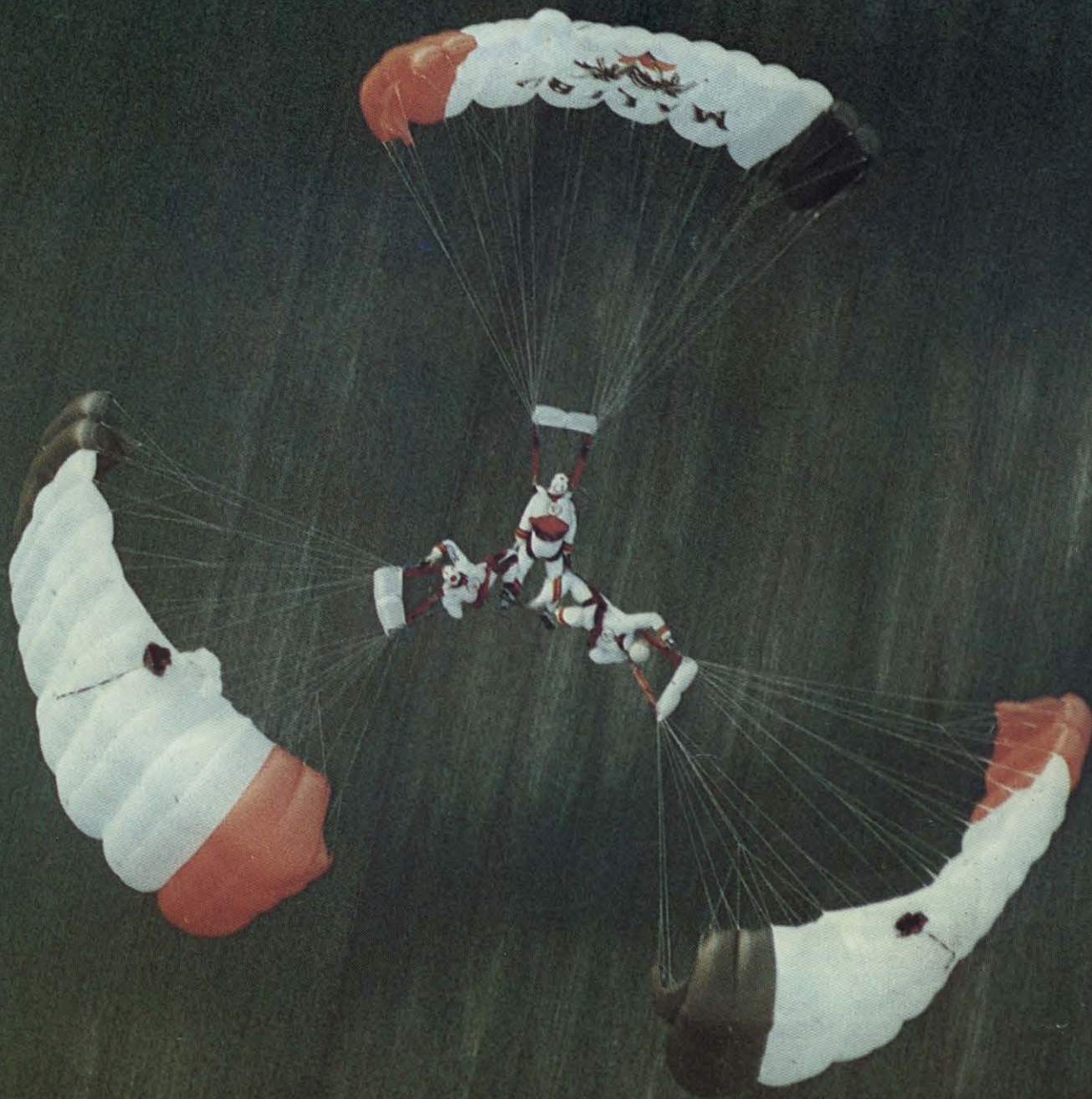


THE

JUNE 1987

SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



THOMAS

Sports Equipment



Produced by 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.

Mr. Walter Gubbins I.F.C. in this seasons 'Thomas Tropical Kit' gets his knees together and boogies through South American skies. The large, furry rodent sleeping under his hat was a gift from a grateful Brazilian 2 Way Sequential Team.

Suit by Symbiosis · Make-up by Mandy · Photo by Leo

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.



Leather Chaser 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.

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or write/drop in for details and information packs



THOMAS SPORTS EQUIPMENT · PINFOLD LANE · BRIDLINGTON · N. HUMBERSIDE · YO16 5XS

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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.

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THE SPORT PARACHUTIST

JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION 47 VAUGHAN WAY LEICESTER LE1 4SG Tel. (0533) 519778/519635

VOLUME 24 No. 3

JUNE 87

EDITORIAL

To everything there is a season, but it is possible to fail to notice that the season has changed. How does anybody know when that time has come?

When I took over as editor six years, or thirty seven magazines ago, I appreciated that I was following a tradition of long running editors. My predecessor **Charles Shea-Simonds** had been editor for eight years, **John Meacock** before him, three. I felt it a great honour to be given the responsibility of editing the best sport parachutist magazine in the world.

To the majority of B.P.A. members the magazine is the most tangible item they get for their subscription. In a fast moving, ever changing sport, it is important that the editor of Sport Parachutist is in touch with the members, conscious of the changes in equipment, training, techniques and above all, the views of the membership.

The magazine is the voice of the membership, with an opinion, and an independence separate from the council or B.P.A. office. To achieve this successfully an editor has to devote a considerable amount of time and effort keeping his finger on the pulse so that the magazine reflects what is currently happening in the sport.

Because I can no longer devote the time I consider is necessary for an editor to do the job efficiently, this issue is the last published under my editorship. Those six years have given me great satisfaction. I hope the magazine has kept pace with a sport, that recently has taken a quantum leap forward, and that in our small way we have had a contribution to make in that leap.

The magazine has always been a team effort, so can I say a public thank you to **Ray Maguire**, who always does a very efficient job as advertising manager, and never fails to leap to our support when the Philistines attack. To **Rob Colpus** who for six years has edited Kit News (now handed over to **Dave Morris**). Rob was always there to defend the independence of the magazine if needed.

A special thank you to **Phil Wells** who has never failed to amaze me with the bottomless pit of ideas from which he creates his cartoons. I always knew when it was time for the next magazine, Phil's cartoons came in the post that morning. Thanks Phil.

To the regular contributors, particularly the photographers, all of whom have helped to give the magazine the reputation of having the greatest skydiving photographs in the world. Keep 'em coming in Guys (and Gals, sorry Mandy!).

Finally I sincerely hope that the new editor continues the important tradition of independence.

As I said at the beginning "to everything there is a season", this season lasted six years. **Time for a change!**

DAVE WATERMAN



Dave Ruffell gets an unusual picture of a Tri Down Plane over Bridlington. Malibu team, Dave Johnston, Nick Johnston and John Lockwood are the subjects. Next step a Quadro Down Plane. To quote Mike Smith on Radio One, "They're all mad."

DROP INN

CHALLENGE TO SPORT

Our contribution to Channel Four's series 'Challenge to Sport' came out on top with the viewers. We received nearly 200 more telephone enquiries than our nearest rival.

The nine minute film was directed by **Dave Waterman** with freefall contributions from **Kevin McIlwee** and **Simon Ward**. During the week on location at Langar the non parachutists in the film crew all made a tandem jump, including the producer, cameraman, camera assistant and production assistant.

The film which concentrated on the three ways to make your first jump, static line, tandem and AFF, succeeded in getting over the thrill and enthusiasm of the first jump. Director Dave Waterman said, "I wanted the viewer sitting at home in his or her armchair to identify with the first timers we filmed and think, if they can do that so can I! It looks fun."

Channel Four announced before the programmes that the sport receiving most telephone enquiries will get the chance to make an hour long programme on itself. Sixteen sports took part in the series and at the time of writing Sport Parachuting had most enquiries. Watch this space!!



The crew of the 'Challenge to Sport' programme.



Jane Buckle with her own 'toy boy' camera assistant Jeff Collins, during their tandem jump and after landing off the DZ as a result of a bad spot Jane! What did you do to get him so dirty?



DROP INN

Z-HILLS CHANGES NAME

Zephyrhills Parachute Centre, Florida, which was recently devastated by fire, has now risen from the ashes under a new and appropriate name 'Phoenix'.

Judging by the tone of a recent press handout, big plans are afoot for Phoenix which could be summed up as "today Florida, tommow the world."

ISLANDER AT TOPCLIFFE

Sunday 12th April saw the long awaited arrival of an Islander at Topcliffe. After two weeks of bad weather and no jumping at all, the aircraft eventually flew in from Teeside on a perfect Sunday morning. Blue skies and nil winds meant everyone, including first timers, could try out the new aircraft. The first ever Islander lift over Topcliffe was an 8-way attempt which built to seven with **Pete Bedigan** going low, (unheard of for Pete). Everyone went home smiling after the aircraft kept busy all day. Eighteen lifts went up altogether, that's about 150 skydives.

STEVE THOMPSON, D5929
LBFFC Sec.



POPS CHANGE

For the past eighteen months I have assisted **Charlie Bell** with the administration of Parachutists Over Phorty Society UK. Charlie has recently stepped down and I have taken on the position of Hon. Treasurer/Secretary. I would be grateful if this letter could be published in the magazine, so that jumpers over the age of forty with an interest in POPs or any queries might care to contact me at the address below. Also, would you kindly amend POPs entry on the club page in the magazine.

GRAHAM ST. CLAIR, Hon Treasurer/Secretary,
POPs, 37 Fettiplace Road, Witney, Oxon. OX8 5AS.

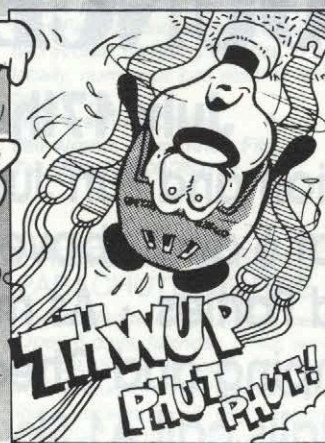
Mal



THERE'S SOMETHING
SPOOKY ABOUT THE NEW
PILOT. IT'S NOT HIS
ORIENTAL APPEARANCE -
PERHAPS IT'S THE
KAMI-KAZI HEADBAND.

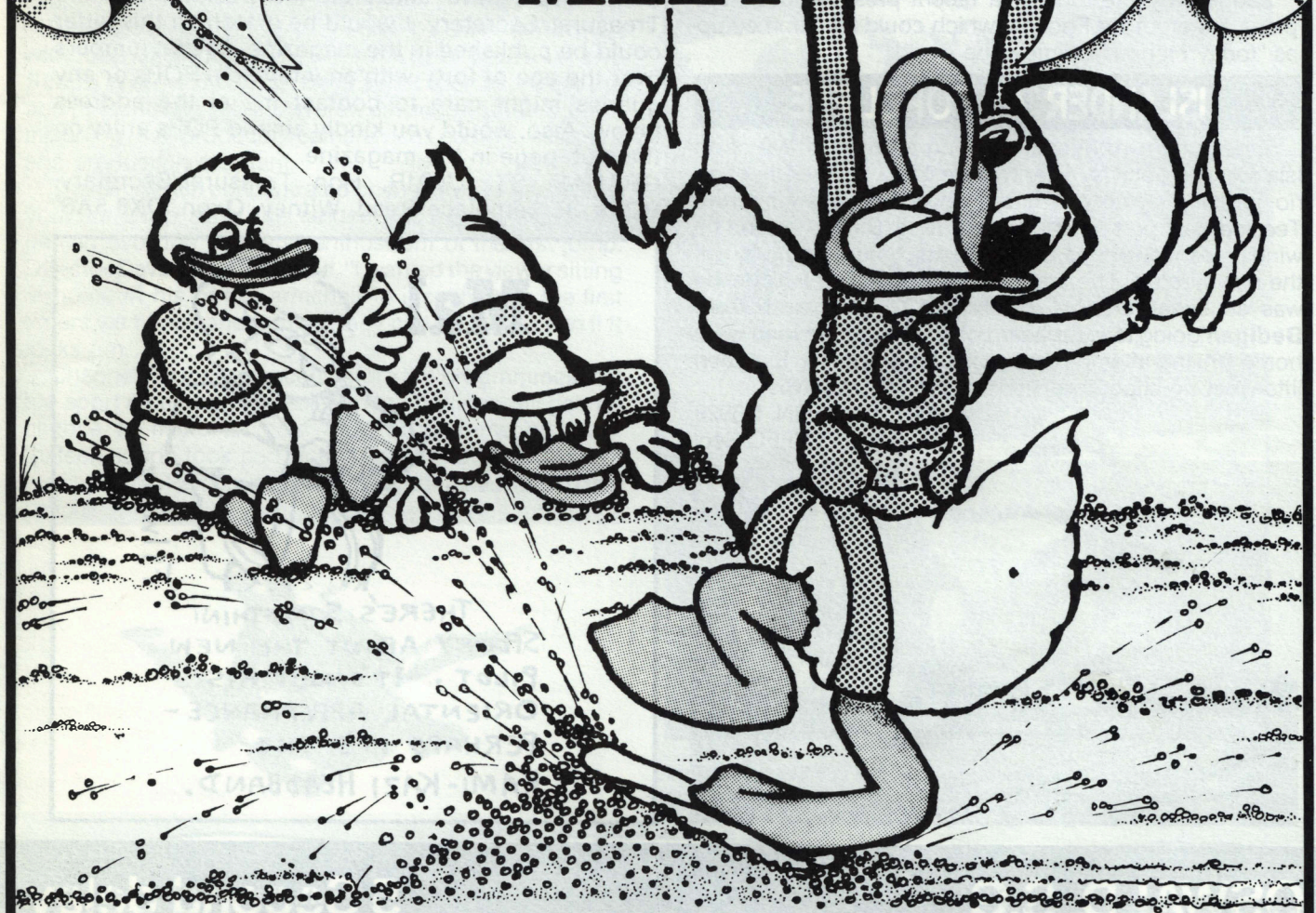
OSWALD S.G

5 Second delay



DUCK END

**Accuracy
MEET**



BOUNCES BACK!

• July 17th-20th 1987 •

- Friday: Registration and Fun Jumping • Saturday: Competition •
- Entrants Cat 6 and above • We'll have three Aircraft •
- Bar-B-Q • Wild Parties • As much drink as you can pay for •
- Camping and Cheap Accommodation •
- For details call A1 Skydiving on (07677) 7065 •



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We have access to assault courses, a Ski slope and lots of fun things to do on wet and windy days, whilst still having unrestricted airspace for skydiving days.

A1 Skydiving Centre,
'Rectory Fann', Abbotsley,
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Tel: Great Gransden (07677) 7065

BLACK KNIGHTS PARACHUTE CENTRE

Week-end centre, first jump SL courses, radios and aeroconicals. Tandem Courses, SL & FF progression to category 10. RW and CRW instruction. Cessna 185 (inflight door). SL & FF kit hire. Accuracy pit, canteen, washing and toilet facilities. Camping and caravans on DZ, B & B local.

Contact: Bob Parry
Patty's Farm, Hillam Lane,
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Tel: weekend 0524-791820
midweek 051-924 5560

BORDER PARACHUTE CENTRE

In beautiful Northumbrian countryside. 207, full equipment, free hire, RW/CRW Instruction, Tandem. Visitors welcome, no membership fees. Centre has superb accommodation (booking essential), Bar, Restaurant, Entertainments. Weekend and mid-week (summer).

Border Parachute Centre,
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Ainwick, Northumberland NE66 3XF
Tel: (0665 76) 588 or 433

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

BRITISH SKYSPOUNTS 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.

British Skysports Paracentre,
Bridlington Aerodrome, Bridlington,
East Yorkshire. Tel: (0262) 677367

CAPITAL SCHOOL OF PARACHUTING

London's closest centre. Islander aircraft and licensed bar. S/L Courses, progression and tandem available. Split DZ has obvious disadvantages but why not pay a visit. Some consider us a friendly bunch - you may be pleasantly surprised.

Capital City Parachuting
Biggin Hill Airport, Biggin Hill,
Kent TN16 3BN.
Tel: (0959) 74418

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,
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St. Merryn, Cornwall.
Tel: 0841 540691

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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,
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Tel: 0929 471939

DUNKESWELL INTERNATIONAL SKYDIVING CENTRE

Friendly full time club with basic courses and tandem jumping available all year round. Student progression, RW and CRW instruction, accuracy pit. Student and ram air kit available. Overnight accommodation, B & B nearby, canteen, bar and camping on DZ, Cessna 206. Non members welcome.

D.I.S.C., Dunkeswell Airfield,
Nr Honiton, Devon.
Tel: 040 489 350

EAGLESCOTT SKYDIVERS

A weekend club which caters for all levels with a great club atmosphere. 1st jump, RW, CRW tuition. Cessna 182, camping, B & B, unbeatablepub and grub. Alternative adventure activities by the sea.

Eaglescott Skydivers,
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Bamstable, Devon EX37 7RB.
Tel: 0271 75000

EAST COAST PARACHUTE CENTRE

Single engine aircraft, twin when necessary. Student and advanced parachute kit hire. Style, accuracy and relative work instruction. Week-end 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. Tel: (0245) 268772

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,
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FLYING TIGERS SKYDIVING CENTRE

Beginners courses, AFF, tandem, RW, CRW instruction, kit hire. Restaurant, bar, camping available, accommodation nearby. 180, Islander and Gazelle always available. Open weekends and evenings.

Flying Tigers Skydiving Centre,
Goodwood Airfield, Nr Chichester,
West Sussex. Tel: Kevin McIlwee,
(0243) 780333

FIFE PARACHUTE CENTRE

Full time 9 to dusk. Caters for first jumps, progression, RW, CRW, tandem. Facilities include bar, restaurant two aircraft, camping facilities, B & B locally, numerous bad weather facilities nearby.

Fife Parachute Centre,
Fife Airport, Glenrothes, Fife.
Tel: 0592 756609/753792

HALFPENNY GREEN PARACHUTE CENTRE

The Midlands only full-time centre. Open 6 days, Islander, C182, accuracy pit, SLIFF kit hire. RW, CRW, AFF instruction. Washing/toilet facilities, restaurant all day, camping available. 9 miles Wolverhampton.
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Tel: (038 488) 293

HEADCORN PARACHUTE CENTRE

Full time, 9 to dusk, very active mid-week. All levels of instruction/progression, AFF, RW, Style, Accuracy. Experienced staff, 2 Islanders, video, team rates. Canteen, free accommodation. Everybody welcome.

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Tel: 0622 890862

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Beginners courses with full progression. SL/FF Aeroconicals, AAD's Radios, RW/CRW coaching, tandem, full kit hire, cutaway rig. Visitors (C licence plus) welcome. Canteen, bar, toilets, showers, accommodation, accuracy pit, 2 C206's. Closed Mondays.

Hereford Parachute Club,
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Herefordshire HR6 9NR.
Tel: 056 881 551

IPSWICH PARACHUTE CENTRE

Open 6 days a week (closed Tuesdays). Islander and Cherokee VI permanently available - Student, RW and CRW instruction by full time staff, accuracy pit, excellent rigging facility. Food, accommodation, camping and bar on drop zone.

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

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Gainsborough, Lincs. DN21 5PA.
Tel: 0427 83 620

LONDON PARACHUTE SCHOOL - CHARITY PARACHUTING

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

London Parachute School/Charity
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Oxon OX14 1DX.
Tel: Abingdon (0235) 24725 (24 hrs)

CLUBS AND CENTRES

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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.

MIDLAND PARACHUTE CENTRE

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression/RW jumping. Bunkhouse & showers, bar and cafe on airfield. All welcome. Home DZ of the Slug Brothers!

Midland Parachute Centre, Long Marston Airfield, Stratford-on-Avon, Warks. Tel: 0789 297959

NORTHERN PARACHUTE CENTRE

Open every weekend. 2 aircraft, accuracy pit, clubhouse, cafe on camp. Friendly atmosphere, non members made very welcome. CRW/RW instruction, air video available. B & B and free camping off camp.

Northern Parachute Centre, Topcliffe Airfield, Nr. Thirsk. Tel: 0845 - 577371 ext. 367

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Situated in fabulous Lakeland Scenery. Open weekends and bank holidays. Student progression, RW, CRW, BN Islander, kit hire, accuracy pit, canteen, toilets, shower. Bunkhouse and camping on the airfield.

North West Parachute Centre, Cark Airfield, Flookburgh, Nr Grange-over-Sands, Cumbria. Tel: Weekends 044853 672/555 Tel: Weekdays 0772 720848

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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.

SLIPSTREAM ADVENTURES

With 4 full time AFF Instructors (5 more on call) and 8 AFF Rigs at our disposal, Slipstream offer you outstanding instruction. We operate full time with the use of all Headcorn's facilities.

Slipstream Adventures, The Airfield, Headcorn, Kent TN27 9HX Tel: 0622 890641/890862 also Thurston Parachute Club Tel: 0264 - 772124

SWANSEA PARACHUTE CLUB

Open 7 days a week. Cafeteria and licensed bar, sleeping bag accommodation available. Camping and caravans - April to September. AADs, net skirts, radios, RAPS/WARP/RW/AFF. Accuracy pit, C206, all jumpers welcome.

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

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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 & toilet facilities.

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

WILD GEESE TRAINING CENTRE

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

Wild Geese, Northern Ireland, contact: Dave Penny, 27 Drumeil Rd, Aghadowey, Coleraine, C. Londonderry. Tel: Head Office (026 585) 669 DZ (026 585) 609

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

BADMINTON PARACHUTE CLUB

Badminton, Avon. Tel: 045 421 486 contact: John Davis, New Villas, Badminton, Avon. Tel: 045 421 249/379

BLACKPOOL PARACHUTE CENTRE

Blackpool Airport, Blackpool, Lancs. Tel: 0253 41871

CYPRUS COMBINED SERVICES PARACHUTE CLUB (CCSPC)

CJSATC Pergamos Camp BFPO 58. Tel from UK: 0103574 530000 ext 337/245 contact: Club CCI

DONCASTER PARACHUTE CENTRE

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

JOINT SERVICE PARACHUTE CENTRE, HONG KONG

Borneo Lines, BFPO 1 Tel: 0-983 7221

LEEDS BRADFORD FREEFALL CLUB

Topcliffe Airfield, Nr Thirsk, North Yorkshire. Tel: 0845 577371 ex 259 contact: Secretary Ingrid Jones 201 Hall Lane, Horsforth, Leeds LS18 5EG. Tel: 0532 586256

MANCHESTER FREEFALL CLUB

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

OXON & NORTHANTS PARACHUTE CENTRE

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

POPS UK

Hon. Treas./Sec. Graham St. Clair, 37 Fetti Place Road, Witney, Oxfordshire.

RAFSPA

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

RAPA JSPC (L), 4791 SEENELAGER,

Belefeldstr, Normandy, Kaserre. Tel: 01049 5254 82 2378

THE RED DEVILS

Queen's Parade, Aldershot, Hants Tel: (0252) 24431 ext 4600/4699 contact: Red Devils, Browning Barracks, Aldershot, Hants.

RMCS PARACHUTE CLUB
South Cerney, Gloucestershire. Tel: 0793 782551 ext 2566

SCOTTISH SPORT PARACHUTE ASSOCIATION

Alison A. Gilmour, 5 Comely Bank Row, Edinburgh EH4 1DZ. Tel: (031) 343 3227 Video, non members welcome.

SHREWSBURY SKYDIVING CENTRE

Forton airfield, Montford Bridge, Shrewsbury, Shropshire. Tel: (0743) 850622

SILVER STARS PARA TEAM RCT PARACHUTE CLUB

Azimghur Barracks, Colerne, Nr Chippenham, Wilts. SN148QY. Tel: (0225) 743585/743446/743240

SKYBIRD PARACHUTE SCHOOL

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

SOUTH WEST SKYDIVING CLUB

Bodmin Flying Club, Cardinham, Bodmin. FFI Steve Whitehead (Secretary) Tel: 08405 538

STAFFORDSHIRE SPORT SKYDIVERS

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

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

c/o Duncan Langhorn, Parachute Club, Students Union, Surrey University, Guildford, Surrey GU2 5XH.

Affiliated Clubs:

Bath College
Bath University
East Anglia University
Exeter University
Goldsmiths College
Imperial College
Lancaster University
Leeds University
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Newcastle University
Nottingham University
Oxford University
Portsmouth Polytechnic
Sheffield University
Surrey University
Sussex University
Strathclyde University
Trent Polytechnic
Wales Polytechnic

KITNEWS

BY DAVE MORRIS

THE SUTTON FLOW-FORM

Ted Strong of Strong Enterprises and Steve Sutton of Toronto, Canada have produced, patented and are now test jumping a non-rigid, wing-shaped parachute they claim is a new concept in flight.

According to the latest press release from Strong Enterprises the Sutton Flow-form is a wing that is able to accept the air it is passing through, and use it to effect a stable and controlled flight in drive or sink. The canopies have a much deeper aerofoil, measuring four feet at the deepest section, a total of sixteen suspension lines in two groups and a surface area of 277 square feet.

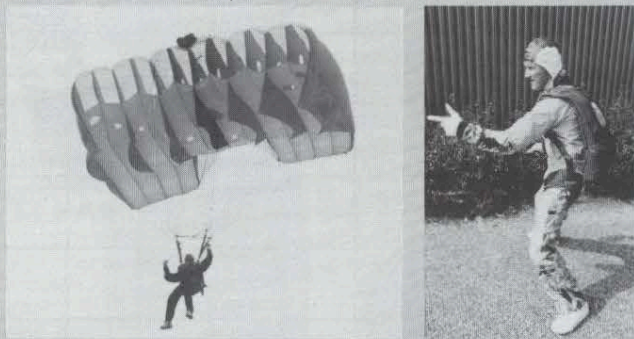
Press release from Strong Enterprises March 87:

"The main innovation with the FLOW-FORM parachute is the series of vents, called PRESSURE FLOW VENTS, that are designed to either accept or expel air according to the mode of flight."

The vents are placed on the top and bottom surfaces, the inside ribs and the trailing edge. It is reported to be more stable, more manoeuvrable and easy to control giving flat turns, soft opening shock and the ability to transition from fast forward flight to sink without stalling and without noticeable surge.

A canopy with those characteristics could certainly interest anyone serious about their accuracy and I will be eagerly waiting (well with interest) for any further news and perhaps a canopy to arrange test jumps.

More information on the FLOW-FORM parachute can be obtained by writing to STRONG ENTERPRISES, 11236 Satellite Blvd., Orlando, Florida 32821 USA.



Ted Strong jumping the Flow-Form 277 moonlight suit and 6-cell prototype. Photo Steve Sutton. demin tracer

TALON RIPCORDS DEFECTIVE

Approximately 130 Rigging Innovations, Talon systems with serial numbers 0495 to 0623 are affected by defective reserve ripcords. The ripcords have single pins that have been swaged incorrectly and can slide off the cable, leaving the pin in the closing loop.

The ripcords can be easily identified by checking the pin for swaging marks and testing the pull. A faulty ripcord will allow the cable to be removed from the pin very easily and the shank of the pin will be perfectly round without the swaging marks. If you own a Talon get it checked!

FIVE TO SEVEN TO NINE

When square canopies first started to take over from 'good old rounds' the five-cell were the most popular, usually due to the pack volume and weight. This suited the manufacturers as far as construction was concerned, they were easier and cheaper to build; less fabric, fewer lines, less labour and less performance!

As materials became better and manufacturing techniques improved the seven cell canopy justifiably took over. The perfect canopy for many was and still is the Pegasus, from a company then known as Django, a seven-cell which packed small, weighed very little and had a middle of the road performance to suit every discipline.

There now seems to be a swing towards nine-cells, which seems a logical move when you consider that a nine-cell is more compact in construction giving greater rigidity. The nine-cell canopy is less susceptible to distortion and more likely to retain the original aerofoil section designed, thus increasing performance.

The New England Parachute Company have been producing the Challenger since 1985, a seven and nine-cell version are available although the nine-cell seems more popular. Designed by John Eiff the Challenger was the canopy used by the US accuracy champion in 1985 and has been at the forefront of competitive accuracy ever since.

Precision have been very successful with the Raven 1, 2, 3, 4, a range of canopies of various sizes but with the same price and all T.S.O.'d as reserves. Following that success Precision have released their new Falcon range of nine-cells, design specifications for the three models available are:

Model	Chord	Span	Aspect Ratio	Recommended Weight
175	8.24	21.25	2.58:1	122 - 157
195	8.69	22.44	2.58:1	136 - 175
215	9.13	23.56	2.58:1	150 - 193

Each model will be offered at the same retail price of \$1,028 USD, with no extra charge for custom colours and a delivery time of about six weeks.

