

THE

OCTOBER 1987

SPORT PARACHUTIST



THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



THOMAS

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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

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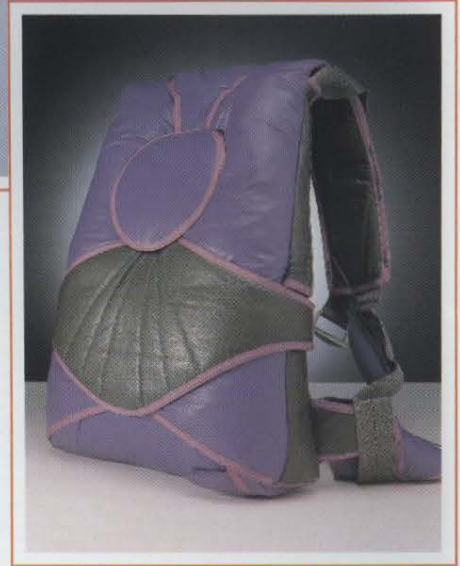
It should come as no surprise to find out that we have supplied student freefall rigs (including AFF kit developed by TSE for use in this country), to the majority of British clubs. Of the largest military and civilian centres, APA at Netheravon, RAFSPA at Weston, Slipstream Adventures, Headcom P.C. 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.

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Leather Chaser with Firelite Reserve and Maverick Main

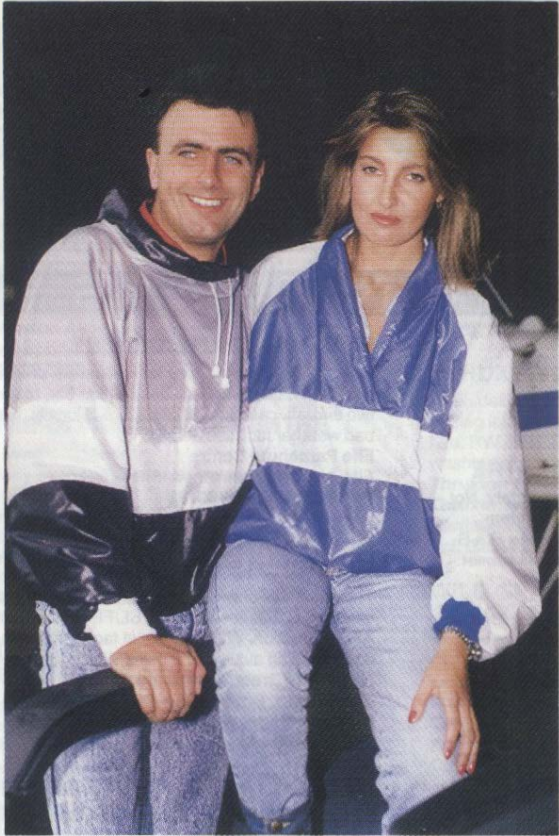
THE FIGURES

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Aghadowey, Coleraine
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DZ 026 585 609

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The Commandant
JSPC Airfield Camp, Netheravon
Salisbury, Wilts, SP4 9NF
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ext 245/277

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Badminton, Avon
Tel: 045 421 249/379

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CJSATC Pergamos Camp, BFPO 58
Tel: from UK 0103574 530000
ext337/245
Contact: Club CCI

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Doncaster Airport
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West Midlands, DY8 5YJ
Tel: 0384 393373

POPS UK

Hon Treas/Sec Graham St Clair
37 Fetti Place, Witney
Oxfordshire
Tel: 0993 4095

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

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Contact: Red Devils, Browning Barracks
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RMCS PARACHUTE CLUB

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Video, non members welcome.

SHREWSBURY SKYDIVING CENTRE

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Shrewsbury, Shropshire
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SILVER STARS PARA TEAM RCT PARACHUTE CLUB

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Nr Chippenham, Wilts, SN14 8QY
Tel: 0225 743585/743446/743240

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Contact: The Lodge, Arborfield
Reading, Berks, RG2 9JS
Tel: Arborfield Cross 0734 760584

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

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Coventry
Tel: 0676 23351

BRITISH COLLEGIATE PARACHUTE ASSOCIATION

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46 Albert Grove
Lenton
Nottingham, NG7 1PA

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East Anglia University
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THE TIMES

Wally 3 video released

Pete Reynolds to undergo psychiatric identity tests. P's facing 'irruption' after peace talks fail

THE Sun

WHACKO GIAPPO

VIRGIN SKYDIVER REVEALS ALL!

