

THE

APRIL 1986

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



# Mac's Loft.

Mac McCarthy: BPA Advanced Rigger # 31 USA 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.



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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.

## 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.

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

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

*TED for the Loft is expected any day now....*

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

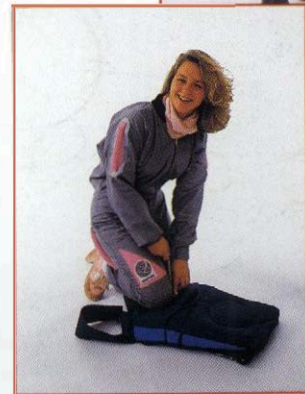
*We're making very sexy parabags!*

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

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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.



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Biggin Hill Kent TN 16 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

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**CHASER**



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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.

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### **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....

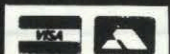
### **ACCESSORIES**

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

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- \* jump-price : Hfl. 40,00 ----- 12.000 ft.
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- \* loadorganisers for R.W. and C.R.W.
- \* low-level instruction R.W. and C.R.W.
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- \* air to air video available.
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1795 JS De Cocksdorp - Texel  
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write to : Paracentrum Texel-A.F.F.  
Postweg 122, Vliegveld Texel  
1795 JS De Cocksdorp-Texel  
Holland

# DIARY OF EVENT '86

DIARY OF EVENTS (2 - 86) 1986  
U.K.

Date	Event	Location
26 April - 5 May	Skyvan Boogie	Sibson
3-5 May	10 Way Speed Meet	Sibson
3-5 May	4 & 8 Way Meet	Weston on the Green
10-11 May	Police Accuracy Meet	Sibson
12-16 May	PI/Advanced, Instructor Course	Bridlington
17-18 May	Accuracy Competition	Halfpenny Green
19-23 May	Exam/Pre-Advanced, Instructor Course	Bridlington
24-26 May	Scottish Nationals	Strathallan
24-25 May	Large Aircraft Boogie	Netheravon
31 May - 1 June	Speed Star Meet	Headcom
2-8 June	Skyvan Boogie	Sibson
21 June - 6 July	NATIONAL CHAMPIONSHIPS	Bridlington
18-28 July	Swansea Boogie	Swansea
2-3 August	Home Countries Champs. 5-way IAC	Bridlington
2-10 August	Skyvan Boogie	Sibson
4-8 August	PI/Advanced, Instructor Course	Strathallan
9-10 August	20 Way Speed Meet	Sibson
11-15 August	Exam/Pre-Advanced, Instructor Course	Strathallan
16-28 August	Army Championships	Netheravon
23-25 August	12 Way Competition	Weston on the Green
6-14 Sept.	Skyvan Boogie	Sibson
13-14 Sept.	IAC Meet	Headcom
10-14 Nov.	PI/Advanced, Instructor Course	Brunton
17-21 Nov.	Exam/Pre-Advanced, Instructor Course	Brunton

## INTERNATIONAL

46 April	Europacup of Para Ski	Damuls, Austria
8-11 May	Tulip Trophy, 4-Way Team Accuracy	Teuge, Holland
7-15 June	Texel Boogie	Texel, Holland
5-6 July	CRW, 8-Way Speed Competition	Moorsele, Belgium
11-13 July	4-Way Team Accuracy Competition	Savona, Italy
12-19 July	RAPA Championships	Bad Lippspringe, Germa
1-13 Sept.	18th WORLD PARACHUTE CHAMPIONSHIPS (Classics)	Ankara, Turkey
24 Sept - 5 Oct	1st WORLD CRW CHAMPIONSHIPS	Toogoolawak, Australia

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# THE SPORT PARACHUTIST



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

VOLUME 23 No. 2

APRIL 1986

## BPA Council

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

**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 Lammias



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

In this issue is published the 'new look' club and centre pages. But unfortunately only nineteen centres have returned the request for information sent out by **Tim Andrewes**.

Clubs who have not yet returned the information will continue to appear on the club page, but in name, address and telephone number only.

The copy which describes each centre is written by the centres themselves and should be read with this in mind.

Also published in this issue are a number of articles which first appeared 21 years ago in Sport Parachutist. I am sure you will find them interesting

It is interesting to note that the Committee of Civilian Drop Zone Operators are not too happy with the activities of some military organisations who train civilian students and feel that perhaps this is not altogether fair competition. Back in 1965 you will note the civil and military sides of the sport had their differences.

Incidentally in the 1965 issue of Sport Parachutist were published some of my first skydiving photographs attributed to a **Mr. Don Waterman**. As I said, things haven't changed much!!

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.

## BPA VIDEO

The BPA have received a Grant from the Sports Council to assist in the purchase of a Ground to Air Video System.

The system chosen by the Association is manufactured by the Danish company Larsen & Brusgaard who manufacture the Dytter Audio Altimeter.

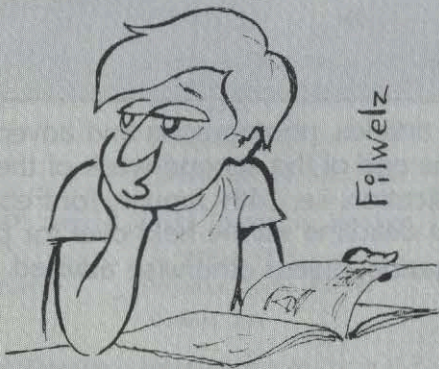
The video is a high tech monochrome unit, featuring an 800mm mirror lens with 2 x teleconverter, giving 1600mm. The system has been used at several World Competitions and has been chosen by a number of International Bodies. The RAPA Centre at Bad Lippspringe have also purchased one. The BPA first tried out the system at the 1985 Nationals at Weston on the Green. Operating and mobility are amongst its best features.

It is intended to utilise the BPA's video at the British and Scottish Nationals, plus many other Meets, Courses and Seminars in the future.

## CUNNING STUNTS - BUNNY JUMP

It's a dirty thankless job but somebody's got to do it! Photographer **Norm Kent** is reported to be in Mexico filming a Playboy Bunny who will skydive (amongst various other aerial stunts) for a Playboy centre spread.

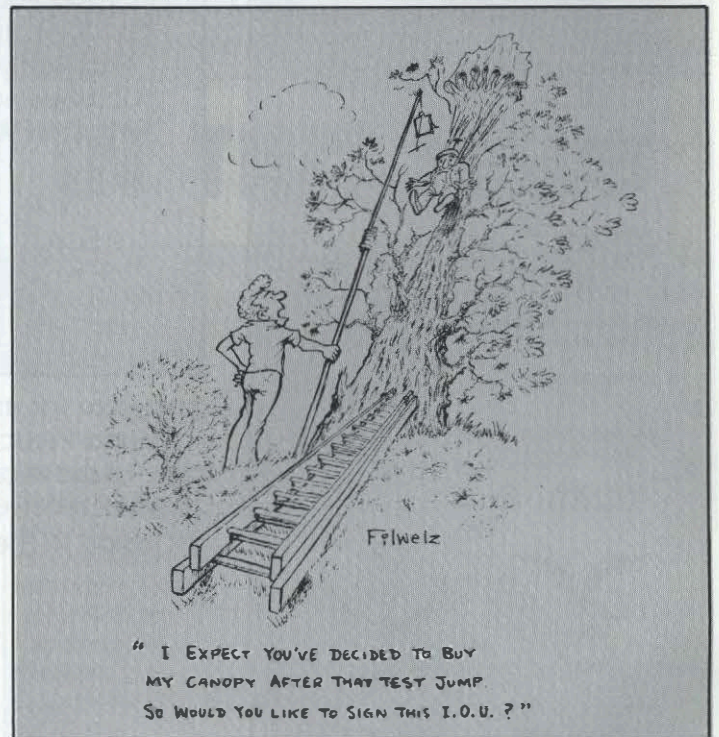
# Mal



"OUR NEW C.C.I. IS SOMEWHAT OVER-CAUTIOUS. THE LATEST STAND-DOWN IS DUE TO A RAINBOW STUCK OVER THE OPENING POINT!"

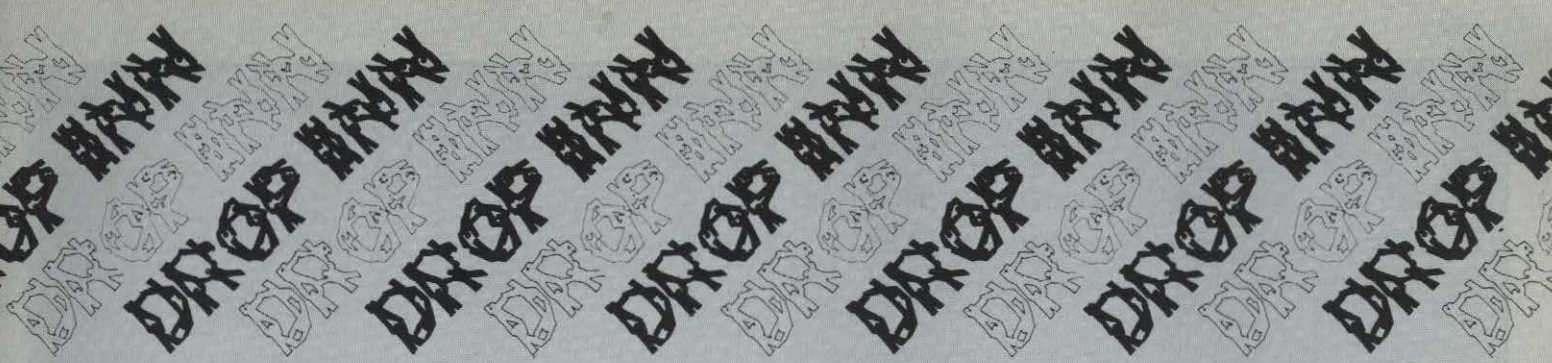
## THE HEAVY WEIGHTS

Ex British, European and Commonwealth Heavyweight Boxing Champion **Richard Dunn** and **Mr. Phil Gordon** from Websters Brewery with winning team **Webbos, Esther Reynolds, Chris Thomas, Nick Johnson** and **Fred Ryland** winners of the Home Countries LAC Meet held at Bridlington.



## SORRY EVERYBODY

In the last issue of the magazine a number of credits on articles and photographs were unfortunately omitted. We now belatedly make amends. Brits in Search of Winter Sun, Page 32 written by **Mandy Dickinson**, photographs by **Dave Waterman**. Malfunction Junction page 20, **Rob Noble-Nesbitt**. Kit News by **Rob Colpus**. Our apologies to all concerned.



## USPA FATALITIES

The USPA reports that it had 26 sport parachuting fatalities during 1986. The lowest annual total for eighteen years!

"Anyone recognise the well dressed gent with all the modern gear?"

John Hitchen about to make a static line water jump. Nigel Jackson looks on apprehensively, he's about to make his first static-line jump and first water jump, Cypress Oct. '85. ▼



## HELLO SAILOR

Here is a picture of Keith Toyer (ex CCI of Tilstock) and Tony Knight (CCI of Ipswich Parachute Centre) in Barbados having just completed a 3,000 mile voyage across the Atlantic in Keith's 28 foot catamaran. The remaining crew are Keith's family who have now been at sea for 2½ years. Eventually they hope to make it round the world. Keith would like his best wishes passed on to all parachutists who remember him. If anybody wishes to get in touch with Keith please do so through Tony Knight at Ipswich Parachute Centre.



## HELLO SOLDIER

On 14th February 1986 Command of the Joint Service Parachute Centre at Netheravon was taken over by Major Jim Steele RAOC. The above picture shows the outgoing Commandant Major Gerry O'Hara MBE handing over the 'key to the office'.

Major Jim Steele is no newcomer to the sport of parachuting, and as an active competitor, instructor and display jumper is well qualified to take on the responsibilities of running one of the largest parachute centres in the World.

He first started Sport Parachuting in 1965 whilst serving with Heavy Drop Company, 16 Parachute Brigade, and since then he has commanded the RAOC 'Cannonballs' Display Team and captained the very successful RAOC competition team winning the BAOR Parachute Championships on three occasions.

Major Jim Steele has served on the Army Parachute Association Committee for many years, and the Centre and the APA look forward to an exciting and productive future under his Command.



Filwelz

"THE 'PLANE WILL BE TIGHTLY PACKED ON THIS LIFT. SO SEAT CHERYL WELL AWAY FROM ME. I DON'T SPOT SO GOOD WHEN MY GOGGLES ARE STEAMED UP!"

# BPA

## Clubs & Centres

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

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

### GOODWOOD PARACHUTE CLUB

Beginners courses; AFF, Tandem, RW, CRW instruction, kit hire. Restaurant, bar, camping available, accommodation nearby. 206 172 Gazelle always available. Open weekends and evenings.

**Goodwood Parachute Club, Goodwood Airfield, Nr Chichester, West Sussex. Tel: Kevin McIlwee (0730) 64987**

### THE LONDON SKYDIVING CENTRE

1st jump courses, S/L AFF Tandem. Full time centre, Skyvan and Cessnas. New clubhouse with showers, accommodation, canteen, bar, kit hire, camping. Easily accessible from London and the Midlands, close M1 (J13/14).

**The London Skydiving Centre, Cranfield Airport, Cranfield, Bedford MK43 0AP. Tel: (0234) 751866.**

### BRITISH SKYSPORTS PARACENTRE

Open 7 days, 3 Aircraft, Accommodation, Free Camping, Bar, Canteen. RW and CRW Coaching. Experienced Equipment, Tandem Rides and Evaluation Courses Available. Progressing Students very welcome. **Bridlington Aerodrome, Bridlington, East Yorkshire. Tel: (0262) 677367**

### LINCOLN PARACHUTE CENTRE

Full time Approved Centre - special student/group course rates. Helmet radios and AAD's on ALL student equipment. Hot drinks, snacks, limited accommodation available. No club membership or kit hire charges. **Lincoln Parachute Centre, Sturgate Aerodrome, Upton, Gainsborough, Lincs. DN21 5PA. Tel: 0427 83 620**

### BRITISH PARACHUTE SCHOOL

Open daily. First jump courses and accelerated freefall courses. Training for progression jumps and relative work always available. Cessna 206 and Islander. Accuracy pit. Bunkhouse with showers and cafe on DZ.

**British Parachute School, The Control Tower, Langar Airfield, Langar, Nottingham. tel: 0949 60878**

### SWANSEA PARACHUTE CLUB

Open 7 days a week. Cafeteria and Licensed Bar. Sleeping bag accommodation available. April - Sept. camping and caravans. A.O.D.s. Net Skirts Radios. RW/WARP/AFF instruction, Accuracy Pit, C207. All jumpers welcome.

**Swansea Parachute Club, Swansea Airport, Fairwood Common Swansea, West Glamorgan SA2 7JU. Tel: (0792) 296464**

### FALCON PARACHUTE CLUB

Offers parachuting for all levels in the NE of Scotland. Facilities available include 1st jump courses, RW Instruction, Cessna 206 and a good club atmosphere.

**Falcon Parachute Club, Fordoun Aerodrome, Fordoun, Kincardineshire. Tel: 0224 587096**

### LONDON PARACHUTE SCHOOL CHARITY PARACHUTING

Weekend club for student parachutists. Farmland DZ. height restriction no accommodation. Not every weekend, advise telephone beforehand. G♻️ Aeroconicals, radios, boots, jumpsuits, helmets loaned free.

**London Parachute School/Charity Parachuting, PO Box 30, Abingdon, Oxon. OX14 1DX. Tel: Abingdon (0235) 24725 (24 hrs)**

### CORNWALL PARACHUTE CENTRE

Is different, it's about people, enjoyment, safety. Not just your average centre. C182, Video, Tandem jumping, finest Equipment, Camping, Chalets, B & B, good food, friendly staff, daily 9.00 p.m. until sunset.

**Cornwall Parachute Centre, Frans Ranch, Old Naval Airfield, St. Merryn, Cornwall. Tel: 0841 540691**

### THE HALFPENNY GREEN PARACHUTE CENTRE LTD.

The Midlands only full-time centre. Open 6 days, Islander, C182, Accuracy pit, SL/FF kit hire, (C)RW AFF instruction. Washing/toilet facilities, restaurant all day, camping available. 9 miles Wolverhampton.

**Halfpenny Green Parachute Centre The Airfield, Bobbington, Nr Stourbridge, West Midlands. Tel: (038488) 293**

### THRUXTON PARACHUTE CLUB

Open daily, everyone welcome. Full-time staff and rigging loft. Cessna 206 and Islanders. SL and FF kit hire, RW and CRW instruction, pit on DZ. Canteen, washing and toilet facilities.

**Thrupton Parachute Club, Thrupton Airfield, Andover, Hants. SP11 8PW. Tel: 0264 77 2124**

### HEADCORN PARACHUTE CLUB

Full time, 9 to dusk, very active midweek. All levels of instruction/progression, AFF, RW, Style, Accuracy. Experienced Staff, 2 Islanders. Video, Team Rates, Canteen, Free Accommodation, Everybody welcome.

**Headcorn Parachute Club, The Airfield, Headcorn, Kent. Tel: 0622 890862**

### WILD GEESE TRAINING CENTRE

Open 7 days a week, accommodation, full meals, student courses, training to Cat. 10 standard. RW and CRW Instruction, kit hire, Cessna 182 plus 206, night jumps, charity fund raising. Non members welcome **Wild Geese, Northern Ireland.**

**contact: Dave Penny, 27 Drumeil Rd Aghadowey, Coleraine, Co. Londonderry. Tel: Head Office (026 585) 669 DZ (026 65) 58609**

### BORDER PARACHUTE CENTRE

On beautiful Northumbrian coastline. 207, full equipment, canteen. Centre overlooks beach/castle, superb accommodation, bar, restaurant, music, pool, videos, log fires bar-b-q's, weekend, midweek (summer) - visitors welcome. Booking essential.

**Border Parachute Centre, Dunstanburgh House, Embieton Alnwick, Northumberland NE66 3XF. Tel: (066 576) 588 or 433**

### EAST COAST PARACHUTE CENTRE

Single Engine Aircraft, Twin when necessary. Student and advanced parachute kit hire. Style, Accuracy and Relative work instruction. Weekend courses. (pre-para training available mid-week). Non-members welcome.

**East Coast Parachute Centre, Oakington Airfield (Military), Longstanton, Cambridge. contact address: W.P. Slattery, 8 Burns Crescent, Chelmsford CM2 0TS, Essex. Tel: (0245) 268772**

### DORSET PARACHUTE CENTRE

Cessna 182, RW and Student training. Friendly DZ, competitive rates, handy local B & B or camping with showers nearby, good pubs. Canteen on DZ open Wed/Fri, Sat/Sun, just ring.

**Dorset Parachute Centre, Bere Farm, Bere Regis, Dorset. Tel: 0929 471939**

### CAPITAL SCHOOL OF PARACHUTING

London's closest parachute centre. Open daily, beginners first jump S/L AFF & Tandem Courses, RW Instruction, Ram Air & Student Kit Hire. Canteen & Bar. Airto Air Video & Stills. Everybody welcome.

**Capital School of Parachuting, Stapleford Airfield, Nr. Abridge, Romford, Essex. RM4 1SJ. Tel: 04028 - 420**

### PETERBOROUGH PARACHUTE CENTRE

Full time centre. Shorts Skyvan, RW Instruction. Ground to Air & Air to Air Video, unrestricted altitude, accommodation, free camping, bar, food, AFF, Tandem. Fifteen years unrivalled experience.

**Peterborough Parachute Centre, Sibson Airfield, Wansford, Peterborough. Tel: Elton (08324) 490**

### IPSWICH PARACHUTE CENTRE

Open 6 days a week (closed Tuesday). Islander and Cherokee VI permanently available - Student, RW and CRW Instruction by full time staff, Pit, excellent Rigging Facility - Food - Accommodation - Camping and Bar on Drop Zone.

**Ipswich Parachute Centre, Ipswich Airport, Nacton Road, Ipswich IP3 9QF. Tel: 0473 76547**

### Army Parachute Association

The Commandant, JSPC Airfield Camp, Netheravon, Salisbury, Wilts SP4 9NF. Tel: Bulford Camp (09803) 3371 ext 245/277

### Badminton Parachute Club

Badminton, Avon. Tel: 045 421 465 contact: John Davis. New Villas, Badminton, Avon. Tel: 045 421 249/379

### The Black Knights

contact: Bob Parry. Patty's Farm, Hillam Lane, Cockerham, Nr. Lancaster. Tel: 0524 791820

### Blackpool Parachute Centre,

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

### Cyprus Combined Services Parachute Club (CCSPC)

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

### Doncaster Parachute Centre

Doncaster Airport. Bawtry Road, Doncaster. Tel: Doncaster 532636/537085

### Dunkeswell International Skydiving Centre

Dunkeswell Airfield, Nr Honiton, Devon. Tel: Luppitt (040 489) 350

### Eaglescott Skydivers

Eaglescott Airfield, Buntingford, Umbertleigh, North Devon. Tel: Ashreigney (07693) 404 contact: 48 Ashley Park, Dalton, Winkleigh, North Devon. Tel: Dalton 293

### Grampian Skydive Centre

Fordoun Aerodrome, Kincardineshire. contact: I. Bowie. Douglas Muir, By Frackheim, Angus. Tel: 024 12 636

### Ipswich Parachute Centre

Ipswich Airport, Nacton Road, Ipswich, IP3 9QF. A.G. Knight Tel: (0473) 76547 • • • BS RW CRW KS KF • • • BB • • • WC RM FT

### Leeds Bradford Freefall Club

Topcliffe Airfield, Nr. Thirsk, North Yorkshire. Tel: 0845 577371 ext. 259 contact: Mike Wood. 12 Whincover Gardens, Leeds LS12 5DA. Tel: Leeds 632851 893699



#### Shropshire School of Parachuting

CCI - D. Palmer  
Tel: 0743 723919

#### Joint Services Parachute Centre Hong Kong

Borneo Lines, BFPO 1  
Tel: 0-983 7221

#### Manchester Freefall Club

contact: 9 St. Andrews, Road,  
Stratford, Manchester M32 9JE  
Tel: 061 865 3912 (24 hours)

#### Merlin Parachute Club

Topcliffe Airfield, Alanbrooke Barracks,  
Topcliffe, Nth Thirsk, N. Yorks.  
contact: WO1 Bill Rule,  
HQ Nestist & HQ 2 Inf. Div. Impfal Bks,  
Fullard, York YO1 4AU  
Tel: Work 0904 59811 ext 2420  
Home 0904 31597

#### Midland Parachute Centre

Long Marston Airfield, Stratford on Avon,  
Warcs. Tel: 0789 297959  
contact: D. Deakin, Tifton Cottage,  
Stowport on Severn, Tel: 5954

#### Northwest Parachute Centre

Cark Airfield, Flookburgh,  
Nr Grange Over Sands, Cumbria,  
Tel: 044853 672  
contact: J.D. Prince, 21 The Coppice,  
Ingol, Preston, Lancs. Tel: 0772 720848

#### North London Parachute Centre

Cranfield Airport,  
Bedford MK43 0AP  
Tel: Bedford (0234) 751866

#### Oxon & Northants Parachute Centre

Hinton-in-the-Hedges Airfield, Steane,  
Nr Brackley, Northants.  
contact: M.E. Bolton, 85 Oak Park Rd,  
Woodsley, Stowbridge,  
West Midlands DY8 5YJ.  
Tel: (0384) 393373

#### The Pathfinders' Guards Freefall Parachute Team

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Tel: 0622 890862  
contact: David Tucker, The Pathfinders,  
Guards Freefall Parachute Team, Guards  
Depot, Pirbright, Surrey, GU14 0QQ  
Tel: (04867) 4511 ext 267

#### POPS UK

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

#### RAFSPA

Weston-on-the-Green, Nr Bicester, Oxon.  
Tel: 086 989 343

#### RAPA JSPC (L), 4791 Seenelager,

Belefeldstr, Normandy Kaserne,  
Tel: 01049 9254 82 2378

#### RMCS Parachute Club

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Tel: 0793 782851 ext. 2566

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Tel: Ald Mil 2101  
contact: Red Devils, Browning Barracks,  
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#### Hereford Parachute Centre

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Leominster, Hereford.  
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Tel: 040 489 697

#### Skybird Parachute School

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contact: The Lodge, Arborfield, Reading  
Berks, RG2 9JS.  
Tel: Arborfield Cross (0734) 760584

#### Shrewsbury Skydiving Centre.

Fonton Airfield, Montford Bridge,  
Shrewsbury, Shropshire.  
Tel: Shrewsbury (0743) 850622

#### Staffordshire Sport Skydivers

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

#### Slipstream Adventures

Headcorn Para Club, Headcorn Airfield,  
Headcorn, Kent.  
contact: Headcorn no. 0622 890862

#### Scottish Parachute Club

Strathallan Airfield, Auchterarder,  
Perthshire, Tel: (076 46) 2572  
contact: Rob Noble Nesbitt CCI,  
13BD Mansefield, East Calder, West Lothian.  
Tel: (0506) 882150

#### Scottish Sport Parachute Association

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FFI Steve Whitehead (Secretary)  
Tel: 08405 538

#### Silver Stars Para Team

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Azimghur Barracks, Colerne,  
Nr Chippenham, Wiltshire SN14 8QY.  
Tel: (0225) 743585, 743466, 743240

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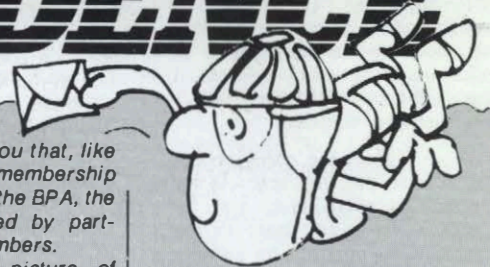
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# CORRESPONDENCE



## FROM THE DESK OF WALTER GUBBINS IFC

Dave, Dave, Dave cried the last scottish skydiver out of a DC3... Or, greetings oh wise and wonderful Ed as yer' old mate Wally would say when he needs a favour done by people in high places like you. Well you know me, straight to the point like a rat up a drainpipe, what I need Ed is a mammoth plug for my masterpiece **WALLY GUBBINS THE MOVIE**. Now before you say anything, I know that many people may be put off by the price, but in spite of what you capitalist photo people say IT IS possible to get good value for £28.00 inc. VAT & P&P in fact the whole thing is 25 minutes long so there's still a few minutes spare tape to record your favourite Party Political Broadcast at the end. Anyway Old Walt here has decided that it's time to let the humbie amongst you into some of my better kept skydiving secrets and, knowing how lowly paid some of Breadcorn's staff are, I decided to subsidise this the first Wally movie.

I must however issue a note of caution. This video could seriously damage your health, especially if it lands on your head and you're not wearing a helmet. That's just my little way of mentioning that there are a few scenes featuring nude hair. There is a special edition for National coaches and others in Authority, all the helmetless skydives have been edited out, the remaining 23 seconds is still pretty wonderful though! Of course, you can cover yourself by wearing a helmet when viewing the video.

Isn't it about time we got this helmet situation sorted out chaps? I mean on the last cover of the bibie we saw 50% of the skydivers without skull coverage. Come to think of it the great majority of subjects in the mag were obviously skydivers and very few of them were wearing anything on top. (Well I presume they were skydivers otherwise they would have been in a fishing mag). It's one thing to obey rules of this country but quite another to have to apply those rules overseas, whatever happened to freedom of choice and those other great Brit traditions, like being able to print piccys for the subject value not head apparel. Of course freefall photography becomes somewhat painful when you have to screw the mount straight to the cranium. One final point here Dave, what sort of sport is it that calls totally uncontrolled freefall termination (TJFT) Frapping and then invents a thin bit of leather and rubber as protection against the aforementioned situation and calls it the 'Frapp Hat'!