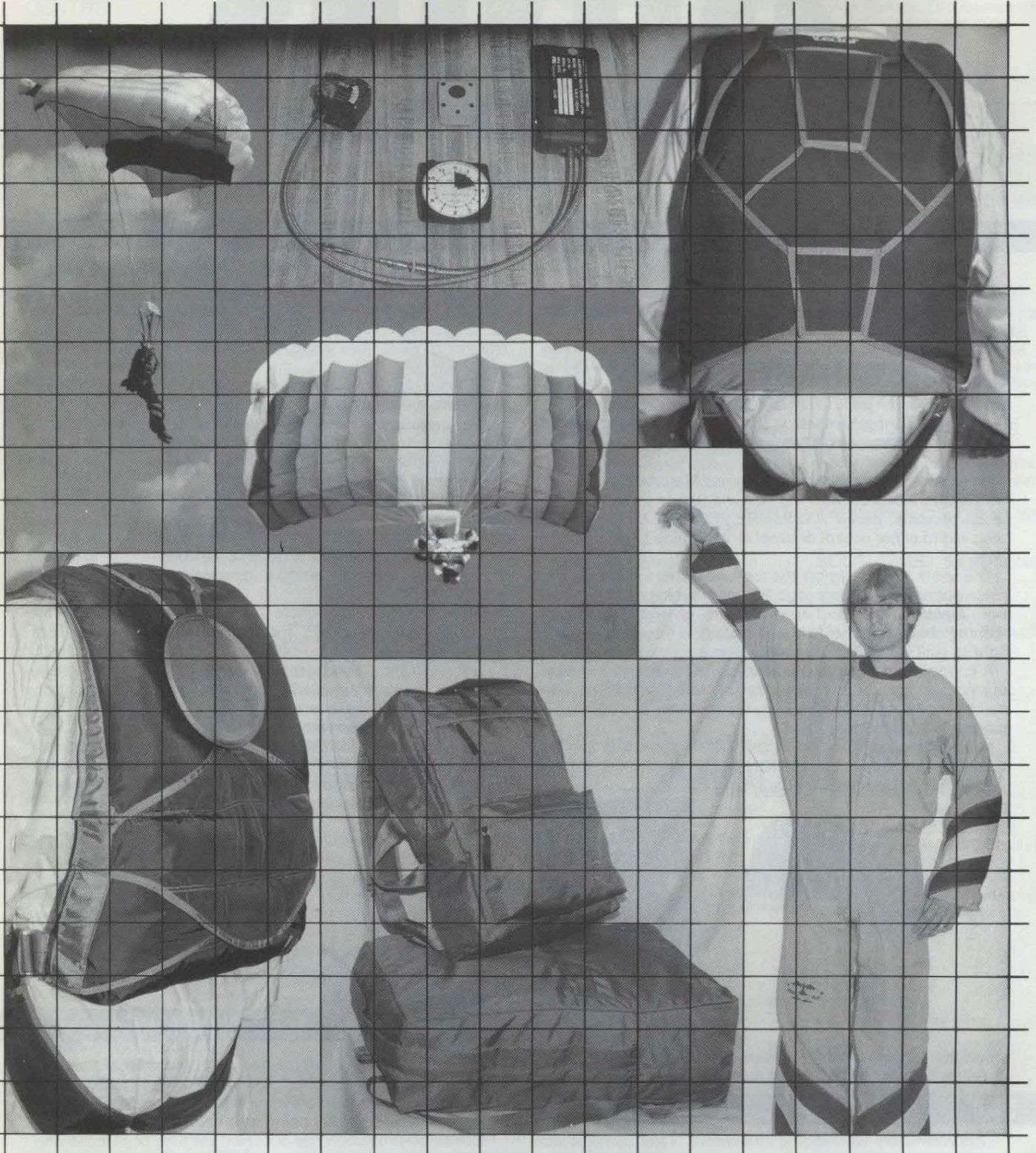
THE DENIM RIG

I wonder what triggered the change from practical plain ski-wear, to the annual flood of new materials and designs that touch, not only the ski market but every fashion store, on every street, in every major shopping area?.....Just a thought.

Colour co-ordination has occupied the time of all those who have found themselves in the position of actually ordering new kit. It's getting harder too, what did Henry Ford say, "You can have any colour you like, as long as it's black." Well, we have the choice now to satisfy anyone's taste in fashion, all the colours you can imagine, spandex and F111 tailored suits and now from Traceair the Denim Tracer and matching Moonlight suit.

Levi's reaction when asked if they were interested was, "I don't think skydiving fits the image we would like to project, fresh, young, active and exciting." What do they know?

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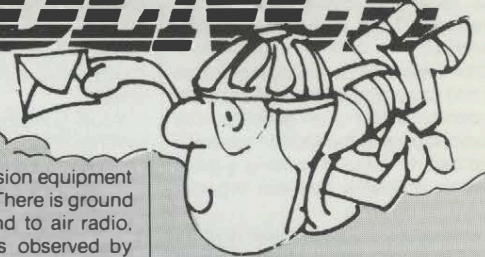


Dealer Inquiries Invited



Member Parachute Equipment Industry Assn.

CORRESPONDENCE



ONCE TOO OFTEN

On a recent skydiving trip to Spain, I had a nasty experience that I thought I should pass onto you. I have been in the sport for about six years and have over 1100 jumps to my credit. Like most experienced jumpers, I get bored under canopy, and look for a little excitement to pass away the time, only on this one occasion the canopy hit back.

After a relatively normal 4-way RW dive I opened up at around 2200ft. I then began stalling out my seven cell F1relte. After a few normal stalls, I wrapped about 4 loops of brake lines around my hands and was stalling the canopy out totally, so it was in fact flying downward, tail first (we've all seen Dave Morris).

I re-inflated the canopy, at what I thought was a safe height of 1000ft. by bringing my hands slowly back up to the keepers (still with the wraps of lines around my hands) so to re-inflate the canopy as gently as possible. Upon doing this, the nose on the left hand side of the canopy folded under, and got tangled around the front lines. This immediately started a severe rotation, and within two seconds I was horizontal with the canopy. With the canopy rapidly rotating, the brake lines which were wrapped around my hands, were getting tighter and tighter. It took me a good few seconds to unravel my hands from the lines, and I eventually managed to cutaway at 600ft. with a reserve open at 400ft.

This may seem like a 'no kidding there I was story', but it's just a warning to all you hot square jumpers who think playing around with your canopy under 1000ft. is cool.

TIM HOMER D4436

ALTI FAILS

Just a line or two to bring attention to an incident in which I was the main subject.

During a jump from 10 grand, on my own, I had an altimeter failure. At a stage which I thought was close to deployment, I glanced at my altimeter which read 3500ft. Looking at the ground, this didn't seem far wrong. A few seconds later, I looked again when to my horror the alti still read 3500ft. I immediately looked at the ground which looked too big for my liking and was coming up fast. Instinctively I pulled and on pilot-chute deployment, the alti needle shot down to 1500ft. on full canopy deployment I was at about 1100ft.

The moral of the story is never believe 100% in your altimeter. It is mechanical and mechanical instruments do go wrong now and again.

I am fully aware that parachutists do cover up for low openings now and again but instructors, take heed, alti's are not always reliable!

If you experience a problem, get your alti checked and having been told that, by now I should know exactly what 2500ft. looks like, most of the blame falls on me but I wonder how many others would guess the height correctly under the same conditions? (70 jumps).

JAMES KELSALL C7414
P.S. The best altimeter in the world is your eyeballs!

RETENTION AGAIN

Following the recent commotion about retention rates and the direction of our sport in general, I have decided to put pen to paper to express my own personal views on the problem. I am so skygod (Cat. 7 coming up to Cat. 8), but since my first jump in August 1985 I have visited a variety of drop zones both full time and weekend, and have developed a few opinions and/or impressions of my own. If these are wildly inaccurate or offensive, I apologise in advance.

I feel that the main factors which affect the retention rate in sport parachuting are:

1. the amount of suitable weather, wind and cloud.
2. the amount of cash the jumper has to spend on parachuting.
3. the amount of time the jumper is prepared to spend hanging around for 1 and 2 above.

There is nothing you can do about the weather - it's an occupational hazard.

Parachuting is very demanding on cash and time. It can take a whole weekend bumming around a DZ for an end result of no jumping done at all. This can make even the most dedicated people a bit disillusioned. £20 can easily be spent in a day, and up to £40 and £50, depending where you jump. If you are to keep up this sort of financial and time consuming commitment, you need to be either very rich or very dedicated.

I started parachuting at Badminton, a small club just north of Bristol. It is run by the club members for the club members, open weekends March to October. There is a course most weekends, but when there isn't a course the club is open to anyone who wants to come and jump, so long as there isn't a backlog of student first time jumpers who should come first. The club is non-profit making - any surplus is ploughed straight back into the club.

At present the courses are fully booked for this year and bookings are being made for 1988. There is free static line and freefall kit hire

with hogback conversion equipment to be available soon. There is ground to ground and ground to air radio, and every descent is observed by telemeters. The club members have spent the winter putting a lot of hard work in to running power to our buildings and installing runway lights. All of this done for the love of the sport and for the benefit of all. Can Mr. Gubbins explain his description of the club as ' quaint'. (No offence Wally me ole' mate!)

On our course we were told not to think of the weekend as a one jump course, but as an introduction to the sport. From the word go we were warned about the waiting around and the weather problems, but told that if we wanted to continue in the sport, the club had all the facilities required available and that we would be most welcome to come back and jump again. Being one of the people who decided to continue to jump, I found that I was made very welcome with lots of help, advice and patience. Big thank yous to everyone at Badminton.

I have also done some jumping at Netheravon. Anyone who says that "military sport parachuting organisations should not be involved in any form of civilian sport parachuting within the UK", urgently need their head examining. I have had some excellent times at Nethers, and Jim Steele and his staff do a smashing job. Although it is a big busy drop zone, the tuition and debriefing is excellent and on a personal one-to-one basis.

I have paid between £6 and £12 for equivalent student jumps. Such price differences seem hard to justify although if someone is trying to run a DZ full time, I admit it may be hard to earn an honest crust - aeroplanes aren't cheap!

As for those people who sit down to write in to the mag to criticise Leo and Mandy Dickinson, Pete Reynolds, Simon Ward etc. I feel that they are being a little unfair, as at least these people are making a positive contribution. Certainly in my progression last year these people helped/inspired me a great deal. Trying to convey to a person on the ground the excitement and experience of freefall must be, if anything, more time and money consuming than ordinary skydiving.

Those who whinge about new DZs opening up and closing existing ones down, must ask themselves whether they are allowing their own objectives/motives to become more important than those of the sport: i.e. personal profit against fun and skydiving. If you cannot make an operation commercially viable, if you can't make a living at it, then do it just

for fun. Don't screw student jumpers for a small fortune and ignore them because they are boring, today's boring people are tomorrow's National Champions and CCIs, etc.

If someone wants to learn to fall out of a plane, they should do it at a proper club - not train in a sports hall, travelling halfway across the country to jump, and then be told that no-one cares or can do anything for their parachuting aspirations.

My feelings are that the sport is not sick, just some of the attitudes within it are. Simon Ward's message to get with it and become market and PR orientated is an excellent one. We need to look both inside and outside our sport to see where the problem lies. Our passion for skydiving should ensure that the rot does not set in.

I'll now sit back and wait for any observations, corrections, violent disagreements, banning from DZs etc.

JOHN HOLDEN BPA233813
P.S. Brill film on Channel 4's Challenge for Sport thing - it left the other sports in the background.

DZ OP RECANTS

As an owner operator of a small parachute club in Dorset, I recently attended a meeting of the civilian drop zone operators committee. At that meeting considerable concern was expressed at the numbers of civilians attending military centres, either as students on courses or as experienced jumpers. Who might otherwise attend civilian clubs and centres, were it not for the excellent facilities on offer at such military centres. Thus there was a general feeling around the table that a very significant proportion of the membership of the BPA was being lost by civilian clubs - who depend on that support for their very existence. There is little doubt that if all civilians were prevented from attending military centres, they would be obliged to turn to civilian clubs for their continued enjoyment of the sport.

At that meeting it was decided to request that the military organisations cease all involvement in sport parachuting for civilians, in the UK. Since that time I have considered the full implications of such an action. I now feel that it would be devious and damaging in the extreme to the association.

Over the years we have enjoyed an excellent relationship between the civilian and military organisations. Considerable joint liaison on the

development of the sport has taken place in the last twenty years, this relationship is now in jeopardy and as such I cannot continue to support the idea that civilians should be prevented from jumping at military centres.

If I appear to be 'changing horses in mid-stream', then so be it. My main concern is for the good of the association and the sport in general. I can see no value in causing a great deal of ill feeling between organisations to no avail.

Like most club operators I know only too well the problems facing struggling clubs, we in Dorset have had more than our fair share of hardships and were it not for the swift intervention of **Tony Knight** at Ipswich and the Royal Airforce Sport Parachuting Association, our club would not exist at all!!!

MAC McLAUGHLIN D2916

TOO DEAR?

As a veteran of one Tandem Jump (with The Flying Tigers) and having committed myself to an AFF course at the same excellent (plug, plug - how about a discount Kevin) centre, I was very interested to read **Derek Thorne's** article in your February issue.

The appeal of skydiving is obvious - even enough to overcome the warnings against ram-air systems (D. Thorn & C. Shea-Simmonds) the accidents of the two first timers (Sport Parachutist Feb.), parental tut-tuts etc. but possibly not enough to overcome the costs:- AFF - £1,000 (approx) plus any re-jumps.

Complete Rig - £1,000
WARP - £500

All necessary gear - £s depending on requirements.

Plus any unknown costs I don't yet know about. But the whole layout is at least £3,000 just to get going.

Now, two suggestions: 1) The BPA spend a lot of money refurbishing their offices in Leicester, buying exclusively from the company I work for, or 2) Start introducing for genuine qualifiers of AFF (who intend to continue) when buying their first complete rig (this could all be verified by the club's CCI).

Apart from saving a few bob (50%?!), it is a good incentive and could, in fact, only be given when say 10 WARP lessons were booked.

As D.T. said, students are the bread & butter of this extraordinary sport, but everyone I have bored rigid with "oh, wow, fantastic, better than sex, nothing like it and just look at this video" soon says "great, but too expensive for me" - and fair comment, who can afford £3,500? Not me, just ask my poor (sick) bank manager who is currently witnessing new personal borrowing records being set by the day.

So, while I'm prepared to go round borrowing up to the hilt from all and sundry (famly & (ex)friends having almost promised loans, if only to shut me up) others may not be - which is perhaps why the BPA is the tenth fastest growing sporting body in the

country and not the 1st, which incidentally is the Scottish Baton Twirling Association, and if you don't believe me see **Simon Barnes'** article in The Times from the 7th March.

Baton Twirling may not be quite as much fun as skydiving but at least its cheap.

Yours jumping (I hope) and not twirling.

THOMAS PAGE

NOT TOO DEAR?

Following **Mike Richardson's** letter in the February issue of the magazine, I was pleased to see that the Lines by Lines article inspired some reaction, although I am surprised that the reaction was not greater. Mr. Richardson's obvious concern is a credit to him, however, in my opinion it was targeted incorrectly.

It is extremely short-sighted to suggest that kit manufacturers and drop-zone operators are responsible for losing thousands of members by overpricing. Our sport is not snooker or darts, which are totally accessible to everyone at very low cost, it is skydiving - a high action, aerial sport using high-tech equipment and very advanced methods of introduction and instruction. Manufacturers have spent years gaining knowledge and experience in a very specialised field, investing continually in new materials and machinery to keep the equipment we use, not only simple and safe, but highly fashionable.

In comparison with other sports in the same league, student prices are well below average. Try getting personal ski-instruction whilst on holiday and you will see what I mean! The price a student pays per jump is not for the ride to altitude alone, it covers expert instruction and control hire of equipment, briefing and debriefing etc. The student is never asked to pay for advanced instruction like first free-fall, turns, tracking, square canopy briefs etc., which are all time consuming and tie up staff on all respectable drop-zones.

AFF is the perfect example of the point in question, the cost of setting up an AFF operation is enormous, mains, reserves, AAD's, radios, various jumpsuits, advertising, printing etc. etc., which are all in excess of the normal everyday overheads. As well as the basic equipment requirements it is important to realise exactly what is offered to the student, AFF is the ultimate in personalised attention, invariably tying up two highly qualified instructors per student and not just for the duration of the skydive. I would ask you Mike, to work out how much it costs an individual to get an AFF instructors rating? Also please compare the cost of attaining category eight to that of the basic PPL, which, in terms of achievement are not so far apart.

Perhaps the targets for concern might be with drop-zone operators to look closer at the service that is being offered by their centres, with

manufacturers attempting to shorten delivery times and AFF operators to question, not the total cost of the course, but the amount being charged for re-jumps on levels four to seven. Blue Skies,

DAVE MORRIS
Action Enterprise Limited

WARP OK.

As a relatively recently qualified Cat. 8 student, and having spent three years getting there, I thought I'd make a few comments; triggered by **Derek Thorne's** article in Feb. SP.

Firstly, it was agreed at the 1986 BCPA AGM to try for a Students page in SP. Admittedly that means college students, but this would naturally include some pre-cat. 8 stuff. Sadly, even the typically enthusiastic student fraternity produces apathetic skydivers; (what happened to the BCPA Nationals writeup Duncan?) I was guilty of 'leaving it for someone else'. I'd love to see some round canopies in the mag. who's got some piccies?

My main point though is to comment on WARP. WARP has been available at Swansea for a while now, with subsidised slots for WARP instructors (as approved by **Dave Howerski**). Although it costs me extra per jump I believe that I have achieved more and more efficiency than I would without this system; the word being 'achieve' not 'attempt' as per BPA Cat. 9! I consider myself to be WARP 8, not Cat. 9.

I will say, however, that it is worth persuading an experienced jumper to take the second student slot on the 3 & 4 way dives - they'll be doing you more favours like that than by flying a 3-way towards you for a traditional Cat. 10 dive!

I'd just like to add my thanks to J.T., who has been an excellent, if praise-reluctant, WARP instructor, but you are still ugly in freefall Jon!

TOM COOK C7200

HOW ABOUT?

Thank you for an almost excellent magazine, lacking in very few respects. There are, in this sport, a few of us - poor, unfortunate and deprived souls - still struggling our way up the category system ladder. Taking part in competitions remains, for the present, the pot of gold.

How about, just for our benefit, replacing some of these 6-side, mega reports on obscure competitions, containing, much of the time, private references to cliquy occurrences, irrelevant to most of us, with for example, tips on getting through the various stages of student progression, canopy handling tips, packing, free-fall hints, how to iron out all the little problems in turning, tracking etc. What rigs/jumpsuits/altis/goggles to buy for what reason when the time to lash out arrives.

So please, make it interesting for all of us, after all it is us students you should be encouraging.

On a personal note, many many thanks to all at London Skydiving, Cranfield, for an excellent weekend in March - on behalf of all the Collegiate Clubs who held their AGM there.

IAN WEATHERHOGG A7664

VIVA ESPANA

Friday 24th April, we set off for Spain via Gatwick. On arrival at Ampuriabrava we found that the hotel we had booked didn't want us after all. Apparently some other skydivers had been running around with no clothes on, so the hotel decided that we must all be nutters.

Well, thanks to Maria's efforts we all had apartments at the Grand Reserva. What a bonus, right by the sea, great rooms (you could even pack a square in the main room). Those streakers really did us a favour.

The next day the weather was wet and cloudy, but cleared in the afternoon, so we headed to the centre to be made very welcome by all present (biimey, even the dogs are friendly here).

There were twelve jumpers in our group, including **Mark Longhurst**, booked to do an AFF course, which incidently he completed in seven jumps. We were all very impressed by the work, care and consideration that was put into his training and progress.

Throughout the week many of our group progressed to higher levels, Cat. 8, Cat. 10, 100 jumps, D Licence and Mack with 900 jumps. This led the way to celebrations, **Sandy McRoby** was presented with a raw egg on his head halfway through a meal in the restaurant. **Mack McCarthy** and **Steve May** had an egg and champagne fight for their 200th and 900th, which they did together. Several others had involuntary dips in the hotel pool. The hotel rooms were looking like beer cellars, with all these cases of beer from various firsts.

Well the week went by all too quickly and on the last day **Mitch** and **Maria** were determined to get a Biggin Hill 9-way together, but alas, after three attempts it was not to be, although on the third go it built to eight with me fifty feet below it.

I have read several negative reports on this place, but I found it to be very special in as much that, nothis is too much trouble. **Mitch** even came out with us on several evenings to show us the best places to eat and boy the good food we put away really shortened our downtime.

Well a big thank you to all in Spain for a great time and a safe week. I happened to pull low on the last day and was told in no uncertain terms that safety comes first at this centre and I could see that it did. Special thanks to the group that I went with, particularly **John** (we'll have two portions of everything) **Humble**. You are all a great bunch, even if you do make the plane smell on the way up, and my girlfriend **Paula** who kept me under control most of the week, she

nearly did a tandem jump, perhaps next time!

On our return we went to Biggin Hill to show off our suntans and how quick we can get stable now. Only to find a notice in the window to say that it had gone into voluntary liquidation. I couldn't believe it, I had been with that club almost from the start and seen it get over many problems. If it failed in the end it wasn't for the want of trying on Kevin, Toby and the rest of the staff's part. That wasn't a club that died it was a family and I feel privileged to have been part of it.

Have fun and stay safe.

G. WELCH D5896

CHEEKY!!

I'll have a pint of what the Proof Reader's on! Cheers,

SIMON CADDIS

LOGO OK

I am certain mine won't be the only letter in response to **Philip Bell's** idea for a new logo in the April Magazine.

I must admit that when I first read that you wanted ideas for a new logo I thought, "Why? What's wrong with the current one?". I was not looking forward to seeing some of the no doubt 'abstract' designs which some artistic members might suggest. There is no doubt in my mind that Philip Bell's idea is the one you should use, it is modern, and retains the identity of the BPA.

I say use it, and get his SP to him on time. Blue skies,

ANDY HESKETH, C4209

WHOSE 'VINGE' (WHINGE)?

Reference the letter 'Whinge' by K. Andrewes, D7134 in the April issue of the mag, I am sure everybody who knows me would also know that it couldn't have been written by me as I surely would have mixed up the 'V's and 'W's, right???

KARINA ANDREWES D2697

AFF COSTS

Re above item by **Peter Allum** in April edition of Sport Parachutist. In March '86 I visited Peterborough Parachute Centre, run by **John Meacock**. There my brother Bill and myself did 5 Static Line jumps each. Bill being 52 years old and myself being 50. We have a marvellous time.

I returned in July with my son and wife for our summer holiday and booked in for an AFF Course. I completed the course in 9 days and received by Cat. 8 in just 10 jumps. **Dave Morris** and **Derk Boersma** were my instructors. They conducted the course in such a way that the top level instruction was also a relaxing and fun filled 9 days and

nights for me. Two excellent lads and my grateful thanks to them, John Meacock and all his instructors who have made all my visits to Sibson very happy occasions.

At just over £1000 for the course, including my two extra jumps, I consider I had good value for money. My wife also did a Tandem jump with Dave, again good value.

I have since become a regular jumper at Border Parachute Centre run by **Kerry Noble** and **Mick Graham** and all their staff with particular mention to **Sue** and **Jude** and all the young ladies who toil at this excellent club house (like a first class hotel). Being 51 years young and twice the age of most of the jumpers there, it is a great feeling to be treated and included in all activities by these great young people.

A great club, and great people. A must for all jumpers to visit this club. Good jumping to all.

PETER DUNBAR

HERE'S PATRICK

I am obliged to take **Ken Gregory** to task for his reply to my letter requesting a more realistic approach to the rationing of all the available aircraft resources at a parachute event.

I can only hope that the letter as printed was a much modified version of the original; the use of words such as "conceited drive!" downgraded it to a standard more usually seen in the tabloid dailies or Private Eye. Maybe these comments were inspired by the anonymous nature of my letter which was neither intended nor helpful.

I am at a loss to understand the motive for such a reply, as every point of contention is conceded, indeed but for the change of bias the constructive elements of this response were nothing less than a re-statement of my proposal!

Our thoughtful doubter has indeed agreed that: "It would have been fair to insist that all teams use both aircraft on a rota basis....In that case I am sure that suitable grips could have been agreed. This would have increased aircraft use evenly and have been fair to all entrants."

Perhaps Ken would like to re-read my letter and explain how he came to such a crude and long-winded re-invention of the very wheel which had just been dusted-off!

At least someone else out there is taking an interest which is long overdue; sport parachuting has come of age and some of our aeroplanes are professionally modified, maintained and indeed flown for their primary role and we can expect contention for evermore. In the last few years I have seen difficulties with a pair of essentially identical Turbo-Porters with what were seen as dissimilar grips, and the celebrated occasion when a couple of handles were removed from an Islander so that its temporary stablemate was not disadvantaged.

Competitors are not generally

known for their flexibility in these matters, especially when their collective investment runs to man-years and thousands of pounds. The time to draw up the rules is now, before things get out of hand half-way through the competition, the starry-eyed see the medals on the horizon, and the majority see the chance of Meet completion receding with every updated weather forecast.

May most of your skies allow skydiving, and most of your aircraft have rails, handles and doors!

Yours at 1000ft/min in comfort!

PATRICK LONG

CALLING FREEFALL PHOTOGRAPHERS! PRESENT & FUTURE

Following the first of our four 'Structured Fun Relative Work Seminars' being held at the Peterborough Parachute Centre this summer and the extensive use of air-to-air video as a training aid, we have had interest in our running a Video/Camera seminar in conjunction with the RW Forums. Obviously the two would work very much hand-in-hand and would be intended to be of bene to both the budding video/camera persons and the RW jumpers attending the seminar.

We would therefore, given the ever increasing demand for camera-persons in the sport today and provided interest was sufficient, be happy to bring in specialist camera persons during the seminars to offer their help and advice in both a practical and technical sense to those jumping video and/or stills cameras. In addition we now have established contacts for exceptional deals on complete, freefall-compatible video systems and will happily refer any enquiries.

We would welcome any enquiries from interested parties but please contact Action Enterprise on 0494 712274 a.s.a.p. in order that the necessary arrangements can be made in time. You are also Guaranteed to have lots of fun, even if the weather is bad!!! How?? To find out what the seminars will entail please see the letter entitled 'Structured Fun' in the last issue of 'Sport Parachutist!!' Blue skies,

GARRY GNAPP
Action Enterprise

Dates are as follows: 13th-19th June, 18th-24th July, 15th-21st August.

TURNER NOT DISHONEST

We act for Mr. D. Turner of Parachuting Promotions Ltd who has passed to us a copy of Sport Parachutist, Journal of the British Parachute Association for December 1986 which published a letter in the correspondence column headed 'From the Desk of Walter Gubbins I.F.C.'

The said letter makes a number of references to our client which, in our considered opinion, imply that he has in some way been dishonest in his dealings with charities, which is clearly untrue and, indeed, our client's Company has had notable success in Fund Raising for a number of different charities, and has recently received recognition for this success in the form of a major International Award for their achievements.

We consider this publication to be defamatory of our client and must therefore insist that a formal apology be printed in the next edition of your Journal, in terms which are to be agreed with by our client. Alternatively, our client will accept the resignation of your Editor.

Failing this we have instructions to issue a Writ claiming damages for libel against both the British Parachute Association, as Publishers of the Journal and Mr. Waterman as its Editor.

We understand that you may well be insured in respect of such claims and would suggest therefore that a copy of this letter be forwarded to the Insurance Company concerned.

Further, we consider it very unfortunate firstly that this should have occurred at a time when our client is in the midst of negotiating new contracts on behalf of his Company with Charitable Institutions, and secondly at a time when our client has been of assistance to the British Parachute Association in obtaining information from a major charity to assist with the implementation of the 'Associations Development Plan'.

SMITH CHAMBERLAIN (Solicitors)
rec'd 25th March 1987

BRITISH PARACHUTE ASSOCIATION SAFETY INFORMATION

It has been brought to our attention that a number of TSE Chaser assemblies manufactured in November and December 1986, and January 1987, have missed stitches on the 3 Ring confluence wrap. This is not immediately obvious because of the fabric cover.

Please ensure that this stitching is inspected prior to jumping the equipment again and if necessary, return the equipment to Thomas Sports Equipment for rectification.

For further information contact BPA (0533 519778/519635) or Thomas Sports Equipment Ltd. (0262 678299).

JACQUI WRIGHT
Chairperson Riggers Committee

Page fifty-three, February issue, you ad, gladdened my heart for it boldly states quote, 'the seed corn of our association - students'. Sadly, one turns to page 47, item 7 'Ram Air Progression System' sub-heading 'Student qualifications', in which the STC state, 'not over 40 years old on the first day of the course'. Perhaps someone would kindly clear up this contradiction for me.

What is a student in the eyes of the BPA and its Safety and Training committee? What does the STC statement of maximum age mean? What happens to we students of 40+?

If not a student of free-fall someone who has evidenced psychological and physical fitness, enthusiasm, progressive ability and the money to pay for it all? Tell me I'm reading into those words wrongly and that I am totally mistaken.

Prior to completion of AFF at Headcorn at the ripe old age of 46, not once did I feel any different to anyone else. Age levels at HPC and Slipstream are entirely insignificant. What a wonderful and well run course that was. I can't wait to go for Cat. 10 and onward at whatever cost in terms of time and money. Those of us at forty and more who can satisfy the physical criteria, indeed some of us are in better condition than many in the younger set, are also often better placed than younger students to meet the most onerous condition of all - money. Don't squeeze us out - take note Mr. Gilmore - we represent potential and, let's face it, sport parachuting is a lot of fun but has to be treated as a business like everything else. Let's work at keeping it going, all of us, and douse those cries of "where have all the students gone".

In my earlier life I had a few jumps but none of it was ever like this. Go about it in the right way and you could attract a few more of us, there are a lot around with a sense of adventure, enthusiastic, fit or ex-armed forces. Some of us

may even bring along our kids as I have, one is already besotted with it and another is on the way.

Having just made it through Cat. 8 I look forward to jumping for the first time with others, I promise they'll not be disappointed in me. The prospect of jumping solo, teaching myself if the proposed pilot scheme goes through on the basis I read, and of being 'buried' before my time does not bear thinking about. I've enjoyed every second of my 12.5 minutes of free-fall with superb instructors little more than half my age. If I am not wrong in my interpretation, you are compounding your student losses and it seems to me this is a case of we need each other. Remember, 20 years = 7300 days and those of you enjoying your mid-twenties or thereabouts will, I'm sure, not wish your sport parachuting days to end because of rules mania. The world is already over-legislated... I do go on, sorry but some subjects can make me relentless like this one. Just remember, it takes no time at all to reach forty but I promise you'll have a lot more to offer than some will give you credit for.

JOHN CROWHURST

It would be interesting to see a breakdown of where in the progression system students are leaving the sport. I suspect a high number do so at the Cat. 8 stage. I have been parachuting for three years and have done sixty jumps which I suppose makes me keen but not dedicated.

Having reached Cat. 8 I am faced with paying £500 or so for my own rig or £5 per time square kit hire. My regular centre charges £16 to jump with RW instruction from 10,000ft. making a total of £21 per jump, less what I can earn by packing.

How many people can afford this sort of outlay? The result is that only those who are quite well off or are totally dedicated will continue.

Secondly, I could name reputable centres that charge

£15 for a static-line jump from 2,000ft. - little sign of any effort to encourage progression after the first jump.

Obviously these prices are dictated by hard economics but I think the cost-structure throughout the progression system could be looked at if those in control of the sport are really interested in the membership figures as well as in the profits yielded by first-time courses. We cannot expect the Sports Council to invest in the growth of our sport if we're not prepared to do so ourselves.

Short-term economics must not always be allowed to override long-term aims. I write as someone who in a recent spell as president of a university parachute club has introduced over a hundred first-timers to the sport, but is finding continued progression in the sport difficult.

DAVE STAMPER

P.S. The standard of instructors and help in progression has been excellent at the centres I have jumped at.

Comments by a Student - In response to your call in the February edition of SP the following comments and observations may be of interest to you. My first ever parachuting experience was with the Flying Tigers in August 1984. At that time Thruxton was the jump centre used although the first week-end's training took place elsewhere. This jump was for Mencap in response to their national advertising of that year.

For reasons which I intend to detail later I did not stay in the sport at that time. Two years later I re-trained as a first time jumper at Dorset PC where I have progressed to ten second delays (albeit unstable ones).

