was only good enough to give you a share of 119th place!

The British mens team (**Les Carrol, Jim Coffey, Kevin Hardwick, Julian Spencer**) and Paladin (**Neil Dixon, Steve Eversfield, Stewart Morris, Brian Shaw**) totalled 0.05 and 0.09 respectively to find themselves halfway down the field. The first round also saw the 'East Coast Parachute Club' make their bid to be first out of the aircraft in every round, a target in which they very quickly succeeded.

A common British ingredient was notable by its absence at this competition, wind. The digital anemometer spent every morning stuck at 00 sneaking up to 2 or 3 metres per second as the afternoon progressed. Approaches by necessity had to be low and fast, anyone coming in high had to experience the sight of their legs flicking up in front of their face as they tried to drag the canopy out of the sky.

The British women's team (**Jane Buckle, Cheryl Cochrane, Esther Reynolds, Jo Vaughan**), had an indifferent start totalling 0.30, but a string of poor scores from an out of form Cheryl meant that they were never seriously in the running.

With 50 plus teams taking part there was plenty of time between rounds to cool down in the lakes which lie adjacent to the airfield. Prudish Brits had to quickly acclimatise to the European habit of displaying the all over tan. Mirror glasses were definitely the order of the day and any attempts to emulate such bronzed displays were sorely regretted.

By managing to stay on the pad the British men's team had managed to claw themselves up to 13th place with a total of 0.54 over the six rounds. Paladin having strayed onto the pebbles, held the limelight briefly when they dead centred out round six, one of only three scored throughout the competition.

The completion of the sixth round wrapped up the 'Sud Ost Cup' and enabled the 2 round 'SFZ Cup' to commence. The girls having been given a second chance to show what they were made of (most had an idea after a visit to the mixed showers) put themselves in second place with an excellent 0.03 total, just behind the Chinese who were on 0.01. The men matched that position, albeit tied with 4 other teams, with 0.01. Straight away the teams had been lobbed into the pressure cooker. All depended on the last round which was to take place at a different location.

The Schwarzfleizeitentrum (phew) is a local water sports and leisure centre. The concept of doing the last round of accuracy there was mainly a PR exercise; the public won't come to parachuting so the organisers took parachuting to the public.

As had been the case throughout the competition the teams were jumped in reverse positional order with the ladies event first. The newly acquired audience cheered enthusi-

astically for any landing in the pit but after a few minutes they got the idea and reserved the 'ya hoos' for dead centres.

The new location had caused problems to many of the teams. With the British ladies jumping next to last all hoped that they would perform to their capabilities, a team score of 0.22 or less would be good enough to take the lead. Cheryl, first in the stack, had now overcome her run of poor scores to register 0.01. Esther, in second, did the same. Jane who had been at altitude even before take-off kept her nerve with 0.03. The Austrian announcer now dropped his voice to a whisper as Jo turned in on finals. Like an animated cucumber Jo stepped gently onto the pad, the score-board made a satisfactory 'thunk' as 00 came up.

Mutual congratulations were passed round but another team had to jump. The Chinese had to get inside 0.07 to win. With hundreds of others the girls team now became nervous spectators. The first two Chinese scored 3 and 4 centimetres respectively but the next one in settled it, 0.75! To quote the announcer, "Bravo der Grossbritannien damen!" Bravo indeed.

The women had beaten 9 other teams to win their event. To emulate them the men had to beat 39. With just the British and Czech teams left to jump the leading score was 0.05 achieved by nationals winners UAE Dubai. The wind had picked up slightly enabling the assembled home supporters to mutter that it was 'British conditions'.

Four bodies spilled from the droning Antonov and blossomed into an orderly stack. Julian was first in. A characteristic steady approach onto the pad, 0.01. Kevin at last getting to grips with his new canopy raised a cheer with a disc. Now for Les; very late he realised he was dropping short, the toggles went up and a leg is thrust onto the pad, 0.00. With just Jim left the rest of the team are squatted round the pit edge awaiting their fate. Smoothly Jim rests his foot on the pad, 0.01. A team total of 0.03 over two rounds takes the lead with just the Czechs to go.

The red, white and blue foils of the Czechs were in the air as the mens team left the pit. First Czech down gets 0.03, the totals are now all square, the rest of the stack need discs to force a jump off. Attending Brits watched agog as one after the other the nerveless Czechs all scored faultless dead centres.

The late conclusion of the competition meant that the jump off would be held over until the next day.

After a bawdy night at a Graz restaurant the combatants assembled at the pit to watch the streamers tumble lazily down. Little wind, that was to be expected, but a cool and overcast sky for the only time in the competition.

The Czechs were first out this time. Things looked bleak as the first three all scored discs but flawed footwork by the last man resulting in 0.03 left a small gap to aim for.

Julian and Kevin kept the team in touch with nicely judged dead centres. Les smartened up his approach but a jerky stab at the pad brought a deflating sigh from the spectators, 0.04. Head bowed with disappointment Les

Sud Ost Para Cup and SFZ Cup Graz, Austria 13-18 August '85

walked to the edge of the pit to see Jim follow him in to score 0.03.

There was no shame. It had been a superb achievement to come within a centimetre of making it a double British victory. Both teams had arrived with minimal training, but after acclimatising to local jumping conditions in the first few rounds they showed their ability to compete with the best. Any lingering doubts about their suitability for funding especially in regard to the women's team should now be dispelled.

All that is left is to acknowledge the superb concept and organisation of the competition by **Franz Lorber** and his staff. Also I'm sure the majority of British competitors would like to thank **Frank Mallabone** for taking responsibility for attending meetings and generally organising the standard Mk 1 bone idle competitor.

