

THE

JUNE 1986

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



# Mac's Loft.

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

South Eastern England's most comprehensively equipped parachute rigging loft. We cater for all supplies either direct from the loft or through our many Dealerships. Our fast turn-round will solve all your urgent repairs, modifications or specialist requirements. If you need work done over the weekend, please telephone us first so that we can accommodate your needs.

## THE RACER IS COMING!!

Negotiations were successfully completed in January with John Sherman of Jump Shack South at Deland, in Florida, to manufacture the Racer under Licence here in the UK. FAA TSO C23b Approved paperwork is now being processed and once Approved Worldwide, will mean all gear manufactured will have the TSO. No more problems with UK built gear taken abroad!

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

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.



£268 plus VAT

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

Moonlight RW Jumpsuits are made at the Loft, in three basic sizes—small, medium and large. Seam grips are included in the basic price of **£60 plus VAT**. For external grips, special designs and custom manufacture, we will quote on request.



£60 plus VAT.

*S/H GEAR (RIGGER EXAMINED) CRUISLITE £500  
PIGMEE/FIREFLY-BROWN, BEIGE/K-20 £780  
99T RACER, BLACK/RAINBOW UNIT/SAC £825.*

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.

*NEWS..... UNFORTUNATELY WEVE HAD TO CANCEL OUR 1986 GRAND RAFFLE - SOME LEGAL PROBLEMS  
COULDN'T BE CURED..... SPECIAL OFFER ON BARIGO ALTS - £40 ONLY!! ..... TSO PAPERWORK IS BEING  
PROCESSED..... US FRAPHATS £82.40 .... DANISH £70.00 ..... NYLON RIPSTOP JACKERS, S/M/L, OLIVE  
DRAB, ROYAL BLUE OR WHITE - £12.50 .... WE'RE AFTER AN ADVANCED RIGGER TO JOIN THE TEAM - GIVE USA A RING !!*



Parachute Industry Association  
1440 Duke St., Alexandria, Virginia  
22314 USA (703) 836 3495

Mac's Loft  
is the only UK loft registered with  
the PIA, giving us up-to-date news  
on all rigging matters.

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

All equipment from the US is airfreighted direct to Biggin Hill. Giving us the fastest delivery times of any UK Loft.

Please call in or phone for more details and your Order Form

Mac's Loft also supplies accessories at very competitive prices including Protecs, Altimasters, Gloves, Kroops, Dytters, logbooks, Fraphats, organisers etc. We also custom build parabags with a huge range of designs and applique available.

Mac's Loft  
(Capital City Rigging Ltd)  
Building 160, Biggin Hill Airport,  
Biggin Hill, Kent TN16 3BN

Tel: (0959) 71917

Loft: 24 Hour Ansaphone

Directors: M McCarthy, M Flynn.  
We are also able to offer Credit facilities. Please phone for details.

# THOMAS Sports Equipment



Photos: Roger Groves



Zerox in Cordura with GQ SAC and Fury main.

## SERVICE FROM 'A' TO 'D'

Nineteen years in our sport has provided TSE with a wealth of experience in the development and manufacture of parachute equipment...an enthusiasm and commitment producing THE complete service. A service second to none. This in turn means that you can be confident in the knowledge that with TSE you are using the best available, from that initial PLF through to SCR and beyond...

Staff qualifications are more than impressive. 4 FAA Master Riggers (4 BPA Adv. Rigger/Examiners), with a collective total of over 6000 jumps oversee all aspects of the production, maintenance and repair operation at the loft. Every care is taken to ensure that each rig from TSE meets the highest possible standards, from basic S/L to the most advanced assemblies on today's market.

Cat. 8 student going for it with a TSE CHASER over Doncaster P.C. Ability improving with every dive and confident with equipment he knows he can trust. Symbiosis suit courtesy of Rob Colous.

## QUALITY AND RELIABILITY YOU CAN TRUST

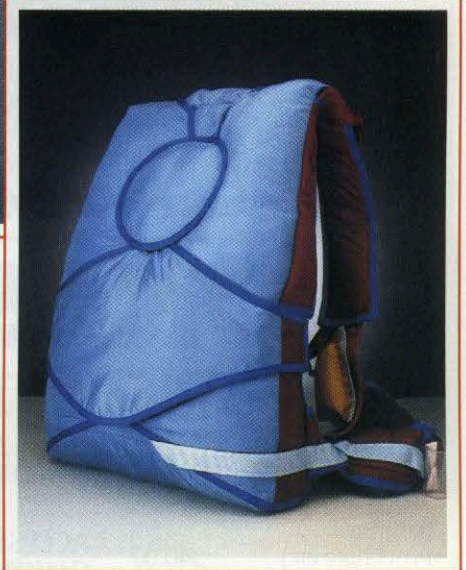
It should come as no surprise to find out that we have supplied student freefall rigs (including AFF kit developed by TSE for use in this country), to the majority of British clubs. Of the largest military and civilian centres, APA at Netheravon, RAFSPA at Weston, Slipstream Adventures, Headcorn P.C. and Peterborough P.C., all use equipment from TSE for advanced students. If you've just come through the Cat system, the chances are that TSE were helping you progress.

And it doesn't stop there...

At the top of the range, the TSE CHASER still maintains its position as the best-selling state of the art rig in the U.K., with over 1500 now in the possession of some of the country's finest skydivers.

## FOLLOW THE LEADERS

The British 4 and 8 way teams don't make decisions lightly concerning new equipment. Nor do the Royal Marines. Their decision is made based upon sound knowledge and experience. TSE were pleased to supply them with all their requirements.



Chaser in Parapack with Firelite reserve and Maverick main.

## THE FIGURES

Whilst our quality will never be sacrificed for bargain-basement prices, take a look at our list in this issue and you'll see just how competitive it is. GENUINE affiliation with major U.S. manufacturers together with comprehensive currency handling facilities, enable smooth, cost effective transactions to be made on either side of the Atlantic.

No matter if it's a purchase, repack or repair, TSE will come through with service, quality and a keen price...fast.

Give Chris or Derek a call on  
**0262 678299**  
or write/drop in for details and information packs



COOL 'N GROOVY 'T SHIRTS



PHONE 052528 731

# DIARY OF EVENTS '86

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

Date	Event	Location
21 June-6 July	NATIONAL CHAMPIONSHIPS	Bridlington
18-28 July	Swansea Boogie	Swansea
2-3 August	Home Countries Champs. 5-way LAC	Bridlington
2-10 August	Skyan Boogie	Sibson
4-8 August	PI/Advanced Instructor Course	Strathallan
9-10 August	Sibson Speed 16 plus 2nd Point	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
6-7 Sept.	Team Accuracy Competition	Doncaster
6-14 Sept.	Skyan Boogie	Sibson
13-14 Sept.	LAC Meet	Headcom
10-14 Nov.	PI/Advanced, Instructor Course	Brunton
17-21 Nov.	Exam/Pre-Advanced, Instructor Course	Brunton

## INTERNATIONAL

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, Germany
1-13 Sept.	18th WORLD PARACHUTE CHAMPIONSHIPS (Classics)	Ankara, Turkey
24 Sept - 5 Oct	1st WORLD CRW CHAMPIONSHIPS	Toogoolawak, Australia

## THOMAS Sports Equipment

### PRICE LIST *incl. vat.!*

CONTAINERS		Custom ZEROX with SAC	
CHASER (Custom)	248.00	and GQ RAYDER	1120.00
ZEROX (Custom includes Reserve Pilot Chute etc)	340.00		
<b>MAINS</b>		<b>ACCESSORIES</b>	
FURY	599.00	CHAMPION GLOVES (All Leather!!)	14.60
FIRELITE	586.00	PROTEC HELMET	22.00
MAVERICK	592.00	ALTISTAR	
G.Q. RAYDER (Custom)	482.00	(Incl. Wristmount)	59.99
		ALTIMASTER II	75.00
		ALTIMASTER III	75.00
		ALTI PADS	3.75
<b>RESERVES</b>		BOOGIE GOOGLES	3.61
GQ MICRA SAC	305.00	★EXTREMELY COOL MIRROR	
PHANTOM 24	364.00	BOOGIES!★	4.34
PHANTOM 22	340.00	DRAG BAGS	30.00
X-210 Square	508.00	THROWAWAY PILOT CHUTE	23.00
FIRELITE Square	660.00	PULL OUT PILOT CHUTE	20.70
<b>COMPLETE RIGS — READY TO JUMP</b>		RWHARD BACKLOG BOOK	5.68
Custom CHASER with SAC and GQ RAYDER	1092.00	HOOK KNIFE IN POUCH	4.30

FULL PRICE LIST AND CATALOGUE ON REQUEST

★ TSE DEVELOPMENT NEWS ★  
All grommets used are now stainless steel

THOMAS SPORTS EQUIPMENT · 102-104 ST. JOHN STREET · BRIDLINGTON  
NORTH HUMBERSIDE · TELEPHONE 0262 678299

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# THE SPORT PARACHUTIST



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ASSOCIATION**  
47 Vaughan Way  
Leicester LE1 4SG  
Tel. (0533) 59778/59635

**VOLUME 23 No. 3**

**JUNE 86**

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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

1986 must be the Year of the Boogie! Almost every other week DZs around the country (not to mention the long-standing events in the states and the centres on the continent) are organising big aircraft boogies.

Let's wish them every success.

But, can they **all** be successful? competing in the relatively small market for the same customers. A good weekend could cost a keen jumper £200, not many skydivers can afford to spend that sort of money many weekends during the season.

As a result jumpers are becoming more discerning and are questioning the value of registration fees, expecting more than a hamburger, a damp piece of lettuce and a cheap tee shirt. Amenities on some DZs are also very questionable - this is 1986 not 1966!!

The Boogies that deserve support are those that give skydivers good value for money. Sport parachutists are, after all, their customers - a point that is occasionally overlooked.

Attention to 'après saute' entertainment is also important. On that note, congratulations to Netheravon for laying on the best spread (two days running) and a first class disco and band during the Skyfest Boogie.

Let's not forget what a Boogie is all about, good skydives, good vibes, good company and most of all good fun.

DAVE WATERMAN



### THE 3 PATS

207 and Islander exit over the Gower. Picture by Pat Davies, pilot Pat Long, taken on St. Patricks Day Boogie at Swansea.

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.



**'GUBBINS' LANE**

Enclosed is a photo of a lane in Braunton, "Gubbins Lane" for which I think we deserve a free copy of Wally's Video, well we all live in hope.

MALCOLM BRAUND



**'EGG' CITING**

Please find enclosed a photo of my son **Mark James** receiving an 'EGG' CITING reception after just completing his 200th jump.

Nothing special I know, except in this case my son is still only 17 years of age and still requires my permission to continue!

He did his first descent under the watchful eye of Ted Lewington at Skybirds just after his 16th birthday. Could he be the only 17 year old D licence holder?

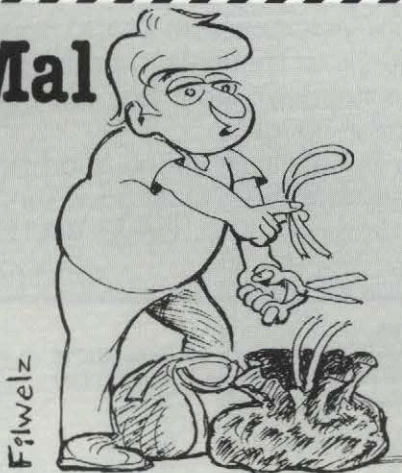
BARRY JAMES D6041



**FRED AND EX-FRED TO MARRY (EACH OTHER)!!**

Congrats to Jackie Smith and Dougie Young on their engagement. Both have served time in the Freds and represented Great Britain on numerous occasions, Jackie in both the classics (where she won a gold medal in the womens accuracy event in 1975) and relative work as a member of Symbiosis. Dougie is a current council member.

**Mal**



Filwelz

"NOW DID HE SAY 'HELP YOURSELF TO PULL-UP CORD FROM THE PLASTIC BAG NEXT TO THE HOLD-ALL WITH MY NEW RESERVE IN'? ... OR DID HE SAY....?"



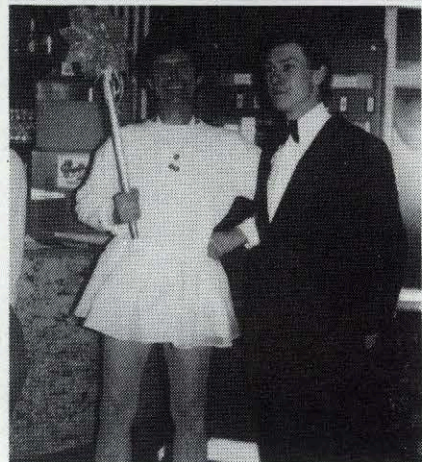
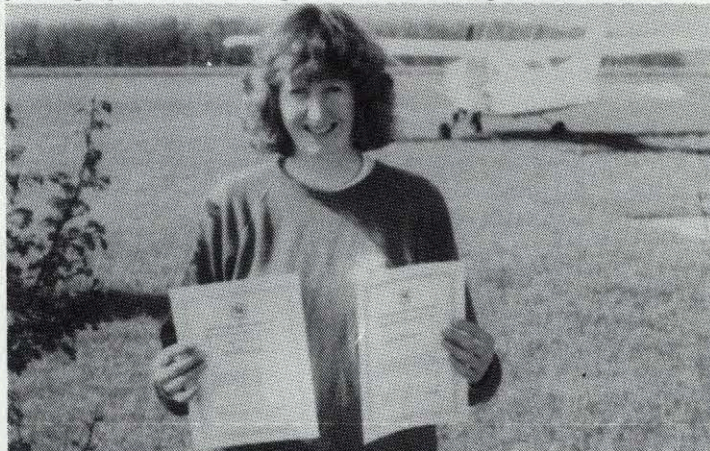
Filwelz

"WITH EVERYBODY WEARING TIGHTER JUMPSUITS THESE DAYS, I'M GONNA HAVE TO GET A HAIRCUT AND A BEARD-TRIM TO INCREASE MY FALL-RATE!"



## A MOST ADVANCED LADY

Jane Buckle the first female advanced instructor, the first woman to receive an AFF and Tandem Rating. Jane is photographed at Bridlington after receiving her awards.



## FAIRY STORY

I once knew a fairy his name was Noff, Fairynoff!!  
But this one's called Knight, pictured at an Ipswich Para Centre function.

## MY PICCY!

Chris Harman tells us he is the photographer responsible for the excellent exit picture, taken over Weston, which was published in the centre colour spread in the last mag. Nice one Chris.

## 3000th JUMP

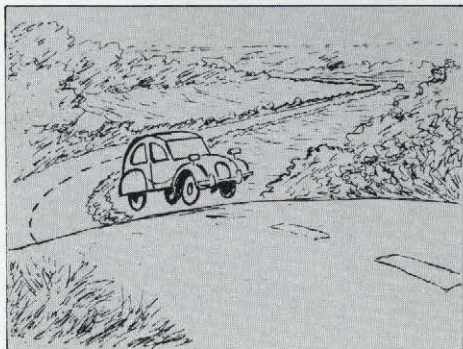
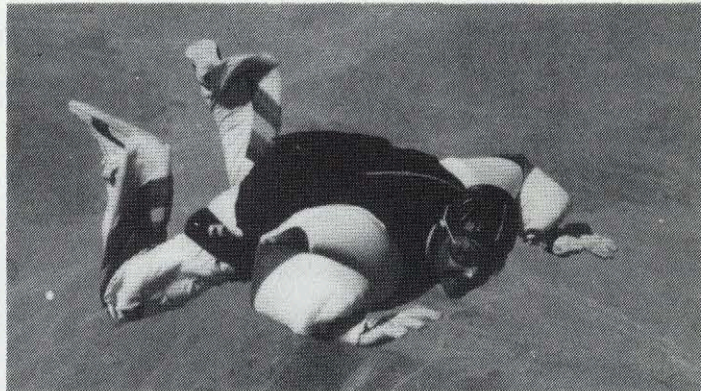
Thought I would pass on the enclosed as it's a long time since I had a picture in the magazine. Anyway, here's hoping you can use it. The occasion was my 3000th jump and we had a C130 laid on. Jump height was 12,000ft. over Hazm DZ.

Chris Lyall took the picture, using his OM 1 with 35mm lens, the film was 100ASA Fujicolour, 1/500th sec. f11.

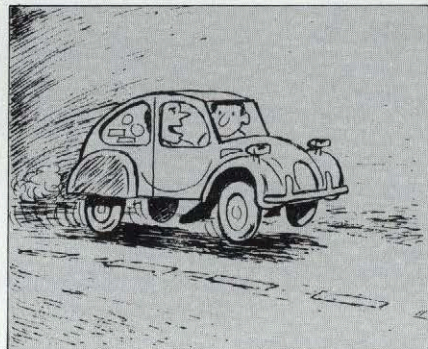
Life continues to be pretty good to us out here, at the moment I have the A team in France training for CISM. Chris is bringing the B team to Bridlington in June and we all hope to get together at Netheravon in August.

Hope things are well with you, the mag looks in pretty good shape; maybe we'll see you in UK during the summer.

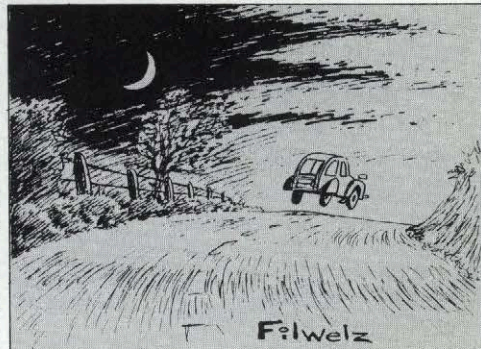
DOUG



"WELL IT WASN'T SUCH A BAD WEEK-END. ADMITTED WE HAD A HURRICANE AT HEADCORN, BLIZZARD AT BIGGIN, THUNDER AT THRUXTON ....



WHIRLWIND AT WESTON, SHOWERS AT SIBSON AND NOBODY ABOUT AT PAMPISFORD .....



BUT THE MOTOR WENT WELL, WE REPACKED OUR RESERVES AND WE'VE GOT FIVE MORE STICKERS FOR THE CAR!"

# 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.Ds, 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. GO 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 a.m. until sunset. Please contact Secretary Linda Ruth Grant.

**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 GESE 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, Embleton 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. Air to 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 experienced.

**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**

### SCOTTISH PARACHUTE CLUB

Open weekends and most public holidays. C206 and C207, all types of training. Best of facilities including: Fan Trainer - Gravel Pit - 2 Training/Lecture Rooms - Air-to-Air Video - Electronic Pad - Canteen - Lounge Area - Packing Tables.

**Scottish Parachute Club, Strathallan Airfield, Auchterader, Perthshire. Tel: 07646 2572 - Weekends.**

### A1 SKYDIVING CENTRE

Full time DZ 40 miles North of Central London, (J10 off A1). Cherokee Six clear up to 12,000. First time thro' Cat 10, AFF & Tandem. Accommodation, Food but mainly just good fun.

**A1 Skydiving Centre 'The Airstrip', Newnham, Nr. Baldock, Herts SG7 5JT Tel: Ashwell (0462 74) 2059**

**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, Burnington, Umberleigh,  
North Devon. Tel: Ashreigney (07693) 404  
contact: 48 Ashley Park, Dolton, Winkleigh,  
North Devon. Tel: Dolton 293

**Grampian Skydive Centre**  
Fordoun Aerodrome,  
Fordoun, Kincardineshire  
contact: J. Boyie,  
Douglas Muir  
By Frockheim, Angus.  
Tel: 024 12636

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

**Leeds Bradford Freefall Club**  
Tappette Airfield, Nr. Thirsk,  
North Yorkshire. Tel: 0845 577371 ext 259  
contact: Mike Wood  
12 Whincover Gardens, Leeds LS12 5DA  
Tel: Leeds 632851 853099



**Shropshire School of Parachuting**  
CCI - D. Palmer  
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**Joint Services Parachute Centre  
Hong Kong**  
Borneo Lines, BFPO 1  
Tel: 0-983 7221

**Manchester Freefall Club**  
contact: 9 St. Andrews Road,  
Stretford, Manchester M32 9JE  
Tel: 061-865 3912 (24 hours)

**Mérlin Parachute Club**  
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Tel: (04867) 4511 ext 267

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Headcorn, Kent.  
contact: Headcorn no. 0622 890862

**The Black Knights**  
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Tel: 0524 791820

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**Blackpool Parachute Centre,**  
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Tel: 0253 - 41871  
contact: Blackpool Air Centre  
Tel: 0253 41871

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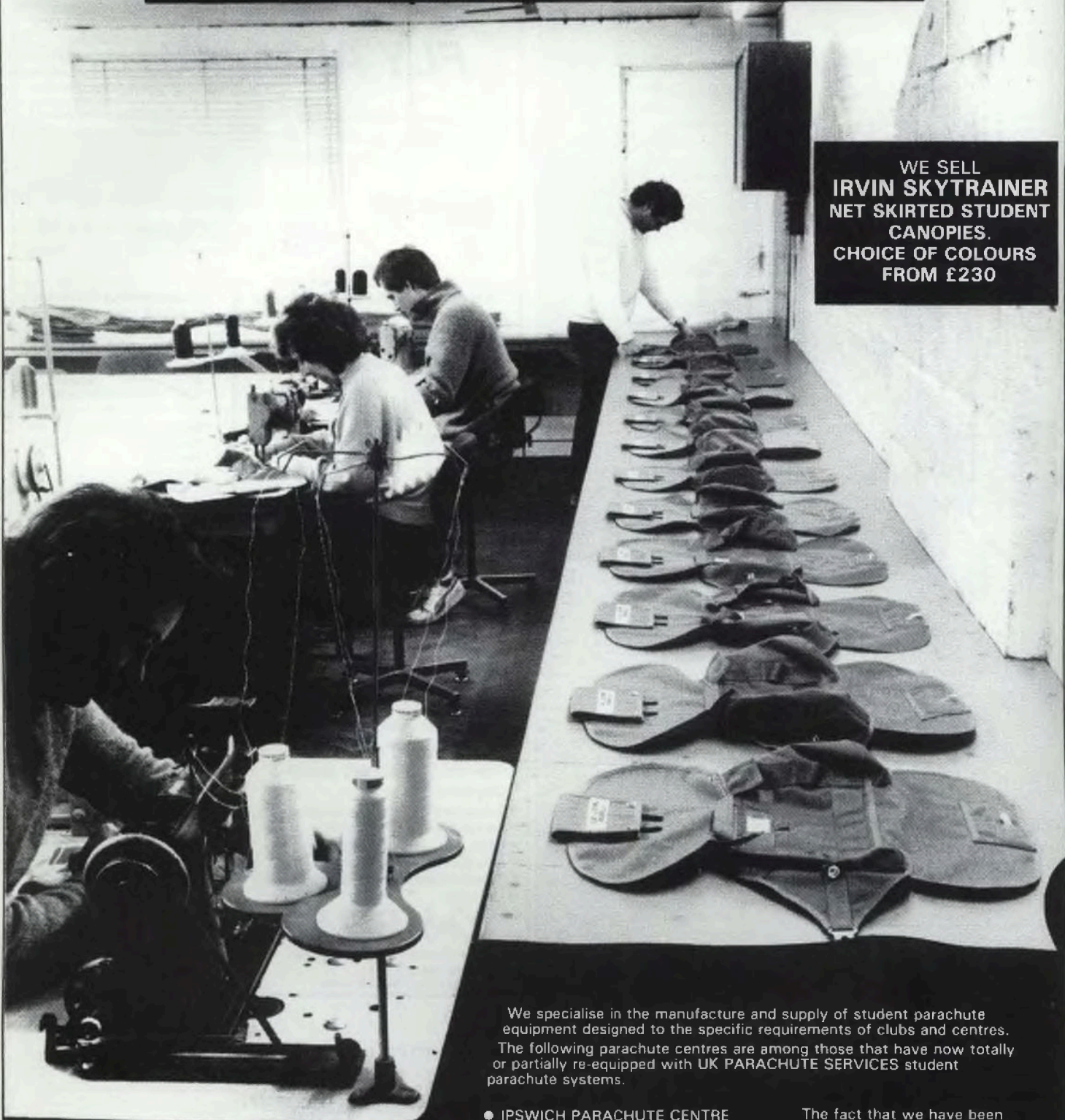




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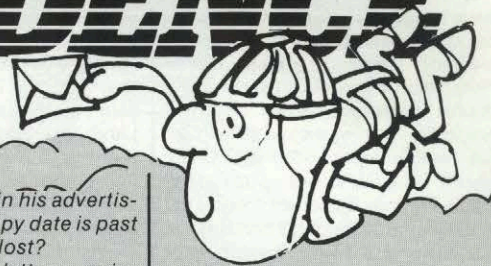
The fact that we have been chosen to supply equipment to these large and professionally established centres speaks for itself.

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# CORRESPONDENCE



## SWISSBOOGIE 86

I have been speaking to Ursula Schurch, organiser of the above boogie and I promised to update the membership.

Swissboogie 1985 was a great success with about 400 jumpers registered which was no problem for the Hercules. The plans for this year are for the Herc to be there for the main two weeks of the Boogie and for smaller aircraft before and after. They are offering special rates for teams who wish to use that facility for several weeks training.

The cost for the Boogie has been pegged at last years prices, approximately £1200 which includes flight out and back, accommodation, a trip into the Kruger National Park and a minimum of 30 jumps from 4000 metres from the Herc.

Ursula intends appointing a British coordinator but at the time of writing I'm not sure who as I am too busy this year to help. Information and brochures can be obtained direct from the Swissboogie office at: CH-2604, La Heutte, Switzerland.

KERRY NOBLE D716  
Chief Instructor  
Border Parachute Centre

## EAGLESCOTT

I thought it about time that someone dropped you a line about Gary and Julie Lowry who run the Eaglescott Skydivers, and Tony our pilot who, if he lost weight, could get up higher, quicker. Since it opened Gary and Julie have gone out of their way to help and encourage everyone who jumps there.

The support and attention given has helped many of us regulars to progress quickly, that is when Gary can find the aircraft keys.

MALCOLM BRAUND BPA180887

## SOLUTIONS GALORE!

Dear Mr Editor,

Having just received by April 'Mag', and read Dave Porter's comments on the lateness of the magazine, I must say that they seem to reflect the opinions of the membership as a whole on this matter.

However, don't despair. I put my office to work today on the problem and they came up with a perfect solution which may result in Sport Parachutist arriving on time, if not early in future. The solution is simple, it doesn't cost a penny, and may result in many happy and satisfied members.