It is from experience of these two first time jump courses and DZs that I would make comments. These comments can only be of a personal nature although I will at all times in this letter endeavour to remain objective and

constructive.

Standard of Instruction - This is dictated by the rules laid down by the governing body. The drill on both courses was the same. Every student knows that he/she had to do, by the numbers, the way it should be. The first course was split over 2 week-ends and two venues. The first Sunday covered everything except DZ familiarisation and exits. The venue was at a school.

The second Sunday students met at Thruxton, where training was completed and the actual descents took place. After the completion of our training, about midday, until we made our jumps we were left to ourselves. This delay is unavoidable but it is not a good thing for a student either. My main complaint about the instruction is that we didn't know the jump master at all.

At Dorset PC training takes place over one week-end, usually with the jump as the climax. The drill is, of course, the same and with an actual passing out brief by the CCI, it is ensured that every student has learnt the drill. Students naturally congregate, however if for some reason there is a delay between the end of the course and commencement of jumping a packing lecture may be given and/or video. Students are also actively encouraged to join in with regular club members.

Instructor/Student Ratio - This is a subject that instructors are better qualified to comment on. However, it is important that a student (at whatever stage) should feel able to approach and question an instructor without being conscious that the instructor's time is limited severely by the number of other students who also want his/her attention.

Amenities at Centre - Both Thruxton and Dorset PC have mock-ups, probably the most important piece of student training apparatus, together with dummy reserves. Thruxton had, in 1984, just had a fire and presumably consequently, there wasn't a lecture room, nor was there a

packing hall. Flush toilets, full catering facilities and camping facilities were available at Thruxton.

Dorset PC has the basic necessities, i.e. mock-up, dummy reserves, lecture room, packing hall, coffee vending machine, chemical loos (2). Dorset PC is something approaching sparten, although new things appear quite regularly. Who cares?

Help in Progression - At Thruxton I felt that nobody really gave a damn if students stayed in the sport or not. The impression given was, get her, jump, get on and maybe later we'll take more interest in you. It was this cold unresponsive attitude that, after two jumps and a windy week-end, caused me to stop going and also nearly give up.

Dorset PC on the other hand offer enthusiastic encouragement, from both the very caring instructors and fellow club members. Recently out of a course of 16 first time students 9 did their second jump straight after their first and some of them went on and did their third. This actually meant that other regular jumpers dipped out, which nobody really minded simply because of the buzz gained from these super enthusiastic students. Progression is in fact actively encouraged at Dorset PC with detailed de-briefs on jumps, often evolving into lengthy discussions, a WARP Programme for Cat. 9/10, accuracy teams now forming including novice accuracy. There is a general air of 'we want everyone to get up into the sky and enjoy themselves'.

The BPA in General - They have a job to do and appear to be doing it. What is it? We need more readily available information perhaps in the form of inexpensive booklets on, The Cat. System, The Licence System, The Sport in General, The Equipment, The Specialist Aspects of the Sport.

Most of the benefits for a student come from club level. It is up to each club to ensure

that students stay in the sport and enjoy it. Of course a lot is down to how the student fits into the already existing club, but all clubs should offer a warm enthusiastic welcome to all students. Training should not be spread a) over two weekends and b) other venues as the club atmosphere is a valuable part of the training. Instructors/Jump Masters should be made known to students - it boosts confidence. Large clubs should be particularly careful, it is all too easy to be lost in a crowd especially if you are by nature quiet and shy when with strangers, not to mention being terrified.

Closing comment on the comic itself - what do your critics require for students - a series entitled 'thrilling static line jumps'? Articles of a nature I have listed under 'The BPA' above? With only six issues a year this is silly. The comic serves a purpose as it stands, it raises questions in students' minds, given that a) the student is serious, b) the instructors have time, c) the students are encouraged to ask questions. Then the student will obtain answers to the questions raised and thereby benefit. The pictures are pretty as well.

ZOE SANDERSON

Yahoo! 51 jumps old today! Having come down from the clouds over Cranfield this weekend and twisting the arm of the CCI with a pen and a can of beer, I am delighted to enclose the relevant documentation to apply for my C licence. I'll always wear a Protec!

On a more serious note, I would be grateful if this matter could be processed with the minimum of delay as I hope to attempt my first night descent on Saturday 14th March at the London Skydiving Centre, Cranfield. This would be an ideal opportunity to enjoy the rare experience of night jumps and party on into the twilight hourr, cylumes an all!

I have seen the new magazine but have yet to

receive my own copy at the above address. Could I trouble you for a copy and membership renewal to ensure all is in order come the end of this month.

As a point of interest, I am particularly keen to compete the student questionnaire mentioned in the magazine as I feel that my own circumstances as an AFF student in 1986 could offer a valuable input in this survey.

I have been fortunate to have the full support of the staff and instructors at both Swansea and Cranfield DZs, who have given a very positive vibe for an up and coming fledgling in the world of skydiving. Without this guidance and direction I would have been beaten down at a very early stage and put the jumpsuit back in the wardrobe.

My praise and admiration for those who have helped me to date cannot be undermined and I have enjoyed the whole experience since completing my AFF course in October last year.

Prior to spending my tax rebate on skydiving I made three static line jumps at Pampisford in May 1985 and was restricted in continuing due to finding employment overseas. My determination to continue remained and the introduction of AFF has for me been a vast improvement in student training for those who want to succeed in the sport. The determination shown by friends who completed the same static line course back in May 85 has now enable us to jump together - although I have by no means caught up in terms of attainments.

The two systems are highlighted in this example, students of which wanted to skydive! The encouragement given to both has always originated from staff and instructors at the DZs attended and perhaps I am naive enough to think that this is the real core of the BPA in offering their guidance and support to DZs in the UK.

To summarise, it is the people not the politics which interest me as a skydiver and a

central governing body in the guise of the BPA is necessary to control safety and standards. Without standards the continuity of the sport is in question - and maybe I should thank the inland revenue for my attainment to date - but full credit has to go to the BPA and all those who endeavour to promote the sport for what it is - fun!

JULIAN PITCHER, BPA342086

I just thought I'd drop you a few lines regarding your advert in the February issue of Sport Parachutist reading, 'Calling all Students'.

I read the advert then got ready to put pen to paper then realised the copy date was no later than 14th March, that makes it a waste of time due to the fact that I didn't receive the magazine until the 25th March. But ignoring that I would like to give you my views on what I have found.

I trained at Doncaster PC, in June 1986 and did several jumps there. I found as time went on and I became a little bit more knowledgeable about the sport, it would be very hard to progress there in any reasonable length of time. I found that it was very hard to get to know anybody, especially with me going into the sport alone, and I spent many hours waiting around trying to get on a lift without so much as a friendly hello. In the end I got the impression that it was just one big happy family at Doncaster and outsiders weren't welcome. The instructors didn't seem to care whether you progressed or not and the only time they spoke to you was when it was, "in the door - Go!"

Then I heard about the Northern Parachute Centre at Thirsk and decided to call in (I would like to say at this point if I hadn't changed centres I would no longer take part in a sport which I have come to love so much). When I got there I couldn't believe the difference, I was welcomed with "Hello mate, what can we do for you?" I explained my situation, showed Trev Dobson the CCI my documents over a

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cup of coffee and a chat, within the hour I was on a load. On the ride up to altitude the instructor (Pete Bedigan) was talking to us all the time making sure we knew which way to face for landing etc. etc. I have found since I started using Northern Parachute Centre my confidence has grown in leaps and bounds and I have found many good friends. All the instructors do their utmost in helping students progress and due to this I have started to climb my way up the category ladder.

ANDREW SWALES

I write in response to your request for feedback from students, I am aware that the copy date has passed but hope that this contribution may be of use to yourself at a later date if necessary.

I signed up for a weekend course at Sibson in August last year and made my first descent on the 3rd August. Unlike the majority of my fellow students on the course I was not doing a charity jump, I was there primarily for a weekends entertainment and to see whether parachuting was something I would like to embark upon on a regular basis.

To me, my initial reaction was that there was a lot of students on the course (possibly about 35 though this may be incorrect), how this compares with other intakes I don't know. I did think, possibly naively that for what seemed a large course fee the tuition would be in far smaller class numbers. However, the instruction was intensive and structured in a progressive way, building on knowledge gained in previous lessons. I felt the set up to be most professional and I would recommend Sibson to my friends, or anyone else for that matter.

So far as I am aware everybody on my course managed to get their first descent in that weekend, the weather was particularly kind to student jumpers I was informed.

Moving from the positive to

the negative I had an uncomfortable feeling that we as students were something that had to be tolerated and were not particularly welcome, certainly by more experienced jumpers but also by an instructor (whom I do not know) who was overheard making derogatory comments about the presence of students. I didn't expect people to be patting me on the back for doing a course, but I would have felt more enthusiastic about returning had the atmosphere between experienced jumpers and students, but mainly students and instructors, been better. Does it not say something to the effect of - instructors should be approachable in the manual?

Having said the above I did return to Sibson, albeit during the week which I found to be a far more enjoyable experience. The animosity between instructor/student was gone (possibly as a result of diminished stress due to less students?) Whatever reason, everybody generally was happier. If I were to carry on traditionally through the cat. system I would avoid weekends.

To date I have made three S/L descents. I do intend to continue and will be doing an AFF course later this summer. The thought of a long slog through the cat. system I find quite daunting. Possibly I want to run before I can walk but as a student, AFF seems a far better proposition to me.

I have joined the BPA and on the whole found the association to be very professional. I read various gripes and moans in the magazine and I am bewildered. Something that is run basically voluntarily can not be knocked unless it is run totally inefficiently, which the BPA is not (to my eyes). Anybody that does knock it has every opportunity to stand for council posts and change the system. I am new to the association so maybe little credence can be given to my observations.

I don't mean to knock anyone or anything in this

letter, merely just let a few people know, who have been jumping a lot longer than I, the opinions of someone new to the game.

MARTIN LOWE, BPA343789

After reading your request for input from people who trained and made their first jump in 1986, I was asked to write on behalf of the group with whom I trained, concerning our course at The Falcon Parachute Club at Fourdon, Aberdeenshire. I regret I did not see the February issue until the start of this month and apologise for the lateness of this contribution.

Instructor/Student Ratio - There were eight people on our course and we found this number allowed us each to receive a degree of personal instruction which was not at the expense of other students. On subsequent trips to the club, I have not seen more than 10 people on any course, and I believe this to be around the maximum normally trained.

Standard of Instruction - Lectures concerning aspects not requiring actual presence at the airfield e.g. kit familiarity, canopy control etc. were held in two 3½ hour sessions at Aberdeen University Union. Since the airfield is 25 miles from Aberdeen, we were grateful to the instructor (Mr. Barry Bias) for making the effort to travel to Aberdeen rather than train us at Fourdon.

The lectures were delivered clearly and simply with the aid of many diagrams, and Mr. Bias did not proceed until he was sure everybody had understood each point made. All members of the group were able to contribute to the discussion and felt free to ask any questions.

Throughout the training, safety aspects were continually stressed. All possible emergency situations were explained in terms of how they may arise and how, if possible, they may be prevented.

At Fourdon, we found the club to be well organised and other club members to be friendly and helpful. The

efficient and thorough way in which we were kitted out and checked after the final training was most reassuring and all members of the group made the static line jump safely and with no problems.

Most of the group have continued parachuting and instruction in dummy pulls and freefall has been as good as for the first jump. Training in packing has also been organised and has been most useful.

Amenities -

The club was able to provide overalls and helmets for all the students and boots for those who required. Most of the group were given C9LL canopies, however, larger canopies were available where needed. The drop zone was well staffed and equipped and transport was provided back to the airfield (3 miles).

The only problem we have encountered has been due to so many students progressing onto freefall at approximately the same rate, causing a shortage of freefall rigs.

In summary, the excellent standard of training with strong emphasis on safety aspects made the training and first jump an enjoyable (and very exciting) experience rather than the terrifying ordeal we all anticipated.

DEREK FALCONER

I am writing in connection with your wish for input from student 'parrot-shooters' and hope that what I put on paper will be of some use to yourself.

Living in Gloucestershire my nearest DZ is about 10 miles away in Avon at Badminton, and it was here I was introduced to 'parrot-shooting' in August 1985. I would like to say that the quality of kit and also the DZ itself is first class, added to which CCI Mike Beynon is a super instructor and a very nice bloke to boot, he and the other instructors instil the sort of confidence that is needed to make that big step from 2,000ft.

I have, however, one major criticism in that I and other jumpers who progressed

quickly into freefall (8 jumps) were actively dissuaded from continuing at the club, even though a club membership fee of £6 had been paid and help was given with repacking S/L canopies, DZ control etc. etc. They, in fact, make a point of telling you that they are only interested in first time students.

Luckily for me Sgt. A. Chandler from RCT Colerne came over to act as CCI one Saturday and I have been able to jump at Colerne since.

Geoff again is a very good instructor, but as his DZ is a military base his students get preference. This, time and my general lack of confidence since leaving Badminton mean I have not jumped since the end of April 1986.

At the time of writing, (in fact I have just put the phone down) I have spoken to Swansea PC about the new Ram-Air Progression Course, and I intend to go on this as soon as possible if time allows.

I would also like to say that Sport Parachutist is an excellent magazine, and now I have made the effort to contribute to it (it will be letter still) I shall put pen to paper more often.

NIGEL CASTLE, BPA233809
FAI 7194

Regarding the item on Page 50 of the February 1987 BPA Journal, no questionnaire seems to be available at the moment, so I hope the following may be of interest.

I completed my training and first S/L jump on 26th January 1986 (just after my 70th birthday) and have completed 11 S/L jumps with varying success (or failure) since that date. I would certainly have jumped more frequently, but weather conditions, limited aircraft availability and the need to introduce new members to the sport have restricted the opportunities available.

I am a member of the Oxon and Northants Parachute Centre, whose chief instructor, Mike Bolton, had to make the decision to allow me to achieve my life-long ambition.

Since then I have been able to introduce others to the club, and hopefully increase our following. Mike's dedication to the sport and his enthusiasm rubs off on all the people he comes into contact with, and we have a nucleus of regular enthusiasts who turn up most weekends hoping to 'get one in'.

I would like to do a free fall (just one would be great) but at my age and rate of progress it won't happen unless I can do an AFF - any suggestions would be most welcome!

I did make enquiries at Weston-on-the-Green but my reception was not very welcoming - a two year year before considering my application (at least they didn't laugh until after I left).

With regard to the 'Ram-Air' progression system discussed on Page 47, I have the following comments.

1. Why restrict the upper age limit of students to 40? surely a student's medical certificate and CCI's estimate of his physical and mental ability should be a sufficient guarantee of competence to jump.

2. Regarding the cost of providing the requisite equipment - quite a heavy initial cash outlay will be required of each Parachute Centre. Could not the BPA provide this either on a leasing or hire system to enable some of the smaller clubs in the association to take part?

3. Owing to the vast cost of publicity to small clubs, could not the BPA defray some of the cost of advertisements in clubs' focal papers.

I hope the above comments from a dedicated devotee of the sport may be of interest.

BILL WILLIAMS, BPA265346

I am one of many students who came up through the BPA system last year, and am still, very much hooked on it.

Having always wanted to do freefall, I finally got my chance when, in 1985, a new employee at the power station where I work enthused about parachuting.

I soon found out that his regular centre was the Border Parachute Centre in Northumberland. This centre, as I am sure you know, is a large, if not the largest, charity jump centre (with the capability of training 1500 plus students each year) for which the Aidan Charitable Trust provides the intrepid trainees on a sponsorship system which could mean that the student gets his (or indeed her) first jump free.

When I did my course, I was surprised at how very thoroughly the training was done and how much it covered in:-

1) The Friday evening lectures, and 2) The tough Saturday training schedule (though not too tough).

Due entirely to the excellent training and friendliness of the expert instructors, when it finally came for me to do my first jump, I was more apprehensive than scared (although that did, and still does figure).

The centre can cope with courses of around 30 students, although my course in Nov. 85 had fewer, but even at 30 the ratio of students to instructors is sufficient for excellent attention to be paid to each student.

After my first jump, (incredible and still continuing so), it was back to the centre (approx. 3 miles away) for the de-brief, where the CCI (Kerry Noble D716) re-issued our record cards with the appropriate comments like F.O.O.L. (Feet open on landing), G.A.T.W. (Good all the way) etc. It was then on with the social like which, in such a friendly club was, and indeed is, excellent. (Parties, Competitions etc.)

The Border Parachute Centre in being so friendly, allows the student jumper or higher category jumpers to approach the instructors as friends (and not them and us) at any time, with queries or problems they may have with progression or otherwise. Any such request results in invaluable assistance to the jumper.

I have, since my first jump in 1985, progressed, with such assistance, to 10 second freefall delays. (These jumps included a very scary tandem jump from 10,000ft.) This was, and still is, the highest I have yet been.

As to the BPA in general, I feel that the sport (and indeed I) would not have progressed so successfully if it wasn't for the high and continually improved safety standards that the BPA lay down.

BOB BLEACH, A7481

May I take this opportunity to write to you a letter - hoping that this attempt will be successful.

I have been parachuting at the Shrewsbury Skydiving Centre, Montford Bridge, since completing my first static-line jump back in September 1984. I originally wrote to Sport Parachutist last summer, after recently progressing onto freefall. My letters were written to acknowledge the high standard of instruction and training offered to all students at the Centre, together with the added support and unending patience of staff especially our CCI, Derek Thorne, and also our pilots who do a great job, ensuring that we reach the required altitude safely and efficiently.

Having read the February edition of the magazine, I understand that you wish to include more input in the way of articles etc. from students like myself, who have decided to continue in the sport. Skydiving offers me the chance to experience high levels of excitement, challenge and a degree of satisfaction which I feel does not exist in other sports. Also, skydiving, by its very nature - being a unique sport (rather than a minority) offers myself and the individuals who participate in it a bond of friendship and camaraderie hitherto unexperienced in other sports (in my opinion). How often have skydivers been asked, "Why do you continue to jump out of aeroplanes?"; "What makes you do it?" To explain and

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elaborate upon these questions in order to answer them I find virtually impossible. Yet, it is quite simple if you visit a parachute centre and watch any category jumper, whether it be a first time static-line student, or early free-faller - study their beaming faces and listen to their excited chatter - you will gain an understanding as to why very ordinary people like myself continue to parachute - even though we sometimes 'get it wrong' or 'mess up' a jump. I apologise for labouring this point, and hope that the skygods and very experienced skydivers won't find this letter too ordinary and boring.

One final point I wish to make regarding the February issue is this:- surely one page of AGM photographs would be sufficient for adequate coverage of such an event? No four full pages Mr. Waterman? Looking forward to the next edition of SP.

JULIE EDWARDS, BPA194518

As a Category 8 parachutist, having come through the BPA S/L system, I entirely agree with Derek Thorne (Feb. issue) about the use of foul language, not just amongst jumpers, but in particular by some instructors.

Many is the time that a second time S/L student or an early freefaller has been on the receiving end of a mouthful of abuse because he or she has made some mistake and it's no wonder that these people are reduced to tears, or throw their kit down and are never seen again. We all make mistakes and these must be corrected to keep our sport safe, but there is a diplomatic way of going about it.

Students, like the rest of us, like to spend a day or w/e parachuting. But, at the end of the day, hard earned money has to be handed over to pay for it, some of which goes towards instructors' wages, and in return, they don't expect to be spoken to in such a manner. If a more friendly approach was used and more encouragement given to those

students who need it, there could soon be an increase in the number of people staying in the sport. Fortunately, the majority of instructors are good, and are to be praised for their patience and understanding, but there are some that could do with a lesson in public relations.

JIM LONG, C5802

I am writing in reply to your 'Calling All Students' article. I did my first jump on 3rd November 1985, at the Manchester Free Fall Club at Tilstock nr Whitchurch. Mark Freeman one of my instructors told us at the time that we either do one or two jumps, or would get the great bug and spend as much time and money as you possibly could on the sport, he was right - out of thirty students on my course there were only two of us, on most courses there aren't any, who persisted with the thrill and excitement of parachuting. After 48 jumps I got my Cat. 8 and am 100% sure that if it wasn't for my instructors (Tony Ellams, Mark Freeman and Norman Law) time and patience I would not have got as far as I have today (many thanks lads). There were times when bad weather and the frustration of not getting the sport right that I nearly gave in, which I am sure many of us have been through, but with lots of perseverance, something you need a great deal of, I am still aiming for the golden Cat. 10.

I can understand why some pack the sport in through either waiting for the right conditions in the weather, time wasted and cost, but at the Manchester Free Fall Club, there is a crowd of good friendly people, that come from all walks of life, yet pull together and help each other, spurring you through the good and the not so good times. I believe having good experienced jumpers like Neil Drennan (I had to mention him or he might not jump with me again) who are willing to jump with the inexperienced learning RW is good, yet must be a bind for them to say the least. All I can say is that when I get to Cat. 10 (that's confidence

for you) I'll do my best to help the inexperienced to the best of my ability, to pay back for all the help and encouragement I have had at the club.

One thing I want to say about the BPA is that I am sure they try to do their best - as the saying goes 'you can please some of the people some of the time, but not all of the people all of the time', there will always be people ready to complain.

May all your jumps be happy and good ones. Long live the Manchester Free Fall Club.

DAVE HEATLEY, C7554

I started parachuting on a one jump basis, booked by my wife for a birthday present in June 1986 at Ipswich, and now after 40 jumps about to do my first square.

I was very excited with the first jump and for this reason continued, I had mixed feelings about the instructors who except for one seemed either unapproachable or apathetic, but now I know them they are all excellent.

I do find however that at times the instructors forget how naive students can be and do take things for granted.

All in all the facilities at Ipswich DZ scores 9 out of 10, the tenth point being a 500yd dash to the gents.

I love the mag and especially to hear unbiased comment on the setting up and running of other clubs. It is good to read interesting articles especially as nowadays all one reads is gloom and despondency, keep up the good work.

PETER HERMET, 332998

I thought I would write to tell of my experiences as a student during 1986. As a student at Surrey University I attended the British Collegiate competition at Swansea during July. I think you may have received a write-up of this competition but were loath to use it due to its general bitchiness. The first thing I was told (as a Cat. 6 student ready to do fig. 8) was "If you want to progress, f-off". I wish I'd taken this friendly advice as the only jump I made that week was a 7-sec stable delay followed by a total malfunction. The single pin on my rig got bent badly on a

strut of the pilot's seat - and I got blamed for shuffling in the plane. Incidentally, I thought an incident report may have appeared, as there were about 30 puncture holes in the seat caused by ripcord pins and the club had suffered quite a few premature deployments caused I think, by poor protection in the aircraft.

On a brighter note, when I made my way (timidly!) back to my usual DZ (Headcorn), the staff were very encouraging (especially Ian Aitken and Kevin Hughes). Thanks to their help and encouragement I stayed in the sport. The attitudes at the two clubs couldn't contrast more - and I only wish I had spent a week at Headcorn progressing, rather than at Swansea bitching. I sincerely hope the write-up of this year BCPA competition is more positive!

Regarding the poor retention rate last year, I think the people who organise coach trips of first-timers are largely responsible for this. I helped get a party from Kingston Poly jumped and unfortunately haven't put in enough effort to keep them current. A positive approach and much better communications should improve this next time I organise a course. I feel very bad about not encouraging these people, especially as the Feb SP dwells on the decline of our sport.

I hope this letter doesn't sound negative. I learnt a lot about my best friends (Surrey University PC) and myself and am relieved at not giving up when the going started to get rough. I hope you can use some of this material.

DAVE GILLET, BPA219523

I think it is excellent that you are devoting space in 'the mag' to students. When I was a student (not that long ago) I often wished there would be more on student progression. Why not have a student picture on the front page? I didn't write at the time as, being new to all the skydiving jargon, I didn't feel 'experienced' enough, and thought any comments I made would be laughed at.

Although I started jumping in 1984, I didn't get my Cat. 8

until the end 1985/86 and that was with the help of the AFF programme.

I started my jumping at a local centre but, after 30 or so jumps and petrified at the time of doing freefall I went to Headcorn Parachute Club where, psychologically, I had more confidence by their use of AADs on their freefall equipment. Whatever the arguments for and against AADs, I think it should be standard on all student equipment, especially early freefall. Some people say that you shouldn't be jumping if you trust 'mechanical equipment', but there are people around today whose lives have been saved by them. I'm not even saying they should be used throughout, although I think it is a good idea, but on those early freefall jumps, it gives the student that bit more confidence.

However, having felt more confident with the equipment, and given bags of encouragement by the staff at Headcorn, I only got as far as a 6 second delay due to my mad panic at the time at getting my handle out at double quick speed. I was never shouted at or made to feel that parachuting was not for me, I was told that people often pulled straight away, it was 'natural' to feel frightened. At the time I thought I was the only one who was! All these comments make any student feel better and encourage him/her to 'stick with it'. So, although persevering with the Category system for 55 jumps, I could see, for me, it was going to take a long time. I had been watching AFF students many times at Headcorn and was very impressed with the system. To go up to 12,000ft with highly skilled instructors holding on to me and, thereafter, teaching me the basic skydiving skills, I decided and hoped was the answer for me. It was. The system worked - there was no need to pull straight of the door! Despite what some people may say about the cost, I thought it was worth every penny. I would have spent more than £1,000 getting to Cat. 8 in the ordinary system. With the expert tuition and encourage-

ment of my instructors and all the staff and friends at Headcorn I completed the course and am now jumping regularly and enjoying the sport.

My husband started jumping at the same time, and went through the Category system, and although we went our separate ways, jumpwise, from 10 second delays onwards, we both arrived at our Cat. 8 at the same time and can both enjoy the sport together.

AFF, Tandem jumping, and the Ram Air Progression System being piloted at Swansea are all excellent for the sport of parachuting and can only serve to introduce people to the sport and, hopefully, stay in it. But whatever the system, student retention can, as is proved by my own experience, be achieved by encouragement, good public relations, and a friendly atmosphere at DZs, without the use of foul language, where students are made to feel they are welcome, whatever questions they ask, however busy the centre may be.

ANGIE LONG, C7370

Reading the membership statistics for 1986 I was quite surprised at the drop of over 1,400 renewals. However this drop may be due to the elder people in the sport quitting for various reasons.

Taking that the retention from first jump courses to fully fledged members is under 1 in 1,000, I feel that one possible way to retain more students is to offer two or possibly three jumps which are included in the initial course fee, therefore encouraging first timers to jump again without the thought of a capital outlay.

Most people will return from their first jump, happy but confused at what actually happened, and by encouraging them to do another jump at no extra cost, giving them priority over other jumpers just as first timers now have priority, will enable students to become aware of what the jump is all about and hopefully remain in the sport.

Clubs may feel that this may be an unnecessary expense, but altitude rates for 2,000ft.

are not excessive and the cost to the clubs will only be minimal, although it will create more havoc for manifestors. However any method that will encourage people to continue must be looked into, especially in these times when there are so many people doing the first time course, and one jump only.

DAVE BUCHANAN, C7734

In response to your notice on page 50 of the Feb 87 issue of the Sport Parachutist.

I made my first static line jump early in April 1986 and became a full member of the BPA in June last year. Since then I have received and read with great interest each issue of the Sport Parachutist, and until the Feb 87 editions article, page 38 by Derek Thorne, began to wonder whether students were actually recognised or indeed existed. I must say that much the same attitude can be applied to the progression training system at the club where I jump.

I made a total of forty-seven jumps between 6/4/86 and 3/1/87 and have progressed to 15 second delays (left & right turns). You may wish to note that I did my first 15 second delay on jump 22 and have, since that time, been stuck with a problem that none of the instructors seem, either to want, or are able to sort out. I am not the only one, indeed sometimes there seem to be more people falling by the wayside because they cannot get their problems sorted out, than there are who actually proceed.

The general attitude appears to be that if you get it right the first time, then you are encouraged, if you don't, then no-one has time for you.

There appears to be some sort of elitish attitude among instructors particularly, and there is very little encouragement to get on past your first jump, until you are on a square.

I would have thought that instructors were trained to analyse problems and relay solutions to their students, instead of which the majority

seem to guess, and generally the simplest solution is to regress you, if you don't get it right.

The BPA appears to have a thorough and excellent system for training both instructors and students, but they do not teach instructors how to think or reason beyond the basic instruction book, in order to sort out specif problems.

I have become totally 'hooked' on the sport, and will carry on until I get it right, but I am saddened to see people falling by the wayside because of the inability to analyse problems and find reasonable solutions, during instruction. RW. KILVINGTON, BPA311457

I write in response to your request for comments from those who passed through the BPA category system last year.

I am a 59 year old member who completed cat. 8 at Sibson in July. Most of my training was received at Shobdon and I am very appreciative of the help and criticism given to me by my instructors there.

I agree with the comments written by Derek Thorne in the latest mag, as I was always conscious of the extra care and attention given to me at Hereford as an older student and I have no complaints about the system.

I had done 44 military jumps 25 years previously but, of course, found sport parachuting much different and although I did have some instability problems early in freefall I made it in the end and I hope to advance this year.

Can I thank Mac McCarthy, CCI at Shobdon, Mike Townsend, Les Cooper, Chris Goss and of course Kevin McCarthy who took me through my live cutaway and on to my first Ram Air.

Thanks also to the staff at Peterborough where I completed my last three jumps to cat. 8.

Let's hope the weather this year is better than the last two years.

D.J. SWANSON, BPA083910
C7352

STUDENTS

tell all!

I am writing in reply to your request for the views and experiences of Student Parachutists.

At present I am just approaching my Cat. 10. I made my first freefall in January 1986, so as you can see, I did all my progression last year. I trained at Lincoln Parachute Centre and did virtually all my static line jumps there. After going freefall, I decided to jump at Bridlington and as a result of a few decisions, decided to make it my permanent drop zone.

I am a student at York University and am responsible for the Parachute Club which has around 100 members, 25 of whom have made more than one jump. Three years ago the total membership was 40, with only a handful making second jumps and with nobody on freefall. I certainly wouldn't want to take all the credit for this, understanding that in Parachuting terms I am very inexperienced and thus do not claim to understand all of the major problems associated with student progression. Nonetheless, from my personal experiences, plus those with the University club, I would like to make a few points.

