

THE

FEBRUARY 1986

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



Mac's Loft.

Mac McCarthy: BPA Advanced Rigger # 31 USPA Ram Air Rigger # 55

South East England's, first full-time, comprehensively equipped parachute rigging loft. Open 7 days a week for enquiries, and weekdays catering for all urgent repairs, modifications or specialist requirements. A collection and delivery service is available at a nominal charge within reasonable distance of Biggin Hill.

THE RACER IS COMING!!

Negotiations have been successfully completed with John Sherman of the Jump Shack, to manufacture the Racer under Licence in the UK. FAA TSO C23b Approval will be completed very soon, and therefore the rig and the Loft will be Approved Worldwide. This means of course, no hassles for jumpers in the States.

Moonlight RW Suits are custom made at the Loft. Seam grips are included in the basic price of £60. For external grips and special designs, we will quote on application.



Tracer with Firefly Main & Swift Reserve

WS... NEWS....NEWS....N

1986 Raffle - sorry for the delay in announcing the details; we have to clarify some legal points....

TSD for the Loft is expected any day now....

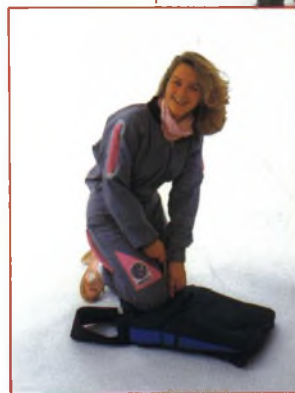
Annie Halliwell has just joined us on the rigging staff....

We're making very sexy parabags!

US equipment is airfreighted weekly direct to Biggin Hill Airport, giving us the quickest turn-around times of any UK loft.

- JUMP SHACK SOUTH
- NATIONAL
- PRECISION
- RELATIVE WORKSHOP
- PARAGEAR
- PARAFITE
- NORTH AMERICAN AERODYNAMICS

If you are able to collect your gear in the States, then you will pay less than through a US Dealer when you order through Mac's Loft. You can also arrange to have it collected at any US address.



£60 inc VAT

Reserve repacks including squares, are completed and sealed while you wait. Only Certified Riggers pack reserves, so you can leave the Loft confident that your rig has been thoroughly and properly inspected and checked.

Mac's Loft also supplies accessories at very competitive prices, including Protec's, Altimasters, gloves, Kroops, Dytters etc.



Mac's Loft

Capital City Rigging Ltd
Building 160 Biggin Hill Airport
Biggin Hill Kent TN16 3BN

Tel: (0959) 71917

Loft: 24 hr Ansaphone
(0959) 74418 Secretaries

Please call in or phone for more details and your Order Form
Directors: M McCarthy, C Ure

Tracer with Skylark Main & Swift Reserve



£268 plus VAT

Mac's Loft is the exclusive manufacturer of the **MAC TRACER** Pop-Top Rig. Built to the highest standards, with custom colours, mini-3 Rings, pilot-chute, reserve bridle, main risers, toggles and deployment bag *all* included in the price. Europe's most compact rig currently on the market.



We guarantee six weeks maximum delivery for the Tracer and most other items, including equipment ordered through our Dealerships.

THOMAS

SPORTS EQUIPMENT MANUFACTURER & SUPPLIER



ZEROX



CHASER



INVADER

T.S.E. Zerox, Chaser, or Invader container systems with Cruiselite, Nimbus Beta or G.Q. Rayder main canopy and Invader 370 reserve ready to jump
PRICE £939.00 plus VAT
As above but with Swift Square Reserve ready to jump.
PRICE £1039.00 plus VAT
Custom Colour GlidePath canopies FURY, MAVERICK, FIRELITE.
PRICE £518.18 plus VAT

We also sell every main and reserve canopy on the market, just give us a call for a price.

A.F.F. CHASER £282.60 plus VAT

This rig incorporates every safety aspect going, Stevensons, FXC mountings, dual main deployment for secondary instructor, conversion to pull out or throw away for progressing students. This system is being used by every A.F.F. Centre in the U.K.

Buying gear in the U.S.A.

If you're planning on buying gear in the U.S. think again. WE CAN OFFER YOU LOWER PRICES THAN U.S. DEALERS, when you collect in the States with the added advantage of paying for it in the U.K.

If you order your custom kit a reasonable time before departure we will have it waiting for you at any address in the United States. (Non custom kit in four days)

STUDENT EQUIPMENT

Just because all you see is advertisements for experienced equipment, do not think that you have been forgotten. We can make you look just as good as they do. Our range goes from a pair of goggles all the way to Custom free fall student rigs. JUST GIVE US A CALL....

ACCESSORIES

Protec Helmets	Altmaster IIs & IIIs
Boogie Goggles	Pilot Chutes
Log Books	Zac Knives
Log Book HOLDERS	Altistar only £45.50 + VAT
Gloves	
Ripcords	All prices subject to
R.W. Stampmen	currency exchange rates.

THOMAS SPORTS EQUIPMENT
TOP FLOOR

102-104 ST. JOHN STREET
BRIDLINGTON

NORTH HUMBERSIDE
Tel: (0262) 678299



JUMPSUITS

Made to measure suits in your choice of colours. Designs for students; the Jumpmaster 'Professional' for Instructors & PI's; the 'Grease Lightnin', light weight low air-friction suits for Accuracy and CRW; twin or single zip designs, from £28.50 to £45.50 in this range. De luxe RW suits with grabbs and accessories from £60 to £75 in this range.

Your name or initials embroidered, BPA badge sewn on etc. Excellent fabrics, well made and long lasting kit. P & P £2 approx.

JUMP KIT SALES

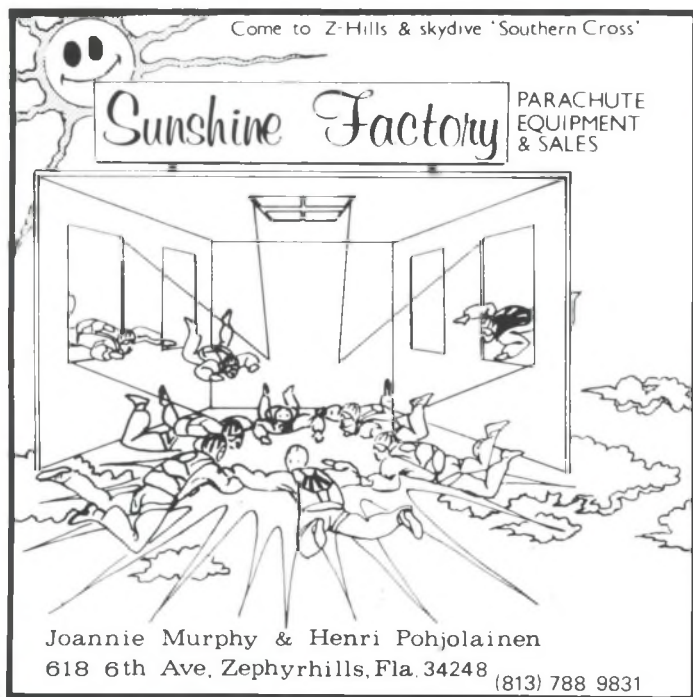
4, Dunoon Close, Rise Park, Nottingham.
0602-277485 ask for Joe or Sue, day/evenings.

SWANSEA PARA- CHUTE CLUB

**HAS A VACANCY FOR A FULL-TIME
B.P.A. INSTRUCTOR/RIGGER
WILL APPLICANTS PLEASE APPLY
IN WRITING WITH A C.V. TO:
CCI, SWANSEA PARACHUTE CLUB
SWANSEA AIRPORT
FAIRWOOD COMMON, SWANSEA
TELEPHONE: 0792 296464**

Come to Z-Hills & skydive 'Southern Cross'

Sunshine Factory PARACHUTE EQUIPMENT & SALES



Joannie Murphy & Henri Pohjolainen
618 6th Ave, Zephyrhills, Fla. 34248 (813) 788 9831

DIARY OF EVENT '86

- 28-31 Mar - RW & Accuracy Competition, Netheravon
- 9-11 May - Police Accuracy Meet, Sibson
- 12-16 May - PI/Advanced Instructor Course 2-86, Bridlington
- 17-18 May - Accuracy Competition, Halfpenny Green
- 19-23 May - Exam/Pre Advanced Instructor Course 2-86, Bridlington
- 24-26 May - **Scottish Nationals**, Strathallan
- 24-26 May - Large Aircraft Boogie, Netheravon
- 31 May - 1 June - Speed Star Meet, Headcorn
- 7-15 June - Texel Boogie, Texel, Holland
- 21 June - 6 July - **NATIONAL CHAMPIONSHIPS**, Bridlington
- 12-19 July - RAPA Championships, Bad Lippspringe
- 18-28 July - Swansea Boogie, Swansea
- 4-8 Aug - PI/Advanced Instructor Course 3-86, Strathallan
- 11-15 Aug - Exam/Pre Advanced Instructor Course 3-86, Strathallan
- 16-28 Aug - Army Championships, Netheravon
- 13-14 Sept - LAC Meet, Headcorn
- 10-14 Nov - PI/Advanced Instructor Course 4-86, Venue to be decided
- 17-21 Nov - Exam/Pre Advanced Instructor Course 4-86, Venue to be decided

IN THIS ISSUE

Drop Inn	6-7
Clubs	8
Correspondence	10-12
Kit News	13
RAPA '85	14-15
17th CISM	16
Buying Your First Jump Suit	17
POPS '86	18
Malfunction	20
Rapid Descent	22
Para Shoot '85	26-31
Brits in the Sun	32-35
Home Countries LAC Meet	36-37
Organising a Balloon Meet	38-39
Hot Air Boogie '86	40
Royal Aero Club	44
Chairmans Report 1985	46
Minutes	49

THE SPORT PARACHUTIST



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

VOLUME 23 N°1

FEBRUARY 1986

BPA Council

Chairman J. T. Crocker	Club Representative Tim Andrewes
Vice Chairman P. W. Ritchie	Chairman Development Committee Peter Ritchie
Chairman Safety and Training Committee J. Sharples	Royal Aero Club Representative James Crocker
Chairman Competition Committee Rob Colpus	Royal Aero Club Alternate Representative Sean Lambe
Chairman Finance Committee John Lines	

Council Members

Tim Andrewes, Rob Colpus, Graham Copestake, James Crocker, John Curtis, Brian Dyas, Steve Eversfield, Dave Hickling, Sean Lambe, Gordon Lilly, John Lines, David Parker, Dave Prince, Martin Rennie, Peter Ritchie, Jim Sharples, Lofty Thomas, Dougie Young.

Committee Members

S.T.C. - Jim Sharples, Chairman. All CCIs.

Competitions Committee - Rob Colpus, Chairman, Steve Eversfield, Dougie Young, Brian Dyas, Judges Representative.

CRW Representative.

Finance Committee - John Lines, Chairman, Peter Ritchie, James Crocker, John Curtis, Rob Colpus, Dave Hickling.

BPA Staff

Charles Port, Secretary General
Sue Allen, Trudy Kemp,
Jennifer Doyley.

National Coach and Safety Officers

Tony Butler
John Hitchen

Editor, Sport Parachutist

Dave Waterman

Editorial Assistants

Rob Colpus

Advertising Manager

Ray McGuire

Design/Layout

Ross Lammis



R. Ae. C.

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

Editor's Note

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

EDITORIAL

Twentyfive photographers entered over 200 photographs in Para Shoot '85 Photographic Competition. Judges were **Leo Dickinson, Charles Shea-Simonds and Nigel Gifford.**

Nigel's company, Camera Care Systems, generously donated vouchers worth £250 for the company's products as prizes for the winners (details inside).

The general standard was very high and it is hoped to run a similar competition this year. Watch for details. My thanks to all those who helped to make Para Shoot '85 a success.

DAVE WATERMAN

Last date for inclusion of articles, photographs and advertisements in 'Sport Parachutist' is the end of the second week of the month prior to the month of publication. i.e. 14th January for February issue. Material received after this deadline will be held over for possible inclusion in the next magazine, unless otherwise advised.

Winner of the Free Fall Section of the Para Shoot '85 Photographic Competition. Photographer **Tony Dale** ex Weston jumper now living in Australia. Subjects not known. Picture taken in Western Australia.





OLYMPIC RECOGNITION

On the 5th December last year the International Olympic Committee (IOC) gave, for the first time in history, official Olympic recognition to Sport Parachuting.

This means (1) that Sport Parachuting can be included in the programme of continental and regional games receiving IOC patronage, and (2) that the organising committees for future Olympic Games may choose our sport as a demonstration sport during the period of the games.

This decision follows two years of hard lobbying by Vive Beckmann and other members of the CIP (parachuting committee of the FAI). The next step for Beckmann and the CIP is to lobby the organiser for the 1992 games, when the venue is selected later this year.

EUROPEAN/WORLD LARGE FORMATION RECORD ATTEMPTS - AMPURIABRAVA, SPAIN - EASTER '86

Selection for the above attempts will begin on the 30th March from 15-20 way Scrambles, organised by experienced skydive organisers, leading up to record attempts on the 3rd, 4th and 5th April. Everyone is welcome at the event, although some experience of larger than 12 is required for consideration for the

records. If interest contact: Roland Hilficker, Centro de Paracaidismo Costa Brava, Apartado de Correos 194, Ampuriabrava, Gerona, Espana. Tel: 972 45 01 11.



"THE ATTENDANT CHAPPIE SAID HE THINKS IT'S 'A JUMPER WITH SMOKE WHO'S JUST CHOPPED A ROTATING MAL'! I WISH I'D NEVER ASKED."

The enclosed cutting was taken from the front page of the 'South China Morning Post' one of Hong Kong's leading newspapers. I thought it may be worthy of printing in the mag.

JIM WHITE D5168

Mal



"NOW! THAT WAS A REAL BUZZ TO LINK NINTH LIKE THAT. - PITY THE OTHER EIGHT WERE PRACTICING SEQUENTIAL!"

Drinker's bender becomes plunge...

Wellington: A New Zealander has been sentenced to make 30 parachute jumps by a judge who said he was concerned that the man was drinking himself to death.

Kim Mitchell, 27, an asphalt-layer who admitted driving a stolen car, was told that the mental application needed to sky-dive should keep him out of trouble.

The unusual sentence, which included community work and attending Alcoholics Anonymous meetings, was passed after Mitchell's lawyer said his client was a novice parachutist who was destroying himself with drink.

"I don't think parachute-jumping and drink would be a very good mixture," Judge William Mitchell (no relation) told Auckland District Court.

The defendant, who had several previous drink-driving convictions, said: "I was expecting to spend Christmas in jail, not out free-jumping from a plane every weekend. I



JOWN

think it sounds great.

"The judge asked me if I had jumped before as he would hate to sentence a man to parachute-jumping if he hadn't done it before and then have his death on his hands."

—Reuter.



WANT A WATER JUMP?

Slots are available for those wanting water jump qualifications during 1986. The jumps are into large wet DZ's and a PC or square is adequate. Events will be BPA Instructor controlled. Out-of-pocket expenses provided. Please contact: **Joe Forster**, 4, Dunoon Close, Rise Park, Nottingham. Tel: 0602-277485.

THE 1986 BRITISH WORLD PARACHUTE RECORD ATTEMPT

The current world record for the most parachute descents in 24 hours is 236, having been established in North America in July 1984. (ref: Guinness Book of Records). The 1986 attempt is being made by (name not being released just yet) an experienced military and sports parachutist. The aim of the 1986 attempt is to return the record to Britain and in doing so raise money for a worthwhile charity or cause.

The last British parachutist to hold the record, Dave Parchment reached 233 jumps within eighteen hours, however at this point he gave up, totally exhausted, having suffered the trauma of a dislocated shoulder approximately ten jumps prior to breaking the record. By his own admission, Dave was not used to, and also not prepared physically for the endurance aspect of the event.

With an average of one jump every 4.5 minutes Dave was on schedule to complete over 300 jumps. Our aim is 300 and with careful planning, organisation and facilities, this number is certainly within reach.

Creating a new world record would be a success for Britain as well as for all those concerned. At the same time the attempt by raising money for a worthwhile organisation will benefit those much less fortunate than ourselves.

" WOULD YOU TACTFULLY EXPLAIN TO THE PILOT, THAT I WILL NOT BE FILMING UNTIL WE ACTUALLY LEAVE THE AIRCRAFT ! "



RUGBY CLUB JUMP-IN

The annual rugby match between the Nottingham Rugby Club and the Metropolitan Police took place at the Beeston Ground, Nottingham, with a kick-off at 1500 hours on Saturday 26th October 1985.

This event was sponsored by Copystatic Ltd. for the first time and the Match Play Ball was delivered by the SkyDivers Parachute Display Team. Making the jump was **Joe Forster** (Copystatic's computer systems sales manager), **Graham Clarke** and **Paul Newbury**. A giant sized cheque was presented to Detective Chief Superintendent **Brian Baister** of the Met Police who accepted £500 on behalf of the Metropolitan Police **Keith Blakelock Fund**.

Joe recorded a vote of thanks to the Met Police for their special effort in being able to attend because an extra 10,000 constables were on duty in London that day to control a CND march. As a consequence of this strain on police manpower, 4 out of the 5 rugby matches were cancelled.

Joe, in recording Copystatic's gratitude for their attendance expressed the sympathy of the citizens of Nottinghamshire to the widow and family of PC Blakelock.

In the photograph from left to right are: **Brian Baister**, **Paul Newbury**, **Joe Forster**, **Graham Clarke** and **Doug Harper**, the Managing Director of the Copystatic Group of Companies.

JOE FORSTER



For Sale
Irvin Skytrainer
jet skirted student canopies

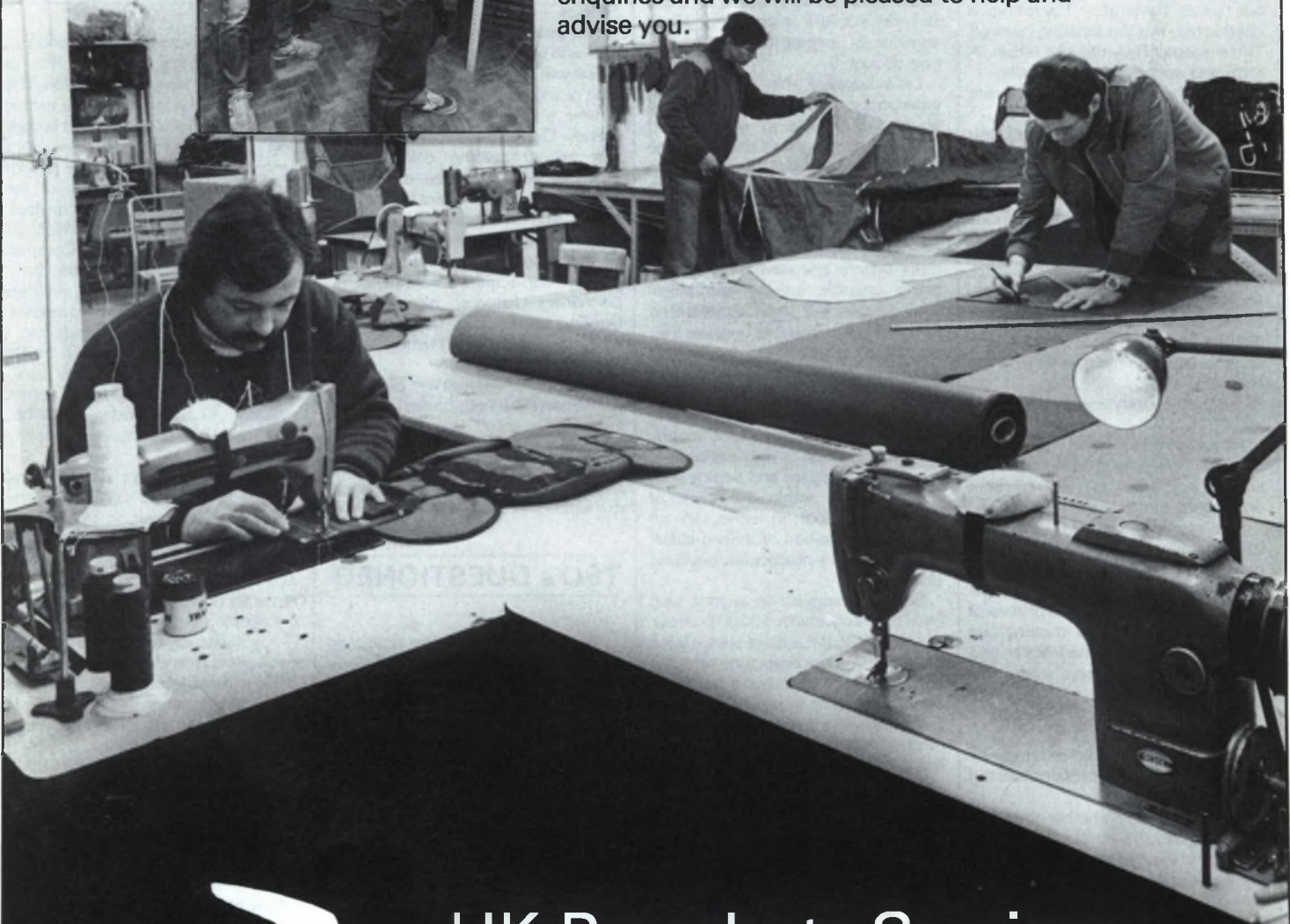


Situated on a full-time drop zone, we have for a number of years offered a full time rigging facility to manufacture Parachute equipment and undertake major and minor repairs.

All work is carried out by BPA qualified Approved and Advanced Riggers.

We supply most makes of American manufactured equipment including square canopies and tandem systems.

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



UK Parachute Services

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

CORRESPONDANCE



SORRY TIM - THEY WERE LOST, HONEST!

Some photographers will go to any lengths to pass the pound if their photographs don't turn out.

However last summer **Tim Andrews** did his 3000th jump. As he didn't ask me to 'snap' him I went along anyway and unbeknown to Tim so did a whole Porter load.

The army 8-way team took the Islander and after a time put together a round, then held it, much to Tim's irritation, who thought they were capable of a second manoeuvre.

Suddenly there was a 16-way (snap enclosed), which brings me to the point - Kodak lost the film. It was one of those bought in the States, process not paid, Beware! - Enclosing a cheque to cover the amount, I sent off Tim's snaps. They did not return. A form was sent requesting details:-

Q. Was there any particular event photographed?

A. Skydiving with 16 people holding hands.

Q. How would you describe them?

A. All wearing helmets! Parachute rigs unopened and jumpsuits of various colours.

Q. Were there any 'activity' shots e.g. football, eating etc.?

A. The formation of skydivers increased in size from 8 to 16 and most pictures would be almost identical.

Q. What were the main features of the background?

A. English countryside as seen from 10,000 ft.

All answered fully and reasonably I thought. Three months later the slides arrived back stressing I had never sent any money to cover the processing.

Five months later came a further letter thanking me for the details of the missing slides which was helpful but not enough for a thorough investigation. There must have been dozens of 16-way round skydives missing last summer I thought! I had better add more detail that they were now requesting.

Q. Are there any cars or car numbers, boats or signposts?

Q. Are the people male or female?

Q. Are they in fancy dress or bathing costumes?

Q. Please indicate whether the bride was in white, the number of bridesmaids and the colour of their dresses? We are sure that the more information you are able to supply the better our chance of tracing your film.

Makes you wonder what some people think of skydiving!

LEO DICKINSON

P.S. This is all completely true Tim.

HOP AND ?

Last weekend the weather only allowed us about 7,000 ft. to play with, so my friend asked me to go up and do CRW with him.

I left the aircraft first and was able to watch him do a hop 'n pop exit that made me think it worthwhile writing this letter.

I have watched many experienced jumpers making a complete hash of a hop 'n pop. Now admittedly a lot of fun jumpers don't want to pay hard earned cash to go up and open their canopies right away because it's taken them a long time to learn to freefall and that's what they dam well want to do - I also know that CRW isn't everybody's idea of fun, (a point I may argue some other day) so what is the need to deploy right away?

Well I think there is a good case to include hopping and popping in the progression system and even more reason with an AFF student. (Don't stab me yet AFF instructors, I know some of you include it in level 8, but is one enough?)

Let's suppose that in an aircraft emergency at about 1500 ft. you are about 3rd in line to get out and everyone behind you is anxious to see you buzz off....Would you move to the door, sit with your feet out and push off and do a good stable 3 sec. delay or would you do a well practiced swivel exit with your hand on your deployment system and wave at everybody going unstable around and below you? (Again I've seen experienced jumpers going unstable because they have been psyched out by the fact they're at 2000 ft. on a demo, what would they do at 1200 ft.?)

Ok, my point is this....It is possible to go from any seating place in any aircraft from a left or right exit door of any reasonable size and deploy your canopy safely within 1-2 secs. of leaving the door in either an on leading exit position or indeed a dive exit. All it takes is practice like anything else.

So may I suggest to anyone who finds themselves with 3-5000 ft. above their heads to get a bit of advice from somebody on the drop zone who can hop 'n pop and have a go. You certainly won't be wasting money. The dirt diving takes less time than a 4-way (and you never know, you may get to like it and take an interest in CRW!)

To finish off let me just stick a quick word of warning in. The idea of a hop 'n pop isn't to try and deploy that fast that you risk wrapping your pilot chute around the tailplane. I'm sure your CCI's wouldn't thank me if that started happening all round the country.

Secondly, if **Ted Oldney** thought he was going to get away without me mentioning that he did the worst hop 'n pop I've ever seen, then sorry Ted but it's too late.

Lastly, I think that very few clubs teach hop 'n pop techniques. If I am wrong then I apologise to the CCIs concerned. To those that don't then surely it can only improve student confidence if he or she is taught to be able to exit safely at low altitude should the need arise. Cheers folks,

CHRIS SCHOFIELD D5576

DORSET NEWS

Just though I'd drop you a line to let you know how we are getting on down here in the depths of darkest Dorset.

After the tragic loss of Steve and Nigel the club has really pulled together with the 'hardcore' increasing in size with every Student course! (We must be doing something wrong, they keep coming back for more!). The standard of Skydiving is growing along with the club as, apart from one or two exceptions, all the members started with D.P.C. on their first jump courses.

The buildings are coming together now with the Lecture Room, Canteen, Office and Kit Store completed at the time of writing. This is, of course, just in time with winter not too far away (here?). On the subject of winter, you can tell it's getting cold by the covetous looks observed, directed at the sheep in the adjacent fields!

Mac, who is now almost totally grey, has a new business partner in the form of **Andy (you want how much!) Bawn**. We have also acquired two other semi-permanent fixtures, namely **Bob Dowling** and **Graham Copestake**, so it's getting more like 'Nethers' every day.

Well here's wishing you' all Happy Christmas/New Year/Easter (depending on issue date!). See you in Spain and stay safe.

MIKE BUDDEN BPA 76432

P.S. To **Daf Mors**...keep yer mits off my square!

TSO's QUESTIONED

The article by **Clive Üre** regarding TSO equipment (October 1985) is completely misleading.

The existence of a TSO on any equipment certainly does not guarantee any standard of quality. If you turn back the page that article was written on you will come across a notice in Kit News about incorrect housing routing on racers purchased in 1984 and 85. Presumably they were TSO'd.

As an advanced rigger running a full time loft and drop zone I can assure you that we frequently come across examples of appalling workmanship on TSO'd equipment.

Furthermore your readers should not be misled into believing that a TSO ensures adequate design func-

tion. One manufacturer is currently initiating a change of all their TSO'd reserve diapers for another TSO'd reserve diaper presumably because of problems with the first one.

Riggers Committee recently (and quite rightly) made a recommendation regarding grommet spacing on two stow diapers. The offending item could kill you - but as you whistle through the air with a locked up diaper at least you'll know that it's got a TSO.

I don't wish to know the idea behind the TSO system, its purpose is admirable, but it does not guarantee anything.

TONY KNIGHT

Advanced/Examiner Rigger AR34

CORNISH NEWS

The latest news from down under in the deep South, we see a hive of activity at the beginning of 1986. The centre is embarking on three exiting new programmes. First is the completion of the wiring of the runway lights, so night jumps will be on a regular basis. On the bottom side of the Airfield we have started the construction of a large accuracy pit which will enable the Centre to extend Competitions to a great number of people.