STEVE EVERSFIELD

RESULTS

Sud Ost Cup

Women (49 competitors)
Men (152 competitors)

Overall - Women
1st B. Harzbecker (DDR)
2nd H. Glaw (DDR)
3rd H. Xiaohong (China)
15th E. Reynolds (GBR)

Overall - Men
1st F. Bernachot (FRA)
2nd J. Sofranek (CZE)
3rd J. Dermine (FRA)
20th J. Spencer (GBR)

Style 3 rounds - Women
1st B. Harzbecker (DDR) 21.66
2nd C. Fischer (DDR) 23.00
3rd L. Rongrong (China) 23.33
22nd J. Buckle (GBR) 29.33

Style 3 rounds - Men
1st G. Harzbecker (DDR) 20.06
2nd J. Bavlata (CZE) 21.23
3rd J.U. Lasotta (DDR) 21.57
22nd J. Spencer (GBR) 24.46

Accuracy 8 rounds - Women
1st H. Xiaohong (China) 0.06
2nd B. Harzbecker (DDR) 0.10
3rd H. Glaw (DDR) 0.12
15th E. Reynolds (GBR) 0.22

1st B. Zafer (TUR) 0.02
2nd B. Gorrel (CAN) 0.02
3rd D. Intihar (YUG) 0.03
25th J. Coffey (GBR) 0.10

Team Accuracy 6 rounds - Women
1st DDR 0.36
2nd Hungary 0.71
3rd Czechoslovakia 0.99
8th Great Britain 6.78

Team Accuracy 6 rounds - Men
1st France I 0.23
2nd China 0.27
3rd Czechoslovakia 0.28
13th Great Britain 0.54

SFZ CUP - Women (10 teams)
Team Accuracy 2 rounds
1st Great Britain 0.08
2nd International I 0.25
3rd International II 0.34

SFZ CUP - Men (40 teams)
Team Accuracy 2 rounds
1st Czechoslovakia 0.03
2nd Great Britain 0.03
3rd Dubai 0.05

B.P.A. THIRD PARTY LIABILITY INSURANCE

Following a phone call from a DZ operator on the above subject, I would take this opportunity of restating the situation regarding insurance and BPA Membership. Most people, I know are fully au fait with the situation but I felt that a note of clarification might be helpful for some.

There has been an addition to the BPA Third Party Liability Insurance:-

It is hereby declared and agreed that Memorandum No. 3 at present attaching to his Policy is amended to read as follows:-

Memorandum No. 3

Notwithstanding anything contained to the contrary in Exception 5 this Policy extends to indemnify individual paid up members who are qualified to act as Instructors and Jumpmasters when acting in such capacity in respect of liability for injury illness loss or damage arising out of their wrongful or inadequate advice or instruction provided that this memorandum shall only apply to instruction given to paid up British Parachute Association Members.

SUBJECT OTHERWISE TO THE TERMS LIMITATIONS CONDITIONS AND ANY MEMORANDA ENDORSED HEREON.

The upshot of the above is that although an individual drop zone may have its own insurance, additional to that of the BPA, only the individual parachutist, who is a member of that club jumping at that club only is covered by the individual clubs policy. If in the event of that member making a claim against the individual club or instructor etc. unless that club member is a CURRENT BPA MEMBER, then none of the staff are covered by the BPA Insurance.

It is imperative, therefore, that all students and/or club members are fully paid up either as P6 members (with effect 1.8.85) for one year while on static line, or P4 members for the 4 month period, or as full members of the BPA.

It is also important that the P4 member converts at the end of the 4 month period, to full membership, and that the P6 member converts to full membership at the end of the year or when that member goes onto free fall, in order that all Drop Zone Staff are fully indemnified under the BPA Third Party Liability Insurance.

If anyone has any queries on the above please contact me at the BPA Office.

CHARLES W. PORT
Secretary General

BRITISH PARACHUTE ASSOCIATION SAFETY NOTICE

A Safety Notice was issued in June 1983 concerning ripcords supplied by Thomas Sports Equipment where the ripcord pin came away from the wire ripcord. It appears there are still a number of these ripcords being used.

All parachutists should check the strength of their ripcords especially ripcords originally supplied around Feb/March of 1983.

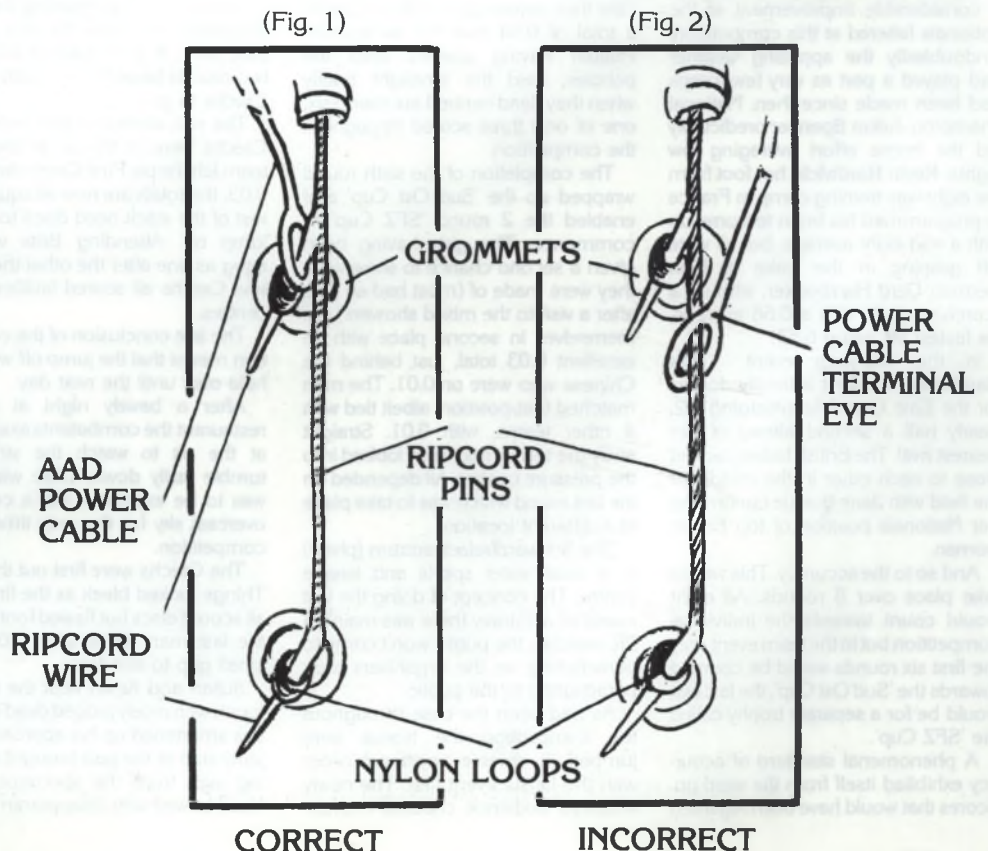
Any queries contact Thomas Sports Equipment. Telephone 0262 678299.

Due to a recent incident with a 'Jaguar' harness/container, Parachutes de France (UK) Ltd. have decided to recall 'Jaguar' systems fitted with round reserves in order to modify them.

These modifications will improve the performance of the pilot chute and eliminate possible problems due to the incorrect packing of the reserve.