Rumour control seems a bit high

browed this month I hear. Apparently Charlie Shea Simmonds has been upstaged by young (I use the term loosely) SWARD. Following their win along with others in the Dawn to Dusk competition they were all invited up to town (that's London) to receive an award. I must just say at this point that I'm convinced that the whole idea of Charlie's was in order to research his next but one bestseller '101 ways to meet the Royal Family', anyway I degress. In between Pat Long telling Prince Andrew about the stall speed of an overladen Porter and Biummie Rose convincing him that you really can jump out of a Royal Chopper, young SWARD was busy stroking his ole school tie...yes you've guessed it, it was a matching one to Andrew's, so much to Charlie's disgust they spent the next ten minutes talking of various schoolmasters they had abused in years gone by. Personally I prefer to believe that SWARD bought the thing half an hour before dinner as he seems to have all the breeding of old Mac McCarthy's lice.

However it doesn't end there as yer old mate Wally here was the star next time. Charlie S-S along with SWARD next went to town to show the very same Prince a few piccys all about aviation sports at the Royal Aero Club meeting. Peter, I'm a banker. Ritchie and James, I've less breeding than SWARD, Crocker were also there tugging forelocks when up pops your truly Walter Gubbins on the big screen carrying a bare boobed tandem passenger by way of educating Royalty about this sport of ours... and in case you ask, no she wasn't wearing a helmet either!

Sory DAve run out of space, as the helmetless skydiver said wishing he had a frapp hat, so more on computerised jumpsuits next time. Big kicks in eight six.

WALTER GUBBINS I.F.C.

## LATE SP NOT BR

I have never, yet, received my copy of Sport Parachutist during the month whose name is displayed on the front cover! My copy of the February edition arrived on 13th March. This is ridiculous. It also means that I've only got one day to get a letter to you in time for the deadline for the April edition. Presumably then this letter will have to wait until the June edition, which I look forward to receiving sometime in August! Is it true, Dave, that you used to work for British Rail?

Best wishes and blue skies,

DAVE PORTER C5362

Oh, Mr. Porter what shall I do. *We sympathise with your frustration, so how do you think we feel when the mag. leaves us on time to be printed and due to circumstances beyond our control gets to the membership late.*

*Your letter was written in good humour so I hope you will not*

*mind me reminding you that, like so many services the membership take for granted from the BPA, the magazine is published by part-time, unpaid BPA members.*

*I sure liked the picture of yourself in freefall on your letter-heads. Are you a skydiver, and do you fold your own parachute?*

ED.

## FINISH VIEW

People, who work voluntarily on different posts in our sport seldom get any thanks for the work done, when criticism instead is readily available. That's why I feel it's my responsibility to express my feelings about your magazine, which I regard as one of the best - maybe the best - parachuting magazine in the whole world.

Your fresh criticism about various subjects in our beloved sport is one thing that makes it enjoyable, another one is the handling of the technical aspects.

To tell you the truth, we in Finland have several times used Rob's safety column as a basis for our safety notices.

Your Council Meeting Minutes are a very interesting part of your paper, and although it must be a tremendous job preparing them, I hope you continue doing so, because it is a nice sign of true democracy.

There is one thing I wonder - isn't your Safety Committee a bit too large for effective work? It must be a very difficult task to be the Chairman of that Committee. Our's is only three members - the right size would probably be somewhere between your figures and ours.

Your reader's letters column is very important and gives a very good input from the field. It is nice to see that your members are active and concerned about the things and decisions taken 'high up' in the Association.

I wish you and your magazine a prosperous and rewarding future and hope that you continue on the same lines, which I personally feel to be the right ones.

MAURITS KOUHIA  
CIP Delegate

Chairman of the Parachuting Section  
of Finnish Aeronautical Association

## SKYGOD RETENTION?

Skygod...! Cleared for Cat. 10, let loose in the skydiving world...The last hurdle completed, what now? Possibly after short while you say to yourself, let's go on a walkabout - visit some other clubs and broaden my horizon, after all you are allowed to do so, on arrival at A-B-C club you are asked to pay the weekend membership, despite the fact that you have had to negotiate three hours of tarmac navigation to arrive at this particular manifest board.

Anyhow the most important thing now (apart from a gear check) is to get on a load... and so begins the obstacle course, you are asked how many jumps do you have? Shall we say 100, which to you is a good feeling, but not so vibrant to others (Skygods) yes folks I am talking about your drop zone clicks and politics or whatever terminology fits, those people who will only jump with others of the same level of experience or higher than their own, not forgetting either the Megagods of our sport, those who stay tucked away in the shadows and only emerge when they recognise a famous name or face, the same people who when separated from each other later in the day, but find themselves rubbing shoulders in the refreshment area with us lesser gods and who after a few ales find it irresistible to tell everybody within earshot how well the last 90-way he was on flew, or the 8-way team he is a member of that constantly does snooker type scores in seq. There are some of the obstacles!! Yes they sometimes disappear, for instance at Boogies...you will readily find on the closing days of such an event the CCI trying to get the aircraft back in the air faster than it is doing, the jumpers available for those Otter loads can be identified as Megagods, Skygods, Turbo Charged Students and Students, what they all have in common though is a jump ticket, well I'm pretty sure that most of you will agree that the scratch loads put together can result in a lot of good fun and experiences for all concerned.

Let's go back to that compulsory question, How many jumps do you have? Give an answer of 1,000...no problems, the manifest is yours anytime, say 500 and things are still ok, answer 200 and the squeeze is on. That's it...the sole way in which he/she is accepted or rejected in our Sport.

To the people who think along these lines I ask you this, does somebody with pages of Hop 'n Pops, fun jumps, two way lines from three grand etc. etc. which total for example 300 dives seem the better choice to jump with than he/she with say 220 dives of current RW. After all lets fact it there are people out there who will go to 3 grand day in day out solely to increase their score. So how about following up that frustrating question with "lets have a look at your log book". The end result would be jumpers of roughly the same experience doing things (or trying to) together, which in turn increases knowledge and

comradship and also keeps the manifest busy, again I think the majority of you will agree, our sport can do with an increase in all of those categories. The solution is easy to find, its within the membership, not only do we have to be concerned about student retention, what is the point in having fed up and frustrated skygods.

Before I upset too many people, may I state that my scorn is not directed to every club and the members, there are those in fact which are the opposite, for instance on my one and only brief visit to Netheravon I was fortunate enough to witness a 16-way attempt in RW which was organised by Pete Reynolds, some of those jumpers had now been on an 8-way, but the dive was considered safe and feasible (if my memory serves me correctly it built to 14) of course, not every club can arrange such dives, but thoughts and actions along this line would be welcome for sure.

Perhaps I should add that what has largely prompted me to put this article together is the fact that I am very fortunate to travel abroad a great deal due to my occupation (with my rig), what I find overseas in the way of skydiving is a difference in attitude towards fellow jumpers, and a more down to earth approach from all angles, especially the jumpers themselves. Don't misunderstand me, nowhere and nobody is 100% but some places get pretty damn near, why do the shores of Britain have to play host to this aloof attitude. If you think I am wrong in my statements, then sit back one weekend at your DZ and observe the proceedings, I sincerely hope you have nothing to report. It is a nauseating feeling to return to the UK only to find time after time this situation. So how about it! Are we looking for a growing sport, or stagnation, the answer lies with us... the membership! By the way, thanks for a good magazine.

ROB NICOL, BPA C5029  
P.S. Observed at Auckland N.Z. January '86 - 1st Jump Student to three grand. Exit on static line. Result square canopy. (Good day folks.)

## WELSH RABBIT?

As the end of my progression comes evermore into view, I am looking forward to getting into the 'skydiving world'. I currently run the Poly of Wales Skydivers club and I am trying to organise things among Swansea's ever growing collegiate contingent.

I read your October editorial acknowledging the hard work done by the Council, and asking members to appreciate it too. I feel that your editorials over the past two years that I have been in the sport, have been very good. Their purpose, surely, is to stimulate thinking and get discussion started.

Input to the BPA by its members is important, the old 'conservatism

with a small c" (Oct. '84 editorial) starts rearing its head again otherwise. I believe that the BPA has to be open to new ideas and criticism, without vetting. The Council can then take responsible action, after publication (don't hide it!)

See all you kids at the BCPA Meet in Swansea, July '86. Perfect speed is being there!

TOM COOK B7200

P.S. Can we have the mag in the right month next time please, this will probably be too late for the April copy now!

## Z HILLS - FUN IN THE SUN

We arrived at Z Hills on a cold Florida day just after Christmas. Thankfully there weren't many more of them during the three weeks we were there but, we did have some rain and a little too much wind at times. As I drove along that dusty track for the first time in eleven months I wondered if everything would be as I remembered it. It wasn't. The pools gone, to be replaced by a covered packing area, with lights, very handy for packing after the Sunset Load and on the odd occasions that it does rain. Similar roofing now surrounds the manifest and food is now sold from a new building where the Chuck Wagon was.

But on to the important stuff - two DC3's, 'Southern Cross' still lives on the DZ. They claim it's the fastest climbing DC3 in the States and I don't doubt it. The 'Bird Machine' was also at Z Hills, handy really as there was an engine fire on the Cross during the ten way scrambles, Bird Machine took over and only slowed things down a little. Southern Cross was back in the air a couple of days later. Is it possible to get bored jumping the DC3's? (I don't think so) but some people wanted to jump something different, no problem, there was a Biplane and a Hughes Helicopter waiting for those who wanted it.

Within half an hour of arriving on the DZ we had registered, my rig had been checked, I was on a twenty minute call for the next lift and Jack Gregory had signed Helen, my wife, up for an AFF jump. A few days later she had been trained, was kitted up and was on her way to 13,000 feet. Unfortunately the cloud rolled in and she had to come down, the rest of us jumped anyway from a disappointingly low 8,000! The following day she jumped. The look on her face as she moved to the door is something I will never forget, that look though soon changed, seconds later, to a big smile. Jack and Henrick her jumpmasters did a superb job, nothing was left to chance and the jump went very smoothly. They've got AFF down to a fine art at Z Hills, all too soon she was back on the ground and of course she enjoyed every second.

The Z Hills Christmas Boogie is not to be missed. While everybody at home is shivering through a British winter 13,000 feet of Florida sunshine seems like paradise and everybody was taking advantage of the situation. With blue skies, great RW

and cold beer provided at the end of the day what more could you ask for? Joanne Murphy's Sunshine Factory comes to the rescue on wet days when all are welcome to call in for coffee and videos, you could even buy something if you wanted to! Did that jigsaw ever get finished Joanne? It was great to see Bob Harman again. He was asked one day what it was like for him to be out of the army and he said that he didn't feel as though he was. Not surprising as a lot of the 'Fred's' were on the DZ. Now that they have gone he has bought a checked shirt, is walking round in a baseball hat, is growing a beard and is trying to look like a civilian. Keep practising Bob, 22 year is a long time!

Are there any problems with a trip to Z Hills? Yes, coming home! I've managed 2 jumps in the three weeks since we got back, both from below 4,000ft. and I was freezing. Helen, who would have done more AFF but for the cost, does not fancy going back onto round canopies at all and we are now saving up so she can do more. Okay it's not cheap spending three weeks in the States but it's certainly worth it. The main concern at the DZ seems to be making sure everybody gets their \$13 worth every jump and they seem to want to make sure that the facilities are good and that everybody has a great time. We did and thank you George and Betty, Bob and Jack and all the other load organisers and jumpers, we'll miss you Zephyrhills, see you next Christmas. In the meantime let's hope this summer is better than the last one! Best wishes and blue skies.

DAVE PORTER, C5362



Here is a picture of John Flynn doing a back loop for the camera.

The picture was taken over Spain and was my first ever camera jump. Hope you can find somewhere in our mag for this picture.

STEVE HOULKER

## THANKS ED

Thanks for a great magazine - I really enjoyed your article on the 6th World Relative Work Championships it was so informative! But, I do have one complaint - it is so frustrating reading about Meets and Displays which, had I known about them, I could have gone to watch. So please could you send me any details and information of Meets/Displays this year - venue, date, time etc.

Please keep up the good work - it's my main incentive to get back into the skies one day.

MISS JANE BURGESS BPA264709

## SHANKS AGAIN?

A word of thanks to the staff of Halfpenny Green for laying on some night jumps earlier on this year. Due to bad weather only one has taken place which was on 22nd February.

That evening was very cold as you can imagine but with a bright moon it was excellent for RW.

One of several lifts that night was a load organised by the ever young Mr. Shanks. He got together with Paul Dixon, Steve Freedman, Andy Steward, John Lines, Malcolm Nelson, Mick Collins, Heather Leach and myself for a cold but happy 9-way Star!

Again thanks to the Green and cheers John for the fun sky-dive.  
PETE BATH

## A1 SKYDIVING OPENS AT NEWNHAM

We thought we would write and dispel any rumours now we've had our first weekend's jumping. Yes there is a new centre at Newnham, Nr Baldock, Herts. Yes we are a full time centre. Yes we have the first female CCI in the country.

After the usual hiccups with starting we've now got it all together, and are looking forward to a good summer. We are operating at Newnham Airstrip which is a large hazard free drop zone (we do have one tree somewhere), with unrestricted airspace up to FL65 and no real problems getting to FL120 with a squawk although the Cherokee 6 staggers a bit above FL100. We have five full time staff and welcome all levels of experience. Facilities although somewhat primitive at the moment include 'Ron's Burger Van' for hot food and drinks, packing shed and training room.

February 22nd we even braved the cold -20°C at FL90 and had the first five-way over Newnham, but even so there is lots more firsts to be done, so why not give us a try? We're just 40 miles from central London, five minutes off the A1 (A507 turnoff) near Baldock. We look forward to seeing you.

THE STAFF  
A1 Skydiving Centre

## CALLING AHOLT!

Ken Holt's response to my letter published in the Dec '85 issue of SP, which appeared in the latest issue, exemplifies why authoritative bodies such as the CAA and the Sports Council often consider skydiving to be a lunatic fringe activity. It also explains why those of us who've battled with these authorities on behalf of the BPA for the past 20 years have, at times, found the going bloody difficult!

CHARLES SHEA-SIMONDS  
Vice President

## AGAIN

This letter is in response to Mr. Ken Holt's ridiculous comments in the February issue. I am not refuting to his views on blind jumpers or even his views on life and death. But, I completely refute his suggestion that the only reason we partake in our sport is the enjoyment of fear.

How does he explain the thousands of pounds and jumps spent by serious competitors in search of excellence? I'm sure they could find fear without going to that much effort.

And I assume that judging by Mr. Holt's comment, "Without the danger it would be the most boring and repetitive sport ever devised by man", that he must have already reached perfection in 4 way sequential, 8 way sequential, 16 way sequential, Mega Blobs, Style, Accuracy, 4 way CRW Rotations, 4 way CRW Sequential, 8 way CRW Speed Stacks, Para-Ski, S/L Instruction, AFF Instruction, RW Instruction, Tandem jumping, camera jumping, water jumping, demo jumping, Track Meets, Lac Meets, Speed Star Meets, Pops Meets, World Meets, Inverted flying, Tracking, Stand-ups, Mr. Bills, Judging, Coaching, Riggering, or even just falling stable.

Where have you been Mr. Holt, on the moon?

ROB COLPUS

## AGAIN

I make no comment on the issue of the application by blind persons to make parachute jumps, the matter has been properly aired in the correct forum, but on the 'life or death' comment by Mr. Holt in the last issue of the magazine.

We all accept that there is an element of danger in our sport, to fail to do so would be foolish in the extreme, but hopefully we strive always to minimise the actual danger by acknowledging the potential, and by anticipation prepare a remedy should the potential become real. It is a sad day for us all when, on occasions we have to learn from the event. The excitement and pleasure should come from the living experience, if you think you have 'cheated death' every time you land then you've missed the point and should seriously consider another game. If your concept of skydiving is to be as near to death as possible without actually making it, and expect to one day, then you have a major problem.

I normally dismiss the 'death-defiers' like Mr. Holt as being a regrettable, tiny section that one finds in any activity sport, there because they need the fabricated hero character that they imagine such involvement gives them in the eyes of non-participants, but the fact that his letter may well have been read by those outside the sport prompted me to reply.

If your comment, Mr. Holt, was a spoof, then it was simply very poor taste, if you meant it then you are a silly, immature person with what appears to be a potentially dangerous psychological problem.

Your licence number would imply that you've been around for some while, so we cannot excuse you as an impetuous youth, but perhaps as menopausal with the identity crisis that condition being to some.

GORDON LILLY

## AND AGAIN!

I would like to add my two pennorth to the growing debate about permission for blind people to parachute. Personally I can't even begin to imagine coping with this sort of disability, I have unbounded respect for the achievements of blind athletes and in a perfect world I would be happy to take on the responsibility of

training and despatching a blind person.

Unfortunately however we don't live in a perfect world and if we are to avoid even more restrictive legislation we must consider the response of the considerable anti-parachuting lobby. Any drop zone operator in the country will be able to give you stories about people complaining about noise, out landings, injured jumpers taking up casualty ward time, etc. not to mention those voicing the commonly held opinion that we are just idiots with a death wish who should be protected from ourselves.

The uproar in the press following a serious incident is bad enough when fully able jumpers are involved. There is no doubt in my mind that should a blind person be allowed to parachute and be involved in an incident the consequences for the future of our sport would be very serious. The only answer to the knockers is to be seen to be conducting ourselves in a sound and responsible manner.

"Go for it and screw the consequences", and similar irresponsible claptrap, expresses and attitude out of touch with the real world and does the sport no good at all. If you feel that strongly about this, or any other point at issue, why not take the time to attend STC and put your case in person - or better still, stand for council and change the rules?

RAY ELLIS D2523  
The Trail Blazers

## DIY CAUTION

With reference to your article in 'Kit News' in the last BPA Magazine concerning the DIY Square Parachute, I would like to point out a few things from our own regulations regarding the manufacture of these by non-qualified personnel. Quote: BPA Operations Manual, Section 15, para e, which states:

"Repair and manufacture of all parachute equipment may only be carried out by BPA Advanced or Approved Riggers."

The manufacture of this DIY Square Parachute in this County by anyone other than the BPA Advanced or

Approved Riggers is strictly illegal.

It should also be pointed out to persons attempting this 'Teach Yourself Riggering Course' the dangers involved by not using the correct machinery for the job. Dear old Granny's little old Singer may be able to knock out the stitches on a home made jumpsuit etc., but all too often we have seen the consequences i.e. seams blown apart after only one jump. It could be extremely hazardous to one's health if the seams on a parachute were sewn in a similar fashion.

The manufacture of an advanced Ram-Air Parachute is an extremely complex procedure requiring a high degree of technical knowledge and skill, and should not be attempted by an inexperienced persons. The complexity of construction renders a certain structural inspection which becomes inaccessible after construction. So, think twice before building one!!

YORKY NISBETT  
Chief Parachute Rigger

## IRISH HELLO

I would like to take this opportunity to inform your members of a new parachute centre in the Republic of Ireland.

The Falcons Parachute Club was set up by the present chairman of the Irish Sports Association, Vernon McCarthy and his life long friend and pilot Jim Matthews.

The centre is based at the famous Punchestown Racecourse, approx. 20 miles south of Dublin City, just off the main Dublin to Cork road. It offers weekend jumping in ideal and picturesque surroundings, being at the foot of the Wicklow Mountains. We have our own Cessna 182, with inflight door and our own clubhouse with the usual site facilities. Naas is the nearest town to the DZ (1 1/2 miles) and we have special B & B arrangements there.

We are looking forward to an active 1986 and we would like to take this opportunity to invite our skydiving friends from your country and throughout Europe to come and spend a weekend with us.

For further details contact Vernon McCarthy at Dublin (429444) or Jim Matthews at Dublin (908454). You can write to me at: 'Valllunga', Ballycane, Naas, County Kildare. Or if you get yourself to Naas town just drop to the DZ. We think you will be pleasantly surprised.

MARTIN ALLEN  
Club P.R.O.

## INCIDENT REPORTS PLEASE

In February's mag Matthew Gulte has again raised the question, why don't we have a detailed report of serious incidents published in the SP. This prompted me to dig through my old copies of SP to find the articles by Dave Hereford (Feb. 83) and Allison Gilmore (April 83) asking the same question. If Matthew can get hold of the June 83 SP there is a reply from Jim Sharples outlining the STC policy.

As I understand it the STC was not then in favour of incident reports being published in the mag for the following reasons: By the time we receive them the incidents would be dated and that safety notices posted at the clubs is quicker and therefore safer. All incidents reported are considered by the STC and a notice issued if any trends are observed from these.

In 1981 as a brand new Cat. 10 jumper, I was fortunate enough to survive a horseshoe malfunction. The malfunction was caused through inexperience, borrowed kit and worn velcro. A year or so later a jumper died from the same type of malfunction using the same type of container, the same type of main and apparently with the same worn velcro. What I would have liked to know was I just luckier or did I do something he didn't?

Did he cut away? Did he have a short bridle? Did the canopy stay in the bag or did the drag on the lines open the mouth-lock? Was he stable when he dumped his reserve?

Some is not all of the above information is usually given in the incident reports in the USPA mag, why can't we have the same?

Come on STC, don't make mush-rooms out of us, give us credit for being adults and lets make our decisions based on accurate (if late) information rather than second hand stories.

MIKE STRACHAN D5473

## AFRICAN SAFARI

It seems to be the done thing to send adulatory letters whenever one has experienced an interesting way to skydive, somewhere around the world. Not being one to ignore such an opportunity, I would just like to tell you about the trip I was fortunate enough to make earlier this year, to Kenya.

I contacted the BPA Office before we left UK in October, for a now standard Royal Naval Patrol in the Persian Gulf area, to obtain a list of addresses of local Parachute Centres in that area. This list included the address for Chris Lyall in Oman, but unfortunately they were away at the CISM competition in Dubai, during the time we were in Oman.

The first string to my bow was broken. I contacted Harro Trempenau in Nairobi, Kenya, to see if there was any chance of jumping in that country, during our 10 day visit. He wrote back to me very promptly, inviting me to stay at his home in Nairobi, and jump with the Kenya Skydiving Club (which actually consists of 2 parachutists, Harro and Mark LeCleu). As it turned out, the weekend I was free was the one weekend that Harro was in Kenya for about 8 months, so I was very fortunate.

I travelled from Mombassa, where HMS Jupiter was berthed, to Nairobi, by the overnight train, which is an experience in itself. Whoever says the Empire is dead ought to travel on that train to go back 100 years in style (BR take note). I was met at the station by Harro, and we went to his house and changed before going to the airport,

where we met our pilot. A quick familiarisation with Wilson Airfield and we were airborne for a hop & pop, so that I could get back into the swing of things, not having jumped since October. It is quite different, exiting an aircraft at 8000ft to land at 5000ft.

Familiarisation over, we packed and put our kit in the aircraft and flew off into the Gameparks area, to a small airstrip in the middle of nowhere. The other half of the Parachute Club had already flown there, in their other aircraft (2 jumpers, 2 planes - you can't get much more Rolls-Royce than that). We arrived overhead at the airstrip, and having kitted up, and with rather dubious wind information from the ground party, we jumped again. Needless to say, the wind info was 180 degrees out and we landed in the camp and not on the airstrip! Having completed that we went on to try altitude jumping, climbing to 13,000ft in a Cessna 182, for 30 seconds of

freefall!! A DZ party of Lions, Giraffe, various other wild animals, and a host of Masai Warriors may not seem the ideal but they certainly focus ones attention on landing in the right place!!

We completed 2 more jumps that day and 2 more the following day, before we had to fly back to Nairobi. The overnight game drive with several bottles of wine and most of the young ladies staying at the camp made an interesting diversion.

The Saturday dawned bright, again; they always seem to have blue skies in that country and we managed 2 more jumps at Wilson Airport, before I had to get back to the Station to catch my train. It was a very pleasant break from the rigours of sea-going life, and the hospitality I met both in Nairobi and up at the Camps was superb. I am looking forward to my next opportunity to sample skydiving in Africa!

Yours Aye,

PHIL GIBBS D2829  
Lieutenant Royal Navy

# MEMBERSHIPS COSTS 1986/87

Following a decision by the Council on reducing fees on a monthly basis, after August each year please find listed the complete range of fees chargeable to members, including the costs of conversion.

Type of Membership	Period	Cost
Renewal	One Year	£22.00
New Full	One Year	£25.50
New Full	Sept-March	£14.70
New Full	Oct-March	£12.70
New Full	Nov-March	£10.70
New Full	Dec-March	£8.70
New Full	Jan-March	£6.70
New Full	Feb-March	£4.70

P4	Four Months	£12.60
P4 Conversion	One Year	£14.00
P4 Conversion	Sept-March	£12.00
P4 Conversion	Oct-March	£10.00
P4 Conversion	Nov-March	£8.00
P4 Conversion	Dec-March	£6.00
P4 Conversion	Jan-March	£4.00
P4 Conversion	Feb-March	£2.00
P/Student	One year or to free fall whichever is sooner	£2.30
P/Student Conversion	One Year	£20.00
P/Student Con.	Sept-March	£12.00
P/Student Con.	Oct-March	£10.00
P/Student Con.	Nov-March	£8.00
P/Student Con.	Dec-March	£6.00
P/Student Con.	Jan-March	£4.00
P/Student Con.	Feb-March	£2.00
Associate	One Year	£16.75
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## ROYAL AERO CLUB NIGHT

There is usually a large demand for tickets. Could anyone wishing to attend please send in their ticket request plus a cheque for £12.50 to the BPA office as soon as possible. CHARLES W. PORT  
Secretary General

# KITNEWS

**By Rob Colpus**

## UNIT IV UPDATE

Since the closure of GQ Security at San Leandro in California, GQ of Woking, England have updated several Security Products one of which is the Unit IV. This 9-cell ram-air was always a good canopy, but suffered from end-cell closure and part collapse in turbulent conditions.

GQ tell us they have cured the problem with the addition of a new Slider, measuring 22½" x 30" with a 4" reinforced hole in the centre. The positioning and length of the steering lines have been changed with eight attachment points on the tail at the loaded rib positions. The control lines are now made from 500lb braided Nylon Dacron which allows them to be finger trapped, and the length of these lines has been changed.

## SWIFT RESERVE RECALL

Para-Flite Inc. have released a recall notice on their Swift ram-air reserves. Apparently an error was introduced into the pattern for the airofoil section of the canopy, resulting in the affected reserves having less forward speed, higher rate of descent and very poor, or no flare. Deployment reliability and speed are not affected by this problem.

Para-Flite state that the affected canopies, serial Nos R3-2750 to R3-3471 should be grounded until the recommended mods are carried out. The mod will consist of a new top surface leading edge panel and correction of the shape of the ribs near the leading edge.

Para-Flite will carry out all required mods. No Swift Reserves bearing the serial nos as above should be repacked, unless stamped with "Modified in Accordance with Para-Flite Drawing No. 886028".

## TANDEM VECTOR SYSTEMS

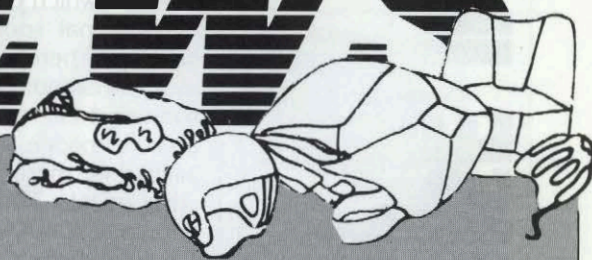
The Relative Workshop of Florida are now shipping their Vector Tandem rigs equipped with large ram-air canopies build by Performance Designs of Florida. The Vector previously came equipped with Pioneer Hi-Lifter Canopies until Pioneer ceased its Sport Parachute operations last year. The new Vector Tandems are equipped with a Drogue System, similar to that used by Strong Enterprises in their Tandem Rig. The Drogue allows long free-falls at a normal terminal velocity. Owners of Tandem Vectors with Pioneer Canopies may return them to RW Workshop for an update if desired - cost \$350.