The third programme revolves around food. We have started renovating one of the outer buildings into a superb restaurant which will be far removed from 'Smokey Joes Cafe'. Father Christmas bought the Centre a beautiful Air to Air Video which has done wonders to people's appearances.

We are embarking on four long weekends and one week where the Centre will be operating an Islander.

Our CCI (**John Fisher** for those who don't know) is looking for volunteers as a Tandem Partner when the Centre embarks on Tandem Jumping, so we are keeping out of his way!!

Just like to say one big thank you to our 4 pilots (sorry Walter) who have all done a great job in 1986 and good luck to the three lads on the PI Courses. Regards to all our readers, as you in 1986 with a smile.

CORNISH PIXIE

SPANISH NEWS

How nice it was to see you here at Skydive Spain this Christmas, along with so many other British skydivers, you shouldn't have gone to so much trouble to deliver our mag personally! However, we were really surprised

and delighted to have the company of such an outstanding and well respected skydiver as **Wally Gubbins** here during the boogie. Many times have we crossed paths with Wally in the past, and in fact he was instrumental in teaching many of us, especially the great **Sammy Phelps**, our skydiving skills.

We had many European teams here over Christmas who found Wally's training aids, i.e. the Wally Gubbins horizontal trainer, invaluable to their training programmes. Also the RW Robot was extremely useful to novices who were unable to find an RW Instructor, which is so often the case these days. At one point there were over 450 skydivers here, and they were astounded and entertained by the musical Drogue Ride and the Parachuting Dog. Wally assures us that these feats can be seen in his forthcoming movies. We are sure that everyone here will join us in wishing Wally continued success for the future and we all look forward to seeing him on other DZ's around the world in 1986.

Finally a word about the Expatriot Skydivers Fund, who do many good works for skydivers exiled abroad, and are happy to accept donations in any currency as well as gold bars, Kruger rands and real estate, which helps them meet the increasing costs of air-mailing the unexpurgated S.T.C. Minutes to members abroad.

Best wishes and have more kicks in '86.

IAN & TRICIA HEAD

SKYDIVING IN ZIMBABWE

Just a letter to update BPA members on the skydiving scene in Zimbabwe.

We have 2 very active clubs, one in the capital Harare (Mashunaland Skydiving Club) and the other in Bulawayo (Matabeleland Skydiving Club). Both clubs operate every weekend. Harare using a five place Trojan and Bulawayo fortunate in having 2 six place Turbo 206's.

Skydiving is therefore alive and jumping in Zimbabwe. Enthusiastic members of both clubs often hold 12-way meets, there being only a 4 hour drive between the two centres. With our excellent weather (\pm 300 sunny days per year) we were lucky in losing only nine weekends due to bad weather during 1985.

If any member of BPA ever visits Zimbabwe or is interested in hearing more about our skydiving here (I am interested in different RW and Sequential techniques and also more views on the AFF programme) please contact me: **Greg Bingham**, c/o Matabeleland Skydivers, P.O. Box 745 Bulawayo, Zimbabwe. P.S. Wishing all your members blue skies and nice dives for 1986.

GREG BINGHAM C111

COSTA £80

In anticipation of a long and miserable winter, we in the North-West

have organised a holiday to Ampuria-brava for the Centro de Paracaidismo Costa Brava's Easter Boogie. Departing 25th March and arriving back 3rd April. Travel is by luxury coach and the price of around £80 includes self catering accommodation for seven nights. Many of the jumpers are taking non-jumping partners and the whole thing should be one big party. The bad news is that by the time this letter is published there shouldn't be many seats left, so anybody interested should ring me as soon as possible on 0282 869212.

JOHN HUGHES

POMPOUS RUBBISH!

I have just read **Charlie Shea-Simonds** letter in the mag regarding blind jumpers and am moved to comment, what a load of pompous rubbish!

What's all the big deal about dying? We all go sometime and whether it's at 25 or 75 it doesn't matter a toss in the long run. What matters is the quality of life. In other words, live whilst your alive.

We all know that parachuting is potentially dangerous. That's what attracted us to it in the first place, isn't it? Without the danger it would be the most boring and repetitive sport ever devised by man.

Anyhow Mr. Price need only have patience. I've read 'anti' letters like Charlie's in the magazine before. i.e. Square chutes are dangerous, malfunction rate too high, canopy rely is dangerous. Square reserves are dangerous, accelerated free-fall is dangerous, square chutes for first timers are dangerous. Eventually though they all come to be accepted as the norm.

If blind students jump in the States now, you can bet your last quid that blind students will be jumping here in ten years time.

'Bureaucracy rules OK! Yeah! but not forever mate! So come on Charlie give the poor sod an exemption and bring a bit of light into his dark world.

KEN HOLT D1312

Well I personally think it does matter when I die. At 75, shot by a jealous husband would do! Stand by for dissenting replies.

ED.

MAL REPLY

I have asked **Ian Head** and **Mitch Decateau** why there wasn't a manual covering malfunctions, their causes and methods of coping with them. Their reply was this:

After training and briefing it is our own responsibility to be aware and ready for difficulties in the air, and to use the knowledge, expertise and experience we have individually amassed as skydivers. No one could take the responsibility for others by recommending their methods in a manual as no two situations are the same and everyone reacts differently. If in real doubt clarify it with an instructor, after that it's your own judgement that counts.

TRICIA HALL, BPA 159549

OXBRIDGE COMPETITION

Could you please print the following in the next issue of your magazine, as I am anxious to gain a reputation for parachuting in Oxford by competing with Cambridge. Because of the way the sports body is run, this is the only means to secure finance for the club. At present we are not subsidised by anyone, a situation which must surely be unique amongst collegiate teams.

Can anyone put me in contact with someone who is, or was a parachutist at Cambridge University, at whatever level.

I greatly appreciate this favour and hope it may invigourate the state of the sport in Oxford. Many thanks.

NICK FARRELL

(President Oxford University Parachute Club)

Lincoln College, Oxford OX1 3DR

MAL OFFER

With reference to a letter in last month's issue of SP, 'Mal help' by **Alyson Williams**. Alyson asks for help in recognising and tackling high performance deployment malfunctions. Fair enough, but I'm not sure that the magazine is a medium for what is, after all, basic parachute instruction. If Alyson is already jumping such equipment, and I assume by her 'C' licence that she is, then why didn't she just ask the instructor who briefed her for it? There are two basic ways to prevent and/or cure malfunctions. One is to 'touch wood' as Alyson suggests and the other is to maintain and totally understand whatever equipment you are using. By knowing in advance exactly what we will do in a given situation we can gain an advantage over the 'gear gremlins' and save precious seconds in an emergency.

Anyway, I will forward such an article to your office for possible inclusion in the mag.

CHRIS DONALDSON
BPA Instructor D3195

INCIDENT REPORTS

I believe that the reporting of fatalities and serious incidents in this country is very poor and could be vastly improved for the safety and benefit of all. At present the only official written report appears in the minutes of STC, which not alot of people read, and only a minimum of detail appears.

I would like to see in the magazine a specific section devoted to fatalities (thankfully low in number) and serious incidents, of which there are many more currently going unreported, along the lines of the American USPA mag reports, with details of container, parachutes, type of deployment, age and sex of parachutists, weather conditions, height jumped from, manoeuvre attempted and details of what happened. I understand that a BPA board of enquiry

report is produced after a fatality. All these details must be in that report and hence only need summarising. Serious incidents should be reported by the CCI.

I have discussed this subject with various people in the parachuting fraternity and a number of objections/criticisms have arisen which I would like to answer.

America needs these reports because distances between DZs are so big whereas British DZs are closer together and everybody gets to know by the next weekend. People get to know by the grapevine in which details are notoriously patchy and inaccurate. Also for the smaller DZs and for people who cannot attend regularly, information is even more limited.

Reading about all these fatalities and incidents put students off. Everybody who parachutes knows that this is a potentially lethal sport. If anyone is going to be put off parachuting for this reason, they are far more likely to be put off by the 'horror stories' told by people in the pub or when it is windy and raining. A proper account of what happened is far less likely to be embellished or distorted just to make a good story. A further point is that all civil aviation magazines carry full incident reports. Pilots and potential pilots are not put off flying or stop buying the magazine. They rightly regard these reports as important information.

Finally, I have been accused of just wanting to read graphic and gorey details about parachutists dying. This is not true, I believe that anything that stimulates informed discussion of what the best thing to do if a malfunction occurs can only be good to remind experienced parachutists and to inform those of us of lesser experience. If only one parachutist survives an incident that killed someone else due to a bit of thought about what to do if the same thing happened to them, then it will be well worth it.

I hope this letter stimulate some discussion and action on the part of Council and STC.

MATTHEW GUIE BPA 141823
C5955

AUSSIE G'DAY

Merry Christmas and all good wishes from your friends Down Under!

1986 is South Australia's Jubilee 150 Birthday Celebration and there will be plenty going on in our state. For our part, the South Australian Parachute Council Inc is running an International Parachuting Accuracy Competition in the Adelaide Parklands. Any of your readers are welcome to enter!

The dates for the Competition, which comprises 6 rounds, are 15-16 March, 1986 with Friday 14th as a practice day.

Total prize money exceeds A\$2000 with a guaranteed minimum A\$1000 for first prize. Entry fee for the Competition is only A\$40 with normal jump costs applying. We are more than happy to help with any accommodation arrangements which you may require.

There are only a limited number of entries on a first-come, first-served basis. The Australian Department of Aviation Regulations require only that any entrant holds an Australian Parachute Federation 'D' licence or equivalent (basically 200 jumps experience).

For more information, please phone **Jeremy Browne** (Aust) 08-2766011 or **Louise Davis** (Aust) 08-2595377, or write to us at this address: PO Box 665, UNLEY, South Australia, Australia 5061.

Looking forward to hearing from you, Blue Skies,

LOUISE DAVIS
Secretary

PO Box 665, UNLEY, South Australia,

AFF UPDATE

It is time that we had an update on how AFF is progressing now that it has passed its foetal stage and become an integral part of our student training programmes.

Slipstream Adventures is, I believe, the most experienced AFF School in the UK. I enclose some general information:

No. of students who have graduated 24

No. of students in training 8

No. of students completed 1 jump course 4

(all of them would like to continue)

No. of students advised to discontinue training 3

Oldest graduate 57 years

Youngest graduate 17 years

Students retrained from other clubs 8

Total no. of AFF jumps 304.

We do, I believe, employ the most experienced AFF instructors - **Ian Aitken** with 70 AFF jumps, **Brian Dyas** with 130, **Redy Redfern** with 140 and **Pete Allum** with 160 AFF jumps.

There have been occasions when the student has lost altitude awareness, lost control and have been unable to pull. In this instance we must have instructors that are capable of coming to the students aid - we must stress that the AFF rating is not 'just another qualification'.

However, the average success rate of 8 jumps to Cat. 8 and a further 8 to Cat. 10, with a retention rate of 80% speaks for itself. At Slipstream AFF has proven to be a great success, is now very much an accepted method of training students from jump no. 1, integrating with the traditional students at Headcorn, as a matter of course.

On another note we have received some excellent publicity from both The Sunday Times and Telegraph - I believe any publicity along these lines makes us more approachable and takes us away from elitism and the idea that we participate in a highly dangerous sport.

PETE ALLUM, D3627

AGM DEPRESSION

Once again I attended the A.G.M. and came away with a slight feeling of depression. But first the plaudits. Can we all thank the hotel for putting up with us once again, the bar staff's

equanimity in the face of our capacity for drink,

Now for the brickbats. I found it curious that you had to explain a misunderstanding between you and the Chairman concerning an editorial in the Magazine. If there is serious disagreement, in the words of a certain satirical magazine "I think we should be told", if not the A.G.M. seems a strange place to air a rather trivial point. (I read the editorial as praising the Council's hard work). If the Mag is to be a focus of dissent, so be it and both sides must have their say but not in this way.

The curse of apathy strikes us all, myself included, but I was surprised that no-one had raised 'any other business' at the A.G.M. Is the A.G.M. to deteriorate into a rubber stamp of Council/Committee decisions or could it become a forum for a brief discussion of contentious issues? For example:

"A much improved public image orchestrated by a professional outside PR department."

"Raising subs to be comparable with other sports clubs."

Stopping the BPA's support of national teams! (Does the USPA support their team?)

"An occasional 'committee of ideas' to discuss and laugh about outrageous ideas for the future. (What would the 1960 Council thought of squares for students?)"

We all know that hindsight has 20/20 vision but was it beyond the capabilities of anyone in this country to foresee even one of the innovations which seem to have come solely from the USA? Usually in this country we have a reputation for letting others exploit our ideas!

I am looking forward to the time when TV Sport has serious, informed and glamorous reports on parachuting in all its forms. If they can do it for darts.....! Dare we speculate on the first £1m transfer fee from one RW team to another!?

Thanks to all those unsung workers behind the scenes anyway, we could not jump without you. Keep stable,

JIM MITCHELL D2856

FROM THE DESK OF WALTER GUBBINS I.F.C.

I would just like to keep you all up to date with progress on **Wally I - the Movie!**

A few finishing vocals from 'Fester and the Vomits' and the film will be complete.

Sorry I could not AGMise but commercial pressures on the production of the, as yet top secret, 'Forward/Backward' hover controlled accuracy canopy kept me baking in the South Sudan.

I did enjoy my short Spanish visit over Xmas to the Costa Banados Centre run by **Ditch Micota** from the "School of Human Frigh"! More pictures of this new paradise in the next issue, right Ed? - You still there!!? Yours forever,

WALLY GUBBINS

P.S. The computerised jump suits will definitely be available soon.

EDITORIALS

For the first two years as editor of Sport Parachutist, it was always with a feeling of disappointment that I heard of complaints about editorials in the magazine. Particularly as I have always been extremely careful to make sure such editorials in no way contravened the policy of the Association. I accept that some editorials may have touched topics which in the past were regarded as "no go".

My original feeling of disappointment soon turned to a philosophical acceptance when I realised that individuals read into editorials the interpretation which best suited themselves.

However, after reading the Chairman's annual report at the AGM the feeling of disappointment return when I saw that the Chairman had interpreted the Editorial of the October magazine to mean exactly the opposite to that which I had intended.

Far from being a criticism of Council or Council Members, my aim was to bring to the attention of the membership just how much work is done on their behalf by Council.

I was further disappointed because,

although the editorial was published in October and there has been at least two Council Meetings since, no mention of the offending editorial appeared in Council Minutes. One could conclude from that, that nobody thought the matter serious enough to warrant discussion.

After reading the Chairman's report it came as no surprise to me to be told that my position as editor and editorial policy was discussed at the inaugural meeting of the new Council (without my being invited to attend and give any explanation required.)

Some Council Members were concerned about this, with the result that the matter will be on the agenda at the February meeting of the Council, to which I have been formally invited. I am told that there are members of Council who would prefer the editorial independence of the magazine be subject to Council control either by the editor submitting editorials for vetting (to whom!?) or that editorials be curtailed completely.

Either suggestion I feel contrary to the spirit of independence that members have come to expect from Sport Parachutist under all its editors. A policy I hasten to add I would never support, no matter who the association had given responsibility for editing its magazine.

I have disagreed with editorials written by previous editors, but I would vehemently defend their right to express them.

DAVE WATERMAN

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.

Symbiosis Suits

WORN BY THE

Top 4 Teams
IN 4 WAY &

Gold Medallists
IN EACH EVENT

1985 NATIONAL CHAMPIONSHIPS
8 WAY
4 WAY
SPEED STAR
1ST

CUSTOM BUILT RW SUITS BY
ROB COLPUS

1 CORINGHAM, CRAVEN HILL GRDNS.
LONDON W2 3EH
01 262 7160

KIT NEWS



FAI AWARD PEIA

The Parachute Equipment Industry Association of the USA were awarded a Honorary Group Diploma by the FAI in New Delhi in November. The award recognises the PIA's "Leadership in developing improved reliability and safety of skydiving equipment". PEIA supply much of the information printed in Kit News. In the future PEIA is to be renamed Parachute Industry Association (PIA).

CONTAMINATED RESERVE

A newly qualified Cat. 8 jumper recently purchased some equipment from another parachutist. He then, after jumping that equipment, had it checked by an Instructor, who found that the reserve has been chemically contaminated in the high pressure areas and failed a "thumb test" miserably. Fortunately, he had not had to use the reserve anger.

Moral: Always get second hand kit inspected by an experienced Instructor, or a Rigger before use.

STARLITE/SENTINEL

The positioning of the power plate of the SSE Sentinel Mk2000 AAD on the reserve of a Strong Enterprises Starlite Tandem can create a hard pull. There is potential for even more serious problems if the end of the pin should hang up on the end of the power plate when pulled. Apparently there is no problem with the container or ripcord, only the installation of the power plate.

Strong recommend the complete removal of the SSE power plate, and replacing it with a FXC 12000 or a SSE Pin Puller.

PIONEER 'K' SERIES RESERVES

Pioneer Parachute Co. have issued a bulletin stating that - the resin-treated Dacron lines on their K-Series reserves may become excessively stiff after a 3 month repack cycle and may impede inflation. This problem may also be encountered with other Pioneer canopies using Dacron lines.

All owners of the affected canopies should contact Pioneer Parachute Co., Pioneer Industrial Park, Manchester CT 06040, USA. Tel: 203/644 - 1581.

ALUMINIUM GROMMETS

The Canadian Parachute Association have recently issued a bulletin concerning the use of aluminium grommets in deployment bags and diapers etc. Although these grommets are favoured for their light weight and ease of installation they are more easily distorted or misshaped in use. CSPA are advising their members to keep a check on these grommets for signs of bending or separation.

QUANTUM ACCURACY

A unique ram-air accuracy design has been released by Quantum Parachutes of California. This large canopy incorporates 'Flares' on the bottom surface, as does the Para Foils, but also sports a double centre of pressure, which basically means that the centre cells are smaller in volume, due to the top skin being lower in the middle than it is to the right and left.

D.I.Y. SQUARE

Some time ago in Kit News we reported the possibility of a build-it-yourself ram-air kit. Well now the product is definitely on the market. Named 'Shrike' and supplied by Lone Star Parachutes of Texas (where else), this 220 sq.ft. 9-cell ram-air comes in kit form complete with a 96 page step by step instruction manual, six hours of instruction on four cassette tapes, fabric samples of the seams completed, and lots of practice strips for skill development.

The whole lot costs 495 US Dollars, or to try your hand at sewing first you can send \$39.50 for a Skills Kit which only includes the Manual, Tapes and Practice Materials. The price of which is credited from the canopy kit if you decide its for you.

Lone Star can be contacted at P.O. Box 1118, Georgetown, Texas 78627 USA.

ROYAL AERO CLUB AWARDS NIGHT

The above function will take place in London on the 1st May, 1986 probably at the Royal Airforce Museum, Hendon. The awards will be made in the presence of His Royal Highness Prince Andrew.

The price for tickets has not yet been fixed, but it is likely to be between £10 and £12 each.

In view of the usual high demand for tickets for this function, would you please be good enough to print this letter in the magazine at the earliest possible opportunity, so that the Membership can be made aware of the function and the need to contact **Charles Port** to reserve tickets without any delay.

JAMES CROCKER, Chairman

R.A.P.A. '85

When registration for the Rhine Army Championships 1985 closed on the evening of Friday 19th July, a new record had been established, with over 280 competitors entered for the Accuracy, Style and 4-way RW events, scheduled to be held over the next seven days. A great deal of organising ability, good weather and good luck would be necessary if the programme was to be successfully completed and the forecast from the met office, - unsettled, showers and scattered thunderstorms did not offer much hope for a good start. However, Saturday was another day and the usual multi-national crowd, which is a feature of RAPA's annual jamboree was soon making their contribution to the scene, as old acquaintances were renewed and new faces welcomed in the clubhouse, now officially named "Uncle Toms Cabin". The Meet Director wisely called an 08.30 streamer run for the next day, a decision which was not only popular but was also correct as the weather conditions subsequently proved.

The accuracy of the met forecast was obvious to all as progress over the next three days was measured in fits and starts, with jumping taking place between the showers and gusts of wind which prevailed. Under these conditions the performance of the aircraft available for the Meet was a major contribution to the fact that any progress was made at all. RAPA's own Turbine Islander, plus the Turbine Islander from Weston and Netheravon's Piston Islander were more than an adequate substitute for the German Army CH53 helicopter traditionally provided for the Championships but unfortunately unable to appear this year. Pilots **Ray Evans**, **Gerry McCauley**, **Richard Meyer** and **Richard Butler** pulled out all stops and deservedly earned the praise and thanks of competitors and officials alike. Never-the-less, by close of play on Tuesday, only one round of RW (48 teams) and two rounds of Accuracy (65 teams) were behind us and a touch of despondancy was creeping into the atmosphere. Even at this early stage the perform-

ance of the Austrian Army Team, making their first appearance at Bad Lippspringe had singled them out as front runners and they were all included among the leaders in the individual event, together with UK stars **Julian Spencer**, **Jim Coffey** and the hotshots from the UAE Dubia Team.

Wednesday dawned bright, hot and sunny and everything moved into top gear. From the streamer run at 06.30 until the last jumper landed at 21.30, the sky above Lippspringe was continually occupied with aircraft and parachuts, and with two events being conducted simultaneously, as many as four teams were under the canopy at one time, with aircraft on run-in to drop even more teams. It was a tired, sunburned but happy assembly in Uncle Toms Cabin that evening and hard luck stories and familiar talks of useless pilots, blind judges and dodgy

anemometers were being heard by all who would stop to listen (usually being bribed to do so by a bottle of the local Barre Brau jungle juice).

Theusday brought another superb day, moderate winds and temperatures in the 80's allowed a further 16 hours of competition jumping and 110 lifts to be accomplished for the second consecutive day. The early indications of the eventual winners had not changed and the Austrian Army looked bankers to sweep the boards in all but the style event. Here **Ahmed Murad** of the UAE Dubia looked certain to take the honours for the fourth year in succession.

Friday was the final day for competition jumping and the summer having passed, weather conditions again deteriorated. Time was not going to allow the full Meet schedule to be completed but there was sufficient to enable rounds in each event to be levelled up and for the odd outstanding re-jumps to take place, giving a more than satisfactory result to determine the eventual

Cpl. 'Hutch' Hutchinson hoping that at least one of his feet hit the pad.



winners. The Meet Directors finally called the Meet at 14.30 that afternoon, which gave everyone time to prepare for the well thrown and eagerly awaited RAPA end of meet party. For those who have been fortunate enough to attend one in the past, you will know what a success it was when I say that it was up to the usual standard. Rumour has it that some attend the RAPA Meet with the party as the primary objective - and who can blame them!

General Mike Gray, President of the Army Parachute Association and currently Chief of Staff of BAOR made the long trip from his HQ to present the prizes to the worthy winners. It is hoped that he came equipped with binoculars in order to watch the displays given by some of the competitors to open the prize giving ceremony. This was a 25-way from the three Islanders and according to those who participated, it was very successful. You can say anything if you exit about 1 mile from the DZ! Who did spot that jump? Fair do's though they all made it to the DZ and the air to air video proved the fact that the jump was a complete success.

It was good to see BPA Chairman **Jim Crocker** making the long journey from UK to be present at the final ceremony. On behalf of the Association he presented an inscribed salver to mark the close ties which have existed for nearly 20 years between the BPA and its continental based club at RAPA, a gesture which I know was very much appreciated. Jim himself can now relate a place to a name and will have some idea of the scope and size of the BPA's biggest annual club event.

At this stage we would like to congratulate **Ahmed Murad** on winning the Rothman Cup (individual Style Champion) for the fourth consecutive year, certainly no mean achievement given the extremely high competition standards of the Meet. On collecting his trophy which he now keeps, Ahmed presented a new "**Ahmed Murad Trophy**" for which we thank him most sincerely and look forward to his attempt at collecting it next year.

It would be wrong not to offer a few thank you's to those who made RAPA '85 the success it was, but I will keep it brief. In addition to the international group of judges and officials, special mention must be made to our host, **Major Bob Card** and his staff, the pilots (already mentioned), manifestor **George Clarke** who coped successfully, with seemingly thousands of manifest sheets - George who is Mother-in-law at West Wittering? Conjecture was rife at Bad Lippspringe over this mysterious lady! A big hand must certainly go to the Army Catering Corps for their fantastic efforts in feeding the multitude (they assure me that it was not part of an army recruiting drive) and finally to all the competitors - who really are what it is all about.

A few random thoughts to finish on. The cheers and support given by all to the 26 Novices, who were encouraged to commit Kamikaze downwind landings at every opportunity - Congratulations to **John Hitchin** for making the most jumps even though he was not a competitor. The excellence of the Danish Video System, many thanks **Tina** and her bikini. The surprisingly large number of final competitors, 57 of them, well done **Esther** for producing a UK winner. The noticeable drop in the numbers of UK entrants this year, you don't know what you're missing. Crazy **Hannah** was a little subdued this year - the state of health of the officials, **Geordie Laing** with a dodgy ticker, **Tom Oxley** deaf as a post and **George Clarke** sleeping in the sweat box. It's a wonder that there wasn't a protest for every jump. Still - see you all again next year. The dates are as follows:-

Practice: 10 - 12 July 86
Competition: 12 - 19 July 86
Party: Friday 18 July 86
Prize Giving: Sat. 19 July 86

But get your bids in early as entries will be reduced in 86.

RAPA CHAMPIONSHIPS '85 RESULTS

OPEN EVENTS

Bob King Cup
Individual Accuracy
1st **Ralph Roithmair** (Aust Army)
2nd **Abdullah Murad** (UAE Dubai)
3rd **Ahmed Murad** (UAE Dubai)



Sgt. John Frew of the 'Cannonballs' making a desperate attempt to extend his right leg.

Rothmans Cup Style

1st **Ahmed Murad** (UAE Dubai)
2nd **Pte Spencer** (Para Regt)
3rd **Issa Mohammed** (UAE Dubai)

Ladies Accuracy

1st **Esther Reynolds** (UK)
2nd **Jackie Smith** (UK)

Novice Accuracy

1st **Karsten Hansen** (Denmark)
2nd **Lcpl Hawkins** (26 Eng Regt)

Overall Individual Champion

1st **Ahmed Murad** (Dubai)
2nd **Pte Spencer** (Para Regt)
3rd **Abdullah Murad** (Dubai)

Butler Cup

Team Accuracy
1st **Austrian Army**
2nd **UAE Dubai 'A'**
3rd **Jims Team** (UK)

The Rhine Army Cup

4 Way Sequential
1st **Austrian Army**
2nd **Going South** (UK)
3rd **Don't push we're not Italian** (Belgium)

Opel Bereschneider Cup

Overall Winning Team
1st **Austrian Army**
2nd **UAE Dubai 'A'**
3rd **Don't push we're not Italian** (Belgium)

BRITISH MILITARY OUTSIDE BAOR

Marconi Cup
Individual Accuracy
1st **Pte Spencer** (Para Regt)
2nd **Bdr Carroll** (7 RHA)
3rd **Sgt Coffey** (JATE (Para Regt))

Daily Telegraph Cup

Overall Team
1st **RAF Lynham**
2nd **Tick Tock - Tick Tock** (JSPC) N
3rd **Silver Stars** (RCT)

Senior BAOR

Individual Accuracy
1st **Cpl Ziverts** (RAOC)
2nd **Bdr Pape** (RA)
3rd **Cpl Hutchinson** (RAOC)

Style

1st **Sgt Slater** (RAOC)
2nd **Capt Mace** (AAC)
3rd **Cpl Hutchinson** (RAOC)

Rothsmans Trophy

Overall BAOR Champion
1st **Sgt Slater** (RAOC)
2nd **Cpl Ziverts** (RAOC)
3rd **Bdr Pape** (RA)

The Nisbett Cup

Intermediate Ind. Accuracy
Dvr **O'Connell** (RCT)

The Kiwi Sharp Trophy

Intermediate Style
Spr **Allan** (RE)

Overall Intermediate Champion
Spr **Allen** (RE)

Bad Lippspringe Cup

Novice Accuracy
1st **Lcpl Hawkins** (RE)
2nd **Lbdr Smith** (RA)
Cheswell Cup
Team Accuracy
1st **Cannonballs** (RAOC)
2nd **Blue Leader** (AAC)

Commerzbank Cup

4 Way Sequential
1st **Cannonballs** (RAOC)
2nd **Blue Leader** (AAC)

GQ Defence Cup

Best BAOR Unit Team
The Cannonballs (RAOC)

Prudential Cup

BAOR Overall Team
The Cannonballs (RAOC)

THE 17th C.I.S.M. (International Military Sports Council)

The 17th CISM (International Military Sports Council) Parachuting Championships have just been completed here in Abu Dhabi. This is the second time the U.A.E. have hosted the competition, the last venue was Dubai in 1981.