Instead of having an April Mag. and a June Mag. etc. simply re-designate future editions one month later, and give us a May Mag. and a July Mag., but send the copy to the printer at the same time as you do now.

I've just crossed out the April on my new Mag. and written in 'May', and I'm totally satisfied, my Magazine having arrived early this month, on the 13th.

You see, life's all about making people happy, and an early Mag. makes people happy.

If we can be of any further help please just give our 'Creative Solutions Dept.' a ring.

DAVID TURNER

Dear Creative Solutions Dept.,

I have a problem you may be able to help solve.

You see, every two months I have to produce a magazine. To do this I have to rely on 75% of the contents being contributed by fellow skydivers.

The membership of the BPA have got used to having 56 pages with, at least four in colour, not counting advertisements. Most BPA members feel that they get good value for money, some even write and tell us so. I include here a part of a letter from no other than the Chief of the Yank Skydivers.

Your latest issue is a positive treasure trove of good things to read and great pictures! Congratulations. I really like your cover picture.

WILLIAM H. OTTLEY  
Executive Director USPA

Thanks Bill the cheque is in the post!!

Now my problem is, do I send the magazine to print before I have enough to fill 56 pages or do I wait until the contents have reached the standard the membership have come to expect over the last five years.

If I have a problem at the printers, or separations (the bits that go into making a colour picture) get lost on Red Star or in the post, do I stop doing my day job (running an AV and Video production company that employs 6 people and has business responsibilities to several national companies) and make a dash to Peterborough (two hours there, two hours back if the traffic is light).

If articles which were promised (sometimes by very responsible and respected individuals in our organisation) do not materialise and I have left holes on pages do I send the magazine to press with empty spaces?

If one of our advertisers wants a

last minute change in his advertising copy after the copy date is past do I tell him to get lost?

If articles and letters arrive handwritten which the typesetter has great difficulty in deciphering, do I send them back and ask for them to be typed, do I throw them in the bin or do I ask the typesetter to do the best she can?

I was once told that when given a job with responsibility - to get on with it to the best of your abilities. Do not complain, do not explain, your friends do not need it, and your enemies would not believe it anyway.

I hope this request for your help to solve my problems does not sound too much like a complaint. On balance I get much enjoyment and satisfaction in editing the magazine. Most complainers about Sport Parachutist have one thing in common, they never contribute to it.

Yours, worried Cheltenham.

## LOGO NOGO

Further to our telephone conversation of last week regarding the unauthorised use of Parachuting Promotions artwork in the April 1986 edition of 'Sport Parachutist'.

As I mentioned on the phone, I am not particularly bothered about the use of our material in this instance. What does concern me is the long term use and abuse of our logo. The use in 'Sport Parachutist' was the second unauthorised use discovered last week, and our fear is that if people see it used in the BPA journal it may lead to further instances of unauthorised reproduction.

Perhaps you could assure us that there will be no further reproduction of our artwork in Sport Parachutist. And perhaps, note in the next edition of the magazine that we have to date ignored unauthorised use, but in future we will take action to protect the integrity of our corporate image, and therefore, people and institutions currently using our material ought to desist.

DAVID TURNER

Your comments are noted with more than a personal interest. Heavy! I am glad you mention "unauthorised reproduction" because as you can plainly see your logo was plagiarised from the front cover of Sport Parachutist, June 1976. Did you obtain permission from the photographer? Because, if not, this is a breach of copyright.

Of course you didn't, I know because I took the picture and

make no complaint because I am used to pictures of mine appearing as artwork on letterheads, T-shirts, advertisements etc., without the courtesy of being asked if it is okay.

However, there is one point which I think is worth mentioning. The picture is of Tim Morgan, who was tragically killed in a parachuting accident not long after I took the picture and it might be considered insensitive to his family and friends (of whom I am one). Perhaps this could be borne in mind when you mention "the integrity of your corporate image."

Regards,

DAVE WATERMAN



SPORT PARACHUTIST



## NOT WALLY AGAIN!

Is it that you're looking to associate yourself with me and my work (ie Wally Gubbins The Movie, still a few copies left!) or is it just a rumour? I will not have it put around that you have shares in the Gubbins Empire, in fact I wouldn't even let you have shares in my gas bills.

A few points I feel I must raise this issue Dave, or will that be next month when this issue becomes that issue or is it that that issue is early and not this

issue late. Is it worth making an issue out of anyway?

Firstly following Yorky Noble Nosebite's (always was suspicious of a double barrelled named skydiver) article on opening the old parachute, has he ever experienced Pilot Chute Shock (PCS)? According to young Derro Thomas it's something you get when you use one of his home made 42in extractors, it pulls your arm out of the socket! Of course the solution is simple, when you pull your pilot chute out, let it go Derek! I'm yet to be convinced that PCS wasn't just a clever diversion away from the topic of a certain 49 way in Spain that Derek had a unique view of...from below.

Also on the rigging front was something from a lesser bred Yorkshireman, Yorky Nosebite, I can of course confirm that there is absolutely nothing Noble about this one who is driven to write articles on home made canopies purely to allow himself to 'stitch up' the market. My lesser half, Griselda has been knocking up Ram Air Pilot Chutes for years.

And whilst perusing the letters I also happened to notice the first time photographic offering of a certain Steve Houker (sounds like a scottish lady of ill repute). I couldn't help noticing John Flynn geeking and doing sideloops whilst there was a perfectly deployed square way above his head. Don't you have to pull in Spain after RW?

Nice of Phil Gibbs to drop us a 'lion or two' from Kenya, did he jump a Gazelle out there?!

Now I must raise another issue here Ed. After all the fuss about showing scalps in the rag I notice that mad Meacock has an advert showing nude feet, not even clean ones at that. Now personally I don't mind this sort of flagrant nudity gracing my second favourite magazines' pages, but someone is going to ask if we can have nude female feet next time and we all know what Sibson's answer to Atilla the Hun thinks about that. Not that I want to start another argument or anything but could they be Nude. South African, Female, Feet please?

I also noticed that you had to 'fill' the magazine last time Dave with Parachuting Promotions out of date logo, if you're short of copy just give old Wally here a call and I'll knock you up an article on something relevant like - Awards for achievement for light aviation. Pray tell me what has that got to do with ParrotChuting? Anyway you know what I mean Dave, there's always more flowing prose from Walter Gubbins IFC ready to grace the pages of the rag.

Now it has been suggested (by me) that we start the Gubbins literary prize, rather like the Pulitzer prize but for people with an IQ to match their number of malfunctions. Obviously I would not be eligible with my superior literary skills but could be a judge with Bob 'brown envelope' Harman. He's the only one I know with lots of malfunctions! Anyway to enter it's very simple and the best and worst entries

will not win a Wally Gubbins T Shirt. Just complete this limerick 'A skydiver named Wally from Herts'...and no you may not use Tarts to rhyme. Send your entries to me at KAOS, Cotswold Lane, Old Sodbury, Avon. Winners and losers might be published in a future issue of the mag if I can find something to blackmail the editor with between now and then.

The final competition revolves around Derek, I've been on every 100 way attempt, Thomas. If they get the 100 way in Canada where will Young Derro dock, you can also nominate 'low' or 'axed'.

As usual I've run out of time before I've come to the end (profound statement) so I'll leave the very exciting developments on the computerised jumpsuits till next time, so blue skies and tight wallets.

WALTER GUBBINS IFC

## NOT ME!

In the last issue of Sport Parachutist you credited the article 'Malfunction Junction' to myself. In fact, I did not write this article.

Having said that, I think it was an excellent article and apart from my own reservations on the advisability of cutting away a pilot chute in tow (admittedly a contentious issue), I think that jumpers would do well to absorb the information the article contains.

ROB NOBLE-NESBITT

## HOW NOT TO SCREW-UP

Skydivers under pressure screw up. Well, that's my theory anyway. Whenever I'm on a load with skydivers I feel I have to impress and particularly not screw up. I find I'm far more likely to. It stands to reason, if you are not relaxed within yourself it will be difficult to fly well.

Fears of 'not getting in' and 'what will be said' etc. is where I think the problems lie and lets face it, we all screw up from time to time, but I'm sure it would be less often if there was less pressure. So if we give someone a hard time then they will be under more pressure on the next skydive.

I take skydiving seriously, so dirt dives should be serious, constructive comments made rather than unjust criticism (or a stab in the back afterwards) so that everyone has a good time, and performs well.

Good vibes - hot dives,

ANDY CRAWFORD C5915

## THANKS (AGAIN?)

Could you please publish this letter and enable me to say a 'big thank you' to a super bunch of people.

Seven of us, five (sort of) skydivers and two not (but they're ok), set off to

conquer the Austrian pistes. However, the two week break was literal in my case. The following reprobates gave up so much of their time to come and keep my spirits up, (and for the guys to ogle at the nurses) while I languished in hospital.

So thanks guys and gals, to Nick Claydon, Steve Day, Issy Ford, Sue Walker (skydivers? all) and also Oli Blackburn and Jenny Child.

Hope to be back to terrorise you soon, best wishes to all at Cranfield. Stay safe.

NEIL ROBERTS, C4934

## SOMEBODY LIKES US

I have just completed a three week course here in Germany, and may I

take this opportunity to say how thrilled I was during the descent (and scared) but now I have done nine descents including a 3 second delayed action which really made my mind up that it was parachuting I really wanted to do.

After my third descent I felt really confident, not only with the jumping aspect, but the equipment I was using really did boost by confidence, of course, not forgetting the training I was given - it was 100%. What I really want to know is can I get 'The Sport Parachutist' magazine on a regular basis, if so how much will it cost and how would I go about getting it?

Before closing can I congratulate you on a wonderful illustrated magazine.

BRIAN MAKER BPA308541

LETTERS on any parachuting topic are welcome and should be sent to:

The Editor, *Sport Parachutist*, c/o BPA, Kimberley House, Vaughan Way, Leicester, LE1 4SG.

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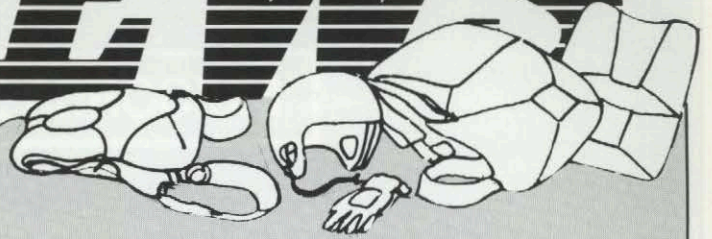
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# KITNEWS

By Rob Colpus



## 3-RING FAILS

A jumper at Zephyrhill recently experienced a failure of the large Ring on the left riser of his ST Racer System. The jumper successfully cut-away the other riser and used his reserve.

On inspection it was found that the Slotted Harness Ring on the Parachutes de France manufactured Mini 3 Ring System had fractured at either side of the webbing slot, leaving the bar in the Harness. It seems that a flaw in the forged metal was the probable reason for this failure. Because the Harness Ring is not classified as 'Life Saving Hardware', meaning that the integrity of the harness or reserve is not affected, only 10% of the rings are in fact fully tested by PF. The company believes that the failure was an isolated incident caused by a random flaw.

Many thousands of these Rings have been manufactured and this is the first incident of its kind. The PF ring will normally withstand loads of 10,000lbs. before deformation, yet they are rated at 5,000lbs. A usual opening shock puts a load of between 300 and 1000lbs on a ring depending on jumpers weight and velocity, and opening characteristics of the canopy.

3 Ring Inc. of Deland USA, and Thomas Sports Equipment UK also manufacture Mini 3 Ring Systems.

## DUAL POROSITY AEROCONICALS GROUNDED

The Safety and Training Committee of the BPA have grounded all GQ 7 metre 'Dual Porosity' Aeroconical main canopies, as supplied by Thomas Sports. This grounding follows several incidents where long streamers were experienced at various DZs using these canopies on static line deployment systems.

These canopies were imported by TSE from an Arab Nation, and modified for Sport use. The STC's grounding does not include the 7 metre Aeroconicals supplied by GQ, specifically made for Sport Parachuting. TSE are currently carrying out trials to improve the canopies opening characteristics.

## RIGGERS CONVENTION

The World's largest gathering of parachute riggers will take place in Muskogee, Oklahoma USA from July 4th-6th this year, during the Boogie section of the USPA's National Championships. All the major manufacturers will be present and will give talks on various subjects in the equipment field.

A special feature this year will be a museum of rigging horrors, the best (or worst) examples of damaged gear and rigging mistakes.

## AAD INCIDENT STUDY

Chris Rodrigues, a Master Rigger and member of the US Parachute Industry Assoc. Rigging Committee is soliciting input

for an independent study of incidents involving Reserve Automatic Activation Devices. All incidents will be considered, including those in which AAD's have functioned properly and saved lives. The purpose of the study is to quantify the benefits of using an AAD. Rodrigues estimates that at least 700-1000 lives have been saved since their introduction in the late 1960s. However, Rodrigues states that the conclusions of the study will stand solely on the data collected.

Anyone with information or incidents, good or bad involving AAD's please contact: Chris Rodrigues, 1709 Highland Park Avenue, Aiken, SC 29801 USA. Tel: 803-648 3736

Canopy study carried out for the Parachute Industry Ass, USA by Rigging Innovations of California, over the past 12 months.

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Volcan	561	—	—
Phantom 22	274	22ft	4.1
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Pursuit 230 (STD)	608	236	10.1
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Strato Cloud Delta	569	240	9.2
Swift Reserve	366	179	5.7
Swift Main	397	199	6.1
XL Cloud	631	277	10.1

# INSURANCE COVER

## PARA INNOVATORS

Hawk	435	225	7.1
R2-3	321	23ft	5.1
R4-3	394	26ft	6.2

## PARACHUTE INDUSTRIES OF SA

Invader 370	358	24ft	5.5
Invader 420	400	26ft	6.25

## PARACHUTES AUSTRALIA

Meteor	492	213	7.1
X-228	573	217	8.5

## PIONEER PARACHUTES

K-20	321	20ft	5.25
K-22	376	22ft	5.25
Merlin	475	206	7.6

## PRECISION PARACHUTE

Polaris	465	223	—
Raven 1	361	169	6.25
Raven 2	400	199	7.0
Raven 3	478	232	7.9
Raven 4	506	—	—

## QUANTUM PARACHUTES

Aqutron 280	588	290	9.45
Photon	357	179	6.0
Prism 175	349	174	6.0
Prism 220	451	215	7.25
Quark	497	260	7.75

## SPACE COAST PARACHUTES

Atlantis	440	217	7.46
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## STRONG ENTERPRISES

G2-R	421	—	—
Hobbit Reserve	314	162	5.5
26ft Lopo	482	26ft	7.3
26ft Lopo Lite	444	26ft	—
Spirit	496	211	7.5

## SURPLUS

26ft Navy Conical	573	26ft	8.5
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## MISCELLANEOUS

### MISCELLANEOUS

Firefly Reserve	384	175	6.5
Pegasus	445	220	7.8
Preserve IV	343	—	5.0

## THOMAS GROMMETS

Thomas Sports Equipment of Bridlington have recently taken delivery of a new Grommet Press, and will now be using non tarnish, non deforming stainless steel grommets in the manufacture of their rigs. These grommets have been used for years on US manufactured gear, Mac's loft of Biggin Hill also use stainless steel grommets.

In the past TSE have experienced problems with grommet deformation and sharp edges, on inferior non-stainless steel grommets.

## SKYDIVING GLOVES

At last a purpose built glove for skydiving is manufactured in this country. Supplied by Sward Sports these gloves are made from a lightweight leather, with a thermal lining and nylon stretch cuff. They are designed to allow maximum feel and grip whilst providing some warmth during European winters (and summers).

I am now in a position to give you final details of the Third Party Liability Cover for 1986/87.

1. The Address for Incident/Claim forms:-  
(National Employers Mutual General Insurance Association)  
NEMGIA, Claims Centre, 9th Floor, Enterprise House,  
Isambard Brunel Road, Portsmouth PO1 2TR  
Contact: Mr. Tony Eames/Mr. Mick Houghton
2. Additional Cover for Displays can be arranged directly with the company at 1 above.
3. For Display Teams wishing to do so it will be possible for a once and for all additional annual premium to obtain cover for £1,000,000.
4. Please continue to send a copy of any incident report forms to the BPA Office.
5. A copy of the Verification of Insurance is attached for your files.
6. The Policy Document is on file at the BPA HQ Office.
7. Action Following Incidents/Solicitors Letters etc.  
Could I please re-iterate:-  
NO CORRESPONDENCE SHOULD BE HELD WITH ANY-  
ONE ALLEGING FAULT ON THE PART OF THE DZ,  
STAFF OR BPA. ALL CORRESPONDENCE SHOULD BE  
SENT DIRECT TO ME AT THE BPA OFFICE AND I WILL  
THEN FORWARD THAT ON TO THE INSURERS.
8. If anyone has any problems or questions please do not hesitate to contact me at the office.

CHARLES W. PORT  
Secretary General

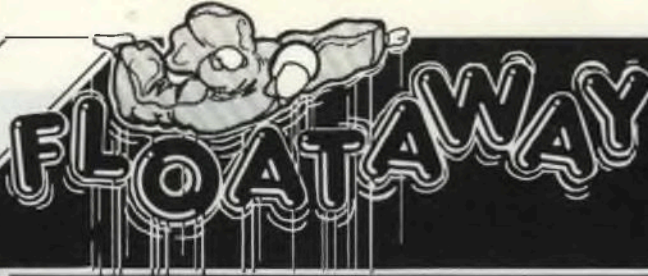
# THE DONCASTER PARACHUTE CENTRE

## 1986 Diary of Events:

**POPS MEET 5 & 6 July**  
**TEAM ACCURACY**  
**(MONEY MEET) 6 & 7 SEPT**  
**ASHFORDS STAGGERBACK**  
**& BOOGIE 13 & 14 SEPT.**

**EVENTS TO BE CIRCULATED  
TO ALL CLUBS (ETC.)**

OPENING SOON



## SKYDIVE THE AERODIUM

Take notice, the ultimate skydive training environment has arrived in the UK. Building of the Aerodium is well under way with completion of the country's first vertical wind tunnel, big enough to skydive in, expected this summer. Located in the heart of London with excellent motorway access from either North, South, East or West giving every skydiver (no matter where they jump) the easiest opportunity possible, to experience the fun and sensation of skydiving indoors!

### NOVICES

How many times have you looked up only to see black skies and high winds? Ever wished you could get the continuity of air-time learning you normally get in Florida? How many times have you tried to master that stable spread position or that dummy ripcord pull? How many times have you wished you had more than just a few seconds to practice and perfect that turn or backloop? Isn't it frustrating to have everyone tell you where you are going wrong – and they weren't even in the air there with you?

Are you getting discouraged when you can't progress up that category system quickly enough because you don't get enough time in the air to learn?

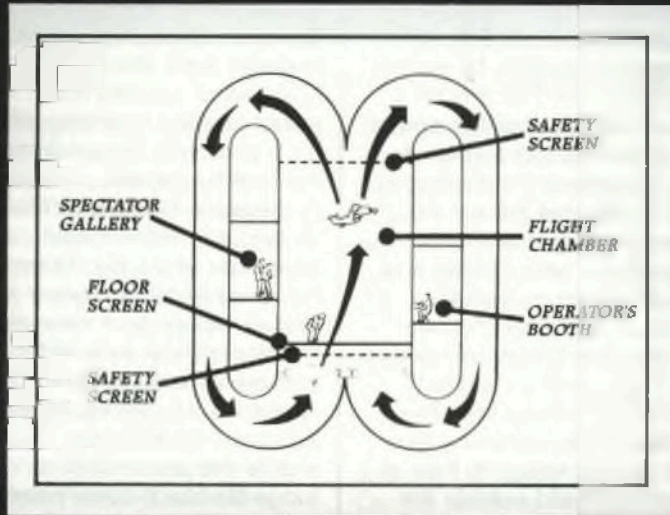
For these and a hundred other learning reasons the **FLOATAWAY** as a must as part of your skydiving programme, so beat progression problems without going to vast expense, be fair to yourself and make all your learning mistakes in the ideal training environment so that when you exit on that qualifying dive you stand the best possible chance of getting it right first time, because you've done it all before. Just imagine at the **FLOATAWAY** you will be able to learn more in one hour than it would probably take all

year, and with continuity guaranteed!! No weather problems.

### INTERMEDIATE

Are you wondering why you can't do that back-in or side-in? Are you always taking formations out, or are people always telling you that your docking is like a Hurricane Higgins snooker break! Are you fed up with

propellers big enough), you can still keep your skydiving 'edge' by doing 2 or 3 way, practicing that manoeuvre or point until you get too tired to continue – just imagine each standard session is equivalent to a 36,000 ft skydive (per person) and if that isn't enough for you then make an appointment to come back during a 'slack' period and you can book the **FLOATAWAY** at a special rate for yourselves and remember that's guaranteed!! No weather problems.



not being able to get back up to the formation or get down to it?

Well! all you are lacking is 'AIR TIME', and you will be absolutely amazed at how much better your skydiving will be after you spend a few sessions learning – with an instructor there helping you, one to one – just how softly you really can dock and how to do proper back-ins and side-ins and just how easy it is to get down or up to a formation, just remember that's guaranteed!! No weather problems.

### EXPERIENCED

Although the aerodium isn't really big enough to do 4-way in (they don't make aircraft

### EVERYONE ELSE

Have you often wondered what skydivers find that's so unique? Just remember you don't have to be a skydiver to experience the fun and sensation of flight & weightlessness and there are no age restrictions as long as you are healthy, so everyone is welcome. Don't worry if you don't know what to do, part of the fun is watching a briefing video beforehand and then learning for yourself!

Don't think you are going to have to pay an arm and a leg for the experience either, you will find that at the **FLOATAWAY** you get excellent value for money and apart from the obvious continuity of training, you will benefit from being able to skydive uninterrupted and without pressure, it is still far cheaper per session than any parachute jump can ever be.

There will be a club room, a restaurant and a bar at the **FLOATAWAY** so start telling people about the good news and watch the next edition of this magazine for photographs, opening date and location and then come on down and experience **FLOATAWAY**.

••• Its appeal extends beyond the convenience of indoor skydiving, beyond the need for aircraft, weather, or even parachutes ... sample the feel of free fall and develop proper reflexes in a non-stressful environment. To fly in one is to live the common dream of flying without equipment or stress ... the experience is truly exhilarating and unique, often one of non-stop laughter – but whatever the personal reaction, the experience is a special one. •••  
Andy Keech – 'Skies Call 3'

## STAFF REQUIRED

We are looking for three full-time members of staff to complete the team. Vacancies are:

### INSTRUCTORS (2)

No formal skydiving qualifications are necessary for the instructors' vacancies. However, applicants who are interested in applying must be aged between 18 and 25, be an experienced skydiver and able to demonstrate a good working RW ability. Good depth of knowledge, an outgoing personality with an aptitude for, and interest in, instructing.

### SECRETARY/OFFICE JUNIOR

A young outgoing, fun loving school leaver would be preferred, especially a person who has a knowledge of and interest in, skydiving. The interested applicant must have had some formal office training, be able to spell, type, undertake general office duties and be prepared to help out as well in other areas.

#### General

The successful applicants will be given continuous 'in-house' training to enable them to better understand and do their jobs. Starting salaries will be commensurate with age and experience. Several perks are also offered, including free 'air time' to enable you to improve your RW skills or just have fun. If you think you fit the bill and live within commuting distance of Central/SE London then as soon as we are open give us a ring.

Check your next issue of Sport Parachutist for further details.

SPREAD THE WORD

# THE FALCONS

By PETER SKINNER,

Readers may recall the article by the writer, published in the Winter 1984 issue of 'Light Aviation' under the title, 'A Sideways Look under the Nylon Canopy'. This described the satisfying experience of stepping off the rear ramp of a Hercules aircraft for a parachute descent into the sea, under the care of No. 1 Parachute Training School. From the ranks of Parachute Jump Instructors at No. 1 PTS are drawn the members of the Royal Air Force Free-fall Parachute Display Team, known as The Falcons. Through the kindness again of No. 1 PTS I was able to see the other extreme of parachuting skills by accompanying The Falcons on a busy day towards the end of the 1985 season. This was programmed for displays at RAF Battle of Britain 'At Home' days at both Abingdon near Oxford and at St. Athan in South Glamorgan. However, an additional display was added which was to be a night descent, in front of some 600 people, including the Home Secretary no less, at an event held outside the Officers Mess at the RAF Station, Brize Norton. This was to be the first time in their twenty year existence that The Falcons were ever to display at night. Also, I was to have the opportunity of seeing something of how the support operations by the Hercules aircraft are conducted. Many of us have seen Falcons displays and noted that at a minute or so after the Team start to land on target, they line up and salute the crowd, just as the Hercules aircraft does a fast and low pass as a backdrop.

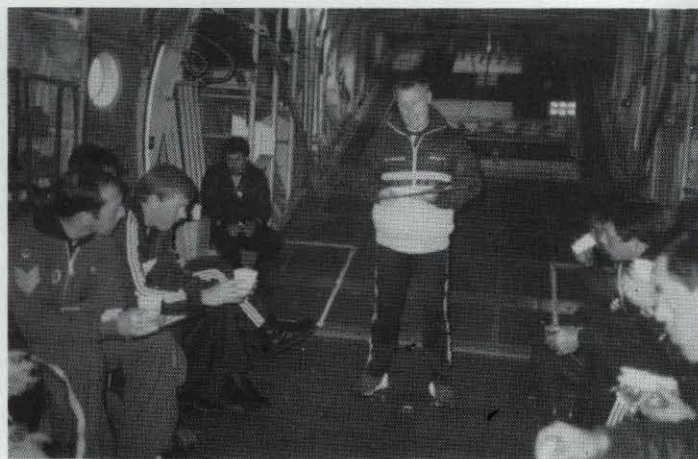
The Falcons Team is 15 strong. All the members are PJIs at No. 1 PTS and are usually on the team for three years. There is also a safety equipment fitter. There are three Flight Lieutenants, one joining and one leaving each year and each moving up annually through three posts. In 1985, in the top slot as the Team Leader, was **Mike Milburn**. His second in

command as Team Deputy was **Derek Warby** who moves up as Team Leader in 1986. The Team Manager is **Rick Allison**. The remaining twelve members are all Sergeant NCOs with the exception of the Team Coach, **Flight Sergeant Ty Barraclough**. As will be described later, it is on the shoulders of the Team Leader and the Team Coach, acting and consulting together, that the responsibility for each display finally rests.