An interesting side-note is that the RW Workshop used a World War 2 B-25 bomber to drop test its Tandem Vector System.

## STRONG TANDEM SYSTEM

Strong Enterprises have issued a Safety Bulletin concerning their Dual Hawk Tandem System.

The Dual Hawk uses a drogue canopy to slow the terminal velocity of a tandem pair in free-fall. The Drogue also doubles as



a main pilot chute at opening time. A problem has been discovered where the Dacron line that runs inside the length of the bridle cord, enabling the Drogue to be collapsed by the jumper, can suffer excess wear, resulting in breakage upon Drogue deployment. The recommended modification involves reinforcing the Kevlar Bridle where it joins the pilot chute mesh. Strong Enterprises will carry out the mod.

## ANCIENT SLIDERS

The Slider we now commonly use on ram-air canopies was thought to be a brilliant and simple idea when it came into sport use around 1976. However, an old patent recently discovered by Para-Flite Inc. shows very clearly that the slider as we now know it, was designed by a J. Floyd Smith on June 10th 1948 to be used on round canopies to retard opening shock.

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# DRUG ABUSE IN SPORT

This is a highly contentious subject, which cannot be simply brushed underneath the carpet as a problem which only affects 'professional' sports and not our own. There is a great misunderstanding that as soon as the term 'drugs' is used, someone is trying to inflict their morality onto other people. This assumes, of course, that the drugs are illegal, and often accompanies a fear that some BPA Official in uniform with a revolver on his belt is going to appear at any DZ in the country and pounce on anyone with a roll-your-own.

Needless to say this is not the case. The Sports Council, who contribute large sums of money to our Sport, and who we are continually exhorting to spend more, have a well defined policy on the matter. They are against all forms of 'doping in sport' (note the terminology). They try not to refer to drugs (although it creeps in occasionally) but prefer 'forbidden substances'. Their policy is to exert as much pressure as possible on all Governing Bodies to introduce anti-doping measures. Although they recognise that some sports are more susceptible than others to this kind of abuse they feel that all should take some action. (I find it quite interesting that two sports which I would put into the 'drugs are irrelevant' category recently introduced compulsory testing - Cricket and Snooker.)

The Sports Council are implementing their policy in three ways -

1. A regular bombardment of literature and questionnaires - to the BPA, not the member.
2. They guarantee to underwrite the full cost of the testing; it will not cost the Association or any jumper a penny.
3. This is a little more subtle. They have hinted that future funding may have to be 'reviewed' for those sports who have done little to combat the perceived problem.

Enough of the background. However distasteful it may seem, the time has come when we have to be seen to be safeguarding our Sport. Our Sport is different to many in that it is hard to see how many of the well-known prohibited substances can help or hinder. We don't really need steroid developed muscles to hang onto an Islander hinge. Nevertheless Snooker does not seem a likely candidate either, so the BPA has decided to go along with the Sports Council guidelines as far as is practical. These guidelines consist briefly of the following:

- Doping is strictly forbidden
- Doping is the use or distribution of any of the prohibited substances.
- Any athlete must submit to a dope test when officially requested. Failure to submit to a test shall be considered tantamount to a positive result.
- A positive result is given if any of the listed substances, or their metabolites exist in the sample.
- Assistance or incitement to others shall be deemed as serious as a positive result.

I do not propose to give the list of the substances here, but one will accompany the rules for the Nationals. If anybody has doubts they should contact one of the National Coaches or the Sports Council direct. The very important point about the list is that some of the substances do appear in common medicines, e.g. Codeine. The moral is **DO NOT TAKE ANY MEDICATION AT ALL WITHOUT CHECKING**. Make sure that the doctor or pharmacist understands the seriousness and why you are being fussy.

The procedures involved with the tests are quite simple in that only a urine sample is taken. This is sent to a Test Centre in Chelsea for analysis at no cost to the athlete or the Association. The normal test time is about 28 days, and the results are sent direct to the Association and a faceless Quango which hasn't yet

been abolished.

Negative results clearly require no further action. It has not yet been decided what the full response should be by the BPA to a positive result. The minimum consequence will be the loss of medals and the loss of the right to represent the country, if applicable. (I should add that there is a reserve sample which undergoes further sampling and the athlete has rights to attend these tests.)

Since we do not have a lengthy competition calendar with many events leading up to selection for European or World Championships, it has been decided that testing shall only take place at the National Championships. We are different from other sports in another major respect; we do not have large financial incentives. For these and other reasons the Competitions Committee feel that it is necessary only to test the medal winners in the Open events.

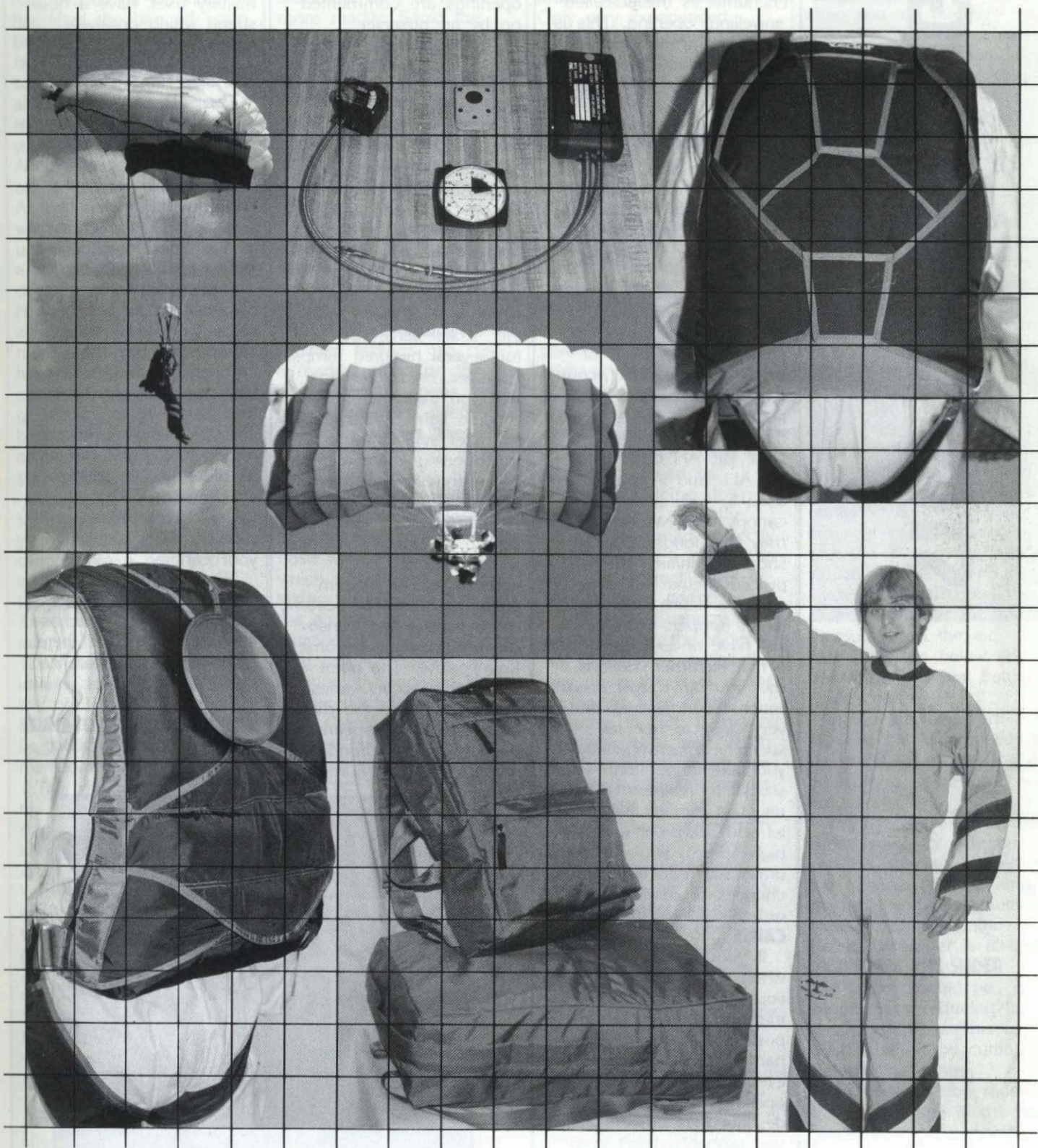
There is another side to the use of any substances in skydiving; safety. Apart from the Sports Council it could be argued that the CAA or others should be shown that we are 'clean'. In more conventional athletics a case against drugs has been that they can be harmful in both the short and long term. For us many of the substances, particularly the stimulants and narcotics, could be positively dangerous.

Personally we don't think there is a drugs problem in competitive skydiving; however, just as justice must be seen to be done, we must be seen to be clean. In a sense we are growing into the real sporting world, where, if we want to hunt out the big-time sponsorship money and demonstrate our professionalism, we have to take the hassle along with the benefits.

So, if you are competing seriously and want to represent your country this year, or any other from now on, be warned against any of the substances, and check all medications.



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# STOP SNIVELLING!

One of the problems that jumpers using ram air parachutes are likely to encounter is the so-called 'snivelling' opening. This is a very common problem and one which a lot of jumpers seem to accept as normal. In case anyone reading this doesn't understand the term, 'snivelling' describes a slow mushy opening during which the canopy displays an alarming reluctance to inflate normally.

## **DANGEROUS**

Blind acceptance of this type of opening is potentially dangerous, particularly if instead of being an infrequent occurrence, the reluctant opening becomes the norm. One day, such an opening **MAY NOT BE AN OPENING AT ALL** and if you are used to waiting for your canopy to 'creak open', you may wait longer than you should to initiate the procedure that will save your life. I am sure that a lot of jumpers reading this will have never experienced a real streamer. Believe me, you don't slow down much. Your descent rate is very close to free fall speed and consequently if you take longer than you should to realise that your reluctant canopy has finally let you down (at a very high speed!) you will have drastically reduced your chances of surviving the ordeal.

## **CAUSE**

If your canopy was new when you purchased it, you will probably recall that the openings were positive and possibly even hard at times. Now, maybe even the best of your openings could not be described as crisp. Initially, you probably didn't even notice that your openings were changing. The reason for this is that opening characteristics usually change gradually and consequently the change is not noticed until it becomes obvious, by which time, it has also become dangerous. It is not

unknown for a jumper to become aware of the problem only when his openings are commented on by an observer.

The fact of the matter is that a canopy starts to deteriorate from the time you start using it and continues to deteriorate throughout its life. The rate of deterioration will vary depending on how well the canopy is looked after. If you keep it out of direct sunlight as much as possible (not difficult in this climate) and pack it carefully in a clean area etc., it will serve you well for several hundred jumps. However, no matter how well you treat them, some modern lightweight canopies will alter sufficiently so that the opening characteristics will eventually be adversely affected. One of the problems seems to be that certain materials which are widely used in the construction of modern canopies eventually become more porous and consequently openings become less positive. The point at which this occurs varies considerably but the most common point appears to be between one hundred and two hundred jumps.

In addition to this, some ram-air canopies (those originally designed for military use), have a nose shape which positively encourages slow openings.

## **SOLVING THE PROBLEM**

There are a number of things that can be done to correct opening problems. Unfortunately, the solution is not always obvious and consequently a step by step approach is the most logical way.

### **STEP ONE - COMPARISON**

If possible, compare your own canopy to one of the same type. Ideally, the canopy you use for comparison should be a fairly new one and one that is known to open correctly. You are looking for obvious problems such as different line lengths etc. It is also a good idea to check for broken or missing slider stops on your canopy.

If you find anything like this, consult a rigger or the supplier you purchased the canopy from. If there is no apparent difference in the two canopies, move to step two.

### **STEP TWO - THE PILOT CHUTE**

Check your pilot chute. If it is worn out or of

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poor design, change it. Don't believe anyone who tells you that a pilot chute has finished its job once it has lifted the bag off your back. The opening of a ram air canopy is a balance of several factors and one of those factors is the amount of drag your pilot chute creates. An inefficient pilot chute can encourage snivelling. At the very least, the lines will not be maintained under sufficient tension at a critical point during deployment and this can hinder the canopy spread and sliders descent. On more than one occasion, I have seen the opening characteristics of a canopy greatly improved simply because the owner installed a good quality pilot chute.

### **STEP THREE - PACKING**

Examine your packing technique. Assuming that you are packing your canopy into a bag, you are probably folding it in the following manner:

1. Lay the canopy on its side and set the brakes. The nose is then folded inwards level with the front line group. The canopy is S-folded onto the nose and finally the tail is wrapped round these S-folds.

This method masks off the nose during the initial stages of opening and encourages slow openings in some older canopies. You can check if this is causing your problem by trying the following two packing methods in order.

2. Lay out the canopy as normal. This time, don't fold the nose at all. Just leave it flat and S-fold the canopy onto it in the normal fashion.

This technique prevents some of the masking effect caused by the first method and a couple of jumps should tell you if there is an improvement. If not, try packing method three.

3. With the canopy laid out as before, fold the nose UNDERNEATH the canopy, making the fold along the line of the first

line group. Spread the nose of the canopy to some extent as this will assist the cells to inflate more readily. S-fold the rest of the canopy as normal.

With this method, the tail will lift clear and the nose of the canopy will be immediately exposed to the air which usually results in a much more positive opening.

Again, try a couple of jumps packing in this manner if this has not solved your problem, move to the next step.

### **STEP FOUR - BRAKE SETTINGS**

Brake settings can have a marked effect on the way a canopy opens. As a general rule, the deeper the brake setting, the slower the opening. In a deep brake setting, the canopy will open with the tail further down (closer to the stall position) and the nose will be relatively high which will prevent it from taking an effective bite into the air and this will hinder inflation.

In order to speed up inflation, try applying less brakes during packing. This should be done in a gradual fashion. DO NOT suddenly release an extra six inches of brake line all at once. The results could be surprising to say the least! Release brakes about two inches at a time. If there is no improvement, release another two inches. Six inches is about the maximum you can release safely and the last two inches should be tried one inch at a time.

Incidentally, it is not unknown for some canopies to need a deeper brake setting than normal (although it is rare). This has the effect of controlling excessive forward surge during opening and preventing the nose rolling under. If the nose rolls under, cell inflation will be greatly hindered. Great care must be taken when experimenting with this one, as too deep a brake setting can stop the

canopy from opening at all. In this case it would be necessary to release the brakes to effect opening. Only very experienced jumpers should carry out this sort of test jump as a calm approach is essential to safety. EXTRA ALTITUDE IS A MUST!

### **STEP FIVE - THE SLIDER**

You now need to concentrate your attention on the slider which has a major role to play in controlling the opening of a ram air canopy. It is designed as an opening shock inhibitor and without it, jumping a ram air parachute would be a pretty unpleasant experience.

The balance between the slider and the canopy is quite a delicate one. If the slider is either too big or too small, it can be reluctant to come down the lines and allow the canopy to spread correctly. It is therefore important to have the correct slider fitted to your canopy.

When your canopy is relatively new, the slider will probably come all the way down the lines to the connector links during opening. In fact, it may hit the links fairly hard which is why most canopies are equipped with link sleeves. If the links are not covered, the grommets in the slider may become damaged and this can cause excessive friction on the lines which in itself can be a cause of opening problems. This damage is very easy to check for.

As the canopy ages, the slider may stop short of the links and you will probably have to pump the brakes to bring it all the way down. This in itself is an indication that the canopy has changed in some way. The logical progression here is that the slider becomes more and more reluctant to descend and the openings become slower.

If a slider problem is suspected, it is best to get some expert help in

checking it out. It can be difficult to tell exactly what is happening to the canopy above the slider when you are directly below it. An aerial critique by a very experienced observer can provide valuable information and this can be supplemented by the observations of an experienced person using telemeters.

The jumper carrying out the aerial critique should exit the aircraft about three seconds after you, as this will give the right amount of vertical and lateral separation for full observation. If the observer sees your slider remaining high up in the lines despite the canopy having largely inflated, the slider is almost certainly at fault. I have carried out this type of aerial critique and have witnessed a very curved but fully inflated canopy with the slider firmly stuck, virtually at the top of the lines. In this instance, the slider was under too much pressure from the air hitting it from below and was fighting a real battle to descend.

In the above circumstances, the slider needs to be modified so that the air pressure is somewhat reduced.

If the observer sees the slider failing to descend and no obvious inflation in the canopy, then packing methods and brake settings should be investigated before the slider is altered.

### **MODIFYING THE SLIDER**

A slider should be modified by reducing its catchment area. This is best achieved by cutting a hole in the centre. Assuming that the slider is the correct size in the first place, it is not a good idea to make it smaller by putting a tuck into it. This can often cause more problems than it solves as it can inhibit the correct spread of the lines. Cutting a hole in the slider has the effect of lessening its drag capabilities while still allowing the lines to

spread as intended. This will restore the balance in favour of the canopy.

Modification should start with a relatively small hole approximately five inches in diameter. This can then be gradually increased to a maximum of ten inches although these figures may have to be varied depending on the original size of the slider.

If the observer sees the slider failing to descend and no obvious inflation in the canopy, then packing methods and brake settings should be investigated before the slider is altered.

These modifications should only be carried out by a qualified rigger.

It is probably worth mentioning here that if your canopy has had the stabilisers split (after manufacture) to improve its accuracy characteristics, it is possible that you will have to have the slider modified even if the canopy is new.

#### CONCLUSION

Testing modifications to equipment should only be carried out by very

experienced jumpers. A test jump should be just that and should not be carried out as part of a normal RW jump etc. A higher than normal opening is a very good idea as this will enable the test jumper to make a calm assessment of what is happening before normal opening height is reached. In these circumstances, extra altitude is an important safety factor.

It may take some time to sort out your opening problem, but it will be time well spent. You may need to use a combination of all the methods I have suggested, so don't give up if the first thing you try fails. Above all, don't allow yourself to become complacent about equipment problems. Remember that safety is largely an attitude of mind.

If you are not able to find the advice you need, write to me or give me a ring at the number listed in Sport Parachutist and I'll do my best to help.

ROB NOBLE-NESBITT  
CCI Scottish Parachute Club

# INSURANCE

The insurers have asked me to re-iterate that IF SOME-ONE WRITES TO YOU OR YOUR CLUB/CENTRE ALEGING THAT ANY INJURY THEY HAVE SUSTAINED HAS BEEN CAUSED BY SOMEONE IN YOUR OPERATION, PLEASE MERELY ACKNOWLEDGE RECEIPT OF THE LETTER AND THEN SEND IT DIRECTLY TO THE BPA OFFICE from where it will be distributed to the relevant department. **Please do not enter into correspondence with that person/solicitors firm etc.**

CHARLES W. PORT  
Secretary General

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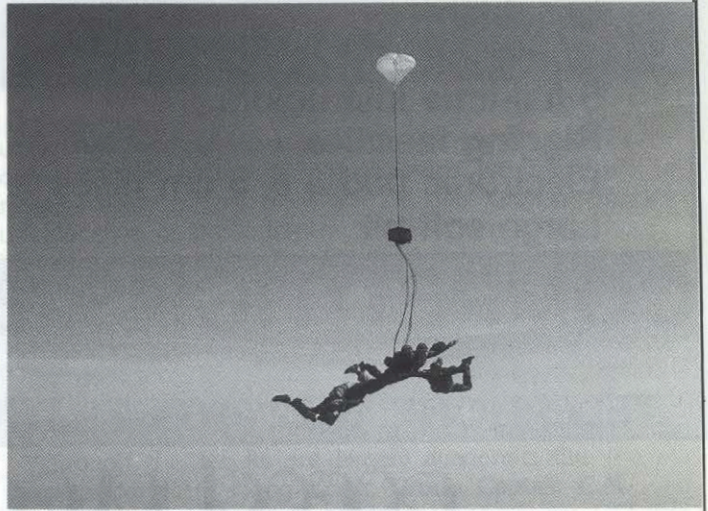
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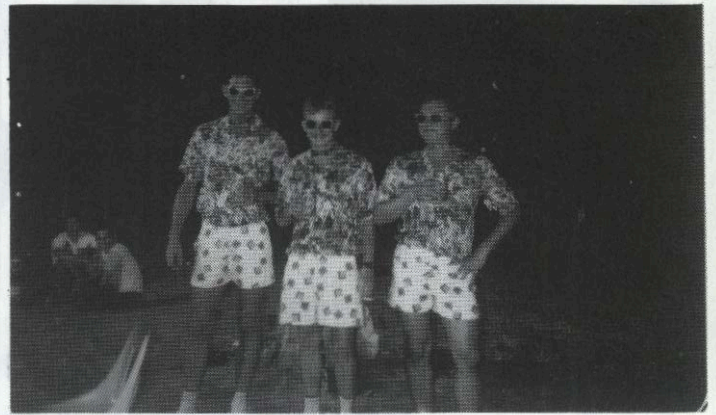
# BARBEQUE HONG KONG STYLE

Hong Kong lends itself naturally to BBQs. Mild evenings after a hot day's jumping increases beer consumption and our abstemious CCI's quiet chuckles have been known to develop into the odd peal of tinkling laughter, something akin a jackal.

The problem - how to get all the members of the club together for an annual binge. The solution - have a competition open to all. The result - a monster party.

The Lampoon's organisation was excellent; the food was superb, and the supplies of ale copious. Entertainment was provided by the junior staff fashion parade, modelling the very latest in DZ cool dude 'Miami Vice' clothes. Yards of ale were quuffed by the willing, and the not-so-willing, and the festivities went on well into the night.

Those with some brain cells left will remember **David Jarvis'** determined attempt to shift the pit across the DZ



using the new patented butt strike; **Tony Simpson's** demonstration of accuracy that landed him on the runway, thirty metres from the pit, and **Graham Black's** unique style of photography. None of this would have been possible without the excellent flying of the Aviation Club and Army Air Corps pilots, to whom we give our thanks.

The competition - well everyone enjoyed it, almost everyone won a prize, and the only person to suffer from competition nerves was Lampoon, who gave up his marathon training for a weekend and lived on nicotine.

Although the results are largely academic, the Commander RAF, Hong Kong, **Group Captain C.M. Cristie** presented the prizes, but not before our CCI was made to blush a luminous red by everyone displaying their bad taste T shirts, which read: "My CCI Pete Lambson is a very brave man". But that is another story. Same again next year Pete? We all hope so.

## HONG KONG AND BRITISH FORCES PARACHUTE CHAMPIONSHIPS 1985

### Open Senior Accuracy

1st Silver Tankard	- Steve Crowsley 0.48
2nd Silver Plate	- Rudra 2.77
3rd Bronze Medal	- Mackie Brander 6.11

### Military Senior Accuracy

1st Gold Medal	- Steve Crowsley 0.48
2nd Silver Medal	- Rudra 2.77
3rd Bronze Medal	- Jimmy White 8.18

### 2-Man Relative Work

1st Gold Medal	- Steve Crowsley	- Mark Greenfield - 15 pts
2nd Silver Medal	- Graham Black	- Jimmy White - 14 pts
3rd Bronze Medal	- Peter Howell	- Janie MacDonald - 11 pts

### Open Novice Accuracy

1st Silver Tankard	- Mark Blagbrough
2nd Silver Plate	- Bernie Chim
3rd Bronze Medal	- Bernie Chan

### Military Novice Accuracy

1st Gold Medal	- Mark Blagbrough
2nd Silver Medal	- Bernie Chan
3rd Bronze Medal	- Mick Blackman

### Open Intermediate Accuracy

1st Silver Tankard	- Johnnie Sernberg
2nd Silver Plate	- Stu Morton
3rd Bronze Medal	- Mal Green

### Military Intermediate Accuracy

1st Gold Medal	- Johnnie Sernberg
2nd Silver Medal	- Stu Morton
3rd Bronze Medal	- Mal Green

# BALLOON JUMPS

Following **Steve Millard's** article on balloon jumping, I would like to raise a few points on the safety aspect of exiting these aircraft.

One of the main appeals of a balloon is that it allows a jumper to fall into 'dead-air' - a unique aspect of a skydive that can only be experienced from an aerostatic aircraft (or a base jump).

There is no 'wind' when flying in a balloon - even if it is travelling at thirty miles an hour, it is flat calm when standing in the basket.

Having 'chucked-out' about a hundred jumpers from balloons and making about seventy myself - I can vouch for the buzz. If you are going to make one the following points are worth remembering.

Choose the side of the basket that is most free of clutter. All balloons will have at least three fuel hoses and two control lines running between the burner frame (which you will hold onto prior to exit) and the basket edge. One of the lines is a deflation system for

the balloon. Snagging that on exit could ruin the pilot's day.

The pilot will generally put the balloon in a descent before you jump - so the longer you hand around on this side - the less altitude you will get.

After a few seconds of free fall you will start approaching usual fall rates and pretty soon you will be back at good old terminal velocity. Once the chute is open you should pay special attention to the landing. Most jumpers are used to landing on safe, wide open DZ's with a windsock to tell them which way to land. Make sure you know which way the wind is blowing on the surface. At altitude the balloon may be travelling in a different direction to the surface wind - so establish what's happening on the surface before you jump (smoke is one of the best indicators).

Power and telephone lines are one of the major hazards to balloons and skydivers alike - so make sure the landing area you have chosen is completely free of them. Live-

stock should also be avoided. A spooked horse can lead to some very expensive insurance claims.

Most of this is common sense, back to the fun side of balloon jumps. The lack of any relative wind at exit does mean you can do some pretty creative departures. A perfect swallow-dive from your airborne springboard is one way to leave. Standing stiffly to attention on the side and toppling backwards can allow you to make several revolutions on a perfect heading before the relative wind gets to you. Going off backwards and talking to the remaining occupants of the balloon as you fall can be quite bizarre. No matter which way you do it - it's a good one for the log book. If you get a chance - go for it!

The author is a full-time commercial balloon pilot and D licence 5601.

**Ian Ashpole**

## COMPREHENSIVE

The "Complete Sport Parachuting Guide" is a new text book and natural successor to Black's "Sport Parachuting" also written by **Charles Shea-Simonds** and first published in 1971. The new book has been brought up to date with new photographs and sections that deal with the developments that have taken place over the past few years within the sport.

The qualifications of the author are unimpeachable. He has held every senior position within the BPA and several important and influential ones without. From 1968 he has been; member of the BPA Council, Chairman of Council, Occasional Chairman of the Safety & Training Committee. The first BPA National Coach and Training Officer (NCSO), CIP delegate, and BPA Vice-President. It was in the last position that he successfully smoothed the introduction of the Operations Manual by skilful negotiations with the CAA. He has been jumping for twenty three years, has over 2,000 jumps and together with **Ron O'Brien** and **Bob Francis** was instrumental in setting up the Sport Parachute Centre at Bridlington, the first of the 'new' commercial centres. No other person can match his contribution to Sport Parachuting and the book reflects his enormous experience.

The book has sections on the history of the parachute and parachuting and on basic training - Aircraft - Tandem - Accelerated Free-Fall - Competition, including RW, Style, Accuracy and CRW. There are extracts and explanations from the CAA/BPA Operations Manual and the requirements for Night, Water and High Altitude jumping.

There are fifty-nine colour photographs and eight-one drawings and black & white photographs by **Charlie and Simon Ward** that help to illustrate the book and bring it to life. This is a comprehensive and lucidly written guide to sport parachuting. It will interest and stimulate those thinking of jumping and be of value to those who already do.