A refreshing change from the usual sensationalistic British press exposure was the positive way the public were encouraged to attend the opening ceremonies and events. The local press and TV covered each day's activity very well and treated sport parachuting as a safe and perfectly normal, though military, activity. A grandstand was even provided only 30 metres from the pit which gave an excellent view without causing the competitors any problems.

I was expecting a British Army team to be there but an official told me that the UK was not a member of CISM. Perhaps someone can enlighten me as to why this is so!

Seventeen other countries were represented: Austria, Belgium, Denmark, Egypt, France, Italy, Jordan, Libya, Malaysia, Morocco, Oman, Sweden, Switzerland, Syria, UAE, USA, and West Germany. For the first time ever four countries sent ladies teams; France, Morocco, Switzerland and USA.

The overall competition is based on rounds of accuracy, style and 4-way RW. To get all the lifts completed the organisers had 6 days, blue skies and two Pumas at their disposal. As they say, "It's tough in the Gulf!"

After four rounds of accuracy Austria were ahead and stayed in the lead until the final day when they were put right out of the medal placings by France, USA and West Germany who took the gold, silver and bronze respectively.

France won first place in five of eleven events: individual accuracy (women), individual style (men), individual overall (men), individual overall (women) and team overall (men).

The United States won three firsts in individual style (women), team accuracy (women), and team overall (women).

Austria was first in relative and team accuracy (men) while the UAE came in first in individual accuracy (men). Some of you will probably know **Issa Mohammed** who took this prize for the UAE.

The most frustrating thing about all this local parachuting is that it is not open to civies like me. I have been working in Saudi and the UAE for 8 years now, averaging about 5 jumps a year during holidays.



Finally, I must say hello to old friends at Thrupton and thanks to the Army at Netheravon for opening their door to the parachuting public at the weekends. I hope to be back there regularly soon.

The enclosed picture shows one of the USA ladies on her way to victory.

STEVE GREASLEY
BPA 22639

PI COURSE - 4/85

Swansea Parachute Centre were the honourable hosts of the Potential Instructors Course 4-85. **John Hitchen** opened the course on Monday 11th November and introduced the examiners who would be coaching us. **Dave Howerski**, CCI, then came on the scene orientating us with the rules and regulations of his DZ. Once the formalities were over we went straight into a lecture on static line bag limitations and despatching techniques.

The afternoon saw some static line despatching practice with others being 'dummy' students. A formal lecture on first aid took place in the evening prompting **Nick Everett**, **Dave Blair** and **Shaky Williams** (RAFSPA) for their cabaret act later in the week.

(**Dave Howerski** being their target patient!)

Tuesday saw a bright and sunny day with the jumping programme concluding early afternoon. The course was then split into syndicates to begin working on lesson planning and practice. A night jump had been arranged for the early evening and went off exceptionally well with **Steve Webb** (Trailblazers) and **Greg Cox** (Red Devils) doing their first night CRW. A meteorology lecture took place later in the evening giving **Andy House** (RAFSPA) his act for the cabaret.

Wednesday morning started at 6.00 am with lectures from **Mel Cooch** and **Brian Greenwood** who successfully gained their Advanced Ratings. The

rest of the day, a long one at that, was taken up by teaching practice.

Thursday began with a couple of lectures and then back to the teaching practice. The Examination was sat in the afternoon with an open forum being held afterwards.

The time had come to begin the cabaret and Syndicate 'A' started with a small competition. This involved three examiners, namely **John Hitchen**, **Dave Howerski** and **Ray (I'm an extremely nice guy) Ellis**. Three girls were pulled from the crowded bar and given an uncooked egg each. The egg had to be passed up one trouser leg of the examiner and down the other. Needless to say they got wet legs (apart from Ray who had baggy

trousers). Syndicate 'A' performed various short sketches which Dave (I'm not such a nice guy) Emerson insisted on opting out of. Taffy (Mark Thom) was the waiter to French Restaurant Hunch Back of Notre Dame scene and Steve (no balls) Bartholomew juggled cabbages. Then Tom Oxley's syndicate took the stage. An STC Meeting was held by Carl Webb, Steve Wilson, Steve Webb (all Trailblazers) and Paul Ffitch where

they decided to legalise base jumping and ban the plf. Steve Marsh then adequately set the scene for the next cabaret. Dressed quite sparingly in nappies and desert boots, paraded (or should I say crawled!) the Red Devils. Dougie Young, Greg Cox and Adam Wickers performed a brilliant scene which included Adam pulling his private bit off (didn't know he had any) and changing into a girl! Kevin Hughes brought the planned

acts to an end by being a human sandwich! Jokes of varying kinds were then told, including Hitch's one about the American and the little Welsh man's (who was he anyway) one about the salmon. Tony Butler wisely kept quiet and stayed well back all of the evening.

It seems a good time was had by all - at least I think so. Many thanks to all concerned and hope to see you again on the exam course - good luck.

TERRI HARRIS D5169

Buying your First Jumpsuit

by Pat Schraufnagel

What's the most popular topic for discussion at your drop zone? Quite possibly, it has to do with jumpsuits: What brand of jumpsuit do you wear? How much wing does your suit have? What kind of grippers work the best?

A lot of us have specific ideas about what we like in an RW jumpsuit. We've learned through trial and error what works and what doesn't.

But for a novice trying to decide which suit and features work best, it can get pretty confusing. You get contradicting information from jumpsuit makers and dealers, and from experienced jumpers. Buying the wrong suit can make it harder to learn RW; it can also cost a lot of money.

So what should you consider when buying a jumpsuit? First of all, why wear one at all? It almost seems that some people are wearing such small suits that they couldn't do much but make you look fashionable and keep you warm.

But there are reasons for wearing a jumpsuit besides having a colour-coordinated outfit. It provides the control surfaces you use to move forward, backward, sideways and turn: your arms and legs (mostly). The bells, even small ones, make the control surfaces more effective by increasing the amount of drag against the air. The wing material under the arms is used to slow your rate of fall and to help you flare or stop your momentum by increasing the surface area exposed to the relative wind.

Wing War Reversal

A few years ago everyone wore a jumpsuit with more wing than a DC-3. The trend lately has been toward smaller jumpsuits: less wing and smaller bells. Overall, it's probably helped us do better RW. A small jumpsuit is easier to fly. You can move around easily when you want to and you don't have to "fight" a lot of wing area to fall straight down. You can also reach to take a grip if you need to without inflating a large wing and floating or sliding away from the formation. It's also easier to fly next to a small suit, since there's less turbulent air around it than a larger suit. Smaller suits also allow for better visibility.

But the move to smaller suits has also caused some problems. In the

days of the "wing war" the heavier, faster fallers had trouble staying up with formations. Now we've got just the opposite. Many people are falling so fast that lighter, slower falling jumpers (especially many women) are having trouble staying down with formations. Super-small, no-wing suits work fine for teams and a lot of experienced jumpers but some of the slower fallers just can't keep up with them. A lot of jumpers are even wearing weight belts so they can fall faster.

It seems we may have gone too far with the "no-wing war." A jumpsuit can be too small for you as well as too big. The whole point of wearing a jumpsuit is to do RW together. A jumpsuit should help you match the fall rate of the people with whom you normally jump. Use that thought as a guide when selecting how big or small your suit will be.

Several different jumpsuit materials are available today. A lightweight poly/cotton blend or 100 percent cotton seem to be the most popular. They seem to work equally well, though the heavier cotton seems to fall just a touch slower than a comparably sized poly/cotton suit.

Poly/cotton is usually machine washable, while many cotton jumpsuit manufacturers recommend dry cleaning. The cost of dry cleaning over a year or two could buy a new jumpsuit so you might want to check to make sure whatever you buy is machine washable.

Poly/cotton is also lighter and more comfortable on hot, humid days. Both are very durable. You'll get hundreds or even thousands of jumps out of a suit from either material if it's made well.

Also available now are a couple of suits that are made out of Spandex or ripstop nylon, with the lower arms and legs made out of a more conventional material. Many very tight, cotton or poly/cotton jumpsuits seem to restrict your movement, while the Spandex or nylon body doesn't. If you're having trouble falling too slowly you might try one of these but they are probably more of a specialised type suit (teams etc.)

Almost all jumpsuits are available with some type of stripes. Besides

looking nice, these can also be functional. They can be used to stiffen the material in the wing or bells; this will cause more drag, which will slow the fall rate slightly and make a more effective control surface. Many experts recommend them on poly/cotton suits unless you need a very fast fall rate.

Most jumpsuits with any wing at all will still come with swoop cords. Swoop cords stiffen the wing material and create more drag. Remember that a little bit of swoop cord will slow your fall rate, but it also inflates your wings if you reach or get stretched out in a formation. That's going to cause you or the formation to float. They also restrict your arm movement a little.

The only time most jumpers use swoop cords any more is when going late on a larger formation. Inflating the wing can make your braking surface more effective and can slow your fall rate to help you stay above a floating or poorly flying formation. You don't have to hook your swoop cords up if you don't want to and they normally don't cost any extra, so it doesn't hurt to have them.

The cuffs on the arms of most suits are bloused, but many suits offer open or bloused cuffs on the legs as an option. A bloused cuff which is the same size as an open leg has just a little more drag and makes your legs more effective, but either works well. On a very small suit an open leg may make it a little easier to put on your suit without taking off your shoes.

All the suits being made these days offer some type of grippers. They are available in a lot of different styles and locations. Some companies charge a little extra but they're probably a good investment. They make launching exits easier and are generally necessary because many jumpsuits are so tight it's hard to get a grip on them in freefall.

An external gripper on the upper arm running from shoulder to elbow works nicely. Internal grips are often available also but the external grips are easier to see and are usually easier to get a grip on. A choice of internal, external, outside, inside, back, diagonal or "S" shapes are available in leg grippers. For most purposes an external gripper running from the

thigh to the knee on the outside of the leg will work just fine. The diagonal or "S" type grippers cause a little less drag on your legs because most of the gripper is on the back of the leg and not exposed to the relative wind. Many fun jumpers are going to this type.

Whatever grippers you choose, it's nice if they are reinforced with webbing or sewn into a seam, not just sewn to the jumpsuit material. Otherwise you may end up sewing them back on and patching your jumpsuit.

Many jumpsuits are available in small, medium and large sizes or you can have them custom made to your measurements. If your jumpsuit doesn't fit well, it can restrict your movement in freefall and be uncomfortable. Custom made to your measurements might cost a little extra, but will be money well spent in most cases.

Talk, Then Buy

There are a lot of different brands of jumpsuits available. Talk to the experienced jumpers at your drop zone. Find out which jumpsuit has a reputation for quality and workmanship. Also, take a close look at the different jumpsuits around the DZ. Many may look about the same on the outside, but if you turn them inside out, you'll see that some of them are made better than others. Look for seams that are taped and sewn with a double-needle machine. There should not be raw fabric edges exposed, missed stitches, seams ripping out, sloppy sewing, etc. Remember that saving \$20 on a jumpsuit isn't much of a bargain if it falls apart after 10 jumps.

So, based on all of this, what should you choose for your first jumpsuit?

- A small wing, poly/cotton jumpsuit with stripes or one made of a machine washable cotton, if you like the heavier material.

- Remember when you decide how big your suit will be that you're using it to try and match the fall rate of the people with whom you're jumping. Don't start a "wing war" or a "no-wing war" at your drop zone.

- If you feel you might need them, get swoop cords but they're not necessary on most jumps.

- Open or bloused legs are mostly matters of personal preference. If you do get open legs, you might want them just a little bigger than a bloused leg.

If you're in the market for your first jumpsuit, get all the information you can before you buy. Talk to jumpsuit manufacturers and dealers and experienced jumpers, and read any recent articles or books you can find. Try to borrow and make a few jumps with jumpsuits you're considering buying. If there are dealers or manufacturers around, they may have a demo model you can try for a few jumps. Then, when you've gotten as much information as possible, make your decision and buy that new jumpsuit.

About the Author

Pat Schraufnagel, D-7571, has made more than 2,500 jumps since his first one in 1974. He is a USPA Safety and Training Advisor, senior rigger and Instructor in both static-line and Accelerated Freefall methods of instruction. He is the current competition team leader for the U.S. Air Force Academy Parachute Team in Colorado Springs, CO.

POPS PROGRAMME 1986

To All Pops,

We start off this year with a double effort. One meet to take place in Belgium, and on the same weekend, May 24-26 a return visit to Cark in the Lake District.

You pay your money and take your choice!

Mike Van Biers, CCI Marscel Para Club Belgium has invited us to a joint POPs meet at his club. Several of our members and wives have already indicated they will attend.

Margaret and Dave Corbel, Dave is POP 156, have offered to provide a coach from London, depart Friday evening May 23rd for an overnight ferry to Ostend or Zeeburgge and onto the DZ some 45 miles from Ostend. Return Monday May 26th for an early evening arrival in London.

The all in cost per person, assuming we have 50 people will be £39.50.

If you are interested in this trip please write as soon as possible to **Graham St. Clair**, 37 Fettiplace Road, Witney, Oxon OX8 5AS. A deposit of £10 per person will secure your seat.

Accommodation, at extra cost, can be arranged at local hotels, but we must know your requirements when you book for the coach. Bunkhouse accommodation at the DZ is limited and will be taken up by local jumpers. Camping is permitted and there is a cafe on the DZ. Further details will be sent to members who

indicate they will be joining us on the trip.

For those who cannot make Belgium, **Charlie Bell** has arranged a POPs meet to coincide with the annual 'Cark Week' held by North West Para Club at Cark near Grange-over-Sands. **Dave Prince** CCI and **Alan Morris** have hosted our previous visits, and you are welcome once again. On the edge of the Lake District, and with an Islander aircraft, what could be better?

In July we visit Doncaster Para Club. This is our first meet here, and CCI **Arthur Collingwood** invites you to jump at this progressive full time centre. So make a date, July 5th-6th for Doncaster.

John and Sue Meacock have offered August 16th-17th for our third and final meet of the year at Peterborough. We look forward to our visit, and will welcome all POPs who can attend.

We have a standing invitation from Mac, CCI Hereford Para Club at Shobdon, to attend the Pat Keely Round Canopy Meet. Several of our members regularly compete, notably **John Crabtree**, **Don Taylor** and **John Speight**. If you fancy a return to grass roots, where they sort the men from the boys, then make your way to Shobdon August 23rd-25th. You will find a warm welcome and the Saturday night disco - fancy dress - barbecue is something else!

Finally, we are anxious to

bring the POPs register up to date. There are a lot of good 40 year old plus jumpers around. We know you are out there sky gods, so come on down and join in. The rocking chair and balloons have gone, there is now a real edge to the accuracy competitions, and with centres operating two aircraft, there is no reason we should not be putting some large formations together.

On paper we have around 300 members world wide, in reality we have a score or so reliable jumpers, bravely supported by wives and girl friends. A lot of members seem to have fallen by the wayside. If you are still interested in POPs write to Graham address above, or to **Charlie Bell**, 40 Claremont Drive, Ormshirk, Lancs. Let us know your name and address, we can then trace you from the old register.

For anyone not yet in Parachutists Over Phorty we have a once and for all joining fee of £5 which includes the woven badge or patch for your jumpsuit.

The spade work for 1986 has been done.

It's up to you to support the club. Come along to one or all of our meets. You are most welcome.

G. ST. CLAIR POPs UK 16

400 leap for 'controlled terror'

FAYETTEVILLE, W.Va. (AP) — More than 400 people leaped 876 feet from the New River Gorge Bridge into a boulder-strewn canyon Saturday, the only day of the year the parachutists may legally experience what some call "controlled terror."

Police estimated more than 100,000 people crowded onto the 3,030-foot-long bridge, the longest single-arch steel span in the world and second tallest in the country, to watch the leapers on the annual Bridge Day celebration.

Most of the parachutists screamed as they jumped one-by-one toward the swiftly moving river whose rapids are favored by white water rafters. But there was no other noise until the "whap" of their opening chutes three seconds later.

"As you get closer to jumping, your heart starts pounding. It beats faster. You see people pacing back and forth and looking hyper. But once you get up there, you're calm," said Tom Phillips, a postal service worker from Annapolis, Md.

"I watched a girl in front of me go and I became more scared then because her knees were physically knocking together," said Al Jones of Jacksonville, Fla. "The only

time I glanced down was when I got my footing."
"The ground starts coming up so fast, it starts zooming by. It's hard to describe. It keeps coming at you and coming at you," said Phil Smith of Houston.
"It's controlled terror," laughed a friend watching Smith pack his chute for another jump. "Yeah," Smith said smiling, "controlled terror."

Several injuries were reported Saturday when a 15-mph wind whipped across the bridge and blew some jumpers into the rushing river instead of a targeted sand bar in the canyon through the Appalachian Mountains. One man broke his leg when he landed in trees, and several people were treated for shortness of breath, said Sandy Bryant of the local ambulance service.

Two years ago a jumper died on Bridge Day when he was dragged into the current. This year organizers hired extra boats to pull jumpers from the water.

The bridge, completed in 1977, is closed for the annual Bridge Day on the second Saturday of October to allow pedestrians to stroll across and take in the view.

SAFETY NOTICE GROUNDING OF THE SKYLARK SYSTEM

All Skylark systems are to be grounded until they have been inspected by an Advanced Rigger, as during a routine inspection of a Skylark System by Capital City Rigging it was found that the reserve risers had only a 4 inch turn back and only 2 inches of 3 point stitching.

Reserve Risers are to be changed to a turn back of at least 5 inches with a minimum of 3 inches of 4 point 'WW' stitching.

TONY BUTLER, JNC SO

A number of reserve parachutes believed to have been packed by Paul Beck have been found with 'Ripcord Seal Thread' attached which is too strong and could lead to an unacceptably hard pull.

Any parachutist with a reserve packed by Paul Beck should remove the thread and seal immediately.

TONY BUTLER JNC SO

FOR SALE

30ft LOW POROSITY PARACHUTES
WITH NET SKIRTS - £150
INCLUDES NEW OUTER CONTAINER

FOR DETAILS RING:
ELTON (08324) 490

INSURANCE FOR PARACHUTISTS



**WEST MERCIA
INSURANCE BROKERS**

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

To all Members,

Following the 19th Annual General Meeting and the first Council Meeting of 1986 please find listed below the names of the Council Members for 1986 and also the members of the various Committees.

Council Members

Tim Andrewes, Rob Colpus, Graham Copestake, James Crocker, John Curtis, Brian Dyas, Steve Eversfield, Dave Hickling, Sean Lambe, Gordon Lilly, John Lines, David Parker, Dave Prince, Martin Rennie, Peter Ritchie, Jim Sharples, Lofty Thomas, Dougie Young.

Chairman of the BPA	James Crocker
Vice Chairman of the BPA	Peter Ritchie
STC Chairman	Jim Sharples
Competitions Committee Chairman	Rob Colpus
Finance Committee Chairman	John Lines
Club Representative	Tim Andrewes
Development	Peter Ritchie
Royal Aero Club Representative	James Crocker
Royal Aero Club Alternate Representative	Sean Lambe

COMMITTEE MEMBERS S.T.C.

Jim Sharples - Chairman
All CCIs

Competitions Committee

Rob Colpus - Chairman
Steve Eversfield
Dougie Young
Brian Dyas
Judges Representative
CRW Representative

Finance Committee

John Lines - Chairman
Peter Ritchie
James Crocker
John Curtis
Rob Colpus
Dave Hickling

The BPA Staff

Secretary General
Coaches

Office

Chas Port
Tony Butler
John Hitchen
Sue Allen
Trudy Kemp
Jennifer Doyley

The office is officially open between 9 - 5 each day but the office is manned (or womanned) as a rule between the following times Monday to Friday.

Approximately 8.15 a.m. to 6 or 7 p.m. If there is no one in after these times you can always leave a message on the answering machine which will be dealt with as soon as possible.

CHARLES W. PORT
Secretary General

MALFUNCTION JUNCTION

This article is intended as a reply to a query raised in the letters page of SP regarding problems and remedial procedures connected with high performance deployment systems.

It should be understood that there are several schools of thought on certain 'save yourself' procedures and I don't under any circumstances intend to undermine other instructors working within the framework of accepted teaching methods. The information given is based on personal opinion, personal experience, and I hope, common sense.

If in doubt - ask.

There are currently two popular methods used by jumpers to initiate the deployment of their main canopies. The 'Throwaway' pilot chute, and the 'Pull Out'. Let's look at them both in turn.

The Throwaway

This widely used system involves a true 'staged deployment' of the main canopy. The pilot chute, with its toggle attached to the apex, and stowed in a pouch on the leg strap or belly band of the harness, has a bridle cord of 1 in. tape or dacron line that travels along a velcro routing to the top skin of the canopy via a curved pin, which closes the main container. The majority of the bridle cord is situated **outside** the container, allowing full inflation of the pilot chute and stretch of the bridle, before the pack can open.

Potential problems Pilot chute stuck in pocket

The pilot chute must be stowed correctly to allow a smooth exit from the pocket. If it can 'bunch' inside the pocket mouth, and hold fast, it will be impossible for you to initiate deployment. In the past, pockets have been 'split' with velcro to prevent this, although now, some manufacturers seem to favour spandex or stretch pockets. Whichever method you employ, there is no substitute for correct packing. If this situation occurs in the air, operate your reserve immediately. You have a total malfunction, there is no point in cutting away.

Pilot chute in tow

Now here's something that a number of jumpers have experienced in the past. In fact, its possible occurrence has been used as an argument against the 'throwaway' system. If the pilot chute has been pulled from the pocket, and achieved inflation, but has not pulled the curved pin, it will be due to a number of reasons.

- The bridle has been fouled between pilot chute and pin. e.g. careless packing, belly band twisted.
- The pilot chute is knacked or severely ripped. i.e. low drag.
- The pack is too tight. This is more likely if you are at sub-terminal, but bear in mind, your canopy should be the correct size for the container, and

your closure loop the correct length. The bag/canopy should fit tight, but not too tight.

The remedy for this is also contentious. If the pin doesn't clear after a couple of seconds, you are going to have to use your reserve. But whether to cut away first, or not? That is the question. Consider this: If you elect to cut away first and you do not have covered risers, you are both wasting time, and putting dangerous garbage up alongside the reserve container. If you, however, just dump the reserve, there is an outside chance that the main pin could clear, and give you a simultaneous deployment/entanglement. This could wreck your whole day. Personally I would chop the main first, but what you do will depend on your situation, your experience, and your altitude. Whatever you decide, know for sure, and drill for it on the ground. Better still, take steps to prevent it happening.

Horseshoe

This horror can occur on virtually any parachute system, but unfortunately bad maintenance and incompatible canopy/container systems have made it an occasional feature of the 'throwaway'.

If the curved pin can be dislodged in some way and cause the bag/canopy and lines to 'horseshoe' behind you before the pilot chute is removed from the pocket, then you have, at best, an out of sequence deployment or, at worst, a potential entanglement. This can be anticipated by packing the pilot chute so that it can be pulled from its pocket by the bridle cord as well as by the toggle. If your can't change it now. These are the potential causes:

- Bridle cord velcro weak. Believe it or not, the 1 in. tape can create enough drag to pull the pin, especially if your pin is too loose.
- Your closure loop could break - change it regularly.
- If your pin is not covered adequately, a free fall or exit collision could dislodge your pin.

If you recognise a horseshoe, attempt to pull the main pilot chute immediately. If you cannot, cutaway and deploy the reserve. Even though the mess will probably still remain attached to you, there is, I think, less risk of an entanglement than if you don't cutaway. If you are at high altitude, you could possibly cut the bridle cord with a knife, or are you one of those vegetables that still jump without one? Whatever you do, plan for this eventuality and don't mess around.

Remember the obvious advantage of this system is that if the pilot chute ever became entangled with your hand or arm, the main pack would stay closed while you pulled your reserve. There is, however, no substitute for pulling swiftly, smoothly, and to arms length, before releasing it.

The Pullout

A lot of jumpers have changed to this system in recent years because it is a slightly more direct way of putting your canopy into the air. It involves basically a direct pull on the closure pin by the jumper, in order to open the pack. The pad or 'dildo' as it has come

to be known, is situated on the bottom corner of the main pack, and held firmly, either by velcro, e.g. Chaser, or by the pad itself being sprung so that it fits into small sub pockets on the pack, e.g. Racer. This is attached to the pin via a short lanyard, and also, along the length of this lanyard to the base of the pilot chute. The pin in this case is straight, because the pull involves the same action as a normal ripcord, and the distance between the pad and pin is critical. Because the pilot chute is acutally stowed in the pack, with the bridle line, it is important that the pin is clear of the closure loop fractionally ahead of the pilot chute leaving the pack, otherwise the pad could be pulled out of the jumpers hand before he/she has actually opened the pack.

Failure to locate pad

This is simple - know your gear! Not just as a passing acquaintance, but as a lifelong friend.

You will never be able to see a pullout pad, so train yourself to grasp and pull it first time. Don't wear thick gloves, and also, if your pad can be dislodged during exit or freefall, where will it be? Can you reach it?

Although your pull should be fast and smooth, don't panic and snatch at the pad. I know of a couple of jumpers who, although briefed well, just snatched the pad from the pack and let it go, waiting for a parachute, when the pin was still in the loop. Pull the pad to arms length and release. If you cannot locate your pad easily, don't spend your last ever 2000' trying - operate your reserve immediately.

Stiff pull - pad will not separate from pack

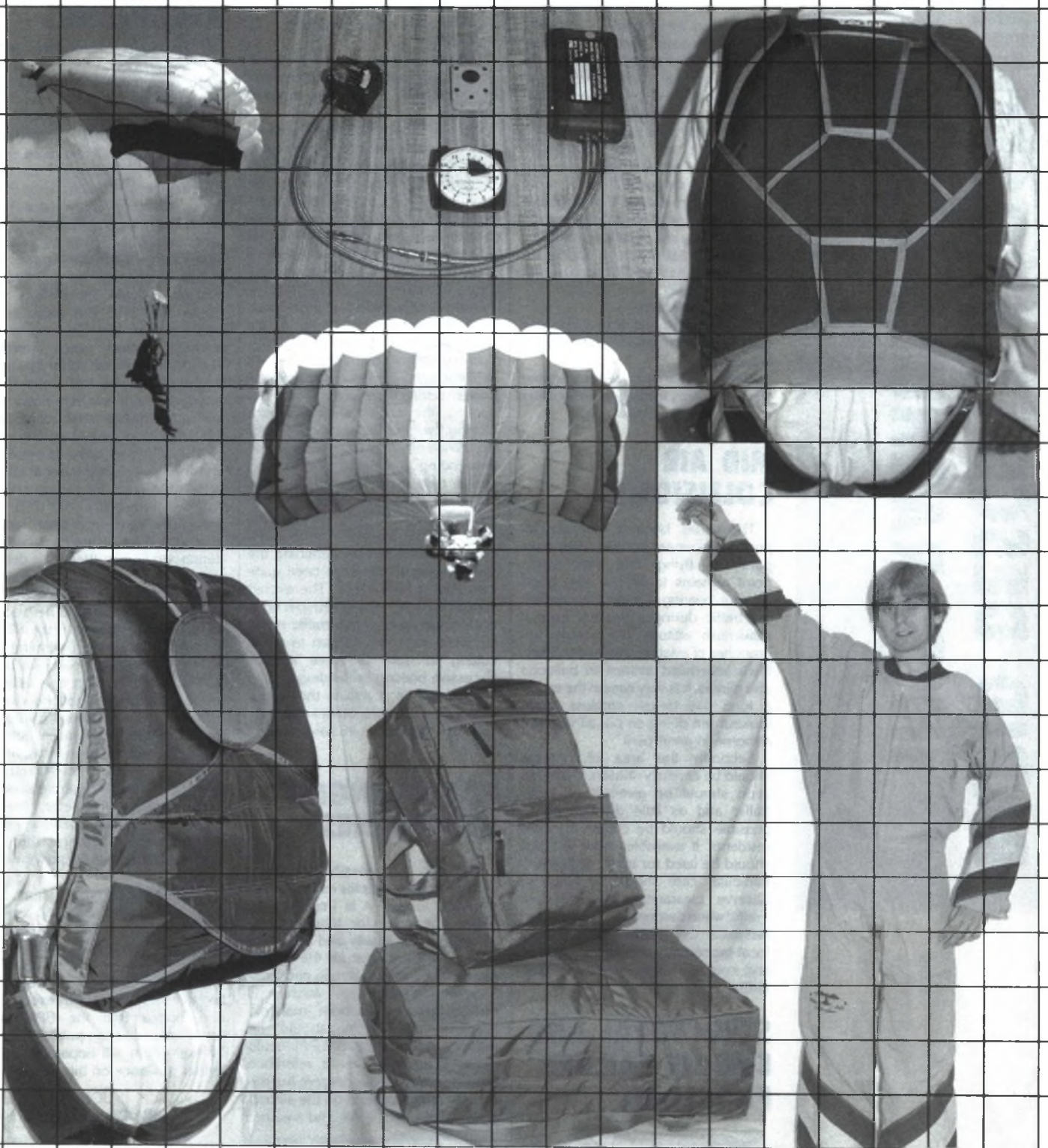
By the very nature of the system, this should never happen. If you ever do find yourself in a situation where you cannot free the pad from its stowage (maybe you still use three elastic bands), then, at the risk of being boring, operate the reserve, and analyse the problem later.