I joined the Team for the basic preparation work, in mid morning at the Training Hangar of No. 1 PTS at Brize Norton and watched as each member went about the business of packing his parachute and checking all his equipment. This included the reserve parachute carried in the same harness as the rectangular Strato Cloud parachute which the Team first used in 1979. These ram-air square pack canopies function almost as a glider and are capable of forward speeds up to approaching 20 knots. Further, they enable the parachutist to judge his touch-down point with great accuracy and to check his descent so as to achieve a stand-up landing. Other important items include the smoke canisters worn in the ankle position, on the boots. When all this was done, we then boarded the Team transport for the journey to Lyneham to join up with the Hercules allocated to us for the day. This was operated by a crew

from LXX Squadron, one of the four Strike Command Squadrons making up the Lyneham Wing. Tradition has it that the number of this RAF Squadron is always depicted in Roman numerals instead of the more usual '70' - the others being numbered 24, 30 and 47. The first two spend most of their time in the transport role, whilst 47 and LXX Squadrons operate tactically. Thus, it is from these two generally, that the flight crew for The Falcons would be drawn. Subject to other requirements, one flight crew would tend to do most of the work with The Falcons through the season so as to best achieve the vital team work that is needed.

On arriving at Lyneham I went with Mike Milburn into Operations to meet the flight crew. The Captain was **Flt. Lt. Nick Grandy**, who was shortly to start a QFI Course at Scampton on Bulldogs. His co-pilot who was responsible for most of the tactical planning for the positioning of the aircraft to achieve the descents was **Flt. Lt. John Jones**. It is also the co-pilots vital task to ensure that he guides the aircraft into a position for the run up to the jump so that this is achieved at exactly the right time within the overall flying display programme. These days, flying displays tend to be more closely packed with participating aircraft running to a strict timetable with display slots of little more than five minutes. The flight crew



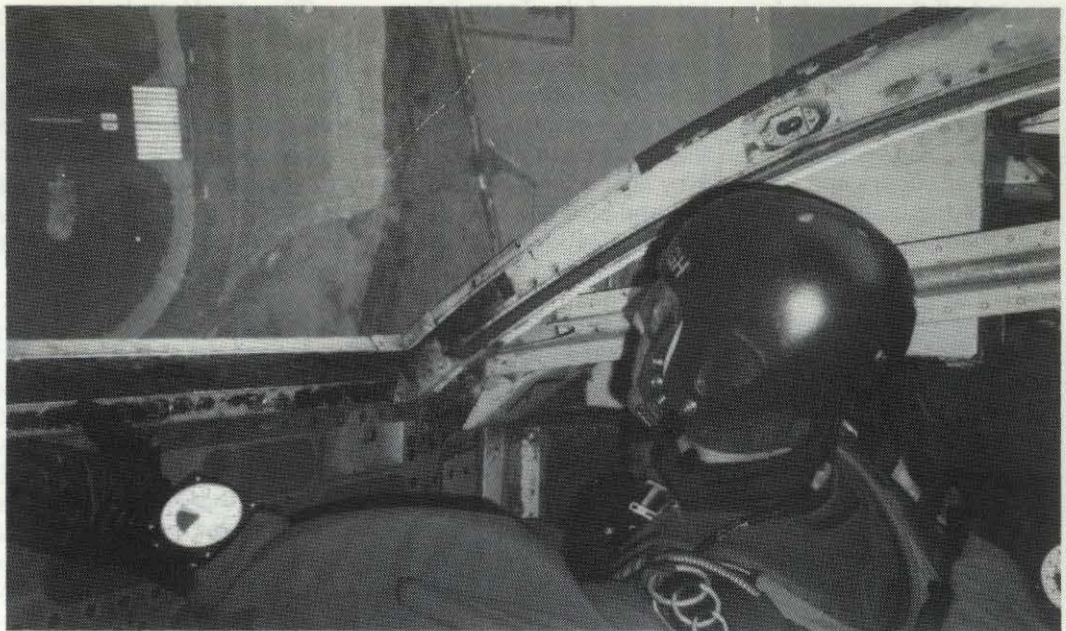
Mike Milburn briefs the Team en route to Abingdon



were completed by a Navigator and a Flight Engineer, together with the Load Master who had vital functions to perform in the rear of the aircraft. He was responsible for the operation of the doors and ramp and general safety in the hold as well as much of the ground handling operations.

It was quickly apparent at the briefing that the weather was much against us. An active cold front was going through the area expected to be across Abingdon at 1330 hrs. with surface winds gusting up to 25 knots. Moreover, the frequency of gusts was increasing. Cloud base was also a difficulty and it would be touch and go whether even the minimum of 2,200 feet could be achieved. Depending upon cloud base availability, The Falcons have three standard display routines. The High show in the Arrowhead Formation dropped from between 8,500 and 12,000 feet with the Team exiting the aircraft in two groups from the rear ramp. The Mid show also involves leaving the aircraft from this large cargo ramp with the Team linked in three groups of four. The Low show or Stack Pull is from between 2,200 and 4,500 feet with the Team exiting from both the side doors of the Hercules in rapid succession. Normally, after the free-fall part of the display, the Team would open their parachutes at pre-determined heights, sufficiently high for them to set up the well known stack formation of a ladder of canopies.

It was planned that an easterly pear drop would be flown at Abingdon so that Mike Milburn could see better through the open port door to make his decision as to dropping. At the same time, Ty Barraclough would be monitoring through the starboard door. Other facets were briefed such as R/T calls and particularly the one to ensure that during the descent, no propellers would be turning on the airfield at Abingdon. We then all



Ty Barraclough looking for the DZ

gathered together and went out by transport to the aircraft, a Hercules C130, XV195. Before emplaning, I watched the Team as they went through their rehearsal on the ground, of the movements they would do in free-fall, looking for all the world like a set of geriatric ballet dancers with back-ache. On board then for start up at 1335 hrs. with the Load Master outside the aircraft monitoring the rotation of each engine and in touch with the flightdeck by long lead R/T cable. He was on board at 1340 hrs. and two minutes later we were taxiing out for our take-off run on runway 25 at Lyneham which from brakes off, took just 25 seconds. The chosen track to Abingdon took us via Fairford where there was a planned hold to enable timing to be adjusted so that we would arrive at Abingdon on the correct slot time. It was at Abingdon that another vital team function was being carried out by **Derek Warby** who was acting as Drop Zone Safety Officer. It is he who calculates the run-in approach direction for the aircraft and the point of release for the parachutists. These are based on theodolite tracking of a helium filled balloon set to rise at 500 feet per minute. The track of this balloon is

then transposed onto a graph to give the up-wind point at which the team are to leave the aircraft. His assistants deal with the DZ operations such as the laying out of the target crosses and the flares. During the approach to the display point, there is direct radio contact between the Team Leader on board the aircraft and the DZ Safety Officer. On the run-in to Abingdon, details were passed showing that although cloud base was still going to be a problem, the wind was showing acceptable. At 2,000ft. it was 230°/18 knots, 1,500ft. 229/18, 1,000ft. 228/15, 500ft. 232/15 and the surface wind 240°/10-14 knots. A run-in direction of 230 degrees and an over-flight distance of 800 yards were chosen. Mike Milburn took up his position at the port side door with Ty Barraclough at the starboard door. The Team in two equal sections, formed up behind them as they half knelt, half stretched on the floor, leaning out of their respective doors to see vertically down underneath the aircraft whilst at the same time, Mike Milburn was consulting the vertical photograph he had of Abingdon and the immediate surrounding area.

The Captain set up the initial approach. The flaps

which have a 180 knot limit, were set at 50 degrees and then the airspeed was further reduced to below the limit of 150 knots to enable the air defectors forward of the doors to be put out and the doors themselves opened. Using this high drag configuration and with power as required, the airspeed was further delayed so that the Team could leave the aircraft in an airspeed of 115 knots. As the DZ came into view, Mike Milburn took over directional control, giving instructions to Nick Grandy on the intercom. These would consist of a number of degrees and a direction. For example, 'five, right' would mean the aircraft would be turned five degrees to the right, short pause and then resume the original heading giving a lateral displacement to the right of about 100 yards. Another might be 'five right, hold' so that the aircraft would turn right five degrees and maintain the new heading. When Mike Milburn was satisfied the aircraft was tracking correctly, there was a quick consultation across the aircraft with Ty Barraclough who concurred with the assessment. They both stood up at the head of the Team port and starboard sections. As the aircraft crossed the DZ it was green light on and the Navigator

counted off the seconds for the overflight. Then both sections rapidly left the aircraft together.

Immediately the team had gone, the Load Master closed both doors and set about tidying up the aircraft. The Captain then set up the pre-planned high speed descent which is done preferably, round behind the crown line and achieving the fastest way down. The air defectors came in so that 150 knots could be exceeded. Over the R/T he was told by the DZ Safety Officer that the last parachutist was on the ground and he then had 45 seconds left to put his aircraft at 300ft immediately behind the Team as they lines up and the Team Leader moved to the salute. Down we went round the pre-planned circle of three nautical miles radius, taking us round the back of Drayton village. From this circle we could break off direct to the

location of the Team lining up on the airfield at any suitable moment so as to achieve the flypast at the right moment which, needless to say, was done. The flyby is at a height of 300 feet and also at a target speed of 240 knots. A speed range of 180 to 270 knots is used to get the timing right. Round the circle, the co-pilot counts down to zero. A pull-up then onto a righthand downwind leg for landing on Runway 26. Gear down and flaps to 50% are selected downwind and the speed brought back to 150 knots, held with power at 7,000lbs torque. Round the corner onto final approach is flown with the speed coming back to 140 knots and then a gradual reduction with flaps set at 100% to achieve a threshold speed of 116 knots followed by touchdown at 105 knots. After a slight pause, ground idle is selected followed quickly by reverse thrust for a short landing run.

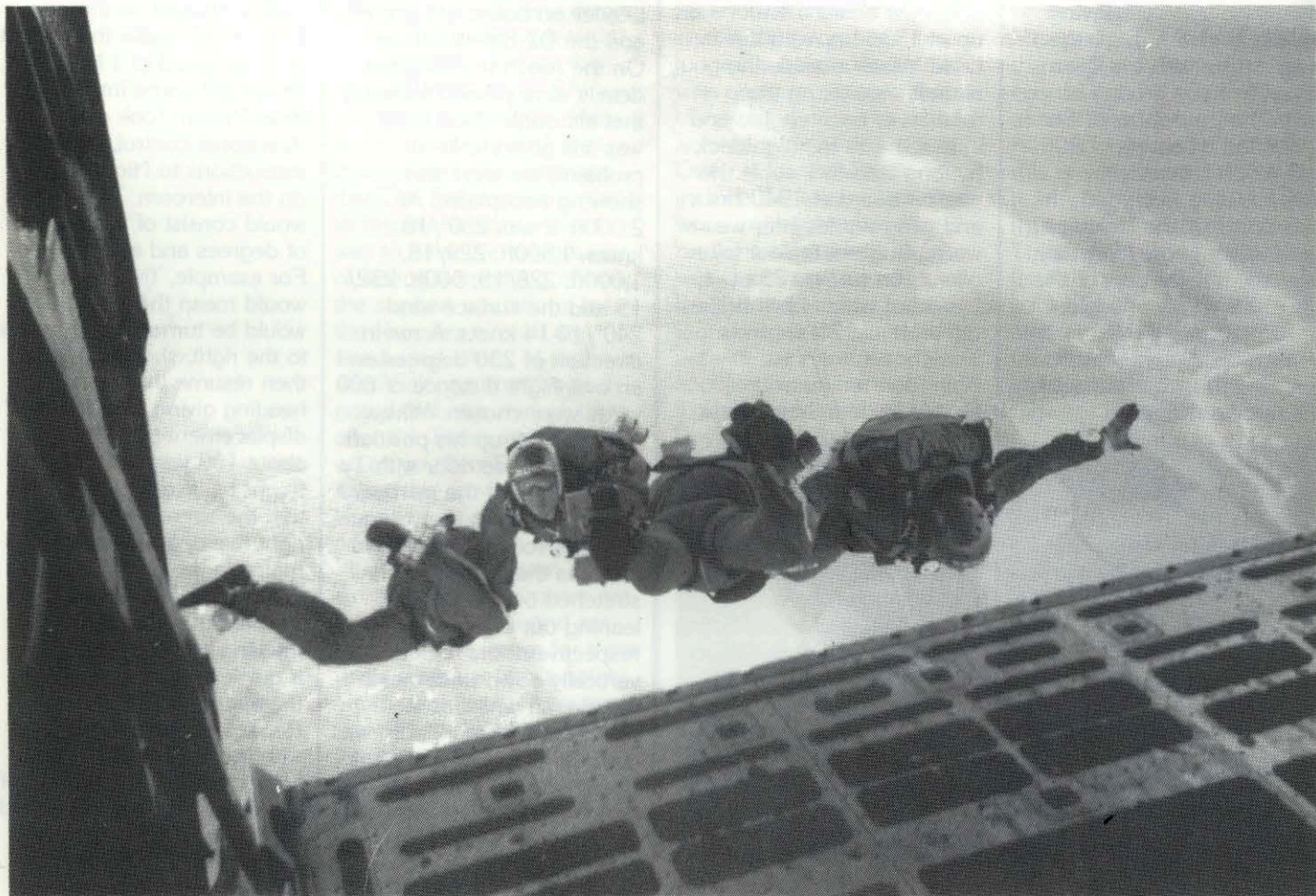
Often the Hercules is parked quite some way from the Team who after the fly-past, go into their public relations exercise with the crowd as it must not be overlooked that a prime reason for these displays is the promotion of the objectives of the Royal Air Force. We were to park close by the buildings and Bulldog aircraft of the Oxford University Air Squadron - but the usual chaos - nobody was expecting us and ground equipment in the way had to be moved. The Load Master disembarked with his long lead to sort out the problem. T was ever thus!

After an hour or so on the ground we all climbed aboard again for the leg to St. Athan. En route, the weather improved and off the rear cargo ramp, the Team were able to carry out a Mid show display from 7,000ft. This involved a spectacular high speed descent in the Hercules to get into position for the flyby

with the three mile circle over the sea joined at Col-Huw Point on the coast after passing around the back of the village of Llantwit Major. Again, right on the nail - of course. Whilst on the ground at St. Athan the Team's Sherpa van which had gone there by road with another DZ team, was loaded onto the Hercules. The next leg was a freebee back to Lyneham to prepare for the unique night drop. On the way, we passed over Bristol and it was strange to look down on the 18th Century achievements of Isembard Kingdom Brunel - the Clifton Suspension Bridge and the SS 'Great Britain'. En route, 100% rmp with torque at 9,000ft. lbs gave 225 knots indicated airspeed.

The Team and I were watered and fed at Lyneham before we all reassembled back at the Hercules, XV195 at 1930 hrs. by which time, it was just dark. In the coach before emplaning, Mike Milburn went through his

"Byeee"



briefing for this unusual event. Throughout, his emphasis was on safety. I could only admire the expertise these chaps were going to have to show to pull the thing off at all. I had stayed the previous night at Brize Norton before joining up with the Team and that morning, had seen the preparations for the party at which this display was to be given. I could only agree with the emphasis that Mike gave to the obstructions in the immediate vicinity of the DZ which itself was only fifty by twenty yards area. There were tents, a flagpole, various curb edges and trees around it. To get down into this very confined space, the Team would have to keep very much closed up otherwise there would not be room for the last members to land. Admittedly, there were bolt holes as there was open space on the airfield side of the DZ and this factor made it all acceptable, particularly in the event of any malfunction which meant that the PJI concerned would have to use his reserve chute. That, being a round canopy and much less manoeuvrable, would have meant that for him, achieving the small DZ would be impossible.

The run-in was to be on a heading of about 240 degrees and at 3,000ft. The Team were to go out using the starboard door and at one second intervals. The first man would pause four seconds and then pull his Hand Deploy. The second man would pull at three seconds and the third man at two seconds. Everyone would leave the aircraft facing forward and the rest would immediately turn outward from the aircraft and pull. Although the wind was still on the high side, they hoped to quickly set up a stack and as the first man landed, the top man would still have about 300 ft. to go. Four white smoke canisters would be used, two on exiting the aircraft and two at 1,000ft. The line up was determined and I think the

following is the only record of the sequence. Flt. Sgt. Ty Barraclough led and then **Sgts. S.R. Perry, Crawford, Martin, M.J. Perry, Chamock Flt. Lt. Milburn, Sgts. Stalker, Huskisson, Flt. Lt. Allison** and with **Sgt. D'Souza** as last man.

Finally, Mike cautioned his Team not to give verbal vent to their feelings after landing. This time, the crowd would be very close in, around the DZ. Shouts carried at night and he did not wish the Officers, assembled dignitaries and their ladies to be devastated by the more usual expressions of relief to which the Team themselves were accustomed. In other words, if they were to die - then they were to do it tastefully.

We all got aboard. The engines were started and off we went. En route, the rear cabin was darkened, using red light illumination. The Team prepared and formed up. The starboard door was opened and the noise level rose accordingly. Mike Milburn took up his place to spot and lead the Hercules into the drop. Decisions taken and he took his place in the line up. Green light on and out went Flt. Sgt. Barraclough. Positioned on the opposite side of the aircraft and slightly forward, I saw each member of the Team exit sideways and become momentarily stationary in the stable position - arms and legs outstretched almost as diagonals before disappearing rapidly rearwards. As the last man left, I went quickly back to the flight deck. To allow a little more time for the Hercules to position in the dark, the usual 45 seconds from last man down had been extended to 60 seconds but otherwise, the procedure was to be the same. Both pilots and navigator co-ordinated to get the aircraft round the descent circle and running-in. Standing behind, I could see the sodium lights outside the Brize Norton Officers Mess, ahead of us across the darkened airfield. A fleeting glimpse of the

Team lines up as the view disappeared under the nose of the aircraft then up into a steep climbing turn en route back to Lyneham. A superb end to a fascinating day. I thought they were all just marvellous. I only hope the Home Secretary thought the same.

The writer is grateful to the Officer Commanding No. 1 PTS, **Wing Commander R. McCluskey** for his permission to attend, to the Flight Deck Crew and Load Master of the Hercules and to the members of the Falcons Team, all of whom made him most welcome.



The Flight Crew.

## ELEGY

Parachute equipment innovator and designer, **Jim Handbury**, was a true prodigy of the parachute manufacturing industry. His accidental death on the morning of Monday, April 21, 1986, is felt deeply by the entire jumping community towards whose advancement he had enthusiastically devoted his life.

He was killed while piloting his Cessna 150 for what should have been a regular parachute test drop. He encountered unusual complications resulting in a sudden and accelerating loss of control of the aircraft, and his attempt to parachute to safety was unsuccessful.

Handbury was wearing a skydiver's tandem container and harness with only the reserve parachute in it while he was flying his Cessna, with the pilot's door removed, to drop test a 16-foot pull-down-apex round canopy for possible military applications. The parachute was packed in a small, 5½ by 2½ inch, bag attached by

an 18 inch bridle to a 25 pound lead shot weight for static line deployment.

At 3,000 feet altitude, a wing-waggle by Handbury was the planned signal to start ground-to-air video documentation of the test. But before the signal was received, the parachute appeared to have been prematurely deployed and was trailing uninflated below, but not touching, the left horizontal stabilizer. The bridle and many of the canopy's 15 foot suspension lines were caught around the plane's left landing gear; some of the lines were pulled in nine feet, thus preventing full inflation of the parachute.

The aircraft appeared to fly descending under control but then violently pitched nose down just beyond vertical. Since the plane was used for testing, the seat belts were of the old military type which sometimes take both hands to release. At that point, it would have been very likely that the pilot

was thrown into the rear of the aircraft where he may have had to manoeuvre around a unique tubing and cable installment to return to the door. Handbury made a controlled and stable exit from the aircraft less than two seconds before impact. He cleared the aircraft as it fell past him, but there was insufficient time for him to even activate his parachute.

Ironically, Jim Handbury had been concurrently working on another project which was in the final stages of development - a parachute system for light aircraft. The unit has been dubbed the Advanced Ballistic Chute and had actually been successfully deployed and tested from the very plane that Handbury was using at the time of his accident. With that system in place, he could have easily activated its 52-foot diameter round canopy to safely lower the plane and its occupant to the ground. Handbury had made another successful test of the ABC device just the day before his accident. Unfortunately, the unit currently requires three days to repack, so it was not in place for the fatal drop test. However, the empty mortar installment and rudder cable rerouting modifications remained near the rear of the aircraft.

Jim Handbury began parachuting at the age of 15 and excelled at the sport. He also became involved in hang gliding during its infancy and was soon recognised as one of its top pilots. Exhibiting an outstanding aptitude for design and innovation, Handbury's product creations remained at the forefront of parachute development for the next 15 years. Based on the Rogallo

principle, he designed the fast-opening single-keel Paradactyl parachute for skydivers and then further developed this concept into the double-keel Paradactyl, which has not yet been exceeded in reliable openings and soft landings. He identified the need for parachutes in the sport of hang gliding and quickly developed, tested, and manufactured the parachute system commonly used on hang gliders today.

A student prodigy of sky diving himself, Handbury brought the sport of parachuting out of the dark ages of wartime surplus equipment for students. By making slight modifications to his lightweight, streamlined equipment designed for experienced parachutists, he was able to also supply student jumpers with modern equipment that would meet their specialised needs. These concepts are now used in parachuting instruction around the world.

When ultralight aircraft came on the scene, Handbury modified his basic hand glider parachute to accept ballistic deployment capability from as low as 125 feet. This innovation has been credited with saving a significant number of lives in just the past few years and led to Handbury's current work on parachutes for light aircraft.

Jim Handbury is survived by his son, Kirk, and his wife and talented partner in business, **Dana Handbury**, who will pursue Handbury Innovation as usual after a short break. Donations may be sent to the following: Kirk Handbury Trust Fund c/o Gateway Western Bank 499 East 6th Street Beaumont, CA 92223

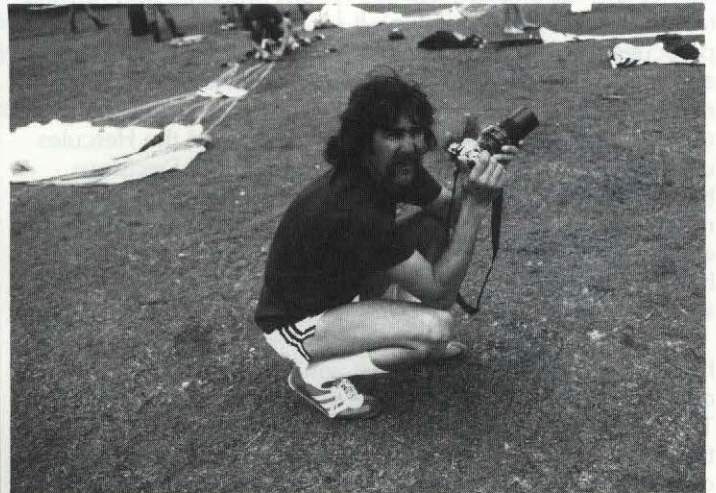
# OBITUARY RANDY DELUKA

It is with a personal sense of loss that we heard of the tragic death of **Randy Deluka** from cancer.

Randy will be remembered by all those fortunate enough to see such films as Wings and Bond movies such as Moonraker in which Randy did most of the camera work.

Closely associated with the American eight way team Mirror Image, he will be missed by his many fellow free-fall cameramen by whom he was respected as one of the pioneers of air to air photography.

DAVE WATERMAN



## WANTED

The SCPC need a CCI for their new DZ near Tewkesbury. We are a weekend only summer club. We are a band of caring and enthusiastic skydivers and need someone of a like mind to join us.

Contact: Tricia 0453 882648  
or Simon 0761 33235  
evenings only

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# JUMPAID

JUMPAID on behalf of the SPORTAID famine relief appeal will be organising a marathon fundraising parachuting event to be held at the Scottish Parachute Club, Strathallan Airfield, Perthshire on August the 2nd and 3rd. In the wake of the huge success of SPORTAID, we feel that this would be a valuable opportunity for the parachuting community to contribute to the growing world-wide campaign giving Africa a future.

Participation is welcomed from all jumpers who have made over 100 jumps. The event will take the form of each jumper making up a maximum of 10 (C licence) or 15 jumps (D licence) from 3500ft in a 12 hour period. On receipt of a £5 entry fee, each participant will receive a sponsor-

ship form with which to raise money on the basis of jumps made. To encourage maximum fund raising, we hope to be able to cover some of the aircraft costs from major sponsorship; the balance to be paid by the jumpers.

In the spirit of BANDAID, all donated monies will go to SPORTAID to help their ongoing relief work in the famine devastated areas of Africa. It should be stressed that no individual or organisation shall make a profit from this venture; indeed, SPC have offered their facilities at cost and a number of local companies have already donated goods and services free of charge.

If each club or centre in this country were to donate the cost of one student's course, we could raise over

£2000; if each jumper in this country were to donate the cost of one skydive, we could raise over £20,000.

If you want to participate, and we hope you will, please contact JUMPAID at 15A East Claremont St. Edinburgh EH7 4HT, enclosing a SAE. If you can't join us on the day, please sponsor someone who can, or send a donation to the above address, cheques payable to JUMPAID.

As we all look forward to a good summers skydiving, let's help a people whose only thought when they see a Hercules is "will it drop food", not "can we jump it". With that thought in mind, please do all you can to support this appeal.