For all enquiries please contact Pierre at Headcorn Parachute Club, Headcorn Airfield, Kent. Tel: 0622 890862

Parachutists using AADs on Main or Back Mounted reserve parachutes (i.e. Tandem System reserves) are reminded that the 'terminal eye' of the AAD Power Cable should go over the top pin (Fig. 1) and not over the cable (Fig. 2). All parachutists are advised to check their equipment.






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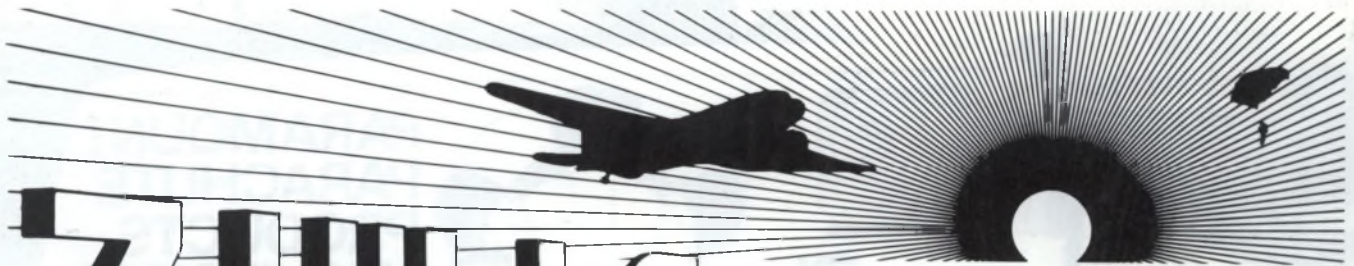
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INSTRUCTOR COURSE 3 - 85
NORTH WEST PARACHUTE CENTRE
CARK
12-22 AUGUST 1985
REPORT

1. Introduction

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

The centre's BN Islander was used for 13 lifts on the Potential Instructor Course and 6 lifts on the Examination Course. There were 15 candidates on the PI Course, 7 for the Examination phase, 4 on the Pre-Advanced Instructor Assessment Course and 2 on the Advanced Course.

2. The Advanced Course

Two candidates, **John Fisher** from Cornwall and **Trevor Dobson** from Merlin - Leeds/Bradford attended for upgrading to Advanced Instructor. They were assessed on various tasks throughout the week, each gave a specialist lecture to the Potential Instructors, they were also assessed on their ability to run an active drop zone. Both candidates were successful and were awarded Advanced Instructor Status.

3. The Pre-Advanced Instructor Assessment Course

Four candidates attended this course for assessment, they were:-

- Toby Drew - Capital City**
- Sean Lambe - RMCS**
- Dve McCullough - BPS**
- Bob Cummings - BPS**

Because of suspected irregularities in the log books of **B. Cummings**, the Examiners felt unable to examine him in an impartial fashion and consequently asked him to leave the course.

The remaining three candidates completed the course and were given a number of lessons and lectures, as well as presenting specialist papers, which were:-

- Dave McCullough - Public Relations and Parachuting**
- Sean Lambe - Setting up a Parachute Club**
- Toby Drew - Basic CRW**

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

4. The Potential Instructor Course

This was conducted by **Dave Prince**, **Tony Knight**, **John Hitchen** and **Tony Butler**. There were 15 candidates applying for Potential Instructor Status. The candidates completed the syllabus and were coached in lessons/lectures from the Instructional syllabus, they were also assessed on their practical parachuting and were coached in S/L despatching. The candidates were also given a written examination at the end of the week.

Results and individual reports on the candidates have been sent to their CCIs. Thirteen of the candidates were successful and two were advised to re-apply. The successful candidates were:-

- Keith Hughes - Capital City**
- Robbie Cooper - London Skydiving**
- Bill Bryne - JSPC (L)**
- Reg Halford - JSPC (L)**
- Jim Steele - JSPC (N)**
- Mark Greenfield - JSPC (HK)**
- Nick Pinnegar - Peterborough**
- Tom Sprott - Paraclan II**
- Jim McConell - Paraclan II**
- Steve Scott - Dorset**
- Gwynn Roberts - Border**
- David Byers - DISC**
- Garry Morgan - British Skysports**

5. The Examination Course

This was held during the second week and was conducted by **Dave Prince**, **Rob Noble-Nesbitt**, **Graham Copestake**, **John Hitchen** and **Tony Butler**.

There were seven candidates, one of the candidates injured himself on the first day and was unable to complete the course. The candidates were assessed on lectures, S/L despatching, their own personal parachuting, briefs, de-briefs and flight line checks. All were given a written examination and a number were assessed on briefings 11-17 in the Instructors Manual. All six candidates were successful and the results and individual reports have been sent to their CCIs. The successful candidates were:-

- Chris Mallinson - RN & RMSPA**
- Jeff Page - JSPC (L)**
- Bob Haxton - SPC**
- John Williamson - NWPC**
- Nigel Watson-Clarke - JSPC (N)**
- Graham Mills - Badminton**

6. Conclusions

In general the standard on the PI, Exam and Advanced Course was quite high and most candidates came well prepared. The Examiners feel that candidates attending the Pre-Advanced Instructor Assessment Course who do not have the required time as an Approved Instructor, do not have sufficient depth of knowledge to be successful on the course.

7. Recommendations

- a) That the permissions of **Toby Drew** and **Sean Lambe** to act as CCIs are not extended and that they return in 6 months on a further Pre-Advanced Course.
- b) That STC should consider very carefully indeed the practice of giving permissions to attend Pre-Advanced Courses to those without the laid down qualifications.

TONY BUTLER
 JNCSO

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING
KIMBERLEY HOUSE, LEICESTER
8th JULY 1985

Present:

- J.L. Thomas Vice Chairman BPA
- S.D. Lambe Chairman Competitions Committee
- J.R.H. Sharples Chairman Safety & Training
- J. Lines
- R. Colpus
- G. Copestake
- J. Curtis
- G. Lilly
- P.D.N. Parker
- S. Eversfield

Observer: N. Howarth

In Attendance:

- A.K. Butler JNCSO BPA
- J.H. Hitchen JNCSO BPA
- C.W. Port Secretary General

Apologies:

- J.T. Crocker - Chairman; P.W. Ritchie - Treasurer; T. Andrewes - Club Representative; M. Rennie; D. Tylcoat; B. Mason; B. Harman; D. Hennessy - Chairman Dev. Committee; S. Brearley.

Item 38/85 - Minutes of Meeting of 2nd May 1985

Proposed by **G. Lilly** and seconded by **S. Eversfield** that the minutes of the above meeting be accepted as a true record.