Some problems have occurred in the past with jumpers who have modified the system so that the dildo attaches to the apex of the pilot chute, instead of the base. This is without a doubt stupid. The thing is designed to be pulled from your hand. Remember - by the time the pad is 6in. away from its stowage, the pack is open. To want to hang on to the pilot chute longer than necessary is very silly, and the people in question should all be sent to bed early.

In summary, know your gear, maintain it well, and understand every potential situation thoroughly. Drill for them on the ground.

Never modify a system from its intended method of use. Regularly replace closure loops and check velcro for wear. If you wander around Drop Zones enough, you'll see some turkey using equipment that you wouldn't lend to your worst enemy - don't let it be you!

Dive into Para-Gear First!



You'll be glad you did. *For the most complete selection of equipment in the industry, consult our 176 page catalog.*

para-gear  equipment co.

Division of BACHMAN ENTERPRISES, INC.

3839 W. OAKTON STREET • SKOKIE, ILLINOIS 60076 USA • (312) 679-5905 • TELEX: 724438

Order Desk Toll Free Number: (800)323-0437 (Outside Illinois Only)



Dealer Inquiries Invited

Member Parachute Equipment Industry Assn.



RAPID DESCENT PROCEDURES IN PARACHUTE FLYING

In view of the recent series of Aviation Accidents involving structural failure and mid-air collisions, it seems pertinent to examine the best procedures to use when descending rapidly from high altitude after parachute dropping.

Very little instructional material is available on the subject and no clear cut standardised techniques exist. This article is intended to cover some of the general considerations in relation to rapid descents and to give specific advice regarding some of the aircraft widely used in parachuting. As the aircraft are not pressurised, certification requirements do not include the demonstration of rapid descents from altitude. It is hoped that the following guidelines will be helpful especially to new parachute pilots.

The potential problems specific to rapid descents can be listed under three headings:-

- a) Mid air collisions
- b) Structural failures or overstressing leading to deformation or subsequent failures
- c) Engine failures or serious engine wear problems leading to very expensive maintenance bills.

MID AIR COLLISIONS

There has been a very serious problem in recent years in America in parachute flying. The main safety point remains to keep a very good lookout, bearing in mind that conflicting traffic during a descent from a maximum altitude lift includes all branches of aviation, civil and military, from scheduled airlines to balloons and gliders. It is very easy at the end of a long day to get careless about lookout but doing so put all who are airborne in great peril.

Secondly the area of descent should be carefully chosen. Consideration should be given to all other traffic and as little disturbance as possible should be caused to local residents. If available, radar facilities should be used for traffic separation. Particular care should be taken to observe clearances given by Air Traffic when descending in Controlled Airspace. On reaching circuit level local procedures should be observed and courtesy shown to other circuit traffic.

STRUCTURAL AND ENGINE FAILURE PROBLEMS

These are best avoided by correct flying techniques and engine handling procedures. In all aircraft types continual monitoring of temperatures and pressures is essential. Every effort must be made to avoid too rapid cooling of the engine. Any short term gains will prove very expensive to the operator in future maintenance bills if the engine is repeatedly overcooled too rapidly. The relevant speeds to remember are:-

VNE - never exceed speed
VNO - normal operating limit. If this speed is exceeded it must be done with caution and only when no

appreciable atmospheric turbulence is expected. As turbulence cannot be reliably predicted it is advisable to never exceed VNO during routine operations.

VFE - flap limiting speed

VA - manoeuvring limit. If full application of the primary controls is expected this speed should not be exceeded.

In practical terms it is recommended that the airspeed is at all times kept in the green arc of the airspeed indicator.

Recent tests indicate that a straight dive technique must be recommended and spiral descents discouraged. It is extremely difficult even for an experienced pilot to maintain consistent 'g' during a spiral dive manoeuvre. With this in mind it must be stated that 'g' limits could easily be exceeded in a spiral dive especially if the spirals are tight or the pilot inexperienced. Airframe deformation or even structural failure are real risks if the permissible 'g' limits are exceeded.

In summary, therefore, the best descent technique is to use minimum power settings consistent with not cooling the engine(s) too rapidly, closing the cowl flaps, selecting flaps up, using carb. heat if appropriate and descending in a straight line or very gentle turn, never allowing the airspeed to leave the green arc. On reading circuit height care must be taken with the down-wind checks with particular reference to richening the mixture which may have been quite lean after a high climb. The aircraft should be flown at a speed that does not disrupt other circuit traffic and a standard size circuit flown to avoid cutting in front of other aircraft. Excessive braking on landing should be avoided as it strains the undercarriage and wears brakes out very quickly, especially in larger aeroplanes.

PISTON ENGINED AEROPLANES

Although it is possible to define certain broad principles as to the best methods to use, it is important to realise the need for treating each aeroplane individually and pilots are strongly advised to study the aircraft manual fully before getting airborne.

Assuming that the aircraft is variable pitch then both manifold pressure and R.P.M. should be reduced. 13" and 2000 R.P.M. could perhaps be taken as a reference power setting for the descent but the actual settings depend on the aircraft type, height of the lift and weather

conditions. In the descent the mixtures must be moved slowly towards rich and every effort made to keep the cylinder head temperature in the green arc.

TURBINE ENGINED AEROPLANES

These engines clearly need special handling procedures. A detailed study of the aircraft notes is essential as is a thorough conversion programme with a competent check pilot who is familiar with both the aircraft and parachute flying. The turbine engine usually used in parachute aircraft is PT-6 engine which powers the Pilatus Porter. Descent in a Pilatus Porter which has a normal PC-6 Beta Installation should be done by selecting high R.P.M., high idle and power lever at idle. Flaps are set up and the airspeed should be 90-100 KTS. Above 100 KTS the propeller will move out of the Beta mode and resume constant speed operation. The descent rate will suffer as a result. Whilst the above technique is the standard one it is a very noisy affair and an alternative is set out below. In this technique propellers are set at 92% R.P.M. Idle Control is set at idle and the Power Lever is set at idle. As before the flaps are set up and the airspeed kept below 100 KTS. This procedure gives a higher rate of descent but great care must be taken during landing as there is a delayed response to power changes. Reverse thrust is also not available after landing. Note must also be made of the differences between the PT6-20 and PT6-27 engines. Operating the -20 engine with the propeller set to 92% R.P.M. during landing and selecting reverse thrust after touchdown will produce positive forward thrust and the pilot will find himself airborne again. To obtain reverse thrust on this engine the propeller R.P.M. must be selected to 100% regardless of the position of the Idle lever. The -27 engine on the other hand will when selected produce reverse thrust regardless of the propeller position (92% - 100%).

Looking to the future it is hoped that all manufacturers of aircraft used for parachuting can be persuaded to include in the aircraft manual clear recommendations as to the best power settings, speed and configuration to use for parachute descents. It is also hoped that the BPA Pilots Committee will soon publish its Pilots Manual which will hopefully contain further guidance on this subject.

JOE McLAUGHLIN
BPA Pilots Examiner No. 3

Council have tasked me with writing to you on the above subject.

At the inaugural meeting on 11th January 1986, Council agreed to direct the 'Secretary General to write to the Editor to reiterate their feeling that anything that contravened the Rules and Regulations of the Association must not be presented in the magazine.'

CHARLES W PORT
Secretary General



An interesting jump took me by surprise on a recent holiday in Hawaii and quite blatantly reminded me of the hazards of jumping near open bodies of water. Looking back now I can see many lessons this particular jump taught me. The events went something like this.....

Picture a warm and sunny Sunday on a new and unfamiliar DZ. All the right ingredients were present for a great day's jumping - blue skies, a 5-knot ground wind, new kit (24 hours old by then), a good crowd of local jump talent, money in my pocket, two aircraft, and all the other things which make the skies beckon us. My first three jumps of the day were nice low key 6-way dives and the rest of the day certainly looked promising. The new main was a pleasure - clean openings, fun to fly and lovely landings.

Then jump no. 4! Unbeknown to the spotter, since his last jump the uppers had swung around to become offshore (i.e. blowing away from the land) and quite strong. The DZ at Dillingham is a lovely airfield, but only 4 or 500 yards from the sea. The cut was called, we climbed out, exited, did our RW and then tracked off to open. My first thought after opening was one of disbelief - how the heck could I be 2000 ft. up and 5 or 600 yards out to sea on such an ideal jumping day? "Ah well", I thought "no problem, my new rag will easily get me back to the beach". Wrong! I hardly made any headway against the wind, and by 1000 ft. it was obvious I was in for a swim. Time to review what I've taught hundreds of students over the years on unplanned water landings.....

1. Don't panic. No problem there.
2. Inflate LPU - Oh Shoot! no blow-up balloon on board!
3. Pick a landing space away from any underwater obstructions.
4. Review and plan actions to take upon entering the drink.

Splash, I was in, first things first, I collapsed and cut away my main. Everything still quite buoyant so I swam to top of main and started towing it in by the pilot chute (this keeps all the potentially lethal lines away from your body and hence virtually eliminates chance of entanglement and it taking you under) I knew from numerous displays into water that my reserve would remain buoyant for 10-15 minutes, and surely there'd be no problem swimming the 350 yards to shore in that time! Wrong again! The rapidly outgoing tide soon sure sank that notion.

After 5 or 10 minutes my main was almost forcefully dragged out of my hands as it went under. It was trapped either by a roving killer whale or a violent undertow. I must say, at this stage I was glad of at least two things. Firstly that I wasn't connected to the main, and secondly that I didn't hesitate to let go of it! New as it was (by this stage, I'd taken delivery only 32 hours previous) I thought that it was definitely time to part company with the canopy.

I was now struck by that "all alone" feeling. By now my reserve was beginning to get heavy, in addition to my jumpsuit. So I took both off and continued swimming whilst holding on to them. The shore was still a long way away, and I began to contemplate dumping first my jumpsuit, and then if I got much more tired, my harness/container/reserve.

Enter the Long Ranger! Out of the blue arrived a smiling Hawaiian on an inflatable air mattress "Aloha", he said "need a lift?" Well you can just imagine my reaction. From then on the rest of the 'jump' was pretty straight forward - thru the surfline on the air-bed, and a nice glide into a feather soft stand up landing on the beach.

So what's the point of my story? Well here's the lessons from where I sit (dry now).

1. Water is a hazard, no matter what experience you have. I previously would have laughed at anyone who suggested that, with thousands of jumps, two square parachutes on my back, and on a day with light ground winds, that I would end up within spitting distance of the sea!
2. Know the exit point even if you are not spotting the load, then look at the ground during climbout. You can always climb back in!, or formulate a contingency plan in free fall - like breaking off early and pulling high. (I must say I did become a little suspicious when the guy who spotted the load did exactly that).
3. If you are jumping near water, wear an L.P.U.D! After all it is a regulation, and it sure makes a lot of sense to me now.
4. If you are about to have an unplanned water landing - don't panic. Too many jumpers have gone under already, don't you be the next.
5. If your gear wants to go deep-sea diving then let it go. This includes everything - parachutes, harness/container, maybe cameras, jumpsuit.....anything that's heavy when wet. If you are still connected when it starts to sink, you will go down with it.
6. It can happen to any of us. Remember that **Bob Buguor**, one of the world's most famous free-fall photographers, drowned on an unplanned water landing during a jump with very similar circumstances to my unfortunate experience. Was he just trying to save his gear?
7. Every DZ near water has contingency plans for water landings. Find out what their procedure is before your first jump there. I later learned that the locals, in similar circumstances, head out to sea, away from the surf, land in the drink, then only need to bother about keeping their gear afloat and a chopper arrives to fish them out.
8. Insure your gear! I hadn't.....need I say more?
9. If you see someone land in water, go out and assist the poor beggar. Grab a life preserver, or fins, or whatever else may help you and get out there. At the very least, your presence may prevent a fellow jumper getting into a panic situation. I certainly don't want to criticise the DZ concerned, but after 15-20 minutes in the water, it was a non-jumper who had been sunbathing who eventually came out to help me.

The end of my saga may be of interest. When the news got to the DZ that my canopy was lost, they were great. In no time an inflatable boat with outboard motor had arrived, along with divers and scuba tanks, and out we went for a search, no luck that day, but the next morning, after 1½ hours underwater, a search team of 3 of us came across my parachute 'painted' onto the coral. It had become impaled upon the coral reef, and then the waves above and heavy swell had totally destroyed it - there wasn't one square foot that wasn't shredded!

Some days I feel I should have stayed in bed!

NEIL FERGIE (A.P.F.) D491

FOR .005p A HEAD WE CAN INTRODUCE YOU TO EVERY SPORT PARACHUTIST IN GREAT BRITAIN

*NOT TO MENTION OUR MANY READERS
WORLDWIDE*

SPORT PARACHUTIST

ADVERTISING RATES

BLACK AND WHITE ADVERTISING

SIZE	1 ISSUE	3-5 ISSUES	6 ISSUES
1 PAGE	£122.00	£116.00	£104.00
½ PAGE	£67.00	£64.00	£57.00
¼ PAGE	£37.00	£35.00	£31.00
⅛ PAGE	£21.00	£20.00	£18.00

Prices quoted are for Cameraready artwork.
Advertisers will be charged extra for any artwork
necessary to comply with this.

COLOUR ADVERTISING

FOUR COLOUR: Add £86.00 to Black and White rate.

SPECIAL POSITION

Advance reservation is required for special position requests. These will be filled on a first com first served basis.

Inside Back Cover	: Add 5% to basic rate
Page 2 and 3	: Add 10% to basic rate
Back Cover	: Add 50% to basic rate
Colour only	
Other special requests	: Add 10% to basic rate

Last date for inclusion of advertisements in
'Sport Parachutist' is the end of the second
week of the month prior to the month of publication. i.e. 14th
January for February issue. Material received after this deadline
will be held over for possible inclusion in the next magazine,
unless otherwise advised.

**Unfortunately we will now have to charge
V.A.T. at 15% on advertising. All the prices quoted on this page are
excluding V.A.T.**

INSERTS

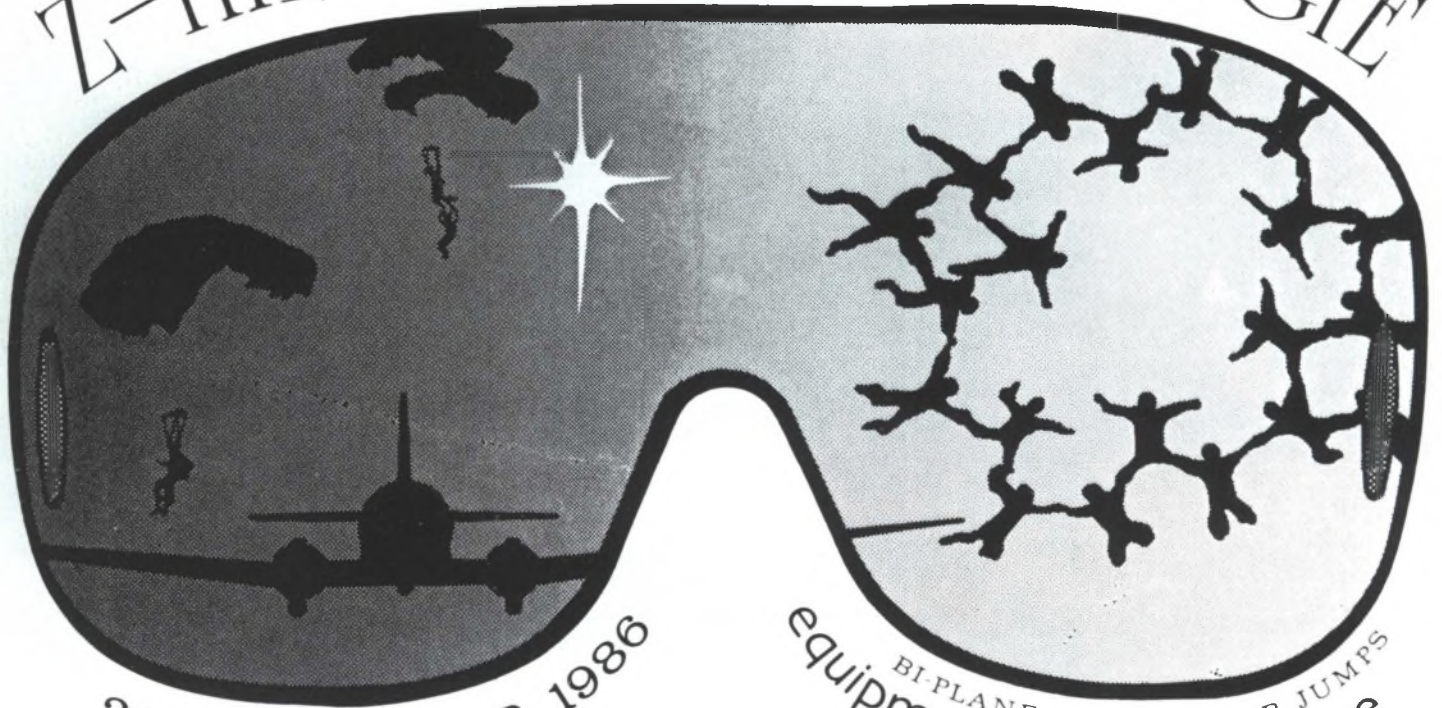
Inserts will be charged at £45.00 plus half the appropriate full page rate.

DISCOUNTS

A settlement discount of 10% will be made if invoices are paid within 15 days of invoice date.

Accounts more than 30 days overdue will be charged 5% per month interest.

Z-HILLS EASTER BOOGIE

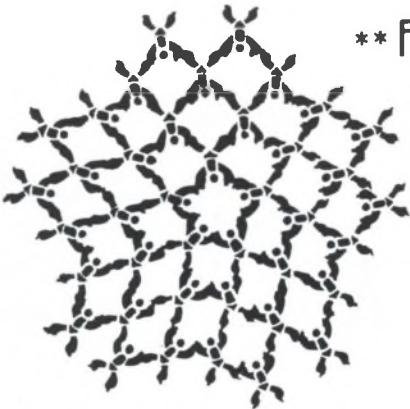


21st./30th. MAR. 1986

BI-PLANE & HELICOPTER JUMPS
equipment sales & service

*Aircraft - Southern Cross
Turbine Porter PLUS MORE!*

*Reg. - \$25 - Includes beer every night,
dinner & a band for 4 nights.*



****First Time Ever****
SPEED 40 WAY MEET
3 Rounds, Trophies!

NO STUDENT JUMPING
DURING THE BOOGIE

PAYMENT - CASH, TRAVELERS CHECKS,
VISA, M/C, A/E



ZEPHYRHILLS PARACHUTE CENTER

PO Box 1101, Zephyrhills, Fla. 34283

813-788 5591

CG



Highly Commended 'Sunset over Brunton' by Rob McGregor more highly commended in April issue.



Roger Tamblyn catches Chris McGinnis over the dice at Halfpenny Green to win the best accuracy category.

'Strut Hanging' over Netheravon wins the general category.
Photographer Simon Ward





Winner of the first freefall/photography attempt by Freddy Leising who jumps at Bad Lippspringer. Picture taken at Chopper Boogie, Soest, on a Nikon FE.

SKYVAN at SIBSON

1986 AT SIBSON

PROGRESSION COURSE	12 - 20 APRIL
SKYVAN BOOGIE	26 APRIL - 5 MAY
10 SPEED COMPETITION	3 - 5 MAY
POLICE ACCURACY MEET	10 - 11 MAY
RW SEMINAR	17 - 25 MAY
BANK HOLIDAY SKYVAN SKYDIVE	24 - 25 - 26 MAY
SKYVAN BOOGIE	2 - 8 JUNE
PROGRESSION COURSE	9 - 15 JUNE
NATIONALS TRAINING CAMP	15 - 29 JUNE
RW SEMINAR	21 - 29 JUNE
PROGRESSION COURSE	30 JUNE - 6 JULY
RW SEMINAR	12 - 20 JULY
PROGRESSION COURSE	21 - 27 JULY
SKYVAN BOOGIE	2 - 10 AUGUST
20 SPEED COMPETITION	9 - 10 AUGUST
PROGRESSION COURSE	11 - 17 AUGUST
RW SEMINAR	16 - 24 AUGUST
PROGRESSION COURSE	25 - 31 AUGUST
SKYVAN BOOGIE	6 - 14 SEPTEMBER
RW SEMINAR	20 - 28 SEPTEMBER

£15 REGISTRATION FEE FOR SKYVAN BOOGIES
RW SEMINARS AVAILABLE TO CAT. 9 & 10 ONLY.

- ★ FREE CAMPING
- ★ SHOWERS
- ★ BAR
- ★ FOOD
- ★ PROGRESSION COURSES OPEN TO ALL BPA MEMBERS WITH FIVE JUMPS
- ★ NO CHARGE FOR KIT HIRE

Peterborough Parachute Centre

Sibson Airfield Wansford Peterborough

Telephone Elton (08324) 490



PARA
85
SHOOT

PARA
85
SHO

Simon Ward's flash photograph of a Marine attempt at the World RW stack record. Winner of CRW category.

BRITS IN SEARCH OF WINTER SUN!

The New Paradise - Sandy beaches and blue Mediterranean sea, rolling hills and distant snow capped mountains - it sounds like the setting for a new Hollywood movie. No, this was the view from the air, somewhere in the middle is a new drop zone run by **Mitch Decoteau** and **Roland Hilfiker**. 510 people registered for their first Christmas Boogie.

As they were expecting less than half that number of people it wasn't surprising that there was a shortage of aircraft. There was Matt's skyliner, a yellow Swiss Porter, an Islander from Biggin Hill and a Cessna. A second Porter arrived from France on Boxing Day. Another large aircraft would have been ideal.

The boogie got off to a good start, and it was quite easy to get in four jumps a day but with jump prices at £10 to 12,000ft. some people were worried about over-spending their budget. As Christmas drew nearer more and more people arrived and it eventually got to the stage where someone on the load had to get up at 7 a.m. and queue at manifest to ensure they did 2 jumps a day. This was real hardcore!

Maria Peterson did a fantastic job keeping the manifest under control and chiding those who double manifested. (However you can bribe her with liquorice).

The atmosphere around the drop zone was always pleasant. Many people were overheard to say this was the ideal way to spend Christmas Day. However with no surface wind you had to keep a wary eye for canopies crashing in from all directions which provided ground lookers with endless amusement. As **Pete Reynolds** put it, "Flaring seems to have gone out of fashion!" Maybe as a consequence of this many chose to land their reserves instead. **Bob aimes** getting particularly good value for money!

There were many memorable dives, which the whole drop zone seemed to be involved with, such as **Andy Ring's** 2,000th jump, where as rear floater and grasping a banana he left early to get a



Eddie shows the flag.



Maria Peterson who managed to keep smiling at the manifest despite numerous attempts at double manifesting.



Tail-gate exit from Matt's Skyliner.



Roland Hillflicker manages a smile after knowing 510 jumpers had registered.



"Get you lucky jumpsuits here". Rob Colpus and Sarah get a better view and at the same time keeping an eye on the jumble sale of jumpsuits, frap hats and bags on sale.



Ian Head and Pete Reynolds dirt dive an exit, the result of which will appear in the Wally Gubbins epic.



"World exclusive!" - The first picture of Mr. Walter Gubbins taken by our special snatch squad sent at great expense by SP to get the first picture of this elusive jet-setting jumper.



Some of the many Brits who searched for winter sun.

good view of a 15-way star thoughtfully built 1,000ft. above him. "If you're going to make a money out of someone - give him a banana", quoted **Tony Butler**.

There was the 30-way Christmas star organised by **Pete Reynolds**, which is a new RW record for Spain. **Marcell** from Switzerland efficiently organised many 2 point 16-24 ways. During the boogie there was an attempt to break the girls European record and the CRW record; both these are best forgotten.

Raoul Torres organised the Spiral dive which took three attempts to get right but was successful in the end as will be

seen in the 2nd Wally film, "Probably the most difficult dive ever accomplished," as Wally was later heard to say. Towards the end of the Boogie a 40-way attempt was made, but unfortunately two were out.

There was no mistaking the town of Ampuriabrava with its maze of canals and reservoir which awaited an unwary load. The problem was the strong upper wind which was apt to change throughout the day. Eventually Sean the skyliner pilot improved most spots with his instruments. Although this wasn't entirely foolproof.

Dusk marked the time for a new activity - Go-Karting. Every drop zone should have a track! It was almost as much fun as sky-diving, learning how to get around the track without using the brake, skidding into the corners and bumping other people off the track, it was also a lot cheaper. With the adrenalin flowing it was difficult to shut people up when they eventually did get off, reminding us of our early student days. Drinking and driving took on a whole new meaning but helped ease the pain when you inadvertently ended upside down in the tyres.

Every night seemed to be party night, there was always something going on and more often than not there was free sangria at the airport bar. **Ian Head** organised evenings in local restaurants, and a trip to the Salvador Dali 'surrealist' disco - well worth a visit. The Christmas Eve paella was memorable even two days later and New Years Eve went down even better with barbeque and a bottle of champagne each. **Steve Taylor** could be seen doing his adaptation of flamenco dancing to the sound of Zaragoza's band which played several tunes all sounding the same.

The boogie must be seen as a success - with people coming



Vicky Ames took the opportunity to get some AFF in under the instruction of Brian Dyas and 'Reddy' Redfern.



from Austria, Belgium, Canada, Denmark, France, Germany, Holland, Ireland, Italy, Norway, New Zealand, Spain, Sweden, Switzerland and the USA, although it did seem that at least half of the people there were from the UK. A total of 7,738 jumps were done with 789 of these in one day.

For us Europeans it is a much cheaper holiday than going to the USA. Most from England flew in, some for as little as £45 return, others took the ferry to have use of a car when they got there or to go off skiing only 3 hours away. Nearly everybody stayed in local

apartments and even though it was not as warm as the travel brochures would have you believe it was on a par with Florida for the time of year.

Their next Boogie is planned for Easter. Raoul is organising a scrambles which will divide people into groups according to their experience with a load organiser and video man on each. This will hopefully produce some really good skydives and there may be an attempt on the World RW record - it's still only 72 - officially. Mitch is keeping his fingers crossed.



A Brit group in free fall over the coast. Those are not roads under the group but canals, part of the large marina complex.