JOHN MEACOCK

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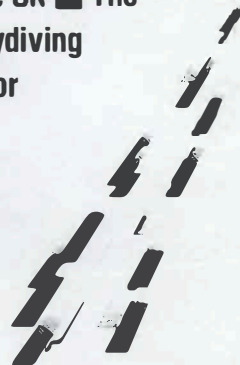
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## FIRST-EVER JOINT US/CANADIAN NATIONAL PARA-SKI CHAMPIONSHIPS

**CROWN BARBER AND PENDLETON AS U.S. WINNERS:  
SUMMERFELD AND WATSON TAKE CANADIAN HONOURS**

Official US and Canadian teams chosen for next year's World Championships.

Nordic Valley, Utah - Ceremonies on Wednesday, March 5th, concluded the first-ever joint US/Canadian National Para-Ski Championships, which were conducted under ideal conditions of bright sunny weather and packed powder.

63 American men and women and 8 Canadians were registered as competitors. At the close of the two events, the scores were combined to select overall winners:

Former US Champion **Hank Barber** of Salt Lake City, again was named as 'best in the US' and **Shawna Pendleton**, also of Salt Lake City, took overall American

women's honours. Championship laurels for the Canadian competitors went to **Howard Sommerfeld** of Ottawa in the men's division and **Beverly Watson** of Red Deer, Alberta, for the women's.

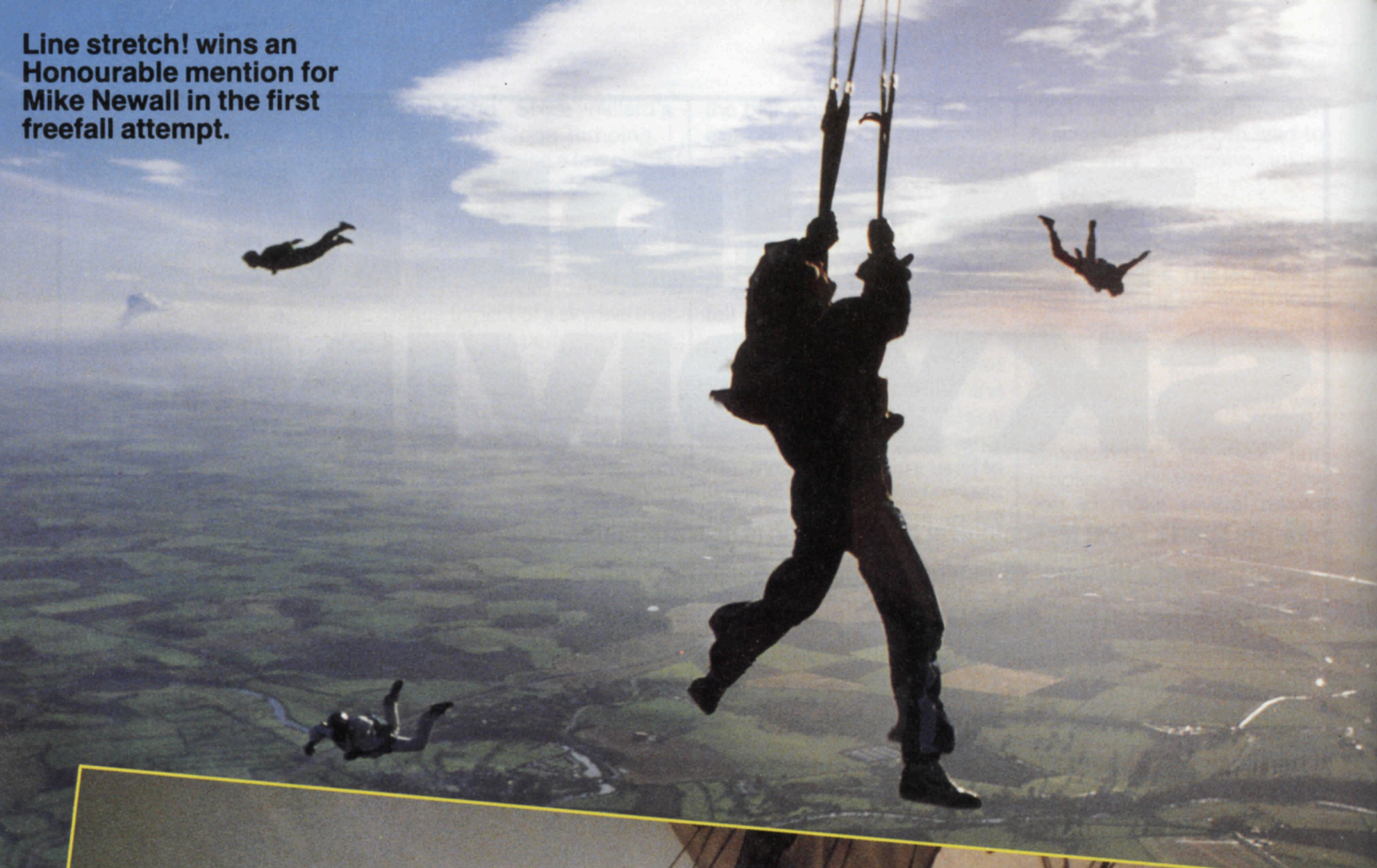
The skydiving jumps were conducted from a Bell Jet Ranger Helicopter flying over the Nordic Valley ski area, with landings made on the ski slope according to international rules. Because of snow conditions, the FIS race course was laid on the Wildcat run at nearby Snow Basin in Eden, Utah, as a result of outstanding cooperation between the two ski area managements.

Members of the 1987 US National Para-Ski team, which will be sponsored by the United States Parachute Association and will represent the US at the first

World Championships of Para-Ski, to be held next winter in Sarajevo, Yugoslavia, were selected, based on the scores in this national competition. The US men's team for 1987 will include: **Hank Barber, Ron Bodine, Nick Kingery** and **Bob Johns**. Representing the United States on the women's team will be: **Shawna Pendleton, Jessie Farrington, Joy Burtis** and **Bobbi Joyce**.

This international event, sponsored by National Skydiving Championships Inc., included American men's and women's accuracy (master and intermediate classes); American men's and women's skiing (master and intermediate classes) American men's and women's overall (master and intermediate); and Canadian men's and women's skiing, skydiving, and overall.

**Line stretch!** wins an Honourable mention for Mike Newall in the first freefall attempt.



**CUT AWAY!**  
Bob Studd catches the moment of truth. For an honourable mention in the general category.

If you recognise this picture get in touch. An exit over Weston, honourable mention in freefall category.

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# ALL OUR YESTERDAYS

A Report of the BPA Proposals for the Affiliation of Clubs.

Since its formation in 1961, the BPA has always been diffident about enforcing its views and policies on clubs and individuals who were disinclined to accept them. In the early days the Association's aims were largely devoted to the provision of a bank of knowledge from the experience of a small number of experts. No one presumed to know all the answers, and advice and guidance were more easily forthcoming than rules and regulations. Only in the matter of approving instructors was the BPA firm. It was a matter of indifference whether a new club or any individual supported the Association.

In spite of this apparently casual attitude, and without any Ministerial support, the BPA has in the course of five years been forced into the position of assuming responsibility. Its membership has grown enormously from the original handful of founder members, and with this process of expansion has come the demand for guidance and direction. Parachuting is no longer an experience reserved for a few exceptional individuals, but rather a sporting activity recognised by government departments, the world of Aviation, the Services, the Press and the public at large. The only body representing this growing band of enthusiasts is the BPA. Responsibility has thus been thrust upon it.

In order to try and meet its obligations, the BPA changed its shape, its outlook and its character. In trying to protect the interests of the sport and establish respect for its followers, it has drawn upon the ever increasing fund of knowledge, skill and experience of its most proficient members. It has established certain procedures as safe and others as unsafe.

During this process of evolution it has repeatedly been requested to produce its views on parachuting procedures and standards for guidance of clubs and members. This it has done, and in the process has come to be recognised as the accepted authority for the production of Standard Operating Procedures and code of conduct for sport parachutists. In addition, standard of performance and qualifications for instructors and

guidance for all concerned with the conduct of parachuting have been produced. Inevitably these have become regarded as the Rules and Regulations for the BPA. During their evolution one edition has superseded another until the stage had been reached (early in 1965) when those primarily responsible are confident that the time has come to print a comprehensive edition no longer labelled 'Provisional'.

## A hardening of attitudes

Inevitably perhaps, as the BPA has found its feet and its advisers have assumed the role of legislators, the difference in outlook, conduct and standards as adopted within clubs have widened. While the guidance based on experience has been accepted and, indeed, partly contributed by the majority of clubs, there is nevertheless a degree of built-in resistance to be found here and there. Rarely does it show above the surface, but perhaps it can be best measured by the support withheld in various quarters. It is at any rate sufficiently noticeable for anyone with his eyes open to see.

In the same way as the BPA was slow to produce its rules for the conduct of sport parachuting, so was it reluctant to commit itself to paper on what it considered its precise Charter should be. This matter, however, in the fullness of time was also faced and the aims of the BPA were spelled out in black and white (Sport Parachutist Vol. 1, No. 3).

## The burden of responsibility

With each successive step in which the BPA commits itself to such fresh undertaking, its responsibility increases. Since most of its commitments involve administrative effort they automatically involve expense. The mere increase in public interest itself creates a volume of correspondence and inquiries. The routine work of the Association carried out on behalf of sport parachutists in general is now immense for an organisation of this nature.

With the growth of the sport in Britain and the acceptance of the BPA as its representative mouthpiece there

is a constant obligation to protect the interests of clubs, and thereby individuals, from the effects of adverse publicity and restrictive legislation. This is a never-ending struggle and it weighs heavily on those who conduct it on behalf of all parachutists, whether inside or outside the BPA.

## Prestige

With one major international contest of the first magnitude involving up to 30 or more nations taking place every year, competitive parachuting has already achieved an Olympic status and considerable prestige is at stake. During the past 3 years the BPA has assumed full responsibility for entering, equipping, training and transporting our national teams for major international contests. There they have represented British Parachutists in the eyes of the world and the impression has been favourable.

## National Championships

During the past three years the BPA has staged annual national parachute championships. With minimum support from many of its own clubs and members, it has striven not unsuccessfully, to provide an opportunity for the better performers to compete against one another and enjoy each other's company in an atmosphere of mutual interest and goodwill. But how much account is taken of the effort involved in staging these events? And by whom?

By means of periodical newsletters, memoranda, and more recently the publication of a magazine of the highest standards and quality production, the BPA has sought to serve its members with material of value and interest. Although these are widely appreciated, it is doubtful if many realise how much labour and expense is involved.

The stage has now been reached when the BPA is entitled to ask for and expect the complete moral and practical support of all sport parachute clubs and schools in Britain. It can stand on its record (though not on its laurels) of the first five years; it can call upon all those who today count themselves as sport parachutists but

have not joined the BPA, to do so. More important by far, it can call upon all Clubs and Schools to openly declare their whole-hearted support of the BPA and all it stands for. Unless this is forthcoming they at least will be in no position to criticise the Association for any shortcomings. What is more serious, they must be prepared to accept no small responsibility in the event of the BPA finding itself unable to carry on, either through lack of funds or the discouragement of the small band of individuals by whose labour the Association has established its presented position.

#### Therefore:

1. The time has come for the BPA to call upon all Clubs and individual parachutists for their support. While there will always be individuals with their own reasons for remaining outside any organisation which works on their behalf the idea that this can apply to Clubs or Schools is wholly unacceptable.
2. It is recommended that all Clubs and Schools shall be asked in the name of the Council to sign a Declaration of Affiliation to the Association. This will call for their moral support and the exercising of their influence to persuade all their members to join the BPA as individuals.

3. All Clubs and Schools should pay an annual affiliation fee of £5 to the BPA to assist it in its work on their behalf. In cases where a Club's membership is below an agreed strength, they might apply for and receive a concession rate.
4. No Clubs which are not affiliated to the BPA should be permitted to enter teams in the National Championships, nor should any members of such Clubs be allowed to enter as individuals in the names of those Clubs.
5. The full list of affiliated Clubs and Schools should appear on the introductory page of every issue of Sport Parachutist for all to see. It should be pointed out that Clubs whose names do not appear in this list can be presumed to disagree with the declared aims and objects of the Association.
6. Affiliated Clubs shall be permitted to use the BPA emblem on their stationery and shall be given 10% reduction on all bulk purchases from the Association.

**PLEASE give this your urgent and sympathetic consideration. It is very important for the future of Sport Parachuting in Great Britain.**

DARE WILSON  
Chairman

there are exactly half that number and only four or five of these are civilians.

As an example, the British Parachute Club team would cost, with entrance fees, £20 to enter. An individual in all events would find a total of £16. We don't have this sort of money. Also, enquiries at the BPA office showed uncertainty as to whether money would be refunded if no jumping took place. How much were the entry fees for the A.P.A. championships?

At Blackbushe we have a Rapide and shortly a gravel pit and could hold competitions to satisfy civilians. The military have their own A.P.A. championships. This is not meant as jealous criticism but surely is a valid point. We have enough competition at present. When things are in order let's by all means get together and have fun, but, in the meantime straighten out the mess that is parachuting behind the expensive, experienced, one week National Championship.

There may be shouts from all round in defence of the efforts being done by the BPA. These cries may be selfish ones. How about:-

1. An efficient Instructor's Training Scheme.
2. Stricter supervision of safety and training at all clubs.
3. Assistance and advice to the paraclubs up and down the country (whether BPA affiliates or not).

With 5 fatalities in the last 12 months it would seem that all is not too calm on the safety front. (re. item 1.)

Why not spend more time on the weekend civilian fun jumpers' side of things. It was by and for these people that the Association was originally formed. Throw all the present effort and organisation in this direction until all is done that can be. THEN spend time and money on an elaborate Championship.

Remember that the Military have their own centres at Netheravon and Weston-on-the-Green plus lots of expensive P.C.'s and Lo Pos. There is also the A.P.A. to look after them.

The civilians don't want four more dead at the end of this year at the expense of a pretty team at the World or European Championships. Set the home organisation going safely before turning to other things.

In the meantime we can satisfy our own competition needs at our own clubs but we could do with more help from the BPA.

John Cole,  
BPA, BPC Instructor, FAID 168.

## **CORRESPONDENCE**

### **In 1965**

Dear David,

I hope the enclosed letter is of use to the magazine and not too late. They are not only my views expressed therein.

I would rather you did not use it if you have to alter it in any way. You will find it controversial, you may disagree with what is contained there but I do believe you should use it if you can.

I have also enclosed a copy of the letter received by some people a while ago.

I think that the 'hot letter' angle of the Skydiver magazine is one of its great points, if it may be self critical.

However you always have the excuse that it arrived too late.

Yours,  
John.

Dear Sir,

Some time ago many parachutists received an anonymous letter concerning the possible formation of a civilian parachute association. I was not at all in agreement with the WAY this was done and have no connection with it whatsoever. Nevertheless I am sure a lot of people were interested and a few BPA committee members were not too surprised.

The BPA does a great deal of work for parachuting as a whole but is rather going the wrong way in the opinion of many civilians.

The committee may comprise an equal number of both civilian and military members and the control and effect may appear to be 50/50 on paper. I believe this is not so.

At the 1964 Championships there were nearly fifty entrants. This year

Dear John,

We held up the Presses especially for your letter to be printed! At last someone is showing some interest and using the magazine for what they, the members, should use it for.

My feeling is that much of what you say is valid, and I believe many of the Council would agree with you. But surely, the obvious reply is that the fault, if there be any, lies fairly and squarely at your own feet - and of those members who agree with what you say.

The British Parachute Association is formed for one simple purpose only - the good of the sport. It can only advise, guide and recommend, has certain limited disciplinary powers as to the membership, but in no way presumes to be authoritative. It has no authority, and more's the pity, I think. It makes no pretensions to lay down the law, but rather sees itself in a teaching capacity.

The fact that the Service Element has a very active part in the BPA is simply because they realise a good thing when they see one - do a lot of hard work on your behalf - and use it as they wish it to be used. In addition they have their own Associations, but

they realise that for the good of the sport, there must be a Central Organisation. God knows that the opportunities for criticism, amendment and just plain discussion have been numerous enough during the years the Association has been formed - but the complete apathy on the part of many members has resulted in the position where you and your friends feel aggrieved over the points you have raised. Everything you say may be correct - but for Heaven's sake do something about it now. You haven't in the past. Get the whole thing thrashed out - demand to see the Council to discuss it all, and suddenly we will be getting somewhere. There must be plenty of talent amongst your friends - direct some of it into the BPA. I would suggest that as you are members, use the Association rather than start another, because it is established. It is there to work for you, so make it do its job.

You must remember that 5 years ago, there were only 60 members, now there are over 1,000 - probably 1,250. You will see that a tremendous amount of work has been done, and most of us (who do this work in our

spare time) realise it is extremely difficult for the Association to cope without financial assistance - which we are seeking at the moment. "Times is 'ard", and most of your points have been under discussion for a long, long time.

Your remark about time and money wasted on the Championships is really void since a sub-committee do take work in their spare time and the Daily Telegraph pays for our Championships.

We know each other well enough not to be upset by the tone of our letters. Let's get some of the dissenters together, prevent a divorce, and get them to work. Reconciliation between two compatible elements who want the same things, but are finding it difficult to live together should not be too difficult in our case. We are therefore more fortunate than some! I find from bitter experience that there are many who criticise, and some who offer to help, but few do in practice.

Sincerely,  
David Pierson

# THE ORIGINS OF THE BPA

Did you know that in 1951 the Chairman of the newly-formed Parachute Committee of the F.A.I. which met in Paris was British? The British Parachute Association has some time honoured roots which in these days of four figure membership we sometimes tend to forget. The Chairman in question was **Dumbo Willans**, who was placed third in the first World Championships of that year as part of an official Royal Aero Club team of two parachutists and a pilot.

Towards the end of 1955 a small group of jumpers operating at Denham decided to form the first British club. They took on their initial course of three pupils in April the following year, and jumped them at Fair Oaks in May. Called the British Parachute Club, it officially came into being at Fair Oaks, on the 1st July, 1956.

By 1958 other clubs were operating at Kidlington, Plymouth and Thruxton, the Ministry listed 13 approved instructors, and a parachuting member sat on the Royal Aero Club aviation committee. A team of four was sent to the

World Championships in Czechoslovakia.

The foundations of the BPA as we know it were really laid when the first-ever meeting of the Parachute Committee took place in February 1959. More clubs started at Stapleford and Nottingham, and one of the first Military clubs, the 21st Special Air Service Club was operating. By September there were 20 Ministry approved instructors. A team competed in the Adriatic Cup (selection problems were solved by the fact that only four of the 'possibles' could raise their own fare), and a highly enjoyable if somewhat loosely organised National Championships were held in glorious September weather on the Isle of Wight. Competitors doubled as judges and measurers between rounds, and there were no arguments! At a spot landing parachute contest held at Coventry in connection with the National Air Races, the first prize was £100, put up by the worthy burghers of the town. Golden days indeed!

In 1960 team trials were held at Thruxton, and a team of four

competed in the World Championships in Bulgaria.

Early in 1961 the British Parachute Association was formed from the existing Royal Aero Club Parachute Committee. **Mike Reilly** was the Chairman, **Bernard Green** the Secretary, and **Stan Anstee** the Treasurer. Membership totalled only 70 but included representatives from all clubs, including Perth in Scotland.

The plans for the British Championships in the BPA's first season were a good deal more ambitious than in previous years. Programmes were printed, special public transport arranged to Stapleford Aerodrome, a public address system installed, an American Army team invited, and Fyfe Robertson turned up in a deerstalker hat, with a posse of BBC Television cameras. Unfortunately the weather didn't co-operate, and only one incomplete round was jumped. The next weekend the whole affair had to be transferred to Kidlington. There were no crowds, but the weather was wonderful and a successful spot landing contest

was concluded. However, despite the fact that style had been included in the World Championships since '58, no event for this could be run due to lack of suitable judges. Later that summer a BPA team won an International contest in Sweden.

Towards the end of 1961 plans were being made for a really ambitious Championships to be held the next year, backed by the 'Daily Telegraph', and to send a team to the World Championships in the USA with full support of funds and equipment.

In January '62 the BPA Chairman, Mike Reilly was drowned while making a water drop. **Col. Wilson** was asked to assume the chairmanship, and **Group Captain Caster**, who had helped Sport Parachuting to develop during his years at the Ministry of Civil Aviation, took over the post of Secretary General.

This really marks the start of the Association in the form in which we know it today. Goodwood that year was the first of the modern one week Championships, and the team sent to America for the World Championships was the first to have proper financial support.

Since then, the Association's membership under the guidance of our Chairman and Secretary General has grown tenfold. One day we shall no doubt enroll the 10,000th member. When that happens, let us not forget that little group in a windswept hanger on Denham airfield in the winter of 1955, who first decided that what parachutists needed was their own Association.

PETER LANG

# INSTRUCTOR COURSE 1 - 86

## JOINT SERVICES PARACHUTE CENTRE

### NETHERAVON, WILTS.

### 20th - 31st JANUARY 1986

## REPORT

### 1. INTRODUCTION

The excellent facilities of The Joint Services Parachute Centre, Airfield Camp, Netheravon, were generously put at the disposal of the BPA for the two weeks of the course. Accommodation was free and all meals were provided at £3.50 per head per day.

The Centre's Pilatus Turbo Porter aircraft was used for eight lifts on the first week, including a night programme and ten lifts on the second week. The Centre also provided full use of their lecture rooms and ground training area.

### 2. THE ADVANCED COURSE

Seven candidates attended for upgrading to Advanced Instructor. Chris Lyall attended the two weeks of the course following a 'Permission' from STC.

They were assessed on various tasks throughout the week and all gave

lectures and helped critique PIs during the week.

All candidates were successful and were awarded Advanced Instructor Status:-

Neil Dixon

Pete Reynolds

Sean Best

Dave McCullough

Steve Thomas

Brian Laithwaite

Chris Lyall

Red Devils

J.S.P.C. (N)

Trailblazers

B.P.S.

R.A.F.S.P.A.

Capital City

Oman

### 3. THE POTENTIAL INSTRUCTOR COURSE

The Course was conducted by Ray Ellis, Graham Copestake, Tom Oxley and Bob Charters. There were twenty candidates applying for Potential Instructor Status.

The candidates completed the syllabus and were coached on lessons/lectures from the Instructor Manual,

some were assessed on their own practical parachuting, but because of poor weather they were unable to be assessed on 'actual' S/L despatching. The candidates were also given a written examination at the end of the week.

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

Chris Schofield

Mick Thrumen

Patrick Long

Mark Harling

Maggie Penny

Alan Fielding

Andy Guest

Lammy Lambert

John Carter

Reddy Redfern

Brian Gallagher

John Martin

J.S.P.C. (N)

J.S.P.C. (N)

J.S.P.C. (N)

R.A.P.T.

Wild Geese

Wild Geese

R.N. & R.M.S.P.A.

Trailblazers

Trailblazers

Slipstream

S.P.C.

Shrewsbury

"The summer heat is on!  
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Glide Path mains and reserves.  
Precision mains and reserves.  
National reserves.  
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618 6th Ave, Zephyrhills, Florida 34248

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Keith Wallis	Shrewsbury
Bryony McBride	Badminton
Bob Soutar	London Skydiving
Terry Inch	Headcorn
Rod Bartholomew	Headcorn
Chris Ballance	M.P.C.

The Examiners also recommended that because of his performance on the PI Course, that Reddy Redfern be upgraded from AFF Jumpmaster to AFF Instructor.

#### 4. THE PRE-ADVANCED INSTRUCTOR ASSESSMENT COURSE

Six candidates attended this course for assessment. All were given a written exam on the first day of the course, two failed to reach the minimum result and were not permitted to continue the course, two candidates were required to re-sit the exam. The four remaining candidates completed the syllabus and were assessed and coached on various aspects of Drop Zone Management and on lectures and briefs. Each candidate presented a written specialist paper which they presented to the Potential Instructors:

Keith Skelly - CRW Diamond

Sean Lambe - Factor to be considered when setting up a Para Club.

Mark Sheridan - An Introduction to Team Accuracy

Andy Philip - The Preparation needed to start a new 'Experienced Only' Club.

Each candidate was fully de-briefed, two were recommended to return in three months for final examination, one was recommended to return in six months and one in nine months for final examination. Individual reports have been sent to their CCIs.

#### 5. THE EXAMINATION COURSE

This phase of the course was held during the second week and was conducted by Tom Oxley, Bob Charters, John Hitchen and Tony Butler. There were eleven candidates. All were given a written examination on the first day. One candidate failed to reach the minimum standard and was not permitted to continue the course, two were required to re-sit the exam. The team candidates were all assessed on lectures/lessons static line despatching, their own personal parachuting, briefs and de-briefs and flight line checks. Seven 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:-

Robbie Cooper	London Skydiving
Mark Price	Swansea
Jim Steele	JSPC (N)
Ian Townsley	JSPC (N)
Skippy Morris	JSPC (N)
Andy Rule	JSPC (N)
Chalky Reece	JSPC (N)

#### 6. THE AFF COURSE

This course took place over the two week period and was conducted by Gerry O'Hara, Dave Howerski, Brian Dyas, John Hitchen and Tony Butler, with assistance from Pete Reynolds, Ian Aitken, Lyn George, Pete Allum, Nigel Watson-Clarke, Mark Sheridan, Reddy Redfern, Chalky Reece and Paul Applegate.

The course was split into two sections, one for Potential AFF Instructors, and one for Approved AFF Instructors.

A full and separate report on this course is being prepared for the BPA by Major O'Hara.

On the AFF PI Course three candidates were successful and were advised to apply for final examination in 6 months. One candidate who was already an AFF Jumpmaster failed to reach the required standard and was advised to re-apply, his Jumpmaster rating was withdrawn. The successful candidates were:

Joyce Dyas	Slipstream
Chris Thomas	Slipstream
Tim Kirkstead Moore	Slipstream

On the AFF evaluation course five candidates attended for examination for Approved AFF Instructor Status, one completed one week of the course and withdrew. The remaining four completed the full syllabus. All four were successful:

Nick Harrison	R.A.P.A.
Mel Coo	Capital School of Parachuting
Chris Francis	Falcons
Steve Taylor	J.S.P.C. (N)

#### 7. EXAMINER UPGRADING

John Home attended for one week of the course, completing the required time necessary for upgrading to Examiner, he helped with Coaching of candidates and was of great assistance.

#### 8. CONCLUSIONS

In general the standard of candidates attending all phases of the course was of a high standard. Though the Examiners felt that some candidates attending the Potential Instructor Course were not fully aware of what was required of them. To this end a new Introduction to the Instructors Manual has been prepared (attached) and will be sent to candidates when applying for a place on the course. CCIs are also reminded that if a candidate purchases a Manual before the Course he/she will be reimbursed after the course.

The AFF Course was run for the first time in conjunction with the other courses. This course would not have been successful if it had not been for the tremendous amount of work put into the preparation of the course by Major O'Hara and for the excellent facilities of Netheravon. It is felt that in future it may be best to separate the AFF Course from

the standard Course.

It was felt by the Examiners on the Course that because of the very high standards set on BPA Instructor Courses that in future foreign AFF ratings no longer be accepted.

#### 9. RECOMMENDATIONS

1. That Steve Taylor, Chris Francis, Mel Cooch and Nick Harrison be awarded AFF Instructor Status.

2. That Reddy Redfern be upgraded from AFF Jumpmaster to AFF Instructor

3. That John Home be awarded Examiner status.

4. That Foreign AFF Instructor Rating no longer be accepted.

5. That the PI ratings of Keith Parker, Tony Simpson, Martin Ramsey and Jamie Fowler be extended for 6 months.

NOTE: Recommendations 1 - 4 ratified by STC 30th January, 1986.

TONY BUTLER, JNCSO

#### BPA INSTRUCTORS COURSE

##### Introduction

The BPA organises Potential Instructor/Examination Courses four times a year and dates for these courses are published regularly in 'The Sport Parachutist'. It is important that before attending PI Courses, candidates carry out proper preparation, guided by their CCIs.