One of the major barriers to parachuting is the general hassle of the sport, in that it requires a large degree of commitment. This is particularly true with time, as parachuting involves much sitting around. This is acceptable for people who have friends at the club as they can pass the time talking. When I was at Lincoln none of the experienced jumpers took the time to talk to us; being on the static line was like having AIDS. When we moved the club to Bridlington we found that many of the experienced made every effort to talk with us and not at us. When we take a weekend course over, we hold a cabaret in the bar thus creating a good club atmosphere where people hopefully feel that they can come to the centre not just to jump but to generally have a good time. During the day we

try and involve everybody in some pastime if there is no jumping. At a centre on a weekend, many of the instructors are understandably too busy to do this, so it is really the responsibility of the regular members of the club to promote this sense of involvement. The whole process is made easier the more facilities the centre has. Although any amount of facilities cannot replace this sort of club and 'welcoming' attitude of the regular members. By its very nature, parachuting is a cliquey sport because it is difficult to understand at the introductory level, but it is this aspect of the sport which is its greatest enemy.

It is very important to promote the sport right from the start as fun, safe and rewarding. Continual references to the dangers of the sport, with the use of in-phrases such as 'bouncing' etc., are very detrimental. Students want to be reassured not amazed that people can do it and live. Most instructors understand this very well, once again it is the regulars who, in an attempt to impress, may well impart some gossip that could permanently put a student off. Thus it is important to listen to students and make a very big deal about their first jump. Presenting first time certificates at the end of the day amidst much clapping and cheering, is a great way of giving them a sense of not only achievement, but also involvement. This has been a major difference between Bridlington and Lincoln. To have made a first parachute jump is far more impressive than closing sixteenth, but it is the latter which often has the greater publicity.

Competition, with the emphasis on involvement is another good way to increase the retention rate. A well organised static line and early freefall accuracy competition is a far better investment in retention than a small experienced competition, standing down progressing students so that they can

watch square canopies land in the pit. The experienced jumpers should be able to organise themselves. Bridlington has made every effort to help us with competitions and it has undoubtedly increased our retention. Imagine the thrill of, on your third jump, having represented the University in a parachuting competition.

Safety is obviously an important aspect of the sport, particularly to the student and his/her confidence. It is important to emphasise safety, but very detrimental to involve students in safety issues which are confronting parachutists of JNCISOs experience. An example of this was when the owner of Lincoln, a man whom I have a great deal of respect for, in an attempt to get us to take the club to Lincoln sent letters to many important people at the University, saying that Bridlington was very unsafe, particularly as it didn't have AADs, with copies of GB and USA fatality reports on the back. Many people pulled out of courses and it wasn't until John Hitchen came up to give unbiased reassurances, explaining what the standards of the BPA meant that the turmoil ended. This kind of occurrence does untold damage to the image of parachuting. Such a professionally run and safety conscious organisation as the BPA, which is far more stringent than virtually all other comparably dangerous sports, shouldn't tolerate such acts.

For my part I have thoroughly enjoyed the sport and feel very strongly that others should be encouraged to experience it and not just hear about it in amazement. I am near completion of the WARP system, obviously I am not in a position to pass judgement on other systems, but I do feel that the BPA category system on category nine and ten is somewhat arbitrary and indefinite. I feel I have learnt a lot from the WARP system as it has given me a taste of some of the skills I will need to become a proficient parachutist. The CCI

at Bridlington has gone out of his way to include me in four and five ways, when because of my relative inexperience I would hardly have been a natural choice for the lead. Once again if the regular and experienced jumpers are prepared to make allowances for somebody such as myself, the rewards to the student in terms of involvement, confidence and experience are immeasurable. The WARP system and these dives have not only helped me but also made me aware of how much there is to learn, and this must be beneficial.

I am sure that much of what I have said you have heard before, but I hope that you find it useful. I feel that involvement and openness is very important to the increased retention of students. Club newsletters, perhaps slightly costly, would help with this, as would a section in Sport Parachutist. This is probably easier to suggest than to write, as it shouldn't impinge too much on basic training, being the instructors' job. Perhaps increased student competitions with reports in Sport Parachutist would be helpful; seeing your name and exploits in print must surely be a big boost to the student (even more so than to Wally Gubbins).

Anyway, I have wittered on for too long. If you are really short of material I would be happy for you to print this or parts of it. I feel these issues are perhaps more relevant to the membership than various in-house logo battles.

Thanks for the magazine, you have a tough job, as a magazine can only be as good as the membership, but the membership often blames the Editor.

MATTHEW PRICE, C7772
P.S. The main time when parachutists leave the sport is after their first jump, if they do not jump within 6 weeks, the chances are they won't ever again. Perhaps clubs should give greater incentives (financial or otherwise) to get them in the plane again, as the

second time is often the most difficult.

Thank you for the invitation, to all students in the February issue of Sport Parachutist to write in and give their views. As a student I eagerly look forward to the April edition and its promised articles about us.

I did my first parachute jump last July with eight friends whom I had collected together. We had a student-instructor ratio of about 12 to one for our first time course. The standard of instruction was excellent throughout and the training truly professional. As a result of our success (defined as completing the jump with no injuries) a further four friends took courses and have completed their first jumps. Of the total of 13 students then: six have made 1 jump, two have made 2 jumps, two have made 4 jumps, one has made 5 jumps and the remaining two have made 26 and 35 jumps respectively. Two of us are active parachutists and a further two intend to stay in the sport. All except one person enjoyed their first jump (once it was over), and wanted to do another. Only about half of us did. The others were discouraged after turning up at the DZ a few times, then not being able to jump due to poor weather, (some retrained but did not manage to jump again). Those that went on to jump a few more times have been discouraged by not being able to afford to jump sufficiently often to progress. Now just two, myself and my girlfriend, are regular jumpers. (We are still trying to persuade our bank manager to try the sport in the hope he will be more sympathetic about our overdraft!) We have received regular instruction throughout our progression and I was pleasantly surprised by the amount of help, advice and encouragement our instructors have given us, once we had shown that we were serious about the sport and were eager to progress (it also helps if you don't miss them out when it's your turn to buy the beer at

the bar!) Other people, more experienced than us, have also helped with advice and encouragement.

The point I would like to make from the above is that I think there is a crucial time during the early part of student parachutists career when he or she will decide either to stick with the sport or give up. There has been much correspondence in recent issues of Sport Parachutist regarding retention (or rather lack of it) of first time students in the sport. There seems to be little support from the BPA to these group of people. In order to retain a greater number of people I think it is vital to give students more incentive to stay in the sport right from the very beginning. What could be done? Well there are two main improvements I would make:

- 1) Make early parachuting more fun with a little less emphasis on progression.
- 2) Make the student feel welcome to the sport and a more involved part of the BPA from the onset.

To expand on these points. Why is the magazine devoid of articles aimed at the student parachutist? One answer might surely be that it is a name dropping forum for real skydivers/skygods. Another might be that there is nothing that student parachutists do to report about. In that case why not have competitions explicitly for students. How about a national static line accuracy competition based on local heats (down wind landings disqualified on safety grounds) and a similar event for any round canopy students. Whilst it is nice to see pictures of experienced skydivers in marvellous formations, to remind us what it is possible to achieve for ourselves one day, there is little news to tell us how other students in other centres are progressing.

Did you Mr. Editor expect many static line students to respond to your invitation in February's Sport Parachutist? If you did you are likely to be disappointed, since it is unlikely that the majority will

even have seen it, because the magazine is not sent to these people. Had you forgotten this fact? You refer to students as the 'seed corn of the association', why not nurture these seeds. Every student should receive the current issue of the magazine when they do their first time course, together with a welcoming letter from the BPA and a fact sheet outlining the purposes of the association, an explanation of the category system and a key to some of the most often used abbreviations. Furthermore they should either receive the subsequent two issues of the magazine or at least have the option to take out a subscription until they become full members.

I didn't even know of the existence of Sport Parachutist until I wanted to buy a helmet and an instructor gave me a recent copy so I could see the advertisements. The pictures

were an inspiration, but I was baffled by the jargon: CCI, FAI, CRW, POPS, AAD, AOD, CAT. 8. Oh no! I thought, another bunch of wallies into TCLs. (That is three letter abbreviations for the uninitiated). Later I was a little disillusioned but relieved to discover that a cutaway merely involved the pulling of a handle and was not, as I had imagined it to be, the wielding of a large knife by one of our intrepid heroes in a frantic attempt to slash the lines of a malfunctioned canopy! Not wanting to appear more foolish than usual, I was somewhat loath to admit to this misconception, until recently in the bar, when it slipped out in conversation (must get a new zip), much to my relief I discovered that my fellow students had, in their earlier days, imaged a similar, but not as colourful, scenario of events!

JOHN HOWELLS BPA341270



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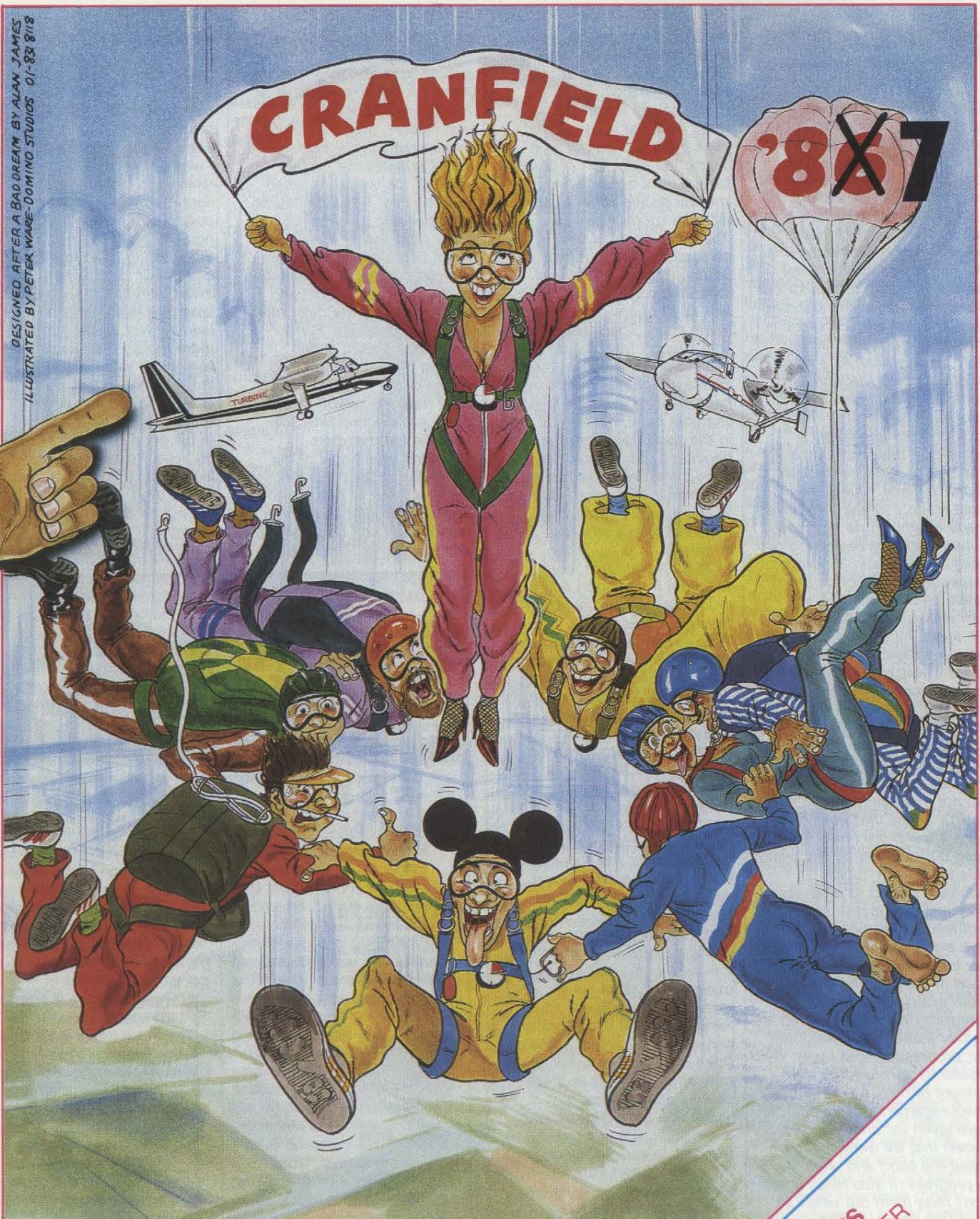
STUDENTS

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PARAPENTE

Imagine taking two steps and jumping over the edge of a three thousand foot cliff. This was the situation that I was faced with on a recent trip to France. Having been involved in the development of British Mountain Flying I now felt that it was time to experience the sister sport of alpine mountain flying, Parapente. Over the past two years a rapid growth in this type of flying has occurred especially in the French Alps. Perhaps it is the ability to float majestically through some of the most beautifully mountain scenery to be found in Europe or maybe the relative ease of achieving free flight compared with traditional hang-gliding.

Originally intending to compete in one of the numerous competitions now being organised in France, I was unfortunately unable to, due to not having a valid French doctors' certificate. A requirement of the organisers, the French hang-gliding association, FFVL.

Myself apart, there were still a total of 102 competitors. These varied from very experienced hang-glider pilots to committed mountaineers with the urge to fly.

The competition consists of two disciplines (time in the air) and distance travelled. Each discipline is marked on a points system and the person with the most points is the winner.

In the distance section three posts with distinctive red markers were set up, the nearest to the launch site scores 100 points, the second scores 200 points and the third scoring 400 points. The pilot flies between these markers and tries to achieve the highest possible points score. The only problem is that he has to land back at a specific landing site, (if he lands within a two metre circle he gains an extra fifty points).

With the duration flights the pilot is timed from the moment that his feet leave the launch site until he lands at the bottom. Then using some clever gaelic maths the time is converted into a points total.

To determine the winner the two totals are added together. In this competition a guy called Xavier Raymond was the winner.

Because of the number of competitors involved the competition was run over a French bank holiday, with the Monday being used for training and assessment of potential parapente instructors.

This site is somewhat unique, even to France, in that you do not have to walk uphill at any time. After your flight you walk to the bottom station of the funicular and then out of the top station down to the launch site. The launch site consists of a gently sloping alpine meadow usually covered with loudly coloured parachutes. Once on this launch site you spread your canopy out, step into the harness and run.

The idea is simple, but in practice, because of a lack of training, I saw several people sustain bruising and minor cuts. These problems fall into two categories, prior to launch and upon launch. The problem seemed to be partial canopy inflation causing the launch to be aborted and hitting the edge on the actual take off. Both of these problems can be avoided with proper training.

This site has its own resident parapente school. The school runs four day courses. The course spends two or three days on the nursery slopes practising canopy control and inflation. Then it's onto the big slope.

If people are interested in this new and exciting sport, further information is available, including prices from Mountain Dynamics, 264 Berecroft, Harlow, Essex CM18 7SQ. Tel: 0279 415743.

BY ALAN SCRASE



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RECORD



Ever had one of those phone calls? They happen just as your settling to a log fire slowly toasting your feet, brandy gently warming the crystal and the lady of your life quietly smiling at the prospect of a cosy evening together.

Suddenly without murmur of polite request this infernal machine shatters the silence, causes the dogs to bark, you spill the brandy and the quiet smile turns into an expression of pained tolerance.

I received such a call at the back end of '86, that call heralded the beginning of a frantic 3 months and culminated in the British ladies high altitude record being smashed out of sight. The principal player of the cast was a shadowy figure from the BPA's past, one **Pat Slattery** of Nomad fame and a graduate of Attila the Huns school of advanced diplomacy!

Me, well I'm an ex RAF PJI and have been known on the odd occasion to jump at high altitudes, in the interest of military efficiency you understand, never once did I succumb to enjoyment! I don't drink either.

Added to the players were **Fran Gannon** (British team) and **Mrs Val Slattery** who originally conceived the idea. To that recipe add a pinch of determination, a spoonful of ideas and a barrel load of help and goodwill from sources civil and military the proposition became viable.

Unashamedly using my contacts I acquired **Sgt Gerry Keeble** from the RAF, oxygen expert extraordinaire and general all round good egg (he's also a BPA instructor but I think he cheated!).

The team gathered, preparations began by visiting a thinly disguised Welsh wizard, **Dr. Dewy Morgan** who with unerring efficiency and total professionalism took us through a series of lectures and an interesting flight in his high altitude Tardis.

Having given us dire warning of the consequence of losing oxygen at high altitude he then took us up to 25,000ft, in the Tardis and insisted that we

remove our oxygen masks! purely for the experience! sadism indeed!

Masks off, we took part in some simple tests, basic subtraction (very basic), five peice jigsaws and simply writing our name and address. After an extremely short period the mental faculties exited left and were replaced by a benign but highly dangerous indifference. All this in a non stress situation and warm environment, far removed from the reality of jumping with heavy equipment in extremes of cold. The lessons were well learned and did much to promote a professional attitude.

The next problem was location and aircraft, a large open expanse and fast climbing aircraft were needed. I did suggest Southern California and a C130, it was however pointed out that this may stretch the budget somewhat, and was after due consideration (some three seconds) turned down.

So the next best thing, Netheravon and its Porter, about this time **Jim Steele** received one of those 'phone calls'. After some fast talking and much creeping to an ageing but cuddly Marine, who out of sheet pity has been made CCI at Netheravon, permission was granted. (who luv ya baby).

The CAA were approached to check the kit and aircraft for safety and adherence to regulation, their man with suitcase duly arrived, pronounced us mad, endorse the project and promptly signed up for a Tandem jump!

Time was now running short, summer and the threat of warm weather fast approaching. The attempt was set for the 2nd week in March, a well known period of settled conditions and tropical temperatures, perhaps the CAA man was right!

Another character joined the plot at this point, **Mr. Leo Dickinson** an up and coming young photographer out to build a reputation, of this man you will hear more!

After increasing telecom's profits in no small way and all

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RECORD



VAL, GERRY, FRAN PRIOR TO BOARDING.

parties contributing to a mountain of paperwork, all was set and we met at Netheravon to build up for the big one.

The first two descents were to be with simulated oxygen drills from 12,000ft. allowing Leo, Val and Fran to get acquainted with the equipment and for Leo in particular to practice his photography, (he being so inexperienced an all!).

Both descents went off without mishap and many valuable lessons were learned by everyone, Gerry was on board monitoring equipment and jumpers and rapidly finding out that the lack of space created its own particular problems.

Leo, we learned needed two highly trained helpers to kit him up and at least 3 hours

notice to be ready on time! Hardly surprising considering the conglomeration of cameras and oxygen kit he was carrying. After the tender ministrations of Sharkey and Apples (two well known used car salesmen) Leo was made to look like Tom Cruise and proceeded to show his professionalism.

Val and Fran, despite their diminutive size, coped well and were even moved to celebrate the successful practice with a glass of limejuice in preparation for the next days high altitude jump. Next day in parachuting tradition proved a good day for laying down and avoiding, the weather defying all odds and forecasts by being typically British. The day was not however a total waste as it allowed for more ground

training and allowed Gerry to practice his driving by smashing up his car, thus preventing us becoming too bored!

As ordered by Pat the next day dawned bright with wall to wall blue. Judges were positioned, barographs set and the girls plus Leo were sheperded to the aircraft by an ever watchful Gerry. All Pat and myself could do was wish them luck and bemoan our lot at being left ground bound. The Porter took off with its usual flourish and began the long climb to altitude.

Now there is nothing new about high altitude jumping. It's been done before and will be again, but spare a moment for the thoughts of the girls on that 34 minute climb, an unknown and hostile environment awaits them at an altitude over twice beyond that which they have experienced. The only communication is by hand signals, the noise of your own breathing creating an errie isolation, breathing you must control to avoid hyperventilation.

The outside air temperature is -46 and the wind chill factor some -88, how would you feel? Drills were carried out as rehearsed, a long final run in and standby EXIT EXIT EXIT.

As with all types of parachute descents, having committed yourself to leaving the aircraft nerves are replaced by a heightened sense of awareness and total concentration not possible in normal circumstances.

Armed with these high senses the first impression is one of immense space and a view so completely removed from earthly restraint that a feeling of heady omnipotence ensues, short lived I hasten to add as basic instinct swiftly returns and insistantly reminds you of the need to monitor altimeters and earth towards the end of the two minute descent.

I do however reminise, it was not I up there this time but Val, Fran and Leo; they will have their own thoughts and impressions, probably far removed from mine. Pat and myself were waiting

on the ground, looking skyward wrapped up in thought. The three jumpers were trusting to our judgement and organisation, we both had complete faith in the training and equipment so ably administered by Gerry, but it was with a sigh of relief that we saw three canopies open some two minutes (an extremely long two mins) after exit. We had done it! the record was broken and done so in a totally safe and professional manner.

All that was left to do was recover the jumpers and begin the celebrations. It was with some pride that they began and the local hostelry did much to quench the thirst brought on by breathing oxygen! as good an excuse as any.

To prove the record beyond doubt two more high altitude descent took place the following day, as ever ably flown by messrs Meyer and Barnes, pilots supreme.

For the interested, three oxygen systems were used to cater for the pilots, jumpers and oxygen monitor. The descents were judged and barographed from start to finish by FAI judges.

The British ladies high altitude record now stands at 25,700ft. above sea level, and 25,300ft. above ground level. This achievement is due to the goodwill, expertise and sheer hard work of the following people and I make no apology for the length of the list.

Air Commodore P. Gover and MOD PE Maj Jim Steele (OC JSPC N). WO2 P. Lambson and staff (CCI Netheravon) The CAA
Trevor Wood
Dr.'s D. Morgan and R. Flynn
Bob King (Judge)
Alan Barnes, Richard Meyer and Sue Thompson (pilots)
Pat's Nomad team
Damart (for keeping us warm)
Sony (Video)
Austin Rover (transport)

Our special thanks go to Sgt. Gerry Keeble who is worthy of at least WO status and without whom much would have been impossible.

Words by Chris Francis, pictures by Leo Dickinson.

STUDENT PARACHUTING THE FUTURE

The future of commercial parachuting is something which as a DZ operator I obviously find important. There has been a remarkable amount of discussion recently on the ways to combat the problems besetting Sport Parachuting in the UK at the moment.

The Swansea Parachute Club has just finished its first year of AFF and has recently started a Ram Air Progression System programme which allows ab-initio students to make their skydives on a modern tandem system with a large docile square parachute.

We made some 20 test jumps on the system prior to live students and some of the findings are quite interesting. Firstly, the student receives a fully inflated canopy with slider down in less than 150ft. from exit. The deployment system can be used successfully from Skyvans, Islanders, 206, 207 etc. The direct bag deployment does not, so far, in my opinion appear to be a problem. We have experienced less technical problems than initially anticipated.

UNSTABLE EXITS

The square canopy so far appears to deploy particularly well when static lined, even with a violently unstable student. This is contrary to popularly held beliefs.

TWISTS

These are not such a dramatic problem as was first envisaged and can easily be coped with in suspended harness training.

CANOPY CONTROL & LANDINGS

Students seem to find these subjects fairly easy and respond well to training. Certainly square canopy control is easier to teach and understand than round canopy control. There are many other technically interesting points, but as this is a trial programme for STC we will be publishing results of a technical nature in 6 months time.

STUDENT REACTION

The students love it. They also accept it as the norm. They do not see any basic difference between themselves and the other jumpers on the DZ.

JUMPER REACTION

As with AFF graduates, the RAPS candidates are much more palatable to the regular club jumpers. They assimilate better into the DZ community. I think this is because the equipment and main canopy and

emergency drills 'bridge' the gap that formerly existed between the static line round and the SKYGOD square jumper. Psychologically, both AFF and RAPS jumpers are immediately more acceptable. Whether or not regular jumpers are consciously aware of their different attitude to the students is hard to say.

PROBLEMS

At this stage of the game, from an 'economic viewpoint', AFF and RAPS are financially dubious areas for the DZ operators.

The cost of running these programmes is high in both manpower and equipment and aircraft usage. However, my experience in both these areas does indicate the way in which I suspect the programmes to develop in the future. I predict a change from the amount of high volume, low technology factory processed student to low volume, high technology personally processed student. There are common traits in both the AFF and RAPS programmes as run in the UK at the moment:

1. Personalised instruction.
2. Small courses.
3. Modern hi-tech equipment.
4. Immediate assimilation into the DZ community.
5. Less landing injuries.
6. Better retention.
7. Higher cost.

At this point in time, I believe that the real future for drop zones moving in to the 1990s, is with the RAPS programme. The initial conversion will take our club probably about 3 years. The main problems being:-

1. How to finance the total re-equipping.
2. How to educate the market into paying for static line squares when cheap static line round courses are available.

Having said that, evolution itself will quietly lose some of these problems. The final change from round to square for all the DZs in the UK is still many years away, but I am sure it will come. (6m aeroconics did, or are you still jumping C9s?). When it does, I feel DZs will have secured their existence into the future and more importantly, SKYDIVING STUDENTS of the future should be received into a warm personalised club atmosphere, where they get first class equipment and every encouragement to continue in our sport.

D. L. HOWERSKI CCI SWANSEA

FALL RATE

by ROGER NELSON

After returning from last month's Turkey Meet in Zephyrhills, I question the new fall rate. All the "in" jumpers are wearing pink and black leotards with an extremely fast fall rate. One noted jumper even preached that low man is right.

I don't agree that this new fall rate is better. (I wonder if it is a secret conspiracy of the big jumpers who were crucified by the "wing war" era!)

I believe the jumpsuit craze has gone to far to the small end, just the the wing war went too far to the other. Both small and big jumpers know what I mean. Average-size jumpers have more flexibility when it comes to fall rate and don't know what its really like to have to work to stay up or down with everyone else.

When I began jumping in 1971, I was 16 years old and weighed 130lbs. I was told by the "in" jumpers that I would never be any good, and if I wanted to try, I should wear a weight belt.

Flashback time. This is nothing new, but the result of a cycle that has returned back to its beginning. Jumpsuits in 1970 resemble modern designs and weight vests were in big demand at Zephyrhills last month like they were back then.

Dear Mr Waterman,

Over the past few years several articles from the various American magazines have been reproduced in Sport Parachutist. With this in mind may I suggest that the enclosed article by Roger Nelson from the January 1987 issue of Skydiving is well worth re-printing.

As a lightweight jumper myself, and one who was jumping during the 'Wing Wars', I have seen and experienced the problems caused by excessively large or small jumpsuits. In the late seventies it seemed as though jumpers were trying to build suits they could land in: nowadays we seem to be turning relative work into a race to the ground!

It has to stop somewhere, of course, and I am sure the cycle will keep going, although I still get laughed at when I predict that flared jumpsuits will come back into fashion. But until then, perhaps the heavier jumpers could consider giving us a break instead of heading for the nearest wet-suit shop for their next jumpsuit.

BOB CONNELL, D3411

We should encourage new jumpers to avoid chasing fashion and end up compromising better freefall performance.

We must not forget the basics: we are doing relative work! Falling too fast or too slow is not relative.

If everyone you jump with is of similar height and weight, and if they're doing close-in relative work, then skin-tight or similar jumpsuits are ideal.

But if jumpers are of all heights and weights, or if you're doing all sorts of

skydives, then the jumpsuit is the ideal vehicle to adjust relativity of each individual.

We are now in an era of owning several jumpsuits. To do a 4-way requires a different suit than swooping a large formation.

Going back to basics means just that. In the mandatory freefall class I teach at our parachute centre, I instruct that we must skydive from neutral, a relaxed position. Not too big and not too small. This allows an increase or decrease of speed if needed.

If the average size jumper wears an average jumpsuit, then the larger jumper can jump relative with a larger suit as the smaller jumper with a small. This balance will help improve skydives and make learning easier.

Anytime you must fly in the dead spider position, as seen during the "Wing War", you are maxed out of your control range. The same applies to assuming today's "armless and legless" position while wearing 15lbs. of weights.

If you are a fun jumper, or jump at different DZs with different people doing different kinds of RW, I would discourage jumping skintight suits.

We must skydive relative to everyone in a neutral position. We must preserve our control range in each direction.

Don't get fooled by fashion. Looking cool on the ground is no trade for compatibility. Once we become relative, we'll reduce the "dead spider" and "didn't get in, went above" comments.

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The team captain must pay for the whole team, this is possible only on the day before the competition between 19:00 and 20:00 hours.

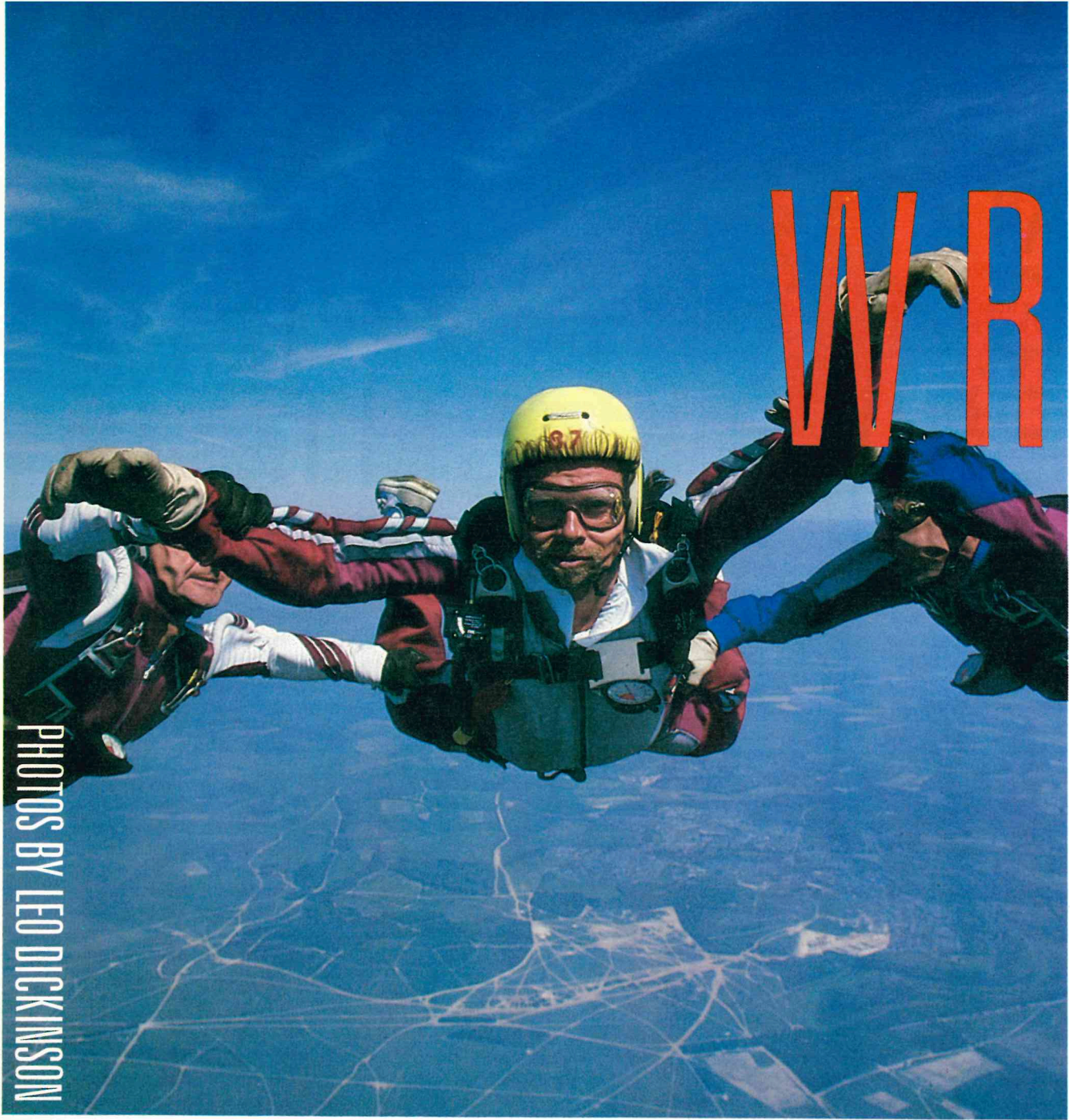
You can pay only in cash and eurocheques (written in Dutch Guilders).