Best wishes,

DAVE RICHARD D3896  
MIKE RAMSAY D4549

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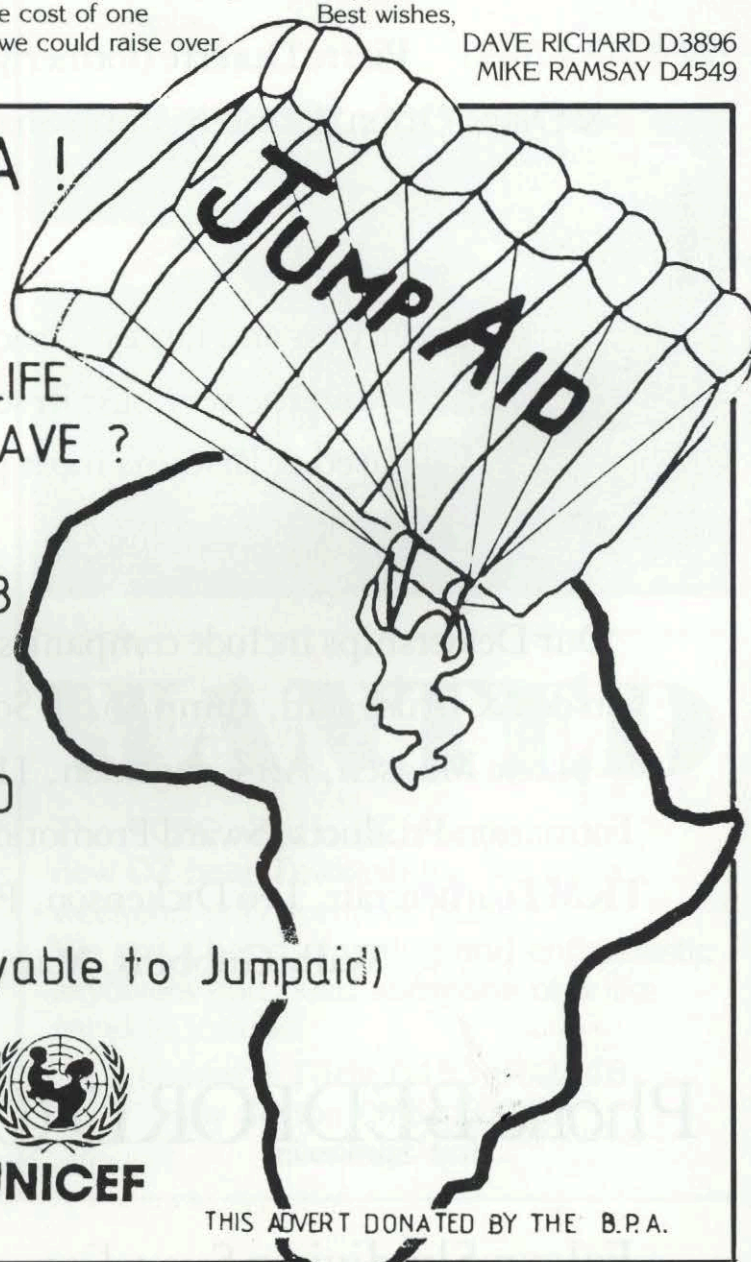
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# JUMPAID HYDE PARK



Photos by Rob Colpus



Anybody who hasn't spent the last two months on the moon will have been aware that Sunday 25th May was the date of Bob Geldoff's **SPORT AID RACE AGAINST TIME**. In addition to the 200,000 heavy sweating bodies already crammed into Hyde Park, 8 other sweaty bodies in the shape of **Bob Hiatt, Jackie Smith, Mark Miller, Rob Colpus, Robin Mills, Sarah Brearley, Mell Cooch and Mandy Dickenson** jumped in, exiting at 2,000ft. (because of low cloud) from the Islander from Headcorn, flown by **Dave Parker and Paddy Platt** (why two pilots? could it be something to do with Dave Parker spending most of his time over London hanging out of the window with a camera) the intrepid? team jumped in 15 minutes after the start of the run. BBC Grandstand televised the first pass live. **Mike Kaufman** one of the main organisers has since made a tandem jump, so impressed was he by the demo. L.A.T.C.C. were very co-operative and gave unqualified support despite having to deal with 747s and other large jets in the airspace. Brittany Ferries sponsored the demo - thanks to all concerned.

P.S. Iris organised it. D.W.

IRIS LYNCH

# B.P.A. SAFETY NOTICE

## GROUNDING OF G.Q. 'DUAL PEROSITY' 7 mtr. AEROCONICAL

It has been reported that there has been a number of 'Streamers' requiring the use of the reserve parachute on the 7 metre 'Aeroconical' parachute from Thomas Sports Equipment. This is the 'dual perosity' type imported, modified and sold by T.S.E. and not the 7 metre supplied by G.Q. specifically made for Sport Parachuting.

A special Safety and Training Committee Meeting has been called for Wednesday 7th May at 5.00 p.m. at the BPA Office, Leicester to discuss this matter.

It has been brought to our attention that the Pad on a number of TSE pull-outs has been breaking away from the 'O' Grommet. Equipment using this type of deployment system should not be used until the tape from the Pad has been inspected particularly around the 'O' Grommet.

For further information contact the BPA (0533 59778/59635) or Thomas Sports Equipment (0262 678299).

JOHN H. HITCHEN  
Joint National Coach &  
Safety Officer

## FILM PREVIEW

### 'Wally Gubbins - The Movie'

The infamous, regular and much loved correspondent to this magazine, **Mr. Walter Gubbins Esq.** has finally, as promised, entered the world of Hollywood in a big way, with the release of his first video, originally entitled 'Wally Gubbins, The Movie'.

Produced by **Leo Dickinson, Pete Reynolds** and, of course, **Wally Gubbins** this video is a breath of fresh air in the skydiving movie world. Instead of following the usual format of either, Training Film or Boogie Report, Wally's video is a lively, fast moving portrayal of many interesting and exciting skydiving ideas, with the emphasis strictly on FUN. In fact the video is a side splitter from start to finish.

One of the secrets, I think, to its success is the technique of using excellent original music, with mono

syllabic grunt type voice overs to augment the images on the screen. Made up of several small sketches, put together in the style of the old time silent movies, Wally doesn't allow you to get bored for one minute.

A mark of its universal appeal is the popularity it has already found with non-English speaking jumpers and non-jumpers alike. Non-jumpers are particularly intrigued by what can be done in free-fall whilst having lots of fun.

I would recommend this to anyone - but I hope that video pirates keep their dirty hands from it. Because I know that Wally, Leo and Pete would like to do more in the future, but to break even on their production costs they must sell copies. So for all our sakes - don't be a pirate!!

ROB COLPUS

probably the most fortunate of all BPA clubs because of our geographical position and the fine weather that we enjoy. The holiday brochures boast 330 sunny days a year, and they are not far wrong. During 1985 on the days that it was intended to parachute we only lost 17 because of weather. It is because of this and because of the way parachutists flit around the world trying to find a nice economical little spot where the jumping is good that I just had to let you know. Let me now answer some of the immediate questions that you may ask.

Our centre itself is fairly large, albeit that we have a split operation, not that this is a problem. The centre building is situated in Pergamos Camp, which is about two and a half miles from the drop zone at Kingsfield. Not a problem we simply load up the truck first thing and move down to the strip. Equipment wise we possess 40 GQ A/Con static line systems, 20 free fall systems, 4 GQ A/Con Chaser student tandem systems, about 10 Ram-Air systems of various sorts and all the bits and bobs to complete. Our aircraft is a lovely Cessna 206 G-ARAZ, with which we are enormously pleased, thank you Netheravon.

Of course all this sounds okay but so far not a lot different from quite a few other BPA clubs, but there are a few differences that really do make a visit well worth while. The weather I have already mentioned, so I won't labour that point, the Drop Zone itself is enormous, although our target field is probably about 300 x 200, our surrounds go on for miles. We have one minor hazard however, a small orange grove about 800 yards away. The brief for which is, "Bring us back an orange!" One of the nicest things about Cyprus is that we are just about totally free of CAA, and ATC, interference, or should I say help. All I get is an occasional call from Larnaca ATC, asking me to hold for five, but that is only once in a blue moon. Because of this great lack of air activity out here, things like night jumps and water jumps can be arranged at the drop of a hat. Night jumps we have done so many they are hardly a novelty anymore, and as for water jumps, well what can I say, do you remember that old film, 'This is a Sport', where they are sat in the aircraft, and the narrator says, "When the summer heat becomes stifeling, why not go jump in the lake", what more can I say. Okay have I whet your appetite?

Right, I hear you say, how do I get out there as economically as possible? Where do I stay? What do I do for transport? What is the

## CYPRUS REPORT

I have been meaning to write for quite some time now, but as those who know me best will tell you, I am not renowned as a letter writer. Before going further I had better introduce myself to those of you that don't know me, **Gary Douglas**, Chief Instructor, The Cyprus Combined Services Parachute Club. Bit of a mouthful isn't it? How about CCSPC for short.

Well, the reason that I have been wanting to

write is every now and then I read about someone or other who have recently returned from some sunny place and had a real good time. Well, pleased as I am for them, I always get a little twinge of guilt, and say to myself, "You really ought to tell them about Cyprus." So here I am finally putting pen to paper, so here goes.

The CCSPC is a real friendly club situated at Dhekelia, Cyprus. I should think that we are



exchange rate like? What is the best time of Year? Will I be able to do the sort of jumping that I want? Okay, let's start at the top. 1) The most economical way to get out here is to be sponsored by someone who is serving with HM forces, (that's me), so what you do is drop me a line, letting me know when you want to come out, and your contact address, the names of all the people in your party etc. I then phone the Joint Air Booking Centre (JABC), give them the booking, they contact you, and its as easy as that.

There are two price rates for visiting Cyprus, summer and winter, there is a fair bit of difference. To visit between 1st November and the 1st April, your return flight from Gatwick-Lamaca-Gatwick, plus 1 weeks accommodation, will cost £196 per person. To visit between 1st April and the 1st November, the same deal will cost £226 per person. Flights can also be made from Manchester-Lamaca-Manchester, and I believe the difference is very little. Before you ask, there is no difference in cost if you forego the accommodation. Besides the apartments are very good, they are properly checked out by JABC.

2) Well as I was just saying, your first week's accommodation is already in, you have the choice when first talking to JABC to book that same accommodation for your whole stay. Or, of course, you may wish to move elsewhere. Camping you may find to be a bit on the grim side out here, and I certainly wouldn't recommend it to anyone. In the summer you can hire a two person apartment for about £12-£15 per day, in the winter about £4-£5 less.

3) Transport, this like everything else is seasonal. Motorbikes are about £6-£8 per day in summer and a couple of pounds cheaper in winter. Cars are about £10-£15 in summer and again a couple of pounds cheaper in winter.

4) The currency in Cyprus is Cents and Pounds, (they used to be indecisive, but they are not so sure now). Anyway, £1.00 Sterling = £0.75c or £1.00 Cyprus = £1.33 Sterling. But don't be disheartened by that rate, the cost of living is very low, you can have a 20 course meal, a Meze, for £2.50!

5) The best time of year, well to be honest, its good all year round, although mid December to early April is slightly less favourable. But having said that, I run 2 week 15 jump courses right the way through the year and it is very rare that they don't complete.

6) Jumping, given that our aircraft is a Cessna 206, you won't have more than five people in the air at one time, we do have staff and club members alike well versed in all disciplines. If you are at present somewhere in the middle of the category system, you may wish to come over knowing that you will get a lot of jumps in, over a very short space of time.

The highlight of the year is the Cyprus Championships. These are held at the beginning of November each year. Funny time? Not really, this is Cyprus don't forget. There are several reasons for holding the Champ's at this time, some of which are, to coincide with the visit of the Netheravon Islander, the finish of the Parachute Season in England, as a lot of army display teams are tied up until about mid September, and not least of course, the cheaper season. The date of the Champs for 1986 are 1st - 10th November. If you know anybody who came to the '85 Meet I think you will find they enjoyed it. More than a few will be able to dine out on tales of that one. If you do meet someone who was there, they will explain that last remark!

Anyway, I have banged by gums for long enough, don't just sit there, drop me a line! See you at the Cyprus Champ's (If you aint there, you're nowhere!) All the best.

**GARY DOUGLAS**

# WESTON 4 & 8 WAY

The 4 and 8 way meet at Weston is now known as a run up to the nationals. Teams airing themselves in the first major competition of the year. 1986 was no exception with 19 four way and seven 8 way teams competing.

However, with British weather showing its true colours, there was only one round of 4 way sequential and one of 8 speed completed.

The 8 speed jumped first with no show-no grips rules - there was an air-to-air cameraman on every load standing out on the rail of the Turbine Islander, giving an excellent view of some interesting 'no-show' exits.

The judges had decided to start the 'watches' when the first hine of backpack or body showed through the door. So although some teams did some decent star times they were bust back from 18-20 seconds to 23 or more!

Both 4 and 8 way used air-to-air as a primary judging aid - maybe this is a thing for future nationals where cloud is normally such a big problem for judges. There was only one resume judges. There was only one rejump because of camera malfunction - for an intermediate team with the ironic name of 'Fluke'.

The infamous **Wally Gubbins** (heavily in disguise) was present as an air-to-air cameraman and also dained to compete in the 4 way, as well as celebrating his birthday during the evening entertainment.

The BPA took delivery of their new ground to air video system, the same as was used at last years nationals and as back-up at the world meet, thanks to Larsen & Brusgaard of Denmark for an excellent system.

The 8 speed was won by Malibu, a team comprising of **Chris & Derek Thomas, Sara Brearley, Rob Colpus, Joyce Dias, Peter Allum, Kevin Hardwick and Fred Ryland**, with a time of 16.11.

Flashtrash, comprising of **Bryan Mason, Neville Howarth, Steve Newton and John Parker**, after a winter of skydiving showed the form that won them last years nationals by taking the 4 way gold.

The intermediate 4 way was won by the lucky team Fluke who, after a rejump, scored enough for them to win their first medal at their first competition, the team comprised of: **Debbie Randall, Steve Knight, Cathy Riddle and Mike Grace**.

There were a number of fun loads during and after the meet when brief gaps of sunshine peered through the rain clouds - let's hope the nationals are looked on more favourably, by whichever God you believe in.

Thanks to: Judges - **Amanda Kenny, Diane Orton and Steve McBride**. Ground to Air Operators - **Andy Howse and Simon Underwood**. Air to Air Operators - **Pierre, Simon 'Pedigree' Ward, Wally Gubbins, Dave Waterman, Richard Ward and Leo Dickinson**.

POSITION	TEAM	SCORE
	Freds	2
	Tranquility	2
Joint Third	Jack	7
	Fly Byes	4
First	Flashtrash	9
Inter-first	Fluke	1
	Malibu '4'	1
	Scroomies	1
	I Don't Know	0
Joint Third	Time Bandits	7
	All For One	1
	Double Vision	4
	We Bite Ankles	2
	Air Dogs	2
	Harry	5
Second	Mondays Child	8
	Lulu & The Skywalkers	6



# ST. PATRICKS DAY INVITATIONAL BOOGIE

Owing to postal problems it appears that some people did not receive their invitations, for which we apologise.

However, for those who were there, 8 way and 12 way sequential were the norm, with both aircraft being utilised to the fullest extent. The Boogie culminating in the two aircraft formation load, 12 way dive.

Rising on a bright and sunny day, we waited until the invitees had finished their tea before starting on the qualifying dives. Chief

adjudicator **Howie Krishna** doing the hatchet job for the international dive organisers brought over from the US of A, Dave (the formation was floating honest!) and 'Fast' **Anne Cooper**. The Shobden guests displayed a unique approach to aerobatic launching, proving that a good base need not be stable to fall fast. This was in contrast to the Welsh National 4 way team 'Lowlife', who whilst launching more conventional flying bases, proved the bigger they are the slower they fall,

as one of the guests found out on the 12 way. Also seen in action during the Boogie, were members of many other international skydiving teams including 'Seven Up', 'The Team' and locally produced 'Homegrown' (a team who just rolled up and got their act together).

Thanks must go to the pilots, South African renegade **Derry Davies**, **Doc Roger** (I didn't touch the controls), **Brown** and **Patrick SPLong**, who between them succeeded in flying such a tight formation that one

jumpmaster asked - in a quavering voice - for more separation on run-in.

The good vibes and good dives enjoyed during the Boogie owe much to the strong international feeling on the day, contributed by the American, Australian, South African, Hong Kong, Polish, Maltese, Belgian, Italian, English, Welsh and of course Irish contingents who kept the fighting to a minimum. Anyone interested in attending the next of what we hope will become an annual event, can contact The Bald Eagle, c/o S.P.C., Gower for an invitation.



Freefall photography Les Cooper.

Air to air photography Pat Davies.

Air to air pilot Clive Francis.



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# SKYFEST 86

Pictures by Sward.  
Black and white by Dave Waterman.



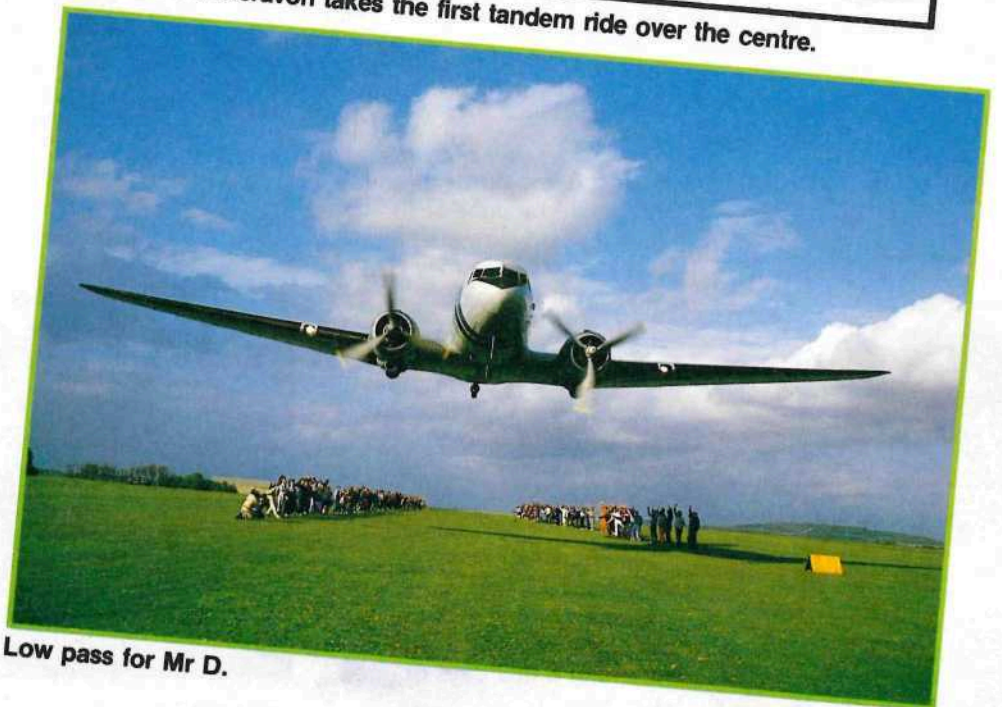
Pete Reynolds gets a helping hand on a Tandem Jump from Cris Austin and A.N. Other. The tandem passenger is on her first jump.



One of the many fun loads.



J.M. Steel 'OC' Netheravon takes the first tandem ride over the centre.



Low pass for Mr D.



# NETHERAVON SKYFEST



DC3 exit.

Just a few words in haste (to catch the June issue) to let everybody know what went on over the May Bank Holiday at Netheravon's Skyfest Boogie.

Plenty of aviation orientated entertainment was organised so that it would not be necessary to experience the boredom associated with a Drop Zone in the event that we had bad weather. And guess what?... we did! As it happened we did fairly well and had a more or less 50/50 split with one and a half days of good

The 36-way lines up for a dirt dive.



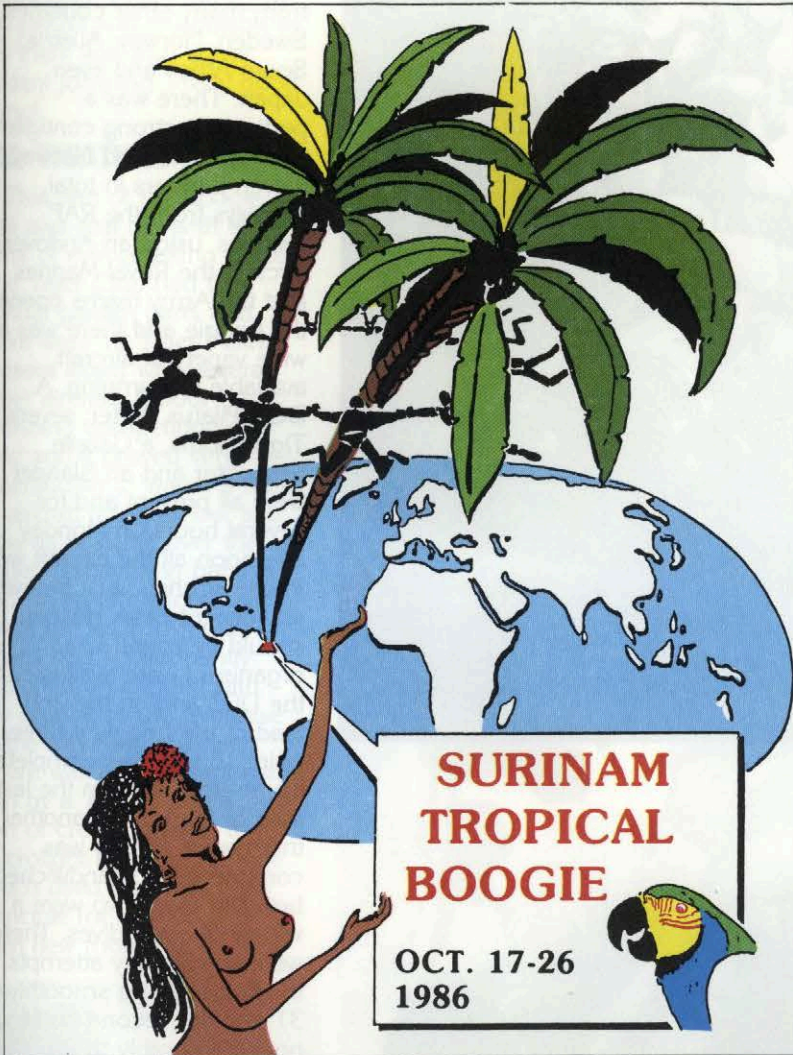


## PLACE / DZ

The first TROPICAL BOOGIE will be held at Zanderij, the international airport of Suriname (formerly Dutch Guyana).

This DZ features: • sheltered packing area • showers • swimming pool • food and drinks • lodging •

The TROPICAL BOOGIE is organised with help from Herman Landsman (Mafia Brothers) of Paracentrum Texel-Holland and Tom Piras (Air Bears) of Skydive Deland-USA.



## LODGING

- Rooms: 4 - 8 pers. with shower and toilet facilities •
- Food and drinks: Surinam Airways catering will provide three meals a day •
- Transport: day and night roundtrips to Paramaribo (disco's-bars-retaurants-shops) •

## THE DEAL

- Roundtrip Amsterdam / Miami / Belem (Brazil) - Suriname •
- 30 jumps (12.500 ft) •
- Sleeping facilities for 12 days •
- Three meals a day for 12 days •

## General information

Please send in your registration form as soon as possible and be sure to have transferred the money to our european bank-account one month before the boogie.

Extra jumps, sight-seeing tours etc. can be paid for in **foreign currency only**. There will be a money-exchange office on the DZ for this purpose.

When you decide to join the TROPICAL BOOGIE, we will personally inform you about all the details of your trip to Suriname, like where and when you can collect your airline-ticket, place and time of departures and arrivals etc.

## SKYDIVES

- Big loads and hot sequential dives •
- International loadorganisers •
- A.F.F. and Tandem-jumping •
- Bi-plane jumping •
- Night jumps •
- South-American record attempts •
- R.W. and C.R.W. seminars •
- Photography and video by Norm Kent •

## AIRCRAFT

- DC-3 (35) •
- Twin-Otter (24) •
- Nomad (16) •
- Bi-plane AG-Cat (..) •
- (working on a big surprise) •

## LANGUAGES

- English
- Spanish
- German
- French
- Portugees
- Dutch

## WEATHER

- Blue skies (12 hours a day) •
- Temperature: 27° C. •

## ... AND MORE

- Extra jumps are possible (US\$ 10,-/Hf 27,-/DM 25,-) •
- Free 'after jump' beer, two hours a day •
- Tropical nightlife •
- Typical surinamese entertainment •
- Sight-seeing tours available at the DZ •
- An extension of your visit •
- Airplane-rides for non jumpers (AG-Cat) •
- Cold showers . . . . . and lots of fun !!!
- Cheap drinks at the DZ •

## F.F.I.

Europe:

### SURINAM TROPICAL BOOGIE

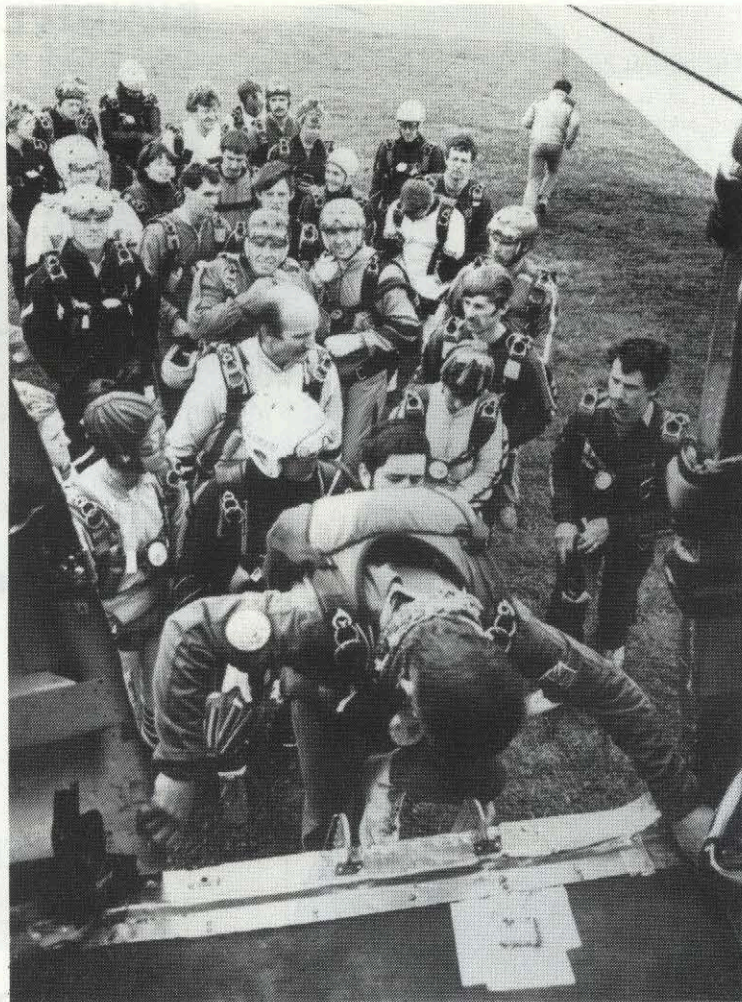
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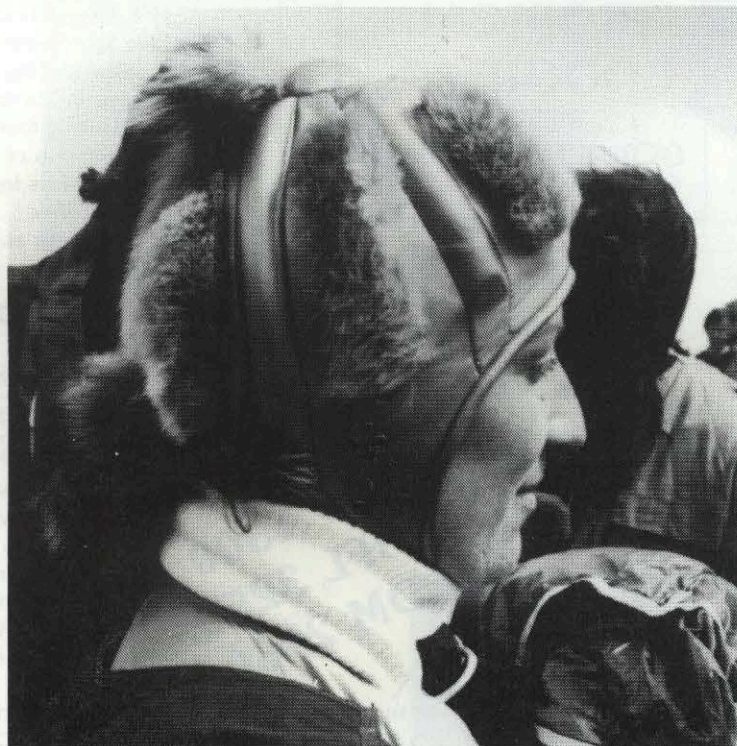
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"All aboard" the 3.