Matters Arising

1. S.T.C. Constitution

J. Curtis asked about the item referring to the Constitution of STC. To date only one letter had been received by **J.R.H. Sharples** on this matter but at the last STC Meeting no-one had made much in the way of comment, it is thus assumed that the situation is perfectly satisfactory as it now stands.

2. Loan to Swansea P.C.

J. Curtis queried the situation of payment to Swansea of £3,000 over three years and £2,000 over 6 months, as **Mr. D. Howerski** had changed plans. On the instructions of the Treasurer following his conversation with **Mr. D. Howerski** the Secretary General had sent a cheque, loan, to Swansea Parachute Club for £3,000 with the normal BPA loan conditions. It was unanimously agreed that the above was in order.

3. BTSO's

J. Curtis asked that it be made clear that the BTSO granted was for the **J.L. Thomas Free Fall Chaser System** only.

Item 39/85 - Committee Reports

1. Safety and Training

The STC Chairman, asked for comments on the distributed minutes.

(i) **R. Colpus** asked for clarification of the 'scoring' system for AFF Courses, he also felt that the same system should be used as in the USA, i.e. Instructor/Jumpmaster.

There was some discussion on the above and it was pointed out that as the AFF side progressed then changes etc. could and not doubt would be made based on experience.

(ii) **R. Colpus** reinforced **B. Mason's** comments on the altitudes for Displays over the London area. This in fact is an item for the next STC.

STC
 The Minutes were ratified

2. Competitions

The Chairman, **S.D. Lambe**, explained that there had been a limited agenda to, in the main discuss and settle the World Championship and European Championship details following the National Championships.

.1 The team to represent the Country in the 8-Way WPC would be 'Blipverts'. They would take and alternate and video man, but both would be self financing.

The Secretary General would liaise with the team to arrange entry fee payments, subsistence and team training expenditures. In addition the Secretary General would arrange the clothing as previously agreed.

R. Colpus
 Sec Gen

.2 The team to represent the Country in the 4-Way WPC would be 'Flash Trash'. The Secretary General would liaise as in .1 above.

B. Mason
 Sec Gen

.3 At the European Championships in Graz the following would represent the Country.

J. Spencer, **K. Hardwick**, **J. Coffey**, **L. Carroll**, **Miss J. Vaughan**, **Miss J. Buckle**. Two more ladies will be going at their own expense which will then give a Ladies Team. The Secretary General would liaise as in .1/.2 above.

S. Eversfield
 Sec Gen

.4 It is hoped that there will be no deficit following the National Championships but the Secretary General would present full income/expenditure details as usual, as soon as all the paperwork (bills etc.) had been sorted out.

.5 The video system was very good, but at £10,000 it would be better, it was felt, to send £2,000 on hiring it for the Nationals over 5 years, as it would be outdated rapidly.

S.D. Lambe asked for time to consider purchase or not, and he had to discover the cost of the items in UK terms, and would also ask **J. Laing** to say how much it would cost to build out own system to match that brought over.

S.D. Lambe
 J. Laing

.6 Training Camps

(a) The 8 Way Team had asked to train at La Pallisse, then Pampisford, followed by a few days jumping in Yugoslavia.

(b) The 4 Way Team wanted to take 3 weeks to train, venue details are not yet available but they would stay inside their budget.

.7 Bridlington have asked to hold the 1987 National Championships and have guaranteed a sponsor for £10,000.

.8 Thanks were formally expressed to RAFSPA and the Chairman would write on these lines to the Chairman of RAFSPA for them hosting the Championships.

Formal thanks were also expressed to the two Coaches for their hard work.

3. Finance

In the enforced absence of the Chairman, **P.W. Ritchie**, the Secretary General presented the minutes of the Finance Committee and asked for comment or queries.

.1 In order to facilitate the submission of the 5 year development plan to the S.C. it was proposed by **G. Lilly** and seconded by **J.R.H. Sharples** that the financial figures for submission, be accepted as they stood.

Unanimous

N.B. It was fully appreciated that the above were not hard and fast but could, and no doubt would, need modifications as the plan progressed year on year.

.2 Shop Sales

It was proposed by **J.R.H. Sharples** and seconded by **G. Lilly** that the SWARD Promotions Log Book and Stamp be bought on a sale or return basis.

Sec Gen
 The Minutes were ratified

Item 40/85 - Medical Declaration

As there could be legal implications on the above it was agreed to carry this item forward to the next meeting.

Chairman

Item 41/85 - BSCR Womens Patch

After discussion it was agreed that the Association could not arrange the above, but that if the people concerned wished to do so then there would be no objections.

Miss J. Smith

Item 42/85 - Tandem Jumping Policy

R. Colpus expressed that hope that, with the above now in operation in the USA and knowing that requests would be made for this to be carried out in the UK, the Association would investigate and declare a policy well before the first applications were made.

After discussion it was agreed to:

- Write to the USA to find out as much as possible.
- The Coaches are to open discussion on Tandem Jumping with the people involved in the USA.
- Talk to those people in the UK who are experienced in this field.
- Report back to Competitions and STC as soon as possible.

JNCSOs

STC

Item 43/85 - J. Hitchen to Judge at RAPA Meet

The phone round decisions to allow J. Hitchen to attend the above was unanimously ratified.

Item 44/85 - P6 Memberships

.1 J.L. Thomas had had information that a club may not have paid into the Association revenue for a certain number of P6 memberships.

The Secretary General would investigate and report back to the next Finance/Council Meeting.

Sec Gen

.2 (a) S. Lambe had found out that some people were under the impression that there was no need to join the BPA unless a person wanted to jump at another club. He agreed to write an article explaining the situation for inclusion in the magazine.

S.D. Lambe

(b) P6 - Change of time frame

S.D. Lambe had proposed that P6 memberships be extended to 1 year. There was no insurance problem as that part of the fee lasted for a full year. There was lengthy discussion on this subject and it was finally proposed by J. Lines and seconded by S.D. Lambe that P6 Membership be extended to one year or until the person concerned went onto free-fall, whichever was the sooner.

Sec Gen

Unanimously agreed

N.B. The above is dependant upon a report from the Secretary General on any possible problems which may not have been immediately apparent.

(c) P6 Membership Annual Increases

It was proposed by J.T. Crocke and seconded by J.L. Thomas that P6 fees be set at the EGM in consultation with the DZ operators and Council.

Unanimously agreed

Item 45/85 - Charitable Trust

The above to be held over.