£12.50
each volume
plus £1.50 to cover
total book order
postage

SKIES CALL
three hard-bound
full colour volumes
featuring the best
photography of
international
skydiving . . .
it's artistic;
fantastic action,
and fun.
Send cheque
with order to
SKIES CALL
'Vanhalla'
Wickhurst Rd
Sevenoaks Weald
Kent TN14 6LX



There was quite a lot of 'hanging about' on the DZ with 510 jumpers registered, as well as those doing dirt dives for tandem!



Tim Mace catches up with the article he wrote on the World Meet in the December mag, 50 of which were delivered to Spain for the ex pat jumpers.



More Brits in the air.



Lyn Waite 'who was late' for the Brits group pic.



Graham Copestake gets a "pie in the eye" after his 2,000 jump, courtesy of Mandy Dickinson.



Amanda Kenny, Nigel Watson and Brian Dyas concentrate on a dirt dive.



Steve Taylor had three ladies hanging on his every word. I hope he knows you cannot take the jump sheet into freefall in competition. It must be against some rule somewhere.

HOME COUNTRIES L.A.C. MEET - 1985

This competition like most others this year was plagued with bad weather. At the third attempt we struck gold - with an absolute perfect weekend. For the accuracy jumpers nil winds and blue skies for the RW.

10 teams entered the LAC Meet and they came from all over the country, which in itself was a very good turn out considering this was the third trip already.

The competition started early Saturday morning after the team leaders met. At the end of Round 1 it was proving to be a more difficult competition than most had expected. Only two teams had completed the launch in the specified time. Still the

accuracy jumpers were showing better scores with a couple of discs and a tight first 10 places.

After the second round Webbo's team started to show as early leaders with a perfect score in RW and only 64cm. The rest of the teams were hot on their tails and a keen competition was being fought out in 2nd and 3rd place.

The competition carried on at a good pace and was completely finished by dusk with only 4 rejumpers in 4 rounds. The main reason for completing the competition in one day was due to excellent organisation on the ground and two very good pilots flying both 206's non-stop.

As you can see from the above score sheet first placed team Webbos also had 1st, 3rd, 4th and 5th in the individual accuracy and were only split by Chris Clemence who came second.

With the competition over we had a couple of hours rest then went into the night accuracy. For those who think daylight accuracy is difficult, I can tell you at night it's even worse especially in nil winds.

The judging and ground staff were very good with full checks on every jumper before he jumped and all jumpers had to report in before the next jump could take off. The competition was definitely tough with no moon - no winds - and only a small

HOME COUNTRIES LAC MEET 1985 - FINAL SCORES

Team	Rd 1	Rd 2	Rd 3	Rd 4	Total	Ind. Place	Team Place
BEEN CONNED							
C. Clements	0.00	0.00	0.06	0.06	0.12	2	
J. Hitchen	0.55	0.06	0.02	0.35	0.98	7	5
G. Campbell	0.39	2.46	0.13	1.36	4.34	11	(60.19)
A. Williamson	5.00	0.12	5.00	0.29	14.75	30	
	10.00	10.00	10.00	10.00	40.00		
WEBBOS							
E. Reynolds	0.00	0.01	0.00	0.00	0.01	1	
C. Thomas	0.14	0.13	0.00	0.02	0.29	5	1
N. Johnston	0.08	0.13	0.00	0.03	0.24	4	(2.72)
F. Ryland	0.13	0.02	0.00	0.03	0.18	3	
	0.00	0.00	2.00	0.00	2.00		
PAIN HURTS							
K. Monk	1.07	0.27	5.00	2.81	9.15	22	
P. Speller	5.00	1.84	2.16	0.09	9.09	21	7
D. Whymarc	3.65	0.96	1.29	1.51	7.41	17	(73.72)
P. Rigling	5.00	5.00	3.95	2.58	16.35	33	
	10.00	10.00	10.00	2.00	32.00		
SQUEAK PIPS							
T. Ranns	0.04	0.05	1.85	3.34	5.28	13	
R. Lawrence	5.00	5.00	3.71	18.71	37	3	
A. Isats	0.23	1.68	2.56	5.00	9.47	23	(51.06)
R. Alison	5.00	0.20	0.15	0.25	5.60	14	
	10.00	0.00	2.00	0.00	12.00		
I DON'T KNOW							
P. Harlow	1.06	1.77	5.00	0.34	8.17	19	
L. Harlow	0.24	5.00	1.75	1.04	8.03	18	4
M. Cawood	3.00	4.08	5.00	2.26	14.34	29	(55.07)
P. Fisher	0.17	0.15	0.02	0.19	0.53	6	
	4.00	0.00	10.00	10.00	24.00		
SOMETHING ELSE							
A. Smitheman	2.68	2.86	3.15	5.00	13.69	27	
G. Morgan	1.97	5.00	1.27	5.00	13.24	26	6
J. Howarth	2.50	3.11	1.28	0.00	6.89	16	(66.28)
B. Greenwood	3.38	2.23	0.60	0.25	6.46	15	
	6.00	0.00	10.00	10.00	26.00		
3 DOGS & A BONE							
G. Grayson	5.00	0.41	5.00	5.00	15.41	31	
T. O'Neil	5.00	5.00	5.00	5.00	20.00	38	10
W. Smith	5.00	2.01	5.00	5.00	17.01	34	(102.42)
N. Waterson	5.00	5.00	5.00	5.00	20.00	38	
	0.00	10.00	10.00	10.00	30.00		
CHARLIES ANGELS							
K. Gallagher	0.86	1.86	0.92	5.00	8.64	20	
C. Harrison	2.56	5.00	1.60	5.00	14.16	28	8
Ch. Harison	0.14	3.77	3.00	5.00	11.91	25	(92.17)
J. Temlett	2.46	5.00	5.00	5.00	17.46	35	
	10.00	10.00	10.00	10.00	40.00		
LAWN SHIT							
M. Wilson	0.12	0.27	4.21	0.18	4.78	12	
D. Cowell	0.02	5.00	5.00	1.55	11.57	24	2
A. Lee	0.15	0.14	0.88	0.84	2.01	8	(42.93)
M. Strachan	0.15	1.75	0.10	0.57	2.57	9	
	10.00	0.00	10.00	2.00	22.00		
VIRGINS PLUS							
J. Ashby	1.35	5.00	4.49	5.00	15.84	32	
S. Ford	5.00	5.00	5.00	5.00	20.00	38	9
S. Perry	0.15	0.06	2.63	0.08	2.92	10	(96.41)
K. Raines	5.00	5.00	2.65	5.00	17.65	36	
	10.00	10.00	10.00	10.00	40.00		

The Top Quality range
of personalised printed shirts

T-SHIRTS & SWEATSHIRTS
by *Interprint*

for Pubs Clubs Firms
Schools

T-Shirts
Double stitched
seams
Sweat Shirts
Crew Vee Neck,
Hooded & Jog Suits

Sports Shirts

Other Products

Ties, Hats, Lighters,
Stickers, Metal &
Sew-on Fabric Badges,
Aprons, Tea Towels
& Tote Bags

**FREE DESIGN
SERVICE**

**MINIMUM
ORDER - ONLY 12**

Please send me your **FREE** colour brochure
& details of your **FREE** shirt voucher

Name

Address

Phone *freepost* Dept PR
No Stamp Reqd

Interprint

Dept PR Dale Street, Craven Arms
Shropshire SY7 9NY
Tel. Craven Arms (05882)
2703 & 2502



NIGHT ACCURACY

	Rd 1	Rd 2	Total	Place
E. Reynolds	0.28	0.35	0.63	1
F. Ryland	2.25	0.32	2.57	7
T. Pape	2.41	0.45	2.86	8
C. Thomas	1.40	0.00	1.40	4
N. Johnston	0.57	0.10	0.67	2
P. Fisher	0.19	2.00	2.19	6
J. Pattinson	5.00	5.00	10.00	15
S. Perry	4.59	3.15	8.14	14
K. Monk	5.00	5.00	10.00	15
P. Speller	5.00	5.00	10.00	15
P. Rigling	5.00	5.00	10.00	15
P. Hodgson	2.69	4.84	7.53	11
B. Laithwaite	5.00	5.00	10.00	15
G. Campbell	5.00	2.58	7.58	12
S. Eversfield	1.06	0.08	1.14	3
R. Allison	5.00	5.00	10.00	15
T. Ranns	5.00	2.88	7.88	13
A. Isats	0.18	5.00	5.18	9
R. Lawrence	1.86	5.00	6.86	10
C. Clements	0.55	1.43	1.98	5
Chris Harrison	5.00	5.00	10.00	15
Charlie Harrison	5.00	5.00	10.00	15

light on the disc. But so were the competitors with the first three jumpers at each others throats - again **Esther Reynolds** came through as the winner. This competition was only two rounds, but showed a good competitive spirit, however there was only one disc scored and that by me - very lucky after the first round I decided to close my eyes on landing! Must work I got the disc on the second round.

Final Score

- 1st **Esther Reynolds**
2nd **Nicky Johnston**
3rd **Steve Eversfield**

Well after all that jumping in one day it was obvious there would be a good party that night - there was!

The next day the weather was fantastic so we decided to put three planes in the air and go for a couple of big attempts. The first one was a 14-way and it worked perfectly, the formation was completed by 6,000ft. with no tension or hard dockings - a nice jump to watch as well as be a part of. This jump also got the DZ largest formation record and also a Yorkshire record. The second jump was not so successful but still a lot of fun.

After a few most jumps it was time for prize giving. The special guest presenting the prizes was **Richard Dunn** the ex-British, European and Commonwealth Heavy Weight Boxing Champion, also **Mr. Phil Gordon** from

Websters Brewery who sponsored the competition.

Prize giving went off as usual - long speeches - to many thank yous and not enough to drink, but there was a few laughs when Esther was awarded 1st in the Ladies Accuracy she promptly gave it to Fred Ryland, as he's all for equality in the sport and no women's prizes. As Esther won all the accuracy anyway I suppose she could afford to give Fred the women's prize. Still he was quite pleased.

This concluded one of the best competitions I have been to in a long time and I would like to thank a few people for their hard work.

Dave Johnson and **Linda Rawson** for running such a well organised meet. All the staff at British Sky Sports, especially the pilots **Nicky** and **Joe**. Incidentally **Nicky** did the night flying in the competition and did all the spots - everybody was in or around the pit.

But, most of all, I would like to thank **Martin Rennie** who travelled from Scotland three times to judge the competition, also **Lofty & Grace Thomas** for sitting in the cold all day judging. Last but not least all the competitors who came from all over, because without them there is no competition.

CHRIS THOMAS

the cord manufacturer, resulting in stiffness where the line appears to be 'set' (hard to straighten after being packed), as well as a slight tackiness on new lines that may cause them to adhere to each other after being packed for a period of time.

Due to the potentially serious nature of this condition, all owners of affected Pioneer parachutes (and dealers with units in stock) are urged to follow the inspection and corrective action detailed in this advisory.

MAIN PARACHUTES

Prior to the next usage, inspect for stiffness or tackiness. If apparent, follow **Remedial Instructions** provided herein.

RESERVE PARACHUTES

Prior to the next usage, have parachute inspected by a Senior or Master Rigger. If stiffness or tackiness is apparent, Senior or Master Rigger is to follow **Remedial Instructions** provided herein.

REMEDIAL INSTRUCTIONS FOR STIFF LINES

Repairman - Senior or Master Parachute Rigger (Reserve Chutes).

Materials Required - Clean Cloth, Warm Water, and Talcum Powder.

Procedure - 1) Place canopy on packing table with risers secured to table.

2) Soak a clean cloth in warm water and wipe each suspension line from riser to skirt three times. Wipe each line with a dry cloth.

3) Allow to dry thoroughly.

4) Apply talcum powder to a clean dry cloth and wipe each suspension line, from riser to skirt.

5) Once completed, shake excess talcum powder from suspension lines. Canopy may now be packed in accordance with manufacturer's instructions.

6) Corrective action in accordance with this advisory should be noted on the packing data card.

Pioneer Personnel Parachutes which employ resin treated dacron suspension lines are as follows:

Ram-Air Wing Main Parachutes

Name	Part Number
Merlin	5156-1, 5156-501, 5156-505, 5481-1
Superlite II	5179-1, 5179-501
Titan	5183-1, 5183-501, 5183-503, 5475-1
Kestrel	5184-1, 5184-501, 5184-503
Osprey	5492-1, 5492-501
Falcon	5792-1
Tactical Main Canopy-1	5436-1, 5436-501, 5436-503, 5436-505
Tactical Main Canopy-2	5479-1, 5479-501, 5479-503
Tactical Canopy-9	5660-1, 5660-501
Hi Lifter (Tandem)	5542-1, 5853-1, 5853-501, 5853-503, 5853-505

Ram-Air Wing Reserve Parachutes

Phoenix	5277-1, 5457-1, 5457-501
Reliant	5366-1, 5366-501, 5456-1, 5456-501, 5520-1, 5520-501
Tactical Canopy-9	5660-1, 5660-501
Hi Lifter (Tandem)	5542-1, 5853-1, 5853-501, 5853-503, 5853-505

Round Main Parachutes

Relative Work P.C.	2759-505, 2759-507, 2759-509, 2759-511, 2759-513
--------------------	--

Round Reserve Parachutes

Super 22	5050-501, 5050-505
K-20	5375-1
K-26	5400-1
K-22	5418-1

SAFETY ADVISORY

TO ALL OWNERS & USERS OF PIONEER SPORT AND MILITARY PARACHUTES WITH DACRON LINES

Pioneer Parachute Company, Inc. has recently been made aware of a problem with Pioneer K-series reserves that use resin treated Dacron suspension lines which become excessively stiff after a 120 day repack cycle.

This condition could impede inflation and may also be apparent on other canopies with dacron lines, including Pioneer main and reserve ram air parachutes.

The problem is attributable to excessive resin treatment by

ORGANISING A HOT AIR BALLOON JUMP - AN ALTERNATE APPROACH

Organising and gaining CAA clearance in accordance with the BPA Operations Manual for the recent hot air balloon/parachuting boogies (Parts 1 and 2) has proven to be something of a headache. The procedure goes like this. Each balloon must first be type-approved for jumping. The balloon pilots must have a Commercial Pilot's Exemption to their flying licence. All jumpers must be members of a display team registered with both the BPA and the CAA and must have a registered Display Jumpmaster in control. Even though there will probably be no one watching, it still counts as a display. Police permission must be requested and granted. The CAA must be notified of the display well in advance. A NOTAM and liaison with local Air Traffic Control (both Civilian and Military) is advisable. Finally, the written permission of the land-owner of the parachute drop zone must be obtained.

This last point is the hardest one of all. As the wind direction on the day cannot be predetermined, a number of different drop zones in all directions must be cleared to allow for any eventuality. Clearly, this will involve much ground work and would deter many prospective balloon jumpers.

A proposal by West German parachutist **Horst Metzig** can solve many of these problems

and has already been accepted by the German equivalent of our CAA as a method for gaining clearance for parachute jumping from hot air balloons. The technique is to launch the balloon from a cleared site and gain height, whilst the wind pushes the balloon away from the site. The parachutist then exits the balloon and, after a free fall delay, deploys his parachute and flies into the wind to land back at the launch site (Fig. 1). The advantage of this technique is that only one display drop zone needs to be cleared for use, regardless of the wind direction. Furthermore, if the launch site is a registered parachute centre, many of the problems of organisation become that much easier. However, the CAA would still count it as a display.

The question then to be answered is "How long is the freefall delay which still ensures that the jumper will reach the launch point"? (If indeed it is possible at all.) For this you will require an altimeter, a watch, a programm-

able calculator and a clinometer in order to determine the delay. A clinometer measures vertical angles from the level (Fig. 2). They can be purchased but may easily be made using a protractor and a short plumb line.

As soon as the balloon takes off, the stopwatch is started. When the balloon reaches jump altitude the flight time is noted and the angle, c back to the launch site is measured (Fig. 1). The following equation will then give the total from the balloon to a fully deployed canopy, f .

$$f = h(1 - \frac{dt}{v \tan c} - h)$$

where

h = balloon altitude

t = time from balloon launch

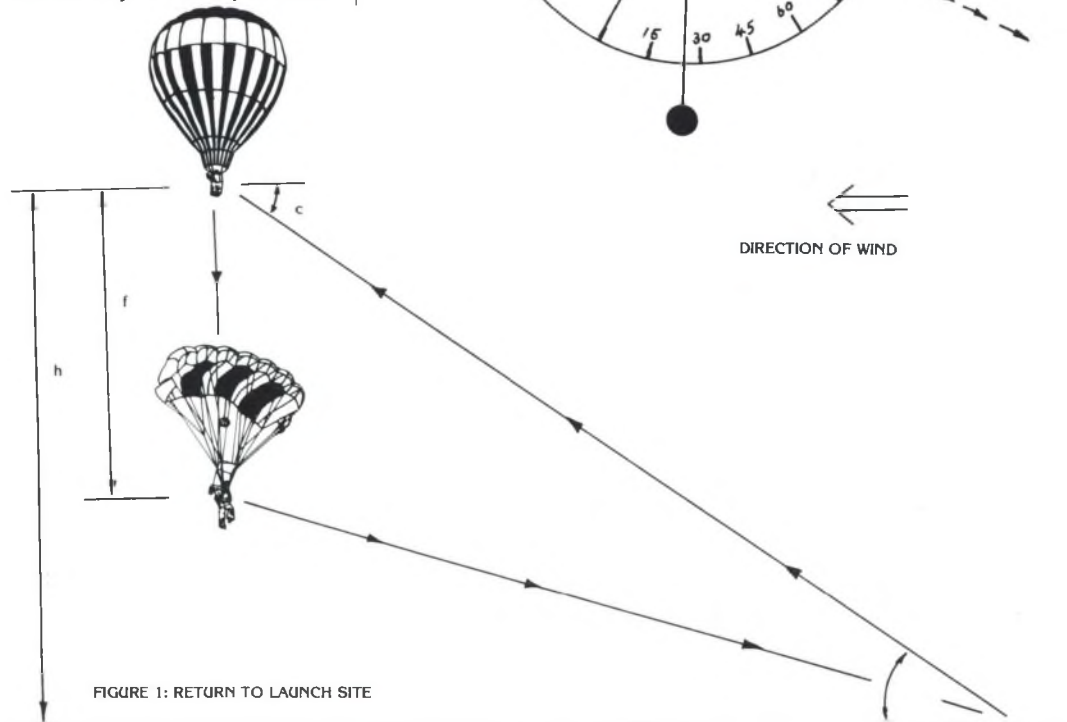
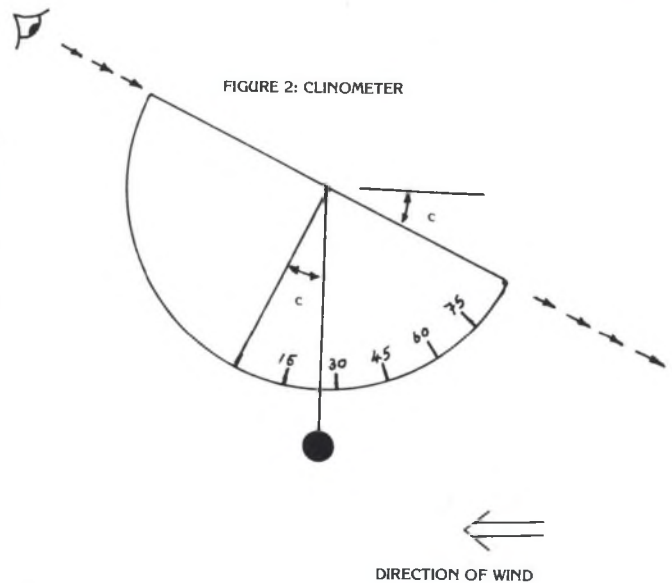
v = forward velocity of canopy

d = descent velocity of canopy

c = clinometer angle, in degrees

f = freefall and deployment

It is essential that consistent units are used throughout. If the altitude is measured in feet and the time in minutes, the



forward speed and descent speed of the parachute must be measured in feet per minute, not miles per hour. It is also helpful to use a calculator which will not switch itself off automatically during the balloon flight, once you have programmed it(!).

The following two examples should illustrate the use of this method.

Example 1

A balloon ascends to 5,000 feet in 10 minutes. The angle c back to the launch site is 30 degrees. Using a canopy with a forward speed of 25 m.p.h. and a descent rate of 6 m.p.h., what is the freefall delay to ensure a return to the launch site?

$$v = 25 \text{ mph} = 2200 \text{ feet per minute}$$

$$d = 6 \text{ mph} = 528 \text{ feet per minute}$$

$$f = 5000 (1 - \frac{526 \times 10}{10 \times 2200 \times \tan 30}) - 5000$$

$$f = 1570 \text{ feet}$$

Hence, allowing 500 feet for opening, freefall for 1070 feet, i.e. 10 seconds.

Check

- Open canopy at 3430 feet above ground level.
- If c = 30 degrees and balloon ascent rate is 500 feet per minute, hence average wind speed = 866 feet per minute (10 m.p.h.)
- balloon has travelled 8660 feet horizontally in 10 minutes flight.
- Canopy lands in 3430/528 = 6.5 minutes.
- Relative forward canopy speed across the ground = 2200 - 866 = 1334 feet per minute.
- Hence, 8660 feet travelled

back to launch site. This checks out O.K.

Example 2

A balloon ascends to 7000 feet in 10 minutes. The angle c back to the launch site is 25 degrees. Using the same canopy, can I get back?

$$528 \times 10$$

$$10 \times 200 \tan 25 - 7000$$

$$f = 7000 (1 -$$

$$f = -4342 \text{ feet}$$

Here f is negative and hence a return journey by parachute is not possible. A return flight would normally be possible in the light winds balloon pilots prefer (10 m.p.h. or less), with a good ascent rate (500 feet per minute or more) and with a flat gliding canopy (three-and-a-half to one or better). In Example 2 the wind is too strong.

It is important to note that using this method a prior knowledge of the wind speed is not needed nor need it be measured on the day. However, it is assumed that the wind speed is constant from the ground up to the jump altitude. In practice this is usually not true. If the wind speed increases as the balloon ascends then the method is over-safe, i.e. it gives a shorter delay than the maximum which would still allow you to return. If the wind speed decreases with height, however, the method will be unsafe and you may not get back using it. This does not usually occur but observation of the relative movements of clouds at different heights would give some warning if this is happening. Good luck!


STEVE MILLARD D5167

**ALTIMASTER II, III
REPAIRS**
FULL SERVICE & CALIBRATION.

Dodington's
SPORTS INSTRUMENTS

28 HIGH STREET, WHITCHURCH
SHROPSHIRE Tel: (0270) 629807





ACCELERATED WE FALL.

- * A.F.F.- Kurse : - im ganzen 12 Sprünge , inklusive Ausbildung und Sprünge für die B-Lizenz
- 7 Tage pro Woche möglich
- "State of the Art" Sprungmaterial
- * TANDEM-springen : - nur 10 Minuten Kurz-ausbildung
- 7 Tage pro Woche möglich
- * Flugzeug : - Pilatus Turbo Porter
- Cessna 206
- * Hotel/Campingplatz : - spezielle Preise für A.F.F.- und Tandem-studenten

Also, entschliessen Sie sich und machen Sie mit auf dem Paracentrum Texel, auf der wunderschönen Ferieninsel Texel !!

Information : Paracentrum Texel - A.F.F. Tel.: 02225-464/436
Postweg 122, Vliegveld Texel
1795 JS De Cocksdorp - Texel
Holland

TEXEL BOOGIE

1986 JUNE . 7 - 15

- * aircraft : SHORTS SKYLINER.
- * jump-price : Hfl. 40,00 ----- 12.000 ft.
- * registration fee : Hfl. 55,00 (includes surprise).
- * loadorganisers for R.W. and C.R.W.
- * low-level instruction R.W. and C.R.W.
- * money-meet during the week.
- * and ofcourse lot's of FUN DIVES !!!!
- * air to air video available.
- * full-time A.F.F. and TANDEM-jumping during the Boogie.
- * food and drinks on the DZ.
- * free camping at the Prins Hendrik Camping (tel: 02223-801).
- * each night food, music and two hours free beer at the Prins Hendrik !!!
- * Texel's paradise offers you : beaches - catamaran-sailing - windsurfing - horse-back riding - bowlings - discotheques - and much more. (so take friends and family along)

LET'S BOOGIE !!

FF1 : TEXEL BOOGIE
Paracentrum Texel
Postweg 122 , Vliegveld Texel
1795 JS De Cocksdorp - Texel
Holland Tel. 02225-464/ 436

HOT AIR BALLOON PARACHUTE BOOGIE 1985...

Here we were again for a second attempt at the competition of parachuting from hot air balloons. After being blown out in September, a smaller, 'hard-core' contingent of 17 balloonists and 14 skydivers optimistically gathered again at the Matlock site provided by our boogie sponsors, the NEW D.F.S. group of furniture stores. We actually started off with too many balloons and not enough jumpers to go round! Some frantic phoning soon produced enough parachutists to give one per balloon, but some spare slots still went empty. Where were the rest of you.....?

After a hopeful awakening on the Saturday morning, a steady downpour set in for the day and effectively dampened our spirits. This has to be one of the worst years in memory for parachuting weather. Everyone eventually regained their sense of humour and perspective at the evening dinner and liquid nourishment provided at a local Matlock hotel. All hopes were set for the Sunday. We had to get lucky sometime.

Peering through the curtains (and the hangover!) the following morning revealed a dense white sea of November fog. What else could go wrong? An earthquake? The start of World War III? However, a reconnaissance drive up onto the moors reported back some good news at last. Fog was restricted to our valley and

all around, including over the drop zone and the balloon landing zone downwind, was crystal clear blue skies and sunshine. Finally we were going for it.

At 9 a.m. precisely the 'hare' balloon containing pilot **Charlie Sissons** and parachutist **Steve Millard** ascended through the rapidly clearing mists to find a scenery that was breathtaking. this was a DZ with a difference and made all the work and waiting worthwhile. Quickly following behind were the remaining 'hound' balloons - a riot of colour and carnival against the background of white. After a rapid ascent to 8,500ft. the hare parachutist jumped out into still air and after a sluggish deployment flew across to the planned drop zone to set up the target. The remaining jumpers then got out and made for this site, carrying streamers to be dropped onto the cross whilst still under canopy.

This made for an entertaining competition - certainly worth repeating. The disqualification rule for anyone landing within 10 metres of the cross proved to be superfluous in most cases! The final results were:-

- 1st Dave Smith - 3 metres**
- 2nd Jane Spence - 7 metres**
- 3rd John Gilpin - 17 metres**

The booby prize went to **Dick Gays**, who survived yet another jump on his home-made canopy SLOTS but didn't come quite as close to the target as everyone else.



This time he jumped with a good pair of walking boots! After much discussion of tactics before and after the event, everyone agreed that the next competition of this type would be a much more closely fought event.

Meanwhile, the balloons flew on, chasing the hare and threw their own streamers as close as possible to his landing point. After a flight of 15



miles, **Steve Hollingsworth** scored a first of 65 metres, **Dave McCutcheon** held second place with 117 metres and **Neil Gabriel** came third with 200 metres.

Later that afternoon some of the balloons flew again, taking jumpers up with them. **Anne Wright** and **Guy Viney** attempted a RW link from two separate balloons. **Steve Millard** managed to return under canopy to the balloon launch site. This may well be the form for future competitions in light wind conditions.

Overall the boogie was an outstanding success in spite

of the difficulties with the weather. Many thanks are due to balloon pilot **Graham Turnbull** and his sponsors **NEW D.F.S.** for helping to make this event possible and to all the balloonists and jumpers who attended. Much has been learned about organising a joint balloon/parachuting event and many new friendships made. We hope that this will become an annual Autumn event in future years. Watch out for the next announcement. It is well worth the effort.

STEVE MILLARD, D5167

GW JUMPSUITS

A Tradition of Quality
SIX SIZES...AND A MULTITUDE
OF STYLES AND COLOUR
COMBINATIONS



Direct from Europe's
Largest Manufacturer.

SUPPLIERS TO THE RED DEVILS

WRITE OR PHONE TODAY
FOR BROCHURE S.A.E.