Amanda Kenny seems to have solved the baldness problem. Whatever she put on her Frapp hat could earn a fortune.

jumping conditions and the same of inclement weather. So here's what went on....

### GOOD WEATHER TIME

There were 357 jumpers registered which was an excellent turnout and it was great to see friends visiting from many other countries, Sweden, Norway, Austria, South Africa and even Japan. There was a particularly strong contingent from Sweden and Norway, eleven jumpers in total. Displays from the RAF Falcons, using an Andover aircraft, the Royal Marines and the Army teams opened the boogie and there was a wide variety of aircraft available for jumping. A DC3, Pilatus Porter, several Tiger Moths, a Gazelle helicopter and an Islander were all present and for several hours on Monday afternoon all the aircraft were in use at once. Just the way any decent Bank Holiday should be spent! Load organisers were available for the DC3 and on the 2nd load of the boogie a three-point 16 way was completed. Three days later on the last load of the boogie another three-point 16 way was completed and sandwiched between these two were a variety of good dives. There were two 36 way attempts, the first building smoothly to 31 and the second building not so smoothly to 29. There were eight tandem jumps done allowing several jumpers' girlfriends the opportunity to experience the delights of freefall from 12,000ft. and on the last load of the boogie again a tandem was made with a surprise six-way star being built around it! This was not only a surprise for the two people involved in the tandem jump but also for the Army team who decided totally on impulse to dock on it after finding themselves on the same lift. Ear to ear grins were in evidence from all concerned on landing, demonstrating the excitement and opportunities created by this new aspect of skydiving.

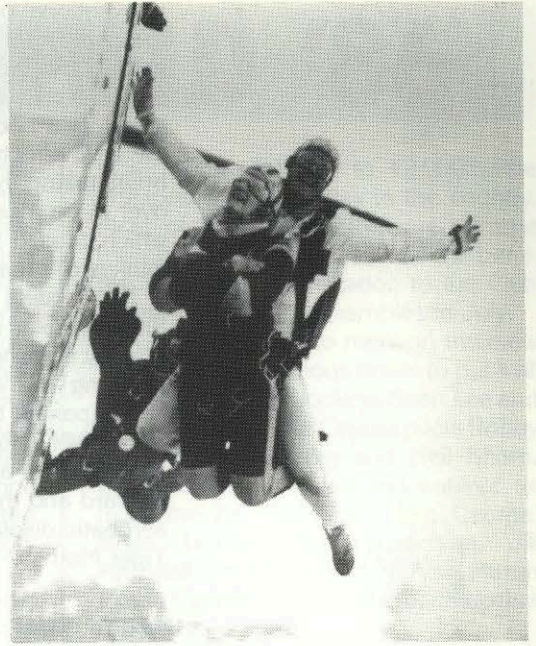
From a statistical point of view the good weather period looked like this:-  
 48 Pilatus and Islander lifts - a total of 382 jumps  
 16 DC3 lifts - 576 jumps  
 13 Gazelle lifts - 39 jumps  
 9 Tiger Moth lifts - 9 jumps  
 This made a total of 1006 jumps over a one and a half day period and in addition to this there was also some student jumping. Pretty good going!

**BAD WEATHER TIME**

This part of the boogie was also real fun with all sorts of events taking place. The Tiger Club had their annual garden party and there were 12 Tiger Moths present along with several other aircraft. A flour-bombing competition was held and it proved very entertaining to watch a series of aircraft flying as low and slow as possible over the target despatching bags of flour in an effort to score a direct hit. Each carefully aimed bag subsequently exploded on contact with the ground to the applause of the watching jumpers. There was also a demonstration by a 'Power Chute', a sort of cross between a microlight and a parachute which used the microlight principle for take-off and then flew more like a



Jim Steel and Pete Reynolds land a tandem, first at Nethers.



Derek Thomas and passenger "all smiles".



Another 3 exit.



And another.

conventional parachute after the deployment of the canopy. All the competitors lined the runway at one stage for a boogie photo and the DC3 effected a pretty breathtaking fly-past, or fly-over to be more precise, which caused several sharp intakes of breath.

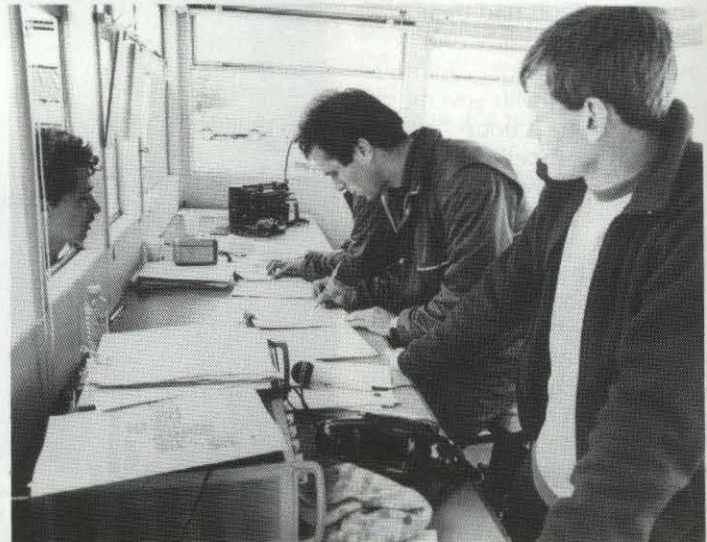
The existing Netheravon Sit-Down Star record was brutally smashed with a stunning 172 way being built accompanied by much YAHOOING! Rock star Gary Numan gave a display in his Harvard and there were also aerobatic displays by several Tiger Moths.

### PARTY TIME

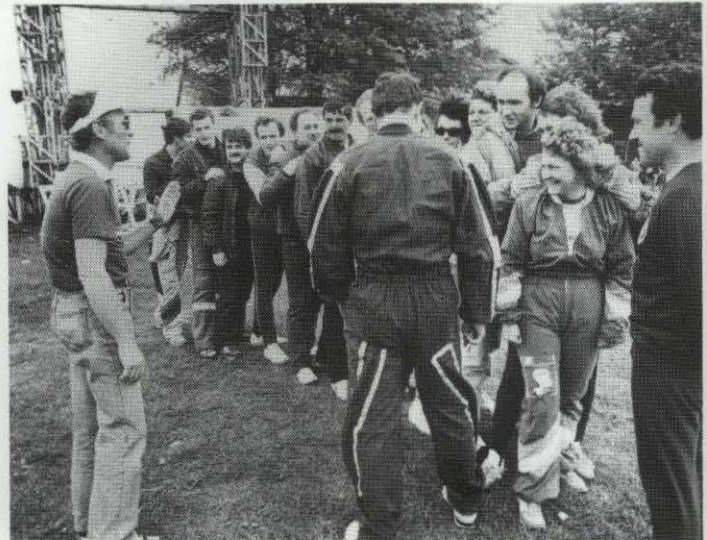
The evenings too were pretty entertaining with the party atmosphere building up from Friday night and escalating into an outrageous climax on Sunday night. On Saturday night there was the Harp Road Show featuring Physique, a professional band who were very much appreciated and who gave an excellent performance. There was also a disco and the partying went on well into the small hours. Meals on both nights were provided as part of the registration and were beautifully presented with a choice of hot or cold food available. On Sunday evening the proceedings started off with the raffle which had plenty of skydiving prizes thanks to the generous support of many sponsors. When a ticket was drawn the winner had to pop a balloon with a dart and the number that fell out of the balloon denoted the prize won. Needless to say there was somebody who having had his ticket drawn out from almost 2000 others failed to hit the balloons with a dart! After the raffle there was a slide show and then a movie show and then the disco opened. The highlight of the whole evening was undoubtedly the three barmen who, in keeping with the theme of the Blues Bros, dressed up in khaki shirts, red shorts and swastikas and kept the whole DZ in stitches



We happy few! Tiring job this skydiving.



The busy manifest with Nige Watson in charge.



Bob Harman back from Z-Hills organising a load.

with a non-stop choreographed dance and cabaret act whilst simultaneously serving beer. At one stage there were over 150 people in the bar and every single one was dancing to the Blues Bros. From a statistical point of view again - only 1100 pints of beer were consumed!

In all SKYFEST was an unqualified success and thanks are due to **Major Steele** and his staff for their hard work in organising what now must surely become an annual event.

Words by AMANDA KENNY  
Photos DAVE WATERMAN  
and SWARD

# WE'RE BACK CRANFIELD '86

Since the bureaucratic hand of fate closed the London Skydiving Centre's DZ at Pampisford in November '85, the faithful few have been working away silently to get the new Centre at Cranfield ready for the new season. The abominable English winter and spring delayed the work on the new building, so that eventual completion was three months behind schedule. The newest, most modern, purpose-built skydiving facility finally became fully operational on Friday 23rd May. But the 150 skydivers who made the trip for the weekend of May 24th-26th now know that The London Skydiving Centre is back - with a vengeance!

The car park started filling on Friday afternoon in anticipation of the night jumps ahead. That day, one daylight lift and one night lift were flown in the Centre's Skyliner "FLUF" with two of the Centre's AFF graduates, **John Coleman** and **Mark Baines**, making their first night jumps.

Unfortunately, the high winds during the weekend kept the Skyliner on the

ground for most of the time, but it still managed fifteen lifts to 12,000ft over the Boogie, with several Cessna 182 lifts filling in the gaps. Three Skyliner lifts and one Cessna lift went at night. The only broken record was the British Night Ladies record by the four girl Night Naked Freaksister load with **Jill Arundell**, **Maggie Sheehan**, **Judy Travers** and **Helen Harber**, although a sixteen way on the last night lift built to fourteen with two low (no letter from **Pete Bath** for that one Shanks!). A thirteen way was completed after official dark, but not the statutory one hour after sunset.

Although many of the jumpers who arrived for the Boogie had never been to Pampisford, the parties were as good as ever (even if we can't remember much about the really good ones!). The disco kept everyone bopping until 3 am. Saturday and Sunday nights, so perhaps the early morning high winds were a blessing in disguise. This is the stuff that London Skydiving Boogies are made of!

Apart from the aircraft and the brand new Centre complex, the main attraction seemed to be the Club Member's lift

ticket price of £7.50 to 12,000ft., the cheapest civilian prices in the country. Most of the visiting skydivers became members when they realised the benefits, including an invitation to the Club Member's 24 way Scrambles in July.

As usual, I have to mention the crew who worked ridiculous hours to put it all together. The Jet Jockeys **Sean Lee** and **Robby Barnes**. The Cessna pilots **Robby Cooper**, **Jim Daisley** and **Neil Sharp**. **Lee** and **Tina** who fed and watered us from the bar. The Staff, **Lyn George**, **Brian Hucker**, **Neil Anderson**, **Jill Arundell** and **Helen Harber**. Also, **Martin Evans** for telling us about everything that wasn't quite right.

Due to the cluttered event calendar this year, several of the usual faces were missing, being committed elsewhere, but the people who made it all agreed that it was the best Boogie so far this year, probably the rest of the year as well.

Anyone else I haven't mentioned, thanks just the same. We're now ready for the season.

We've bounced back! And we want to jump with YOU! COLIN FITZMAURICE

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BEFORE!

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# PARACHUTING IN FAI

## The Beginnings

It is a warm August afternoon, and in the grand meeting room of a stately Warsaw hotel the CASI meeting is drawing to an end.

Colonel Wateau of France presents Item 6 of the Agenda: The question of parachute jumping as a means of rescue and as a sport. Several nations he points out, particularly the Soviet Union, have established regulations and licenses in this area. Might it not be good propaganda if the FAI should establish an international license for aviators, giving them proof after say, five jumps, of having acquired the routine and competence for making parachute jumps?

Hungary's Hümer de Hüttl is critical of the idea. A parachute is solely a means for rescue, only to be used in the utmost danger - if an aviator need to jump he will jump whether licensed or not. Besides for sport a parachute cannot possibly be of any interest to anybody but the military - and certainly not for FAI.

France is quite prepared to disregard parachuting as a sport counters the French colonel, but it should still be necessary to train aviators in the use of parachutes as to teach a seaman to swim. The CASI president concurs, pointing out that a license for parachuting might be a good incentive to make aviators learn to use it.

Several speakers give their comments, mostly negative. The USA delegate, Mr. Cabot remarks that there is a licensing system in the USA that gives a certificate based on five jumps. Both Mr. Slavik of Czechoslovakia and Mr. Popovici of Romania feel that the use of parachute training might be an effective way to impart knowledge of the air, and to develop character.

Having been quiet so far during the debate, the Soviet delegate, Mr. Corchenin, who is also the president of the Central Aero Club of the Soviet Union, asks for the floor.

"There is an enthusiasm breathing through our country for this fine new sport - thousands of young men and

women are practicing parachuting all over Soviet Russia, throwing themselves into the air with passion. Jumping in our nation is considered a perfect exercise for forming the character of young people." The Directorate of Aviation, he continues, considers the sport of parachuting as training towards endurance and courage - qualities that all sports are searching for. It is a goal in the Soviet Union that all civilian and military pilots should become parachutists. Why should it not be a sport?

The meeting is transformed, its tone and direction changed. The Soviet declaration has swept away the critics, and the discussion that follows centres on types of licenses and qualifications. At last Colonel Wateau proposes that CASI recommends the General Conference to appoint a Commission to elaborate on a specific licensing proposal. It is adopted unanimously. The proposal suggests a six nation membership for the commission: USA, USSR, France, Czechoslovakia, Turkey and Switzerland. The Aeroclubs are to appoint the members and communicate it to the FAI Secretariat in Paris. The date is August 24th 1936.

This little drama is not as fanciful as one might think. The records of proceedings of that age were far better than our 'minutes', including, as they did, the 'proces verbal' - the record of who said what. The proceedings that took place in that Warsaw hotel are

on record, and the statements quoted are verbatim.

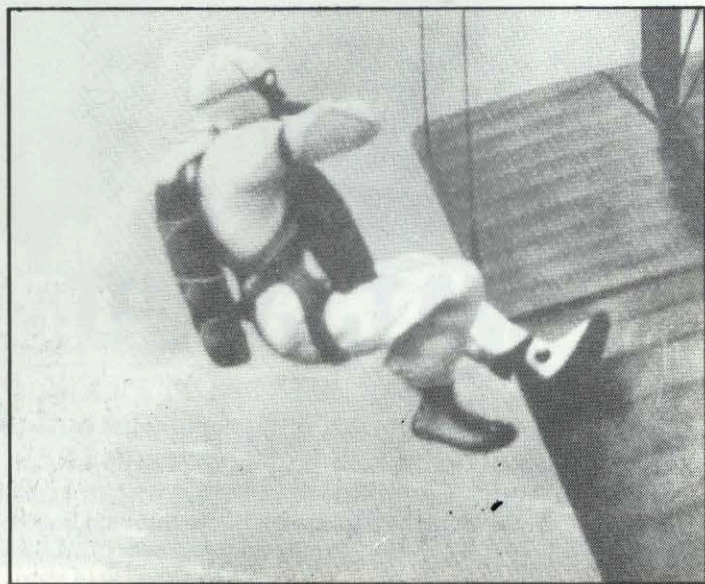
The CASI meeting and the General Conference that ensued were the first recorded appearances of parachuting within the FAI. The main combatants then as now, were France, the USA and the USSR.

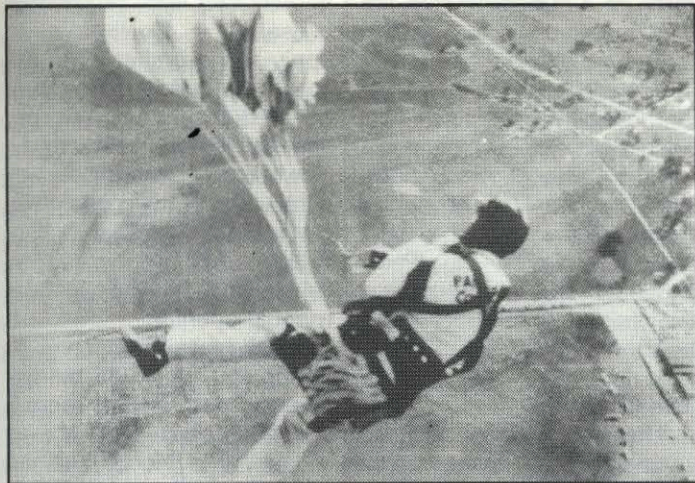
When the World celebrated the 200th anniversary of aeronautical activity in 1984, little attention was given to the fact that parachuting is among the oldest aerial activities, preceding ballooning by 167 years with Fausto Veranzio's tower jump (first ever BASE jump) in 1617, in Venice.

The brothers Motgolfier did not only experiment with balloons, they dropped animals in parachutes from towers, with acceptable results.

However, as parachuting activity is generally vertical, going down, not up, it needed the ascending apparatus to develop. As is well known, the recognised number one parachutist was frenchman Jaques Garnerin, exiting a mongtolfier at 2000 feet near Paris on October 22, 1797. Garnerin made a number of jumps, including one over London from 8000 feet with a 23 foot canopy. Others followed, too numerous to detail here: Bourget, Lelandes, Cayley, Kupar-ento (first ever emergency jump, Warsaw 1808), Hengler, the unfortunate Robert Cocking, John Wise and Tom Baldwin.

All this was mostly for fun and games, pleasing the spec-





tators, as parachuting always has done. The real development started only with the advent of that marvellous elevator, the airplane. Georgia Thompson Broadwick of the USA, who had started her jumping career from balloons in 1908, continued to make 1100 jumps before 1922. The real breakthrough came with Floyd Smith's invention of the manual ripcord, making it possible for Leslie Irvin to make the first free-fall jump at McCook Field in Ohio on April 28th 1919. The history of parachuting from that point is so many-sided and multi-coloured that it deserves more than a cursory mention in an article - the authoritative book has yet to be written.

Return to our friends in Warsaw, the role of the Soviet Union, so important at the meeting, reflected the fact that they were the first country to exploit the potential of the parachute as a sporting and education vehicle. As early as in 1930 they staged an accuracy parachute competition, and continued to develop it on a nationwide basis. By 1936 they had 115 training stations all over the country. As opposed to the barnstorming flying circuses in the USA, where show and entertainment for profit were the prime elements, the Soviet Union recognised the value of the sporting element and put it to use in a grand scale.

#### The First FAI Parachuting Committee

Within FAI, the 'Commission des Parachutes' nominated by the 1936 General Conference,

consisting of Mr. Chukru Kotchak (Turkey), Mr. Mark Deutsch (USSR), Mr. Grover Loening (USA), Dr. Tilgenkamp (Switzerland), Comm. Kopecky (Czechoslovakia), M.R. Massenet (France) and Maj. Prospero Friari (Italy), worked out a six point FAI Parachute license requirement and presented it to the London General Conference of 1937, where it was approved. The Commission was authorised to continue work, and was renominated in Berlin in 1938. The license requirements were included in the Sporting Code of the FAI as Annex Q. But this work that had begun so well was, in the end, to no avail. It was given no chance to prove itself in practical life, through no fault of the committee members. By 1939, the World had a war on its hands. The same war that prevented gliding from its appearance on the Olympic scene at the aborted Olympic Games in Helsinki in 1940 also put sport parachuting firmly on the ground.

#### The Forgotten Sport

The development of sport parachuting was both helped and hampered by the events of war. Negatively, the parachute was indelibly stamped in the minds of the public as a military vehicle and as a life saver for pilots - not very encouraging for a sport image. At the time a large number of people were trained as parachutists, and the use of a second parachute, the front mounted reserve, was introduced. This last development brought to parachuting the

degree of survivability that was needed to make it acceptable as a civilian sporting activity at a later stage.

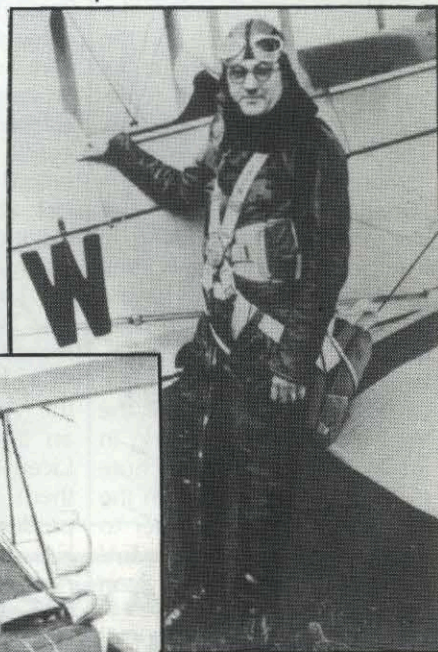
At the FAI, parachuting was all but forgotten by 1945. The first recorded re-entry of a parachuting question appears in a proposition from the Aero Club Argentino to the CASI in 1947, of establishing a record category for parachuting with the highest number of jumps in one day being the criterion. The CASI promptly threw it out, and along with it the little that existed of parachuting, the Annex Q of the Sporting Code, so that there was no longer any sport parachuting on the FAI activities list. This was confirmed by the General Conference in Paris in 1948. Parachuting was firmly back to square one. Well, anyone can make a mistake.

#### Italy's Initiative

In fact, although the process actually had to start all over again, the basis was a lot broader than it had been in 1936. The next move came from Italy. In 1948 at the Paris

General Conference, both the United Kingdom and France had proposed to take up the work with parachute licenses again, but with no recorded success. In Italy, meantime, a quite large organisation, the Associazione Paracadutisti Italiani, with 48 local chapters, was conducting semi-civilian parachute operations in co-operation with the Italian armed forces, using Savoia-Marchetti 82 twin-engined ex-bombers for jump planes. No courses for new students could be arranged, and they were eager to get something better under way. The technical director of the association was one Salvatore Canarozzo, a name that brings up pictures from old textbooks - the vertical dive Canarozzo position.

The prime mover was Captain Mario V. Biasutti, president of the Associazione Paracadutisti Italiani. With the Italian sense for setting appropriate scenes for important events, he called a large conference at the Lido de Venezia for June 18-19 1949. Before that, he had been in



contact with the Italian Comitato Olimpico, who had directed him to the FAI, at that time still a member organisation of the IOC (stemming from the 1938 Cairo IOC approval of gliding as an olympic event). The Venice invitations were circulated all over Europe and to overseas countries - in the end the ones who attended were Italy, France, Great Britain and Czechoslovakia.

The First International Parachuting Congress, as its official name was, issued a resolution to apply to the FAI to accept parachuting as a sporting activity within the FAI, as one of a seven point list. The seventh point was illuminating: The unanimous adoption of a mandatory dual parachute system for all parachutists.

Attending the Congress was a frenchman, Robert Cartier, who was to play the central role in the further development of parachuting within the FAI context. He attended the Congress as the official representative of no less than three different bodies; the French Government Service de l'Aviation Legere et Sportive, the Aero Club de France, and the Federation Aeronautique Internationale. The latter representation is very interesting. The two former organisations obviously attached great importance to the Italian initiative since civilian parachuting in France was quite active even at that early time, having produced 8600 jumps in 1948 from two centre-owned Junkers JU-52 transport aircraft. Seeing the probability of the Venice Congress resulting in an International Parachute Federation separate from the FAI, they sent Mr. Cartier to confer with the then FAI General Secretary M. Jean Blierot.

#### Return to FAI

The meeting between the two resulted in M. Blierot recognising the interest of the FAI in the upcoming Congress, and he appointed Mr. Cartier as official representative of the FAI to Venice. The mandate given to Cartier from his organisations were quite clear: To secure that the develop-

ment of organised civilian parachuting on the international level should be contained within the FAI.

In this he succeeded brilliantly, as is illustrated by the declaration issued by the Congress. Having access to all the key personnel and the key organisational bodies, he could present a very clear case, with the special attraction that the upcoming September 1949 FAI General Conference in Cleveland USA, could deal with the matter and bring parachuting within the FAI. There is no doubt that his mission was a historical one: Had he not secured the FAI support beforehand, the First International Parachuting Congress in Venice in June 1949 would most probably have resulted in a separate International Parachute Federation outside of FAI.

#### USSR Proposes Records

As it was, everyone was pleased with the results, and Robert Cartier proceeded to work out a proposition to the General Conference, to be channelled through the CASI. Parallel to this, the Soviet delegate and FAI Vice President Tchkalov had worked out an extensive proposal for the establishment of World Records in Parachuting. The record elements were greatest exit altitude, longest freefall distance, landing accuracy and greatest flying speed of the jump aircraft ast exit (!). The Soviet proposal was for record performances only, while the number one goal of the Venice congress was for an international parachuting License. Cartier combined them both, and the end product was presented as an FAI document, not from the Aero Club de France. Cartier was officially invited by the CASI to attend the Cleveland General Conference and present his case. As a piece of organisational work and diplomatic manoeuvring, M. Cartier's performance demands the highest admiration.