##### Qualifications

The initial qualifications are laid down in Section 4, Paragraph 1 of the Operations Manual. Discussion should ideally take place between CCI and budding PI to ascertain whether it is worthwhile for the latter to undertake: a) a week for the PI Course, b) a great deal of time over a 6 month to 1 year period, and c) a further week for the examination. This is quite a commitment and should not be undertaken lightly. The CCI should also consider in the light of this whether the candidate has the potential ability to pass anyway. Whilst a D Certificate is the minimum parachuting experience required, the candidate should be a competent all-round parachutist - he/she will certainly not be able to teach if he/she cannot do it.

##### Application

Application to attend the PI Course should be made at least one month in advance in writing to the BPA Office, together with a written recommendation by the CCI, who knows her/him and has seen her/him parachuting regularly over a period of not less than 6 months. Courses are frequently oversubscribed and early application is recommended to ensure a place on the course.



## Preparation

Before the course, candidates should be carefully assessed by their CCI as to their suitability to hold an Instructors Rating, and should have received basic instruction in the following:

1. Teaching techniques for classrooms and practical periods.
2. Preparation of lesson plans
3. Manufacture and use of training aids.

Candidates should also have had some basic dealings with students, which could concern involvement in initial documentation, manifesting and marshalling, packing, DZ control, etc. They would also find it an advantage to be familiar with their clubs static line procedures, together with a knowledge of BPA Operations Manual.

## PI Course Syllabus

1. Opening Address
2. Responsibilities of an Instructor
3. Methods of Instruction
4. Specimen Lesson
5. The Training Progression
6. Briefing and Debriefing of Student Parachutists.
7. Equipment, Maintenance and Basic Rigging.
8. Incident Procedure
9. Static Line Procedure.

10. Assessment of Practical Despatching
11. Assessment of Personal Parachuting Skills.
12. First Aid.
13. Discussion Periods.
14. Teaching Practices on classroom and practical periods.
15. Written Test (at the end of the week).

In addition, formal lectures on Drop Zone Management, Flying, Basic Meteorology and Display Parachuting will be given during the Examination Course.

## Course Reports

A report will be sent to the CCI on each candidate from her/his club, giving the written examination result and detailing areas where some improvement could be made. This should be discussed with the PI so that he/she benefits from it.

## The Probationary Period

This is for a minimum of 6 months. However, candidates and CCIs should bear in mind that a PI Rating is valid for one year and extensions may be considered on application to STC. Candidates should avoid the temptation to apply for Examination after 6 months if they are not fully prepared.

PIs should not be used as slave labour! The PI should be carefully guided

through this period with detailed critiques on her/his instruction (please not in front of the students!). During the probationary period a PI may carry out most of the tasks of a qualified instructor but only under supervision.

A PI is a considerable addition to the workload and responsibility of a CCI and this should not be undertaken lightly. At the end of the probationary period the CCI will be required to write a report and recommendation on the work of the PI and submit the report to the Examiners during the candidates final examination.

The candidates should be made aware that failure to obtain a pass result on the written examination when returning for final examination will result in the candidate not being permitted to complete the course.

## Conclusion

The BPA system is training and qualification of instructors is a good one, but only if implemented properly. The obtaining of a BPA Instructors Rating can only be the result of considerable practice, hard work and a constant awareness of the many responsibilities, but both candidate and CCI alike.

# CAPITAL CITY

## Not Just A Sausage Factory

It's now the middle of March and a new season is under way, perhaps the weather will be better this year. At Biggin Hill the new start has also meant an almost complete change of management and staff.

**Martin Flynn** is now the Managing Director and the man who pays the bills, his wife **Mary** is co-director.

**Brian Laithwaite**, after 15 years at the North West Parachute Centre has made the move south to become CCI.

Full time instructors are **Toby Drew**, formally with the Royal Engineers Team, **Christine Clements** who being keen on style and accuracy has convinced us that we need a pit. **Steve Marsh** who at the time of writing is a P.I. is the fourth member of the instructing staff.

At the weekends we are assisted by other instructors, **Keith Hughes** and **Jackie Fletcher** on a regular basis, with **Kevin Daykin** and **Mac McCarthy** helping when available.

The office is run by **Karen Uzzell** and the manifest by **Carolyn Ward**. And of course, there are all the regular jumpers who help with packing, driving and all the necessary jobs needed for the smooth running of the centre.

Contrary to what appears to be popular belief, we are not just a first jump centre with a maximum altitude of 2500 feet, though altitude cannot be guaranteed lifts up to 10,000 feet are possible, and although we are a split drop zone, with the opening of another section of motorway, the turn round time from the drop zone is about 20 mins. Which means that it is possible for the experienced jumper to do three or four jumps a day, even with a student programme in operation.

To help the Cat. 8 jumpers progress to Cat. 10 the **Pete Reynolds WARP** system has been adopted for which there is a small charge of £3.00 on top of the jump price. Air to air video is available for anyone with problems or the skydiver who simply wants to pose. Even with the large overheads of operating out of Biggin Hill, jump prices for Cat. 6 and above are £1 per thousand feet plus 50p.

With the close association between Macs Loft and the parachute centre, on the 16th March it was decided that the staff should do a Tracer 8-way, see photographs, the star consisting of

**Mac** and **Mickey** from the loft with **Martin**, **Toby**, **Chris**, **Steve**, **Keith** and **Jackie**, photographs and video by myself.

So if you are in the London or Kent area pay us a visit, you could have a pleasant surprise, we will make you welcome and weather permitting help you to get your knees in the breeze. Snacks are available during the day and come the evening the days events can be relived in the licensed bar.

BRIAN LAITHWAITE, D1248

## ATTENTION STOLEN PARAGEAR!!!

Stolen on the 10th February 1986 out of the club building of the Paraclub Hilversum in Holland a complete Paragear:-

Chaser - black with red binding tape  
Skylark Reserve S/N 6237

Skylark Main black with red centre-cell  
Retractable Pilot chute  
CRW modified

Altitude meter Altimaster III  
Cap with Paralert  
Dictaphone (Sony) in black pocket  
Rucksack black (homemade)

If someone has any information, please contact:

Kees Tops, p/a Torenstraat 41,  
3764 CL Soest, Holland (Netherlands)  
Tel: 02155 - 22524 or  
Air Enterprises B.V. 03462 - 63522 or  
Paraclub Hilversum 02157 - 1888.

THANK YOU IN ADVANCE.

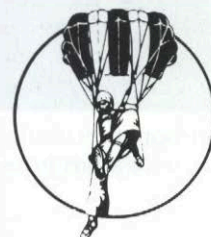
# NIGHT PARACHUTE DESCENTS

As you will see from the Amendments to The Operations Manual, attached to STC Minutes of Meeting of 6th March, 1986 that the procedure concerning Night Descents has altered.

This new procedure will not take effect until sometime in the summer as the CAA will need to amend the UK AIP stating that night parachuting may take place at notified Drop Zones and this can not be done until at least May. When this has been done the CAA will issue clubs with amendments to their 'Permissions and Exemptions' which will delete the words "during daylight hours". In the meantime if your club is going to make a night descent please use the old system.

Any queries please contact me at the office.

TONY BUTLER, JNC50



# CAMERA AT A.G.M.



**BPA**



**Samantha Rogoff** - Mike Forge Award for best new parachutist of the year.



**Paul Applegate**, 2000 Jump Award.



**Andy Ring**, 2,000 jump award.



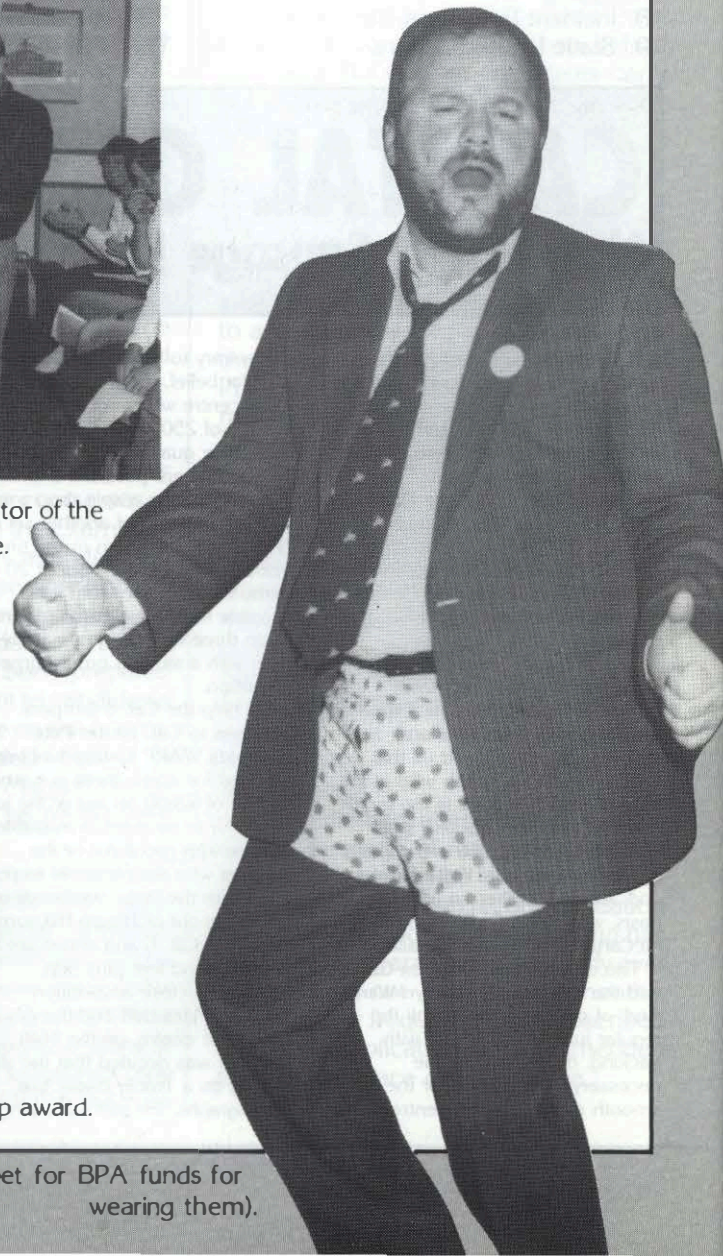
**George Campbell**, Instructor of the Year Award from Charlie.



**Jim Hooper** receiving his USPA Double Diamond Award from **Peter Ritchie**.



**David Parker**, 1,000 jump award.





The RAPA, Netheravon, Peterborough table at Dinner/Dance.



Dave Morris and Roger Buckle receiving their 1,000 jump awards from Chairman.



Jim Crocker, Sue Dixon (BPA Judge and rep. from Yugo Cars), Sean Lambe (Chairman Comps. Committee) receiving picture from Yugo Cars of Ladies European Record.



Gerry O'Hara, (last BPA AGM as Commandant of JSPC-N), Pete Lambson (CCI - Hong Kong), Tom Oxley.

# SKYVAN at SIBSON 1986

10 Speed Competition	3-5 May	RW Seminar	12-20 July
Police Accuracy Meet	10-11 May	Progression Course	21-27 July
RW Seminar	17-25 May	Skyvan Boogie	2-10 August
Bank Hol Skyvan Skydive	24-25-26 May	20 Speed Competition	9-10 August
Skyvan Boogie	2-8 June	Progression Course	11-17 August
Progression Course	9-15 June	RW Seminar	16-24 August
Nationals Training Camp	15-29 June	Progression Course	25-31 August
RW Seminar	21-29 June	Skyvan Boogie	6-14 September
Progression Course	30 June-6 July	RW Seminar	20-28 September

**Free Camping ● Showers ● Bar ● Food ● No charge for kit hire**  
**Progression Courses open to all Parachutists with five jumps**

## COSTS

4000m – £8.50 ● 'Boogie' registration – £15.00  
 RW Seminar – £20.00 ● Progression Courses registration – £15.00

## PETERBOROUGH PARACHUTE CENTRE

Sibson Airfield Wansford Peterborough England Telephone Elton (08324) 490

# AWARDS FOR ACHIEVEMENT OR ENDEAVOUR IN LIGHT AVIATION DURING 1985

To be presented after the conference at the AOPASHOW at CRANFIELD on Thursday 3rd April 1986

Each year, several awards are given by the Aircraft Owners and Pilots Association of the United Kingdom to people who have deserved especial recognition in the field of light aviation. Whilst in many a case the selection is made as a reward for achievement, in others the decisions are based on proven records of concentrated endeavour - sometimes against heavy odds. The nominations are received and studied by the members of the National Awards Committee for Private Aviation, which is administered by AOPA on behalf of the UK light aviation movement.

The awards for 1985 will be presented at the Study Centre, the Cranfield Institute of Technology, at Cranfield in Bedfordshire, on Thursday 3rd April, 1986. The very informal presentation ceremony will start at 6.15 p.m. following the first day of the two-day AOPA Show, an event for flying training organisations with a strong emphasis on new aircraft for flying schools and clubs. The AOPASHOW is being sponsored and supported by a number of manufacturers and their agents which include ARV Aviation, Cessna, Avions-Robin, Slingsby Aviation and Trago Mills (Aircraft Division), jointly with the Aircraft Owners and Pilots Association.

Awards and brief citations for year's winners are:

**SAFETY:** Royal Air Force Manston coupled with Kent Radar for providing a first-class radar service including navigational facilities for emergencies and training purposes over a large area of South-East England, including the cross-channel area.

**STUDENT:** Owen Majer-Williams, who has been learning to fly whilst dying from motor neurone disease. Despite a lack of functioning of most parts of the body, with constant fatigue, he has enjoyed and lived for every minute in the air. His cheerfulness and example to other disabled people has been of great help to many.

**AERODROME:** Birmingham Airport from air traffic control to ground marshallers, for providing a consistently friendly welcome to visiting light aircraft, making Birmingham an excellent place for the private pilot to venture into the world of professionals.

**CUSTOMER CARE:** Horizon Flying Club (Ipswich) for its enthusiasm and support to members, visitors, kindred societies and schools and for its endeavour to promote all aspects of aviation to the benefit of the community.

**AIRCRAFT TRAVEL:** Raymond Holt who gained his Private Pilot's licence in 1980 and who, since entering the Malta Rally for the first time in the following year, gained awards in 1982, 1983, 1984 and 1985, the achievements growing progressively each time.

**OVERSEAS TRAVEL:** Donald Rodewald, of Lake City, Colorado, USA, as a paraplegic pilot, was the first to fly solo around the world in a 1966 Piper Comanche 260B. He left Oakland California and landed back 15 weeks later, covering about 31,550 miles in 230 hours of flying time.

**INDIVIDUAL MERIT:** Mrs Connie Fricker of Beaumaris, Anglesey, who learned to fly at 65 and is still active, on a restricted licence, at 77. She has been Governor and Vice-Governor of the Ninety Nines and, for the past 12 years, has specialised in providing welcome hospitality for visiting pilots.

**ENGINEER OF THE YEAR:** Adrian Deverill, Jim Ellis and John Sarratt who, as ground staff of the Tiger Club at Redhill, have served general aviation efficiently, effectively and, above all, with good humour, for a very long time. Each has more than 35 years experience in aircraft engineering.

**CONTROLLER OF THE YEAR:** Phillip Petitt, a controller at Luton Airport for unfailing patience and for providing constructive help towards

promoting private flying. He obtained an Assistant Flying Instructor's Rating to help to continue this aim in his spare time.

**INSTRUCTOR OF THE YEAR:** Frederick Loveridge, a long-serving flying instructor with more than 20,000 flying hours. In the past 6 years alone he has carried out 293 instructor courses. His standards, calmness and patience, together with his conscientious approach to flying and to flying instruction, must be an example to many others.

**MICROLIGHT ACHIEVEMENT:** Robin Martin and John May, who were the first microlight pilots in the UK to obtain group D seaplane licences without first holding licences for land-planes. They have made skilful float conversions to their Rotax-powered Eagle machines and have demonstrated both marked responsibility for flight safety and concern for the environment.

**LENNOX-BOYD TROPHY:** The Mission Aviation Fellowship receives the UK's leading light aviation award, which has been presented annually for 33 years, for consistently high standards of specialised training in flying and airmanship for the pilots who fly on mercy missions in Third World Countries, usually operating from steeply sloping and/or curved airstrips.

General Aviation is the largest sector of UK aviation, with 6000 of the 7000 aircraft on the British Register falling into this category. AOPA is proud to play a leading role in rewarding those people who deserve recognition for their services to a section of flying that receives far less favourable publicity or support than the scale of the movement deserves. This annual award scheme goes some way toward remedying that fault.

DAVID OGILVY  
Chairman, Awards Committee

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Stretch Fabric

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**DYTTTER**



Photo by Leo Dickinson

# SKYDIVE SKYVAN

## PETERBOROUGH PARACHUTE CENTRE

# REPORT ON 1986 C.I.P. MEETING, TURKEY

The 1986 Meeting of the CIP (International Parachuting Committee) was held over a three day period at the Ankara HQ of the Turkish Aero Club. 35 of the 45 member Nations were present or represented.

The CIP has gained the following new members in the past 12 months: Chile, Cuba, Paraguay, Iceland, India and Hong Kong.

## **WORLD MEET YUGOSLAVIA 1985**

The organiser and Chief Judge gave their reports. I then raised the point made by our Judge **John Laing** and Trainee Judge **Sue Dixon** regarding the inadequacy of the Trainee Judges Seminar.

Other Delegates agreed with this point, as did the Meet Director and Organiser **Zlatko Beric**. It was agreed that special attention must be paid to this point at future WPC's.

Apart from this one negative point, it was agreed that the Meet was an excellent success.

## **INTERNATIONAL OLYMPIC COMMITTEE**

At their meeting in December the IOC gave Sport Parachuting, Gliding and Hang Gliding official recognition. This means that depending on the venue of the Olympics in 1992, Sport Parachuting may be introduced as an Official Olympic Demonstration Sport. Then in 1996 the possibility of becoming an Official Olympic Event.

With this in mind the FAI are to build up a co-ordinating Committee for Olympic Affairs. The CIP and member Aero Clubs are to review our Sport in the light of possible Olympic Activity.

CIP President, **Uwe Beckmann**, asked Delegates to give some thought to the future of our Competitive Events, with respect to greater PR acceptability, and to consider the following questions:-

1. Should we make changes to our Disciplines or Combine them? (i.e. TRACK etc.)

2. Should we compromise between Public and Competitor?

3. Can we run two or more events at the same time, on the same airfield?

4. How can we produce fast judgement and posting of results?

5. Can we transmit Air to Air Signals of the live action direct to large format Video Screens?

CIP would welcome input on these subjects.

Also on the Olympic front, the Para Ski Committee reported that, if the 1992 Winter Olympics are held in Sofia, Bulgaria (and there is a high chance) then Para-Ski is to be included as an Official Olympic Demo Event.

## **YOUTH IN AVIATION SPORTS**

Following the FAI's General Conference directive, the CIP have introduced the additional Category of 'World Junior Champion' in Parachuting Events.

The upper age limit for the Junior Category is 24 years on the 1st day of Competition.

There will be no difference in the disciplines or standards, but separate titles and medals will be issued.

The 'World Junior Champion' can also be the 'World Champion'.

All of our submitted FAI Judges were included on the CIP list for 1986.

Congratulations are due to **Sue Dixon**, **Bob Charters** and **Kath Charters** for their upgrading to FAI Judges Status.

## **WORLD PARACHUTING CHAMPIONSHIPS (WPC's)**

The following WPCs were allocated for the future.

### **1986 18th WPC - CLASSICS**

1-13 Sept in Ankara, Turkey  
Aircraft - AN2's  
Chief Judge: Buzz Bennett of Canada

Brit Judges: Bob King and Doc Flynn + 1 Trainee  
No training facilities available prior to the Meet. At the end of the WPC, it is intended to try out two rounds of 'Free Style', time permitting.  
Colour slides of each team are required prior to the Meet for PR brochure

purposes. Entry fee 395US\$.

### **1986 1st WPC - CRW**

25th Sept - 5th Oct in Toogoolawak, Queensland, Australia.

Aircraft - Twin Otter or Islanders, plus Cessna for the 4-way events.

Chief Judge: Lars Lindhal of Sweden

Incorporating the 'Philips World Para Challenge Cup' for PR and Sponsorship purposes.

Entry Fees:

One event 500 US\$

Two event 550 US\$

Three events 699 US\$

### **1987 1st WPC - Para-Ski**

7-14 March in Sarajevo, Jugoslavia

Aircraft - M18 Helicopters  
Chief Judge: Frans Lorber of Austria

Entry Fee - 200 US\$

### **1987 6th WPC in RW**

Due to serious Liability

Insurance problems, Canada were forced to withdraw their bid. The new venue is now

BRAZIL, either in Brasilia or Rezende in August or Sept.

Aircraft - Puma Helicopters or Bandeirantes Twin Turbo Props.

Entry Fees: 300-400 US\$

### **1988 19th WPC - CLASSICS**

August in Nykoping, Sweden  
Large 8 x 12 video screen for viewing the style event will be used.

### **1988 2nd WPC in CRW**

A tentative bid was made by France. Details later.

### **1989 7th WPC in RW**

Following withdrawal of our own bid, a new bid from Japan was accepted.

Venue: Kurobane Springs, North of Tokyo.

Max Entry Fee: 500 US\$ - Details later.

### **1989 2nd WPC in Para-Ski**

In March in Steria or Tyrol, Austria.

Entry Fee as per 1st WPC  
Para-Ski + Austrian inflation rate of 3½%.

Aircraft - Helicopters.

### **1990 20th WPC - CLASSICS**

To be held on the site of the 1st WPC in Classics, at Bled in Yugoslavia. Details later.

### **WORLD CUP OF CHAMPIONS**

Conceived by the italians, this Competition of National Individual Champions has been hosted by Italy for the last three occasions, and is

growing in size. The 1985 Meet was attended by 12 Nations.

**4th W. Cup of Champions**  
23-29 August 1987 in Graz, Austria.

Aircraft - AN2's

**5th W. Cup of Champions**  
1989 in S.E. China

**FAI EUROPEAN**

A proposal by Yugoslavia to introduce official European Championships in all disciplines will be discussed at next years CIP.

**RULE CHANGES Classics:**

A move to reduce the number of Rounds was defeated, largely thanks to efforts by John Hitchen on the grounds of giving all competitors a fair crack of the whip after months of hard training.

The Events this year will include 3 rounds of Style + 1 Cut Off Round, and 8 Rounds of Accuracy + 2 Cut Off Rounds.

Looking towards the future, 3 proposals for 'Free Style' events were presented. Not with subjective judging as was proposed 2 years ago, but with various methods of adding front loops, barrell rolls, etc. or by drawing the manoeuvres from a pool at random.

The 3cm disc is also proposed for the future.

**RW:**

This year saw a few new additions to the RW rules and a few changes.

- 1) A 'Horizontal Plane' rule was introduced in the definition of Rotations.
- 2) A grammatical description of permissible grips was included.
- 3) A method for the drawing of official practice jumps was devised, which allows more opportunity for these dives to be fairly judged.
- 4) The 4 Way altitude was increased to 9,500'.
- 5) A series of Rules were added to cope with the use of In-Air cameramen for PR purposes during WPC's.
- 4) Four new, 4 and 8 Way Blocks were introduced, one of which is an 'Experimental' Leg-Lock Block.

**CRW:**

No major changes made

this year - only a few detailed dive changes.

**INTERNATIONAL MEETS**

The following Meets were added to the CIP Calendar for 1986.

ZIMBABWE: 8-12 August in Harare, 4 Way RW from CASA 212 Turbo Props.

FRANCE: 27-29 June in La Ferte, 4 and 8 Way RW 21-27 July in Strasburg, Junior Classics and RW 21-23 March in Isola, Para-Ski.

HOLLAND: 8-11 May in Teuge, 4 Way Team Accuracy.

**SAFETY SUB COMMITTEE**

CIP have set up a Committee to monitor and discuss, for the first time on an International basis, Safety and Training within the sport.

The Committee is Chaired by Bill Ottley of the USA.

**RW SUB COMMITTEE**

Charlie Shea-Simonds' post on the RW Sub-Committee was filled by another Judge, Jean Charles Portier of Switzerland. I have, however, a working, if not voting position on this Committee which allows us to influence the direction of this discipline.

**CLASSICS SUB COMMITTEE**

Our Alternate Delegate, John Hitchen, was offered, and has accepted a position on this Sub-Committee. This is an excellent opportunity for us to have an effect on the future of this discipline. John replaced the USSR Delegate, Vladimir Gumey who has now retired from CIP.

**FAI AWARDS**

Our nomination of Charlie Shea-Simonds was successful, with Charlie being awarded the FAI GOLD MEDAL.

The East Germans nomination for the Leonardo Da Vinci Diploma was somehow lost at the FAI HQ and will therefore be discussed at next years CIP with the view of presenting it, back-dated if successful.

**EXECUTIVE POSTS**

The following were elected by Secret Ballot for 1986.  
President - Uwe Beckmann, West Germany  
1st Vice President - Eilif Ness Norway  
2nd Vice President - Zlatko Beric, Yugoslavia.  
Secretary - B.J. Worth. USA.  
**FUTURE CIPs**  
1987 - 25-27 Jan - Dublin, Ireland  
1988 - Stockholm, Sweden.

After the Meeting, Delegates were given a tour of the proposed 1986 World Meet site in Ankara.

ROB COLPUS  
CIP Delegate

The diagrams are organized into several sections:

- 4-WAY EVENT: BLOCK SEQUENCES - 1986** (Top Left): A 3x4 grid of diagrams numbered 1-12. Diagrams 1-4 are Snowflake, Spiral, Arrowhead, and Uniflow. Diagrams 5-8 are Horizontal Plane, Inter, Iner, and Inter. Diagrams 9-12 are Snowflake, Spiral, Response, and Uniflow.
- 4-WAY EVENT: BLOCK SEQUENCES - 1986** (Middle Left): A 3x4 grid of diagrams numbered 13-20. Diagrams 13-16 are Star, Spiral, Buntup, and Side Stake Spiral. Diagrams 17-20 are Inter, Inter, Inter, and Inter.
- 4-WAY EVENT: BLOCK SEQUENCES - 1986** (Bottom Left): A 3x4 grid of diagrams numbered 21-24. Diagrams 21-24 are Star, Spiral, Compressed Accordion, and Side Stake Spiral.
- 4-WAY EVENT: BLOCK SEQUENCES - 1986** (Middle Right): A 3x4 grid of diagrams numbered 25-32. Diagrams 25-28 are Horizontal Plane, Inter, Iner, and Inter. Diagrams 29-32 are Snowflake, Spiral, Response, and Uniflow.
- 4-WAY EVENT: BLOCK SEQUENCES - 1986** (Bottom Right): A 3x4 grid of diagrams numbered 33-40. Diagrams 33-36 are Horizontal Plane, Inter, Iner, and Inter. Diagrams 37-40 are Snowflake, Spiral, Response, and Uniflow.

Diagram 18 includes a note: "EXPERIMENTAL" and "MULTI-LEVELS CAPABILITY WITH BOTH LEGS REQUIRED".