Competition will be held over 8 rounds. There is camping near the airfield. For more info or reservations phone Ellen and Egon 05763 1842.

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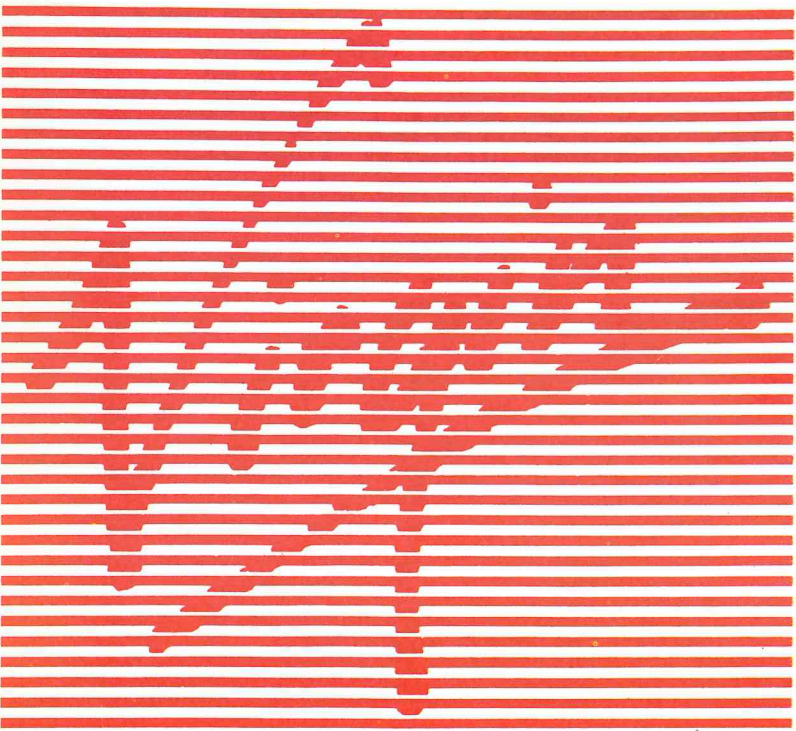
Camera (wo)men with video equipment of their own are invited to come, of course they will receive free jumps. Please write to us if you are able to come.

For more information phone the number above and ask for Ad de Jong or Ron Schaap.



W R O

PHOTOS BY LEO DICKINSON



JUMP



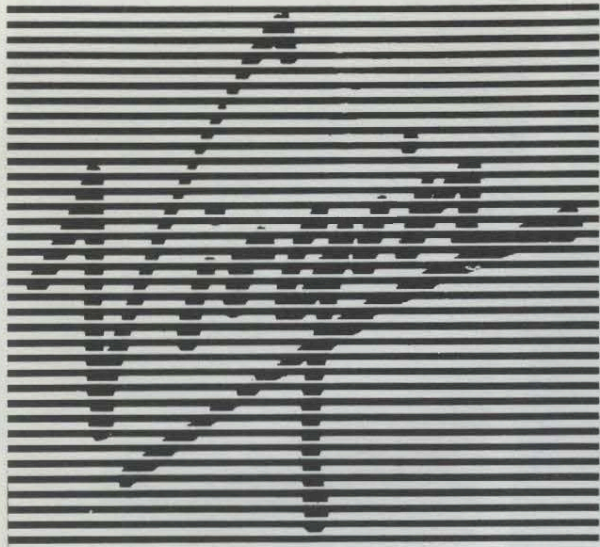
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A SUNNY WEEKEND IN MAY, THE 25TH HERAVON AFF STUDENT TOOK TO THE SKIES TRY THE ART OF FREEFALL. NOTHING PARTICULARLY REMARKABLE ABOUT THAT EXCEPT THAT THIS STUDENT WAS 'VIRGIN' POP TYCOON, RICHARD · BRANSON





JUMP



Until a few weeks ago 'airborne' to **Richard Branson** was a fleet of trans-Atlantic 747s offering cheap flights to Miami and New York, and lashings of champagne.

That was until he took to the skies over Netheravon at the Joint Services Parachute Centre, to try his hand at skydiving.

The AFF course formed part of his preparations for the record-breaking attempt to cross the Atlantic by hot-air balloon this summer, and Richard arrived with all the confidence one would expect of such a successful entrepreneur. But parachuting is no respecter of enterprising talents, business acumen or money, and Richard was soon to discover that there was more to this skydiving scene than meets the eye.

Despite being surrounded by an army of intrigued press photographers and television camera crews, eager to witness the free-falling pop tycoon, Richard threw himself into his training with boundless energy and enthusiasm, and under the guidance of instructors **Sharky Sheridan** and **Nick Harrison**, he completed his ground training.

Soon after he took to the skies aboard the BN Islander - not exactly 'Virgin' Club Class, but offering a great view of the Wiltshire countryside at 12,000ft. Like many before him, he soon realised that all in the air is not what it seems when your feet are planted firmly on the ground.

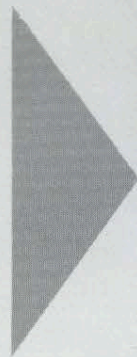
Richard's first Level 1 - he did five in all - saw him turn and tumble with the sort of performance many an AFF instructor can remember from those tricky days being put through their paces on an instructors' course. He certainly wasted no time in testing Sharky and Nick as they fought to counteract his instability.

Fortunately - for Richard at least - he had two of the most experienced and current AFF instructors at his side throughout, and he safely completed his inaugural jump.

"That was the most nerve-wracking moment of my life", said Richard back on the ground. "I had assumed parachuting was like many other sports where it looks harder than it is and those who take part are happy enough to encourage that impression. I said so in an interview before starting my course - now I wish I could eat my words. Already I have got a lot of respect for those people who have the dedication and stamina to stick at it."

The second jump was only better in that Richard managed to stay the right way up - and that, only at the expense of flying with the flexible qualities of a chessboard. It was with more than a little relief that he landed.

It has been a long and tiring day. The photographic entourage, having got what they came for, drifted away in the general direction of the nearest pub, while Richard joined others for a little relaxation. The next day - fortified by an evening of champagne celebrations and entertaining tales of skydiving in 'the good old days', he faced his third attempt in a better frame of mind. And it showed.



"He was much more relaxed and air-aware", said Sharky. "We still have a lot to do but it's getting there and he's starting to have a good time."

There was even more improvement on the next jump, but Richard was the first to admit, he was anything but natural.

And so on to Level 1 - take 5 - and the inception of a tale that has already made its way onto the skydiving stories circuit. And well it might.

For those who have not heard (where have you been?) - after a good dive, performing his tasks and relaxing into a much better flying position, Richard - in a perfectly controlled and somewhat skilful manoeuvre - succeeded in cutting himself away just as Sharky dumped him out. It was an extraordinary sequence of events - as Leo Dickenson's series of photographs overleaf illustrates - that at the very least proved the success of the 'Stevens' reserve system.

A little shaken, but still smiling after the event, Richard said, "I truly earned the Wally of the Week award. I saw the pad and thought it was the right one. All my dummy pulls seemed fine to me and I couldn't understand why Sharky kept pulling my arm away and shaking his head. When the time came I pulled it - nothing was going to stop me. When I saw the round canopy above my head, I didn't know what to think."

"Seeing the video later, I could have kicked myself. I don't know how Sharky and Nick kept their patience with me. I'm sure anyone else would have given up."

Despite his somewhat ungainly introduction, Richard has nothing but praise for skydiving and the people who take part.

"Parachuting must be the ultimate sport. There is an element of apprehension, maybe even a little fear, there is no doubt about that. But to be able to get out of a plane and fly through the air in complete control, must be the most spectacular experience. I found it all quite breath-taking and I envy and admire those who put in the time and have the motivation and spirit to learn the skills and practise them to perfection. The thrill must be a just reward."



That's some accolade from a man who has tried many an adventurous pursuit and in a few weeks time plans to take to the skies in one of the biggest balloons ever made to fly an Atlantic crossing.

He is also a man who does not like to be beaten - and as this magazine goes to press, so he is heading back to Netheravon to complete the course. "I've started, so I'll finish," he says.

And that can't be bad for the sport.

For anyone who has ever questioned - silently or otherwise - the rigorous standards set for would-be AFF instructors, the Richard Branson saga should serve as a warning.

There is no telling what a student will do once outside the plane and those instructors who remember saying 'but a real student would never do that' as the examiner put them through their paces, could do worse than to view the Branson videos.

On the ground he was an A-grade student, picking up instructions more quickly than most. In the air it was a different story, and it took two very experienced instructors to handle the task.

From this episode we witness the true volume of responsibility placed on the shoulders of the AFF instructor and the need, therefore, to ensure the qualifications and standards remain particularly stringent.

DID YOU KNOW

That according to a report called "Parachuting Injuries"; a study of 110,000 sport jumps published in the *British Journal of Sports Medicine*, 'it is upon striking the ground that most injuries occur'. The study of 110,000 jumps was made in Denmark over a period of five years resulted in six (0.005%) fatalities and 155 (0.14%) cases requiring medical treatment. To quote from the report by N. Ellitsgaard M.D. "The majority of jumpers who were injured failed to assume a good body position for the landing or to make the PLF. Beside the correct body position, typically four others were assumed, namely: A too loose or a too stiff position, landing with legs apart or on one leg, "reaching for the ground". Jumpers who were violently activating their brakes landed in the loose attitude with their hands downwards below the level of the buttocks, so fracturing the wrists. To straight or too rigid body positions were most frequently found among beginners. Scared by seeing the ground rapidly approaching, the jumper stiffened up. Landing with the legs apart was a frequent landing position. This will by the least oscillation cause one leg to strike the ground first. The downward force is then transmitted somewhere between the ankle and knee, depending upon the angle of fall, resulting in a fracture. The fact that ankle fractures were the dominating fracture might have protected the jumpers from damage to more proximal parts of the lower limb. Harmful forces were dissipated as the ankle fractured. In fact this study had only two fractures of the femur which contradicts the allegation that fractures of the femur are a typical parachute landing injury. (Salai et al, 1983).

Eighty-four per cent of the injuries in the present study were caused by factors related to the landing. As in other studies (Hallel et al, 1975; Straiton et al, 1986) it seems obvious that a great percentage of the injuries described above happened due to failure to follow recommended procedures or to a lack of proper instruction and training. The problem then in the case of many landing errors was one of non-compliance with regulations due to ignorance, inexperience or carelessness. As a consequence the DFU is now revising existing regulations and the education of new instructors. The training course will be modified to standardise the education of student jumpers all over the country and to ensure a continuity between theory and practise.

In order to avoid confusion and inexpedient, instinctive reactions during landing, the beginner is now taught a simplified landing attitude. Shortly before contact with the ground the jumper modifies his "prepare to land attitude" to the so-called "banana attitude", swaying his body in the line of drift, still keeping his legs and feet together with a slight flexion in hips and knees (PLF position. Ed). Striking the ground in this position, the jumper has already initiated the PLF and left out hazardous alternatives to a safe landing.

MORE DID YOU KNOW

That for only 10,500 Diners Club dividends you can win an AFF course at Langar. For each dividend you must spend £5 with your Diners Club card. A quick addition tells us that you need to spend £52,500 to win your AFF course.

The organisers of the 1st European Parachutist Challenge - the attempt at the American held biggest formation in freefall - tell us that the record attempt will be put back to 6-11th July 1987. Good news for our RW jumpers entering the nationals. 150 of the best european skydivers will be selected for the job.

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11-12 JULY
17-20 JULY
15-16 AUGUST
15-27 AUGUST
29-31 AUGUST
29-31 AUGUST
12-13 SEPTEMBER
9-10 OCTOBER
6-7 NOVEMBER

NATIONAL CHAMPIONSHIPS
SOUTH WEST COLLEGIATE COMPETITION
POPS MEET
DUCK END ACCURACY MEET
POPS MEET
ARMY CHAMPIONSHIPS
SPEED 8 COMPETITION
16 WAY MEET
10 WAY SPEED MEET
NIGHT JUMPS
NIGHT JUMPS

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SWANSEA
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CRANFIELD
NETHERAVON
SIBSON
WESTON ON THE GREEN
CRANFIELD
CRANFIELD
CRANFIELD

INTERNATIONAL

4-8 JUNE
12-14 JUNE
12-14 JUNE
12-14 JUNE
23-28 JUNE
24 JUNE - 15 JULY
1-5 JULY
9-14 JULY
10-13 JULY
18-25 JULY
1-2 AUGUST
8-23 AUGUST
2-7 SEPTEMBER
12-13 SEPTEMBER
23-29 SEPTEMBER
28 SEPTEMBER - 7 OCT
2-4 OCTOBER
9-15 NOVEMBER

PINK 'SKYVAN' BOOGIE
INTERNATIONAL ARTISTIC PARA-FEST
INTERNATIONAL 4 & 8 WAY MEET
2nd INTERNATIONAL STYLE & ACCURACY MEET
EURO PARA CHALLENGE, RECORD ATTEMPT
USA NATIONAL CHAMPIONSHIPS
CRW MEET
SKYVAN BOOGIE
HERCULES BOOGIE
RAPA CHAMPIONSHIPS
24 HOUR - 5 WAY TEAM ACCURACY COMPETITION
FRENCH OPEN PARACHUTE CHAMPIONSHIPS
13th ADRIATIC CUP (TEAM ACCURACY)
10/20 WAY SPEED MEET
WORLD CUP OF CHAMPIONS (ACCURACY)
WORLD PARACHUTING CHAMPIONSHIPS (RW)
1st TEAM ACCURACY COMPETITION
CYPRUS CHAMPIONSHIPS

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PARIS, FRANCE
LE FERTE GAUCHER, FRANCE
VANNES, FRANCE
BELGIUM
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AVIGNON, FRANCE
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MOORSELE, BELGIUM
BAD LIPPSPRINGE, GERMANY
SPA, BELGIUM
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CYPRUS

SEMINARS & COURSES

12-18 JUNE
13-19 JUNE
18-24 JULY
3-7 AUGUST
10-14 AUGUST
15-21 AUGUST
23-27 NOVEMBER
30 NOVEMBER - 4 DEC

INTERNATIONAL PARACHUTING CONGRESS (SEMINAR)
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Turbine Islander now available mid week at Sibson.

RESIGNATION

It is with some sadness that I write to ask you to accept my resignation as Chairman of the Development Committee.

The reason is that I have been appointed as Senior Manager of the Bank's East Grinstead Branch, commencing next month, and I simply will not have the time available to devote the necessary effort to the B.P.A.

I would also ask you, please, to accept my apologies for all forthcoming Council and Finance Committee Meetings. Once I have settled into my new duties and moved house, I will have to give consideration as to whether I will stand for re-election to Council in January.

At the present time it would appear that I will not and I would like to take this opportunity to thank you and all my friends on Council, together with all the Staff of the Association for their help and comradeship during my seven years as Treasurer, Vice Chairman and Chairman of the Development Committee.

P.W. RITCHIE

"A SPECK IN THE SKY" A REVIEW

For ex-airborne servicemen - or those who wish they had been - 'A Speck in the Sky' will invoke a host of memories with its detailed anecdotes and jargon.

And for those with an interest in the history of military parachuting, a few small gems may be gleaned.

But for anyone with experience beyond 10 second delays, this book threatens severe boredom.

However enthusiastic, ex-para (TA) officer Peter Moran was an average parachutist and an average glider pilot. He is now an average writer.

BY JANE WHITE

HEADCORN

SPEED 9 WAY

9th - 10th MAY

On the 9th May the fog paused over Headcorn like a layer of gauze. It was the first day of competing for a bottle of vino and, of course, the 9 way speed star medal!

Eventually the fog melted leaving a canvas of endless cobalt blue sky and lush green fields (not to mention the neverending supply of sheep poo!). Without further ado the cogs were set in motion and the Headcorn machine roared into action, under the new command of a character named **Chris Francis**.

Nine teams from all over the country were competing. The two Islanders were used to good effect, dropping each team from seven thousand feet, thus giving them twenty-five seconds working time. Although no launching, floating was accepted, rules were kept to a minimum, this being a fun meet (if there is such a thing?). After only one round medal fever had risen - like a porter on a cold winters morning.

Unfortunately an injury had already scored. **Andy Ring** (Toad of Pond Life) had nearly croaked in doing a stunning hulk low hook which would have been complete had mother earth not put a stop to it. So with the spirit of a true gladiator he was carted away (life support machine and all) his only comment was "ribbitt, ribbitt" (translated - "I hooked that up!")

everyone facing out using wrist grips. But this caused problems when everyone decided to turn 180° and track.

Collisions, a motley crew from Ipswich, who picked up a bunch of bananas in the 1985 Speed Meet (for entertainment value) caused some excitement and, performing to their best ability, pushed themselves to 6th position. Under Par lived up to their name and finished ninth - never mind better luck next year.

The enthusiasm of the judges was only marred by the apparent problems of waking them up, from sunbathing, in between exits. Undaunted by the suns rays the judges were very cool.

To everybody's amazement the four rounds were completed on the Saturday which was lucky considering that Sunday was a typical British summers day - low clouds and windy.

With the sun sinking over the horizon time was still left after the fourth round for Pond Life and Snack Attack to nip up to altitude and put a nice 18 way together, breaking it into six wedges and tracking them into the sunset to the gasps of the crowds below.

After the presentation of the trophies a good time was had by all! Eating and dancing in the packing shed until the early hours of Sunday morning. **DAVE HUGHES**

POND LIFE



SNACK ATTACK



On a more serious note, Andy an experienced jumper of over 2,000 descents is now in hospital with two fractured vertebra and fractured ankle. It doesn't matter if you are a student or an experienced jumper, bad or foolish canopy handling can give you a high trap factor.

Throughout the day the sun beat down on pink sunburnt bodies of all shapes and sizes. In the following rounds it was apparent that Pond Life would dominate the day. However, riveting competition was being fought out between Bytes & Pieces and Snack Attack.

Unluckily, **Cathy Riddle** (of Snack Attack) allowed Bytes and Pieces to get a grip in the second round by losing hers on a rear float position. (Sorry Cathy I can't tell a lie, Paul Austin told me).

Steve Knight of Zeebrugge or Bust, couldn't seem to decide whether it was a Speed Star competition or a stand up event. Going by their scores I hope he performed some good ones!

In between rounds Gold Spot thought they would try their hands at cattle rustling. After narrowly missing a buffalo (honest!), they landed in an adjacent field causing a herd of cows to stampede, much to the amazement of a, once contented, local farmer. This was an unusual field event for, the not quite so fresh Gold Spot who once removing their gear had to learn the enviable skill of rounding up cattle.

Pond Life kept the judges amused with their second points, on one occasion completing a 9 way round with

RESULTS

	R1	R2	R3	R4
1. Pond Life	12.7	12.9	13.5	17.00
2. Bytes 'n' Pieces	18.4	20.3	21.7	21.7
3. Snack Attack	17.5	23.4	21.5	21.8
4. Gold Spot				
5. Biggin Hill Reseaves				
6. No Hope				
6. Collisions				
8. Zeebrugge or Bust				
9. Under Par				

PILOTS: Shawn and Paddy

MANIFEST: Debbie Edge

JUDGES: July Allen, Steve Hastings, Amanda Kenny.

VIDEOMEN: Kevin Hughes, Ian Thomas and friends.

POND LIFE TEAM MEMBERS:

Huggy, Geoff Sanders, Pete Allum, Rob Colpus, Tim Kenstead Moore, Paul Austin, Nick Power, Chris Lynch, Andy Ring.

ALTERNATES: Tim Andrews, Andy Woodmonsey.

BYTES 'N' PEACES TEAM MEMBERS:

Badger, Chris Gilmore, Steve Gedge, Chris Clements, Steve Miles, Karina Andrews, Helmer, Parr, Suffield.

SNACK ATTACK TEAM MEMBERS:

Debbie Randall, Cathy Riddle, Mike Grace, Sue Bradley, Alan Ashton, Lotte Dale, Martin Dicker, Graham Scott, Kevin Hardwick.

a-z

PARACHUTE JARGON

Despite tens of thousands of people making their first jump in the UK each year much has been made of the low retention rate. Intense discussion on this subject within the membership has been voiced many times in the columns of this august journal, yet is it not part of the same problem? Any specialised magazine is almost meaningless to the new reader until he or she has learned a great number of new words and phrases. Sport Parachutist is as guilty of this as any other and as such should surely take the lead in explaining our particular and peculiar form of English to the newcomers. This article is an effort to educate the skydiving cream of the future precisely and concisely what the hell we're all babbling on about.

- **ACCURACY:**

Lonely weirdoes in skin-tight suits who kick gravel into the face of weaklings.

- **A.G.M.:**

Hot Air Generator for the next balloon boogie.

- **BASE:**

Remember the fat spotty kid who was always put in goal at school? Well in skydiving he is the base.

- **BRAKES:**

These bring the skygod's canopy to a sudden halt. The ground performs the same function for round canopies.

- **CCI**

The Club Chief Instructor: On the advice of the BPA's solicitor and leading display jumper I can say very little about this strange but influential group. Every few weeks they feel a desperate desire to go to Leicester where they compete in shouting and screaming at each other and then voting on who was the loudest and most opinionated. One of them always abstains although this is not repeated in the pub later.

- **CLASSICS:**

The Style and Accuracy of the BPA Chairman's demo landings. (c D. Prince, 1987).

- **DIRT DIVE:**

Sponsored barn dance held to benefit sufferers of chronic back pain.

- **D-LICENCE:**

A senior parachutist who has survived at least 200 jumps and now hibernates at least 7 months of the year unless the DZ aircraft is a turbine.

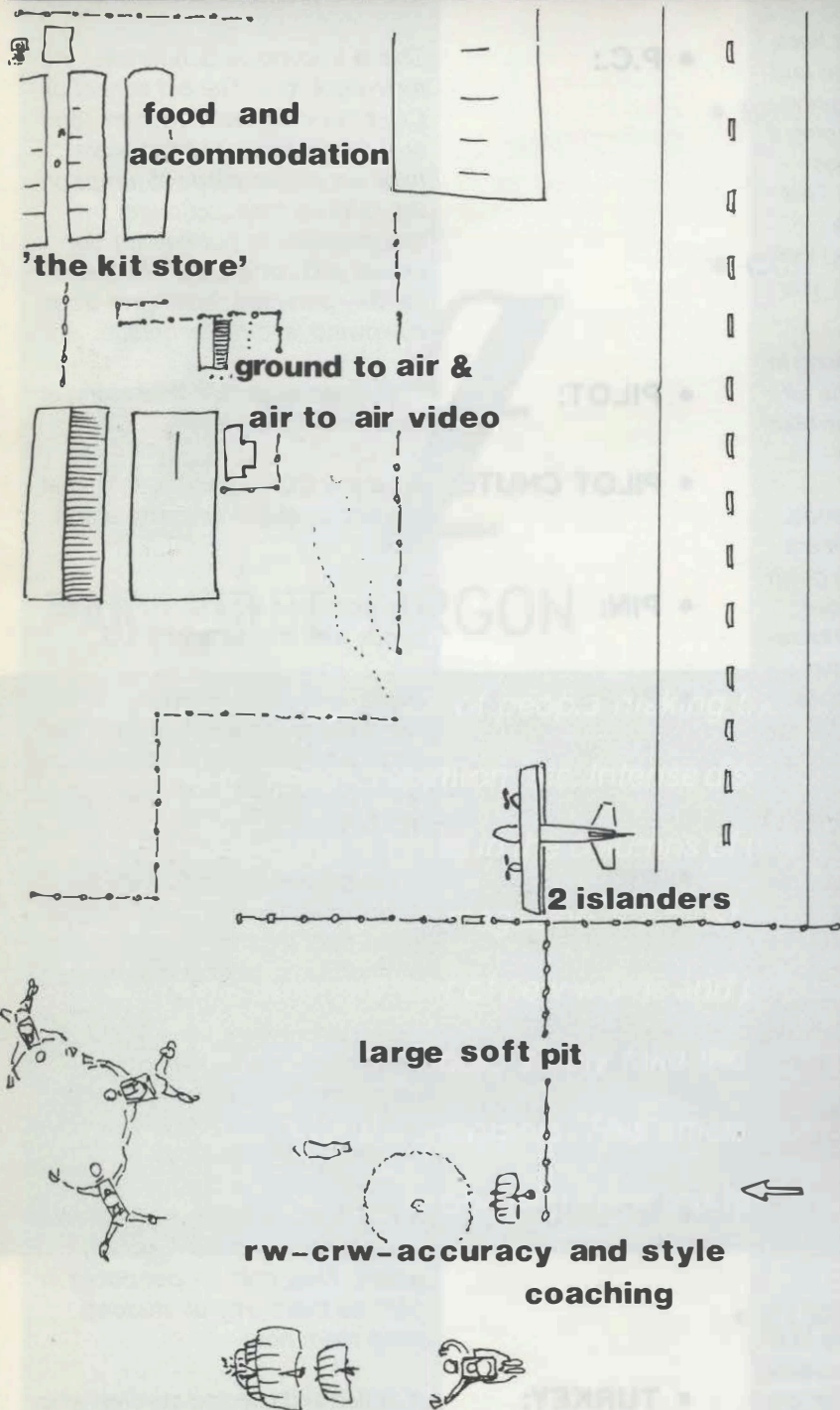
- **DOWNWIND:** *This is the direction in which only first-timers and demo teams are allowed to land.*
- **DUMMY PULL:** *Instructor lacking charisma ends up with blow-up doll again.*
- **D.Z.:** *Drop Zone: A parachute landing area inspected by the BPA to ensure it has plenty of power lines, water hazards, atomic dumps and even the tea lady's on exemption. There will be no student jumping if W.D.I. goes more than 4 miles unless the day has a Y in it. This windswept, sodden hell-hole makes a Soviet Labour camp look like Club-Med, yet somehow you keep going back.*
- **DZ OPERATOR:** *A haunted looking man skulking in the shadows trying to sell the air-field, sticking pins in an Action Man doll and cursing the military.*
- **EXEMPTION:** *Main Item on each STC agenda. Each month 4 lucky first timers are drawn out of a hat to be given exemptions to act as advanced instructors and run their own lucrative business. Don't apply now, your P6 membership automatically enters you into this exciting career opportunity.*
- **FLARE:** *(verb) The graceful downward movement of the new square jumper's arms just after he uses his mouth as a trenching spade. (noun) Giant firework strapped to a display team leader's leg. These enable the commentator to direct the crowd and emergency services to the scene of the accident with accuracy and confidence.*
- **JUMPSHIP:** *A highly refined aeronautical device designed to convey parachutists to heights at incredible speed and in sumptuous comfort.*
- **MAL:** *or Malfunction. Of course your instructor will have explained that round student canopies never, ever malfunction. The next 3 hours are then spent telling you exactly what to do when it does!*
- **PACKING SHED:** *A freezing cold 9th Century Saxon Long House which has obviously been derelict since Alfred wished he'd invented the oven-timer. The original feasting tables are now used for archaic rituals involving*

the complex folding of fabric which is then inspected by the chosen one or 'sky god'. Once blessed in this way the fabrics are reputed to save the life of any wearer just once. The process is believed to be often repeated until the fabric rots and is sold to a progression student.

- **P.C.:** *This is a round parachute after the moths got to it. The old school of CCI's cut their teeth on them (and broke their legs!) and therefore think we should still do 25 jumps on the hideous malfunctioning monstrosities to put hair on our chests and perfect our Masters of the Sky patented Crash and Burn downwind landing technique.*
- **PILOT:** *That useless, slack-jawed cretin at the front of the plane.*
- **PILOT CHUTE:** *What the CCI wants to do to that useless, slack-jawed cretin at the front.*
- **PIN:** *The poor sod who is first to hold hands with the fat spotty kid.*
- **POPS:** *Senile jumpers from whose toothless mouths come strange unintelligible words such as 'silk', 'Roman Candle', 'Brand X' and 'National Service'.*
- **RIG:** *A useless tangle of second-rate webbing and war-surplus balloon fabric held together with baling wire, chewing gum and spit... unless you're selling it, in which case it becomes a state of the art amalgam of craftsmanship, computer aided design & manufacture and could I have it in cash please.*
- **ROUND:** *A P.C. with the holes sewn up, so it open okay, but it won't go anywhere. They cost 5/- per dozen in 1971 so that's why all students jump them now.*
- **TURKEY:** *A skilled and talented skydiver who will insist on giving a great deal of very stimulating advice gleaned from hours of experience with his very good friends who make up a-*
- **ZOO:** *The intricate manoeuvres performed by talented and skilled skydivers. Usage: "Jesus, what a Zoo!"*

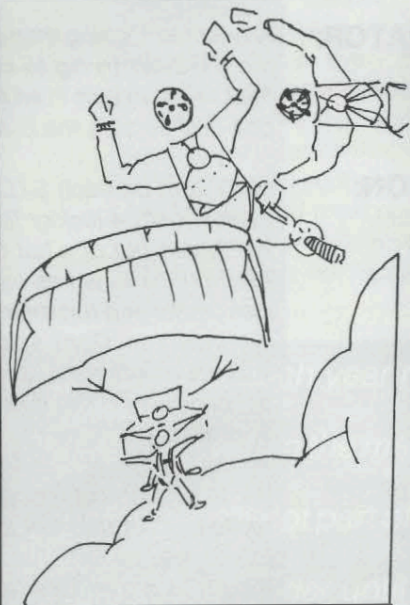
ROB LLOYD

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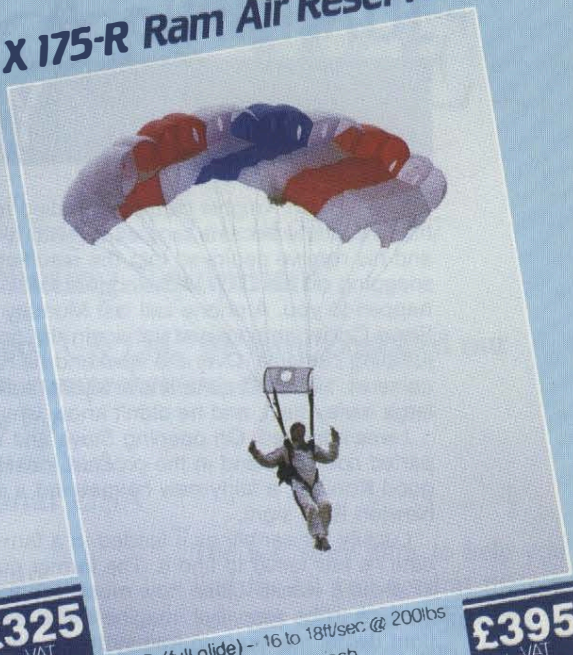


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skydiving on video



Programme X - AIR BEARS - Norman Kent

The finest skydiving movie since skydive!!! In this short movie Norman Kent underlines his position as skydiving No. 1 filmmaker. The film features the World Champion Air Bears performing a series of immaculate skydives. In addition there are a series of amazing fun jumps plus stunning photography and hypnotic music.