#### CIP Arrives

The CASI meeting examined the propositions and recommended the establish-

ment of a subcommittee for parachuting to deal with the further questions. The recommendation was adopted by the General Conference on September 4th, 1949, and the various National Aero Clubs were invited to nominate representatives to the new Sous-commission de Parachutisme and communicate their names to the Secretariat as soon as possible.

#### The CIP was at work.

The nominations came in during the next few months, manning the new committee as follows:

Italy - Mario Vittorio Biasutti  
France - Robert Cartier  
Netherland - W.B. ten Cate  
Brouwer  
Belgium - Adelin Marissal  
USSR - L. Latchaev  
USA - Joe Crane  
Spain - R. Salas Lanazabal

At its first meeting in Paris on February 24th 1950, some could not attend, or were represented by alternates, or observers: Italy was represented by Biasutti and Garretto, France by Cartier and Couhé, USA John Ide, Netherlands ten Cate Brouwer and Yperlaan. The first question was election of president, and it was only natural that Robert Cartier was unanimously elected. Biasutti became Vice President, and ten Cate Brouwer Secretary. The main item of discussion was the license system, for which the USA had presented a suggestion drawn up by the National Parachute Jumpers-Riggers Inc. After some discussion, the proposition was passed on to the CASI for decision at the Stockholm General Conference in May. The next CIP meeting was to take place there. That meeting was a little thinner, with no full delegate from the actual commission, but with alternates Blierot, Yperlaan, and two new Yugoslavian delegates, Velimirovic and Matovic. The work progressed, and the committee presented a complete set of license requirements and record rules.

The General Conferences have never been noted for swift action, and the remarkable speed with which the

parachutists were proceeding caused the Conference to apply some brakes. Only the license requirements were adopted; the record rules were to be subject to closer scrutiny. However, the prime goal was achieved: An International License System for Parachuting. A-License: 6 jumps static line  
B-License: 15 jumps, 3 to be manual opening  
International License: 30 jumps, 10 of which manual opening, with two or more 8 seconds delay.

The World Record rules had to wait until the Brussels General Conference in July 1951 for approval. The first rules were practically the same as the ones proposed in 1949 by Tchkalov. But in 1951, the first parachuting records to be homologated by the FAI were set by a French lady, Monique Laroche, at Saint-Yan on October 6th for  
- Highest jump, with 4,236 meters MSL  
- Longest freefall, with 3.622 meters.

#### First World Championship

The Competitive spirit of parachuting appeared very quickly, not through the CIP but through an initiative of the Yugoslav Aeroclub. They issued an invitation to the First World Championships at Lesce-Bled on the 15 - 22 August 1951. That this was the first WPC is relatively well known, but the events and their scoring system are perhaps more obscure. It may serve as a measure of parachuting development to look at these, of only 33 years ago.  
**Event one** - accuracy from 600 meters, 3 jumps. Measured to 175m, with 350 points for the DC, decreasing to 0 points at 175m. For each meter below 600 of jump altitude, 1 point is lost. Sideslipping of canopies (no steerables) was permitted down to 100 meters, for slips below that one lost 5 points for each 10m that the slip was done below 100m. No delay longer than 5 seconds was permitted, or you lost all points.

**Event two** - delayed jump from 2000 méters, 1 jump. Each jumper wears a barograph to record altitudes on paper



strips. As before, a lower exit altitude detracts 1 point per meter below 2000. An opening at 700 meters gives a base value of 0 points. For each meter of opening altitude below 700 meters, 1 point is added. Above 700 meters, 0 points. Automatic opening (KAP 3) below 700 meters loses all points. Highest points win.

**Event three - Water jump** from 300 meters, one jump. No delay (maximum 3 seconds). The jumper must be detached from his harness when touching the water. Landing at least 100 meters from land. Score is in seconds from exit of aircraft until the jumper stands before the Competition Committee (on land). Any time less than 4 minutes scores 360 points. One point is lost for each second in excess of 5 minutes. Sideslips are allowed down to 50 meters. The jumper loses all points if delaying more than 3 seconds if he lands attached to the harness, if he lands less than 100 meters from the shore, or if he needs help to get ashore. Life vests are mandatory.

Quite an interesting competition.

#### First Winners

Mario Milani of Italy won the accuracy. Terrence Willans of UK won the delayed opening (at 317.5 meters opening altitude), and Pierre Lard of France the water jump (5 min.

52 sec.) Pierre Lard was the Overall winner with 233.7 points, Vojo Vukcevic of Yugoslavia came second, and Hans Walti of Switzerland third overall. It is part of the story that one Yugoslav opened at 787 meters, with 11 seconds canopy time, and a British at 85 meters 17 seconds was next. It does not appear from the records where they got zapped with 0 points, but anyway, their amazing performance did not win the day. In all fairness, it was the one and only time delayed openings for points formed part of a WPC program. The CIP made other rules later, but that is another story. The Cartier and Biasutti epoch faded out.

At this point it is necessary to terminate the story for the time being. So far, only the feeble beginnings have been described, and the sources are rich with facts and figures. The purpose of this little article was to outline the history of parachuting. Of the earlier times, what with Garnerin, Cocking et al, much has been written already. In this small narration, only a glimpse of the happenings have been given, and even so, it only goes from 1936 to 1951. The times from 1952 onwards are even better recorded - but, some other time, maybe. What has been touched upon here may at least have whetted the appetite of the reader.

EILIF NESS

FAI Vice-President for Norway

# 17th CISM COMPETITION

The reason for this letter is the enclosed photocopy. It is taken from the official handbook of the 17th CISM Competition held recently in Abu Dhabi. This was, actually, a very successful and professionally run Meet from any standpoint; don't think I'm knocking it and I've no doubt that the Arabic version of the handbook was totally authentic. The English version, as you can see, is a total riot and I thought you might find room for a couple of the choicer paragraphs in the mag (how about 'opening jerks resistant' for a reefing system?). Pick where you will, Dave, you can't go wrong.

Look forward to seeing you on the circuit, meanwhile all the best for 1986 to you and yours.

DOUG PEACOCK

**ACCURACY:** This type of jump is considered more amusement to public than the jumper himself. It requires special type of parachute, adjusted as per desire of the jumper.

The accuracy jump, is specified vide upto date rules and regulations layed down lately, in relation to high standards of the jumpers. The distance less than 160cm from the disc at

landing, is considered 160cm, but in case the distance is more than 160cm, the marks are not accounted.

RW: These actions are counted from the time of leaving aircraft door which is fortyfive seconds only, contrary to this, other actions are not counted.

**STYLE:** This type of jump is considered technical test for parachutists, as he is required to perform style. It is not much amusement for the public, but is, a test of the jumper.

In this type, landing on the drop distance is not essential, as the style moneuvres are the basic requirement, which are carried out in the air prior to opening of the parachute.

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# JUMPMANSHIP:

## A Tactical Guide for the New Parachute Pilot

Switching from club flying to jump flying comes as a nasty shock to many pilots. Perhaps that's why so few succeed and stick with the job. Their main problem seems to be an inability to develop the correct mental attitude to surviving the early crushing blows to the ego. Somehow they can't cope with being treated as a servile semi-trained monkey by that callous demi-god the CCI and that cynically motivated sub-species the Instructor.

Always remember, when a CCI offers good conditions he means that you are allowed to go to the toilet on Friday nights and they might throw a hardened crust of bread into the aircraft sometime before dusk on Sunday. If on landing you see him holding an hour-glass he is suggesting your flying is a little slow so be ready for a tirade on the lines of, "I remember when old Ben could get the aircraft down before the W.D.I. on a 10 grander". Don't worry this is entirely normal and only to be expected.

Beward! A CCI is only friendly under certain very rare circumstances: (a) He can't pay you. (b) The new aircraft needs picking up. Its engine is sponsored by Radweld and its last run-in was over Arnhem, or (c) He needs a reference for a real job.

Please avoid blowing all future DZ credibility by making your debut in made to measure flying suits, Gucci pilot's loafers, large thick watches, gold bracelets engraved with your name and blood type, aviator sunglasses and special pilot's briefcases.

A far more effective ploy is to arrive the night before at the jumpers' favourite watering hole wearing jeans and a T-shirt. Then down 7 or 8 pints in 5 minutes and vomit over a PI (don't worry they're harmless and keep babbling about a strange sexual disease known as Visual Aids).

Don't worry about the 8

pints in 5 minutes either, after all, it's your first night and it's considered rude to drink faster than the female parachutists.

Now to the flying itself. You're expected to have the aircraft pre-flighted and fuelled before daylight. The first lift will consist of experienced free fallers. These 'Sky Gods' can be identified by their soft leather helmets; you remember, the ones pilots gave up 40 years ago because they offered no protection in an accident. They also usually have neck scarves on and during the long climb to 10 grand appear to be silently practising Kung Fu. They are in fact rehearsing their 'Sequential Sky Dive'. More of which later.

If you find the Sky JGods too loud, exuberant and generally unbearable you must work swiftly to maintain the upper hand; act immediately or they will start ordering you all around the sky. Sharp application of carb. heat below 1,000ft.

while over lakes or the sea brings about an abrupt change in the volume of engine noise and total silence from a group of tense jumpers all trying to remember when their last reserve repack took place.

Next use the ensuing idyllic calm to get to 2000ft. without any more interruptions or attempts to get you on the windline using obscure landmarks. Such as "Run in from the field shaped like a square to the hedge where the CCI takes girls for extra dummy pulls." Ignore this! Just run into wind and when one of them throws out a big roll of Andrex plant the wingtip on it and keep it there otherwise the silly sods, blinded by their tinted boogies and hangovers will lose it.

Now carry on climbing to the height they asked for. Under no circumstances be nice and go any higher. This major bargaining point is only open to negotiation in the bar when your glass is empty.

### DJ ASSOCIATES, INC.

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May 14, 1986

### SAFETY WARNING NOTICE MISUSE OF RW2 RINGS

**It has come to our attention that some manufacturers are using the RW-2 ring as the number one ring in a "mini" ring system. This ring was not designed for this purpose and could deform and cause a malfunction.**

**If you are going to install a mini ring system on a rig, it should ONLY be done using the "D" shaped number one ring such as the RW-7 from 3 Ring or the French mini "D" ring.**

**The RW-7 ring has a proof load of 2,000 pounds (900 KG) and the RW-2 has a proof load of 500 pounds (227 KG). The RW-1 ring carries a proof load of 2,500 pounds (1127 KG).**

**Since the first ring in the 3 Ring System gets most of the load, we consider the use of ANY ring not designed and intended for this use to be improper and unsafe.**

**DONALD G. BECK  
President**

About 1000ft. before this height some of the jumpers will be shifting around checking their kit while the ones who've jumped in America will wake up, brush their teeth, get dressed and put their kit on just before the cut. You'll also notice their brown stained feet caused by cool American-style barefoot landings on cool British style cow turds.

As you progress along the "Run-in" you will at some point come under vicious attack. Repeated karate chops will rain upon your shoulders. This is called spotting. A jumper will be looking outside and telling you where to go. Restrain yourself from telling him where to go himself, instead maintain that vital psychological advantage by shaking your head, making tut tut noises and handing the spotter a map, survival rations and a Yugoslavian phrase book.

Now we come to the most important part of the entire

flight and the beginning of your jump flying career. Follow these instructions implicitly to guarantee your standing on the ground (literally).

1) When you cut the engine one or more 'floaters' will climb outside and cling onto the aircraft. It's considered very funny by those on the ground if you can accidentally put back on the power and blow them off. You get extra points if one of these guys is an internationally famous free fall photographer carrying Jodrell Bank on his helmet. It will have been years since he's been in free fall on his own!

2) As the rest go out get the plane on it side and watch like a hawk. Note every move made by that mass of flailing arms and spinning bodies because once they're on the ground those hotshots (biological name Symbiosi Turkeyensis) will be claiming they produced a graceful, smooth flowing series of point

scoring manoeuvres.

3) When you land wait in the aircraft until the taxi arrives with the jumpers back on the DZ (assuming you remembered to run in down wind). As the crowd develops to watch their post-dive debriefing casually move up to the jumper who is doing all the talking and laying out all the blame. Stand for a few seconds behind him, clear your throat apologetically, tap him on the shoulder and say, "It was going great until you took it out!" Then fade gracefully into the crowd and observe the ensuing fisticuffs. By then your reputation will already have a sound foundation and you can start your own scheming to keep them on their toes.

Just one word of warning; you must keep well in with those holding real power on the DZ, so always be nice to whoever runs the cafe!

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# POTENTIAL MALFUNCTION

I am writing to inform you of a potential malfunction that I have found on my reserve. My rig is an Invader with a Phantom 24 reserve, and the last time it was repacked the pilot chute failed to leave the container when it was dumped. This was caused by the pilot chute material being trapped by one of the side flaps (see drawing) preventing the pilot chute spring from expanding. The flaps were released and in freefall the pilot chute may have deployed, but it was risky!

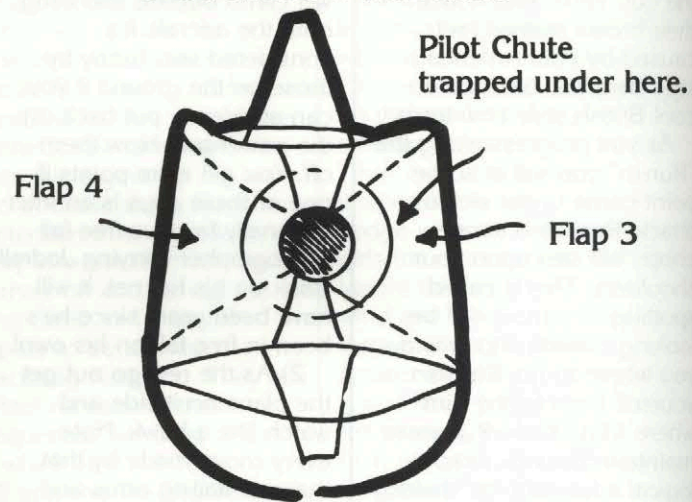
The Invader Manual suggests that the material is laid flat around the pilot

chute and the sides folded under in wide folds to the centre. It appears that it is safer to fold the material far tighter and closer to the pilot chute to avoid it being trapped by flaps 3 and 4. This leaves more loose material at the top and bottom which can be folded under after closing flaps 3 and 4.

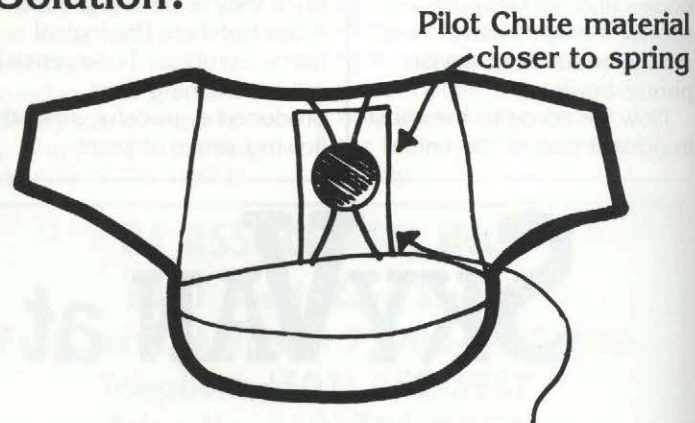
I would be interested to know if anyone else has found this problem on their Invaders, or on any similar rig (Vector, Jaguar), or whether anyone else has reserve packing suggestions.

AL REDLER C6021  
Cranfield Skydiver

## Possible Problem



## Solution?



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After many years accumulated attempts at a Swansea 8-way, made at DZs all over the country, 12 members of Swansea Parachute Club boarded their Cessna 207 and an Islander and from an altitude of 10,000ft. built, at the first attempt, a successfully completed 12-way formation from the two aircraft.

Thanks go to, the jumpers: Gerwyn Watkins, Olga Smeraldi, Sue Camm, Ian Keevil, Phil Mercer, Mark Price, Anne Cooper, Dave Howerski - Islander, Alun Jones, Steve Campe, Jon Turner, Dave Cooper - 207. The pilots: Clive Francis - 207, Patrick Long, Roger Brown - Islander.

Each of whom performed their tasks with the expected skill and expertise required, and, of course, special thanks to CCI Dave Howerski, who continued to smile throughout the ever increasing aircraft costs.

JOHN TURNER

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## COMPETITIONS 86

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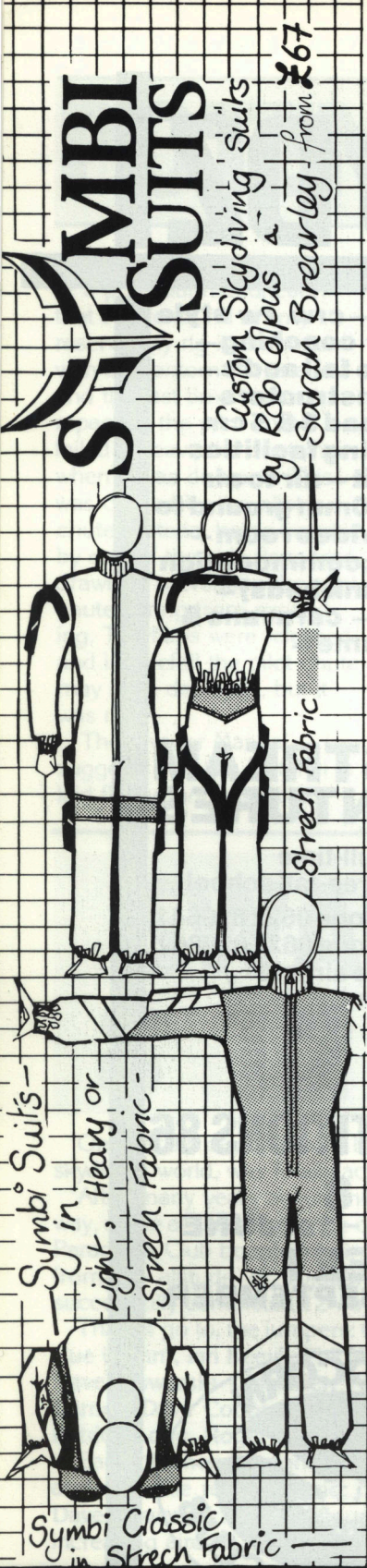
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# SPORT PARACHUTING

## AT 15,000 FEET

### by John Carter

Sport Parachuting at 15,000ft. is a safe and pleasurable extension of normal parachuting activities for a fit, fully briefed, experienced parachutist. However, it can cause problems for parachutists who are in anyway ill, unfit or unprepared. The problems may arise because of hypoxia, cold and, very rarely, decompression.

### Hypoxia

The human body requires oxygen to work properly. An adequate supply of oxygen is obtained from the air we breath at ground level. During the ascent to altitude, the air becomes thinner and the amount of oxygen obtained from it decreases, until the lack of oxygen prevents the brain (and the rest of the body) from functioning normally. The condition is called hypoxia.

In the early stages of hypoxia, there is an insidious personality change. The parachutist becomes over optimistic and shows poor judgement of risk (e.g. more likely to bomb a formation). Recent memory is impaired (e.g. more than the usual difficulty in remembering the dirt dive) and concentration lapses (e.g. brain-locks). Physical clumsiness follows - the hands may feel awkward and numb, despite not being cold. Simple tasks, such as fastening a helmet buckle or grasping a cutaway handle, may become unusually difficult. Speech may become slurred and vision blurred. This is similar to the effects of excessive alcohol and, as with a drunk, the affected individual may be the last person to recognise that something is wrong.

Other symptoms may include persistent breathlessness (hyperventilation), rapid and forceful beating of the heart (palpitations), lightheadedness, anxiety and feelings of unreality. As the hypoxia worsens, unconsciousness eventually follows. As soon as hypoxia is recognised, oxygen must be given via a face mask. The affected

parachutist should not jump, even if he feels better after using the mask.

Most parachutists will notice some effects of altitude, such as movement requiring more effort and occasional, short lived, air hunger (a need to take deeper breaths, lasting only a few seconds). These effects are commonplace and normal. However, any symptoms exceeding these are not normal and should be treated as hypoxia.

Hypoxia is rare in parachutists below 10,000ft. and will still be rare at 15,000ft. if there are no risk factors present. Risk factors which could make hypoxia likely at or below 15,000ft. include:

- (a) practically any illness or disease
- (b) many cold cures, antihistamines and prescribed drugs
- (c) alcohol, or any degree of hangover
- (d) smoking within 8 hours of altitude jumping
- (e) unnecessary movement or exertion while at altitude
- (f) excessive cold
- (g) prolonged stay at altitude (e.g. cloud dodging)
- (h) blood donation within the last month
- (i) lack of physical fitness (if you can't run a mile in under 7½ minutes your fitness is very doubtful)

Jumping at 15,000ft. with risk factors present, makes you more likely to hurt yourself and to give a poor performance, which will let down your friends.

### Cold

Be prepared for extreme cold at 15,000ft. especially if you are positioned by an open door. Dress appropriately, even in summer. As well as making you more prone to hypoxia, excessive cold at any altitude will slow reactions and make you clumsy.

Always wear goggles to protect the eyes from cold injury and from hailstones.

### Decompression Sickness ('The Bends')

Although usually thought of as a disease of scuba divers, decompression sickness can occasionally affect parachutists at altitude. It is extremely rare in fit subjects at 15,000ft. for less than 6 minutes but there is an increased risk in unfit, ill or older subjects. The risk is significantly increased in parachutists who have been scuba diving within the last 48 hours, particularly if the dive included a need for decompression stops.

Joint pains, chest pains, a feeling of choking, clumsiness or a feeling of 'insects crawling under the skin', can all be signs of decompression sickness. The treatment is immediate descent in the aircraft, giving oxygen via a face mask and consulting a doctor, even if all the symptoms disappear during the descent.

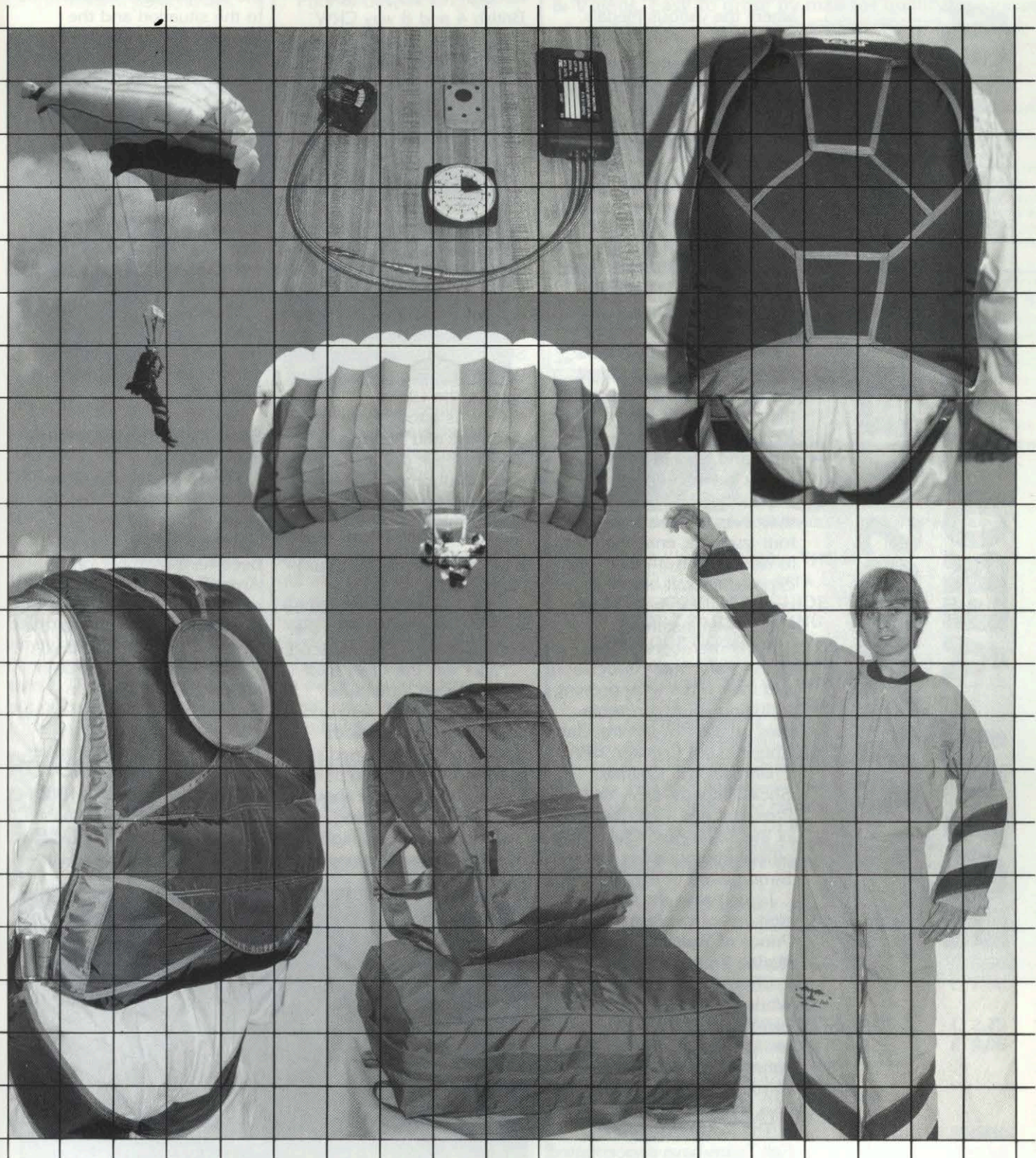
### Medical Problems

Parachutists who are unable to sign the BPA Medical Declaration are likely to have significant risk factors for parachuting at 15,000ft. Any such parachutists who still feel they wish to go to altitude should seek guidance and certification from a doctor with specific training in Aviation Medicine. Lists of Approved Medical Examiners (AMEs) can be obtained from the Civil Aviation Authority or from local flying clubs.

### Summary

- 1) Dress appropriately
- 2) Don't go up if you have a risk factor
- 3) Learn symptoms of hypoxia/decompression
- 4) Give oxygen and descend in the aircraft if you notice:
  - (a) clumsy thinking
  - (b) clumsy behaviour
  - (c) persistent breathlessness
  - (d) severe pains anywhere

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# ROYAL AERO CLUB ANNUAL AWARDS CEREMONY

Another glittering Awards Ceremony was held on May 1st at the R.A.F. Battle of Britain Museum at Hendon where the various Medals, Cups and Trophies were presented by the President of the Club, H.R.H. Prince Andrew, although the ladies present were disappointed that he was not accompanied by his fiancée.