21, STONYACRES, YETMINSTER
NR. SHERBORNE, DORSET DT9 6LT
Telephone Yetminster 872484

Prices
FROM £30

PRESS RELEASE

Z-Hills Turkey Meet 1985

FIRSTS -

full time load organisers during the competition.
first local team to win 8 way
new 40' x 60' covered packing area for night time packing and dirt diving.
new pool table and video room.
air to air video used on all competition loads.
computers used in manifest - low waiting time to get on loads.
two way radio communication for staff - reduced legwork, increased efficiency.

AIRCRAFT -

Southern Cross, Mr. Douglas, Bird Machine.
good reactions by pilots, staff and jumpers on two separate engine out DC-3 landings.
N3N biplane available for jumps.
excellent weather - only one day fully lost to bad conditions.

COMPETITION -

8 way sequential - 9 teams registered
1st Lazer 17 points 3 rounds
2nd Hector and the Phillybacks 13 points
3rd Southern Exposure 12 points
Lazer is the first all local team to win 8 way.

16 way sequential - 5 teams registered
1st Overexposure 7 points 2 rounds
2nd Barbones Greatest Polka Hits 6 points tie
2nd Fluffy's Piggydoggies 6 points tie

biggest upset was over Fluffy who had scored very high in practice dives.

20 way speed stars - 4 teams registered
1st Please Come, We're Waiting 24.59 average, 2 rounds
2nd Double Exposure 40.04 average

fastest average for 20 way speed star ever.

10 way speed star - 9 teams registered
1st Hold On, I'm Coming 24.49 total 3 rounds
2nd We've Come 42.71 total
3rd Sky Savages 43.64 total

US National Champions, Hold On, I'm Coming, close to upset until We've Come blew the last dive. We've Come had fastest 10 star of meet at 6.84 seconds.

OTHER

C.G. Godfrog Award presented by Heat Seeking Moisture Missiles to the Sky Savages.
Beer truck every night - over 30 kegs consumed.
Winkey Bar and Scuttle Shuttle on DZ.
Excellent Thanksgiving dinner for everyone on the DZ with food left over.
Band Firday and Saturday night.
Clowns and jugglers.
450 registered - 130 DC-3 loads flown, over 4000 jumps made.
New 30ft. pink 'mingo appeared on the roof overnight.
Good vibes!!

WATCH THIS SPACE
NEW
PARACHUTE CLUB

OPENING FOR THE
SOUTH WEST
EARLY IN 1986

SKYVAN at SIBSON

From April the
Peterborough Parachute Centre
SKYVAN
will be permanently based
at Sibson

* *RW Seminars*

* *Boogies*

* *Competitions*

* *Training camps*

* *A.F.F.*

* *Tandem*

* *Ground to Air video*

* *Air to Air video*

Peterborough Parachute Centre

Sibson Airfield Wansford Peterborough

Telephone Elton (08324) 490

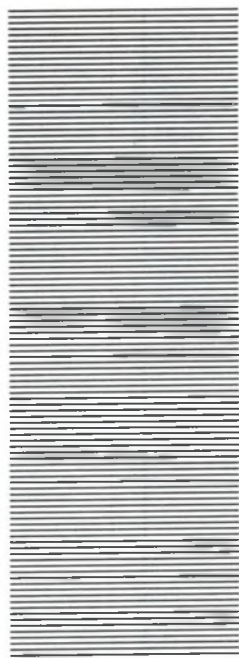


SLIPSTREAM ADVENTURES

THE UK's 1st FULL-TIME ACCELERATED
FREE-FALL SCHOOL!

FOR DETAILS

Phone 0622 890641. Ansphone 0622 890862
Or write to 'The Airfield' Headcorn, Kent.



2 Islanders, 1 Cherokee six.
CRW, RW, Style & Accuracy
coaching.
Student Free Fall AOD's
5 full-time instructors.
Rigging facilities.
Electronic pad 3 & 5 cm discs
Large soft pit.
1200mm Ground to air video.
Air to air video
Video room.
Team rates.
Food and accommodation
on DZ (42 bunk beds).
Tents & caravans welcome.

COMPETITIONS '86: SPEED 8 31st MAY/1st JUNE
LAC MEET 13/14th SEPTEMBER
TELEPHONE: 0522 890862 - THE AIRFIELD, HEADCORN, KENT.

parachutes de france UK Ltd

MINI SURFAIR	9 cell, bias constructed, 175 sq.ft. Fast, light toggle pressure and soft landings.
TURBO	7 cell, 225 sq.ft. All round canopy, fast and lively.
SURFAIR	9 cell, bias constructed, 225 sq.ft. Very soft openings and perfect landings. High aspect-ratio.
CONTACT	7 cell, 233 sq.ft. The most successful CRW Canopy on the market.
MAGIC	5 cell, 233 sq.ft. Student canopy and accuracy.
MAGNUM	7 cell, 255 sq.ft Lightweight, small volume accuracy canopy. Also used for AFF programmes.
DRAKKAR	9 cell, bias constructed, 290 sq.ft. Soft openings, high aspect-ratio. Used very successfully in AFF.
GALAXY	9 cell, bias constructed, 400 sq.ft. Tandem/Military/AFF Programmes.
SQUARE RESERVES	MINIMAX 5 cell, bias constructed, 190 sq.ft. MAGIC 5 cell, 255 sq.ft. SOS 5 cell, 180 sq.ft.
HARNESS CONTAINERS	Jaguar/Requin

Parachutes de France UK Ltd
Headcorn Airfield
Headcorn, Kent TN27 9HX

Full Range of Parachuting/Rigging Accessories Available.
For any further information please contact
Pierre at Headcorn. Telephone: Headcorn (0622) 890862



THE ROYAL AERO CLUB PILOT CERTIFICATES

Published on behalf of the Royal Aero Club
by the Civil Aviation Authority, March 1985

The Royal Aero Club Pilot Proficiency Scheme is operated in the United Kingdom under the auspices of the Federation Aeronautique Internationale. The Scheme Standing Committee includes representatives of the Royal Aero Club, the Guild of Air Pilots and Air Navigators, and the Aircraft Owners and Pilots Association.

Proficiency Certificates awarded under the Scheme are recognised by the participating organisations as a contribution towards flight safety and airmanship and as a proof of an individual pilot's experience and capabilities.

The objectives of the Scheme are as follows:

- (a) to recognise and record defined levels of pilot experience attained by holders of Certificates;
- (b) to encourage the improvement of pilot skills generally and the acquisition of advanced flying experience in particular, thus contributing significantly to flight safety;
- (c) to foster the concept of continuation flying training in a manner which will present a reasonable challenge to pilots of all experience levels;
- (d) to identify and bring within reach of all licensed pilots a sequence of recognised standards of achievement toward which their efforts for self-improvement may be directed.

There are five Certificates: Blue, Red, Bronze, Silver and Gold and applicants are required to complete application forms relevant to the Certificate sought. Cost of the initial Certificate is £8.00 and up-grading of a Certificate (one or more) £3.00. Applicants must complete ALL application forms even if they are applying for a Higher Certificate initially, the total cost being £10.00 for two or more Entries (prices include VAT).

Application forms are available from all participating flying training organisations or direct from the Pilot Proficiency Secretary. Completed forms, together with two passport photographs, should be sent to the following address:

The Chairman
The Royal Aero Club Pilot Proficiency Scheme

Elstree Aerodrome, Hertfordshire.
(Tel: 01-953 4870 or 0442 52576)

The levels of pilot experience achieved throughout the Scheme are recognised by the award of the appropriate Certificate when the minimum requirements are met or exceeded.

When application for a Blue Certificate is prepared which contains the endorsement of that Certificate plus all additional Certificates which may be won in the future and similarly endorsed.

Badges and ties denoting each level attained may be purchased separately

The Pilot Proficiency Scheme is open to all UK pilot licence holders. Additionally the holder of a current ICAO licence of a foreign country may also apply for UK Certificates providing proof of the minimum requirements for each certificate is submitted for verification. Thus it is possible for a licensed pilot from any ICAO contracting State to participate in the Scheme.

Requirements for Certificates of Proficiency

1 Blue Certificate of Proficiency

- (a) A Private Pilot's Licence, valid for aeroplanes, issued by the British Civil Aviation Authority. Or, for nationals of other countries, a current ICAO Private Pilot's Licence of that country.
- (b) A restricted Radio Telephony Licence.

2 Red Certificate of Proficiency

- (a) A Blue Certificate of Proficiency.
- (b) A minimum of 100 hours flight time.
- (c) A minimum of 40 hours total flight time in command.
- (d) An IMC rating.
- (e) One non-stop flight over a minimum distance of 150 nm from base.
- (f) Evidence of studying to a satisfactory standard the technique of:
 - (i) flying over water (including ditching procedure);
 - (ii) flying over mountainous terrain.
- (g) A minimum of one take-off and landing at each of ten different aerodromes, one of these to involve overseas customs and immigration clearances, or a flight to the Isle of Man, Ireland or the Channel Islands.
- (h) One flight over a minimum distance of 25 nm over water.

3 Bronze Certificate of Proficiency

- (a) A Red Certificate of Proficiency.
- (b) A minimum of 150 hours total flight time.
- (c) A minimum of 75 hours total flight time in command.
- (d) A Night Rating.
- (e) A cross-country flight in command to a point at least 300 nm from the point of departure including landings for refuelling if necessary.
- 2f) A minimum of two hours dual flight instruction, simulated or actual, in the use of radio aids to navigation including, ADF, VOR and the use of distress facilities.
- (g) A 40-question test paper on radio navigation, general navigation and meteorology. Pass mark 70%.

- (h) A minimum of one take-off and landing at each of fifteen different aerodromes, including three different foreign countries.

4 Silver Certificate of Proficiency

- (a) A Bronze Certificate of Proficiency
- (b) A minimum of 200 hours total flight time.
- (c) A minimum of 100 hours total flight time in command.
- (d) A minimum of 20 hours instrument flight instruction (of which a maximum of 10 hours may have been taken on a flight simulator).
- (e) A minimum of 2 hours dual instruction with a qualified flying instructor in cross-country flying over mountainous terrain and/or low level flight over sparsely populated areas during which navigation is accomplished entirely by map reading.
- (f) A cross-country flight in command to a point at least 400 nm from the point of departure including landings for refuelling if necessary.
- (g) A minimum of one take-off and landing at each of twenty different aerodromes, including four different foreign countries.
- (h) A 40-question test paper on airframes, engines, performance and aircraft loading. Pass mark 70%.
- (i) A minimum of 10 hours flight time in command in an aircraft equipped with flaps, retractable undercarriage and constant speed propeller(s). OR, any one of the following:
 - Helicopter Licence.
 - Glider Certificate with Silver 'C'.
 - Instructor/Assistant Instructor Rating.
 - 5 hours dual aerobatic instruction with a suitably qualified instructor.
 - Multi-engine Rating/Seaplane Rating.

5 Gold Certificate of Proficiency

- (a) A Silver Certificate of Proficiency.
- (b) A minimum of 500 hours total flight time.
- (c) A minimum of 300 hours total flight time in command.
- (d) A cross-country flight in command to a point at least 750 nm from the point of departure including landings for refuellings if necessary.
- (e) A minimum of 10 hours night cross-country flight time in command.
- (f) An Instrument Rating, or 1000 hours total flight time with 750 hours in command.
- (g) A minimum of one take-off and landing at each of thirty aerodromes, including five different foreign countries.

**LAUNCH
YOURSELF
INTO 1986
WITH THE
PARACHUTIST'S
DIARY**

SPORTS DIARIES
2 KENNET PLACE
MARLBOROUGH
WILTSHIRE SN8 1NG
ENGLAND

Please send me..... copy/copies of
THE PARACHUTISTS DIARY/DIARIES
bound in black with gilt corners and pages
edged in gold leaf, at £3.99 plus 30 pence P&P
each.

Please note that P&P costs extra outside
the UK.

I enclose a cheque/Postal Order payable to
SPORTS DIARIES

for £.....

Mr/Ms.....

Address.....

PLEASE PRINT IN BLOCK CAPITALS



**ENTRIES
FOR
1986
COMPETITION
MUST BE RECEIVED
BY 28th FEBRUARY 1986**

1/2 PRICE

**TWO events at NETHERS
During '86**

**EASTER MEET
and
SKYFEST
BOOGIE**

— We're workin' on making them fun —

CHAIRMAN'S REPORT FOR 1985

Once again, may I take this opportunity of welcoming you all to this Annual General Meeting, being the 19th since the Association was incorporated into a company.

SHOP

During 1985, the BPA Shop was moved back into the headquarter's office resulting in a wider range of goods being sold and a much improved service to the membership. Whilst not increasing costs to the membership, this has resulted in an increased profit.

MEMBERSHIP

The annual membership statistics are given at Annex A. These show a decline in all areas apart from renewals, which show a modest increase. Clearly the economic climate and the weather during the year has contributed to this decline. We must not become complacent and I know that the new Council will be holding a special meeting to deal exclusively with membership problems early in the new year.

Two important changes in membership have taken place during 1985. They are:-

(a) That from 1st August 1985 P6 memberships will be effective for one year or up to free-fall whichever is the sooner. It is hoped that this will assist in increasing the retention rate, and (b) P6 membership subscriptions will now be fixed at the Extraordinary General Meeting in October each year and not at the Annual General Meeting. This will give an opportunity for those mostly concerned and effected by P6 subscription rates to attend and express their views.

Apart from P6 subscriptions, all membership fees will be fixed as before at the Annual General Meeting. You will hear more from the Treasurer about this subject shortly.

COMPUTER

The computer has now been installed at Kimberley House. It is hoped that this will be fully operational by the middle to end of January 1986. There have been problems due to design alterations made by the manufacturers. These we have been assured are now fully resolved. Hopefully by the end of January, the workload on the office will be eased as a result of the smooth running of the computer.

CIVIL AVIATION AUTHORITY

We continue to maintain close links with the Authority and on behalf of the Association I would like to express our grateful thanks for the Authority's continued support of and advice to the Association.

SPORTS COUNCIL

We continue to receive enormous support from the Sports Council. The finalised 5 year Development Plan has been submitted to the Sports Council, and on the 16th January 1986 a short presentation will be made to the Sports Council Reviewing Committee and hopefully, fairly soon thereafter, we will be advised as to the extent of financial support that will be forthcoming from the Sports Council over the ensuing 5 years. It would be remiss of me to depart from this subject

without once again extending our very grateful thanks to **Danny Hennessy**, without whose tireless efforts, the Development Plan could not have been completed and submitted in the time scale that it was. Danny has not stood for election to Council in 1986 and I can say without fear of contradiction that his contribution will be sorely missed.

FREEHOLD PROPERTY

We are still actively searching for suitable Freehold premises to acquire on behalf of the Association. Even if we were to locate suitable premises now, we would not be able to take them due to the problems experienced in disposing of our Leasehold interest at Kimberley House. Efforts are continuing in both directions.

ROYAL AERO CLUB

We continue to be represented on the Council of the Royal Aero Club. In addition to having our nominated representative on that Council, we also have the benefit of our Vice President, **Charles Shea-Simonds** having been elected as one of three Vice Chairmen, and our own Treasurer, **Peter Ritchie** being elected Treasurer of the Royal Aero Club.

At the Annual Awards Ceremony in May 1985, **Chris Lyall** was Honoured by receiving from Her Majesty the Queen, the Royal Aero Club Gold Medal. I am sure you will all join with me in again congratulating Chris on his remarkable achievement.

Our congratulations and thanks go to **Charles Shea-Simonds** who retired as our CIP delegate at FAI after many years of loyal service. We welcome **Rob Colpus** as the new delegate.

Congratulations also to J.S.P.C. Netheravon for winning the 1985 Dawn to Dusk Competition and raising thousands of pounds for cancer research in the process.

COMPETITIONS

Our thanks go to RAFSPA for hosting the National Championships at Weston on the Green. Due to the excellent planning of **Sean Lambe** and his Competitions Committee, the Nationals for the very first time showed a profit.

As you all know the Relative Work 8 Way Champions wer Blipverts with 4 Way Champions being Flash Trash. Both these teams went on to represent the UK at the World Championships in Yugoslavia.

Julian Spencer won the Mens Overall Championship in the Classics, whilst **Jo Vaughan** and **Jane Buckle** became Joint Ladies Overall Champions. The Classics Team represented the UK in the European Cup at Graz. In one event the Ladies team placed first and the Mens, second. Our congratulations go to all the competitors mentions here. Equally, our thanks go to all the competitors whose entries make the home competitions worthwhile.

The CRW Nationals were held at Netheravon, once again courtesy of **Major Gerry O'Hara**. Gerry retires in February 1986. I know you will all join with me in wishing him well for the future, and good luck to his successor, **Major Jim Steele**.

STAFF

Our thanks go to the staff. Certain

difficulties have been encountered during the year. It is hoped that all of these will be resolved as we move into 1986.

I would particularly like to thank **John Hitchen** and **Tony Butler**, our Joint National Coaches and Safety Officers for the work carried out by them resulting in well run Championships and the smooth running of Instructor Courses, throughout the year resulting in the approval of 2 Examiners, 8 Advanced Instructors, 39 Approved Instructors, 51 Potential Instructors, 25 AFF Instructors and Jumpmasters.

This year has seen the introduction of AFF Instructor Courses at the Peterborough Parachute Centre and the JSPC Netheravon. There are now 8 Centres where AFF Courses can be undertaken.

Tandem Jumping is being evaluated and I am sure we will be hearing much more about that in 1986.

YOUR COUNCIL

Once again, may I express on yours and my behalf, our gratitude to each and every Council Member for the work gratuitously carried out during the course of the year. I depart from usual custom of identifying individual Council Members. The majority have worked extremely hard in your best interests. Indeed contrary to the view expressed in the Editorial of 'The Sport Parachutist', "being a good Council Member is a little more than six meetings a year."

There have been 9 Council, 8 Finance, 7 Competitions, 8 Riggers and 8 STC Meetings during the year. Those Meetings do not take account of Meetings of the Royal Aero Club, Meetings with the Sports Council, Meetings with the Civil Aviation Authority, numerous smaller, but nonetheless important Meetings and the most inconsiderable work load taking place between Meetings. You can accept from me that the great majority of your Council Members work extremely hard throughout the year, for little or no thanks or recognition. I find it entirely unnecessary for a misleading picture of Council to be presented through the Editorial.

I was very disappointed to see only 18 nominations for the 1986 Council, thereby avoiding an election, I do however believe that those nominated will form the basis of a very experienced and sound Council to continue the Associations work on your behalf, through 1986.

I would here mention our good friend and long serving member, **John Ball** who whilst not a member of Council, has given much of his time in chairing the Pilots Committee throughout the year. John is also your representative on the very important General Aviation and Safety Committee.

It would not be right for me to conclude by Report, without thanking each and everyone of our members who in their own way contribute to making this Association as successful as it is. Thank you.

JIM CROCKER
Chairman

MEMBERSHIP STATISTICS

	1981	1982	1983	1984	1985
Renewal	3,622	3,581	3,395	3,633	3,660
New Full	1,166	885	839	680	389
P4	1,098	394	465	379	601
P6	14,200	20,413	23,797	44,987	43,719
Scottish	488	183	161	—	—
Associate	95	99	83	73	54
Magazine Subscribers	186	175	170	208	129

MONTHLY FIGURES 1985

	Renewal	Full	P4	P6	Assoc.	Mag. Subs.
Jan	20	8	—	1,468	1	+2
Feb.	2	15	—	916	—	—
March	—	5	—	2,526	—	—
April	2,933	116	73	2,997	39	+131
May	352	80	60	4,340	7	+3
June	168	27	74	4,505	2	-1
July	80	26	66	4,760	4	-7
August	42	12	90	3,249	—	—
Sept.	24	16	7	5,311	1	+5
Oct.	29	52	91	5,049	—	-5
Nov.	7	18	61	4,354	—	+4
Dec	3	14	79	4,244	—	+3
	3,660	389	601	43,719	54	129

BRITISH PARACHUTE ASSOCIATION TREASURER'S ADDRESS TO THE ANNUAL GENERAL MEETING SATURDAY 11th JANUARY 1986

Good afternoon Ladies and Gentlemen. This is the fifth and probably final occasion on which I have had the sometimes dubious pleasure of presenting to you your Council's recommendations as to the level of subscriptions for the year commencing April 1st.

My task has always been to reconcile the irreconcilable, namely the amount that we would like to spend on membership service, help to the Clubs, coaching and international competition against the subscription level which it is reasonable to expect the members to pay, substantially aided by Sports Council funds and temporary subscriptions from first jump members.

In the latter case, I would like to take this opportunity to thank publicly the vast majority of responsible clubs who have co-operated to ensure that all students are put through the P6 membership scheme. In order to assist them in their forward planning, a resolution was adopted at the Extraordinary General Meeting at which the Annual Accounts were formally passed, on 31st October 1985, that subscriptions might be fixed at that meeting.

Your Council's recommendation that the P6 subscription for 1986/87 to apply from 1st April this year, be increased from the present figure of £2.20 by a simple inflation-related adjustment of approximately 5%, 10p to £2.30 was unanimously approved.

As we are at present forecasting a surplus of income over expenditure of approximately £5,000 in the current

year and are not anticipating any substantial capital expenditure in the near future, on this occasion your Council recommends a similar inflation related increase in the full renewal subscription of £1 to £2.22, rounded to the nearest pound. Since those recommendations were made we have heard that it appears likely that the insurance premium will rise by 10p per head which will remove any benefit to the BPA from the increase in the P6 subscription but we hope to be able to absorb this. On the subject of capital expenditure I would like to mention that the computer has been purchased and we will soon see the benefits in membership and accounting records. As regards property, there is, unfortunately, a surplus of cheap leasehold property on the market in Leicester and we have been unable to dispose of our lease. Although several possible freeholds have come up, we have been unable to pursue them.

(At this point the Treasurer displayed a series of acetates demonstrating the Association's financial position including the breakdown of where the subscription is spent, the historical comparison on an inflation adjusted basis, the accumulated funds as at 31st March each year against minimum liquidity in February annually and the annual historical surplus/deficit).

I now formally propose a full renewal subscription figure for the year commencing 1st April 1986 of £2.22.

P. W. RITCHIE
Hon. Treasurer



IT'S BOOGIE TIME!
SCREEN-PRINTED & HAND
PAINTED T-SHIRTS &
SWEAT-SHIRTS ETC;
FOR YOUR DZ, BOOGIE
MEET... WHATEVER THE
OCCASION AT THE RIGHT
PRICE.
CALL SUE 01 554 0602 TO
FIND OUT ALL THE DETAILS.

CUSTOM GEAR BAGS



MADE TO
ORDER

LARGE RANGE
OF COLOURS

£33.00

INC. POSTAGE

ALSO
LOG BOOK HOLDERS.
PACKING MATS.
WALLETS. ETC.

PLUS FAST, COMPREHENSIVE
RIGGING REPAIR SERVICE.

ROGERS RIGGING

24a. SOUTH STREET, ROMFORD.

ESSEX. RMI IRA.

0708-27865

COUNCIL ATTENDANCE

To All Members,

I have been asked by Council to list below for your information:

Name	No of Attendances
Andrewes T.	6
Brearley S. Ms.	2
Colpus R.	5
Copestake G.	6
Crocker J.	6
Curtis J.	7
Eversfield S.	6
Harman R.	2
Lambe S.	6
Lilly G.	5
Lines J.	6
Mason B.	5
Parker D.	6
Rennie M.	6
Ritchie P.	6
Sharples	6
Thomas J.	6
Tylcoat D.	3

A straightforward donation of £100 was sent by Irvine Great Britain Limited.

A total of £871 was raised by donation and raffle takings.

May I take this opportunity of saying thank you to all those who donated cash or kind and also to everyone who sold and/or bought tickets in the raffle.

CHARLES W. PORT
Secretary General

Raffle Draw Winners - British Team Fund

Ticket No.	Prize	Donated By
64431	Life Membership BPA	B.P.A.
62255	Student Aeroconical	G.Q.
21780	Altimeters	Mainair Sports
04740	RW Jumpsuit	Symbiosis Suits
58878	Jump Boots	S.D. Lambe
06464	Gloves	Anonymous
26691	Video	Happy Landing Co
69418	Video	S. Ward
04791	Jogging Suit	C.W. Port

Altitude Is Precious Keep Track Of Yours



For precision accuracy, fast response and reliability the ALT II is the best parachuting altimeter available. Range 0-12,000ft.

PRICE ONLY £75 - inc VAT p&p £1.50

Available from stock at

UK Distributor (and stockist)

MAINAIR SPORTS
Shawclough Road
Rochdale 0706-55131

Dodington's Sports Instruments
Manor House Mews,
Beam Street,
Nantwich, Cheshire
Tel (0270) 629807
or (0948) 2179

VISA

Leap for Quality and Value

SWARD PROMOTIONS

SWARD PROMOTIONS, 2 CHURCH PATH,
PURTON, SWINDON, WILTSHIRE SN5 9DR

- | | | | |
|--|--------|--|-------------|
| Qty. <input type="checkbox"/> KROOP GOGGLES | £ 4.00 | <input type="checkbox"/> WALLET | £ 3.95 |
| Clear <input type="checkbox"/> Rose <input type="checkbox"/> Light Blue <input type="checkbox"/> Dark <input type="checkbox"/> | | <input type="checkbox"/> JACK KNIFE inc spare blades | £ 6.50 |
| <input type="checkbox"/> PARACHUTES DE FRANCE | | <input type="checkbox"/> JACK KNIFE POUCH | £ 2.50 |
| ALTIMETER chest or wrist mount | £58.00 | Red <input type="checkbox"/> Navy Blue <input type="checkbox"/> Black <input type="checkbox"/> | |
| <input type="checkbox"/> ALTIMASTER II | £75.00 | <input type="checkbox"/> SET OF NINE SKYDIVING | |
| <input type="checkbox"/> ALTIMASTER III inc. wrist mount | £89.95 | POSTCARDS | £ 2.25 |
| <input type="checkbox"/> ALTIMETER CHEST MOUNTS | £ 3.50 | EXIT EARTHBOUND VIDEO | £ 9.95 |
| <input type="checkbox"/> DYTTER Audio Warning Device | £74.95 | A stunning Audio visual presentation on all aspects of sport parachuting. While stocks last. | |
| <input type="checkbox"/> LOG BOOK Up to 750 jumps, new design | £ 4.25 | VHS <input type="checkbox"/> BETA <input type="checkbox"/> | |
| LOG BOOK HOLDERS | | <input type="checkbox"/> LIGHTWEIGHT ALL PURPOSE | |
| Basic £3.99 <input type="checkbox"/> Standard £4.99 <input type="checkbox"/> Deluxe £14.99 <input type="checkbox"/> | | POLYCARBONATE CAMERA | from £30.00 |
| SELF INKING STAMPS up to 100,000 impressions | | MOUNTS | |
| RW <input type="checkbox"/> CRW <input type="checkbox"/> | £ 4.75 | All prices include VAT on all orders Post & Packing £ 1.00 | |
| <input type="checkbox"/> RIG BAGS cordura inc two outer pockets | £24.95 | I enclose Cheque/P.O. for: TOTAL £ | |
| <input type="checkbox"/> HOLDALL KNAPSACKS Parapack | £ 9.95 | | |

Name _____

Address _____

P. Code _____

Tel. _____

COMPLETE RANGE OF NEW AND 2nd HAND EQUIPMENT. SWARD PROMOTIONS WILL SELL 2nd HAND KIT ON YOUR BEHALF. PHONE (0793) 770022 FOR DETAILS.

For all your parachuting needs and skydiving photography service contact Sward Promotions.



ALTIMETER
£58.00



LOG BOOK
£4.25



KROOP GOGGLES
£4.00



CRW & RW MANSTAMPS
£4.75

**BRITISH PARACHUTE
ASSOCIATION
ANNUAL INSTRUCTOR COURSE
LADBROKE LEICESTER
INTERNATIONAL HOTEL
SATURDAY 11th JANUARY 1986**

Present:
J.R.H. Sharples Chairman STC
G.C.P. Shea-Simonds Vice President BPA
G. O'Hara
P. Reynolds

In Attendance:
A.K. Butlet JNC SO BPA
J.H. Hitchen JNC SO BPA

In the Presence of some 200 members.