You've seen the rest - now see the best!!

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Programme III - RIDE A CLOUD + 64-WAY RECORD - Norman Kent

An exhibition of classic skydives reflecting the state of R.W. in the 80's, including a unique footage of a chuteless jump performed by Jim Tyler. There is a record of a night dive, which took 7 months to plan and film, performed by Mirror Image. This is a highly original and entertaining programme.

20 mins

£29.50

Programme I - SKYDIVE

Three films on one video from the late Carl Boenish, who was the world's leading freefall photographer. Wings - shows the United States Freefall Exhibition Team performing a series of stunning manoeuvres in the sky. El Capitan - is a 3,000 ft. cliff which provides a stunning backdrop for the first attempts to freefall from Earth. and Skydive - the most spectacular film ever made in the sport.

40 mins

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Programmes IV & V - PLAYGROUND IN THE SKY - Carl Boenish

A two part documentary series showing the development in Hang-gliding and Skydiving in the 60's and 70's.

Jerry Bird is shown attempting several free-fall records with the All Stars. Carl Boenish lands on a LZ in the Alps. Rick Piccarelli free falls from a hang-glider in Yosemite. A hilarious sequence of hang-glider crashes is followed by Bill Bennett attempting altitude records plus much more. Two action packed videos full of unique historical footage.

Approx 40 mins each.

Part I £37.50, Part II £35.00, Both £65

Programme VIII - SYMBIOSIS AND FRIENDS

The first detailed documentary on competition R.W. filmed in France, US A, Canada and England. This programme follows the members of Symbiosis in their build-up to the World Championships. For the first time you can see and hear world class exponents of R.W. discussing all the 4 set hands, the problems that arise in practice and the techniques for solving them.

If you have any aspirations to progress in R.W. we would highly recommend this programme.

40 mins

£24.50

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. It gives more detailed coverage of R.W. competition than any other in our catalogue.

A must for serious skydivers.

By Martin Genge.

30 mins

£27.50

Programme VII - FREAK BROTHER CONVENTION

Captures the atmosphere of the year's biggest "boogie" in the USA skydiving calendar. A series of unique skydives are performed by the world's leading exponents in the sport. The heat is on and it's time for fun in the sky and on the ground. The "dives" are choreographed to a strong Californian Rock sound track which makes this the first genuine music/skydiving video since "Rainbow Magic".

This is a tape for the hard core skydiving enthusiast.

Directed by Norman Kent.

20mins

£24.50

Programme VI - WALKING ON AIR

The first comprehensive documentary on skydiving combining entertainment with instruction, not only for the experienced skydiver but also for the student. Premiered at the Sydney Opera House and subsequently shown on TV. This superb production was accepted for the Cannes Film Festival.

Included is a series of cut-away sequences both instructional and spectacular. CRW, 31-hands, a demonstration into a football stadium, a 64-way formation and a great deal more.

It is quite simply the most impressive film in our catalogue, especially as it is accompanied by an experienced skydiver's commentary.

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JUMPING A CAMERA CAN DAMAGE YOUR HEALTH

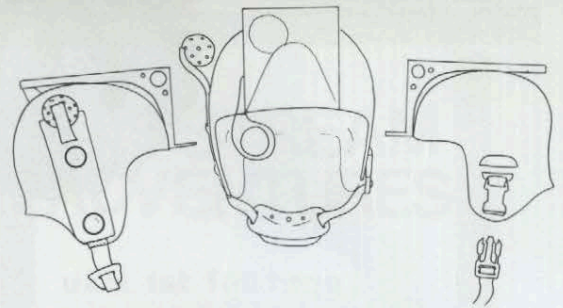
The Golden Knights cameraman died recently when his pilot chute became tangled up with his video camera and his reserve deployed into the resulting horseshoe snagging on his CRW cross connector links. It could happen to you. A phone call last Monday morning from Steve Collier emphasised yet again the problems of jumping cameras. Over the weekend he had lost his cameras. He didn't quite know where, suffice to say a large barley field, and he didn't know why.

I was intrigued. On opening Steve and camera helmet parted company and in the process losing two perfectly good Konicas, a fairly new helmet and a coveted Newton Ring sight.

Luckily for earthlings it landed in a farmers field but to date he has failed to find it. The farmer cuts the Barley in about 6 weeks. Quite how much use they will be remains to be seen, but imagine if this had been over a tight demo, cameramen frequently do demos. I commiserated with Steve and told him to join the club as 10 days earlier in Deland exactly the same thing happened to me but I was lucky enough to catch the helmet as it went backwards over my shoulder.

What had happened? Well, both of us had been using a quick release mechanism on the side to enable us to jettison our helmet in the unlikely scenario which happened to the late Golden Knight. Having such a quick release mechanism is in my mind the single most important point on your helmet mount. It is an idea I dreamed up several years ago although I'm sure others had had similar ideas before me. You simply have to have the ability to get rid of all that entanglement device sat on top of your head if something decides it wants to snag. Indeed at Swansea three years ago I had just pulled out my pilot chute as someone tracked alongside me, consequently I held onto it a split second too long and the bridle wrapped around the video lens. For a few milliseconds the pilot chute was hanging me, then it came free. I was lucky! Had it not done so I could have chopped the helmet.

But why were helmets flying off on opening? This is as dangerous to people below as not being able to release it in the first place. The quick release mechanism was becoming worn out with the constant useage it was getting. Time for a rethink. Both of us had used pop studs plus velcro and a handle such as a plastic golfball.



Heat, dust and the general wear of using it up to six times a day had taken its toll. The solution is really quite simple. Instead of using the actual quick release to fasten the helmet on each time, why not use a plastic snap connector on the other side.

So fix your two pop studs about three inches apart on the righthand side with a plastic golfball above and cover the whole area with 2 inch wide velcro. Cut out two holes for the popstuds and glue it directly to the helmet. Its mating piece of velcro should be sewn to the strap covering the pops so that both line up. This keeps everything covered and protected from knocks. It is never used except in that emergency situation. On the other side you have your plastic snap fastener that enables you to tighten the helmet each time without wearing out your quick release. This is fine as far as it goes, but what about a jettisoned helmet hitting the ground at terminal velocity. There is a solution to this and it might be staring us in the face. Pilot chutes are fairly small, efficient and cheap. It could be used as padding inside with a short bridle attached to your quick release mechanism. It is just possible that if the whole helmet became disconnected from your head the pilot chute would be free to catch air and bring down your cameras safely. I asked Bill Booth how big a pilot chute would be needed to bring down a 10lb helmet mount. He thought somewhere between an ordinary one and a Vector Tandem drogue would be suitable. Either way it would give Earthlings a better chance to see it coming rather than the bullet of a terminal camera mount.

Feedback would be interesting as only by discussing problems and ideas can we hope to progress in a safer direction.

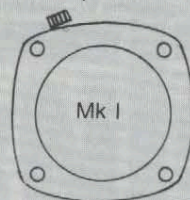
BY LEO DICKINSON

SAFETY NOTICE

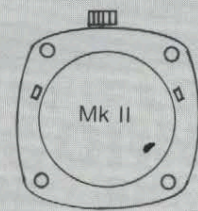
Warning to all new design, Mark II, Altimaster II owners. The glass of the Mk I Altimeter is of shorter thread length to that of the new design Mk II by Thomman of Switzerland. As it is the glass that locks the dial/face into position, it is most important that the correct replacement glass is used.

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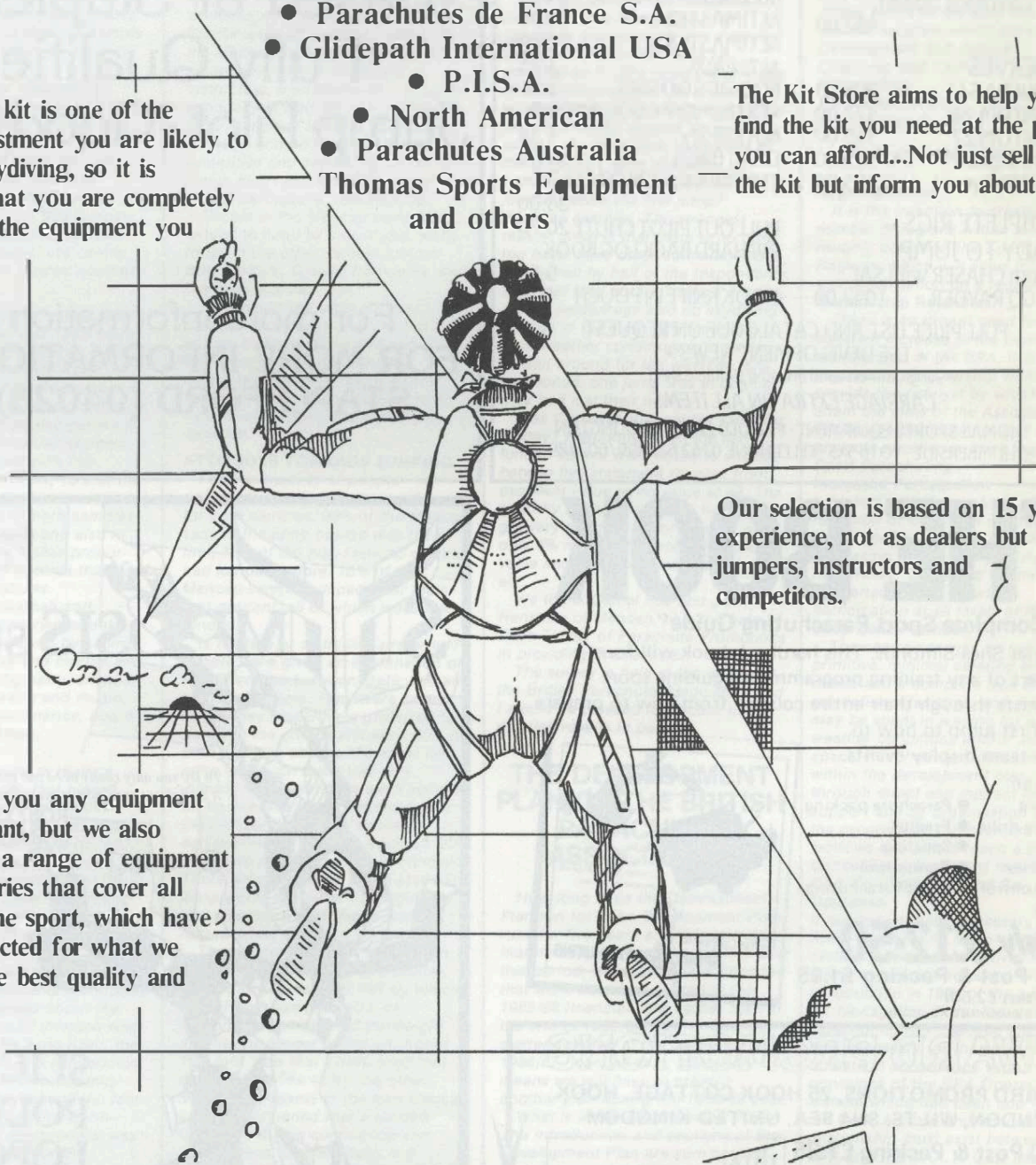
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MARKET RESEARCH

It is important for everyone to understand more fully some aspects of the parachute market, when they become available. One definition of a market is a group of people with wants or needs, money to spend and a willingness to spend it.

Independent market research on people who have made a first parachute descent has been conducted by The Royal Society of Mentally Handicapped Children and Adults, through a division of Young and Rubicam Ltd. The British Parachute Association has donated to the Charity so we can use the information to the benefit of clubs and their members. The research appears in summarised form.

The aims of the research were to assess the attitudes and lifestyles of people who had trained and jumped. Also to compare the Mencap sample with other people taking first jump courses.

The study was by means of a postal survey. People were randomly selected from Mencap records and from one parachute centre. The British Parachute Association was approached for a list, however addresses of P6 members aren't currently logged. From 900 jumpers 400 responses were received. Just under half of the parachute centre sample took charity funded courses.

THE PEOPLE

Jumpers were young in age, with half being 26 or younger, 20% being under 20. Both groups were upmarket with 60% being ABC1. These standard social grades are based on occupation. ABC1 make up 35% of the population and equate to white collar workers, businessmen and professions. Over 60% live independently of parents, 10% of the sample are students.

High proportions of both samples were involved in sports and also in hobbies, although a higher proportion belongs to sports clubs than to clubs relating to hobbies.

Racquet sports, football and running and swimming/water polo were mentioned, followed by sailing/windsurfing, weights and martial arts. Hobbies were photography, cinema, DIY, gardening, theatre and music, followed by car maintenance, board games and card games.

THE JUMP

Why did they decide to make a parachute jump in the first place?

The strongest response by over half the people is that it is something they have always wanted to do, an ambition of a lifetime. Just over a third mentioned the excitement, thrill, challenge. Thirdly came, something new and out of the ordinary. Then, a good cause, a worthy charity, were mentioned.

What did people enjoy about the jump? 80% of respondents mentioned something they enjoyed about the jump. The main area of mention was the experience of the jump itself, the thrill, the excitement and exhilaration. The atmosphere and comradeship were strongly mentioned and the fact they were doing something worthwhile. The sense of achievement was mentioned, particularly for the Mencap sample. The training was also mentioned by a fair proportion of both samples. Over one third said they did not enjoy something about the jump. The two main areas were the amount of waiting around to make the jump and the landing. 5% mentioned injuring themselves during training.

DEVELOPMENT

THE WAY AHEAD

Were they satisfied with elements of the jump? People had to choose a statement from extremely satisfied to not at all satisfied to describe their opinion of elements of the jump. Responses were very similar across the two samples and strongly positive for most elements. Response to the whole experience were the highest. Scores were also strong (higher for the Mencap sample) for quality of equipment, help and support of instructors, friendliness of instructors, adequacy of training and general organisation of training. Individual attention scored lower. Standard of amenities and availability of refreshments didn't score well for either group, particularly non-Mencap.

People in the Mencap sample tended to jump as individuals, while those in the other sample jumped with a group. Groups from work were the most popular.

How could the jump course/scheme be improved? A third of the people suggested improvements. Improvements to non-Mencap schemes were better canteen and refreshment facilities, waiting facilities, toilet facilities and overnight facilities.

ATTITUDES TOWARDS JUMPING

For the majority of people parachute jumping is a one off event for both samples. 99% of the Mencap sample the jump course was their first, 16% of the non-Mencap sample had jumped before. 16% of the Mencap sample jumped after their first descent, all of which were self funded.

Is tandem or static line preferred? People were given an explanation of the difference between static line and tandem jumping. They were asked which they would have preferred to do given the choice and why. 60% of both samples choose the static line jump, although there was 40% interest in tandem from each sample. Static line was preferred mostly for the independence and sense of achievement of doing it yourself. 20% of people preferred to be in control. There were mentions that a static line jump would be better for beginners and give more confidence and reassurance.

The strongest reason for tandem jumping was the perceived excitement and fun involved, felt by almost half of both samples. 20% of respondents mentioned the height and having longer in the air. About 10% felt, 'now that I have tried that one, I would like to try the other.' More respondents in the non-Mencap sample mentioned that a tandem jump would give confidence and reassurance. Overall static line jumping was chosen for the security aspect and tandem for the excitement involved.

How aware were people of publicity regarding parachute jumping? 70% were aware of some publicity. Respondents who had jumped in 1986 were more aware than those in 1985. 53% were aware

of adverse publicity. A high proportion of 1986 jumpers were aware of fatalities, although both mentioned accidents or injuries. Publicity concerning poor equipment or insufficient training was mentioned by just under 10%.

How did people feel about the publicity? The level of adverse reactions was very low and it doesn't appear respondents would be deterred by it. 20% rated the chances of it happening again as low or over exaggerated, while others mentioned the good safety aspects on the course. On the whole, responses to the questions were confident.

What are the reasons for not jumping since the first jump? (Mencap sample). The strangest reason given is that there is no time, too busy, have other commitments, mentioned by half of the respondents. 20% said they couldn't afford it and a similar percentage said no skydiving centres in the area. 20% mentioned poor weather conditions and having to wait around for the weather. 20% mentioned, one jump was enough or they had lost their nerve.

Was the parachute course value for money? Respondents on the self-funded course were asked to choose between five statements ranging from, excellent value to no value at all. The majority (40%) of jumpers felt they got very good value for money, with only 6% mentioning not very good value and nobody saying no value at all.

We thank Daniel Fox and Joanna Henshaw of Mencap, plus the help of Dave Turner of Parachute Promotions in providing this research.

The survey is held at the offices of the British Parachute Association and I would be pleased to discuss the detailed results in person.

THE DEVELOPMENT PLAN OF THE BRITISH PARACHUTE ASSOCIATION

How long does the Development Plan run for? The Development Plan runs for five years and it is envisaged that its objectives will be fulfilled over this period. It was originally intended that work would be started in the 1985/86 financial year, rather than at the end of 1986/87. Sports Council started funding at the beginning of 1986/87 financial year, effectively it means we will have to present another plan during the 1988/89 year.

What is in the Development Plan? The introduction and sections of the Development Plan are summarised and give an overall flavour of what we wish to achieve.

INTRODUCTION

The British Parachute Association was formed in 1962 by early enthusiasts in order to organise and support the new sport. In 1966 it became a Company Limited by

Guarantee. The principal aim is "to promote the Sport of Parachuting". The CAA recognises the BPA as the sole Governing authoritative body of the Sport within the United Kingdom. The BPA conducts its affairs and exercises its control of the Sport through the medium of a Council formed by eighteen members of the Association.

Taking account of past and present problems, together with future needs, it has been possible to crystallise the dual aim upon which the BPA is now to concentrate, that of 'to encourage participation and to promote excellence at all levels of Sport Parachuting'. These aims will be achieved through a series of enabling objectives which may be organised into an order of priority but which may also be pursued concurrently. These activities are split into five distinct sections which cover:- Development and Access Coaching and Technical Training Competition PR and Marketing Membership Services

DEVELOPMENT AND ACCESS

Regionalisation

It is the intention to create a number of regions within the UK, roughly based on the Sports Council Regions, which will allow for activity and organisation on a regional basis.

Membership Retention

There is an urgent need for constant increase in the permanent membership of the BPA. It is an increase in membership which will provide the catalyst by which we can attain the aims of the Association 'to encourage participation and to promote excellence at all levels of Sport Parachuting'.

Increased Participation

Linked with the problem of the retention of long term membership within the Association is that of increasing the level of participation nationwide. Clubs and centres must be alerted to this growth in participation at all levels of the sport.

Drop Zone Facilities

The newcomer may be met by primitive, minimal catering arrangements and a complete lack of recreational facilities, and much time may be spent in waiting for suitable weather conditions and/or aircraft space. It is the intention of the BPA within the development plan to assist, through direct and indirect financial support and by organisation back up, the progressive improvement of DZ facilities in order to reach a standard compatible with current requirements. CAA Co-Ordination and Co-Operation

It has always been necessary for Sport Parachuting to co-ordinate certain aspects of its activity within Government requirements. With the introduction in 1984 of the amended Air Navigation Order the status of parachuting has changed and it is now necessary for the sport to operate in accordance with the provisions of the BPA Operations Manual which had been approved by the CAA. A close and amicable relationship must exist between the BPA and the CAA. A CAA liaison group has been formed within the BPA with its charter to continue to improve the BPA/CAA working relationship.

Establishment of a Development Officer

The magnitude and diversity of the Development Plan is such that requires close, continuous co-

ordination and monitoring under the auspices of an enthusiastic and highly motivated person. To this end a Development Officer has been appointed to fulfill this task.

COACHING AND TECHNICAL TRAINING

Safety and Training

The success of the BPA's system of student training bears testimony to the thought and effort which has been applied to this vital area of our sport over the past twenty three years.

The credit for this must rest with the Safety and Training Committee. If they are to keep abreast of the innovations and changes their work must be ongoing. The BPA as the sports governing authority must ensure that such changes and innovations are thoroughly investigated, evaluated and must disseminate this information to the membership. Provision must be made within the Development plan to support, improve and strengthen the contribution made by the STC.

Coaches/Coaching Scheme

A coach is envisaged as an expert who can improve and polish the performance of a trained parachutist in a specific area of the sport to which he/she may be attracted.

There are four basic disciplines, Accuracy, Style, Relative Work and Canopy Relative Work, plus an additional discipline recently added, Paraski. Every discipline presents its own particular challenge in skills and techniques and an urgent need exists for skilled qualified coaches.

In view of the absence of any form of BPA overall coaching scheme this project features prominently in the Development Plan.

Improved Levels of Performance

Sport Parachutists experience more difficulty than most other athletes in their efforts to improve the standard of their performances. It is, therefore, important that every effort is made to give encouragement and incentives and to maintain enthusiasm in order to prevent frustration developing. It is considered that there is scope for significant improvement in all round performance standards.

If the Coaching scheme is successful this will provide a worthwhile contribution to a raising of levels of performance. It is club, grass roots level efforts which will have a major effect in achieving the all round improvement in the performance standards which we know is possible.

This objective will raise competition standards and the psychological effect of simply knowing that he/she is a better parachutist, who can gain more enjoyment from the sport cannot be over-estimated.

Riggers

One area of the sport which receives little publicity or recognition is that involved with the manufacture, repair, servicing and development of parachute equipment, and the individuals associated with this work, known as 'Riggers'. In view of the potential problems associated with sport parachuting the importance of providing safe and reliable equipment requires no elaboration. It is the intention to consolidate and strengthen the relationship between the BPA and the riggers and to sponsor a Riggers Qualification Scheme, thus establishing a recognised and standardised body in this area of the Sport.

Pilots and Aircraft

Without the aircraft utilised by parachutists and the pilots who fly them, sport parachuting would cease to exist.

It is the use of the aircraft and the pilots which primarily attract the attention of the CAA and thus official Government interest in parachuting activities. All clubs and centres must of necessity become involved with the commercial and legal aspects of operating leased or owned aircraft. The pilots committee within the Council has proved to be invaluable in its advisory capacity and the establishment of the CAA Liaison Group. The influence of the pilots and aircraft has so great a bearing on the sport that it must be considered as an area of the Development Plan in its own right.

COMPETITION

Without success in this area our achievements elsewhere in the sport may well be judged by others to have been a failure.

International Competition

Since 1954 the FAI have arranged the World Championships. Great Britain entered the International Competitive field in 1958 and has been represented at every World Championship from that date. The Classics World Championships (Accuracy and Style) alternates each year with the Relative Work Championships, and since 1986 the Canopy Relative Work Championships have been added to the on year for Classics, additionally since 1987 Paraski (a combination of accuracy jumping and skiing) has been added to the list of World Championships. Great Britain is actively involved in every one of these disciplines.

Success in International Competitions must represent the pinnacle of any individual's involvement with Sport Parachuting.

National Competition

Success at International Competition can only stem from experience gained at club, regional and national level. These levels initiate the observation and appraisal of those individuals who will make up the National Squad earmarked to represent Great Britain at International Competition.

The BPA organises National Championships annually and these reflect the rules and conditions currently demanded by the FAI for the conduct of International Competition. The National Championships will provide the national climax to the domestic competition ladder. The major problem faced is that of overlapping, this often means that some clubs will suffer in attendance response and the competitive element could certainly be better served by a more co-ordinated and organised approach to this important area of the sport. The short season for competitive parachuting is a contributory factor to the problem of producing a more regulated calendar.

Judges

With the introduction in 1978 of video at the primary method of judging, the standard required of the judges has risen sharply. They must meet criteria far above that previously acceptable. There has always been a shortage of competent judges. The Development Plan includes proposals which should assist in rectifying a dangerous imbalance in our contribution to the competitive element of the sport.

FAI/CIP

The FAI is the International Controlling body of the Sport. It discharges its duties and obligations through the medium of the CIP. It is the FAI which authorises the award of Parachuting Licences which indicate the level of expertise attained by the holder. It also authorises the issue of the Sporting Licence, which is a mandatory requirement for entry into recognised competition. It selects and approves the venues for World Championships. It determines the criteria to be met for establishing World Records in each aspect of Sport Parachuting. It must be readily accepted that Great Britain's representation at the FAI is not only desirable but of the utmost importance to the sport in this country.

PUBLIC RELATIONS AND MARKETING

Public Relations

It is an unfortunate fact that the majority of publicity which parachuting receives from the media is reserved for incidents which rarely occur within the sport, but make for sensational copy. This type of negative publicity cannot be avoided and reflects the real need for concerted effort by the BPA to counteract the resultant adverse effects. With this in mind, the BPA have examined methods which will bring about a reaction within the media and/or public at large, for the positive good of the sport.

At a different level of PR parachuting has an excellent record, having gained a lot of official recognition for individual achievement.

Income

The BPA income is derived from three sources, Membership Subscriptions, Retail Shop Sales and Sports Council Grants. Membership subscriptions is very carefully monitored and is adjusted annually in line with inflation and other relevant economic factors. Parachuting is a high cost sport but few of the individuals taking part belong to the high income bracket. The financial costs to implement proposals and attain the objectives contained within the development plan are well above the income obtainable from our recognised sources, and it thus becomes essential that the BPA makes the most strenuous efforts to secure additional revenue to complement the present income from the membership and the Sports Council.

Sponsorship

Sponsorship is a lifeline to many of today's sporting activities, but parachuting has never received any significant benefit from this source. Sport Parachuting is difficult to exploit for commercial sponsorship purposes. The potential is there and if a breakthrough can be achieved it will provide an enormous contribution to alleviating the chronic shortage of income which faces the Sport.

MEMBERSHIP SERVICES

Purchase of Headquarters

The present Headquarters are housed within an office block situated in Leicester. While they are just adequate for the every day administration of the Association they do not allow for any other function which should be encompassed within the umbrella of responsibilities of a recognised

headquarters. Funds expended in this situation on rent, rates, services etc. are lost to the Association for ever. The only practical solution to the problem is the purchase of a freehold property which is entirely (or can be made so) suitable as a permanent headquarters for the Association.

Computerisation

The advantage of the computer in modern day administration requires no explanation. Use of the computer should increase efficiency both in pure administration and also finance matters, especially forward planning. It could help to relieve some of the intense pressure under which our hard worked staff are required to operate. This aspect of the development plan has already been implemented at a cost of some £7,000.

Membership Services

The staff spend considerable time in answering queries from the membership, offering advice and acting as 'Post Office' and go between. They also act as the focal point for the various committees and for Council. The BPA obtain insurance cover and help with legal concerns.

MONEY

Where does the money come from and how has it been spent this year? Profit and Loss accounts don't make for fun reading so I've used graphs to show this year's projection allocated to the five major sections of the development plan.

As you can see Sports Council grants are specific to a section which also contains members monies. There are major conditions for a grant from Sports Council. The first condition means that the programmes of work within each section of the Development Plan must be undertaken to the satisfaction of the Sports Council Liaison Officer. If not, grant would be claimed back. However, if we manage to reduce the cost of a programme, while achieving its objectives we are entitled to keep the saving. Secondly we need to get the auditors to certify the grant was spent in the correct way. We must show every effort has been made to achieve a programme, if not grant may be reclaimed. Thirdly, we must implement drug testing. There is also a strict annual monitoring and resubmission procedure.

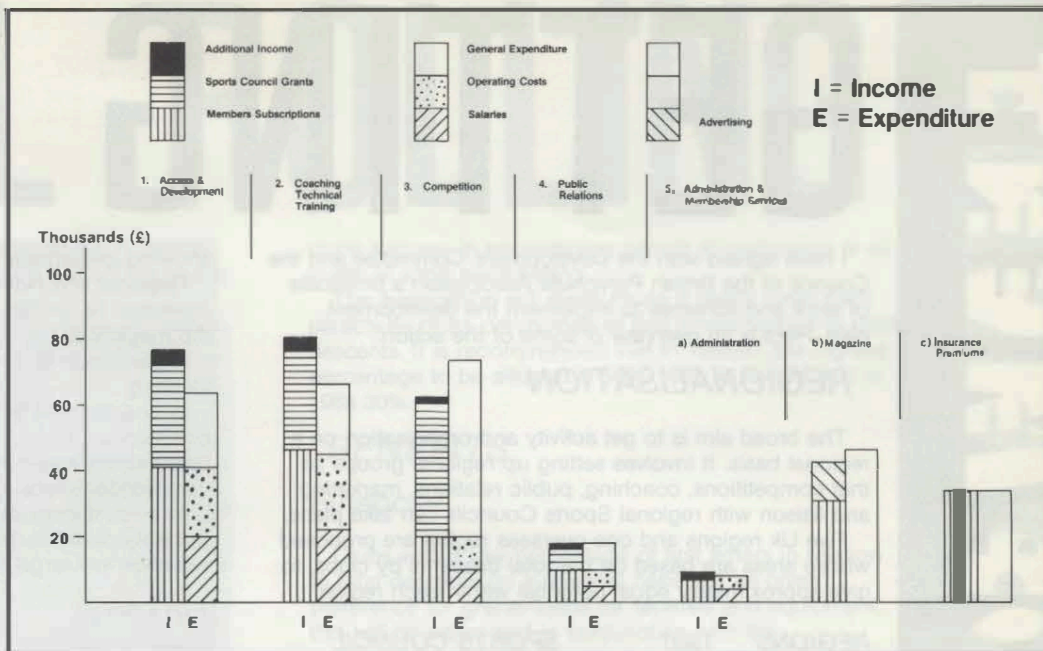
It is a principle of National Sports Council that grants/loans to clubs cannot be made from Sports Council grant. Grants/loans to clubs may be made from membership subscriptions and other income within the relevant sections.