The British Parachute Association were well represented with the Prince of Wales Cup going to the Royal Marines Freefall Team for their Canopy Relative Work achievements. Once again, however, it was the gallantry of BPA Members which brought the loudest applause of the evening for the posthumous Silver Medals to **Nigel Dacre**, Jump Pilot, and **Steven Scott**, Instructor, who on 8th September 1985 sacrificed their lives to save those of four students, enabling them to exit safely from their crippled aircraft before it crashed, killing both Nigel and Steven instantly.

Many members of the British Parachute Association and their wives were present, including your representatives on the Royal Aero Club Council, **Jim Crocker**, BPA Chairman, and **Charles Shea-Simonds**, BPA Vice President and Vice Chairman of the Royal Aero Club. The official Photographer was **Simon Ward** of the BPA.

I give below the full citations of the Awards:  
**Prince of Wales Cup - Royal Marine Free Fall Team**

CRW or Canopy Relative Work is the sport of parachuting discipline, now recognised by FAI, of parachutists linking their canopies to make formations or a series of formations.

The Royal Marine Free Fall Team have concentrated on this discipline with impressive results as follows: 1977 British CRW Stack Record; 1982 British 4 and 8 way CRW Champions; 1982 National CRW Team; 1982 4th World Cup (British CRW Team); 1983 British/European Record - 15 Stack; 1983 British RW Record - 20

way star; 1983 British 4 and 8 way CRW Champions; 1984 British/European Record - 17 stack; 1984 British 4 and 8 way CRW Champions; 1984 British Team at the World Cup - Bronze Medal Winners, 8 way Speed Event.

But 1985 has been even more spectacular, having become the British CRW Champions for the 4th consecutive year they built, in September at Dunkeswell, a 23 Canopy Stack which broke the European Record and equalled the World Record. If that wasn't enough they built a night 21 Canopy Stack which established a World Record previously held by the USA.

CRW is a total team discipline and the Royal Marines have dominated this event through sheer determination, team spirit and total commitment.

**Silver Medal (posthumous) - Nigel Dacre**

This nomination should be read in conjunction with the nomination for **Steven Scott**.

Nigel was the Chief Pilot of the Dorset Parachute Centre. He was a keen and able pilot, rated on both single and twin engined aircraft. He had flown some 800 hours, of which about 120 was para dropping.

During the fateful flight on 8th September, it is apparent

a situation during which he had very little control of his aircraft. He continually kept the Jumpmaster informed as to the situation and the course of action he was taking at any one time. Although losing control of the aircraft he attempted and succeeded in gaining sufficient altitude to enable the four student parachutists to be despatched.

Only after this had been accomplished did he consider his own safety, but alas with the consequence of losing his own life.

Nigel deserves the highest praise for his action which resulted in or substantially contributed to the saving of four lives.

**Silver Medal (posthumous) - Steven Scott**

Steven started his parachuting career only four years ago at the age of eighteen. He went on to become a member of the Army Parachute Association and in 1985 became one of the founder members of the Dorset Parachute Centre.

Steven attended a Potential Instructor Course in August 1985 and was successful in gaining a recommendation to work as a Potential Instructor.

On 8th September 1985 Steven was the Jumpmaster on a parachute sortie, which was to drop four static line



from the evidence of those involved that Nigel exhibited the highest standards of captaincy and airmanship in

student parachutists from an altitude of 2,500ft. Immediately after take-off the pilot informed Steven that he was



having serious difficulty controlling the aircraft. Steven gave the command for the student parachutists

into trees resulting in the death of both the Pilot and Steven.

Prior to despatching the



to brace themselves and prepare for an emergency landing. It appears that the pilot was not able to control the aircraft to effect a safe landing. However, the pilot managed to climb the aircraft to between 800 and 1000ft. Steven rapidly despatched all the student parachutists ensuring their safety whilst at the same time totally ignoring his own safety. The aircraft then went out of control and crashed

students Steven could without doubt have exited the aircraft, saving his own life. The safety and lives of his students being his priority, he displayed total selfless professionalism, integrity and courage throughout and he is an example to us all and deserving of the highest award. In conclusion there must be no doubt that if Steven had not acted as he did the four student parachutists would not be alive today.

**Peter Ritchie Vice Chairman  
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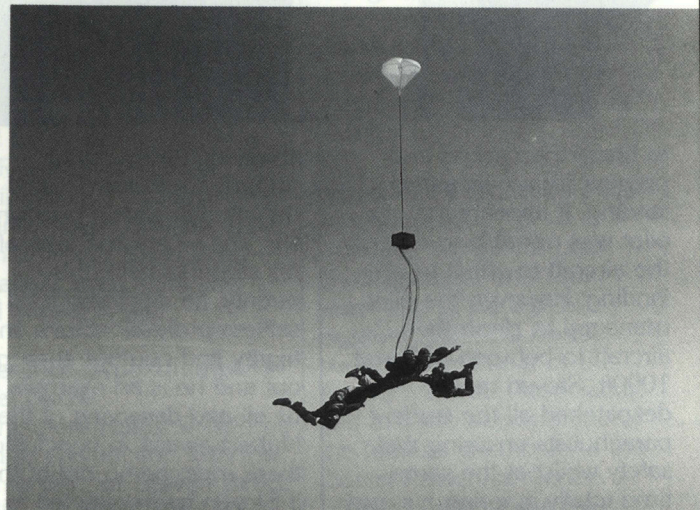
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# JUDGES TRAINING SEMINAR

## Saturday/Sunday -

### 26th/27th April, 1986

The attached programme formed the basis of the first Seminar for Judges held this year. As can be seen all types of competition were covered and everyone agreed the time, cost and effort in getting there were worthwhile. If we can continue to run Seminars at the start of the season and then before major meets the quality of judging can only get better. We would also hope to see more people coming forward to train as judges as the number of competitions is increasing the whole time. Our

special thanks to **John Meacock** for the use of his centre's facilities and to **Rob Colpus** as a competitor putting forward his views.

MARTIN H. RENNIE

P.S. To our judge recently converted from soprano to bass. Hope everything ok, sorry you couldn't join us, hope they joined you.

#### Sat 26th April 1986

10.00 a.m.	Welcome	MHR
10.05 a.m.	Competitions: Types we may be involved in Manpower Requirements General Running	Roger Flinn
10.30 a.m.	Principles of Judging	MHR
10.45 a.m.	F.A.I. Structure and Organisation	Rob Colpus
11.00 a.m.	Coffee Break	
11.30 a.m.	Sporting Code General and Annexes	Roger Flinn
12.00 noon	Changes to Rules from F.A.I. Meeting 1986	Rob Colpus
12.30 p.m.	Telemeters Setting Up, Using, Storing	MHR
1.00 p.m.	Lunch	
2.00 p.m.	Accuracy - The Theory	Roger Flinn
2.15 p.m.	Accuracy - The Practice	Martin Rennie
3.20 p.m.	Coffee	
3.30 p.m.	A Competitors View of Judges and How We Could Help Them	Rob Colpus
4.00 p.m.	Relative Work - The Theory The Techniques The Problems 4 Way The Problems 8 Way	Biff Burn
6.30 p.m.	Days Debrief	

#### Sun 27th April, 1986

10.00 a.m.	Development Plan - How it Affects Judging	Tom Oxley
10.30 a.m.	Draws Organisation and Recording of Them	Roger Flinn
11.00 a.m.	Recorders, The Job, How To Do It, Who Should Do It	Roger Flinn
11.30 a.m.	Style - The Theory Style - The Practice	Bob King
1.00 p.m.	Lunch	
2.00 p.m.	C.R.W. - The Theory and Types of Competition C.R.W. - The Practice	
3.00 p.m.	Judges, Training Of	Sue Dixon
3.30 p.m.	Coffee	
4.00 p.m.	Extra Practice	
5.00 p.m.	Debrief and Discussion	

At the recent Seminar for Judges held at Sibson, with the majority of Britain's F.A.I., National and Trainee Judges in attendance a student on his third jump dead centred on the electronic disc. Congratulations.

People are always asking when a trainee judge will become a BPA National Judge. The following has been suggested by the judges and endorsed by the Competitions Sub Committee for approval by Council in due course.

The upgrading from BPA National Judge is then clearly laid out in the Sporting Code.

**CRITERIA TO BE MET BY A TRAINEE JUDGE FOR UPGRADING TO BRITISH NATIONAL JUDGE**

1. Two Years actively involved with Judging Minimum number of 10 competitions.
2. Three competitions to result in assessment by an F.A.I. Judge, and such assessments to be noted in the Trainee Judges Log Card/Book.
3. During the training period to have acted (under the guidance of an F.A.I. Judge) as Chief and Event Judge.
4. Should have shown to the satisfaction of two F.A.I. Judges that the Trainee would be capable of running a small meet; advising an operator on all aspects of competition organisation. (Including the draw; setting up the pit; a scoring system; calculation of the result; etc.).
5. During training the trainee would have experience of both video and telemeter judging.

# THE COMPLETE SPORT PARACHUTING GUIDE



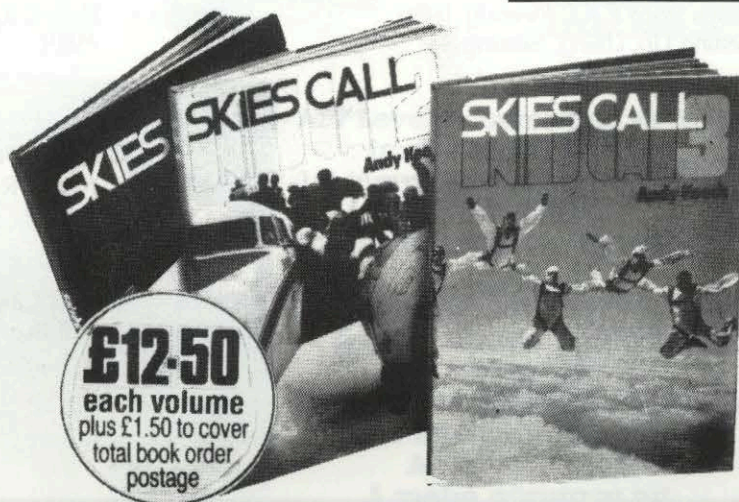
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**Kent TN14 6LX**

## EXPO 86 INVITATIONAL INTERNATIONAL SKYDIVING COMPETITION

AUGUST 2nd & 3rd 1986  
VANCOUVER, B.C. CANADA

**\*\* CASH PRIZES \*\***

F.M.I. (604) 854-3255 OR327-JUMP  
P.O. BOX 198 MATSQUI, B.C. VOX 1SO

BRITISH PARACHUTE  
ASSOCIATION  
SAFETY & TRAINING  
COMMITTEE MEETING  
THE LEICESTER INTERNATIONAL  
HOTEL, LEICESTER  
THURSDAY 17th APRIL 1986  
7.00 p.m.

Present:

J.R.H. Sharples	Chairman STC
A. Collingwood	Doncaster
T. Rose	J.S.P.C. (N)
I. Aitken	Slipstream
T. Knight	Ipswich
D. Parker	Headcom
R. Ellis	Traillblazers
D. Palmer	Hereford/Shropshire
T. Dobson	Leeds Bradford/Merlin
I. Louttit	DISC
J. Wright	Chairperson Riggers
L. Thomas	Riggers
J. Ball	Pilots
J. Buckle	A1
D. Hickling	B.P.S.
P. Walters	Halfpenny Green
B. Laithwaite	Capital City
M. Cooch	Capital School of Parachuting
J. Barnes	Peterlee
D. Tylcoat	Lincoln
T. Lewington	Skybird/Thrupton

Apologies for Absence:

K. McIlwee, D.P. McCarthy, M. Beynon, G. Douglas, D. Turner, M. Bolton.

In Attendance:

J. Curtis	Council
S. Lambe	Council
J. Hitchen	JNCSO
T. Butler	JNCSO

Observers:

Some forty observers attended this meeting.

Item 1 - Minutes and Matters arising from STC Meeting 6th March 1986

The Chairman informed those present that the amendments approved at the last STC Meeting to The Operations Manual were now incorporated into a new Manual which would be ready within the next few weeks.

No items were discussed from the last Minutes and it was proposed by **D. Hickling** and seconded by **J. Buckle** that the Minutes of the Meeting of 6th March 1986 be accepted as a true record.

Carried Unanimously

Item 2 - Approval of Riggers Minutes of Meeting of 6th March 1986

**J. Wright** gave the Meeting a resume of the Minutes of the Riggers Meeting of 6th March 1986. Miss Wright stated that she was awaiting information from Council concerning limitations for packing certificates and Riggers qualifications.

The Riggers Committee were awaiting a final report from the Rigging Course at Netheravon, but informed the meeting that 6 candidates had been awarded Potential Rigger status and 8 candidates had been awarded Rigger status.

The meeting was informed of some faulty fabric which had been supplied to **M. McCarthy** for pilot chute manufacture. Mr. McCarthy stated that all the faulty pilot chutes had been recalled. The Riggers Committee were to discuss this at the next meeting.

Riggers

Item 3 - Incident Reports - Resume

a) The first incident concerned the Safety Notice sent out to clubs. **J. Hitchen** gave the meeting details and stated that since the notice had been sent out a number of similar incidents had been reported. The incidents concerned TSE 'pull out' pads which had been breaking away from the 'O' Grommets as the grommets had been placed too near the end of the tape leading from the pad to the cord which the 'pin' is attached to. TSE were now doubling the tape over and placing the grommet further from the edge.

CCIs

b) The second incident took place at Topcliffe and **T. Dobson** gave the meeting full details. A girl on her first descent had a Malfunction where the lines and bag extracted but the canopy remained in the bag. The jumper

deployed her reserve and landed on a building fracturing an ankle. Mr. Dobson explained that the cause of the malfunction appeared that the static line had been removed from the bag and had been incorrectly refitted. Mr. Dobson stated that these type of bags had now been removed from service and that all bags would have static lines stitched as well as 'larks headed' to the bags. Mr. Dobson had taken away the packers packing certificate and the packer would be retested before he was re-issued with his certificate. The Chairman thanked Mr. Dobson for bringing this to the attention of STC and reminded those present the importance of correctly fitted static lines.

CCIs

c) The Chairman read a report to the meeting from **J. Meacock** of an incident which occurred at Peterborough, where a girl on her first descent had a 'streamer' type malfunction. The student fell in an upright position, eventually pulling her reserve ripcord handle a few hundred feet from the ground. The reserve opened immediately and she landed uninjured, the Kicker Spring and Ripcord were both within ten feet of her.

The student was jumping a T10 parachute with a 'TU' modification which was netted between the double 'Ls'. There was a net skirt fitted and there was no 'vent' cap on the canopy. Mr. Meacock's report stated that these canopies had now been removed from service.

Mr. Meacock's report also stated that in his opinion the cause of the malfunction was a poor release from the aircraft by the student, twists when the canopy deployed together with the fact that the canopy had no vent cap and the net skirt and modifications.

A good deal of discussion took place concerning the opening characteristics of netted canopies and the importance of 'vent' caps and generally the meeting concurred with Mr. Meacock's findings.

CCIs

d) A report had been sent in by **L. George** of London Skydiving concerning a jumper. **Mr. D.J. Lonsdale** a Category 7 parachutist who, following a clean exit and initial part of his jump, was seen in a head down position at approx. 5000 ft., the jumper remained in that position until approx. 1000 ft. when he deployed his main canopy. Speaking to the jumper after the incident it appeared that he had temporarily 'blacked out'. The jumper had never experienced this before and was a very fit officer in the Army. The CCI has grounded the jumper until a full medical report has been received.

e) It was brought to STCs attention from an article in 'Skydiving' of a ring from a Racer container which had broken on opening shock. The ring manufactured by 'Parachutes de France' was believed to have been cracked before being fitted to the container.

**D. Parker** stated that he had been in contact with the manufacturers and they believed it to be freak accident. The Chairman stated that the article from 'Skydiving' would be attached to the Minutes of this Meeting to bring the incident to all CCIs attention.

CCIs

f) **J. Hitchen** gave the meeting details of an incident concerning a TSE chaser where the length of the pull on a 'pull out' had been extended causing him to use his reserve parachute on a display. **D. Thomas** stated that this type of deployment had only been fitted to the four containers used on this display and had since been altered back to the original method of attaching the pin to the pad. The Chairman commented on the importance of not altering something without considering the likely consequences.

The Chairman informed the meeting that the BPA had received a number of reports concerning landings and thanked CCIs for sending in these reports.

Item 4 - Drop Zones

**J. Barnes** of the Peterlee Parachute Centre, at Shotton Colliery, Co. Durham, gave the meeting details of his proposed Drop Zone. The meeting were shown maps of the area. Mr. Barnes informed the meeting that both JNCSOs had visited the DZ (OS Sheet 88, grid ref. NZ 400415) and agreed that the DZ should be cleared as 'unrestricted' provided that when winds are in a NE or SW direction no more than one student parachutist per pass and that when the winds are in a NE or SW direction and the WDI lands more than 600 yards from the target no student parachutists will be dropped. Mr. Barnes also pointed out to those present the location of power lines in the area. **J. Hitchen** stated that the aircraft hangers had not yet been built and their location had been taken into account, he also stated that if any other buildings were erected their location must be approved by STC.

It was proposed by **J. Barnes** and seconded by **T. Dobson** that Peterlee Airfield be cleared as an unrestricted

Drop Zone with the above provisos.  
For 16, Against 0, Abstentions 1 - Carried

J. Barnes/CAA

Item 5 - AFF Instructor Courses

a) In the absence of **B. Dyas**, **I. Aitken** gave details of the AFF Instructor Course held at Headcorn, the full report and video had been sent to the JNCSOs. **D. Spencer** and **A. Ring** had been awarded AFF Instructor status and the third candidate was still awaiting to complete a number of descents.

A. Ring/D. Spencer

b) **J. Hitchen** gave the meeting details of an AFF and Tandem Instructor Course held at Bad Lippspringe by **D. Hickling**, **J. Hitchen** and **T. Butler**. Mr. Hitchen stated that four candidates had attended the AFF phase, two were successful two were advised to re-apply. The successful candidates were **B. Charters** and **B. McGill**.

Mr. Hitchen also gave details of a Tandem Instructor Course attended by six instructors. **B. Charters**, **B. McGill** and **J. Boardman** were awarded Tandem Instructor Status and the remaining three were still to complete a number of descents.

B. Charters/B. McGill/J. Boardman

Item 6 - Permissions

a) **J. Forster** gave the meeting details of a water descent. He wished for permission for an Approved Instructor, **A. Wragg** to supervise. A letter outlining this had been sent with the Agenda. It was proposed by **T. Knight** and seconded by **M. Cooch** that this be permitted.

Carried Unanimously  
A. Wragg/J. Forster

b) A letter had been sent with the Agenda from **P. Lambson** requesting an extension of the PI rating of **J. White** who was in Hong Kong and unable to attend the next Exam Course in the UK.

It was proposed by **T. Rose** and seconded by **T. Lewington** that **J. White's** PI rating be extended by six months.

Carried Unanimously  
P. Lambson/J. White

c) Also in the letter from **P. Lambson** was a request for a Permission for **R. Card** to run a PI/Exam Course on his visit to Hong Kong for **J. White** and **Ms. B. Marshall**. Some concern was expressed that two Examiners should be present. **S. Lambe** informed the meeting that there was great difficulty in getting two Examiners to Hong Kong in this instance. **T. Rose** stated that as in the past on future occasions the APA would always try to ensure that two Examiners would attend. It was proposed by **T. Lewington** and seconded by **D. Palmer** that because of Major Card's experience this be permitted. For 15, Against 2, Abstentions 0.

Carried  
R. Card/P. Lambson

d) **D. Tylcoat** gave the meeting details of his request for **C. Francis** to be given PI status and attend the Examination Course in August. Mr. Francis had held a full instructors rating until 1983. It was proposed by **D. Tylcoat** and seconded by **T. Knight** that this be permitted.

Carried Unanimously  
C. Francis/D. Tylcoat

e) **T. Rose** gave the meeting the reasons for his request for **G. Cox** to be given a 6 month extension of his PI rating. It was proposed by **T. Rose** and seconded by **R. Ellis** that this be permitted.

Carried Unanimously  
T. Rose/G. Cox

f) A letter had been received from **Sgt. P. Osgood** of the Royal Engineers Parachute Team requesting clearance for the Team Members listed below to jump from 1500ft. AGL in the London restricted area on displays should it prove necessary. The jumpers fulfilled the requirements necessary:

**I. Rosenvinge - 1000 plus descents**

**S. Clarke - 1000 plus descents**

**P. Osgood - 750 plus descents**

**S. Wagstaff - 1000 plus descents**

**C. Lynch - 800 plus descents**

Also for **M. Wigg - 480 descents** permission when he reaches 500 plus descents.

It was proposed by **T. Knight** and seconded by **D. Palmer** that this be permitted.

Carried Unanimously  
P. Osgood

g) A letter had been received from **RAPA** requesting a 6 month extension to the PI rating of **Ludwig Schude**,

giving details of the reasons for this request.

It was proposed by **T. Rose** and seconded by **D. Hickling** that this be permitted.

Carried Unanimously  
B. Charters/L. Schmuide

h) **J. Hitchen** gave details of a request for **G. Douglas** and himself to run a small Instructor Course while he was in Cyprus at the end of May. Permission for this had been given last year as the course had been a success. It was proposed by **T. Rose** and seconded by **J. Buckle** that this be permitted.

Carried Unanimously  
JNCISO/G. Douglas

i) A letter had been circulated from **S. Ward** requesting that his US Tandem Master Rating be made valid in the UK. There was some strong feeling that as foreign ratings are no longer recognised that this should not be permitted. This request failed to find a proposer.

S. Ward

#### Item 7 - A.O.B.

a) **S. Lambe** gave details and circulated drawings of his proposals for Minor Mods 6 and 7 for a Pier Seneca Aircraft. It was proposed by **T. Knight** and seconded by **T. Rose** that these modifications be approved.

Carried Unanimously  
S. Lambe/CAA Air-Worthiness

b) Drawings were circulated of a proposed Minor Mod 8 for the static line attachment for the Skyliner aircraft. The request for this to be approved was from **M. Mortlock** of North London Parachuting Ltd. It was proposed by **T. Knight** and seconded by **T. Rose** that this modification be approved.

Carried Unanimously  
M. Mortlock/CAA Air-Worthiness

c) A letter had been circulated from **D. Turner** requesting that The Operations Manual be changed to allow properly tied Turbans to be used instead of Helmets. This proposal failed to find a proposer.

D. Turner

Date of the next meeting is 12th June 1986 at the Post House, Leicester. Time 7.00 p.m.

## BRITISH PARACHUTE ASSOCIATION SPECIAL COUNCIL MEETING KIMBERLEY HOUSE, LEICESTER WEDNESDAY 5th MARCH 1986

#### Present:

J.T. Crocker	Chairman BPA
P.W. Ritchie	Vice Chairman BPA
J.R.H. Sharples	Chairman Safety & Training Committee
R. Colpus	Chairman Competitions Committee
T. Andrewes	Club Representative
J. Curtis	
S.D. Lambe	
D. Hickling	
S. Eversfield	
D. Young	
J.L. Thomas	
G. Lilly	

#### Observers:

Mr. Rhandra, Mrs. G. Thomas

#### Co-opted:

T. McGarry Chairman BCPA

#### In Attendance:

A.K. Butler	JNCISO BPA
J.H. Hitchen	JNCISO BPA
T. Oxley	Development
C.W. Port	Secretary General BPA

#### Apologies:

P.D.N. Parker, M. Rennie, D. Prince, B. Dyas, K. McIlwee, J. Lines - Chairman Finance Committee.

#### Item 25/86 - Mr. C. Austins

A copy of a letter from the Chairman had been circulated to all Council on the above subject. The Chairman apologised for the fact that this was an additional item to those on the agenda but he felt that the matter should be put to Council as soon as possible after the telephone calls he had had concerning North London.

**Mr. M. Mortlock** had contacted the Chairman to attempt to obviate the situation as detailed in the minutes of 12th February on the subject. It had been proposed that a formula, discussed between **Mr. Mortlock** and **Mr. Austins** be submitted to the Council, for the payment of the outstanding P6 memberships. Mr. Austins then telephoned the Chairman at some length during which a formula was agreed for submission to Council in an effort to finalise the situation.

The formula offered was the payment of 520 P6 membership numbers from Mr. Austins, which Mr. Mortlock providing written evidence that the remainder had been passed on to him, and those people who had not been given numbers had been allocated a number by him, at no cost to the student, and that these numbers were included in monies which Mr. Mortlock had already sent in to the Association, and also that he could account for outstanding unused, block numbers.

There was considerable discussion on the above, bearing in mind the previous minutes. It was finally agreed that **C.W. Port** the Secretary General write to Mr. Austins for a comprehensive clarification of the formula. The Council would need a quantification of the offer, what it actually means in monetary terms, how many memberships there were and also how many second time round students there were, how many numbers were then left unused and finally how many memberships Mr. Austins was prepared to pay for.

The above was proposed by **T. Andrewes** and seconded by **J.R.H. Sharples**.

Carried Unanimously  
Sec Gen

There was also some discussion on the fact that no annual return had been received from North London Parachuting. The question was whether the club was still in existence at this moment. Previously, when a Club had not operated for some time it was tacitly assumed that the club had ceased to exist, however with the requirement from the CAA for annual returns to be a mandatory part of a clubs affiliation and operation, it was now necessary to obtain an annual return. It was agreed that the Secretary General write to the ex CCI, **Mr. Turner**, and ask him to compile an annual return to the best of his ability. It was further agreed that the JNCISOs would compile an up to date list of clubs/centres which were in operation and that this list be sent to all council members.

Sec Gen  
JNCISO

#### Item 26/86 - Memberships

a) **R. Colpus** propounded the suggestion that the Association should take up a similar system to that used by the USPA. They had a special Ansaphone, and number in order that clubs/centres could telephone in the number of students they had trained that day and how many they intended to jump, this would be followed up by the Pink form which would still have to be returned. This system would ensure that the DZ Operators and all staff were fully indemnified under the third party insurance, especially as on occasions claims had come in from people who had not even jumped but had received an injury during training. It was reiterated that the above was to a major degree an added safeguard for all CCIs, Instructors etc. rather than an additional burden for the clubs.

After very considerable discussion it was agreed to obtain information from the GPO on a system, ask if we could test this out on a loan basis. Once it was installed the Secretary General would sort out time slot times for Council Members to test the system, then Council members would also attempt to call in the numbers etc. on a random basis to see whether it would be possible to get through at peak times.