4-WAY EVENT: RANDOM FORMATIONS - 1986			
A  DONUT	B  MUSHROOM	C  COMPRESSED ALL-INDIAN	D  STAR
E  BUNNY	F  ZIPPER	G  CATERPILLAR	H  SPIRAL
J  SIDE FLARE DONUT	K  SKELETAL	L  MUSHROOM FLARE	M  CAPE
N  MOLAR	O  CHINESE TREE	P  SIDE BODY	Q  PHALAX

\*SIMULTANEOUS CONTACT  
WITH BOTH LEGS REQUIRED

8-WAY EVENT: RANDOM FORMATIONS - 1986			
A  PHOENIX	B  STEAMSHIP	C  COMPRESSED ALL-INDIAN	D  MOLE
E  RIBBON	F  DIAMOND FLARE	G  ARROWHEAD	H  HUZZARD
J  BOTTLE FLARE FLARE	K  LONG DIAMOND	L  OPEN FACING DIAMOND	M  DOUBLE BOTTLE
N  ZIPPER FLARE	O  CATERPILLAR	P  WHORL	Q  CAPE

8-WAY EVENT: BLOCK SEQUENCES - 1986			
1  STAR	2  DOUBLE SNOWFLAKES	3  DOUBLE DONUTS	4  DONUT
INTER  INTER	INTER  INTER	INTER  INTER	INTER  INTER
 DONUT FLARE	 MUSHROOM	 DOUBLE CHINESE TREE	 CAPE

8-WAY EVENT: BLOCK SEQUENCES - 1986			
5  ZIPPER	6  DONUT CROSS	7  IN-OUT	8  PHOENIX
INTER  INTER	INTER  INTER	INTER  INTER	INTER  INTER
 DOUBLE DIAMONDS	 LOOSE FRONTIER	 DOUBLE DONUTS	 TRIPLE DONUTS

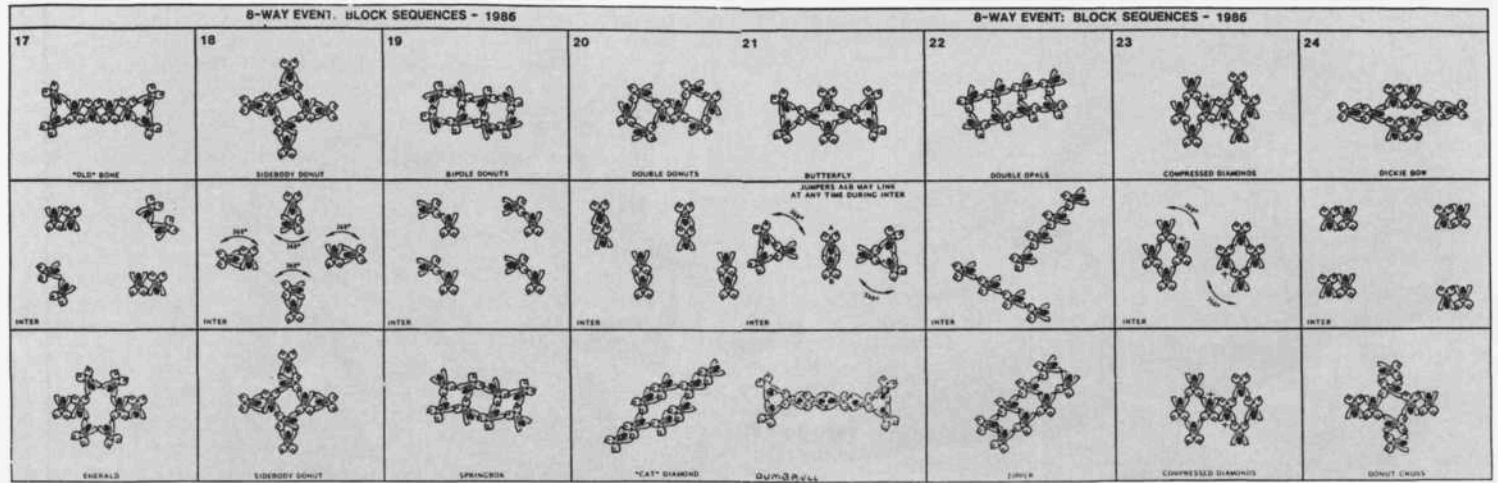
8-WAY EVENT: BLOCK SEQUENCES - 1986			
9  DONUT FLARE	10  STAR TRAP	11  SNOWFLAKE	12  STAR
INTER  INTER	INTER  INTER	INTER  INTER	INTER  INTER
 DONUT	 TIPPED BEAM	 WHORL FLARE	 "STEREO" BOTTLE

8-WAY EVENT: BLOCK SEQUENCES - 1986			
13  SNOWFLAKE	14  DOUBLE DIAMONDS	15  STAR & SNOWFLAKE	16  CANADIAN TEES
INTER  INTER	INTER  INTER	INTER  INTER	INTER  INTER
 IN-OUT	 PHALAX	 ZIPPER & CATERPILLAR	 WHORL

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Lincoln Parachute  
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0427 83 620





# MALIBU SPONSOR NATIONALS

This year's Nationals are being sponsored by International Distillers and Vintners the makers of Malibu, the tropical coconut drink laced with light Jamaican rum, which was launched in the UK in October 1980.

Steve Morley, UK Brand Manager for Malibu, says "Malibu has a young, lively image, and is widely enjoyed by people with a zest for life. It is original, adventurous and fun, and I feel that by sponsoring parachuting we are becoming involved in a sport which has many of the same attributes. The £50,000 involvement will cover the cost of staging the Malibu British National Open Parachute Championships at the British Skysports Paracentre, Bridlington, this summer, and will include the provision of trophies, medals etc., for all the prize winners."

A further aspect of Malibu's sponsorship of parachuting will be the Malibu Sky-Diving team which will appear throughout the country during the summer months at galas and country shows.



IDV's Marketing Director Tony Scouler is pictured here with members of the Malibu Parachuting Team.

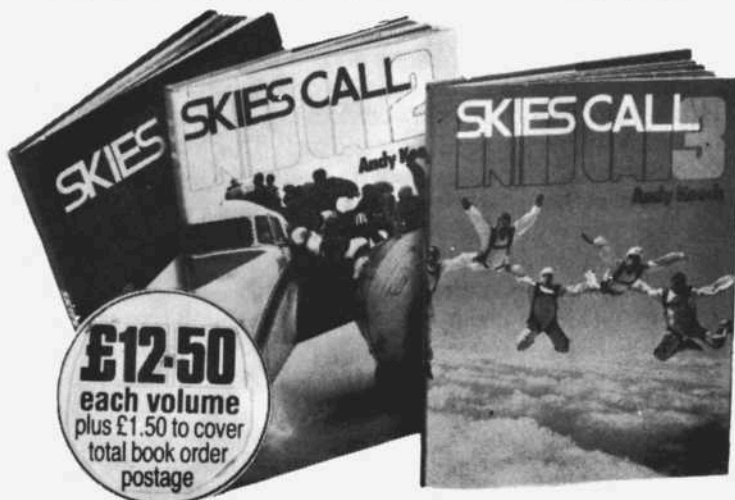
## RHINE ARMY PARACHUTE ASSOCIATION TAKES DELIVERY OF ITS SECOND TURBINE ISLANDER

Pilatus Britten-Norman delivered RAPA's second Turbine Islander to Major Bob Card on Good Friday (March 28). The log book was handed over by Guy Palmer, Market Director of Britten-Norman. RAPA was the launch customer for the aircraft in the parachuting role, having bought the first in 1982.

Both the Islander and the Turbine Islander are well represented in the parachute world, with operators such as Rhine Army Parachute Association, R.A.F. Parachute Centre - Weston-on-the-Green, Red Devils, Halfpenny Green Parachute Centre, Joint Services Parachute Centre Netheravon.



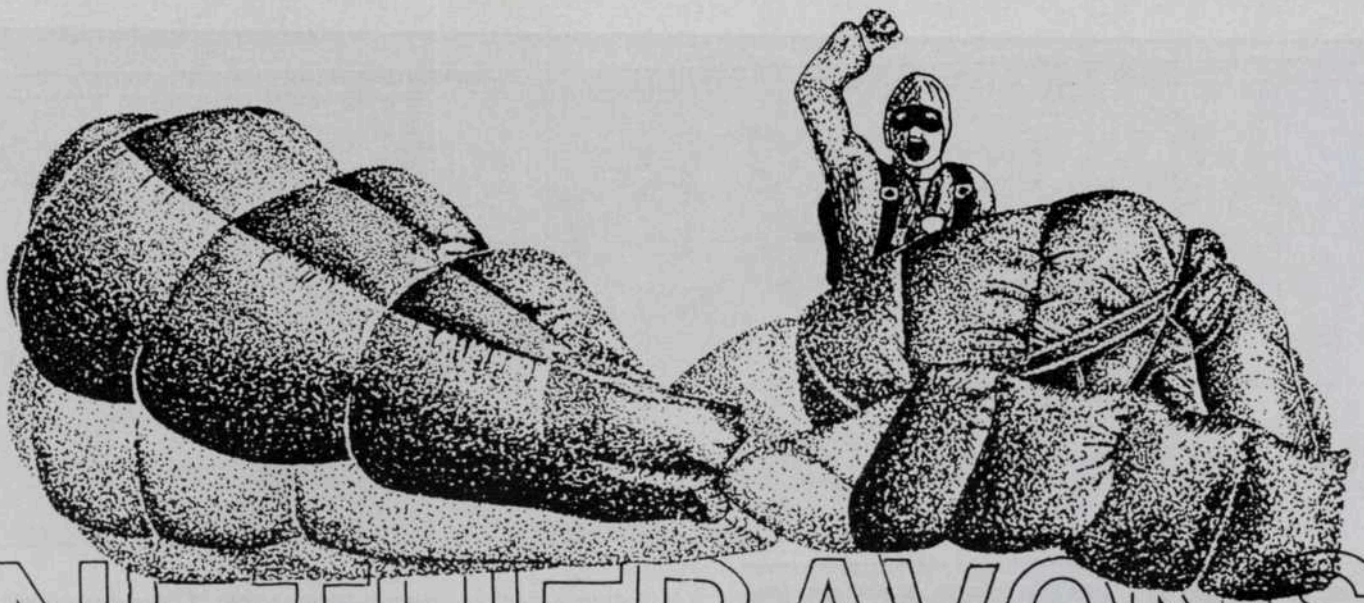
Guy Palmer Marketing Director of Pilatus Britten-Norman handing the logbook of the new Turbine Islander to Major Bob Card of the Rhine Army Parachute Association.



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# NETHERAVONS **skyfest** MAY 24-26

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**IT SHOULD BE SOME PARTY!**

**BRITISH PARACHUTE  
ASSOCIATION  
COUNCIL MEETING  
WED. 12th FEBRUARY 1986  
KIMBERLEY HOUSE, LEICESTER  
6.30 p.m.**

**Present:**

J.T. Crocker	Chairman BPA
P.W. Ritchie	Vice Chairman BPA/Development
J.R.H. Sharples	Chairman STC
R. Colpus	Chairman Comp. Cttee.
J. Lines	Chairman Finance Cttee.
T. Andrewes	Club Representative
M. Rennie	
J. Curtis	
G. Lilly	
S.D. Lambe	
D. Hickling	
J.L. Thomas	
D. Prince	
B. Dyas	
S. Eversfield	
P.D.N. Parker	
D. Young	

**Apologies:**

G. Copestake, M. Ramsey (Chairman SSPA)

**Observers:**

Mr. D. Waterman (Editor Sport Parachutist), Mr. D. Johnston, Mr. P. Dickens, Ms. S. Brearley, Mr. C. Austins, Mr. P. Sullivan, (and two A1 Skydiving Members).

**In Attendance:**

A.K. Butler	JNCISO BPA
J.H. Hitchen	JNCISO BPA
C.W. Poit	Secretary General BPA

**Item 8/86 - Minutes of the Meeting of 11th December 1985**

Proposed by J.L. Thomas, seconded by P.W. Ritchie that the Minutes of the above meeting be accepted as a true record.

(Unanimous)

**Matters Arising**

1) G.C.P. Shea-Simonds was standing in for J.T. Crocker at the Meeting of the R.Ae.C. Awards/Medals Committee. Nominations were being put forward on 12th February 1986.

2) J.L. Thomas had accompanied Mr. D. Johnston to see the sponsors were reference to the National Championships 1986.

Mr. Johnston reported that sponsorship had been obtained.

(a) The Covers for the rules and the front of the medals would hold the sponsors names. The reverse to have BPA logo and event details.

(b) He would discuss all details with the Competitions Committee.

(c) Media coverage (TV) had been arranged.

(d) There would be a launch in March.

Comp. Cttee.  
Mr. D. Johnston

Council expressed their thanks to the Sponsors and Mr. Johnston.

3) The P6 Old Block Number situation was that of those who had sent in returns, money paid and outstanding numbers were as office records.

It was agreed to write to all those outstanding, under the Treasurer's name, reminding them to send in their returns and payment.

4) Ms. Hinchcliffe had spoken to the Chairman saying she would contact him concerning the outstanding debt to the Association. The Secretary General had sent a registered letter to the last known address, this had been returned undelivered. It was agreed that action should now be taken by means of substituted service to attempt to obtain the monies owed to the Association.

Sec. Gen.

5) It was agreed to hold a Special Council Meeting on 5th March to discuss Memberships/Allied Matters in depth.

6) A vote of thanks was expressed by the Council to Miss Julie Hanks for taking the photographs both at the Dinner Dance and Annual General Meeting.

Sec. Gen.

**Item 9/86 - Minutes of the AGM 11th January 1986**

It was agreed that the above were a true reflection of the meeting. Formal adoption would be sought at the AGM in 1987.

**Matters Arising**

The Council expressed formally their thanks to Yugo Cars and Major Mike Heery, Managing Director, for the photographs and their Sponsorship.

**Item 10/86 - Inaugural Council Meeting 11th January 1986**

With the following addition:

A1 Skydiving were afforded affiliation on the express undertaking given by Mr. D. Turner, that as CCI he would ensure that everything was run in accordance with the BPA Operations Manual.

Proposed by J.R.H. Sharples and seconded by J. Lines that the Minutes of the above meeting be accepted as a true record.

**Item 11/86 - Committee Reports**

**1) Safety and Training Committee**

Comments were invited by the Chairman, J.R.H. Sharples

1 The addition of J.L. Thomas attending.

Item No. 4 - It was explained that VECTOR equipment had been approved by the JNCISOs.

Agreed  
JNCISO

Item 5.3 J. Curtis drew attention to and expressed concern at the fact that a DZ had been approved for use by the STC when both JNCISOs had not recommended it.

Other people also felt that it was a matter for concern that the JNCISOs recommendations had been overturned.

It was felt that STC had authority without the implied responsibility for events which might transpire.

There was considerably more discussion on this matter and it was finally agreed that:-

Both JNCISOs in company with the Chairman of STC re-inspect the DZ and the matter be discussed again at the next STC Meeting.

J. Curtis suggested that Council Members might find it helpful to attend an STC Meeting.

The Minutes were ratified

**2) Competitions Committee**

R. Colpus asked for comments on the previously distributed Minutes. It was explained that asking M. Rennie to stand down in favour of Mrs S. Dixon was purely a matter of cost. M. Rennie stated that he had intended to be on the Committee not only to represent Judges but to help in all areas. It was re-iterated that both JNCISOs travel in one vehicle which is not an added cost.

After much discussion, following the presentations of quotations from Larsen & Brusgaard on the cost of a video system, 39,389DM allied to the grant offer of £7,500 towards this outlay, it was agreed to purchase the video. The cost to the Association would be in the region of £4,500 (at current exchange rates). J.H. Hitchen was tasked with ensuring that the video situation was kept up to date. It was further agreed that the company be approached to see if they would accept, 10,000DM now, 10,000DM one month later and the residue upon delivery. This would help the Association's cash flow situation.

For 15, Against 2.

Carried  
J. Hitchen/Sec. Gen.

J. Curtis asked that his reasons for voting against be minuted. He felt that the Association would first see how it stood in the overall financial field before entering into any capital expenditure of this nature.

The Secretary General pointed out that the entire transaction, though part completed (expenditure) in this financial year would be accounted for in the ensuing financial years accounts (payments in advance in 1985/86 Accounts).

It was agreed that R. Colpus be paid £35 for a copy of the 8 way video, for training use.

The minutes of the Judges Meeting would be discussed at the next Competitions Committee Meeting. Thanks were expressed to Sue Dixon for the above.

Sec Gen  
The minutes were ratified

**3) Finance Committee**

The Minutes of the meeting of 20th January 1986 were presented by the Treasurer, J. Lines.

1 Computer: The hardware problems now appear to have been eradicated and the various programmes are now functioning.

2 P/Student Old Block Number Situation: There were still some 20 clubs who had yet to reply but of those who sent in returns the amount sent in and returned unused numbers were in line with office records.

3 Expenses: It was agreed that these would be increased (Judges/Officials) to £10 per day but that if there was food/accommodation provided the money would not be paid. All payment would be made only when supported by a declaration that £10 per day had been spent on food and accommodation.

Miss Burt's letter - the Chairman advised that her letter on non payment of bonus was totally out of order and the complaint had no formulation whatsoever.

The minutes were ratified

**4) Club Representative**

T. Andrewes reported that the information was coming in from clubs concerning the proposed new way of advertising clubs on the club page.

**5) Royal Aero Club**

In response to a request from the Vice Chairman, P.W. Ritchie (who is Treasurer of the R.Ae.Club) it was agreed that the Secretary General pay the annual subscription fee to the R.Ae.Club in order that they in turn could pay the UK FAI annual fees. This was important as the value of the £1 against the Swiss Franc was dropping.

The Secretary General agreed to do this, the rider being that it would only be paid over if the amount meant that R.Ae.C. then had sufficient liquid funds from other sources to pay the FAI fees, and that the 2 1/2% discount was still available.

Sec Gen

**Item 12/86 - Editorial Policy**

This matter had been made an agenda item following the Inaugural Council Meeting of 11th January 1986.

J. Curtis stated that he had spoken at length on this at the last meeting and had subsequently spoken to the Editor putting his views in a forthright manner.

He felt that the magazine did not always contain the items Council requested, also that photographs which could bring the Association into disrepute had been published, and with several other items including the Editorial, he felt the magazine would be better without an Editorial.

The Chairman then read extracts from a letter from a Finn who stated that he thought the magazine was the best in the world. The Chairman reiterated the comments made by J. Curtis.

S.D. Lambe stated that in his opinion it was a great magazine but felt that items like the photograph in question should not be published. He also reiterated that the Editorials seemed to upset a fair proportion of people.

In general there was a division of opinion on whether the Council, on behalf of the Membership themselves were defacto the owners of the magazine, and that given that it was 'owned' this way then Editorials should reflect the view of the owner and not the view of the Editor himself.

S.D. Lambe suggested that any controversial items and views should be aired in the correspondence columns and not via the Editorial.

There was also divided feelings on the fact that the membership at large put more store in the Editorial, regarding it as Councils policy, than on any input from Council.

There was a considerable amount of further comment by many members both in favour of and against the various points previously made.

D. Waterman stated that he felt that Council were underestimating the membership if they thought that they gave more weight to the Editorial than other parts of the magazine. He further stated that room was always kept for a Chairmans Column, Coaches Column, etc. but no input had been forthcoming.

He stated that concerning the photograph in question, he had had discussion with the magazine staff on this and it was finally agreed to print this, one reason was that other photographs awaited were too late for the publication date, and so it had been agreed to print this particular photograph.

R. Colpus said that in his opinion the Editorials were favoured by the membership because they questioned the running of the Association and generated interest, argument and comment, which he felt, could only be a good thing.

It was felt that the whole matter had now been fully aired and that no further action needed to be taken.

**Item 13/86 - Mr. C. Austins**

This item was verbatim transcript. The decision of Council was Re-statement of proposals: Proposed by P.W. Ritchie and seconded by J.L. Thomas that if within the next 14 days we have not had full accounting for the issued P6 memberships and the return of the forms and the money, then the BPA takes whatever legal action open to it to get that accountability, additionally that if we are not satisfied at the end of the 14 days, then your membership be suspended.

(Unanimously Agreed)

If anyone would like a full copy of this item, please contact the Secretary General.

**Item 14/86 Retirement CAA Personnel**

It had come to notice that Mr. Cattle might be retiring from the CAA. The Council felt it would be an advantage to both the CAA and the Association if, when applications were requested for the post of Operations Officer that it be advertised also via the BPA. It would be very advantageous

to both parties if a member of the parachuting world was to be accepted for the position, as and when it might become vacant.

#### Item 15/86 Wild Geese

There had been some large claims against and via the above. The proprietors had in fact contacted the Chairman on this to assure him that they were making effort to stop people claiming and they were in the process of discovering whether it would be possible to tighten up their indemnity forms. The situation is very difficult in NI, people there tend to issue writs etc. almost as a matter of course. The Chairmans opinion was that Wild Geese were doing their very best, and fully understood that the time could come when regretfully the Association might have to say that a particular operation, due to its high claims risk, could be excluded from the BPA Insurance Cover in the interests of the majority of operations where there was not such a preponderance of claims.

The Chairman also reported that he was in the process, as agreed, of setting up a meeting with the underwriters to suggest that the BPA might take on an excess each year on small claims. It was felt that this, though a drain on the Associations funds, was a direct return to the clubs and membership by keeping the premiums as low as possible. J.T. Crocker

It was agreed that it be recorded that the proprietor of Wild Geese was taking a responsible view on the insurance claim situation.

#### Item 16/86 - CIP Report

R. Colpus, CIP representative reported on the meeting. On behalf of the delegation he expressed thanks to the Secretary General for the organisation of the journey which went without any hitches. There had been changes to venues etc. which had been fully reported.

The Chairman stated that both Rob and his team did a fantastic job at the CIP meeting and Council formally expressed their thanks to the delegate and the delegation members.

Additionally the Council formally expressed their delight and congratulations on Charles Shea-Simonds being awarded the CIP Gold Medal.

R. Colpus had managed to get agreement that in future bids for World Championships would be circulated well in advance in order that delegates could discuss this with their own governing bodies prior to the CIP Meetings.

#### 2) IOC Recognition

Parachuting has now been accepted as an Olympic Sport.

#### Item 17/86 - Council Meeting Dates

The Secretary General would send out the list of Council Meeting dates in order that members could diarise for the year.

Sec Gen

#### Item 18/86 - British Team Discipline

J. Curtis was concerned about the above and felt that the teams should abide by all the rules and regulations contained within the Associations Operations Manual.

J.L. Thomas expressed his concern that the British Team, due to lack of funds, were not attired in Team Uniforms. It was reiterated that this would have to be discussed when budgets were formulated for the Championships.

In connection with the above a letter had been received from RAPA. The Secretary General was to write to the Commandant on the matter. Pointing out that Council shared his views and had taken action.

Sec Gen

#### Item 19/86 - Responsibility of Under 18 Year Old BPA Members

J. Curtis was concerned that now that under 18 years old members were qualified to rig and to pack parachutes, the insurance and legal liabilities could be a problem.

The Chairman agreed to investigate the legal situation and report back to Council.

Sec Gen

It was stated in the interim that the people concerned should be made aware that though they may be fully qualified their ratings etc. might have to be held over until they attained the age of 18.

#### Item 20/86 - Affiliations

In response to a request from the JNCOSOs, the question of the office granting affiliation to clubs as long as these met the full BPA requirements was discussed.

In consequence the following applications were considered:

##### .1 Parachuting Promotions Ltd.

There was very considerable discussion on this application in the light of decisions reached by STC concerning AFF Courses.

The moral aspect of a perambulatory operation, the possibility of AFF students not being catered for once the initial course had been completed were discussed in great depth.

After considerable thought and discussion it was decided not to grant this application at the present time for the following reasons:

The Association would need to know in detail the applicants proposals for continuation training of students once he had moved to another centre, and details of how the operation would work in practice.

Against Affiliation at present 13

For Affiliation at present 3

The affiliation was not granted at this time.

The Secretary General was to write to the applicant.

Sec Gen

##### .2 A1 Skydiving

The above had been affiliated on condition that a certain CCI would be available. This particular CCI was now unable to carry out this task. The centre had now asked that a change of CCI, to Miss J. Buckle, be approved. Miss Buckle would be sending in a letter of confirmation of her agreement to be the CCI of the above club.

Approved

Sec Gen

##### .3 Shropshire School of Parachuting

The above was afforded affiliation, and would be operating initially at Shobdon.

Sec Gen

#### Item 21/86 - Membership List

It was agreed that W.J. Meacock be sent a copy of C/D Licence holders, at a cost.

Sec Gen

#### Item 22 - Mr. Dickens

A letter had been received from the above to attempt to clarify his position as a Tandem Instructor.

The problem was in relation to the decision taken by the STC on Tandem evaluation, this had now come to an end, and Mr. Dickens was asking what his position was.

It was agreed that in the past, USA Nationals had been allowed to become instructors on their qualifications of the country concerned, following an evaluation by a qualified examiner, and the National Coaches.

B. Dyas offered to carry out an evaluation and send the results to the JNCOSOs who would then check the documentation etc. for tandem instruction evaluation. The Chairman of STC agreed that this was in order so far as he was concerned.

B. Dyas

JNCOS

#### Item 23/86 - Development

J. Lines asked that if any Council Members had any thoughts ideas or questions on the Development Plan to please write to him in order that these could be included at the next Finance Meeting (Wednesday 26th February 1986) when the Development Plan situation would be discussed in full.

Agreed

Council

#### Item 24/86 - Falcon Parachute Club

J.L. Thomas asked if the club could use part of the manual of operations in their trainings manual.

It was agreed that if a copy of their proposed manual be sent to the BPA for approval, clearly underlining in red any items taken verbatim from the BPA Operations Manual, then this should be in order.

Agreed

J.L. Thomas

#### A.O.B.

Council then met in closed session. The reason being to afford Council the opportunity to discuss any problems which members felt had appeared, in any field.

This had been partly a suggestion by the Secretary General in order that any administration problems could be immediately sorted out.

Date of next two meetings is Wednesday 5th March 1986 Kimberley House, Leicester at 6.30 p.m.

Agenda Item - Membership Only

And Wednesday 19th March 1986 Kimberley House, Leicester at 6.30 p.m.

**BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING  
COMMITTEE MEETING  
THE POST HOUSE, LEICESTER  
THURSDAY 6th MARCH 1986  
7.00 p.m.**

#### AMENDMENTS TO BPA OPERATIONS MANUAL

The following Amendments have been made to the BPA Operations Manual at The Safety & Training Committee Meeting of 6th March 1986:

**Section 2 (Classification of Parachutists) should now read:-**

#### SECTION 2

#### CLASSIFICATION OF PARACHUTISTS

1. Parachutists are classified in several ways:-  
a) FAI Certificate (issued by the BPA on behalf of the Royal Aero Club) see Para 2  
b) The Category System, see Para 3  
c) Accelerated Free Fall Levels, see Para 4  
d) Tandem Parachutists, see Para 5

2. FAI Certificate Holders are classified as follows:-  
A and B Certificate holders are designated 'Student Parachutists'  
C and D Certificate holders are designated 'Experienced Parachutists'

#### FAI (BRITISH STANDARD) CERTIFICATES

The applicant must reach the following standards:-

A Certificate - Category 3 and 10 jumps  
B Certificate - Category 5 and 25 jumps to include 10 jumps landing within 50m of the target  
C Certificate - Category 8 and 50 jumps to include 20 jumps landing within 20m of the target  
D Certificate - Category 10 and 200 jumps to include 20 jumps landing within 15m of the target

#### 3. THE CATEGORY SYSTEM

The Category System is as follows:-

Category 1  
(Category 1 through to the completion of Category 10 as per the Operations Manual)

#### 4. ACCELERATED FREE FALL (AFF) LEVELS

The Accelerated Free Fall Levels are as follows:-  
LEVEL 1 - Has been passed out on Ground Training and has then achieved the following:

a) Heading awareness  
b) Focused awareness and attention  
c) Co-ordinated body movements from 'free aim' to 'practice pulls'  
d) Attitude awareness  
e) Actual ripcord pull at required altitude

LEVEL 2 - Has achieved the following:

a) Maximum free arm time  
b) Practice pulls (as required)  
c) Heading awareness  
d) Relaxed body position  
e) Solo pull at required altitude and to observe deployment of canopy

LEVEL 3 - Has achieved the following:

a) Leg and arm awareness  
b) Heading maintenance (principles of turning)  
c) 'Hover' control  
d) Solo pull at required altitude

N.B. Levels 1-3 requires two AFF Instructors (one of these may be a Potential AFF Instructor)

LEVEL 4 - Has achieved the following:

a) Leg and arm awareness  
b) Start and stop turns  
c) Basic forward movement may be introduced  
d) Waive off and pull at required altitude

LEVEL 5 - Has achieved the following:

a) Actual spotting from aircraft  
b) Turns, left and right  
c) Forward movement if introduced  
d) Control of axes

LEVEL 6 - Has achieved the following:

a) Control of spotting  
b) Solo exit  
c) Subterminal control  
d) Backloops  
e) Tracking

LEVEL 7 - Has achieved the following:

a) Cleared for self spotting  
b) Dive exit  
c) Alternate turns and backloop (1/2 series)  
d) Track and Track turns

LEVEL 8 - Has achieved the following:

a) exit aircraft in a stable position and pull within 5 seconds maintaining stability throughout.