Ex-Trampoline Champion bounces!

GAY NEWS

126 Break World Record! (Holding Hands)

Air Force Aids Attempt...

DIE WELT

ENABHANGIGE TAGESZEITUNG FÜR DEUTSCHLAND

Dumkopf mit Microlight 'Hijack'.

THE INDEPENDENT

NEWSPAPER OF THE YEAR AWARD

Base jumping goes Underground

Chris Hitchler, BPA BASE Committee spokesman said, in an extended interview on TV AM. 'No Comment'

NATIONAL ENQUIRER

LARGEST CIRCULATION OF ANY PAPER IN AMERICA

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Whereabouts unconfirmed

NME

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Le Monde

Les techniques francais de 'Tag Team'.

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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. 5

OCTOBER 87

EDITORIAL

Following my last piece I am pleased to be able to tell you that Council has appointed a new permanent editor for *The Sport Parachutist*. Carol Saunders is not only an experienced skydiver, with two brothers who are also very active in the sport, but she is also a journalist by profession and qualified layout artist. She has recently been involved in sports promotion with the BBC and has recently gone freelance, which will give her plenty of time to produce for us all a journal which will be far more professional in its presentation than anything I could do. Carol is sitting in on the production of both this issue and the Christmas one before being flung in at the deep end in the New Year to go solo with the February '88 issue. On behalf of you all I wish her the best of good fortune in the job. Having said that, however, no Editor can produce a magazine without contributions from the readership – please let Carol have maximum support.

The summer of 1987 will not go down in history as having been an easy time for the BPA. Council has been under enormous pressure in a number of different ways and I'm sure many of the Association's Membership have been quick to criticise and slow to appreciate its sincere efforts on our behalf. May I therefore commend to your attention the excellent piece on page 14 by Mick Dicks? It says it all. On the same page you will find a record of attendance by Council Members at the various meetings in 1987. The 1988 BPA Council will be selected by votes cast by us – the Membership.

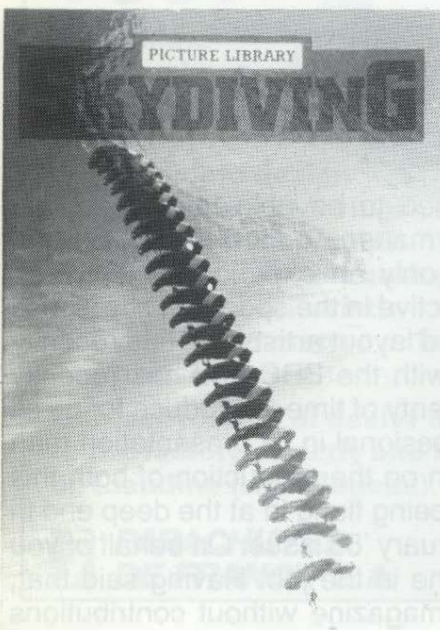
Soft landings,

Charlie



Photo Credits
Front Cover – The Marines by Mandy Dickenson
Pages 24 & 25 – World Record by Simon Ward
Centre Spread – Bob Soutar
Pages 28 & 29 – Stuart Meacock

THE DROP MAN



Picture Library Skydiving by Norman Barrett is essentially a visual introduction to our sport featuring a splendid collection of excellent colour photographs by Simon Ward. Available from Sward Sports (see ad on page 49) at £5.25 it represents good value.

DEVELOPMENT

I have obtained £93,500 from the Sports Council to help implement the Development Plan of the British Parachute Association during the 1989/90 financial year.

We thank Sports Council for continuing support for an extra year.

Chris Gilmore
National Development Officer

THE SKY PEOPLE

In preparing a history of parachuting (*The Sky People*, to be published in 1988, by *Airlife*) I am searching for photographs of a lady called Naomi Heron-Maxwell who was jumping for Cobham's Air Circus in the mid 1930s, and of two airmen called 'Brainy' Dobbs and Corporal East who served with the Parachute Test Unit at Henlow in the mid 1920s and who – until they were both killed in 1927 – were way ahead of their time as free fallers. I would also be interested in any other previously unpublished photos of parachuting in the 20s and 30s.

I am also keen to buy, borrow or steal the following books:

Parachutes by Charles Murphy, published 1930 by Putnam.

Daedalus Returned by Von Der Heydt published circa 1956 by Hutchinson.

Can anyone help? Address is: 30 Pagisters Road, Abingdon, Oxon, OX14 2LY.