T. Andrewes

Additionally the Secretary General would write to the USPA to elicit further information and to also discover whether they had met with any problems and how they had managed to overcome these problems.

Sec Gen

b) **R. Colpus** further propounded the suggestion that each DZ should be given a Credit Card and then at the end of the month they could then transfer the P/Student Membership money directly to the Associations account.

**P.W. Ritchie** felt that we could possibly get a start cost of 3% but it would depend to a large extent on our anticipated throughput.

It was agreed to consider this together with the Ansaphone suggestion once the experiment had been tried.

c) Discussion then ensued on the question of membership forms in general and retention in particular.

There were many and varied ideas, suggestions and objections put forward from members. The Secretary General suggested that he went through the archived files and resurrect the form which **Sarah Brearley** had compiled some three years ago. This form would be re-circulated to all Council Members and they would try to discuss this with DZ Operators on an 'as and when' basis.

Sec Gen  
Council

d) There was then considerable discussion on the suggestion to send to all clubs the posters which **Sean Lambe** had suggested and which had been drawn up by **A.K. Butler**. Additionally the formal Affiliation Certificate was discussed and it was agreed that these be produced and framed and that these would then be presented to the DZ Operators by Council Members.

Sec Gen  
JNCISO/Council

Additionally the Secretary General was tasked with writing to all Clubs/Centres on the subject of the Warning/Stop Notices to explain that they, once again were being asked to display these not as a burden but as a safeguard for the clubs/centres. **A.K. Butler** agreed to have these forms reprinted in a form which could be sent to all Clubs as soon as possible.

Sec Gen  
JNCISO

Further, it was agreed that a miniature of the notices and the Affiliation Certificate be printed in the magazine together with an explanation. **A.K. Butler** was tasked with this.

JNCISO

Council also agreed that a photograph of the Chairman and or Council Member presenting the certificate to a club or clubs be taken and put into the magazine.

Council

e) Retention was discussed in relation to the letter on memberships which had been submitted by **Mr. K. McIlwee**. After in-depth discussions, with both pros and cons being discussed at great length it was finally proposed by **P.W. Ritchie** and seconded by **R. Colpus** that an incentive scheme be introduced as under:

- 1) That for each student converting to full membership the club in question would receive a £5 cash commission.
- 2) That this take effect from 1st April 1986.
- 3) That the scheme be tried for a period of one year in order that the statistics could be compared.
- 4) The Secretary General undertook to ensure that each conversion was entered onto the computer for ease of reference.

In favour 9, Against 1, Abstentions 1. Carried  
The Secretary General would write to all clubs on this subject.

f) The remainder of the letter from Mr. McIlwee was also looked at but Council felt at the moment that the suggestions concerning numbers etc. appeared to be somewhat cumbersome, but would bear it in mind in future discussion. Mr. McIlwee was thanked for his input and the Secretary General would write to him in this vein.

Sec Gen

g) The Secretary General then brought Council up to date with the P6 Student old block number reconciliations for 1985. There were now only a handful of clubs who had not replied. Of those both APA and RAPA were in the process of writing to the office with finalised figures. **J.L. Thomas** agreed to contact Doncaster and hurry them up. **S.D. Lambe** agreed to contact **Mel Cooch**. The Secretary General would contact the Chairman of Leeds/Bradford and ask for his express cooperation in settling the outstanding monies owed, this sum had been agreed by the Treasurer, **Steve Swallow** who had explained that there was a slight internal problem and that as soon as that was sorted out then the money would be sent. **M. Rennie** had agreed to contact Paraclan and Stirling University on the Associations' behalf. The Secretary General was thanked for his work on this matter in bringing Council up to date on the situation.

h) The Secretary General, in line with his remit to sound out the market for insurance quotations for the Association had submitted a paper, distributed, in which two offers of insurance cover had been made. The Council agreed that he should contact the company concerned to ask for a comprehensive quotation and full details. This would be sent to all Council and would be a subject for discussion at the next meeting.

Sec Gen

#### Item 27/86 - Development Plan Grant

Following the offer of grant made to the Association and the detailed discussion which had transpired at the Finance Meeting. The whole question of the grant offer allied to the original promises made to the Association was discussed in great depth and detail. The Secretary General had sent a letter to both the Finance Committee Chairman and Vice Chairman on this subject.

It was finally agreed that the Chairman would write to the Sports Council on the entire subject referring back to the original promises and suggestions. **T. Oxley** agreed to send all the financial details to the Chairman in order that he could send as comprehensive letter as possible.

Chairman/T. Oxley

#### Item 28/86 - Skybirds

Following the paper sent to all Council, the Secretary General was tasked with writing to Skybirds.

Date of next meeting is Wednesday 19th March, 1986 at Kimberley House, Leicester. Time 6.30 p.m.

## BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING KIMBERLEY HOUSE, LEICESTER 19th MARCH 1986

#### Present:

P.W. Ritchie  
J.R.H. Sharples  
R. Colpus  
S.D. Lambe  
S. Eversfield  
J.L. Thomas  
P.D.N. Parker  
M. Rennie  
D. Young  
D. Prince  
D. Hickling  
B. Dyas  
J. Curtis

Vice Chairman BPA  
Chairman STC  
Chairman Compt. Cmmt.

#### Co-opted:

M. Ramsey

Chairman SSPA

#### Observers:

W.J. Meacock - Vice President PBA, Miss C. Hinchcliffe,  
Mrs J. Dyas.

#### In Attendance:

A.K. Butler  
J.H. Hitchen  
C.W. Port

JNC SO BPA  
JNC SO BPA  
Secretary General BPA

#### Apologies:

J.T. Crocker - Chairman BPA, J. Lines - Chairman Finance  
Committee, T. Andrewes - Club Representative, G. Lilly,  
T. Oxley.

#### MINUTES

In the absence of the Chairman, J.T. Crocker, who had telephoned to say that he was very sorry not to be able to attend but was involved in a case at the Old Bailey, **P.W. Ritchie**, Vice Chairman took the Chair for the meeting.

#### Item 29/86 - Minutes of the Meeting of 12th February 1986

With the following changes:-

Item 11/86 1) i) recommended for approval

Item 16/86 2) add 'for demonstration'

Item 20/86 2) Change 'certain' to 'named'

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

Unanimous

#### Matters Arising

**a) Miss C. Hinchcliffe** - Miss Hinchcliffe had come to the meeting tonight in order to attempt, with Council, to sort out her outstanding debt repayments which had fallen into arrears.

The Secretary General brought Council up to date with the situation, in respect of outstanding amounts owned, and then suggested that Miss Hinchcliffe was in face requesting a re-scheduling of the payments, in that the outstanding 6 months be added to the time allowed for payment. Miss Hinchcliffe agreed that that was the case. She further asked that she be sent a complete set of paperwork on this matter in order that she could pursue a claim against a third party. She said that she had been ill and no

longer and the paperwork which had been sent to her previously. She was also offering some goods which she still had in part payment of the debt.

At this stage the observers were asked to leave in order that Council could discuss the matter further (The Vice President was asked to remain). After much discussion the following was proposed:-

1. That the debt be re-scheduled at £50 per month
2. That membership be given month by month upon clearance of each cheque/payment
3. That any goods Miss Hinchcliffe cared to return to the office be calculated at the net plus the profit margin agreed in the original contract
4. That the value of those goods be offset against the arrears of payment
5. That the Secretary General would put together a package of all the relevant paperwork and send this to Miss Hinchcliffe.

The above was proposed by **S.D. Lambe** and seconded by **R. Colpus**.  
For 9, Against 4, Abstentions 1 Carried

Miss Hinchcliffe and the observers were then invited to return and the Vice Chairman put the Councils decision to Miss Hinchcliffe who agreed to the entire proposal.

Sec General

#### b) Editorial Policy

**J. Curtis** brought up the fact that the latest issue of the magazine was full of mistakes. This was something with which other members agreed. There was some discussion on the subject and it was finally agreed that the Vice Chairman would write to the Editor on this matter. Additionally **S.D. Lambe** offered to help with proof reading if the Editor needed it. It was also mentioned by **R. Colpus** that one reason for the lateness of the magazine was that the Printers had held back despatch until they had completed an insert. This had been done without informing the Editorial Staff.

P.W. Ritchie

#### c) Attendance at STC by Council Members

**J. Curtis** observed that there had been no extra attendance by Council Members at the last STC.

Council

#### d) Mr. C. Austins

The Secretary General had produced a verbatim set of minutes on this subject, and it was agreed following a suggestion by **D. Prince** that this not be reproduced in full in the minutes for inclusion in the magazine. The Secretary General was tasked with compiling a resume of this and a note to the effect that any one wishing a full copy could obtain one via the Secretary General.

Sec-Gen

#### e) Yugo Cars

A letter of thanks had been received from the Managing Director of Yugo Cars following receipt of the BPA Award of Merit.

#### f) Video

The Secretary General had paid the firm DM 10,000 for which a receipt had been obtained. There was some discussion on 'ready' dates and the ways to ship the video to the UK. **S.D. Lambe** offered to contact **Major R. Card** to see whether they would be prepared to send their video operator to UK in company with the Red Devils when they returned from Lippspringe, this would depend upon the video being ready and delivered to Lippspringe by 21st April.

**N.B. S.D. Lambe** telephoned on 20th March to say that he had made the above arrangements and the Secretary General would contact the company to find out whether the video could be ready for the date stated. If this cannot be carried through then the Secretary General would pursue the costs of a) Shipping and b) that of the company sending it with their video operator, and would report back as soon as this information was to hand.

#### g) Wild Geese

The Secretary General had written to this club as directed.

#### h) Under 18 Responsibilities

The Chairman is actively pursuing the legal aspect and will report back to the Council as soon as possible.

#### i) Affiliation Application

**Mr. Turner** had sent in a letter to the Association giving further details of his proposed mode of operation etc. There was lengthy discussion on the above and it was finally proposed by **S.D. Lambe** and seconded by **D. Prince** that the Secretary General write to **Mr. Turner** and to the CCI's at Halfpenny Green and Cranfield to obtain their assurance that they would be prepared to carry on

continuation training for the AFF students, then Council will give the matter further consideration.

It was further agreed that the whole matter of Affiliation, the Legal Status of Clubs Affiliated and Limited Companies Affiliated to be a major agenda item for discussion. Additionally it was agreed that the Chairman be approached on the legal aspect and to ask if it would be possible for a paper on this subject to be prepared and sent to all Council for digestion prior to any discussion. If the Chairman was too busy to do this the Secretary General said that he would try to discover the legal situation.

#### Minutes of the Special Meeting of 5th March 1986

The above was a special meeting and all matters were to be the subject of approval and discussion by the full Council at this meeting. The Secretary General suggested that the minutes were taken item by item.

#### 1) Ansaphone

**C.W. Port** reported on behalf of **T. Andrewes** that he had had contact with the GPO who would shortly be in touch and that **T. Andrewes** would report back to Council as soon as possible.

Additionally, **C.W. Port** had written to the USPA to request the information on their scheme as directed but to date had had no reply, he would keep Council posted as and when information was to hand.

T. Andrewes

#### 2) Affiliation Certificates

The affiliation certificates were in the process of being printed.

#### 3) Membership Forms

The Secretary General had discovered the old form prepared by **Ms. Sarah Brearley** and these had been run off and given to Council to see. There was some attempt at discussion but it was agreed that as these had only just been seen by Council that they would take them away and then bring their ideas etc. to Council at a later date.

Council

#### 4) Club Incentive Scheme

There had been some input on the above from the Treasurer and also some members of Council, and although a decision had been made by those present at the 5th March Meeting, it was re-iterated that that meeting was a forum for ideas and each item had to go before the full Council for discussion and ratification or not at this meeting. After much discussion and input it was the general feeling of Council and was proposed by **S.D. Lambe** and seconded by **J.L. Thomas** that the whole matter of the incentive scheme be re-discussed by the Finance Committee.

Unanimous  
Finance

#### 5) Posters to Clubs

**C.W. Port**, the Secretary General was able to report that the posters had now been printed, the accompanying letter written and the whole sent to clubs on 19th March 1986.

#### 6) Skybirds

The Secretary General reported that he had written to the above as directed by the Council.

#### 7) Annual Return Update

**A.K. Butler** reported that there was only one Annual Return now outstanding, that of Paraclan II. **M. Ramsey SSPA**, said that the person concerned had been out of the country but was now back and that if a letter was sent to him he would ensure that the matter was cleared up.

A.K. Butler

#### 8) Memberships

The Secretary General reported that the following only had yet to finalise the situation. Paraclan II (as above), Eaglescott who had been in contact and were in the process of sending in their money and outstanding numbers. Stirling University, **M. Ramsey** had a contact address on this matter and the Secretary General would pursue the matter. Leeds Bradford whose cheque was expected any day.

It was proposed by **S.D. Lambe** and seconded by **M. Rennie** that the Secretary General be directed to write to the above clubs and state that if the outstanding monies and reconciliation of outstanding numbers were not resolved within 28 days then that clubs affiliations would be revoked.

Unanimous  
Sec Gen

#### 9) Insurance

The Secretary General had been contacted by the BPA

Brokers, Mr. R. Washbourne to say that the Insurers, Westgate, would not offer to renew this year, this was due to problems with their re-insurance. Mr. Washbourne said that he had gone to the market to attempt to obtain alternative cover, but felt that he would be unable to match or get anywhere near to the 90p from Westgate. In the meantime Westgate had agreed to extend the cover for a month. During the year the Secretary General had himself gone to the market on behalf of the Association and he now had a firm quotation from Cayzer Bowaters as Brokers for insurance cover via National Employers Mutual General Insurance Association Limited. He had also canvassed opinion as to the viability of this company and had been assured that it was viable. The premiums were very competitive, being 70p per member on existing terms or 65p if there was a £50 excess accepted. The cover was "In accordance with our existing Policy". He had appraised the Chairman of the above and the Vice Chairman put those views to the Council, "that the Chairman though the Association should delay making a decision at this meeting and that Mr. Washbourne be given the chance to see what sort of quotations he could get and then for Finance to look at the various quotations."

There was long and animated discussion on the subject in general and the offer from NEMIGA Ltd. It was the unanimous decision of Council that the Secretary General contact Mr. Washbourne on 20th March to ask if he could match 70p per person for insurance cover, if this was not the case then the Secretary General was to contact Cayzer Bowater and take up their offer, once he had ascertained that the offer letter stood in its entirety, and also that if there had been less than 50 claims paid over the last year then the Association should opt for the 65p per person quotation.

On 20th, C.W. Port contacted Cayzer Bowater and ascertained that the offer letter stood in its entirety, he then contacted Mr. Washbourne who said that he could not match the 70p per person, but would be able to tell the Association something the following day. The Secretary General then contacted the Vice Chairman on the matter and the Vice Chairmans decision was that the Secretary General follow the Council directive and confirm cover with the NEMIGA Ltd.

C.W. Port can now confirm that a letter of acceptance from the Association has been sent and that the brokers have agreed to the fact that the Association will be covered as from 1st April 1986, and a cover note to this effect will be sent. He can also report that the existing arrangements for payment etc. will be accepted by the Brokers and Insurers.

A full report will be submitted to the Finance Committee and Council as soon as possible.

Sec Gen

#### 10) Mr. C. Austins

The Secretary General had had information from Mr. Mortlock on the reconciliation situation (Council 29/86) and at 3.20 on the 19th March, Mr. Austins had phoned with information he had collated in response to the letter sent to him by the Secretary General on the directive of Council, (33/86). The letter was in front of Council now. Council read the correspondence and discussed the situation. It was the unanimous feeling and agreement of Council that Mr. Austins had trained more students than he had stated. He had now come up with figures based upon descents which gave a different picture than that given when he spoke with Council on 12th February 1986.

The offer from Mr. Austins was now that he owned the Association 270 P6s at £2.20 = £594.

He had stated at the Council meeting of 12th February that he had trained about 1,500 and had received in the region of £3,000.

The Council felt unable to reconcile the figures Mr. Austins gave at the Council Meeting of 12th February 1986 with the figures presented tonight. Under the circumstances Council felt unable to accept the offer stated and that his ratings, affiliations and membership will not be renewed until the matter has been resolved to the satisfaction of Council.

The Secretary General was directed to write to Mr. Austins as stated above.

Sec Gen

It was directed that all Annual Returns be scrutinised and analysed against P6 membership returns for the year.

Sec Gen

#### Item 30/86 - Committee Minutes

##### 1) S.T.C.

J.R.H. Sharples presented the minutes of the meeting of 6th March, 1986.

The Minutes were ratified

##### 2) Competitions

R. Colpus presented the minutes of the meeting of 26th February, 1986.

R. Colpus had presented a paper on Competition Budgets re Sports Council Grant Aid Offer. It was agreed that this would be discussed at the next Finance Committee Meeting.

#### 3) Finance

In the absence of the Treasurer, P.W. Ritchie presented the Minutes of the meeting of 26th February 1986.

Some items had been presented in conjunction with the grant offer from Sports Council, but as this was now being re-submitted those items would be the subject of further discussion at the next Finance Committee Meeting.

i) The computer was now on line and all programmes had been written, only one remained for incorporation.

ii) The Dinner Dance and AGM budget had been met.

iii) The subject of advertising the BPA Shop in the Magazine was discussed and Council decided that:

a) Any advert placed should be free of charge to the BPA

b) The Secretary General and R. Colpus would obtain costs for preparing the artwork and these would be discussed at the next Finance Meeting

Sec Gen

R. Colpus

c) It was agreed to sell BPA Shop Items to those clubs and Centres who agreed to participate, at cost plus a small profit margin, and that the Secretary General send to all Clubs a list of items and costs.

Sec Gen

The Minutes were ratified

#### Item 31/86 - Royal Aero Club

P.W. Ritchie reported that there had been a meeting and that the slide show prepared by Charles Shea-Simonds and presented by Simon Ward had been very successful. This had presented the Association in a very good light. He reminded members that the R.A.E.C. Awards Night to be held at the RAF Museum Hendon on May 1st in the presence of HRH The Prince Andrew. He re-iterated that it was a very worthwhile function to attend, also that this year there were three Awards for members, one to the Royal Marines Team and two posthumous awards.

PRINCE OF WALES CUP - The Royal Marines Free Fall Team

POSTHUMOUS SILVER MEDALS - Mr. Nigel Dacre, and Mr. Steven Scott

#### Item 32/86 - A.O.B.

##### 1. Paperwork Distribution to Council

J. Lines had submitted a paper on this to Council. There was some discussion on the matter and it was agreed that as Council found paperwork which they thought superfluous then they would tell the Secretary General this would then be available on file for anyone to read and copies could be made for any member who wished. Additionally the Secretary General would resumé some paperwork and the bulk would again be available if Council members wished.

Sec Gen

Council

##### 2. Letter from S.D. Lambe on DZ Operators Association

S.D. Lambe had circulated Council with a letter on the above subject. The Vice Chairman said that he had no strong views on the matter because as far as he could see the people concerned met amongst themselves as an outside 'ad hoc' sort of body, and as such were entitled to ask whom they wished to be in their group.

He invited views. J. Curtis said that in fact there was a Service equivalent, the APA.

S.D. Lambe stated that he was not disputing the right of any one to set up any Association, D. Prince stated that he took exception to the last paragraph, where S.D. Lambe's view was that the Association was devious. He re-iterated that it was only his opinion. He said that the trouble was that he only knew what he picked up by rumour. He had not seen anything other than a piece of paper which came from Peterborough and which criticised the Services. He had never been invited to attend the meetings and thus did not know what was going on and felt unhappy about the secretive nature of the whole matter.

W.J. Meacock then explained that he had asked some DZ Operators to get together to discuss certain matters at Peterborough. Not all DZ Operators had been invited and no Service people had been invited. He agreed that there had been a further meeting at the EGM. He also said that he was not invited to APA Meetings.

S.D. Lambe stated that the APA etc. were there merely to ensure that the Services adhered to the Operations Manual etc.

Further discussion was ensuing when it was stated by W.J. Meacock that there was to be a meeting between members of the Association and the Services.

At this juncture the Vice Chairman stated that he felt that if that was the case then it was at that meeting that all these matters should be aired. He felt that it was the general

feelings of Council that the discussion should therefore be curtailed. He asked if that was the general feeling and this was the case.

S.D. Lambe then attempted to continue the discussion but the Vice Chairman called the meeting to order and in his capacity of holding the Chair stated that he was curtailing any further discussion on the matter.

S.D. Lambe insisted that it be recorded that he protested most strongly at the rudeness shown by the Chairman in curtailing discussion and his views.

20th March S.D. Lambe telephoned to request that the matter be a main agenda item at the next Council Meeting.

Sec Gen

#### 3. Affiliation Application Peterlee P.C.

An application for affiliation for the above had been received from Mr. J. Barnes (ex Sunderland P.C.). The Secretary General had circulated the application to all Council for their decision.

There was considerable and in depth discussion on the subject. The council were rather worried about the previous situation where the proprietor had refused to put his students through the then P6 system. The Secretary General was directed to write to Mr. Barnes stressing Councils concern about his previous track record and that Council insist that he meticulously keep records of all students trained, and that they must all be made members of the Association. The Secretary General would also write to ask Mr. Barnes to re-submit the application on the New Form. Once this had been done the affiliation would be granted.

#### 4) SSPA Request to Borrow the New Video for Scottish Nationals

M. Ramsey had requested the above. It was agreed on condition that adequate safeguards were available.

The Secretary General assured the Council that once the Video was in the hands of the Association fully comprehensive insurance cover would be obtained. Safeguards etc. would be discussed at the next Finance Meeting.

#### 5) Request for Advertising Space in Magazine for a Charity Event

M. Ramsey had requested the above. It would be run on the lines of the Live Aid Charity, and was to be so many jumps within a period of time. The date would be in late July.

Council agreed to this request.

The date of the next meeting is 7th May 1986 at Kimberley House, Leicester. Time 6.30 p.m.

# STOLEN

Stolen from my car in London - Kit Bag: Blue with red webbing - rucksack type, outside patch with diagonal red, yellow and black stripe. Gear: Blue Wonderhog II - red flaps on tray. Main: Black XL Cloud, red stabilisers. Pioneer Reserve 4 line chop - Packing Card in pocket signed by Dave Morris. Altmaster II on blue mount, both marked DVP. White jumpsuip with grey, brown and yellow bands. Also missing - log books, licences FAI D7083 and South African B914, Peterborough Para Centre jump tickets.

J.J. du PLESSIS



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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

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Directed by Norman Kent.

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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

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For sale Lofty 'Wonderhog' Copy with Preserve 4 Reserve, never used. Main canopy 'Star' - £600 o.n.o.

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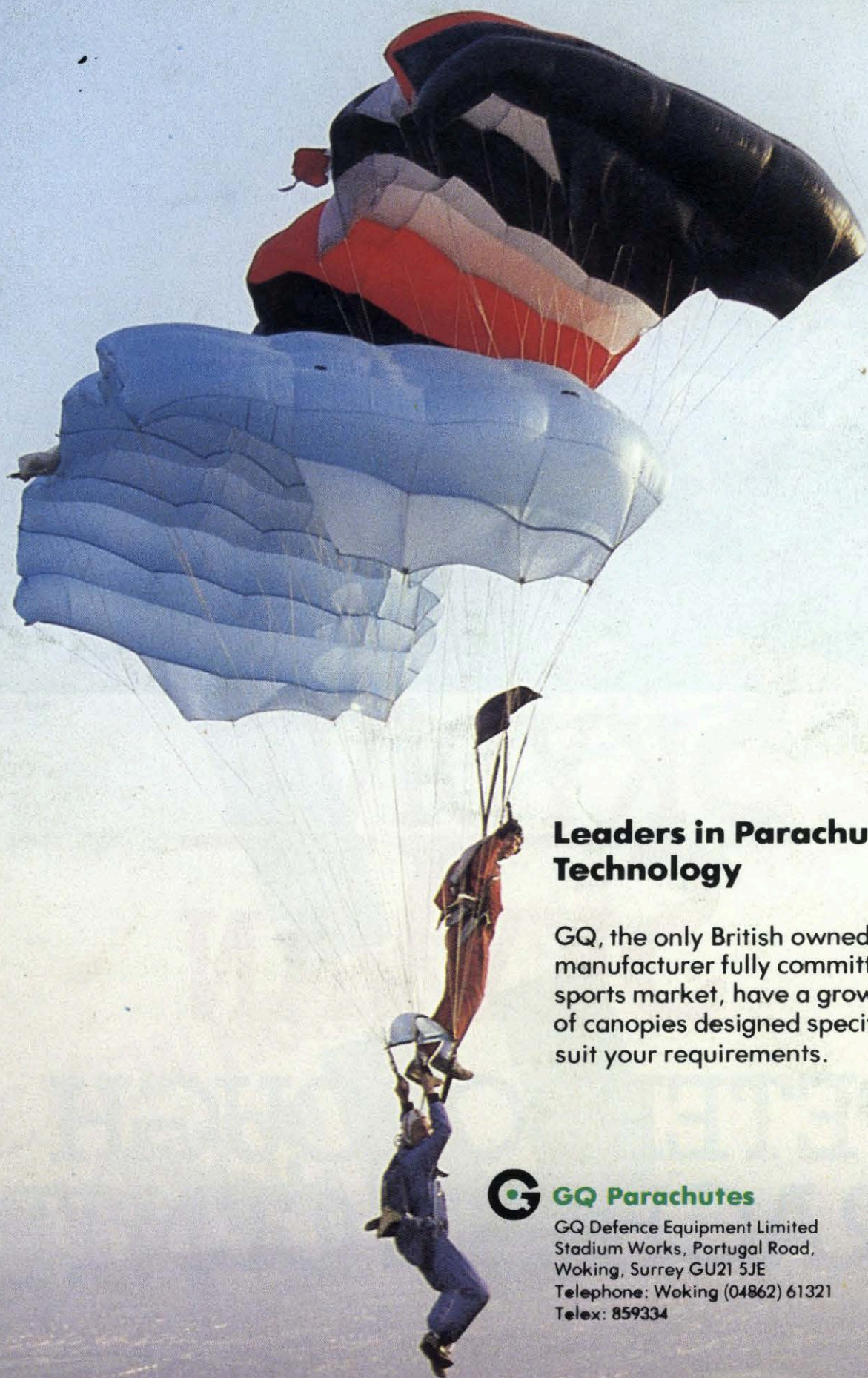
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