Item 46/85 - Insurance

The paperwork was noted.

Item 47/85 - A.O.B.

A fatality had occurred at the Swansea Parachute Club. The JNCSOs had carried out a Board of Enquiry, the results of which will be published in the usual way. A formal letter of thanks to the JNCSOs for their speed of handling the situation has been received from D. Howerski.

JNCSO

STC

**BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING
COMMITTEE MEETING
THE POST HOUSE, LEICESTER
THURSDAY 12th SEPTEMBER 1985
AT 7.00 p.m.**

Present:

J.R.H. Sharples
M. Mortlock
I. Louttit
D. Cox
J. Ball
E.T. Lewington
B. Harman
A. Collingwood
M.E. Bolton
D. Palmer
B.A. Bias
M. McLaughlin

Chairman STC
London Skydiving
DISC
B'Ham & Cov.
Pilots
Thrupton/Skybird
Red Devils
Doncaster
Oxon & Northants
Hereford
Falcon
Dorset

T. Knight
G. Evans
J.D. Prince
D. Parker
T. Andrewes
G. O'Hara
T. Dobson
J. Curtis
J. Fletcher
A. Philip
J. Lines

Ipswich
TPA & MFFC
NWPC
Headcorn
Capital School of Para
JSPC (N)
Merlin/LBFFC
Riggers
BPS
South West
MPC

Apologies for Absence:

B. Souter, B. Scoular, K. McIlwee, M. McCarthy, R. Ellis, D. Howerski.

In Attendance:

J. Hitchen JNCSO
T. Butler JNCSO

Observers:

P. Osgood, M. Brown, N. Hamilton, M. Langley, C. Kirwan, M. Doyle, B. Laitwaite, C. Ure, M. McCarthy, M. Newall, J. Sherman, J. Farr, K. Adkins, A. Lee, J. Rix, J. Brady, D. Tucker, T. Johnson, M. Warren, J. Warren, D. Gyas, J. Walton.

Item 1 - Minutes and Matters arising from STC Meeting 1st August 1985

The Chairman informed the meeting of a letter from the USPA pointing out that the USPA do not issue Tandem Ratings, as Tandem is currently being conducted in the USA on an experimental basis through an FAA regulation exemption, given to specific manufacturers.

It was proposed by I. Louttit and seconded by B. Harman that the minutes of the meeting of 1st August 1985 be accepted as a true record.

Carried Unanimously

Item 2 - Approval of Riggers Minutes of Meeting of 1st August 1985

J. Curtis gave the meeting a resume of the meeting of 1st August.

He informed the meeting that there had been nine applicants for the next Riggers course and that the list would be left open until the next Riggers Meeting. N.H. Nisbett had been given, subject to STC Approval his Advanced Riggers rating, having been 5 months short of the required time.

J. Curtis informed those present that it had been decided at this evenings meeting that following a series of tests, the light weight quick fit adaptors (MS70101) may now be used on chest straps of kit with front mounted reserved.

It is also been decided that any safety problems that had been discussed by the Riggers Committee should be collated and put in the Sport Parachutist magazine once a year, for the benefit of all parachutists.

It was proposed by I. Louttit and seconded by B. Harman that the minutes of the Riggers Meeting of 1st August 1985 be approved.

Carried Unanimously

Item 3 - Instructor Course 3 - 85

J. Hitchen informed the meeting of the conclusions and recommendations of the Examiners on the Course which were:

Conclusions

In general the standard on the PI, Exam and Advanced Course was quite high and most candidates came well prepared. The Examiners feel that candidates attending the Pre-Advanced Instructor Assessment Course who do not have the required time as an Approved Instructor, do not have sufficient depth of knowledge to be successful on the course.

Recommendations

- That the 'Permissions' of two of the candidates to act as CCLs are not extended and that they return in 6 months on further Pre-Advanced Course.
- That STC should consider very carefully indeed the practice of giving permissions to attend Pre-Advanced Courses to those without the laid down qualifications.

All CCLs

The Chairman was asked if there was any information concerning the candidate with suspect irregularities in his log books. The Chairman stated that this was still being investigated and STC would be informed when the inquiries had been completed.

Item 4 - AFF Instructor Courses**1) Peterborough**

T. Butler informed the meeting of this course which had been held at Peterborough, run by the School of Human Flight on behalf of the BPA. Four Instructors, R. O'Brien, D. Boersma, D. Morris, P. Walters had been awarded AFF

Instructor ratings. P. Austin and D. Howerski still had a number of jumps to do to complete the course.

2) Netheravon

G. O'Hara gave the meeting a brief resume of the course held at Netheravon. There had been nine candidates on this course and all including D. Howerski had completed the evaluation jumps. Major O'Hara had not informed all of the candidates as to whether they had been successful at the time of the meeting and would therefore present the results and recommendations of the course at the next STC.

T. Butler stated that in his opinion the Course was the best and most professionally run AFF course that he had seen and wished to thank Major O'Hara for the tremendous amount of work he had put into the course, also special thanks to D. Hickling and P. Reynolds for their work and professionalism, also to N. Watson-Clarke, P. Applegate and S. Wagstaff.

Item 5 - Incident Reports - resume

1) J. Hitchen informed the meeting of the fatality at the Dorset Parachute Club of the Pilot and Potential Instructor. J. Hitchen stated that the accident was being investigated by the Accident Investigation Branch, of the CAA and that they would keep the BPA informed.

J. Ball gave the meeting a resume of the accident. The aircraft, a Cessna 206 took off with the Pilot, J/M and four static line students, at approx. 400ft. The J/M Steve Scott told the students to get into crash landing position, he then spoke to the pilot who said that they could get to about 1,000ft. which they did, when Mr. Scott safely despatched the students, it then looked as if the aircraft was going to try to land safely, which it was unable to do and crashed, killing the Pilot and J/M.

The Chairman stated that in his opinion Mr. Scott had done a very good job in getting the students out of the aircraft before it crashed.

2) J. Hitchen informed the meeting of the Safety Notice that had been sent out concerning ripcords supplied by Thomas Sports Equipment in 1983 where the pins had not been crimped to the wire correctly. A Safety Notice had been sent out in June 1983, but some of the ripcords were still in circulation. A number of questions were asked and it was suggested by Major O'Hara that Safety Notices of this type should be re-issued occasionally to remind people.