Peter Hearn

PARASKI WORLD CHAMPIONSHIPS 1989

There will no longer be a British Championships in this event. Competitors wishing to be considered for the British team in 1989 should enter one of the World or Europa Cup events in 1988 and present their results to the Competitors Committee. From these results a decision will be made by the Committee as to which of the applicants should be considered for any form of financial support. All applications/results must be in the Competitions Committee's hands by 1st May 1988.

Mal



WE MIGHT BE FACED WITH
150 M.P.H. EXITS ON THIS LIFT.
THE PILOT'S JUST BEEN
WATCHING THE VIDEO
'TOP GUN'!

Sue Thompson drives an Islander at
Nethers

And all her landings are as soft as feathers
Pity is that jumpers – hairy like
Witness not her landings – fairy like

Anon

Good Ian Loutitt is my name
At Dunkeswell all know my fame
My DZs really all it seems
If not – pray tell the Royal Marines

Anon

OSWALD S.G

1st Altimeter



I'm Leo, and you really ought
 To know me, I'm a photog-short
 'Tis true I'm short, and not too tall
 Surprise it is I'm here at all.
 With all that gear upon my hat
 On landing I get squashed down flat.

Anon

I'm Reynolds, Pete, and I appear
 In free fall pictures all the year
 In close-ups and in panoramas
 I usually jump in striped pyjamas

Anon

NOTICE

**The BPA Office will be closed over
 the Christmas and New Year period
 as follows:
 23rd-31st December
 1st-3rd January**



**THE BRITISH PARACHUTE ASSOCIATION LTD
 ANNUAL GENERAL MEETING**

Notice is hereby given that the
 TWENTY-FIRST ANNUAL GENERAL MEETING
 of the Association will be held at:
 LADBROKE LEICESTER INTERNATIONAL HOTEL,
 HUMBERSTONE GATE, LEICESTER
 on Saturday, 9th January 1988 at 15.00 hours

AGENDA

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

Dated this 23rd Day of June, One Thousand Nine Hundred and Eighty Seven.

For and on behalf of the Council of the BPA.

C. W. PORT
 Secretary General

NOTE: Members are reminded that under article 30 of the Articles of Association only such business as is notified to the Secretary General in writing at least 30 days prior to the date of the Meeting can be included under item 3 - 'Special Business'. Accommodation at the International Hotel for Friday and/or Saturday should be booked direct with the hotel - telephone Leicester (0533) 20471. Telex 341460. Election to Council - Your nomination paper (an insert with this issue of the Journal) must reach the BPA Office by not later than Friday 2nd October 1987, but do please submit as soon as possible, typewritten if possible please.

Ballot Papers: These will be sent out as an insert with the October issue of the Journal.

Dinner/Dance - 8th January 1988. Details in October issue of the Journal.

NATIONALS FORMAT 1988

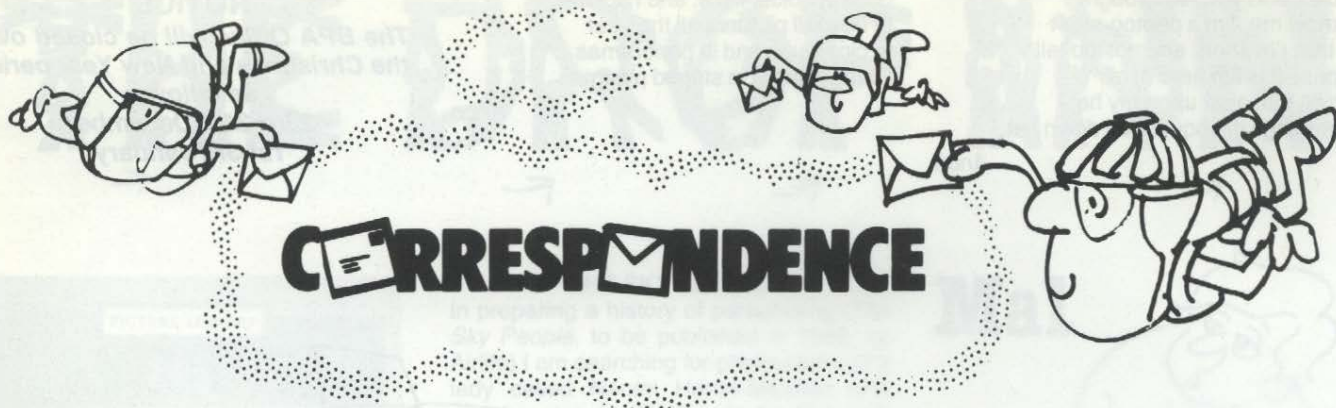
Due to the early dates of the Canopy Contact and Classic World meets, the Nationals has been split into two. The dates are as follows.