N.B. Levels 4-8 requires at least one AFF Instructor or Potential AFF Instructor.

All AFF Instruction is to be made within the guidelines of the BPA Accelerated Free Fall Manual.

Any AFF student returning from abroad who has not completed Level 7 must only continue through to Level 8/Category 8 at a BPA Approved AFF Centre.

#### 5. TANDEM PARACHUTIST

A Tandem Parachutist's as follows:

A person being introduced to parachuting by a BPA Tandem Instructor and has received instruction prior to and during the descent.

#### Section 3 (Jumpmaster) Para 2. should now read:

2. Experienced Parachutists acting as Jumpmaster may only despatch parachutists of Category 6 or AFF Level 8 and above. All parachutists in Category 1 to 5 inclusive MUST be despatched by a BPA Instructor or Potential Instructor under supervision of Examiners on a Potential Instructors Course or her/his CCI following her/his successful completion of a Potential Instructors Course.

#### Section 4 (Instructors) New Para 5:

5. ACCELERATED FREE FALL (AFF) INSTRUCTOR  
To become a BPA Accelerated Free Fall Instructor the candidate must become an AFF Potential Instructor (AFF/PI) and fulfil all the requirements of a BPA AFF Potential Instructors Course and Final Examination Course, organised by a JNCISO.

a) Required Qualifications to attend the course:

- 1) D Certificate holder
- 2) 1,000 jumps and 10 hours of free fall time
- 3) 2 years involved in sport parachuting
- 4) A written recommendation by a CCI who knows her/him personally and has seen her/him parachuting regularly during a period of not less than six months (Exception to this rule may be made on application to STC in the cases of Commonwealth or Foreign Instructors on production of their credentials)
- 5) Hold a BPA Packing Certificate endorsed for at least three different main and three different reserve parachutes

b) Evaluation Jumps - Candidates must make five evaluation jumps on which a pass mark of twelve points must be obtained.

c) On satisfactory completion of an AFF PI Course the AFF Potential Instructor will be qualified to instruct all Levels of AFF under the supervision of the Advanced Instructor in charge of the AFF Programme at the BPA Affiliated Club/Centre.

d) An AFF PI qualification is valid for twelve months, but the AFF PI may be recommended to return for Final Examination after six months.

e) On successful completion of the Examination Course the candidate will be awarded AFF Instructor status.

f) In the case of a BPA Approved Instructor wishing to become an AFF Instructor she/he may only be required to attend a Final Examination Course.

#### Section 4 (Instructors) Para 3 (CCIs) New Sentence at end of Paragraph:

Instructors in charge of an AFF Programme. The Instructor in charge of the AFF Programme at a BPA Approved AFF Centre, must be an Advanced Instructor who is a BPA AFF Instructor designated by the Club Chief Instructor.

#### Section 4 (Instructors) New Para 6:

##### 6. TANDEM INSTRUCTOR

To become a BPA Tandem Instructor the Candidate must fulfil all the requirements of a BPA Tandem Instructor Course, organised by a JNCISO and examined by two BPA Examiners (who hold BPA Tandem Instructor Ratings)

a) Required Qualifications to attend the course

- 1) Must be a BPA Instructor
- 2) Minimum of 500 Ram Air descents and 5 hours of free fall time
- 3) CCI recommendation

b) Evaluation Jumps:

1) a minimum of three evaluation jumps will be made. These jumps must include turns, unstable exit and accuracy (must land within 10m of the target on at least two jumps)

N.B. On all jumps the acting student is to be an experienced parachutist nominated by the Examiner.

2) On successful completion of the Course the candidate will be awarded BPA Tandem Instructor status

N.B. If a 'drogue fall' is to be made there must be a minimum of one practice descent made with an experienced parachutist acting as 'student'.

#### Section 4 (Instructors) New Para 7:

##### 7. INSTRUCTOR RATING RENEWALS

At intervals of not more than two years all BPA Instructors will submit themselves for re-rating with the recommendation of their CCI before two BPA Examiners (In the case of AFF and Tandem, the Examiners must also hold those ratings) who must fully satisfy themselves that those Instructors are current in all aspects of parachuting relevant to their status. Candidates may also be required to undergo a practical test if either Examiner should think it desirable

Section 4 (Instructors) Previous Para 6 is now Para 8: 8. Any Instructor in breach of the BPA Operations Manual etc.

#### Section 5 (Training) Para 1 should now read:

1) General

All training must take place as laid down in the BPA Category System and Basic Training Syllabus, or within the guidelines of the BPA Accelerated Free Fall Manual training syllabus or under the rules of Tandem Jumping.

#### Section 5 (Training) New Para 3:

3) No more than three AFF students will be trained on any one course

Section 5 (Training) Previous Paras 3 to 14 now become Paras 4 - 15

Section 5 (Training) Para 15 (Previous Para 14) now reads:

a) As before

b) As before

c) AFF students using Ram Air Canopies may only use the large docile type.

#### Section 6 (Equipment) Para 1 (Parachute - General)

(a) will now read:

a) All sport parachutists intending to make a descent are to be equipped with a minimum of two air-worthy parachutes attached to a common harness (jumpmas-a) All sport parachutists intending to make a descent are to be equipped with a minimum of two air-worthy parachutes attached to a common harness (jumpmasters or instructors not intending to make a parachute descent must be equipped with a minimum of one airworthy parachute). Tandem parachutists must be attached to a Tandem Instructor using equipment specifically designed for the purpose and approved by STC.

Parachutes may only be used if they have been manufactured for use by Sport Parachutists or Military Parachutists by a recognised parachute manufacturer or parachute rigger with the necessary qualifications.

#### Section 6 (Equipment) para 1 (Parachute - General)

(b) will now read:

b) The reserve parachute will be mounted integral with the main harness. Parachutists who have not completed dive exit and backloops must use a front mounted top pull reserve, unless an AFF Student or Tandem Parachutist where equipment specifically designed for the purpose, and approved by STC, will be used. (AFF rigs must include an AAD, 'Stevens' Lanyard and main ripcord that can be activated from either side). Category system students may use side pulls reserves only if necessitated by the use of an Automatic Activation Device (AAD).

#### Section 6 (Equipment) para 8 (Instruments) New (d):

d) Radios. AFF students must be equipped with ground to air radio for at least Level 1.

#### Section 6 (Equipment) Para 9 (AADs) (a) should now read:

a) Serviceable AADs of a recognised make may be used by all Parachutists with CCIs approval. (AADs must be fitted to AFF equipment).

#### Section 6 (Equipment) Para 10 (Personal Clothing and Equipment) New N.B. (1) & (2) after I:-

N.B. (1) Tandem students are to wear a 'French Type' ribbed leather helmet

(2) AFF students are to wear suitable footwear, a baseball type of boot is recommended.

#### Section 6 (Equipment) Para 13 (Static Line Operation) (b) should now read:

b) Static Line strongpoints in single aircraft are to conform to BPA Minor Modifications.

#### Section 8 (Parachute Limitations) Para 2 (Wind) A (2) and (3) should now read:

(2) Category 6 to 8 parachutists and AFF students jumping Ram Air canopies - 6.5 metres per second, 15 mph, 13 knots, 22 feet per second

(3) Category 9 and 10 parachutists and Tandem Parachutists - 8 metres per second, 18 mph, 16 knots, 26 feet per second.

#### Section 8 (Parachute Limitations) Para 3 (Visibility) should now read:

##### 3. VISIBILITY

Night a) FAI 'C' Certificate is the minimum qualification to participate in night sport parachuting. DZ control must be under the direct control of an Advanced Instructor.

b) to i), as per current BPA Operations Manual

j) Notification of Night Parachuting is to be made in writing at least 5 working days in advance to:

Airspace Utilisation Section, Building No. 76, Attn. Co-ordinator, Hillingdon House, Uxbridge, Middlesex.

giving the following information:

- 1) Name, address and telephone number of Club/Centre
- 2) Name of CCI
- 3) Date and time of proposed night parachuting
- 4) Name of DZ, together with its 6 figure grid reference using Ordnance Survey 1:50,000 series

#### Section 8 (Parachute Limitations) Para 5 (MAXIMUM ALTITUDE) should now read:

##### 5. MAXIMUM ALTITUDE

a) Normal Parachuting will not take place above 12,000 feet AGL.

b) Parachuting will only take place between 12,000 and 15,000 feet AGL without oxygen from the following turbine - powered aircraft:

- a) Shorts SC7 Skyvan or Skyliner
- 2) De Havilland (Canada) DHC - 6 Twin Otter
- 3) Britten Norman BN - 2A - 40/41 Turbo-Islander
- 4) Pilatus PC Turbo Porter

Provided that:

1) The aircraft when loaded with parachutists can sustain at least 1,000 feet per minute rate of climb between 10,000ft. and 15,000ft.

2) No parachuting sortie exposes parachutists to altitudes above 12,000ft. for more than 6 minutes.

3) DZ height above mean sea level does not exceed 500ft.

c) Parachutists jumping from between 12,000 and 15,000ft. AGL are required to have, in addition to normal medical requirements:

- 1) Respiratory and cardio-vascular fitness
- 2) Good knowledge of respiratory physiology and hypoxia
- 3) A portable oxygen supply available to them aboard the aircraft in case of need

d) Clubs and Members who wish to parachute above 15,000ft. AGL with oxygen will need STC and CAA approval and must submit their plans and details of their equipment to the BPA Safety and Training Committee at least four weeks in advance.

#### Section 8 (Parachute Limitations) Para 6 (Cutaways), should now read:

##### 6. CUTAWAYS

Display cutaways will only be performed by D Certificate holders and when a cutaway rig designed for the purpose is being used. Students passed out as Category 7 and having completed dive exit and backloops or AFF students of Level 8 can perform a cutaway on a proper cutaway rig under simulated emergency conditions, but only after the approval of the CCI has been obtained and the student has been thoroughly drilled in the cutaway procedure.

#### Section 9 (Flying) Para 3 (Operations) New G) will read:

g) Flight Crew Oxygen Requirements - Oxygen is required to be used by flightcrew whenever between 10,000 feet and 13,000 feet for more than 30 minutes and at all times when above 13,000 feet.

#### Section 9 (Flying) Para 3 (Operations) Previous G) to M) will now be H) to N)

#### Section 10 (Safety) Para 1 (Safety in the Aircraft) New k):

k) All Tandem students are to be attached to the Tandem instructor before take off and must remain attached until landing.

#### Section 10 (Safety) Para 2 (Safety in Free Fall) New h):

h) If Relative Work is to take place with Tandem Parachutists, this must only be done with CCIs permission and the jumpers must be very experienced Relative Workers and will only take place if a 'drogue' chute is fitted.

#### Section 10 (Safety) Para 4 (Safety during Parachute Descents) New g):

g) Tandem Parachutists are not permitted to do Canopy Relative Work.

#### APPENDIX 'C' (Declaration of Fitness to Parachute)

Second side (Notes for guidance of Examining Doctors). After the first sentence ending ".....without using supplementary oxygen" insert the following new sentence: Parachutists jumping from between 12,000 and 15,000 feet AGL are required to have in addition to normal medical requirements

- 1) Respiratory and cardio-vascular fitness
- 2) Good knowledge of respiratory physiology and hypoxia
- 3) A portable oxygen supply available to them aboard the aircraft in case of need

Parachutists must open their parachutes at a safe height above the ground "etc - continue as before

#### APPENDIX 'G' (Request for Air Traffic Clearance for Parachute Displays)

Second side, after BIRMINGHAM ATC address and telephone number, add new address: SCOTLAND - ATC Operations, Scottish and Oceanic Air Traffic Control Centre, Atlantic House, Sherwood Road, Prestwich, Ayrshire KA9 2NR. Tel: 0292-79800 Ext. 2796/261 1

**BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING  
COMMITTEE MEETING  
THE POST HOUSE, LEICESTER  
THUR. 30th JANUARY 1986  
7.00 p.m.**

**Present:**

J.R.H. Sharpless	Chairman	STC
M. Mortlock	London Skydiving	
D. Turner	AI	
P. Walters	Halfpenny Green	
R. Ellis	Trailblazers	
J. Lines	MPC	
A. Collingwood	Doncaster	
J. Ball	Pilots	
D. Tucker	Thrupton	
K. Noble	Border	
D. Palmer	Shropshire	
J. Barnes	LBFFC	
D. Hickling	BPS	
D. Johnston	BSS	
D. Parker	Headcom	
T. Knight	Ipswich	
M. McLaughlin	Dorset	
B. Laithwaite	Capital City	
P. Cavanagh	BKPC	
J. Meacock	PPC	
G. O'Hara	JSPC (N)	
D. Howerski	Swansea	
M. Munn	Red Devils	
J. Curtis	Riggers	
K. McIlwee	Flying Tiger	

**Apologies for Absence:**

B. Scouler, G. Evans, D. Cox, M. Bolton, M. Beynon, M. Cooch

**In Attendance:**

J.H. Hitchen JNCISO  
T. Butler JNCISO

**Observers:**

J. Rix, A. Munro, D. Young, C. Dixon, M. McCarthy, A. Cowley, N. Rogoff, M. Dennitara, C. Kirwan, I. Lynch, S. Dickens, L. Waite, D. Gays, J. Peck, M. Graham, K. Townsend, I. Roseninge, K. Daykin, J. Wright, J. Forster, P. Sullivan, K. Lewes, P. Beck, J. Farr, K. Adkins, N. Johnston, S. Meacock, L. George, I. Aitken, V. Bell, K. Powell, L. Cooper, M. Townsend, A. Oakes, S. Reynolds, R. Hicks, B. Parry, M. Muir, J. Page.

**Item 1 - Minutes and Matters arising from STC Meeting 28th November 1986**

1.2 **Skylark System** The Chairman informed the meeting of a letter that had been received from Air Enterprises B.V., manufacturers of the Skylark System apologising for the problems with their equipment and stating that they would be manufacturing the equipment as per the request of the Riggers Committee.

1.5 **Incidents** A letter had been received from JSPC - HK giving some details of the incident as was described at the last meeting. This had been discussed earlier by the Riggers Committee and it was felt by then that more information was required.

JNCISO

1.11 **A.O.B.** At this stage the Chairman requested that the observers leave the meeting as the allegations concerning an Instructor were to be discussed

The Chairman stated that at the last meeting the Instructor rating of R. Cummings had been permanently removed. The Chairman felt that because of the harshness of the decision, this meeting should either reaffirm or reconsider the decision. A great deal of discussion took place. It was then proposed by J. Meacock and seconded by G. O'Hara that the decision of the last meeting should be reconsidered.

For 15, Against 2, Abstentions 0. - Carried

More discussion took place and a number of comments were made by D. Hickling, Mr. Cumming's CCI.

It was then proposed by D. Parker and seconded by P. Cavanagh, that in view of the information given by Mr. Hickling, the Instructor Rating of Mr. Cummings be removed and that he be permitted to apply to STC in 3 years time for permission to attend a Potential Instructors Course For 17, Against 1, Abstentions 2. - Carried

R. Cummings

It was proposed by R. Ellis and seconded by D. Howerski that the minutes of the meeting of 28th November 1985 be accepted as a true record.

Carried Unanimously

At this stage J. Hitchen informed the meeting of the JNCISOs reasons for removing the last paragraph of their proposals for Tandem Jumping in the UK, which was to be discussed on Item 4 of the Agenda.

The Chairman invited the observers to return to the meeting

**Item 2 - Approval of Riggers Minutes of Meeting of 29th November 1985**

J. Curtis gave the meeting a resume of the last Riggers Meeting, he informed those present that the next Riggers Course was now organised. He also stated that at this evening meeting the Riggers had requested that the Riggers Rating of Mr. Paul Beck be removed until he attends a Riggers Meeting to answer allegations made against him.

P. Beck

Mr. Curtis drew to the attention of STC that the Riggers wished to remind jumpers to make sure they use the correct size rubber band on their equipment, especially on diapers for reserves, as a number of bands 'too big' had been found.

CCIs

The meeting was also informed that the Riggers had elected a new Chairman this evening; Jackie Wright.

Some discussion took place concerning 7mtr Aeroconicals. T. Knight stated that he would send in his original report on these canopies.

T. Knight

It was proposed by J. Curtis and seconded by D. Parker that the minutes of the Riggers Meeting of 28th November 1985 be approved.

Carried Unanimously

**Item 3 - Incident Reports - Resume**

The Chairman stated that a number of reports had been received, one concerning a Hang Up at Wild Geese was discussed and it was decided that I. Marshall be requested to attend the next meeting to give more information on the incident.

I. Marshall

JNCISO

**Item 4 - Tandem Jumping**

A report by the JNCISOs and R. O'Brien on Tandem Jumping within the BPA had been sent out with the Agenda for consideration before the meeting. J. Hitchen gave details of the proposals and asked for any questions. A great deal of discussion took place concerning this item and a number of suggestions and alterations were made.

It was finally proposed by K. Noble and seconded by D. Tucker that the following be conditions to allow Tandem Parachuting within the BPA:

1. Must be a BPA Instructor
2. Must have CCI's recommendation
3. Minimum of 500 Ram Air descent and 5 hours of Free Fall time
4. Must be examined by two BPA Examiners (who holding BPA Tandem Instructor Ratings)

N.B. BPA Instructors holding Foreign Tandem Ratings prior to this meeting will still need to be examined by BPA Examiners (holding BPA Tandem Instructor Ratings). This may only be a matter of examining log books, and 'in air' evaluation may be requested by the examiners. From now on no foreign ratings will be accepted by the BPA.

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

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

Conditions under which Tandem Jumping will 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 the 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, and the canopy must be open by 3,500 ft. AGL.

7. If RW is to take place, this must only be done with CCI's

permission and the jumpers must be very experienced Relative Workers and will only take place if 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 practice descent made with an experienced parachutist acting as 'student'.

Carried Unanimously

All CCIs

**Item 5 - Drop Zones**

1) J. Hitchen informed the meeting of a Drop Zone he had inspected for AI Skydiving, Nr. Baldock, Herts. This was for information only as the DZ was within the guidelines of the Operations Manual.

JNCISO

2) D. Palmer informed the meeting of a proposed Drop Zone at Sleep Airfield, Shropshire which needed to be approved by STC as some powerlines came within 1,000 yards of the target. Mr. Palmer gave full details and show the meeting maps of the area. J. Hitchen had inspected the DZ (Sheet 126, Grid Ref. 480269) on 15th January 1986.

It was proposed by D. Palmer and seconded by D. Howerski that the DZ at Sleep Airfield be cleared as an Unrestricted Drop Zone.

Carried Unanimously

JNCISO

3) M. Mortlock informed the meeting that since he had started operating at Cranfield Airfield he had move the target cross which brought power lines within 1,000yds of the target. He also stated that on the original proposals for DZ clearance from STC meeting 29.11.84 had stated that 'if the wind was blowing across airfield (North - South or South - North) only Category 8 and above be permitted to jump'. Mr. Mortlock stated that the directions should have been North/West to South/East and South/East to North/West. Mr. Mortlock showed maps to the meeting. Mr. Hitchen stated that Mr. Mortlock's directions were correct. Mr. Mortlock then requested that he would like the proposal changed to 'that if the wind was blowing towards the Institute of Technology, student parachuting would not take place'. Both JNCISOs stated that in their opinion it was not safe for student parachuting to take place if the wind was blowing to or from the Institute. Mr. Mortlock disagreed and proposed that his proposals be accepted. After some discussion this was seconded by M. McLaughlin. For 10, Against 5, Abstentions 4. Carried

M. Mortlock

JNCISO

**Item 6 - Permissions**

1) The Chairman informed the meeting that requests from I. Roseninge and K. McIlwee to be given BPA AFF Instructor Ratings had been received, both had successfully completed a USPA AFF Course and fulfilled the requirements of the BPA. It was proposed by A. Collingwood and seconded by D. Tucker that this be accepted.

Carried Unanimously

I. Roseninge/K. McIlwee

JNCISO

2) L. Thomas requested a permission for Derek Thomas, that he be permitted to make Tandem Jumps. Some discussion took place and it was then proposed by L. Thomas and seconded by D. Howerski that because of his considerable experience that Derek Thomas be permitted to make Tandem Jumps for a period of one year, this to give him time to obtain his Instructor Rating.

Carried Unanimously

D. Thomas

3) It was proposed by M. Munn and seconded by R. Ellis that the following members of the Red Devils be permitted to jump in the London Control Area from 1,500ft. AGL. J. Scarratt - 1600 jumps, L. Lampard - 1000 jumps, C. Allen - 1100 jumps, M. Forbes - 550 jumps, J. Spencer - 1500 jumps, G. Cox - 600 jumps, G. Robertson - 650 jumps, J. Coffey - 4000 jumps

Carried Unanimously

The Chairman reminded the meeting that this was an annual requirement.

All Team Leaders

**Item 7 - A.O.B.**

1) John Ball reminded CCIs that a great many Pilots Ratings were due for renewal in March and requested that applications should be sent as soon as possible.

All CCIs

2) P. Walters proposed that Halfpenny Green Parachute Centre be added to the list of BPA Clubs permitted to do AFF. This was seconded by D. Turner.

Carried Unanimously

3) J. Hitchen informed the meeting of the Instructors Course that had just finished at Netheravon, he stated that

a report would be sent out with the STC Minutes, but he would like STC to ratify some of the recommendations:-

1. Steve Taylor, Chris Francis, Mel Cooch and Nick Harrison be awarded AFF Instructor status. That Reddy Redfern be upgraded from AFF Jumpmaster to AFF Instructor.

2. That Chris Thomas, Joyce Dyas and Tim Kirkstead-Moore be given AFF PI Status.

3. That Sean Best, Steve Thomas, Neil Dixon, Dave McCullough, Pete Reynolds and Brian Lalthwaite be awarded Advanced Instructor Status and that John Home be awarded Examiner status.

This was proposed by P. Cavanagh and seconded by D. Turner.

Carried Unanimously

4) J. Hitchen also informed the meeting that one of the proposals of the course was that the BPA no longer accepted Foreign AFF Instructor Ratings.

A good deal of discussion took place concerning this. It was then proposed by G. O'Hara and seconded by M. Munn that Foreign AFF Ratings are no longer accepted by the BPA.

For 11, Against 6, Abstentions 4.

Carried

Date of the next meeting 6th March, 1986 at the Post House, Leicester - time 7.00 p.m.

Dates of STC Meetings for 1986:-

Thursday 6th March - Post House Leicester

Thursday 17th April - Post House Leicester

Thursday 12th June - Post House Leicester

Thursday 24th July - Post House Leicester

Thursday 4th September - Post House Leicester

Thursday 16th October - Post House Leicester

Thursday 27th November - Post House Leicester

TONY BUTLER, JNC SO

## BRITISH PARACHUTE ASSOCIATION

19th ANNUAL GENERAL MEETING  
LADBROKE LEICESTER  
INTERNATIONAL HOTEL  
SAT. 11th JANUARY 1986  
2.45 p.m.

### Present:

J.T. Crocker  
P.W. Ritchie

Chairman BP,  
Treasurer BP,

### In Attendance:

C.W. Port  
450 Members

Secretary General BP,

### Apologies:

Archie McFarlane, Tim Andrewes, Danny Hennessy,  
Tony Knight, Bob Scoular, I. Roservingie.

The Chairman welcomed all members to the 19th Annual General Meeting.

Archie McFarlane, 87, the oldest member of the British Parachute Association sent apologies for absence for this year and his best wishes, he is on safari in South Africa. Tony Knight sent his apologies and best wishes.

## MINUTES

1. Report of the Council (The full report will be printed in the February edition of The Sport Parachutist).

The Chairman, J.T. Crocker, read the Chairman's report for the year past. He drew attention to the following:-

The BPA Shop, since being returned to and operated by the BPA staff, now offered a wider range of items and was making a modest profit.

The annual membership statistics showed a decline in overall membership, due in the main to economic climate and very poor weather during the preceding year.

The computer is now fully installed and should be fully operational by the end of January. The delay had been due to design alterations made by the manufacturers.

The Chairman expressed the Associations

thanks to the Civil Aviation Authority for their support during the year. He re-iterated that if anyone had problems of any kind with the CAA it would be more speedily resolved if they would contact the BPA office who maintained very close liaison with the CAA.

Thanks were again expressed to Sports Council for their help during the year. The five year development plan meeting is scheduled for 16th January when a final decision will be made on future funding. The Chairman expressly thanked Danny Hennessy for all the work he had carried out on this front. Danny Hennessy had written to apologise for his absence today but due to pressure of work could not attend and would also be unable to continue in the role for the immediate future. There was spontaneous applause from the floor.

Charles Shea-Simonds, Vice President of the BPA, has retired from the post of CIP Delegate after many years of service on behalf of the Association, thanks and congratulations were expressed with long and spontaneous applause from the assembled membership.

The Chairman thanked, on behalf of the Membership, RAFSAP for hosting the National Championships and APA Netheravon, in particular Gerry O'Hara for organising and running the CRW Championships. Gerry O'Hara retires this year and Jim Steele takes on his post.

The Chairman expressed his thanks to each and every member of Council for their support and work over the year, and contrary to the opinion expressed in Sport Parachutist stated that the majority Council worked extremely hard.

He expressed disappointment that there had only been 18 nominations for Council this year but felt that those who had been nominated would form the basis of a sound Council. He also thanked John Ball, who though not a Council Member was the Chairman of the Pilots Committee and had worked hard during the year.

Finally he thanked each and every member of the Association who, in their own way, contribute to making the Association as successful as it is.

R. Colpus stated that he felt that the editorial in the December issue of the Sport Parachutist may have been misinterpreted. He felt that contrary to the Chairmen's view, the editorial had in fact been in support of the Council.

At this juncture the Editor, Dave Waterman, asked to address the meeting.

He said that, his Editorial had been intended as a motion of support for the Council for the work they carried out, on behalf of the membership during the year and there had been no intention to express lack of support or confidence in Council.

The Chairman moved that the report be accepted subject to Rob Colpus and Dave Waterman's comments. This was seconded by P.W. Ritchie. The motion was carried unanimously.

2. Subscription Rates 1986/87 (Full report will appear in the February issue of Sport Parachutist).

The Treasurer addressed the membership, explaining that the P6 Membership fee had been set at the EGM in October, and had been increased by the inflation rate of 5% to £2.30. He went on to say that the Council had agreed to recommend that the renewal fee for the ensuing year be increased by the same rate rounded up to £22.