3) J. Hitchen informed the meeting of another incident which caused a Safety Information sheet concerning AAD power cable locations to be sent out. The incident occurred on the AFF rig manufactured by Thomas Sports where the Stevens Lanyard had pulled the reserve ripcord housing at an angle preventing the pins from extracting the housing, the reserve had only been able to be activated because the Stevens Lanyard had broken, the design of the rigs has now been altered, on examining the equipment it had been discovered that the AAD power cable terminal eye had been put over the wire between the two pins and not over the top pin as it should have, this may have prevented the pins from deploying the reserve. The Safety Informations sheet had been sent to all clubs.

All CCLs

4) The meeting was informed of an incident where the loop on the risers of a locally manufactured 3 ring riser had not been stitched correctly before the wrap had been put on, and had come away on deployment of the main canopy causing one side to release. It is not always possible to check risers for this, but it is believed that this could be an isolated incident. Parachutists should check their risers and if there is any doubt they should be examined by a Rigger.

All Clubs

5) M. Mortlock informed the meeting of an incident at Pampisford where a parachutist had had a premature deployment of his main parachute causing a 'horse shoe' malfunction, the parachutists then deployed his pilot chute which entangled in the main canopy, he then elected to 'cutaway' but only one side released, the release system was a 'Myers' single point release. He then deployed his reserve and it appears that the reserve pilot chute caught on some part of the main canopy or riser, luckily the reserve pilot chute ripped apart enabling the reserve to deploy.

The Chairman stated that a number of minor incident reports had been received, a couple concerning 'line overs'. The Chairman stated that as he had mentioned in the past, net skirts may prevent these type of malfunctions from happening and clubs should consider this.

Item 6 - Grounding of a Parachutist

1) A letter from R. Noble-Nesbitt concerning the permanent grounding of Norma Hamilton, BPA Number 132788 and the reasons for the grounding had been circulated to STC members. I. Louttit stated that he wished it known this is not the Norma Hamilton who jumps at Dunkswell and he hoped that CCLs would not confuse the two. The Chairman stated that Miss Hamilton's BPA number would be included in the minutes.

**BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING COMMITTEE
MEETING
1ST AUGUST 1985 7.00 p.m.
THE POST HOUSE, LEICESTER.**

2) **M. Mortlock** informed the meeting of a parachutist he had permanently grounded at his Drop Zone. The parachutist in question was a **Mr. T. Fooks** who had done 13 static line jumps and had then cleared himself for freefall by filling in his own log book.

The Chairman stated that both the above parachutists names would be included in the STC minutes, should either parachutist turn up on another DZ.

All Clubs

Item 7 - Proposed changes to BPA Medical Declaration

T. Knight gave the meeting the reasons for the above proposal, stating that the prospective parachutists own doctor or a consultant would be best to decide whether a person was medically or mentally fit to parachute.

A number of questions were asked and an amendment made concerning those overweight was made.

It was proposed by **T. Knight** and seconded by **E. Lewington** that the new medical form be accepted. For 13, Against 1, Abstentions 0. - Carried

New Medical Form (change to Operations Manual Appendix C) attached.

Item 8 - Proposed BPA Minor Mod 4

Proposals by **D. Howerski** concerning Minor Mod 4 for a Cessna 207, had been circulated. The Chairman stated that there was no problems over this Mod as far as the BPA were concerned, but it would be for Mr. Howerski to progress this with the CAA.

Mr. Louttit stated that this was still being done with the CAA at Redhill and he did not have any more information at this time.

I. Louttit
D. Howerski
CAA/Airworthiness

Item 9 - Permissions

The Chairman stated that a number of requests for Permissions had been notified to the office after the agenda had gone out and he felt that these should not be discussed as STC had made a proposal in the past not to discuss items that had not been sent out with the Agenda. The meeting decided that these items should be discussed tonight, but unless notified prior to STC meeting in the future they would not, unless in exceptional circumstances.

All CCI's

1) **D. Tucker** asked STC for Permission to act as CCI for Thrupton until the next Pre-Advanced Course in November. Mr. Tucker gave details of his experience and the reasons for this request, he was asked a number of questions.

It was proposed by **B. Harman** and seconded by **G. O'Hara** that **D. Tucker** be permitted to act as CCI for Thrupton until the next Pre-Advanced Instructor Assessment Course.

For 14, Against 0, Abstentions 4. - Carried.

JNCSCO

2) **B. Laithwaite** requested permission to act as CCI for Capital City Parachuting until the next Pre-Advanced Assessment Course at Swansea in November. A number of questions were asked of Mr. Laithwaite, and his experience and reasons for the request were stated.

It was proposed by **D. Prince** and seconded by **A. Collingwood** that this should be permitted.

For 10, Against 3, Abstentions 4. - Carried.

JNCSCO

3) **I. Louttit** presented a proposed Drop Zone on the Beach in Jersey to be approved for a one off Drop Zone for students to be used in October only. The meeting agreed that as long as the proposed Drop Zone was inspected by a JNCSCO and that any proposals for its operation were adhered to by Mr. Louttit it would not be necessary to come back to STC.

The Chairman informed the meeting of another proposed jump into water and proposed change of restrictions to DZ had been notified to him, but these would need to be reced in the usual way.

Item 10 - A.O.B.

The only item on AOB was for the ratification of an AFF Jumpmaster Rating for **Derek Thomas**. It was agreed that upon presenting written proof of his (USPA, AFF J/M rating, Mr. Thomas would be given a BPA AFF Jumpmaster rating.

Date of next meeting 24th October 1985. Venue The Post House, Leicester at 7.00 p.m.

Present:

J.R.H. Sharples
J. Lines
D.T. Hickling
D.J. Cox
M. Bolton
I. Louttit
T. Dobson
J. Ball
K. Townsend
A. Philip
A.E. Rose
P. Walters
K. McIlwee
R. Ellis
D. Palmer
A. Collingwood
M. McLaughlin
J.D. Prince
T. Knight
D. Parker
D.L. Howerski
J. Curtis
T. Drew

Chairman STC
MPC
BPS
B'ham & Cov.
Oxon & Northants
DISC
Merlin/Leeds Bradford
Pilots
Thrupton
Thrupton
JSPC (N)
Halfpenny Green
Flying Tigers/S. Cotswold
Trailblazers
Hereford
Doncaster
Dorset
NWPC
Ipswich
Headcorn
Swansea
Riggers
Capital City

Apologies for Absence:

B. Souter, M. Beynon, G. Evans.

In Attendance:

T. Butler JNCSCO

Observers:

R. Shillabeer, K. Miles, J. Farr, K. Adkins, J. Warren, M. Warren, L. Kirk, R. Cummings, C. McIlwee, M. Ellis, L. Waite, S. Lambe, M. Newall, C. Ure, M. McCarthy, P. Osgood, J. Brady.