1. Civil Aviation Authority

Charles Shea-Simonds, Vice President of the BPA gave a talk on the liaison meetings which had been held between the Civil Aviation Authority and the British Parachute Association.

Due to these meetings with **Mr. Frank Cattle** of the CAA and **Charles Shea-Simonds** and the Coaches, 'night demos' are now permitted, as too are night jumps at the week-ends for clubs.

It seems helpful that we shall soon be able to go to 15,000ft. but a definitive reply is still awaited.

2. Accelerated Free Fall

Gerry O'Hara spoke on the above subject giving information on how Accelerated Free Fall Instructor Courses have been run in the past and how it is intended for them to run in the future.

There was a question and answer session following the address, which was followed by an excellent video on AFF which had been put together by **Pete Reynolds**.

3. Week-end Advance Relative Work Progression

Pete Reynolds addressed the meeting on the above subject. And during the address stated that the aim was to progress Relative Workers from Category 8 to Category 10 to improve the standards of Relative Work Instruction. It was felt that this was a natural progression from AFF or Category 8.

He then amplified the whole subject by means of a very well constructed video, and there was a question and answer session at the end of the address.

At the conclusion, **Jim Sharples** thanked all the guest speakers on behalf of those assembled and said how pleased he was to see so many turning up for the Instructors Convention.

1. Introduction

The excellent facilities of The Swansea Parachute Club, Swansea Airport, West Glamorgan, were generously put at the disposal of the BPA for the two weeks of the course. Accommodation was available and refreshments and meals were provided on the airfield. The Centre's Cessna 207 was used for 21 lifts on the Potential Instructors Course and 21 lifts on the Examination Course. The Centre also provided full use of their lecture rooms and ground training areas.

2. The Advanced Course

Two candidates, **Mel Cooch** from Capital School of Parachuting and **Brian Greenwood** from Peterborough Parachute Centre attended for upgrading to Advanced Instructor. They were assessed on various tasks throughout the week and both gave a number of lectures, they were also assessed on their practical ability and the running of an active Drop Zone. Both candidates were successful and were awarded Advanced Instructor Status.

3. The Potential Instructor Course

The Course was conducted by **Dave Howerski**, **Ray Ellis**, **Tom Oxley**, **John Hitchen** and **Tony Butler**. There were seventeen candidates apply for Potential Instructor Status:

Terri Harris	Headcom
Steve Bartholomew	Headcom
Kevin Hughes	Headcom
Dougie Young	Red Devils
Greg Cox	Red Devils
Adam Wickers	Red Devils
Carl Webb	Trailblazers
Steve Webb	Trailblazers
Steve Wilson	Trailblazers
Nick Everett	B.P.S.
Paul Ffitch	Ipswich
David Blair	Wild Geese
Stephen Marsh	Peterborough
Roger Williams	RAFSPA

Andy House	RAFSPA
Taaff Thorne	RAFSPA
Andy House	RAFSPA
Daver Emmerson	RAFSPA

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 static line despatching, a number also made a night descent. The candidates were also given a written examination at the end of the week.

All candidates were successful and individual reports have been sent to their CCIs. **Dougie Young** was also awarded his Approved AFF Instructor Rating, as per the recommendations of the AFF Instructor Course held at Netheravon.

4. The Pre-Advanced Instructor Assessment Course

The course was conducted by **Ray Ellis**, **Dave Howerski** and the JNC SOs. Six candidates attended this course for assessment, **Brian Laitwaite** - Capital City, **Pete Reynolds** - JSPC (N), **Steve Thomas** - RAFSPA, **Sean Best** - Trailblazers, **Dave Tucker** - Thrupton, and **Neil Dixon** - Red Devils. All six candidates completed this phase of the course and were given a number of lessons and lectures, as well as presenting their specialist papers, which were: **Brian Laitwaite** - The Category System, **Pete Reynolds** - W.A.R.P. **Steve Thomas** - A.F.F. **Sean Best** - Organisation of Displays, **Dave Tucker** - Displays, **Neil Dixon** - Basic Square Accuracy.

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 at the end of the week, five were recommended to return in three months for final examination and one was recommended to return in six months for final examination.

5. The Examination Course

The course was conducted by **Dave Turner**, **Brian McGill**, **John Hitchen** and **Tony Butler**.

There were sixteen candidates, all were assessed on lectures/lessons, static line despatching, their own personal parachuting, briefs and debriefs and flight line checks. All were given a written examination.

Thirteen candidates were successful and three were advised to re-apply. Results and reports on all candidates have been sent to their CCIs. The successful candidates were:

Jackie Fletcher	Capital School of Para
Rob Colpus	Capital School of Para
Loz Coleman	JSPC (N)
Peter Hodgson	British Skysports
Alex Woodhouse	Doncaster
Rick Birkett	Merlin
Steve Wagstaff	JSPC (L)
Norma Hamilton	DISC
Steve Fitchett	DISC
Keith Hopper	Red Devils
Graham Robertson	Red Devils
Keith Saunders	Red Devils
Eddie Carroll	Red Devils

6. Conclusions

CCIs acting on 'Permissions' who attend Pre-Advanced Instructor Assessment Courses, have again inevitably displayed the shortfall in knowledge, experience and general ability required for the CCIs position.

The Examiners would like to remind STC that the practice of granting 'Permissions' for CCI status, is a continuous source of trouble and embarrassment and can raise false hope for the CCIs concerned.

The Examiners feel that the position and status of CCIs is being seriously damaged by the continuous use of 'Permissions'.

7. Recommendations

- 1) That **Brian Laitwaite's** Permission to act as CCI be extended until Advanced Instructor Course 1-86.
- 2) That **Dave Tucker's** Permission to act as CCI be extended until Advanced Instructor Course 2-86.
- 3) That **Ian Passmore** and **Ludwig Schmu** be given 6 month extensions to their Potential Instructor ratings.
- 4) That **Rob Colpus** be awarded AFF Instructor Status.

TONY BUTLER, JNC SO

**BRITISH PARACHUTE
ASSOCIATION
TANDEM JUMPING**

At the direction of Council the JNC SOs were tasked with investigating Tandem jumping within the BPA. Following the investigation by the JNC SOs during 1985. Both JNC SOs and BPA Examiner, **Ronnie O'Brien**, evaluated Tandem Jumping with the help of **Derek Thomas**, who has had considerable experience.

Following these investigations the recommendations below are put forward as a basis for Tandem Jumping within the BPA.

Qualifications to become a BPA Tandem Instructor:

1. Must be a BPA Approved Instructor
2. Have CCIs Recommendation
3. Minimum of 500 Ram Air descents
4. Must be examined by two BPA Examiners (who hold Tandem Ratings)

N.B. BPA Instructors currently holding foreign Tandem Ratings will still be required to be examined by BPA Examiners holding Tandem Ratings. This may only be a matter of examining log books, an 'in air' evaluation may be requested by the Examiners. In future foreign ratings should not be accepted by the BPA.

To obtain a BPA Tandem Instructors Rating, the candidate must complete the following:

1. A minimum of three Tandem descents must be made. These jumps must include turns, unstable exit and accuracy (must land within 10 metres of target on at least two jumps).
2. On all evaluation jumps, the acting student is to be an experienced parachutist, with at least 100 descents.

Conditions under which Tandem Jumping should operate

1. Tandem jumping to take place only on an Unrestricted Drop Zone under the auspices of the Club or Centre's Chief Instructor.
2. Age and medical restrictions are as per the same as current Operations Manual.
3. Students are to wear 'French type' ribbed leather helmets.
4. All equipment to be used must be specifically designed for tandem jumping and must be approved by STC.
5. All students are to be attached to the Instructor before take off and must remain attached until landing.
6. The minimum altitude for a descent (other than an emergency) will be 5,000 ft. AGL.
7. If RW is to take place, this must only be done with CCIs permission and the jumpers must be very experienced Relative Workers and will only take place is a drogue chute is fitted.
8. No CRW to take place.
9. If a drogue fall is to be made, there must be a minimum of one practise descent made with an experienced parachutist acting as 'student'.

N.B. It is requested, because of his experience that **Derek Thomas** be approved as the BPA Evaluator and permitted to run Tandem Instructor Courses, provided that the BPA Examiners take final responsibility.

JOHN HITCHEN, JNC SO
TONLY BUTLER, JNC SO
RONNIE O'BRIEN, BPA Examiner

**BRITISH PARACHUTE
ASSOCIATION
EXTRAORDINARY
GENERAL MEETING
THE POST HOUSE, LEICESTER
6.30 p.m. 31st OCTOBER 1985**

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

In Attendance:
C.W. Port Secretary General BPA

Members Present: 75

The Chairman welcomed all members to the EGM, and made special welcome to the two Vice Presidents of the Association, **G.C.P. Shea-Simonds** and **W.J. Meacock**.

Item 1 - To receive and adopt if approved the Annual Accounts for the Year Ending 31st March 1985

The Treasurer, **P.W. Ritchie**, stated that the Annual Accounts had been distributed to the membership via the magazine and as there had been a full set of notes also included said he did not propose to go into further detail but invited questions and comments from the floor. There were no questions.

It was proposed by **P.W. Ritchie** and seconded by **J.L. Thomas** that the annual accounts and auditors report for the financial year ending 31st March 1985 be adopted.

Carried Unanimously

Item 2 - Re-appointment of Auditors

Proposed by **P.W. Ritchie** and seconded by **J. Curtis** that the auditors, **Moore & Rowland**, be re-appointed and that the Council of management be delegated to fix their remuneration for the ensuing financial year.

Carried Unanimously

Item 3 - Amendment to Article 32 of The Associations Memorandum and Articles of Association

The Chairman, **J.T. Crocker**, explained the reason for the above:

The article in question as it stood did not allow for the setting of any subscriptions other than at an Annual General Meeting. It had been felt by the Council of Management that the Drop Zone Operators should be allowed more of a say in the setting of the P6 membership fee, as this was of importance to them. It was necessary therefore to amend the articles to allow for the setting of P6 memberships at an E.G.M.

It was proposed by **J.T. Crocker** and seconded by **A. Knight** that Article 32 be amended as under.

ARTICLE 32

32. The business referred to hereunder, shall be transacted at an Annual General Meeting or at the Direction of the Council of Management, an Extraordinary General Meeting.

- To consider and adopt, if approved, the Report of the Council.
- To consider and adopt, if approved, the Accounts and Balance Sheet for the year past.
- To fix the subscriptions payable by members for the ensuing financial year.
- To appoint auditors for the ensuing year and to fix their remuneration.
- To elect the Council.

R. McGuire, on a point of order, expressed the following views:

- That the amendment was unnecessary as the P6 Membership could be set by means of an item of special business.
- That, in his opinion the amendment would give rise to a contradiction in the articles.
- That, it would be possible to conduct all the business contained in article 32 at an EGM (if the amendment was passed).
- He felt that no part of the proposed amendment could be changed now, as that proposal had been put to the membership and must, therefore, be voted upon as it stood or not voted on at all.
- If the amendment was passed be asked that the wording be carefully checked and tidied up for the future.

The Chairman replied that it was Councils view that the amendment was necessary as the Articles specifically provided that subscriptions be fixed at the AGM and not just a General Meeting.

- The Articles were extremely old and in some respects the Association had outgrown them.
- If there was a contradiction in the articles then they could be further amended as required.
- The amendment could, if those present wished, be altered and voted upon.
- He agreed to look closely at the wording, should the amendment be passed.
- He also stated that if the amendment was passed full procedures, i.e. notification etc. would still have to be undertaken in respect of all future EGMs.

After further discussion the proposal was put to the meeting.

The proposal was carried by an overwhelming majority, with only 2 votes against and 6 abstentions.

Item 4 - P6 Membership Fees

The Treasurer, **P.W. Ritchie**, stated that in line with the recommendations of the Finance Committee that fees be increased by inflation at all levels, it was proposed by **P.W. Ritchie** and seconded by **J. Ball**, that P6 membership fees be increased to £2.30 per person with effect 1st April 1986.

Carried Unanimously

Item 5 - Draw for the British Team Fund Raffle

Mrs Sue Meacock kindly agreed to draw the tickets for the above.

Prize No.	Prize	Winner	Ticket No.
1.	Life Membership of BPA	Mr A Morris	64413
2.	Student Aeroconical	P Thompson	62255
3.	Altimeter	Mrs J Ashby	21780
4.	RW Jumpsuit	A Poole Warren	04740
5.	Patrick Jump Boots	D Penny	58878
6.	Gloves	N Waterman	06464
7.	Video (Rid and Cloud)	P M Burns	26691
8.	Video	J T Crocker	69418
9.	Jogging Suit	M Tabin	04791

All prize winners will be notified, and a list of prizes, winners and those who donated will be published in the December issue of The Sport Parachutist.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

KIMBERLEY HOUSE, LEICESTER

WED. 11th DECEMBER 1985

Present:

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

Chairman BPA
Vice Chairman BPA
Chairman STC
Chairman Finance Committee
Chairman Riggers Committee
Club Representative

Co-opted:

D. Hennessey
Chairman Development Committee

In Attendance:

C.W. Port
A.K. Butler
T. Oxley

Secretary General BPA
JNC SO BPA
Development Consultant

Apologies:

S.D. Lambe, G. Lilly, Gp. Capt. Beer - Chairman RAFSPA.

Item 66/85 - Minutes of the Meeting of 26th September 1985

With the following addition to item 55/3.

Mrs S. Allen was awarded 8 days extra holiday per annum, it was proposed by **J.R.H. Sharples** and seconded by **R. Harman** that the minutes of the above meeting be accepted as a true record. Unanimous

Matters Arising

(a) Club Listing

The Secretary General reported that this had been sent to all Clubs.

(b) P6 List

The Secretary General reported that the above had been sent to all Clubs.

(c) AGM/DD Parking

The Secretary General was pleased to be able to report that he had persuaded the Halford Street NCP proprietors to open from 0900-1300 on Sunday 12th January 1986. This would allow members who wished to stay over the week-end to park their vehicles in safety.

(d) AGM/DD Invitations

The Secretary General asked if the Council wished to invite any BPA guests for the above. It was agreed to invite a representative from the CAA; **Air Commodore Johnson**; **Mr. John Scott** and **Doctors Flinn and Abdou**.

(e) P6 Memberships/D. Wilkinson

The minutes of the meeting concerning the above had been sent to Mr. Wilkinson.

Item 61/85 Committee Reports

1. S.T.C.

J.R.H. Sharples presented the minutes of the above meeting and invited comments or questions.

(1) In reply to a question from the Chairman Mr. Sharples said that the meetings were well supported.

(2) In response to a question from **R. Colpus** concerning AFF instructors, the Chairman stated that each application would be treated on its merits.

The Minutes were Ratified

2. Competitions Committee

In the absence of **S.D. Lambe**, **R. Colpus** presented the minutes of the meeting.

(1) Nationals 1985

A Vote of thanks to Competitions Committee on the small profit on the Nationals was agreed.

(2) It was agreed that Judges report for the 1985 Nationals would be discussed at the next meeting.

(3) Thanks were voted to **Ms. S. Brearley** for the financial report prepared and sent to all Council and Team Members. It was agreed that this format should be following in future.

(4) The Judges Report was discussed with reference to the Trainee Judges. This would be a matter to be brought up on the next CIP Meeting as the Association was very aware of the feelings of the trainee judges, and agreed that they would if possible, be given a better deal in future years.

(5) It was agreed that in future the Competitions Committee would recommend a Judge to attend the World Meet.

The Minutes were ratified

3. Finance Committee

P.W. Ritchie, Chairman of the above Committee, presented the minutes of the meeting of 21st October, 1985. (1) In addition to the minutes, the Chairman of Finance had written to **W.J. Meacock** to explain that the Association felt it could not support more than £5,000 at any one time on a long loan situation, but that it would be prepared during periods of high liquidity - May - July, to offer a short term loan of £5,000. The Secretary General would send the necessary forms to **W.J. Meacock**.

Agreed

(2) Additionally to the minutes, **J.T. Crocker** stated that over the last few months there had been numerous rumours of excess expenditure being incurred in various fields. Ranging from officials expenses at the National Championships, Coaches expenses, and Council expenditure.

Everyone is entitled to know how every penny is spent, but he said that if anyone had any queries or worries relating to expenditure, it would be most helpful if those people concerned would write to the BPA Office in order that the enquiries could be dealt with as they arose and on a formal basis.

(3) The Treasurer felt that the fixed subsistence rates were not a sound idea, but this would be discussed at the forthcoming finance meeting.

The Minutes were Ratified

4. Club Representative

(1) **T. Andrewes** reported that from conversations he had had, most clubs would prefer that the 30 word write up was the better way of advertising clubs within the magazine. Thus all clubs would be referred to as affiliated, and then would have a 30 word write up. He would liaise with **P.D.N. Parker** on finalising this.

(2) He mentioned the fact that following a trip to Spain he felt STC should consider advising anyone travelling there to jump should take a Life Jacket.

BPA Mag.

5. Royal Aero Club

J.T. Crocker, the BPA representative on the above presented the minutes of the last meeting. Points raised were:

(1) The Royal Aero Club Gazette would be sent to the BPA Office for distribution to Council Members.

(2) He asked that Nominations for R.Ae.C. awards be submitted to the office before the next Council Meeting at the latest.

6. Development

D. Hennessey reported that there had been a requirement from the Sports Council to re-work parts of the BPA Five Year Development Plan.

T. Oxley had carried out this work and had handed the amendments to the Secretary General on 23rd October.

The Secretary General had had the requisite pages re-typed, proof-read and printed.

A full final copy had been sent to the Sports Council on 30th October, they have confirmed that they will re-print and distribute the necessary copies from London.

A full copy of all amendments has been given to each Council Member in order that their own copies can be brought up to date.

The date set for the final meeting with the Sports Council is Thursday 16th January 1986.

Thanks were expressed to **D. Hennessey** and **T. Oxley**.

Item 62/85 - A.O.B.

(1) **B. Mason** asked in which set of minutes the proposed amendment to the articles appeared. Details were given as follows:

The minute relating to the setting of P6 membership fees at the EGM was in the minutes of 8th July 1985. In an attempt at brevity the minute stated:-

"Item 44/85c. It was proposed by **J.T. Crocker** and seconded by **J.L. Thomas** that P6 fees be set at the EGM in consultation with the DZ Operators and Council.

Unanimously Agreed"

(2) **B. Mason** and others were concerned that the P6 fee, recommended by the Finance Committee, had not been discussed and ratified by Council prior to the EGM, and felt that people could be confused as to the setting of the other fees at the AGM.

The Secretary General pointed out that the Treasurer had stated that all membership fees would be recommended to Council on an inflation increase basis only, but that, that evening only the P6 subscription was recommended as only that fee was to be a subject for discussion at the Council/EGM Meetings of 31st October 1985.

P.W. Ritchie re-iterated that the remaining fees would be discussed at the meeting of 12th December 1985.

J.T. Crocker stated in the event, everyone had the comfort of knowing that the membership were in unanimous agreement at the setting of the P6 fee at £2.30 for the ensuing year.

Date of the next meeting is Thursday 12th December 1985 at Kimberley House, Leicester. Time 6.30 p.m.

**BRITISH PARACHUTE
ASSOCIATION
SAFETY & TRAINING
COMMITTEE MEETING
THE POST HOUSE, LEICESTER
THURSDAY 28th NOVEMBER 1985
7.00 p.m.**

Present:

J.R.H. Sharples	Chairman STC
D. Cox	B'ham and Coventry
J. Lines	MPC
D. Turner	Shrewsbury
M. Mortlock	London Skydiving
P. Walters	Halfpenny Green
J. Fletcher	BPA
L. Thomas	Riggers
R. Ellis	Trailblazers
B. Laithwaite	Capital City
T. Lewington	Skybird
M. Munn	Red Devils
D. Tucker	Throxton
M. McLaughlin	Dorset
A. Collingwood	Doncaster
D. Parker	Headcorn
J. Ball	Pilots
M. Cooch	Capital School Parachuting
D. Howerski	Swansea
M. McCarthy	Hereford
J. Curtis	Riggers

Apologies for Absence:

K. Noble, B. Souter, M. Beynon, J. Fisher, T. Knight, G. O'Hara, J. Meacock, M. Bolton.

In Attendance:

J.T. Crocker	Chairman BPA
J.H. Hitchen	JNCSCO
T. Butler	JNCSCO

Observers:

J. Farr, K. Adkins, I. Aitken, A. Brown, K. Townsend, J. Rix, A. Munro, A. Wickers, S. Moorshead, C. Goss, V. Bell, M. McCarthy, K. Powell, D. Palmer, L. Cooper, R. Jones, D. Gays, L. Waite, C. Kirwan, C. Ure, J. Davis, V. Davis.

Item 1 - Minutes and Matters arising from STC Meeting 24th October 1985

1.3 **AFF** It was pointed out that **Tim Andrewes** is with Capital School of Parachuting and not Capital City Parachuting.

1.3 (1) **AFF G. O'Hara** was unable to be at the meeting to present his proposals for USPA AFF Jumps ratings to no longer be accepted by the BPA. **J. Hitchen** informed the meeting of Major O'Hara's reasons for these proposals, stating that current BPA AFF Jumps ratings would be unaffected by this. There was a good deal of discussion on this subject, and it was felt that current BPA AFF Jumps ratings should be encouraged to upgrade their Ratings to AFF Instructor Status as soon as they could.

It was proposed by **M. McLaughlin** and seconded by **D. Howerski** that the BPA no longer accepts AFF Jumps ratings other than those already issued. For 14, Against 0, Abstentions 3. Carried

1.7 Permissions

J. Hitchen gave the meeting a brief resume of the Instructor Course held in Cyprus for one PI and one Exam candidate, both candidates were successful. He also wished that **Pat Long** be thanked for his work on the course.

J. Sharples gave the meeting details of the course being held at Bad Lipp Springs, for two Potential Instructor Candidates. The Course was still to be completed at the time of the meeting.

It was proposed by **R. Ellis** and seconded by **D. Tucker** that the minutes of the meeting of 24th October 1985 be accepted as a true record.

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

J. Curtis gave details of the minutes of the Riggers Meeting, stating the next Riggers Course was to be held at Ipswich from April 19th-27th 1986. Potential candidates were to be informed of the dates and the requirements to attend.

Item 6 Ripcord Sealing Thread

J. Curtis informed those present that the Riggers wished a Safety Notice to be circulated concerning Ripcord Sealing Thread that was too strong. The thread had been found on reserves believed to have been packed by **Paul Beck**. The Notice was to advise parachutists to remove the sealing thread on any reserves packed by Mr. Beck.

Item 6 (1) Skylark System

The Rigging Committee requested that all Skylark Systems be grounded until they have been inspected by an Advanced Rigger, as the Committee felt they were unsafe to jump as the reserve risers on a system inspected by Capital City Rigging had only a 4 inch turn back and only 2 inches of 3 point stitching, also no buffer. The riggers stated that there should be at least a 5 inch turn back with at least 3 inches of 4 point 'W' stitching.

It was proposed by **J. Curtis** and seconded by **T. Lewington** that Safety Notices on both the above items be circulated.

All Clubs
Carried Unanimously

Item 3 - Pilots Meeting of 24th October 1985

John Ball gave the meeting a brief resume of the Pilots Meeting of 24th October 1985. He also informed those present that Item 4 (a) 'Uninformed Pilots' should read 'Uninformed Pilots'.

Item 4 - Instructor Course 4/85

J. Hitchen gave the meeting details of the Instructor Course at Swansea held from November 11th-22nd, he also read out to the meeting the conclusions of the report which were:-

CCIs acting on 'Permissions' who attend Pre-Advanced Instructor Assessment Courses, have again inevitably displayed the shortfall in knowledge, experience and general ability required for the CCIs position.

The Examiners would like to remind STC that the practice of granting 'Permissions' for CCI status, is a continuous source of trouble and embarrassment and can raise false hopes for the CCIs concerned.

The Examiners feel that the position and status of CCIs is being seriously damaged by the continuous use of 'Permissions'.

Some discussion took place concerning the examiners conclusions, though **T. Lewington** stated that he did not agree with the way in which the courses were run.

It was proposed by **D. Turner** and seconded by **D. Parker** that the following recommendations made by the Examiners on the course be accepted:

- 1) That **Brian Laithwaite's** Permission to act as CCI be extended until Advanced Instructor Course 1-86.
 - 2) That **Dave Tucker's** permission to act as CCI be extended until Advanced Instructor Course 2-86.
 - 3) That **Ian Passmore** and **Ludwig Schmude** be given 6 month extensions to their Potential Instructor ratings.
 - 4) That **Rob Colpus** be awarded AFF Instructor Status.
- For 16, Against 0, Abstentions 1. Carried

Item 5 - Incident Reports - Resume

The Chairman informed the meeting of an incident in Hong Kong where on two jumps the leg strap of the parachutist had come undone, on inspection it was discovered that the buckles were too large for the webbing. **A. Collingwood** requested that more information be obtained from the JSPC (HK) concerning the make of rig etc.

P. Lambson

Item 6 - Request to Run AFF Instructor Course

A request had been received by Slipstream Adventures to run a BPA AFF Instructor Course. **B. Dyas** had been unable to attend the meeting but **I. Aitken** was available to answer any questions. **J. Hitchen** stated that he felt that it would be advisable for Mr. Dyas to attend the next AFF Instructor Course at Netheravon in January as an Examiner so that a standardised syllabus could be used on all future courses. Mr. Aitken stated that he was sure this would be acceptable to Mr. Dyas. STC then gave approval for this course.

B. Dyas

Item 7 - BPA Minor Mod 5

Details and drawings concerning proposed BPA Minor Mod 5 (for Cessna 207) had been circulated to the Committee prior to the meeting. **D. Howerski** then gave details of his proposals, stating that with a small number of changes, which he gave details of, he would like his proposal accepted as BPA Minor Mod 5 to be used with AML Hooks only, also that Minor Mod 4 be for Cessna 206 only. This was proposed by **D. Howerski** and seconded by **M. Mortlock**.

Carried Unanimously
D. Howerski

Item 8 - Drop Zones

Two Drop Zones for the Trailblazers and The Flying Tigers had been inspected on the BPA's behalf by **G. Copestake**. **R. Ellis**, CCI Trailblazers, gave the meeting details of both DZs and maps were circulated for inspection by the meeting.

1) Langford Farm Chichester, Hants, OS Sheet 197, Grid Ref 838102. As a power line ran approx. 800 mtrs. from the target area this would need STC approval as an

unrestricted DZ. It was recommended that a sill exit aircraft be used for static line parachuting.

2) Tangmere Airfield Chichester, Hants, OS Sheet 197, Grid Ref 910060. This airfield also required STC approval as a small number of power lines came within 1000 yds of the target area.

R. Ellis, K. McIlwee, CAA

It was proposed by **R. Ellis** and seconded by **M. Munn** that Langford Farm and Tangmere Airfield be cleared as unrestricted DZs.

Carried Unanimously

Item 9 - Permissions

1) Details of a request from **D. Parker** for Headcorn to be permitted to allow students to use a large docile ram air parachute when they convert to tandem system instead of a round parachute, had been sent out with the agenda of the meeting.

Mr. Parker proposed that this be permitted, seconded by **D. Turner**.

Carried Unanimously

J. Hitchen requested that Mr. Parker report back to STC at a later date on his findings. Mr. Parker stated that he would be happy to do so.

2) **D. Turner** requested permission to attend an AFF Instructor Course in Spain run by the School of Human Flight and if successful this to be accepted by the BPA and he be given BPA AFF Instructor Status. Proposed by **D. Turner** and seconded by **P. Walters**.

For 10, Against 1, Abstentions 6. Carried
D. Turner

3) A request had been received from **D. Hickling**, asking STC approval to act as 'caretaker' CCI for British Skysports mid week for a short time and for them to operate without a qualified CCI at weekends.

Mr. Hickling was unable to attend the meeting but **D. Johnston**, the proprietor of British Skysports, was available to answer questions.

A great deal of discussion took place concerning this request, but it was felt by the meeting that they were unable to grant such a request.

4) A letter had been received from **D. Peacock** requesting a Permission for **Chris Lyall** to attend an Advanced Instructor Course without attending the Pre-Advanced Assessment phase, the letter contained full details of the reasons for this request.