He explained that the insurance rate would be increased by 10p rather than 5p but that the Association would absorb the difference by means of a series of acetates the Treasurer then demonstrated the financial position of the Association, showing:-

- 1) The breakdown of the overall renewal fee
- 2) The historical comparison of fees on an inflation adjusted basis
- 3) The accumulated funds as at 31st March each year against minimum liquidity in February each year
- 4) The historical annual surplus/deficit situation

He explained that in real terms since 1970 the renewal fee had only been effectively increased by 10%.

He stated that his task had been to reconcile the irreconcilable, namely the amount the Association would like to spend on all aspects of parachuting, membership services, coaching international competition etc. and what was available from what members could be expected to pay, aided by substantial funds from Sports Council and subscriptions from first-time jumpers.

The Treasurer then formally proposed that the renewal fee be set at £22 for the ensuing financial year. Other fees will be set as usual on a pro rata basis. This was seconded by J. McCormack.

Carried Unanimously

### 3. Election of Council

C.W. Port, Secretary General reported that as there were only eighteen nominations received, there had been no requirement for a ballot of the membership, and the following would thus constitute the Council of the British Parachuting Association for the ensuing year.

Mr. T. Andrewes  
Mr. R. Colpus  
Mr. G. Copestake  
Mr. J. Crocker  
Mr. J. Curtis  
Mr. B. Dyas  
Mr. S. Eversfield  
Mr. D. Hickling  
Mr. S. Lambe  
Mr. G. Lilly  
Mr. J. Lines  
Mr. D. Parker  
Mr. D. Prince  
Mr. M. Rennie  
Mr. P. Ritchie  
Mr. J. Sharples  
Mr. J. Thomas  
Mr. D. Young

### 4. Awards and Presentations

#### (i) Instructor of the Year Award

Charles Shea-Simonds, Vice President BPA, presented the Instructor of the Year Award to GOERGE CAMPBELL of Bridlington.

#### (ii) The Mike Forge Trophy

The Chairman presented the Mike Forge Trophy for the best progressive new sky-diver of the year to SAMANTHA ROGOFF of RAFSAP.

#### (iii) Three Thousand Jump Awards

The Chairman presented Three Thousand Jump Awards to: PETE REYNOLDS, YORKIE NISBETT

#### (iv) Two Thousand Jump Awards

The Chairman presented Two Thousand Jump Awards to: DERK BOERSMA, RONNIE O'BRIEN PAUL APPLEGATE, SHARKEY SHERIDAN, ANDY RING.

#### (v) One Thousand Jump Awards

The Chairman presented One Thousand Jump Awards to:

DAVID PARKER, STEVE BARTHOLOMEW,  
DAVE MORRIS, ROGER BUCKLE, DAVE HONE  
Mrs Sue Dixon presented photographs of the:  
YUGO CARS WOMEN PARACHUTE TEAM  
BRITISH AND EUROPEAN  
20 GROUP FORMATION

These were accepted by Gerry O'Hara on behalf of APA Netheravon, and James Crocker on behalf of the BPA. Grateful thanks were expressed to Yugo Cars.

P.W. Ritchie on behalf of the USPA, presented to Jim Hooper his Double Diamond Badge and Double Diamond Free Fall Wings.

### 5. Lottery 1986 Draw

Mrs Angela Hickling kindly agreed to draw the winning tickets in the 1986 Annual Lottery.

Prize Winners:

1st Prize £1,000 - 46499 - P. Walters  
2nd Prize £500 - 25705 - M. Kelsey  
3rd Prize £250 - 89830 - I. Lee  
4th Prize £150 - 10585 - L. Sharp  
5th Prize £100 - 45025 - R. Russell

Special Prize £1,000 - Mr. D. Jones

## 6. Date of Next Meeting

Saturday 10th January, 1987.

# BRITISH PARACHUTE ASSOCIATION INAUGURAL COUNCIL MEETING LADBROKE LEICESTER INTERNATIONAL HOTEL SAT. 11th JANUARY 1986 3.45 p.m.

### Present:

R. Colpus, G. Copesteak, J. Crocker, J. Curtis, B. Dyas, S. Eversfield, D. Hickling, S. Lambe, J. Lines, D. Parker, D. Prince, M. Rennie, P. Ritchie, J. Sharples, J. Thomas.

### Apologies:

T. Andrewes, G. Lilly, D. Young.

### In Attendance:

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

### MINUTES

#### Item 1/86 - Election of Officers

The Secretary General, C.W. Port, welcomed the new Council Members to the inaugural meeting, and requested nominations for the post of Chairman. **J.T. Crocker** was nominated by **P.W. Ritchie**, seconded by **J. Curtis**.

Unanimous

**J.T. Crocker** was elected as Chairman of the BPA for the ensuing year and took the Chair.

The Chairman requested nominations for Vice Chairman. **J.L. Thomas** was nominated but declined this year as he had served in this post for sometime. A vote of thanks was given to **J.L. Thomas** for his sterling work in the past. **P.W. Ritchie** was nominated by **J.L. Thomas** seconded **D. Hickling**.

Unanimous

Nominations were requested for Chairman Competitions Committee. **R. Colpus** was nominated by **S.D. Lambe**, seconded by **J.R.H. Sharples**.

Unanimous

A vote of thanks was given to **S.D. Lambe** for his work over the last two years as Competition Committee Chairman.

Nominations were requested for Treasurer. **J. Lines** was nominated by **P.W. Ritchie** seconded by **J. Curtis**.

Unanimous

A vote of thanks was given to **P.W. Ritchie** for his tremendous work as Treasurer during the last five years.

There was some discussion as to the post of Development Officer and finally it was agreed to ask **P.W. Ritchie** to take on the dual role of Development Committee Chairman. **P.W. Ritchie** agreed to take on the post for the time being.

Nominations were requested for Club Representative. **T. Andrewes** was nominated by **S.D. Lambe** seconded by **J. Curtis**.

Unanimous

**J.T. Crocker** was nominated as Royal Aero Club Representative by **P.W. Ritchie**, seconded by **M. Rennie**.

Unanimous

**S.D. Lambe** was nominated as Alternate R.Ae.C. Representative by **J. Lines**, seconded by **S. Eversfield**.

Unanimous

The CIP Delegate, **R. Colpus** and Alternate, **J.H. Hitchen** were confirmed in the posts.

The following agreed to represent the Association Local Sports Council Regional Representatives.

North East - **D. Prince**

Eastern - **J. Lines**

Southern - **S.D. Lambe**

Yorks/Humberside - **J.L. Thomas**

East Midlands - **J.R.H. Sharples**

West Midlands - **D. Hickling**

Greater London - **P.D.N. Parker**

It was agreed to ask **K. Noble** if he would be prepared to continue on the Northern Region, and to ask **J. Ball** if he would take on the post for the South West.

Following some discussion it was agreed to monitor representation so that Council would have more of an idea of what went on at the meetings held in the regions. However it was felt that it was important that the Association maintain a presence on these Committees.

The following were offered co-option to the Council of the BPA.

Chairman - A.P.A.

Chairman - RAFSPA

Commandant - JSPC (L)

Chairman - SSPA

Chairman - BCPA

At this point the observers were asked to join the meeting and **J.T. Crocker** welcomed the Chairman of the SSPA and Chairman of the BCPA.

It was again reiterated that Co-opted members did not have voting status.

#### Item 2/86 - CIP Conference

The Secretary General had prepared costings for attendance at the next CIP Meeting to be held in Turkey from 3-4 February, 1986.

Following discussions it was agreed to send both Delegate and Alternate Delegate to the CIP Meeting. The Council agreed to accept the Secretary General's suggestion of flying via British Airways as this kept the cost of travel and accommodation to a minimum. The Secretary General confirmed that he had already submitted an application for grant aid to the Sports Council, and was awaiting a reply on the matter. **J.L. Thomas** offered to attend the CIP Meeting at his own expense, on the assumption that the Association would need a Head of Delegation for the World Meet, and that if the Head of Delegation was to have a vote on the Jury then she/he had to have attended the CIP Meeting of that year. However he did state that he felt unable to afford to pay for his own travel as Head of Delegation this year. There was considerable discussion on this whole subject and it was felt necessary that if a Head of Delegation did not then it was imperative that he had a vote on the Jury Panel. However with the prospect of heavy calls on the Associations resources for funding both a classics and CRW team this year it might not be possible to state now that **J.L. Thomas** would be able to be funded as H of D at the World Meet. **J.L. Thomas** fully accepted this situation.

It was proposed that **J.L. Thomas** attend the CIP Meeting as agreed and that the Association would ask him to attend the World Meet as H of D if the Association could afford it. For 12. Against 2. Carried

**J.L. Thomas** abstained due to personal involvement.

#### Item 3/86 - Composition of Committees

The Chairman of Finance Committee, **J. Lines**, asked and those concerned accepted, if the following could form the Finance Committee: **P.W. Ritchie, J.T. Crocker, J. Curtis, R. Colpus, D. Hickling**.

The Chairman of the Competitions Committee, **R. Colpus**, asked and those concerned accepted, if the following would form the Competitions Committee: **S. Eversfield, D. Young, B. Dyas, M. Rennie** and a CRW representative to be asked at a later date.

#### Item 4/86 - Dinner Dance/AGM Venue 1987

It was agreed to ask the Secretary General to book the same venue for the D/D and AGM 1987 and to undertake the organisation as usual.

#### Item 5/86 - Membership Types Discussions

The Secretary General, had prepared a comprehensive list of all membership types, together with recommendations for ensuring that as many loopholes in the system as possible had been closed, coupled with as little additional paperwork for Clubs and Centres.

The proposals and discussions were discussed in detail and were agreed as under.

**1. Renewals** These are all due on 1st April each year, with the fee being set at the AGM. Renewal forms are sent out with the February issue of the magazine. In future, 1.4.86 all renewal of membership cards will be issued ONLY FROM THE BPA OFFICE. A different colour card will be used each year.

**2. New Full - With effect 3.4.86** From the 1st April to 30th August each year full fees will be payable for New Full Membership. From 1st September, and monthly thereafter, £2 per month will be deducted on a sliding scale from the 6 month fee and membership will expire on 31st March of that financial year. The person concerned must pay for each month or part month ereof (i.e. Sept to March £14.70, Oct to March £12.70 etc.). The Club can take the fee and remit it to the BPA Office, but the membership form will be issued ONLY FROM THE BPA OFFICE.

**3. Conversions** Conversions from any Provisional to Full Membership will operate as in 2 above.

**4. Provisional 4 Month With Effect 1.1.86** Clubs can take fees from these people but the membership form will be issued ONLY FROM THE BPA OFFICE, on receipt of application form and fees.

#### 5. P/Student (P6)

These are the Ab-Initio students and their names are submitted to the BPA Office on the Pink Forms. This will

#### 5. P/Student (P6)

These are the Ab-Initio students and their names are submitted to the BPA Office on the Pink Forms. This will continue as before.

With effect 1.1.86 as new Block Numbers series has been issued to all Clubs/Centres, the remittance for those students trained must, together with any other type of membership fee, be sent to the BPA Office no later than ONE MONTH IN ARREARS. No further student numbers will be issued to Clubs until the original allocation has been paid for.

The following was also agreed. Proposed by **S.D. Lambe**, seconded by **P.W. Ritchie**, that Clubs either provide the student with a Training Record Card, containing the allocated BPA Number and/or the Blue Membership Form. The Blue Form will only need to be filled in as/when the student wishes to convert to Full Membership.

The BPA Office are required to monitor the results of the above.

**6. Temporary** This has been introduced for UK Clubs operating overseas.

**7. Associate/Husband & Wife/Life/Magazine Subscription** These will continue to be arranged via the BPA Office as before.

**8. AFF/Tandem** These had been catered for on the redesigned forms.

**9.** It was agreed to change the P6 Membership to P/Student.

**10. Scottish** In response to a request from the SSPA, the Secretary General was tasked with contacting LMC to ensure that an extra field was available on the membership programme to enable the SSPA to be told how many Scottish Parachutists there were.

**11. Obviation of Fraud** The Chairman agreed to write to all Clubs to ask for their suggestions on the best way to obviate possible fraud, i.e. in the situation where fees were taken but not submitted to the Association.

**12. Posters** **S.D. Lambe** had previously agreed to put together ideas for a poster to be displayed at all Clubs/Centres reminding students that they must be members of the BPA before they jumped. This was to be a mandatory part of affiliation.

**13. Affiliation Forms** All affiliation forms will now contain the wording that fees must be remitted to the BPA at the latest one month in arrears. In future two copies of the relevant page would be issued, one copy to be retained by the Club/Centre the other copy to be held on file in the BPA HQ Office.

**14.** It was further agreed that a letter be sent to all Clubs to the effect that British Nationals, normally resident in the UK, and jumping in the UK, must be Full Members of the British Parachute Association.

It was also agreed to write to all Clubs/Centres to advise them to check, very carefully, that the Insurance carried by any foreign national was in fact valid, and if in any doubt as to the validity to suggest that that Club/Centre insist that the person concerned takes out BPA Third Party Liability Cover, this is in the interest of Club Proprietors, CCIs etc.

**SAFETY & TRAINING COMMITTEE  
THE POST HOUSE, LEICESTER  
THURSDAY, 6th MARCH 1986  
7 p.m.**

**6. Temporary** This has been introduced for UK Clubs operating overseas.

**7. Associate/Husband & Wife/Life/Magazine Subscription** These will continue to be arranged via the BPA Office as before.

### Present:

J.R.H. Sharples

D.L. Howerski

L. George

B. Dyas

A. Collingwood

M. Cooch

T. Dobson

I. Louttit

B. Bias

K. Townsend

Chairman STC

Swansea

London Skydiving

Slipstream

Doncaster

Capital School

Leeds Bradford/Merlin

DISC

Falcon

Thrupton



J. Wright Riggers  
 J. Ball Pilots  
 M. Bolton Oxon & Northants  
 D. Palmer Shropshire  
 L. Thomas Riggers  
 P. Cavanagh Black Knights  
 M. Munn Red Devils  
 I. Aitken Headcorn  
 R. O'Brien PPC  
 N. Dixon JSPC (N)  
 J. Buckle A1  
 S. McBrine RAFSPA  
 T. Knight Ipswich  
 D. Hickling BPS  
 P. Walters Halfpenny Green  
 K. McIlwee Flying Tigers

**Apologies for Absence:**

K. Noble, D. Cox, B. Laithwaite

**In Attendance:**

T. Butler JNCSO  
 J. Hitchen JNCSO

**Observers:**

J. Curtis, D. Morris, S. Ryan, I. Lynch, E. Carroll, M. McCarthy, S. May, A. Munro, J. Coffey, D. Pusey, B. Parry, S. Dickens, P. Daalhof, N. Palmer, A. Lee, J. Farr, K. Adkins G. Roberts, J. Brady, P. Bedigan, C. Clark, D. Pethed, J. Davis, V. Davis, J. Dyas, D. Thomas.

**Item 1 - Minutes and Matters arising from STC Meeting 30th January 1986**

The Chairman informed the meeting of a letter received from R. Ellis reminding STC that only those people entitled to vote as a meeting should do so. The Chairman stated that only Club Chief Instructors who are Advanced Instructors are permitted to propose anything or vote, or the CCLs nominated representative who is an Advanced Instructor.

All CCLs

**1.1 Incidents** More information is still awaited regarding the incident in Hong Kong. The parachutist concerned is back in England, but it is believed he is in hospital at this time.

JNCSO

**1.3 Incidents** A letter had been received and was distributed to the meeting from I. Marshall concerning the 'Hang Up' at Wild Geese. Some discussion took place and it was proposed by D. Hickling and seconded by D. Howerski that STC accepts Mr. Marshall's account of the incident and considers his recommendations.

I. Marshall

Carried Unanimously

**1.5 Drop Zones** The Chairman informed those present that at the last STC meeting the opinions of both National Coaches did not seem to have been accepted concerning parachuting at Cranfield and council had requested that the Chairman together with both National Coaches should re-check Cranfield, which they did on 2nd March, 1986. Following this visit to Cranfield, the CCL M. Mortlock would be re-submitting proposals for the next STC Meeting. In the meantime Cranfield would operate under the original recommendations for the Drop Zone.

M. Mortlock

The Chairman stated that at the last Council Meeting, the Council had recommended that The Tandem Vector be accepted for Tandem jumping within the BPA. This had been discussed by The Riggers Committee and it was proposed that Tandem Systems that are approved must also include canopies especially designed for the proposed. This was accepted by STC.

**1.7 A.O.B. J. Hitchen** stated that at the last STC, a written report from the Instructor Course 1-86 had not been available but had since been distributed and a number of recommendations from the Course had been voted on at that meeting. Recommendation No. 5 from the course: 'That the PI ratings of Keith Parker, Tony Simpson, Martin Ramsey and Jamie Fowler be extended for 6 months', had not yet been accepted.

It was proposed by M. Cooch and seconded by D. Hickling that the above proposals be accepted.

Carried Unanimously

It was proposed by D. Howerski and seconded by D. Palmer that the minutes of the meeting of 30th January, 1986 be accepted as a true record.

Carried Unanimously

**1.3 Incidents** A letter had been received and was distributed to the meeting from I. Marshall concerning the 'Hang Up' at Wild Geese. Some discussion took place and it was proposed by D. Hickling and seconded by D. Howerski that STC accepts Mr. Marshall's account of the incident and considers his recommendations.

**Item 2 - Approval of Riggers Minutes of Meeting of 30th January 1986**

J. Wright gave the meeting a resume of the Riggers Meeting and informed those present that at this evenings meeting the Riggers had recommended that the Riggers Rating of Paul Beck be re-instated.

T. Knight stated that he believed that until Council had considered the legal implications of persons under 18 packing parachutes, CCLs should exercise caution.

J. Hitchen informed the meeting that P. Cavanagh had a modification for the GQ 'dual perosity' 7 mtr Aeroconical and anyone using this canopy should contact Mr. Cavanagh concerning this.

CCLs

It was proposed by A. Collingwood and seconded by D. Howerski that the Minutes of the Riggers Meeting of 30th January 1986 be approved and that P. Beck be given his Riggers rating back.

P. Beck

CCLs

Carried Unanimously

**Item 3 - Proposed Amendments to BPA Operations Manual**

T. Butler informed the meeting of the Proposed Amendments to the Operations Manual which had previously been sent to all CCLs and informed those present of a number of changes and additions to the proposals. It was proposed by M. Cooch and seconded by B. Dyas that the proposed amendments be accepted.

Carried Unanimously

All CCLs/Instrs./Team Leaders

NOTE: A complete copy of the Amendments to the Operations Manual follow on from these minutes.

**Item 4 - Incident Reports - Resume**

The Chairman informed the meeting of the incident where a parachutist had lost the tip of a finger when exiting the Pilatus Porter at Netheravon, no recommendations other than to remind parachutists to be careful at all times in Aircraft, were made.

**Item 5 - Drop Zones**

A. Collingwood gave the meeting details of a proposed Drop Zone that he wished cleared as 'Unrestricted' at Fittingly Airfield, Yorkshire. (OS Sheet 111, 1:50,000, Grid Ref: 659.973). Mr. Collingwood showed the meeting maps of the area and stated that the airfield was only likely to ever be used once, but still needs STC clearance as a number of power lines come within 1,000 yards of the target. J. Hitchen stated that he had reced the DZ and agreed that Fittingly should be cleared as an 'Unrestricted Drop Zone'.

It was proposed by A. Collingwood and seconded by T. Dobson that this be accepted.

For 20, Against 0, Abstentions 1. Carried

CAA

A. Collingwood

**Item 6 - Permissions**

1) A request from M. Munn of The Red Devils had been received to renew for 1986, clearance for the Team Members listed below to jump from 1,500ft. AGL in the London restricted area on displays, should it prove necessary.

Capt. M. Munn, WO2 A. Munro, Sgt. D. Young, Cpl. N. Dixon, Cpl. J. Turner, L/Cpl. P. Carroll, Pte. S. Greenhalgh, Pte. D. Moore, Pte. A. Wickers, Pte. K. Saunders, Pte. E. Carroll.

It was proposed by M. Munn and seconded by T. Knight that this be accepted.

Carried Unanimously

M. Munn

2) B number of requests for clubs to be cleared as AFF Centres had been received. It was decided by the meeting to discuss them individually.

The first from B. Dyas was for Thruxton to be cleared for AFF. Mr. Dyas stated that he would be the Advanced Instructor in charge of the programme.

It was proposed by B. Dyas and seconded by K. McIlwee that this be accepted.

Carried Unanimously

B. Dyas

The second request was from M. Cooch that Capital School of Parachuting at Hainault Farm, Essex, be cleared

as an AFF Centre. Mr. Cooch being the Advanced Instructor in charge of the programme, was proposed by M. Cooch and seconded by I. Aitken.

Carried Unanimously

M. Cooch

The third request from M. Munn that the Red Devils at Queens Avenue be cleared as an AFF Centre caused a great deal of discussion. It was the general feeling of the meeting that Queens Avenue would not be suitable for AFF. Capt. Munn stated that C. Dixon would be the Advanced Instructor in charge of the programme. It was finally proposed by Capt. Munn and seconded by C. Dixon that Queens Avenue be cleared for AFF.

For 2, Against 13, Abstentions 6.

Not Carried

M. Munn

The final request was from K. McIlwee for The Flying Tigers at Goodwood to be cleared for AFF. Mr. McIlwee being the Advanced Instructor in charge of the programme. It was proposed by Mr. McIlwee and seconded by B. Dyas that this be accepted.

Carried Unanimously

K. McIlwee

3) A letter had been received from D. Penny of Wild Geese, requesting a Permission for I. Marshall to attend the next Pre-Advanced Instructor Assessment Course. The Chairman gave the meeting details of the letter. After a number of comments and some discussion, this request failed to attract a proposer.

D. Penny

I. Marshall

4) A letter had been distributed from K. Noble giving details of his plans to jump a Paraplegic, a Mr. David Burdus into water. It was proposed by R. O'Brien and seconded by J. Buckle that this be permitted.

Carried Unanimously

K. Noble

5) The Chairman informed the meeting of a letter from I. Head requesting that he be given a BPA AFF Jumpmaster rating having successfully completed and AFF Course at Pampisford approx. 18 months ago. Mr. Head had not been given this rating previously, as he had not been a BPA Member. Details of his currency was given as Mr. Head was operating in Spain. After some comments and discussion this request did not find a proposer.

I. Head

6) R. O'Brien requested an extension to the PI rating of T. Dewar for 6 months, as Mr. Dewar was unable to attend the next Instructor Examination Course. It was proposed by R. O'Brien and seconded by D. Palmer that this be accepted.

Carried Unanimously

PPC

7) B. Dyas informed those present that P. Dickens had requested to Council that he be given a BPA Instructors Rating under the reciprocal arrangement with the USPA. Mr. Dyas stated that he had checked Mr. Dickens out and had tested him on the BPA requirements and regulations, and that Mr. Dickens had been assessed by L. George in static line despatching. It was proposed by B. Dyas and seconded by L. George that P. Dickens be awarded BPA Approved Instructor Status.

Carried Unanimously

P. Dickens

**Item 7 - A.O.B.**

The Chairman informed those present that no items had been brought under A.O.B.

Mr. D. Thomas requested that he be permitted to give his opinions on Tandem Jumping, which he did at some length. This caused a good deal of discussion. The Chairman noted Mr. Thomas's comments and closed the meeting.

Date of next meeting is 17th April, 1986 at the Post House, Leicester - time 7.00 p.m.

**URGENT**  
 Anyone knowing the  
 whereabouts of  
**PAUL DUNSTAN** please  
 contact Fran on **061-798 7151**  
 or **061-273 1850**

# 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
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- ★ 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.
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- ★ If you would like a copy of our 1985 catalogue, please send S.A.E.
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*BPA does not guarantee equipment bought and sold through the medium of this journal.*

*Purchasers are advised to use the service of approved riggers.*

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

For sale Loft Thomas C9 TL. Single pin back pack. Parachute two tone blue as new (43 jumps only) - £275 o.n.o. Altimaster Altimeter on blue pad - £50 o.n.o.

contact: Julia 0254 85-4293  
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For sale: Complete system ready to jump. Crusair main - black. Ralisman reserve - orange/white in Wonderhog II - skyblue - all in very good condition - £650 o.n.o.

contact: Phil 0376 515603 (evenings)

For sale: T.S.E. Chaser with pull-out system. SAC Reserve (1980 unused), 2 jump suits to fit 5ft 8in/5ft 9in, Protec Helmet, Altimeter II - £440 o.n.o. or sell separately.

contact: Liz on Derby (0332) 47141 ext. 301  
Childrens Hospital - Work Hour

Viking Supalite (100 jumps) double spectrum plus 26ft Lo-Po reserve in T.S.E. Slipstream, jumpsuit, helmet plus Paralert - £425 o.n.o.

contact: Lynn on 01-631 1355 ext. 221 (day)  
Leave a number, can call back in evening if necessary

Any reasonable offer: PAP black/yellow parachute complete with new hotdog, one pin pack, ripcord B4 harness. Parachute bag, new Everoalms helmet, French paraboos size 9 (new). Barigo Altimeter, used once.

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Chaser, Firefly new preserve 4 - £850, all good nick.

contact: 01-262 7160

Thomas Sports Vector copy (two tone blue) as new. Solid white Firefly both less than 100 jumps with 26ft LoPo steerable reserve - £890 o.n.o. Also Strato Star red/white - £120 o.n.o.

contact: Sandy Spence 051-920 3884

**CALLING ALL OLD EAGLE SPORTS JUMPERS - A reunion is being planned for all ex-members of the Ashford Parachute Club. Rough outline: 8 o'clock Neptune Hote, Dymchurch. All interested please phone either:-**

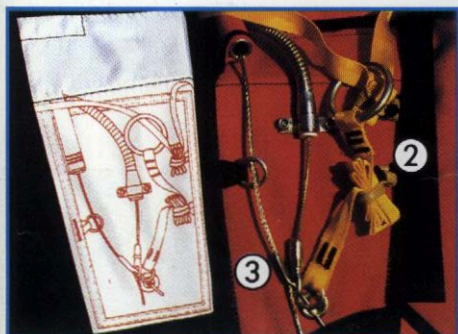
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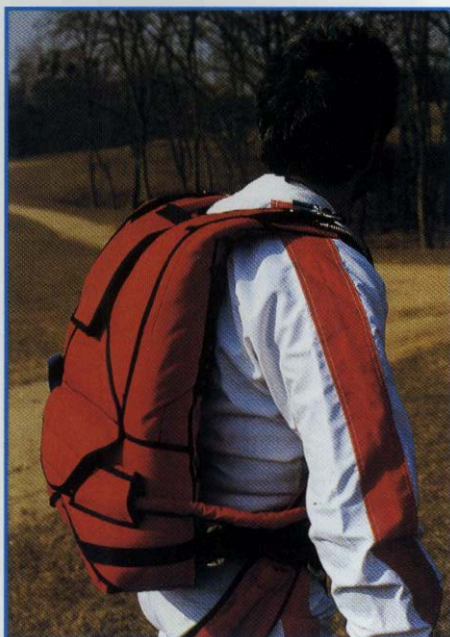
**Campus** is already the choice of the *Fédération Française de Parachutisme*, Norwegian Parachute Association and Danish Parachute Association. In a highly competitive field of advanced technology, you should own the best. **Campus**. Unquestionably the leader.



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### Opening :

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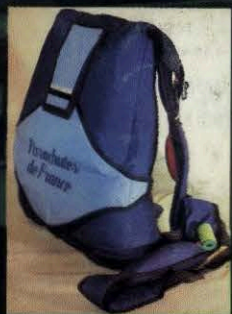
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- Manually by traditional ripcord (Option).
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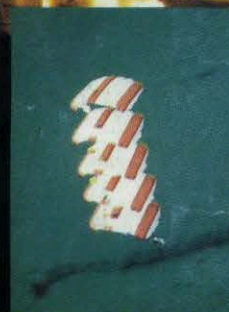
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