Item 1 - Minutes and Matters arising from STC Meeting 6th June 1985

1.1. Medical Declaration The Chairman informed the meeting that as conflicting medical recommendations had been received this item had been put back until this meeting. Quite a bit of discussion took place concerning this subject. It was then proposed by **T. Knight** and seconded by **D. Prince** that Diabetics be permitted to parachute on condition that they have a medical declaration signed by their Consultant.

For 12, Against 5, Abstentions 2. - Carried

All Clubs

1.8 Changes to Operations Manual The Chairman informed those present that the 'amended' Operations Manual was now available from the BPA Office.

All Clubs

1.9 Proposed BPA Mod. 4 I. **Louttit** stated that the subject of this proposal of his, was progressing well, and he would come back to STC when the information was available.

I. Louttit

1.10. Permissions **B. Harman** of the Red Devils had requested that **K. Sanders** be added to the list of Team Members permitted to jump from 1,500ft. AGL in the London Area. There was no objections to this request.

B. Harman

It was proposed by **R. Ellis** and seconded by **I. Louttit** that the minutes of the meeting of 6th June 1985 be accepted as a true record.

Carried Unanimously

Item 2 - Approval of Riggers Minutes of Meeting of 6th June 1985

J. Curtis gave the meeting a resume of the Riggers Meeting of 6th June. He also informed those present that a Riggers Course was hoped to be held again at the beginning of 1986 and anyone wishing to attend that course should contact one of the National Coaches as soon as possible so that numbers could be known.

All Clubs

T. Knight informed the meeting of a problem that had been discussed by the Riggers concerning 'diapers' on some reserve canopies. In 1978 a Safety Notice had been issued concerning the placement of grommets on diapers, stating that they should be at least 2 1/2" apart as it

was possible that as the lines were being unstowed upon deployment (if the grommets were close together) that one rubber band could tangle with the next, preventing the diaper from undoing. It had come to the notice of the Riggers that a diaper with close grommets had been attached to a canopy manufactured by 'North American' (a 26ft. steerable tri-con) and had also been found on a number of other recent reserves. The Riggers now recommend that the grommets of reserve diapers should be at least 3ins apart (centre to centre) and that jumpers should check the diapers on their reserves.

All Clubs

The minutes of the Rigging Meeting of the 6th June were approved by the STC.

Item 3 - Fatality - Swansea

T. Butler informed the meeting of the Fatality at Swansea on 3rd July of **Nigel Wroe**. The jumper had completed an RW jump with four other jumpers, had tracked off normally and when he deployed his canopy, the 'throwaway' pilot chute and bridle line entangled with the main rigging lines, preventing it from fully deploying, causing a Streamer type malfunction. It appears that the jumper did not take immediate emergency action and continued to stay attached to the malfunctioned parachute until between 300 and 500ft. where at some stage the main parachute was ejected and the reserve parachute deployed at too low an altitude for it to inflate.

The recommendations of the Board of Inquiry were to re-emphasise that when a malfunction occurs, immediate emergency action must be taken.

A number of questions were asked and the recommendations of the Board were endorsed by STC.

Item 4 - Incident Reports - resume

The Chairman informed the meeting that there had been quite a number of minor Incident Reports sent in, which was to be expected in the summer, a few concerning Displays. The Chairman reminded those present that it is Displays where we are most in the public eye and urged jumpers to be careful. He also stated a number of Reports concerned equipment and these had been discussed by the Riggers at this evenings meeting and details could be found in the Riggers Minutes.

J. Curtis stated that the Riggers felt there was a need to educate jumpers more and this would be discussed at the next Riggers Meeting.

Item 5 - Drop Zones

1) **K. McIlwee** gave the meeting details of the proposed Drop Zone at Goodwood Airfield. (O.S. Sheet 197, grid ref. 873075) this DZ had been checked on behalf of the JNCSCOs by **Charles Shea-Simonds** and also by **R. Ellis**, and both agreed that it should be cleared as an Unrestricted Drop Zone. It needed to come to STC as Power Lines came within 1,000 yards of the target.

It was proposed by **K. McIlwee** and seconded by **R. Ellis** that the above be cleared as an Unrestricted Drop Zone.

Carried Unanimously
JNCSCO
CAA

2) **B. Bias** of the Falcon Parachute Club, was unable to attend the meeting so details of the proposed Drop Zone were presented by **T. Butler**. He informed the meeting that the DZ had been inspected by **J. Hitchen** and needed to go to STC as power lines come within 1,000 yards of the target. The Drop Zone is Jurby Aerodrome on the Isle of Man (OS Sheet 87, Grid ref. 362984) and in the opinion of **J. Hitchen** should be cleared as an Unrestricted Drop Zone. It was proposed by **T. Knight** and seconded by **M. McLaughlin** that the above be cleared as an Unrestricted DZ. Carried Unanimously.

B. Bias
JNCSCO
CAA

3) **T. Butler** informed the meeting of two DZs he had inspected for South West Skydiving Club. The first at Bodmin Airfield, which he had cleared as suitable for 'C' and 'D' Certificate parachutists only. This was for STC information only.

The second DZ was presented by **A. Philip** and was on Bodmin Moor (location 044112E, 50 35 15N) and this DZ needed to go to STC as power lines and a main road came within 1,000 yards of the target. Mr. Philip requested that the DZ be cleared as Unrestricted with two conditions:

- 1) Only one student out on a pass from a step exit aircraft.
- 2) If the WDI goes further than 600 yards in a Westerly or South Easterly direction, student parachuting to be stopped.

This was proposed by **M. Bolton** and seconded by **D. Prince**. Carried Unanimously.

JNCSCO
CAA

Item 6 - Permissions

1) **S. Lambe** requested permission that he be permitted to attend the next Pre-Advanced Instructor Course in August. He informed the meeting that he had all the qualifications needed to attend but was a year short in the 'time' requirements. He also requested that if permission was granted that he be given permission to act as CCI for the RMCS Parachute Club from 1st Oct. if he was successful on the Course.

This was proposed by **T. Rose** and seconded by **R. Ellis**. Carried Unanimously.

S. Lambe
JNCSO

2) **S. Plank** had written to STC requesting permission to run a Water Jump Display as he was not an Advanced Instructor. He had given details of safety procedures to be carried out and the reasons for this request. A good deal of discussion took place regarding this subject. It was finally proposed by **A. Collingwood** and seconded by **T. Rose** that this request be permitted.