John Scott, Liaison Officer Sports Council, asked that people be made aware that the original Development Plan came from asking sports "What do you want?" The Development Plan represents the ideal situation with the best possible funding. When all sports plans were collected they were outside the Sports Council budget. So we must see the ideals as longer term goals and get on with achieving as much as possible with what we have and can raise in the future.

Looking at the graphs we can see money comes in from Sports Council Grant, Membership Subscriptions and Additional Income (shop, lotteries, interest, sponsorship). Money is spent in five ways - General expenditure (e.g. international competition, instructors courses), Operating costs (e.g. printing,

committee travel costs, rent), Magazine, Insurance Premiums and Staff Salaries. Operating costs and salaries are allocated on a percentage basis from figures prepared by the Secretary General. You can see overspends on some areas and underspends on others. We are allowed to move up to 20% of a Sports Council grant from one section to another to cover this. Sports Council has agreed grant from Access and Development wouldn't be reclaimed but used to cover the costs of my appointment and a diesel vehicle (in view of my anticipated high mileage). This structure in a more detailed form will be used to report to Sports Council. Our own additional budgetary monitoring and control will mean income and expenditure by section during the next financial year will be equal.

BY CHRIS GILMORE



HE'S BACK

unbelievable skydiving all crammed into 25 minutes of pure adulterated mischief and fun!

WALLY GUBBINS IN THE RIGHT WALLY

Due to ever popular demand Leo Dickinson and Pete Reynolds have persuaded WALLY GUBBINS to brighten your screens once again! WALLY searches for the bizarre in a sport he 'Modestly' claims to have revolutionised!

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UK 0454 316708**

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Cheques payable to: P & F Recordings, 12 Acorn Workshops, Empress Road,
Southampton, SO2 0JU, England.

GETTING THE

I have agreed with the Development Committee and the Council of the British Parachute Association a timescale of work and schemes to implement the development plan. Here is an overview of some of the action.

REGIONALISATION

The broad aim is to get activity and organisation on a regional basis. It involves setting up regional groups so that competitions, coaching, public relations, marketing and liaison with regional Sports Councils can take place.

Five UK regions and one overseas region are proposed whose areas are based on the total descents by clubs, to give approximately equal potential within each region.

REGIONS	1986 DESCENTS	SPORTS COUNCIL REGIONS
East	39,162	Eastern
South East	41,074	Southern/ Greater London and East
Central	34,856	East Midlands/West Midlands Wales
South West	34,167	South Western
North	42,461	Scotland/N. Ireland/Northern/ North West/Yorkshire & Humberside
Overseas	36,958	Not applicable

MEMBERSHIP RETENTION

We do not have all the answers to increasing the retention of P6 members yet. However most clubs have considerable experience in dealing with the needs of people trying sport parachuting for the first time. As an Association we are focusing effort on membership retention and will be measuring the success of clubs to understand which mixture of factors are most effective.

INCENTIVE SCHEME

Aim

Increase conversion from P6 membership to full membership.

Action

Measure percentage conversion by club from P6 to full membership.

Initial scheme to run from 1st April to 30th November.

Clubs to be compared on a regional and national basis with one winner per UK region.

Each person to be counted would need to convert to full membership and hold an 'A' Licence to give a ten jump minimum.

Women's retention to be separately logged with a national winner.

BENEFITS

Recognition

A league table of clubs will be published in Sport Parachutist Magazine (October/December/February),

showing percentage of people converting by club.

Regional and National winners to receive extensive coverage, i.e. profile of club, instructors and facilities in the magazine.

Presentation to the winners at the Annual General Meeting.

Winners would become highly commended and commended clubs. All BPA contact with potential parachutists would recognise commended and highly commended clubs.

Individual instructors would be highlighted in the publicity particularly in the magazine as increase in the retention will largely be due to their work.

Financial

Award percentage of P6 subscription of the winning clubs to the club, i.e. 20% national winner, 10% regional winner. Money would be paid in kind through parachute equipment or facilities.

Clubs who had improved retention would receive preference if applying for loans.

BPA will support individual clubs applying for grants at Regional Sports level with a good retention. Where several clubs were in contention for grants, Regional Sports Council would be informed of the best choice.

Instructors at the national and regional winners would receive travel grants for the purpose of skydiving. The national winner would receive £1,000 between the instructors, regional winners £300.

Support

Posters will be produced for clubs encouraging parachutists on first jump courses to aim for free fall. The main poster theme will be 'to experience the exhilaration of freefall'. The poster will also mention excitement, becoming a licenced parachutist (FAI A licence), benefits of full membership, potential to be a national champion and approximate number of jumps to free fall. Parachutists will be directed to inform their instructor they are aiming for free fall. Another follow-on poster will display the free fall aerial manoeuvres to encourage progression through the category system.

Licences

'A' licence cost will be increased to £5 to help finance the scheme.

Limitations

Clubs with less than 400 first timers trained will be separately measured in a small clubs scheme.

Parachutists converting to full membership will be sent more information on sport parachuting and the benefits of being a member of the Association. New members will be encouraged to contact the British Parachute Association if they feel in need of help or advice.

The renewal membership has stayed static for the past five years. In 86/87 700 people converted to full membership and 450 became new full members. We will be carrying out research to fully realise the real issues involved in retention of full members. Then we can see which resources we can allocate to change the membership retention and increase our full membership.

BALL ROLLING

DEVELOPMENT

We will also be setting up a telephone market research project for the Association to more fully reflect the needs of our full members.

MEMBERSHIP RETENTION - INCENTIVE YOUR BRITISH PARACHUTE ASSOCIATION PRESENTATION

Aim

Improve retention and knowledge of sport parachuting to people beginning in the sport.

Action

Awards will be given for the best 'Your British Parachute Association' presentation by a full member.

Awards will be on a regional basis. Best in each region to be recorded on video, before selecting the national winner at the Instructors Convention.

Benefits

Recognition

The Sport Parachutist Magazine will publish transcripts of the five winners in February.

Video and transcripts will be circulated to clubs to form 'a standard' for the additional presentation.

Financial

£200 skydiving travel grant to the national winner, £50 to regional winners.

The Presentation

Parachutists beginning Sport Parachuting to be made more aware of their potential, that parachuting is a sport, the importance of having fun, aiming for free fall, the disciplines of sport parachuting, the role of governing body and the safe conduct of sport parachuting in accordance with the Operations Manual.

The presentation should be given at every opportunity at clubs to people beginning within our sport.

The names of the people attending the presentation and expressing a wish to aim for free fall should be given individual attention.

INCREASED PARTICIPATION - INCENTIVE

Aims

The dual aims of the Association are to "encourage participation and promote excellence at all levels of sport parachuting."

Clearly we must support clubs who encompass the aims of the Association with a real interest in the sport of parachuting.

Action

By looking at the numbers of first timers trained in relation to the total descents gives us a measure of the

clubs success in encouraging people to participate at all levels of sport parachuting.

The Association will measure on a yearly basis each parachute clubs percentage of first timers trained to total descents. It is recommended that in 1986/87 the highest percentage to be allowed is 55%, 1987/88 is 35% and in 1988 30%.

BENEFITS

Financial

Clubs with a low percentage of first timers in relation to total descents on a regional basis will be given preference for grants/loans for facilities and equipment. This will be calculated in conjunction with the membership retention incentive.

Recognition

In all BPA contact with potential parachutists, clubs will be highly commended or commended as suggested in membership retention.

Total descents and first descents will be published in Sport Parachutist.

Now the Association is implementing the Development Plan, it undertakes to more rigorously examine who is trying to attain the aims of the Association and who is not. Greater support will be given to those who are perceived to be fulfilling these aims whilst it will be withheld from those who are not.

COACHING

A good start has been made with the introduction of WARP at parachute centres. It has created a structure for progressing people from Category 8 to 10.

A coaching structure will be set up during 1987 for Canopy Relative Work, Accuracy, Style and the extension of Relative Work beyond Category X.

The opinions of JNCISO, STC, top Competitors, WARP Instructors, the National Coaching Foundation and other interested parties will be sought in creating the coaching structure.

IMPROVED LEVELS OF PERFORMANCE

Skydiving awards will be revised to recognise increasing ability for RW, Accuracy, Style and CRW. The award scheme will be published at clubs and in the magazine.

COMPETITION

It is planned to introduce regional competitions for 1988 with the aim of co-ordinating the calendar of events. Teams may win one regional title and participate in as many competitions as they wish. To hold a regional title it is proposed that a team should be nominated as regular skydivers within the region.

Regional competitions will need considerable support from judges, as an Association we will need to demonstrate an equal level of assistance.

PUBLIC RELATIONS

Public Relations is our working tool to sell sport parachuting to potential sponsors and supporters. Using

publicity we can communicate sport parachuting activities to the public through newspapers, TV, radio, magazines, newsletters or any other Channels.

Public Relations - Awards and Certificates

People contributing to positive public relations for the sport will be recognised with an award or certificate. People will be recognised in Sport Parachutist and awards presented at the Annual General Meeting.

The logo of the Association will be slightly modified with Council approval to a form that will not date and be used in all future BPA communications.

The Association will inform all members of its aims and keep people updated on current strategies.

INCOME PROJECTS

As our Sports Council grant over the next few years decreases and ceases, every effort must be made to secure extra funding.

Incentive schemes have been outlined to increase the full membership of our Association and research is being undertaken to retain people. It goes almost without saying that people skydiving are our most important resource. We will also research the people likely to stay within our sport and help Clubs to more effectively target those groups, by bringing attention to opportunities.

We must also record all members (including P6) names and address and with their permission involve them in income generation for potential sponsors and BPA goods.

The aim is to licence the BPA logo to an outside organisation and move our brand upmarket to form an additional income. Currently goods sold do not have the pricing to help fund schemes.

The Sport Parachuting magazine is partly funded by advertising, in conjunction with the advertising manager we will be looking to increase income.

DESCENTS AT BPA CLUBS AND CENTRES - 1986

CLUB	Total Descents 1986	No. First Time Students 1986	% First Time of Total Descent
A1 Skydiving	2,003	872	42
Badminton Parachute Club	873	298	34
Birmingham & Coventry	397	97	24
Black Knights Para Centre	2,402	450	18
Blackpool Para Centre	784	404	51
Bordeaux Para Centre	2,571	885	32
British Parachute Schools	10,400	2,152	20
British SkySports	9,514	1,842	19
Capital City Parachuting	4,306	2,222	51
Capital School of Parachuting	3,642	840	23
Corwall Parachute Centre	4,132	820	19
Dorchester Parachute Centre	4,000	580	14
D.I.S.C.	4,598	1,090	23
Dorset Parachute Club	1812	538	29
Englefield Skydivers	954	233	24
East Coast Parachute Centre	303	98	32
Falcon Parachute Centre	1,793	428	24
Flying Tigers	1,598	500	31
Geldern Lions F.F.T.	554		
Halfpenny Green Para. Centre	5,117	1,059	20
Headcorn Parachute Centre	16970	2,267	13
Hemel Hempstead Parachute Centre	4,290	2,181	51
Ipswich Parachute Centre	8,206	2,423	29
J.S.P.C. Netheravon	19,277	1,043	5
Leeds/Bradford/Martin	5,000	1,894	38
Lincoln Parachute Centre	1,997	889	44
London Skydiving	10,715	1,611	15
London School of Parachuting	400	392	98
Manchester Free Fall Club	1,968	406	20
Mildred Parachute Centre	2,850	697	24
N.W.P.C.	4,823	1,805	37
Oxoni and Northants	364	104	28
Peterborough Parachute Centre	14,253	2,184	15
Pilgrims Parachute Club	700		
Queens Regiment	74		
R.A.F.S.P.A.	9,844	289	3
R.M.C.S.	60	18	30
Red Devils	6,803	985	14
Scottish Parachute Club	5,359	610	10
Sturvesbiury Skydiving Centre	1,507	509	33
Silver Stars	2,391	518	21
Skybirds	675	620	91
South West Skydiving Club	130	46	35
Swansea Parachute Centre	6,761	1,885	27
Staffordshire Sport Skydivers	301	129	42
Wild Geese Parachute Centre	3,071	1,168	38
File	173	29	17
Thruston Parachute Club	7,542	1,347	18
R.N. & R.M.S.P.A.	5,129	527	10
J.S.P.C. (Hong Kong)	2,670	388	14
Cyprus	6,500	?	?
R.A.F.A. (Germany)	27,788	1,506	5

SPONSORSHIP

A major task is to persistently pursue a long term sponsor for our Association. As a full member, if you have any potential contacts you wish to refer to the Association they will be rapidly followed up.

If you have an idea, no matter how small or large, write to me, it will be gratefully received.

Have a good summer.

CHRIS GILMORE
National Development Officer

SKYDIVING FOR OLYMPICS??

In the evening of March 21st, in the town hall of a small village on the rough norther Mediterranean coast of Spain, an historical event took place that, in a few years time, could dramatically change the face of sport parachuting. That night the official bid from CIP for sport parachuting to become a demonstration sport of the Olympic Games in Barcelona Spain 1992, was presented to Pasqual Maragall, head of the Organising Committee of the Games, and also Mayor of Barcelona.

Pasqual Maragall really travelled those 120 kilometers from Barcelona to Castello de Empuries to visit a boy scouts camp. His day did not quite turn out as he expected.

Only three days prior to his visit, the mayor of Castello, Esteve Ripoll, asked the owner of the School of Human Flight, Roland Hilfiker, to put on a little display for his Honour Pasqual Maragall. Hilfiker's DZ is located only a few kilometers away from Castello, and he agreed to do a demo.

IMPRESSIVE TWO-DAYS WORK

But then contact was made with Uwe Beckmann, President of the CIP, and in two days an impressive amount of work was done. With the help of Heinz

Fischer, a brilliant pamphlet containing dozens of full colour prints were made, presenting the sport. Hilfiker himself put together and edited a video, with shots from Norman Kent's Air Bears World Cup video, Leo Dickinson's filming of the Olympic Rings formation that were made during the Christmas Boogie in Spain, and other aspects of the sport. Uwe Beckmann personally handed over the official bid, for style, accuracy and 4-way and 8-way sequential.

I have never encountered such excellent salesmanship. Pasqual Maragall said, after being couped and most kindly held as a hostage for four hours.

Maragall obviously left the session deeply impressed. But there are still several obstacles to be passed. First of all, sport parachuting has to be approved by the Organising Committee of the Olympic Games 1992. Secondly, the Organising Committee's choice has to be sanctioned by the International Olympic Committee (IOC).

DEMONSTRATION SPORTS

In the Olympic Charter, it is stated that all Games must introduce two demonstration sports. No more, no less. So far, three disciplines have made it clear they will

present a bid - or already have presented it - for those two slots, besides parachuting, rollhockey and basque - pelota, better known as Jai-a-lai.

Rollhockey is very popular in Spain, they are European Champions, and moreover it is especially popular in the province of Catalunya, which has Barcelona as its capital.

Basque-pelota, the fastest ball-sport in the world, also has a stronghold in Spain, and both international federations are strong and wealthy. Given the turmoil of specially Basque but also some Catalan strive for independence within Spain, the race to become a demonstration sport has political implications.

INTERNATIONAL CAMPAIGN

Pasqual Maragall had himself never heard of parachuting as a sport - neither did a lot of his 170 fellow members of the Organising Committee, - all persons in positions to decide. Therefore right now Uwe Beckmann is orchestrating an international campaign to promote sport parachuting as a demonstration sport for the Games in 1992.

Says Roland Hilfiker, by the way taking the mayor of Castello as a tandem passenger on the demo; - it is pretty evident that being part of the Olympic Games will improve the general understanding in the public of our sport. In fact it is a necessity to any sport to be a member of the Olympic Family.

WORLD MEET IN SPAIN

After Japan withdrew its bid to organise the RW World Meet in 1989, there are at the moment steps being taken in Spain to bid for this Meet, to be held in Gerona or Ampuriabrava, a two hours drive from Barcelona. This certainly would be a push for parachuting in the right direction towards being accepted at the Games in 1992.

Normally the demonstration sports for Olympic Games are chosen four years in advance, so there is not much time left. Without doubt - it is an important year coming up for sport parachuting.

SEC GENS CORNER

Now that everyone has managed to find their renewal fee, I thought it a good time to try to list a few of the benefits which one gets for the sub.

The BPA exists to protect your interests as a Sport Parachutist, one major part of this protection is the annually negotiated Third Party Liability Cover, in addition everyone is represented by members of Council at the Royal Aero Club of the United Kingdom, and through the R.Ae.C. the parliamentary committee (which is in existence to ensure that Sport Parachuting is well represented and understood by members of parliament. Two members of the Association serve on the CIP (International Parachuting Commission) which in turn ensures your representation at (FAI), International Aeronautical Federation - the world wide body for all air sports - and so the BPA can issue FAI licences.

Being a BPA Member ensures that you are eligible to take part in International and National record attempts, you can be a member of a display team, you can take part in local and national Competitions and Championships. That those selected from National Championships to be a member of the British Teams receive financial help for preparation training, subsistence and travel and all entry fees needed to attend the World Championships.

Through your Council members, whom you vote in each year to represent you, your views and ideas are put forward so that in effect everyone has a voice in the running of the

Association's affairs.

You are also entitled to voice your opinions and question the Council from the floor at the Extraordinary General Meetings and Annual General Meetings.

Everyone gets six copies of the Sport Parachutist, undeniably the best produced Sport Parachutist magazine in the world, and via its pages new technical innovations, information and new equipment are made available to everyone.

The BPA is also your spokesman with the Civil Aviation Authority, without this liaison life would be very difficult for Sport Parachutists. Close contact is maintained with the Sports Council and Regional Sports Council from whom the Association receives a great deal of its annual funds.

The Sports Aid Foundation is another body with whom the BPA keeps in close touch as all applications for funds for individuals have to be processed through the office.

There are also special schemes (from time to time) available to you, (1) Reduced rates with Hertz car rental, (2) reduced rates for membership of BUPA.

Also the BPA does all in its power to help and assist clubs, by granting loans, fighting planning problems, ensuring drop zones are inspected etc. etc., indirectly this is to the benefit of every Sport Parachutist.

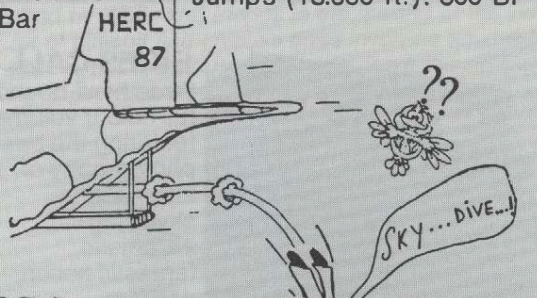
Anyone is entitled to apply for any of the BPA awards - BSCR, BCRW etc. etc. There is also a small retail shop which sells (at reasonable prices) a variety of goods.

The 1,000, 2,000, 3,000

JULY 10-13th 1987 BELGIAN HERC BOOGIE

MOORSELE
PARACHUTE CENTER
Aircraft: C130 H "HERCULES"

Free Camping Registration fee: 1.000 BF
Showers Jumps (13.000 ft.): 800 BF
Bar



REGISTRATION FORM

Name: _____

Address: _____

City: _____ Country: _____

Jump experience: _____ jumps Signature: _____

I pay the registration fee of 1.000,- BF on account number 068-2071525-20 of PARACLUB MOORSELE

Eurocheque at name of PARACLUB MOORSELE v.z.w. of 1.000,- BF is enclosed.



Z-Hills, the World famous parachute center had its store, shop, and rigging loft totally destroyed by fire. Insurance was "minimal", resulting in this drive for funds. A \$75.00 donation will engrave your name on a Brass Tag on the Wall. A \$150.00 donation will buy a BRICK. A \$500.00 donation will make you a *Charter Contributor*.



DECAL FOR
"BRICK" DONORS

DEDICATION GUIDELINES

1. Please print preferred inscription below. Return as soon as possible, but no later than December 31, 1987.
2. Do not exceed number of spaces shown (spaces and all punctuation count as spaces).
3. Name(s), Business name, Association only on the first line.
4. Organization number(s) or City or State (or Country) only on the second line.
5. Both lines will be automatically centered.
6. Use care to show upper and lower case letters.
7. See sample inscriptions below.
8. IF WE DO NOT RECEIVE THIS INFORMATION, INSCRIPTION WILL BE BASED UPON INFORMATION AS SHOWN ON YOUR ADDRESS.

CONFIRMATION OF "BRICK" DEDICATION

Return to: ZEPHYRHILLS PARACHUTE CENTER
P.O. Box 1889, Zephyrhills, Florida 34283

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SAMPLE INSCRIPTIONS

John A. Doe	John & Julie Doe	John Doe Family
USPA #555555	EAA #555555, 666666	Everytown, California
Memory of J.A. Doe, Sr.	ABC Company	EAA Chapter 999
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jump award certificates and badges, the 12 and 24 free fall awards, are provided free of charge.

Finally the staff at the BPA are herea for anyone

to contact if there are problems with which we can help, the office is manned normally from soon after 8 a.m. until about 6 p.m. Monday to Friday,

there is also an answer-phone for the times the office is closed and any queries are dealt with as soon as possible after the office re-opens.

Miracles we do today the impossible we try to do the day after.

CHARLES W. PORT
Secretary General



VIDEO ● PREVIEW

THE RIGHT WALLY

*The true life adventures of our friend and local hero, **Walter Gubbins Esquire**, skydiver extraordinaire moves into Chapter 2 with the release by Messrs Reynolds, Dickinson and, of course, Gubbins, of the next box office block buster, 'The Right Wally'.*

Following on from his debut to the Silver Screen with 'Wally Gubbins - The Movie', 'The Right Wally' finds Mr. Gubbins in a series of incredibly funny and very innovative short sketches. In one escapade Wally, the 'Very Basic Instructor' finds himself with a hung up static line student and so proceeds to climb down the static line, with knife in teeth, cuts the static line and goes into freefall with the thrashing, flailing student. Pete, Leo and Walter, of course, find a creative way to save Wally and the student from their predicament.

The filming for sequences like the above - is excellent, and skydivers will appreciate the high level of skydiving skills displayed by Wally and friends in the making of the video.

A lot of difficult and creative dives involving anything from 2 to 100 people, at DZ's around the world, leave the skydiver viewer itching to get his knees in the breeze.

There is absolutely no chance of falling asleep during this video, the action moves on with a ferocious tempo, and speaking of tempo, the original music supplied by 'Fester and the Vomits', who also incidentally manage to play all their instruments while skydiving tandem with Wally, is excellent.

Wally's fantasy sequence contains several topless girls, sensibly a 'Family Version' is available on request.

The use of special sound effects and video trickery is well done and leaves you with the impression that these boys are becoming very professional at the movie game.

I predict that 'The Right Wally' will be an even bigger success than its predecessor, and because of a universal appeal, which seems to successfully span the gap between skydiver and non-skydiver alike, irrespective of language, will, like its predecessor, find popularity in dozens of countries.

'The Right Wally' is 27 minutes in length, which includes an innovative Ads section in the middle, from which, I promise, you will not want to get up from to make a cup of coffee.

ROB COLPUS



**BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE
MEETING
THE POST HOUSE HOTEL, LEICESTER
THURSDAY 23rd APRIL, 1987. 7.00 p.m.**

Present:

- J.R.H. Sharples
- S. Lambe
- C. Francis
- L. George
- D. Thorne
- T. Knight
- L. Thomas
- M. Skeet
- B. Bias
- J. Wright
- M. Beynon
- D. Prince
- M. Thurman
- D. Ruffell
- K. McIlwee
- D. Hickling

- Chairman STC
London Para School
Headcorn
- London Skydiving
Shrewsbury
- Ipswich
Riggers
Fife
- Falcons
Riggers
Badminton
- N.W.P.C.
J.S.P.C.(N)
- British Skyports
Flying Tigers
B.P.S.

Apologies for Absence:

- P. Lambson, K. Noble, R. Noble-Nesbitt, M. Cooch, I. Louttit, J. Meacock, M. Bolton, G. McLoughlin, D. Howerski, D. Tucker, J. Ball.

In Attendance:

- K. Daykin
R. Ellis
J. Curtis
C. Gilmore
J. Hitchen
T. Butler
- Capital City
Trailblazers
Council
N.D.O.
J.N.C.S.O.
J.N.C.S.O.

Observers:

- D. Morris, S. Ruffell, M. Pardoe, J. Keen, T. Oakes, M. Ellis, B. Jeffrey, B. Wilton, J. Farr, K. Adkins, M. McLean, V. Daykin, L. Allan, A. Taylor, J. Rix, P. Marsden, B. Christopher, D. Gays, J. Peck.

Item 1 - Minutes of STC Meeting of 5th March 1987

An amendment was sent out prior to the meeting regarding a paragraph which had been omitted from the Minutes of STC Meeting of 5th March 1987: Item 6 (Incident Reports - resume) Para 2. sub para 2: "The second concerned a Pilot Chute manufactured by TSE, where the anti-squid line became detached from the apex after 40 jumps".
All CCIs

It was proposed by **D. Hickling** and seconded by **D. Thorne** that the Minutes of the Safety and Training Committee Meeting of the 5th March, with the above amendment be accepted as a true record.
Carried Unanimously
All CCIs

Item 2 - Matters Arising from STC Meeting of 5th March 1987

2.2.1. **S. Lambe** informed the meeting that the AAD report is being revised as a result of comments made by the Chairman of STC and hopefully will be sent out with the next STC agenda. Col. Lambe stated that at this stage it is clear that a servicing facility will need to be established as that at JSPC(N) they would not be able to cope with the expected demand and the Council will probably need to look for funding for this, which in his opinion could cost in the region of £30,000.
A number of questions were asked of Col. Lambe and a number of points raised.
CCIs/CAA

- 2.2.2. **T. Knight** gave details of his paper, which had previously been distributed, to the meeting and requested that the information be included in the Riggers Manual, which would include the following:-
FACTORS TO BE CONSIDERED FOR THE USE OF THE CENTRE BASE BREAK TIE
- 1) Recommended cord to be used is 'Wothington B401 Cotton/Nylon Braid 110/140 B.S.
 - 2) Same type of cord is to be used for apex tie.
 - 3) Single, pre-cut lengths (MAXIMUM 14") of cord to be used. Doubled cord NEVER to be used.
 - 4) Loose ends of cord to be visible after tying and visible for packing check.
 - 5) Surgeon's/Double Reef Knot to be used.
 - 6) System in use to enable visual flight line check to ensure that break tie goes round lines and through beackets, and that the knot and loose ends are visible.
 - 7) Deployment bag to incorporate back up mouth lock system (long mouthlock preferable to short).

Mr. Knight stated that he wished it minuted that the above 'factors' were not intended as a reflection on any different system in use at the moment.
It was proposed by **T. Knight** and seconded by **D. Prince** that the above factors be included in a section to be compiled by Mr. Knight and included in the Riggers Manual.
Carried Unanimously
All CCIs

Mr. Knight stated that he would request to Council that BPA hold stock of the above cord for sale to clubs at cost.
T. Knight/Council

2.2.3. The JNCISO inform the Committee that **J. Ball** was unable to attend the meeting, but he had now received final comments on his Weight and Balance paper and an amended version would be prepared for inclusion in the Pilots Manual.
All CCIs/CAA

A number of members requested information concerning as to whether it had been agreed that the C of Gs for Islanders be extended. The JNCISO stated that he would contact Mr. Ball regarding this and would inform clubs as soon as possible.
JNCISOs/J. Ball

2.6.1/2 **J. Hitchen** gave the meeting details of the Disciplinary Committee which had convened that afternoon at the request of the previous STC with regard to a number of incidents.

The recommendations of the Committee with regard to **David Ward** (the instructor involved) were: That David Ward loses his packing certificate and is not issued with another until he has been examined by an Advanced Instructor or Advanced Rigger on the packing of three different types of reserve parachute and that he may not attend any further Instructor Courses for 12 months.
The JNCISO stated that Mr. Ward had agreed to the matter being dealt with in his absence.
It was proposed by **D. Prince** and seconded by **D. Hickling** that the above be implemented.
Carried Unanimously
JNCISOs/D. Ward

The recommendations concerning TSE were that: The Committee believe that because of complaints TSE Quality Control may be inadequate and they may be manufacturing outside the specifications of their BTSO (the BTSO is only applicable to the Chaser and the Jetstream) and this is to be looked into by a NCSO and a Senior Rigging Examiner. Also clear packing/assembly instructions are to be issued with all new equipment.

L. Thomas was asked if he had any comments. Mr. Thomas stated that two of the incidents were not 'down' to TSE and they would now be sending instructions out with their equipment.
It was proposed by **D. Hickling** and seconded by **D. Ruffell** that the recommendations of the Disciplinary Committee be accepted.
For 12, Against 0, Abstentions 1.
Carried Unanimously
TSE/JNCISOs

2.6.3. The Chairman stated that information was still awaited concerning problems with the Tandem Vector, but a letter had been received from the Relative Workshop concerning risers and this letter would go out with STC Minutes.
CCIs/Relative Workshop

Item 3 - Approval of Riggers Minutes of Meeting of 5th March 1987

J. Wright gave details of the Riggers Meeting. Ms. Wright stated that a Rigging Course had been held at Ipswich for only two people. **T. Knight** had been the only Examiner available but **J. Curtis** stated that he was willing to countersign the candidates PR ratings provided he was one of the Examiners when they applied for final examination. It was proposed by **T. Knight** and seconded by **J. Wright** that this be permitted.
Carried Unanimously
T. Knight/J. Curtis

Ms. Wright stated that **T. Knight** has prepared a paper which had been agreed subject to minor alterations by the Riggers Committee on an alternative method of qualifying Riggers. This paper was to go out with the minutes of the Riggers Meeting. **T. Knight** requested that if anyone had any comments on the paper to contact him or **J. Wright** well before the next meeting.

The subject of rubber bands was discussed at some length and the Riggers felt that when stowing lines the rubber bands must be suitable for the types of lines to enable the bands to be tight, but the rubber bands must not be doubled.
All CCIs

Ms. Wright stated that the Riggers felt that when reserve packing cards were filled in the packers FAI licence number must be included and if the signature was not legible the packers name should also be printed, this met with general approval.