Classics/Canopy Contact - Sat 4th June-Sun 12th June
Relative Work - Sat 6th August-Sun 14th August

The number of rounds in most of the events has been modified. In the case of the Classic events the changes have been made to fall closer in line with International rules:

- 5 Man Team/ Individual Accuracy 8 Rounds (1-8)*
 Semi Final (Top 20 individuals) 1 Round (9)
 Final (Top 10 individuals) 1 Round (10)
- Individual Style 3 Rounds (1-3)*
 Final (Top 10 individuals) 1 Round (4)
- Canopy Contact 8-way Sequential 6 Rounds
- Canopy Contact 4-way Sequential 6 Rounds
- Canopy Contact 4-way Rotations 6 Rounds
- Relative work 4-way Sequential 8 Rounds (1-8)*
 Semi-Final (Top 50%) 1 Round (9)
 Final (Top 25% or minimum of 4 teams) 1 Round (10)
- Relative work 8-Way Sequential 8 Rounds (1-8)
 Semi Final (Top 50%) 1 Round (9)
 Final (Top 25% or minimum of 4 teams) 1 Round (10)
- Relative work 8-way Speed 4 Rounds

*Note - All novice and intermediate events will be competed for over the basic amount of rounds.



You and in particular your readers may be interested in the following three news items, which were discussed and agreed in principle at the 80th General Conference of the Federation Aeronautique Internationale (FAI) in Stockholm last month.

1. FAI ICARUS GAMES

It was agreed that a **world multi air sports event** be staged at regular intervals, to include the various activities of not less than seven air sporting disciplines. The object is to organise for **all aerial sports** the equivalent of the Olympic Games. The project has been launched under the name FAI ICARUS GAMES, but the name may be changed if a more appropriate and internationally acceptable name can be found. (No prizes for those who tell me that Icarus's attempt was a dismal failure, so what – what matters is that almost everybody in the world know, that the name is connected with aerial endeavour.) France has made an offer to host the first of these events in 1990, in order not to clash with the Olympics, and would thereafter be held every four years. It is visualised that there might be at least 35 different contests, since each of our FAI disciplines and FAI Sporting Committees would organise events in several categories or classes, including a Junior event. While it is quite probable that all competitors would live in one Icarus Games village, competitions (just like the Olympics) would be held at different venues according to the requirements of each sport and air safety considerations.

2. It was also agreed that an **appropriate contractual relationship** be established between the FAI and a National Aero Club/Organiser of future World and Continental Championships. The object is to obtain some revenue from these events from sources other than competitors or National Aero Clubs, so that the annual subscription which in the case of the UK is currently paid by the Royal Aero Club and indirectly by each of the UK Associations and Clubs can initially be stabilised and hopefully later reduced. The additional income will enable the FAI to be more effective in promoting air sports worldwide, and enable it to make a greater impact on those international bodies for example ICAO, where discussions and deliberation often lead to recommendations which result in restrictions which adversely effect

all of us who pursue their leisure and sporting activities in the air. It is envisaged that the arrangements for organising and running of World and Continental Championships would remain unchanged, and that the Contracts between the FAI and the National Aero Clubs/Organisers would deal primarily with sale of TV and media rights, merchandising of goods, etc.

3. It was also agreed that all national and international air sporting organisations should take steps to organise more contests and competitions specifically for **Juniors and Young Persons**.

The Minutes of the 80th General Conference will be available shortly and copies will as usual be sent to **your** representative on the Royal Aero Club Council.

If you have any queries arising out of the above please do not hesitate to contact me.

FREDERICK O. MARSH
Vice President of the FAI
 Flat 4, 40 Buckingham Gate
 London SW1E 6BS.