For 11, Against 6, Abstentions 2. Carried.

S. Plank

3) **D. Hickling** proposed that **D. McCullough** be permitted to attend the next Pre-Advanced Course in August being just four weeks short of the required time. This was seconded by **T. Knight**. Carried Unanimously.

JNCSO

4) **D. Hickling** made a further request to STC that **R. Cummings** also be permitted to attend the next Pre-Advanced Course, though he was 18 months short of the required time, but had all the other requirements. Some discussion took place concerning this. It was proposed by **D. Hickling** and seconded by **D. Howerski** that this be permitted.

For 16, Against 1, Abstention 1. Carried.

JNCSO

5) A request from **B. Souter** had been received, that RAF Weston on the Green be permitted to run AFF Courses in line with the other Centres given permission. It was pointed out that RAFSPA would need to return to STC before they were permitted to train ab-initio students.

The above request was proposed by **D. Hickling** and seconded by **D. Cox**.

For 17, Against 0, Abstention 1. Carried.

B. Souter

T. Rose wished it recorded that he abstained on this issue.

6) **T. Drew's** requested permission to act as CCI for Capital City Parachuting until the next Pre-Advanced Course in August and also permission to attend the Course as he is 6 months short on the time requirement. He also requested that if successful on the Course he be permitted to continue as CCI until whenever the Examiners on the Course recommend he returns for final examination. This was proposed by **M. Mortlock** and seconded by **D. Prince**.

JNCSO

Carried Unanimously

7) **T. Rose** proposed that **Nigel Watson-Clark** be given an extension of his Potential Instructor Rating until the Examination Course in November. This was seconded by **D. Howerski**. Carried Unanimously.

JNCSO

8) **M. Mortlock** proposed that **Colin Fitzmaurice** be given a BPA AFF Jumpmaster rating as he had obtained his USPA rating in May 1985 at Chambersburg, USA. He has all requirements as laid down by STC. Subject to written confirmation from the USPA this was seconded by **D. Howerski**.

JNCSO

Carried Unanimously

9) **M. Mortlock** requested permission for Tandem jumps to take place at Pampisford in late August. The request was to evaluate the method and would only be carried out by a USPA Tandem Instructor and Tandem Master. There would be a maximum of 20 jumps made. **M. Mortlock** hoped to come back to the next STC with further proposals. Some discussion took place concerning this. It was proposed by **M. Mortlock** and seconded by **T. Knight** that this be permitted.

For 14, Against 2, Abstentions 3. Carried.

M. Mortlock

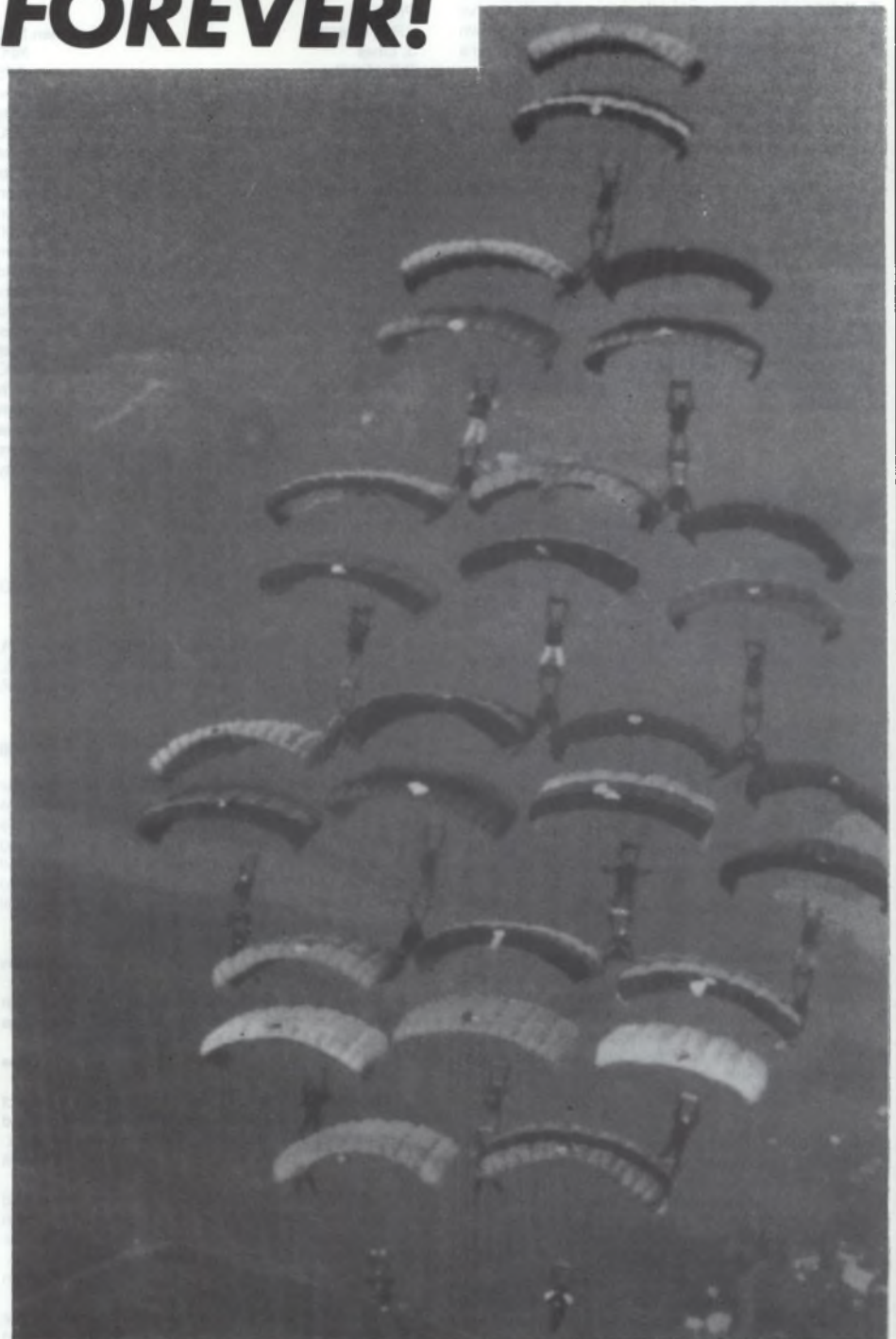
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Item 7 - A.O.B.

No items had been notified for Any Other Business.

Date of the next meeting 12th September 1985. Venue Post House, Leicester at 7.00 p.m.

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