J. Hitchen stated that he had spoken to Mr. Lyall and he was happy to attend two weeks of the course.

It was proposed by **T. Lewington** and seconded by **M. McCarthy** that **C. Lyall** be permitted to attend the Instructor Course at Netheravon in January and dependant on the recommendations of the Examiners be awarded Advanced Instructor status.

For 17, Against 0, Abstentions 1. Carried
C. Lyall
JNCSCO

5) **M. Mortlock** proposed that the PI Rating for **Steve Day** be extended by 6 months. Mr. Mortlock gave details for the reasons for this request. This was seconded by **M. Cooch**.

Carried Unanimously
M. Mortlock, S. Day

6) **M. McCarthy** gave details of his request for a Permission to train and jump a **Mr. Robinson** who has only one leg. Mr. McCarthy proposed that this request be accepted. Seconded by **M. McLaughlin**.

Carried Unanimously
M. McCarthy

7) **R. Ellis** proposed that **Keith Skelley** be permitted to attend the next Pre-Advanced Assessment Course and that **John Carter** be permitted to attend the next Potential Instructor Course, as the course had been brought forward in time, both candidates were just less than three weeks short of the required time, this request was seconded by **D. Howerski**.

Carried Unanimously
R. Ellis

8) **J. Hitchen** gave details of a request by **T. Knight** for a Permission for **John Gleave** to act as temporary CCI for Ipswich Parachute Centre for approximately the next seven weeks. This was proposed by **J. Lines** and seconded by **D. Parker**.

Carried Unanimously

Item 10 - Parachute Landing Simulators

Dick Gays had sent out full details of his request for his Parachute Landing Simulator to be Approved by the BPA. The meeting felt that this equipment was an excellent training aid.

It was proposed by **M. McCarthy** and seconded by **D. Howerski** that the 'Parachute Engineering' Parachute Landing Simulator be BPA Approved.

Carried Unanimously
D. Gays

Item 11 - A.O.B.

Allegations concerning an Instructor were discussed and certain recommendations considered.

The Chairman informed the meeting that BPA Annual Return Forms would be sent out with the Minutes and requested they be returned to the BPA Offices as soon as possible after the end of the year.

The Chairman also reminded members again that if they had any nominees for the Mike Forge Trophy to send them in as soon as they can.

As this was the last STC Meeting of 1985 the Chairman thanked members of STC for their support during the year.

Date of the next meeting is 30th January 1986 at the Post House, Leicester, time 7.00 p.m.

BRITISH PARACHUTE ASSOCIATION INSTRUCTOR COURSE 4 - 85 SWANSEA PARACHUTE CLUB SWANSEA AIRPORT, W. GLAM. 11-22 NOVEMBER 1985 REPORT

Item 63/85 - Minutes of the Meeting of 31st October 1985

The Minutes of the above meeting had been vetted by the Chairman and distributed to all Council.

It was proposed by **M. Rennie** and seconded by **P.W. Ritchie** that the Minutes of the above Meeting be accepted as a true record.

Unanimous

Matters Arising

1. Dinner Dance Guests

To date **Dr. Abdou** and **Dr. Flinn** had accepted the invitation to attend the above function. No reply had yet been received from **Air Commodore Johnson**.

J.H. Hitchen

2. Royal Aero Club Award Nominations

The Chairman, as the BPA representative on the Royal Aero Club Council has this in hand.

J.T. Crocker

3. Mr. D. Wilkinson

No further correspondence has been received.

Item 64/85 - Minutes of EGM on 31st October 1985

These were accepted as a true record, prior to final ratification at the ensuing EGM.

Item 65/85 - Visit to SSPA AGM

P.W. Ritchie reported that he had attended the above and had met **Mr. McLennan** of the Scottish Sports Council, who had been involved to a degree in the BPA Five Year Development Plan. It was agreed to invite **Mr. McLennan** and guest to the Dinner/Dance and AGM.

Sec Gen

At this juncture the Chairman asked all observers to leave whilst Council discussed some business in closed session, in order to clarify certain points.

The matters under discussion were: An item on the last STC Meeting, National Championships. **Mr. Chris Austins**.

The Chairman invited the observers to return.

Item 66/85 - Committee Reports

1. Safety & Training Committee

J.R.H. Sharples, Chairman of the above Committee presented the minutes of the meeting of 28th November 1985.

J.R.H. Sharples requested that the item concerning the suspension of an instructor rating be re-discussed by the members of that Committee who were present on 28th November 1985.

The Minutes were ratified

2. Competitions Committee

R. Colpus presented the Minutes of the Meeting of 14th November 1985.

National Championships 1986

Ipswich P.S. had originally offered to host the above event, however their sponsor had now withdrawn support but **Mr. A. Knight** had stated that he would hold to the agreement if necessary. In the meantime **Mr. D. Johnstone** of British Skysports Bridlington had offered to host the 1987 Nationals Championships. Additionally he was now offering to host the event in 1986, and had submitted an 'in principle' proposal to the Council. Unfortunately this had not been available for the Competitions Committee to discuss at their meeting that was one of the reasons for Council's hearing in private earlier in the meeting).

The Association would be delighted to accept the offer

in principal, the Council is very pleased with the proposal in its general terms and very grateful for the offer. The Council asked that **Mr. Johnstone** liaise very closely with the Chairman and members of the Competitions Committee and the National Coaches in order to develop confidence and be able to disseminate information to the membership so that they can see what efforts are being made to ensure that it is a good Nationals, and the Association looks forward to a good relationship with **Mr. Johnstone**.

Comp. Cttee.
JNCSSO

As a sign of good will **Mr. Johnstone** paid over a bond to the Association of £2,000.

It was also agreed that **J.L. Thomas** go with **Mr. Johnstone** to visit his 1987 Sponsors to state that **Mr. Johnstone** could host the event for 1986.

J.L. Thomas

3. Finance Committee

The Chairman of the above Committee, **P.W. Ritchie**, presented the Minutes of the Meeting of 27th November 1985.

(1) Renewal Rates 1986

The Finance Committee recommended that the renewal fee be increased by the inflation rate to a total for Renewal of £22.00.

The full situation together with last years rates are set out below.

Type	1985	1986 Proposed
Renewal	21.00	22.00
New Full 1 Year	24.00	25.50
New Full 1/2 Year	14.00	14.70
P4	12.00	12.60
P4 Conversion 1 Yr	10.00	10.50
P4 Conversion 1/2 Yr	6.00	6.30
P6	2.20	2.30
P6 Conversion 1 Yr	20.00	21.00
P6 Conversion 1/2 Yr	10.00	12.00
Associate	16.00	16.75
Husband/Wife	35.50	37.20
Life	350.00	370.00
Magazine Only	16.00	16.75

2. Subsistence Rates for Officials

This was to be an agenda item for the first Finance Committee Meeting of the New Council Year.

Finance

(3) Computer

Despite verbal assurances from Leicester Micro Centre, between February and June 1985, and letters sent to them the system had not been ready by the agreed dates. The Finance Committee tasked the Treasurer with writing to LMC for a full explanation. The Secretary General was also tasked with requesting a full explanation.

In response to the above the Secretary General had attended a meeting the LMC on 5th December at which he detailed, via the original specifications agreed to and quoted by LMC, all the problem areas. Following this meeting a full report was sent to each Council Member, and LMC had verbally assured the Secretary General that they were aiming for an on line date of the 1st week in January. The Secretary General has written to LMC confirming all the points in the report and the on line date.

Much of the problem in the delay had been due to the manufacturers updating an internal part of their system which had caused at least 50, unrelated faults to occur. LMC had finally convinced the manufacturers that these faults were due to the manufacturers so called improvement. These has finally been solved by July.

A further problem was that the sub-agent employed by LMC to adapt the software had now carried out his task properly. This necessitated LMC having to check the programme and write what had been omitted 'in house'. It is now hoped that the 1st week in January will see the computer fully on line.

(4) P6 Block Number Situation

Anomalies in P6 members issued and returned had come to light over the last few weeks. As a result a comprehensive list of all clubs together with the total numbers issued and returned, via P6 payments had been compiled at the request of the Finance Committee for 1984 and 1985 (1st Jan to 30th October).

As a result of the the Secretary General was tasked with writing to all Clubs to ask how many numbers they had outstanding and to send in their remittance for those numbers allocated by Friday 6th December in order that the lists could be checked and updated for Council to discuss at their meeting of 11th December 1985.

Additionally the Chairman would write to all Clubs on the subject of finance and the need to ensure that insurance cover was maintained.

The Secretary General was also tasked with contacting, by phone, those Clubs where there appeared to be a large number of P6 numbers outstanding.

He had complied with the above directives and a full list

had been submitted to Council. It was felt that the Secretary General had not maintained control of the issue of block numbers to clubs.

The Secretary General apologised for the above but in explanation stated that there was a very heavy work-load at the BPA HQ, he had in fact put in some 300 hours extra work since January 1985 and due to pressure of work had had to cancel two sets of holidays.

In an attempt to ensure that this situation does not occur again the Secretary General put forward the following suggestions.

1. That at 31.12.85 all Clubs be asked to return all unused numbers and a remittance for those that had been used.

2. That from 1.1.86 a new series of numbers commencing 300,001 be allocated to all Clubs in multiples of 50.

3. That a full information sheet be sent to all Clubs outlining the system and re-iterating that remittance must be made no later than one month in arrears.

4. That, whenever possible the Secretary General would issue additional blocks of numbers only when previous block issues had been paid for.

5. A list would be kept of all Clubs with numbers allocated and returns to date.

Any anomalies would then become immediately apparent.

6. That Clubs be asked, as had happened in the past, not to pass on numbers to other parties, to ensure that all allocated numbers used, and where for some reason a student did not arrive to re-allocate that number, that if numbers are lost or any problem arises to please contact the Secretary General at the BPA Office.

7. That in future all New Full, Conversion from P6 or P4 to Full Membership be issued from the BPA Office.

8. Additionally that each year, renewal forms be printed in different colours. This would help the Clubs to identify who had or had not renewed after 1st April each year.

9. The Secretary General undertook to circulate all Clubs with the above information and also to allocate the new numbers at the same time in order that Clubs would have these available for their first courses in 1986.

Council Agreed to all the above suggestions.

Sec. Gen.

It was further agreed that a mini-meeting of Council would take place on Saturday 11th January 1986 at the AGM to discuss the whole question of P6/and other memberships, from 11 am to 1 pm.

Sec. Gen.

4. Club Representative

Correspondence had been received from Clubs in relation to the suggestion that Clubs/Centres write their own advert for the Club Page of the Magazine.

T. Andrewes and **P.D.N. Parker** agreed to vet entries before these were submitted to all Council.

The advert to be up to 30 words excluding address and telephone number.

T. Andrewes

P.D.N. Parker

5. Development

There was no further input on this at present except to reiterate that the meeting to discuss the Five Year Plan was scheduled, with the Sports Council, for 16th January, 1986.

Dev. Cttee.

6. Royal Aero Club

J.T. Crocker said that there had been a meeting the previous evening.

The Royal Aero Club Awards Night was to take place on 1st May 1986, probably at the RAF Museum, Hendon. **HRH The Prince Andrew** would be attending. Tickets would be in the range of £10-£12. All interested parties should submit their bids for tickets to the office as soon as possible. The information was to be printed in the February issue of Sport Parachutist.

Editor

Item 67/85 - Mr. C. Austins

The Council had discussed the above when in closed session earlier during the meeting. This had previously been agreed with **Mr. Austins** and **Mr. D. Turner**.

Mr. Turner was now present.

The Chairman stated Council's unanimous position:

1. Council are not now and never have been concerned with any Contractual arrangements between North London Parachuting, its Directors, Shareholders or any Third Party over/or in connection with the transfer of any equity Shareholding in North London Parachuting.

2. Council concerned itself with the very serious situation which appears to have taken place under the management of **Mr. Austins** whereby:

(a) Money had been paid over by innocent Third Parties in the belief that that money would be paid to the BPA and part of it in turn to the Insurers in sufficient time so as to enable full insurance cover to be effected in respect of

each and every one of those third party parachutists.
(b) As a result of (a) above, both instructors and students were put at risk of not being insured.

3. Council had read all the correspondence concerning the matter and in particular the exchange of correspondence between the Chairman and Mr. Austins.

4. Mr. Turner made it plain that insofar as all students that he introduced to North London Parachuting were concerned their necessary documentation and payment for P6 membership was passed in full to Mr. Austins, and it was Mr. Turner's understanding that payment had in turn been made to the BPA.

5. Council took the view that Mr. Austins as an approved instructor and a professional man ought not to have acted in the manner that he did, in withholding payment to the BPA. This was particularly so in view of the reason given by Mr. Austins for withholding payment.

6. Council considered Mr. Austins explanation to be wholly unsatisfactory. This was especially so in view of the fact that it had been made clear to Mr. Austins by the Secretary General when the Club was first affiliated that P6 memberships were due to be paid over to the Association at the end of each month in order to ensure correct promulgation of insurance cover.

7. Council were disappointed that Mr. Austins had chosen specifically not to attend the Council Meeting tonight despite his invitation and recommendation from the Chairman that he should do so.

8. Council felt fully justified in dealing with the matter tonight but in order to lean over backwards to assist Mr. Austins and ensure total fair play, a decision would be deferred to the first substantive Council Meeting in 1986.

9. Mr. Austins would be sent a copy of these Minutes with a further formal request that he attend the next substantive Council meeting in 1986 in order to provide a full explanation. The Council will then decide what action should be taken.

Sec Gen

10. Mr. P.W. Ritchie pointed out that if Mr. Austins did not attend that Council meeting at which this matter was to be discussed then he should be in no doubt that regardless of his absence, Council would take whatever action it considered necessary in all the circumstances as known to Council.

11. Council were grateful to Mr. Turner for taking the time to attend this evening.

12. Mr. Turner pointed out that speaking for himself and the other instructors concerned they felt let down having paid over the P6 membership fees to Mr. Austins only to learn at a much later date that he had withheld payment to the Association, and thereby put the instructors and students at risk of not being insured.

Item 68/85 - World Championships 1989

Council tasked the Secretary General with writing to the CIP to offer their regrets that unfortunately the Association would be unable to host the World Championships in 1989 due to lack of sponsorship.

Sec Gen

Item - 69/85 - Temporary Membership Forms

A.K. Butler had produced and distributed a temporary membership form to cover areas when P6 or P4 would not apply.

It was agreed that in the first instance this could be used by British Clubs operating abroad. RAPA, Hong Kong and Cyprus. The remaining cases would be discussed at the special meeting on the day of the AGM.

A.K. Butler

Item 70/85 - Activity Holiday Exhibition

Free stand space had been offered to the Association for the above. In the meantime Mr. M. McLaughlin had phoned to say he intended to take a small stand on behalf of his club and offered his services to promote the BPA.

At the Secretary Generals suggestion it was agreed to ask Mr. McLaughlin to act for the BPA and to ask him also to take information on behalf of other clubs.

The Secretary General would contact the organisers to say that Mr. McLaughlin was acting for the Association and thus the stand space should be free.

Sec Gen

Item 71/85 - Staff

As explained by the Secretary General, Miss L. Burt, would no longer be joining the staff of the BPA. In consequence following a telephone call with the Treasurer and having spoken with J. Curtis, an advertisement for the post of office junior had been placed with the Job Centre. Twelve applicants had been interviewed and this, in consultation with Mrs Sue Allen had resulted in a short list of six.

At the same time contact has again been made with the YTS people who have, once again, promised to send suitable people for a YTS position with the Association.

Council agreed to leave the above in the hands of the Secretary General.

Sec Gen

Item 72/85 - Bonuses Christmas 1985

The Council awarded the following for:

Sue Allen	£60
Trudy Kemp	£45
Debbie Walker	£45
Mrs Mantykiewicz	£25

Bonuses to be discontinued for the future in view of improved terms of service e.g. BUPA, Holiday Entitlements etc.

Item 73/85 - A.O.B.

1. Dawn to Dusk

The council expressed their congratulations to the Joint Services team who had won the Dawn to Dusk Competition, and would be receiving their trophy from HRH The Prince Andrew.

2. AGM

An agenda had been sent out for a Judges Meeting at the AGM. It was felt that there had been an unfortunate choice of wording in item 6.

3. Tandem Jumping

The JNCOS had arranged with Mr. D. Thomas to take part in a Tandem Jumping Course, to evaluate the system before putting proposals to STC. Permission was requested from Council for this to be evaluated with students.

Agreed
JNCOS

4. Yorks/Humberside Sports Council

Mr. J.L. Thomas had been elected onto the Policy and Resources Committee of the above.

5. CIP Conference 2nd February 1986

The Secretary General had prepared and distributed an estimate of the cost of sending the CIP Delegate and Alternate Delegate to the CIP Conference to be held in Ankara, Turkey from 2-5 February 1986.

The Secretary General would apply to Sports Council for Grant Aid in attending. In the meantime other sources of air travel would be investigated, and a final decision would be made at the first January meeting as to whether to send the alternate as well as the delegate.

Sec Gen

6. World Championships 1986

The Secretary General had prepared an initial budget for the above which are scheduled to be held in Turkey for the information of Council.

Sec Gen

7. Mrs C. Hinchcliffe

Despite repeated requests and warnings Mrs C. Hinchcliffe had fallen behind with payment to the Association. The Secretary General was to write (recorded delivery) to the above to say that unless payment was brought up to date by January 1986 then proceeding might have to be taken to recover the debt.

Sec Gen
Council

8. AGM Photograph

It was agreed that Miss J. Hanks be appointed official photographer at the Dinner Dance and AGM. The Secretary General was asked to contact Miss J. Hanks to ask if she would be kind enough to take B/W photographs at the AGM for inclusion in the magazine and Council were particularly concerned to see that recipients of awards appeared in the magazine.

Sec Gen

The Chairman thanked Council Members for their work over the year.

On behalf of Council P.W. Ritchie reciprocated.

Spice is the events and activities Club for those with the spirit of adventure without the time to organise it...

Spice

SPECIAL PROGRAMME OF INITIATIVE CHALLENGE AND EXCITEMENT

THE SPECIAL PROGRAMME INCLUDES:

Hot Air Balloon Boogies
White Water Canoeing Trips
Army Assault Courses
Hang Gliding Days
Initiative Test Weekends
Treasure Hunts
Sub Aqua Weekends
Aerobatic Flights
Canadian Canoeing
Pistol & Rifle Shooting
Formular Driving
Sailing The High Seas

Rock Climbing
Windsurfing

Would you like to be invited to participate with other adventurous people in over 250 exciting events a year?

Multi Activity Weekends
The Ultimate Challenge Wargame
Deep Sea Fishing Trips
Ski Trips Abroad
Pot Holing
Water Ski Days
Wing Walking
Clay Pigeon Shooting
Adventures Abroad
Sporting Nights

AND A HUNDRED OTHER THINGS, ALL AIMED AT THE BEGINNER, NO SKILLS OR EQUIPMENT NECESSARY. GO AT YOUR OWN PACE, IT'S FUN, FRIENDLY AND CHEAP!

Spice is run by skydivers, has been operating since 1962 and has members nationwide. For your information pack, send large S.A.E. to:

Spice Secretary, 13 Thorpe St, Old Trafford, Manchester M16 9PR or
Spice Secretary, 44 Queensville Road, London SW12
or Phone 01 671 9205 (London) 061 872 2213 (Manchester) 24 hours

THE HAPPY LANDING CO. presents . . .



Programme VI - "WALKING ON AIR"

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

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

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

Directed by Jas Shennan. Commentary Athol Snedden.

Running Time 48 minutes

£34.00

Programme VII - "FREAK BROTHER CONVENTION"

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

Directed by Norman Kent.

Running Time 20 minutes

£24.50

NEW FOR 1985!

Programme VIII - "SYMBIOSIS AND FRIENDS"

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

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

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

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

Running Time 40 minutes

Programme IX - "THE BLUE MAGIC"

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

Martin Genge.

Running Time 30 minutes

Still Available

Programme I - "Wings", "El Capitan", "Skydive"	£37.50
Programme II - "Trollveggen"	£22.50
Programme III - "Playground in the Sky", Part I	£35.00
Programme IV - "Ride a Cloud" & "64-way Record"	£29.50
Programme V - "Playground in the Sky", Part II	£35.00

★ All video tapes are produced from Umatic masters by a professional copying house. Any technical sub-standard tapes will be replaced at no cost to the customer.

★ Please state if you require VHS, Beta or V2000. Any person ordering V2000 should add £3.50 to the quoted prices.

★ If you would like a copy of our 1985 catalogue, please send S.A.E.

★ **WARNING** - Royalties are used to produce new movies and therefore legal action will be taken against person(s) pirating any of the above programmes.

★ Packing and postage free in U.K. Please add £3.50 per video for Europe and £5.50 for the rest of the World.

Send cheque or postal order to:

THE HAPPY LANDING CO., 175 Croydon Road, Beckenham, Kent BR3 3QH, England

Tel: 01-658-0605

Allow 28 days for delivery

Dealer enquiries welcomed

CLASSIFIED ADVERTISEMENTS

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

Purchasers are advised to use the service of approved riggers.

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

Pegasus, yellow and green, still in excellent condition. New bag, brake lines recently replaced. 400 jumps max. Preserve 3, one sub-terminal opening, blue. 1980 Handbury SOS, black and sunrise, pin-pull, VGC, all velcro replaced.

contact: 0404 83294 or
RN & RMSPA Luppitt 697

Heavyweight Cloud, I24 R3 Wonderhog - £300 o.n.o. Ready to jump.

contact: (0332) 756867 ask for Tony

Wanted for cash: Modern Lightweight System with 26 ft. Reserve and 220 sq.ft. or bigger Canopy. 7 or 9 cell, anything from a Pegasus to a Manta considered.

contact: 051-734 1435 (after 4 p.m.)

For sale complete system, ideal for first square jumps. Rainbow Unit with Strong 26ft. Lopo Reserve in Eagle Harness - £550.

contact: 01-684 1995
for further details

Cruisair - white, red, yellow and orange, in good condition. Navy conical reserve with 4 line chop in C9 colours; in unused excellent condition. Both in orange jetstream with leg strap throwaway - £680.

contact: Bideford (02372) 75979

Tandem System: Cruisair Main (7 cell rainbow colour scheme). Pioneer 26ft. Super Steerable Reserve all in a very compact Jetstream Container. 3-Ring Release, New Bag, Pullout Conversion; No Mals - £550.

contact: A. Richardson 0772 - 28614

Strato Star 26ft. Strong Lo-Po in Wonderhog copy - £200.

contact: 0602 328232

Pegasus, white and tan, 700 jumps - £275.00.

contact: Adrian Jarvis (0733) 73456

For sale: Complete rig ready to jump. All in good condition, Thomas Jetstream (throwaway) black/white, Strato Flyer black/white, I24 reserve (netted 'T' mod) steerable.

contact: Rod either on 0903 34976 (H)
or 07917 63423 (W)

Complete System: Wonderhog, Cruisair, 26ft. Strong Lo-Po - £450 o.n.o.

contact: Dave 01-286 9777

Altimaster 2 and wrist-mount - £45; silver grey, medium size jumpsuit, red/white/blue flashing - £32.

contact: Joe Forster 0602 277485 (evenings)

Cruisair in Wonderhog 2 with safety flyer reserve. Cruisair in autumn colours, reserve unused - £550.

contact: Bill 0209 713666

Complete System ready to jump. Jalbert Parafoil (5 cell) red/white/blue in red Wonderhog 26ft. LoPo Reserve (unused) - £450 o.n.o.

Bob Soutar (0452 856765) evenings

For sale: Brand new Glide-Path Maverick and Preserve IV Reserve in Chaser only 6 jumps. Main black/white/light blue. Pack navy/light blue. Small harness suit up to 5ft. 6in. - £1,200 o.n.o.

contact: Ruth 061-620 4167

16mm Rank Projector and Screen plus 2 x Sky Diving Movies, Wings and Skydive for sale. Job lot - £250.

contact: 0792 296464

Mirage Container - Scorpion 9 Cell Phantom 24 Reserve - £899 complete.

contact: 0792 296464

For sale: Warp III, light grey and red, 80 jumps, Phantom 24'/26' Reserve size, Firelite/Scorpion main size, £175. Also Firelite, silver and red, 80 jumps, bag and pilot chute - £450.

contact: Alan James 01-460 7762

Brand new Phantom 22ft. Reserve - £320. Brand new Phantom 24ft. Reserve - £330. Dytter (new) - £75. Secondhand Chaser (black/silver), Firefly (black/red/gold), new Preserve IV Reserve - £1050 ready to jump.

contact: Sarah or Rob on 01-262 7160

Stratostar, red, in very good condition - £100 o.n.o.

contact: Ray Quigley (0253) 736550

For sale: English Jump Boots size 9, immaculate condition - £20 o.n.o. Also red, white and blue jumpsuit - £20 o.n.o.

contact: Bracknell 56562

Reinforced Protector Reserve Canopy with Pilot Chute, manufactured 1974 v.g.c. - £80.

contact: (0656) 743011

Fast performing, low toggle pressure 9-cell canopy, low rate of descent - 9 jumps only. 26ft. Strong LoPo Reserve together in Wonderhog Container. Ready to jump, will separate - first reasonable offer accepted.

contact: 0483 506048

Pegasus Rainbow in Racer with S.A.C. and A.O.D. if required, like new, will split - offers.

contact: Dave 01-952 8641

White/blue Safety Star Reserve with free bag and pilot chute - £275 o.n.o. Red/black Wonderhog, suit light Cloud or XL Cloud - £100.

contact: 0494 33300/3233 office
or 0734 884805 home

Are you an Advanced Instructor who is only motivated by money? If so, read no further. If not, we would like to talk to you. The S.C.P.C. need a CCI for their new DZ near Tewkesbury. We are a weekend only, summer club. We're a band of caring and enthusiastic sky-divers and we need someone of a like mind to join us.

contact: Tricia Bidmead 0453 882648 evenings only

VISIT WALES' ONLY SKYDIVING CENTRE IN 1986



AFF Level 1 course and skydive
from 12,000ft. £280.00

1st jump S/L course from 2,200'
from £50.00

R/W instruction on the W.A.R.P.
system

All Student gear:

A.O.D's, Radios & net skirt
canopies

Student freefall jump £8.00 each

Static line jump £8.50 each

Air to Air Video

5 metre accuracy pit

Toilets, cafeteria and bar

Camping & caravans welcome

April - September

Annual 10 day boogie - July

18-28th 1986

Boogie registration £15.00

Jumps £10.00 from Skyliner

at 12,000ft.

For further information contact:



Swansea Parachute Club

Swansea Airport

Fairwood Common

Swansea, SA2 7JU

Telephone: Swansea (0792) 296464



Photo Guy SAUVAGE

Q: HOW TO IMPROVE PARACHUTING EVEN MORE?

A: WHAT THE FUTURE OF OUR SPORT HAS IN STORE IS UP TO US ALL.

In 1985, Parachutes de France S.A. sponsored a 8-way RW team.

- They won the Gold Medal at the French national Championships.
- They won as a guest team at the German national Championships.
- They were part of the team which won the Gold Medal at the 2nd. 16-way RW World Cup.
- They won the Silver Medal at the 6th. 8-way RW World Championships.

In 1985, Parachutes de France S.A. sponsored a 4-way CRW team.

- They won the Gold Medal at the French national CRW championships both in sequential and rotations.
- They were part of the French World record in biggest stack formation.
- They won at the British CRW national championships, as a guest team, both in sequential and rotations.

We are happy to have helped all these French competitors.

But we wanted to do more for the skydiving community which has trusted us for more than a decade, and helped us to conceive and produce the best possible parachutes. So, in 1985, Parachutes de France S.A. sponsored the 6th. RW World Championships in Yugoslavia.

Hoping that our participation has helped to improve parachuting, we are happy to have lent a hand to all these international competitors.

**THANK YOU
AND CONGRATULATIONS!**

parachutes de France SA

B.P. 247 - 95523 CERGY-PONTOISE CEDEX - FRANCE
Téléphone (1) 30 32 16 33 - Téléc : PARCHUT 697 061 F