Ms. Wright stated that she would be including with the Riggers Minutes a Safety Information Sheet regarding stitching on the confluence wrap of the TSE Chaser.
J. Wright

Item 4 - Incident Reports - resume

K. McIlwee gave details of an Incident which occurred at Goodwood where a Tandem Instructor, **Pete Marsden**, carrying a student deployed the canopy at approx. 4,500ft. which resulted in a partial malfunction, putting the canopy into a spirral turn. The Instructor decided to cutaway but was unable to find the cutaway pad. At 1,300ft. the Instructor decided to land the canopy which resulted in injury to the student (dislocated hip) and bruising to himself. Neither the CCI nor the Instructor, on investigation could find cause for the cutaway pad not being located.

The JNCISO stated that he had grounded Mr. Marsden until this STC Meeting. A number of questions were asked of Mr. McIlwee and Mr. Marsden and some discussion took place. Mr. McIlwee stated that he would go through cutaway drills in a suspended harness with the Instructor to satisfy himself that Mr. Marsden fully understood the procedures.

It was proposed by **S. Lambe** and seconded by **C. Francis** that **P. Marsden's Tandem rating** be re-instated once his CCI had completed the above.

For 12, Against 0, Abstentions 1.

Carried
K. McIlwee

The Chairman stated that Incident Reports were coming in on minor incidents as he had previously requested and he was pleased with the response.

Item 5 - Split Drop Zones

The Chairman stated that there had been little response for a separate meeting on split drop zones, but since the last meeting the JNCISOs, between them had inspected all five of the 'full time' Centres with split drop zones.

J. Hitchen stated recommendations had been made to all the Centres but there were a number of points which were applicable to all split drop zones and the JNCISOs wish STC to include them in the Operations Manual for the operation of a split DZ.

1) The DZ Controller must be at least an Approved Instructor with a minimum of two assistants. If more than four students are being dropped, an extra assistant will be needed for each additional two students.

2) The CCI will be present whenever student parachuting is taking place.

3) A vehicle will be available adjacent to the DZ whenever parachuting is taking place, in case of emergency.

4) There is to be DZ to aircraft radio communication.

5) The DZ will have windsock, anemometer, first aid and smoke.

6) The DZ will have telemeters.

It was proposed by **D. Hickling** and seconded by **L. George** that the above be included in the Operations Manual, but the use of telemeters be from the beginning of August 1987.

For 12, Against 1, Abstentions 0.

Carried
CCIs

Item 6 - Drop Zone Clearance request - B. Bias

B. Bias gave details of his request for a new DZ to be cleared in Scotland, he presented maps of the proposed DZ which indicated a number of power lines.

J. Hitchen stated that he had inspected the area and that he could not recommend the site as an unrestricted DZ.

B. Bias stated that he would still like to propose this. This proposal failed to find a seconder.

Item 7 - Permissions

1) The Chairman stated that a number of requests had been received for AFF Rigs to be used (with AFF approved ram air canopies) for tandem conversion. The feeling of the meeting was that this should now be incorporated in the Operations Manual.

It was proposed by **L. George** and seconded by **D. Hickling** that: Section 2 (Classification of Parachutists) Para 2, Category 8, N.B. (2) first two sub paras, should now read:-

(2) On completion of dive exit and backloops the student may be introduced to either a Tandem System with throwaway pilot chute and high performance round canopy or an approved AFF Tandem System (rip cord deployed) and large docile square canopy. At this time live cutaway drills may be carried out in accordance with section 8 paragraph 6 (on a specially constructed tandem system).

The first two descents on whatever system to be used must be preceded by a lecture/brief on tandem emergencies procedure with extensive practical ground training in cutaway drills, if a high performance canopy is used this must be preceded by a formal lecture/lesson on high performance canopies.

Carried Unanimously

2) A request from **P. Lambson** had been received from **R. Ellis** with assistance from **J. Steele** to run a small instructors course in Hong Kong when the Centre's annual inspection is made.

S. Lambe stated this had been agreed each year in the past and he and **R. Ellis** gave the meeting details.

It was proposed by **S. Lambe** and seconded by **M. Thurman** that this be permitted.

Carried Unanimously
JNCISOs/APA

3) **K. Daykin** asked STC for permission to act as CCI for Capital City Parachuting until the final part of his Advanced Instructor Course which is being held on the 11th May. Mr. Daykin gave details of the need for this request. It was proposed by **D. Prince** and seconded by **D. Thorne** that this be permitted.

For 12, Against 0, Abstentions 1.

Carried
K. Daykin

Item 8 - A.O.B.

1) The Chairman stated that he had had requests for extensions to the PI Rating of **G. Morris** and **H. Harber** from BPS and for **K. Raines** from British Skysports.

The CCIs of both these clubs gave details of these requests.

It was proposed by **D. Hickling** and seconded by **D. Ruffeli** that **G. Morris, H. Harber** and **K. Raines** be given 6 month extensions to their PI ratings.

For 12, Against 0, Abstentions 1.

Carried
JNCISOs/D. Hickling/D. Ruffeli

2) The Chairman stated that he had received a request from the Royal National Institute for the Blind for blind people to make S/L jumps, as this had been discussed on a number of previous occasions he would be sending out the letter for comments.

All CCIs

3) **C. Gilmore** stated that Channel 4 were showing a film on parachuting on May 9th and he was in need of 10 volunteers to man the telephones at the TV studios in Manchester that evening. Mr. Gilmore gave details of the programme and asked that volunteers should contact him at the BPA Office.

J. Curtis asked if there was any information available yet concerning the fatality in Cyprus last year. **S. Lambe** stated that he had not received any details at this stage but would try to find what information was available.

Date of the next meeting is 4th June 1987 at The Post House, Leicester. Time 7.00 p.m.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING KIMBERLEY HOUSE, 47 VAUGHAN WAY, LEICESTER WEDNESDAY 6th MAY 1987. 6.30 p.m.

Present:

J.T. Crocker
J.R.H. Sharples
J.K. Lines
T. Andrewes
J. Curtis
Mrs S. Dixon
S. Eversfield
D. Johnston
A.G. Knight
J.H. Steele
J.L. Thomas
M. Willson

Chairman BPA
Chairman STC
Treas/Chairman Fin. Cttee.
Club Representative

Apologies for Absence:

D.T. Hickling - Vice Chairman BPA, P.W. Ritchie - Chairman Development Committee, I. Roseninge, D. Howerski, R. Colpus - Competition Committee Chairman, M. Rennie, D. Prince.

Attending:

D. Waterman

Editor 'Sport Parachutist'

Observers:

M. McCarthy, J. Barron.

In Attendance:

C.W. Port
A.K. Butler
C. Gilmore

Sec Gen BPA
JNCISO BPA
Development Officer BPA

Item 22/87 - Minutes of Previous Meeting

The minutes of the meeting of 18th March were discussed. Proposed by **J. Curtis** and seconded by **Mrs S. Dixon** that the minutes be accepted as a true record with the addition that **R. Colpus** had to leave early.

Sec Gen

Matters Arising

a) Drop Zone Operators

J.T. Crocker reported on the meeting which had been held at APA Netheravon between himself, **W.J. Meacock**, **Brigadier Rose**, **Major Steele** and **T. Oxley** on 14th April, 1987.

W.J. Meacock aired his fears on behalf of the DZO's, the Army fully understood the situation and an agreement was reached on behalf of APA and all army teams other than the Red Devils, but so far not including: RAFSPA & the RNRMSPA.

J.T. Crocker felt that the Army had leaned over backwards to reach agreement with the DZO's.

Brigadier Rose is attempting to persuade RAFSPA, Red Devils and RNRMSPA to fall in line with the Army standpoint.

The names of APA clubs and teams will not be included in the handouts sent from the BPA Office. The Army clubs will appear under service clubs in the magazine.

BPA HQ/Editor SP

APA will limit the number of civilian students per course to five this year and from next year no more than 5% civilian students on any ab-initio course. APA will not take full page adverts in the magazine for their 'Sky Fests'.

There were other less substantial matters which were being dealt with direct between **Major Steele** and **W.J. Meacock**.

It was recorded that the Council were delighted that all sides had got together. Thanks were expressed to **W.J. Meacock** who had attended

Minutes.

Minutes

on behalf of the DZO's and to Brigadier Rose and Major Steele for hosting the meeting and helping to defuse a potentially explosive situation.

J. Curlls expressed his thanks to the Chairman J.T. Crocker, for giving of his time to arrange and attend the meetings.

It was re-iterated that a great effort had been made by all parties and an amicable agreement had been reached as a result.

b) P.D.N. Parker - Address at the A.G.M.

D.T. Hickling had offered to take the above on board and in consequence had prepared a very full questionnaire which is to be sent to all interested parties for completion. Once these questionnaires have been received and collated he will put together a formal report and propositions for Councils' consideration.

D. Hickling

It was agreed that the questionnaire should be sent out to those to whom D.T. Hickling had suggested on his distribution lists.

BPA HQ

J.K. Lines felt that perhaps the Coaches could put together what they thought should be a minimum list of equipment which clubs should possess. Tony Butler agreed to do this.

A.K. Butler

The Secretary General, **C.W. Port**, would write to D.T. Hickling on the above.

Sec Gen

Mrs S. Dixon felt that the questionnaire should be more broadly presented to the membership for their opinions.

It was agreed to consider this in time for the next meeting when ideas would be propounded as to for example whether 'Sport Parachutist' could be used for this.

J.K. Lines felt that information had already been elicited from the membership.

c) Statistics

C.W. Port, Secretary General, had now compiled a full list of all types of memberships for the year end 31st March 1987.

This showed an overall fall in memberships of 5,800. In the area of ab initio students there had been a drop, this year, of 6,700 people.

Additionally he had prepared the figures for April of the current year. These were noted.

d) Letter to Mr. Freeman

J.L. Thomas asked whether the Chairman had written. He explained that with the situation as it had been he felt that in everyone's best interests the letter had been prepared, but as the negotiations had been started it had been held back. Council agreed with that decision.

In the meantime **W.J. Meacock** had written to his MP to say that the negotiations had been successful he (**W.J. Meacock**) would no longer need to take up the time of his MP or the Minister.

e) Channel 4 Film

The filming had been carried out at British Parachute Schools, Langar. There had been a slight problem in that the viewing had been brought forward by some two weeks. This had meant that the 'phone in' following the programme had had to be conducted in Scotland.

C. Gilmore had enlisted the aid of the SSPA, who had provided 9 volunteers to man the telephone 'phone in' following the showing of the film.

It had been very successful in that upwards of 500 telephone calls had been received that evening, and calls to the BPA office had been steadily coming in from Tuesday of this week. At this moment the BPA was in the lead with respect of telephone calls received.

A vote of thanks was proposed to **D. Waterman**, the whole crew, and to those at Langar hosting the filming.

A vote of thanks was also proposed to the volunteers from the SSPA. A certificate would be sent to the SSPA.

f) Foreign Nationals

J. Curlls felt that it was not such a good idea that people coming in to jump should have to pay £23.00.

J.T. Crocker stated that if there was a problem then any claim would have to be made in the country of origin, this would leave the club, instructor etc. open to claims against them personally. It was agreed that clubs could offer P4 membership - 4 month unlimited jumping - for those wishing to jump from abroad. The Secretary General would circulate all clubs on this.

Sec Gen

g) Computer

Mr. McFarlane will be visiting the office on the morning of Saturday 16th May, to add certain pieces to the software programmes and would then be returning on the 23rd May to finalise these additions. The Secretary General, **C.W. Port**, would be in attendance on both occasions.

Sec Gen

In the meantime the D.O. has invited a computer professional to visit the BPA office to give him an appraisal and overview of the office computer.

Item 23/87 - Committee Minutes

a) Safety and Training

J.R.H. Sharples, Chairman STC, presented the previously distributed minutes and asked for questions and comments.

Disciplinary Committee

1. J.L. Thomas felt that the recommendations of the Committee should go out with the very next set of minutes and not be left to go out at a later date.

2. J.L. Thomas felt that the Riggers Committee should have been asked for their opinion on the points which had been made. These had not been brought up by a member of the riggers but by someone else.

There was considerable discussion on this, and it was felt that in future a short note should go into the STC Minutes that there was a problem which would be investigated. Thereafter a note would go into the next set of STC minutes with a full explanation, and the findings of the Disciplinary Committee. All of these would be in one set of minutes and published together.

The above was proposed by **J.L. Thomas** and seconded by **D. Johnston**.

Unanimous
STC

Centre Base Break Tie

It had been suggested that the Association could hold stocks of this in order to avoid large carriage charges.

J. Curtis felt that as this was in the Rigging Line, one of the Rigging Companies should deal with this.

T. Andrewes felt that this was not BPA business and that the Riggers or DZO's should deal with this item.

A. Knight felt that following his recommendations this break tie should be made available as cheaply and easily as possible.

He wanted it minuted that in his opinion the Association was wrong to have taken the decision they had, that the Association should not hold stocks of this. The Chairman agreed with **Mr. Knight**.

A.A.D. Report

S.D. Lambe had given a preliminary report on the above. It would seem that a service facility would be needed at a cost of some £30,000.

A full report will be available for the next STC.

Item 4 - J.K. Lines felt that a Tandem Master who could not cutaway should have his rating removed. He asked whether any other member of the Council felt the same way.

A. Knight said that the Tandem Master had attended, and explained that he had tried his best to locate the handle but had been unable to do so. He felt that the person had been completely open about it. In the end people felt that the person had to be believed. The person concerned was very current. The above was re-iterated by the Chairman of STC.

J.K. Lines requested that his concern and severe reservations at this particular situation with the apparent inability to cutaway, be minuted, and that his concern be brought to the attention of STC. This was seconded by **D. Johnston**.

STC

b) Competitions

S. Eversfield on behalf of the Chairman of the Competitions Committee stated that there had been no meeting of the Committee, but reported that the National Championship rules had now been distributed. That the organisers of the Cup of Champions (Seoul, South Korea) had been informed of the intention of the Association to take part.

The Secretary General, **C.W. Port** reported that to date no firm reply as to the venue for the World Championships had been received from CIP.

It has been discovered that **Miss Leming** would not be eligible to represent Great Britain.

W.J. Meacock had officially offered the PPC as the venue for both the 1988 and 1989 National Championships.

Comp. Cttee.

Rhine Army Parachute Association had put in an official request for the use of the BPA video at their Championships, and that **J.H. Hitchen** be available to represent the BPA at the meet.

Army Parachute Association Netheravon had officially requested the use of the BPA Video at their Championships, and they had officially invited **J.H. Hitchen** to assist with the judging at the meet.

The Association would be pleased to provide the video to both RAPA and APA. It was agreed to ask that the RAPA video operator be made available to help at the BPA National Championships.

Agreed/Sec Gen

S. Eversfield expressed concern at the insert which had been included in the rules for the Nationals. The Committee felt that they should have been consulted before anything was inserted into the National Rules.

It was felt that the Competition Committee should have been consulted prior to the insert being made.

It was stated that the insert was by way of notification of the competitors not by way of a role change.

It had been felt that it was an advisory note to the competitors.

S. Eversfield stated that standards had been set for the various disciplines. In Classics those who won came within the criteria, in CRW not all those came within and thus a rotation team did not go. In RW, the 8 Way standards were so high that it could have killed 8 way competition. In Paraski new criteria are being formulated by **S.**

Eversfield for future years.

He stated that these criteria were being considered and would be formulated very shortly. The Competition Committee was asked to consider minimum standard for entry to this years World Championships.

c) Finance

J.K. Lines, Treasurer and Chairman of the Finance Committee presented the previously distributed minutes of the meeting of 15th April.

1. Income Loss

The discovery of advance payments not included in previous forecasts had increased income by some £30,000, it was therefore agreed to discuss the reversion to the old type P6/Conversion system.

In line with comments made at the Council meeting of 18th March, together with the new year starting prior to this meeting, the present P6 and sliding scale conversion system had been retained. It would be re-examined in two years from the date of inception to see how effective the operation had been.

BPA HQ

2. Loans to Clubs

The cheque for the agreed loan to Border Parachute Centre had been sent via the Treasurer.

3. Magazine Advertising

This had been agreed by Council at the meeting of 18th March. The increase agreed and approved was to be 30%, the information on this together with the new rates have now been sent out via the Advertising Manager and the Development Officer to the advertisers. The agreement had now been made and this will be sent to the Editor and Advertising Manager.

Editor/Ad Manager

4. Development Officers Motor Vehicle

The vehicle acquired by the National Development Officer cost £7,800. Full information had been sent to Council.

The cost of the wording to go on the vehicle will be presented once the new logo had been approved by **D. Waterman**, **C. Gilmore** and thence the members of Council.

5. Annual Accounts

The Secretary General had re-written the 1985/86 Annual Accounts into the new format, this had been copied to the auditors who foresee no problem.

In order to clarify the new situation, additional notes to the accounts have been proposed.

6. Budget Summary

Updated figures had been produced by **C.W. Port** following the update of the Development Plan by the Development Officer.

A copy of this was with the Treasurer, the only major change was that instead of a deficit situation a surplus position was envisaged for the year end 31st March 1987.

7. Market Research/Telephone Facility

This item had been agreed for funding by Sports Council under Access and Development.

There was some discussion as to the best way to have this system installed. It was finally agreed that the greatest number of lines should be 3, with 6 units, with 3 lines held in reserve by British Telecom. **J.K. Lines** was rather perturbed that full information had not been sent to all members.

BPA HQ

In reply to a question from **J. Curtis**, **J.T. Crocker** stated that a better system was in fact cost effective in terms of labour used. The operation could then be monitored and in future it could then be seen whether additional lines were necessary.

8. BPA Operations Manual to CCIs

A.K. Butler had submitted a paper on the above to the Finance Committee, at a cost of some £150 every 18 months. It was felt that this was a service and the Committee agreed to recommend this to Council.

BPA HQ

9. Computer

As directed, the Secretary General had produced a paper on the current situation and also now had estimates of both time and cost for the additions needed for the existing software programmes.

There was some discussion on the subject and it was finally agreed to spend the £125 on the final update of the software programme.

This will be carried out on Sat. 16th and Sat. 23rd May by **Mr. McFarlane** and **C.W. Port**.

Sec Gen

10. Letter Quality Printer for Computer

A.K. Butler had submitted a letter to the Finance Committee on the above. It was agreed that the present printer was poor. In response to various questions the Secretary General said that:-

a) The staff would use the word processing programme.

b) The printer would thus be used.

c) There would be sufficient time to get the information on once the present 'hump' of membership renewals was over.

d) The cost would be £295.

11. Replacement Cost - Photo-copier

A paper on this had been submitted to the Finance Committee for consideration.

The Committee agreed to recommend the lease of a new copies. The Secretary General had managed to get the maintenance cost reduced and was further directed to try to reduce the cost on the first 5,000 copies.

Sec Gen

d) Development

In the absence of the Chairman of the Development Committee,

C. Gilmore, Development Officer, presented the Development Plan which had been re-written in liaison with **D.T. Hickling**. Together with this was a schedule of timescales of work and schemes for the implementation of the plan. He had further made two OHP presentations of the plan in order that as many Council members as possible would have time to see the plans in detail, and also to put forward any questions or ideas on the plan and its implementation.

P.W. Ritchie due to career commitments has had to offer his resignation as Chairman of the Development Committee.

The Council offered Peter a very heartfelt vote of thanks for his work on the Development committee and very best wishes with his promotion.

There was some discussion on this subject including the appointment of a Chairman of that Committee. It was agreed to ask **D. Hickling** whether he would be prepared to Chair the Committee.

There was also discussion on whom should be serving on the Committee. It was agreed that **Mrs S. Dixon** should have already been advised of the meetings. It was agreed that the following should serve on the Development Committee in future:- **J.R.H. Sharples**, **Mrs S. Dixon**, **D. Prince**, **D.T. Hickling**, **J.T. Crocker**, **J.K. Lines**, **T. Andrewes**.

It was agreed that the Development Committee Agenda should be sent to all Council Members for information.

C. Gilmore

The Development Committee is answerable to Council but the Plan has to be implemented and at a fairly rapid rate. The Chairman felt that the Development Committee had been delegated to progress the plan. There was some discussion on this. **T. Andrewes** thought there should be delegated authority. **J. Curtis** took an opposing view, he felt that all Council Members must be a party to any decisions made.

In answer to a question from **D. Johnston**, it was stated that the D.O. did not have anyone to help him, other than the office staff giving as much help as they possibly can, maximum cooperation has come from the HQ staff and the various Committees would be prepared to help if needed.

J.K. Lines felt that the D.O. should be given a certain amount of leeway to do the job. This was re-iterated by **Mrs S. Dixon** and other members.

J.K. Lines also felt that the Development Committee should have the autonomy to get the job done.

J. Curtis felt that within the plan there was room for dispute and a possible formation of another Association.

J.T. Crocker said that he felt that there was little of a divisive nature in the presentation to date. He also felt that the D.O. and the Committee would make mistakes, but without trying new ideas the Association would not and could not progress. It was finally agreed that:-

a) Agenda to go to all Council Members in advance. Any comments by Council Members to be notified to Chairman Development Committee as soon as possible.

b) As soon as possible the Development Minutes are sent out to all Councillors.

c) Council Members to consider these with the utmost expedition. If there are any contentious matters then these must be put to the Chairman of the Development Committee, who could then arrange for that item or items to be referred to Council.

Within this proposal it will give the Development Committee the autonomy to proceed.

Proposed by **J.T. Crocker** and seconded by **T. Andrewes**.

Unanimous

In relation to the paper on the table any adverse observations must be submitted by Monday 11th May to the Development Officer.

C. Gilmore

e) Royal Aero Club

J.T. Crocker, BPA representative on the Royal Aero Club Council reported on the last meeting.

The Awards Night is on 21st May, the cost is £22 per ticket and there are tickets left.

The Secretary General would contact POPs to remind them of this and in particular the award to POPs member **Archie McFarlane**.

Sec Gen

Wild Geese - Northern Ireland

A letter had been received from the Parachute Association of Ireland (Southern) in which complaints had been laid on the 'Wild Geese' club in Northern Ireland. **D. Penny**, proprietor of Wild Geese had replied to these complaints, both sets of correspondence had been distributed to Council for information and consideration.

It was agreed that there was little the Association could do about this matter. The Secretary General was tasked with writing suitable replies.

Sec Gen

Minutes

Item 25/87 - North London - C. Austins

Correspondence had been received from the above and had been circulated to all Council for consideration and information.

Following discussion the Secretary General was tasked with communicating with Mr. Austins as per a draft letter which was produced and is attached to this minutes.

Sec Gen

"Dear Mr. Austins,

Your letter of the 20th of April was placed before Council at its meeting on the 6th May.

It would seem that as before you are determined to present a wholly one-sided and inaccurate view of the events that transpired between the Association and you.

It is denied that any duress was used. Throughout, Council acted in a fair and proper manner.

If you choose to institute proceedings then the same will be strenuously resisted. Any proceedings that you issue can be served on this Association at the above address, being its registered office."

Yours faithfully,

Item 26/87 - Membership of BPA

Correspondence had been received from Mr. J. Barron on the above subject. This correspondence together with replies from J.H. Hiltchen, JNCISO, had been distributed to all Council for information and consideration.

Mr. Barron had said that he would send in a full report, but had attended the meeting in person to explain the situation.

On the 24th September he carried out a BASE jump from the Clifton Suspension Bridge, landed in the water, and received a fractured skull and broken ribs.

Mr. McCarthy (also in attendance) said he has banned Mr. Barron and informed the BPA. Having heard nothing from the BPA he then reinstated Mr. Barron. Mr. McCarthy was very perturbed that the situation appeared not to be clear.

There was considerable discussion with input from every member present.

It was proposed by J.K. Lines and seconded by J.L. Thomas that for a period of 12 months this membership would not be renewed and a written declaration be made not to carry out BASE jumps again. He should not be allowed to attend any Instructor Courses for 5 years. For: 7, Against: 2, Abstention: 1.

In conclusion it was stated that in no way does the Association condone BASE Jumping. Every incident brought to the Associations attention would be dealt with when it arises.

Item 27/87 A.O.B.

1. Doncaster

A letter had been received from Mr. M. Harris in connection with the above club. This had been sent to all Council for consideration and information.

The letter was noted and the JNCISO was tasked with writing to Mr. Harris with a copy to the Civil Aviation Authority.

A.K. Butler

2. FXC Service Facility

W.J. Meacock had asked Council to look into the possibility of setting up the above.

A.K. Butler was tasked with collecting information on this so that the Secretary General could prepare a suitable paper for consideration by the Finance Committee.

A.K. Butler/C.W. Port

3. Magazine

D. Waterman said that he was not too happy with the current printers - both in quality and time.

There will be a discussion with the printers over the next few days. He asked that should drastic action be needed he had the authority to, in the final analysis, move printers. Prior to any move he would of course prepare costs for Councils consideration. He was asked to liaise with the Treasurer on any proposed move.

Editor

4. D. Johnston spoke about an aircraft accident. It appears that one point the investigators looked at was the question of quality of fuel, and also checked the parachute A/Cs fuel situation and documentation. He just felt that people should be aware of this.

5. D. Waterman showed the video of the Channel 4 film.

The Council then retired into Closed Session.

Date of the next meeting is Sunday 28th June at Bridlington. Time to be announced.

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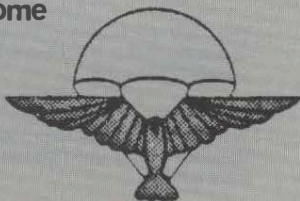
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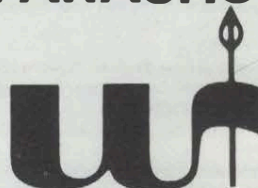
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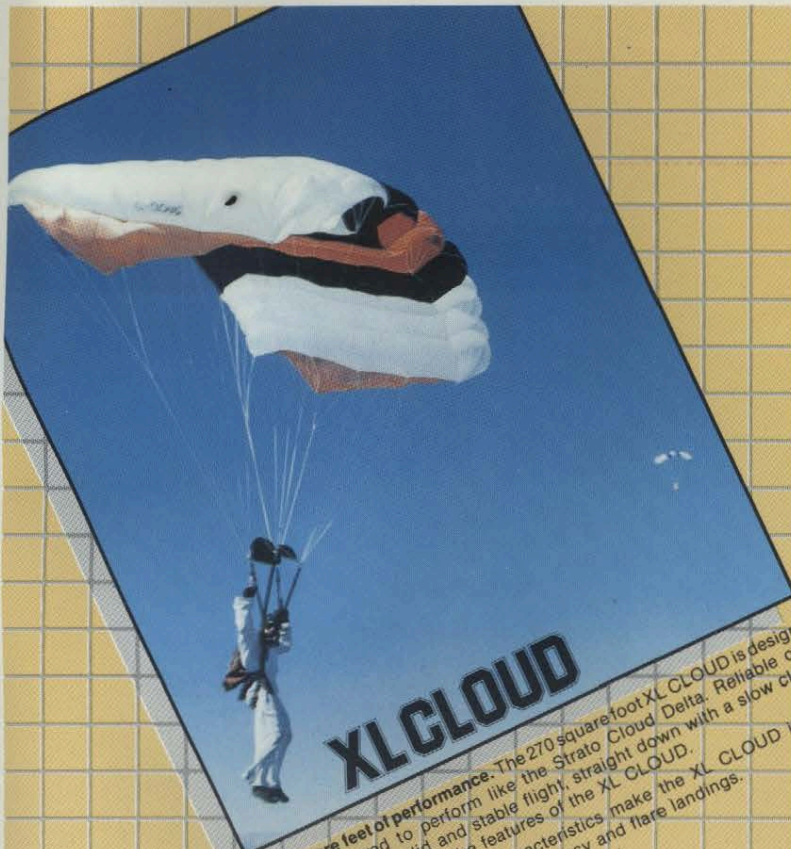
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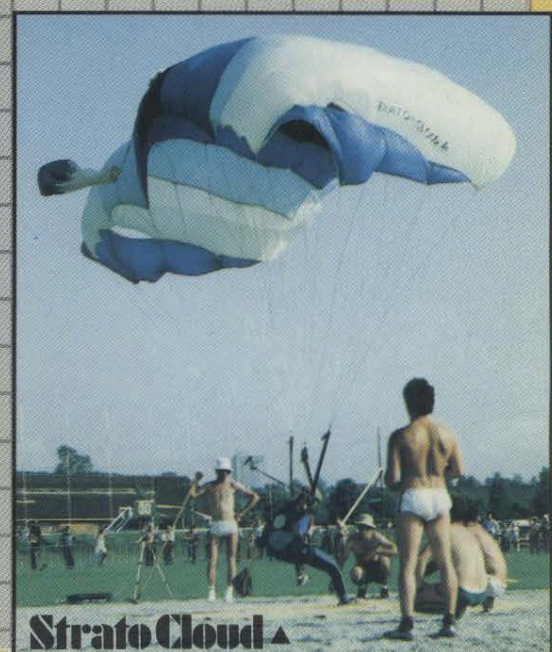
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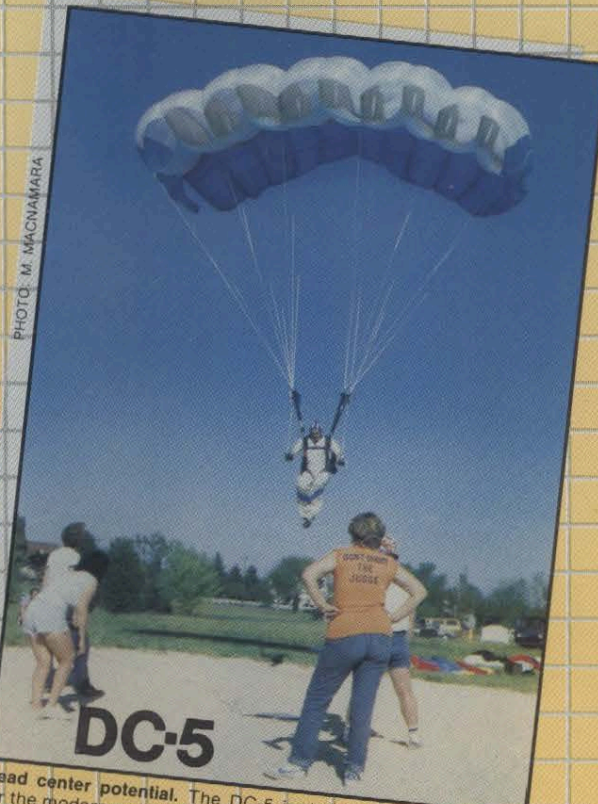


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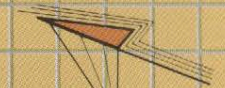
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Approved by :	French Ministry of Sports French Ministry of Defence
Quality assurance level :	NATO AQAP-4

Design Guy SAUVAGE. Photo J.-P. BOLLE

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