Double Celebration at Brunton

Mick Graham, Partner and Deputy CCI at Border Para Centre, made his 1000th jump on Sunday, 6th September. Mick started jumping at Sunderland only seven years ago, transferring to Border in 1983 and obtaining his Instructor rating in 1984. For some time he had been wondering how to celebrate the event and a surprise

visit by Northern complete with their Islander, due to a last minute closure of their DZ by the RAF for the weekend, enabled us to start thinking 8-ways. As our aircraft is a 207 nothing bigger than a 6-way had ever been completed since Brunton opened in 1975! Mick had the prerogative to choose the load and he based his choice on two factors – experience and the most regular members and supporters of BPC. This meant a fairly wide range of ability from 200 jumps to 1100. There were two CCIs and four other Instructors on the lift! The general opinion on climb, therefore was "don't screw up boys". Out we went at eleven-five and the whole thing flowed together. Our cameraman was Dave Storey who has just started jumping camera. Considering the pressure on him he did a grand job. The jumpers were: Peter Bedigan, Trev Dobson, Tony (Buzby) Laczewski, Gwynne Roberts, Mick Graham, Ian Cessford, Kerry Noble and Richard Haigh in that order. We have an Islander in for Brunton May Week next year, 21st-30th May, so let's hope we see more such formations in the skies over beautiful Brunton. Well done Mick!

Photos are enclosed and labelled, I know they're not up to Simon/Dave's standards but it gives the country boys a boost to see their stuff printed for a change even if it goes black and white.

Best wishes

KERRY NOBLE
Chief Instructor, Border Parachute Centre



I would be very pleased if you could include this letter of thanks in the mag.

On 5th July I was lucky enough to become the first visually handicapped tandem jumper to gain a BSCR.

I would like to thank the following people who made it all possible. Jamie Graham (my tandem master), Dave Morris of Action Enterprise (my cameraman), Martin Evans, Judy Ashby, John Howerth, Brian Davies, Pete Bearch, Alan Brooks, Julie Brooks, Neil Stokes, Patrick (our pilot), also thanks to John Meacock for the use of the Skyvan; it's a wonderful machine.

I enjoyed the dive very much, it was a beautiful morning and I was high for a long time afterwards.

Blue skies to all at Sibson.

CHARLOTTE KIRWAN
(BPA 219189, BSCR 421)

IMPRESSIONS FROM A BOOGIE

The Herc buzzed in over Moorsole and blew me clean out of my sleeping bag. Impressions started:

First jump. Ninety faces. The Alti visibly climbing.

The ramp opening at my feet.

The yawning, calling gap of high blue sky.

Rear exit, blasting away, bodies all around, flying, forming.

Sitting in a sunset under a tentflap with eyes behind dark glasses.

Straining over heads to see the videos... getting stoned.

Sweating on coaches. Herded like sheep. Sweating beneath the sun in a black jumpsuit.

Bemused passengers in the plane. Sick-bags ready.

Watching the Herc zoom away like the USS Enterprise.

The smell of sewerage and cowshit.

Talking under the canopy; "OK So where's the DZ?"

Talking to the locals; "Excuse me mate, what country is this?"

Hiking back to the airfield, surrounded by smiling Belgian children.

Having to pay six Francs for a piss in the urinal...

But never paying it (Bloody cheek).

Sweating on the coach.

Every jump being as knackered as three.

A six way star.

A seven man accordion.

A bearded face in freefall.

Ready to go at 15 Grand, Ramp down, singing U2's:

"I still haven't found what I'm looking for..." With the rest of the Brit load.

Creaming into a cabbage patch.

Being able to stand up afterwards!

Buzzing faces.

Bikinis and their contents...

The windy, calling ramp.

Yeah, no shit, there I was...

STEVE MULLINS C7475
348 Upland Road, Dulwich
London SE22

P.S.

There...

That nod.

A silhouette on cyan.

This man on Earth

Eyes above

To dawn's open sky.

A knowledge rare

Within.

Without.

A mutual introspection.

No more

Blue skies for a stranger.

For we have been

Asone.

To all those who would dump in a track

I'm not normally a great one for dumping in a track myself (it hurts), but being weary of dumping low after a dive a couple of weeks back I made an exception - and despite packing for a slow opening I was pulled up very abruptly. That didn't concern me overmuch in itself, but one side effect caused me a lot of serious thought as I made my way back to the ground.

The shock of opening had been sufficient to pull the cutaway cable on one side right back through the riser, and the grommet at the end of the cable housing, splitting the teflon coating and leaving me with an arrangement that looked most unpleasant (see diagram). Inspection by two riggers could detect no fault in the design, manufacture or serviceability of the equipment.

On reflection I drew the following conclusions:

1) Had the cable not been long enough, the cutaway might well have fired on one side.

2) With the cable so badly distorted it would have been difficult, probably impossible, to activate the cutaway system had that been necessary because of a malfunction.

3) To escape from a low speed malfunction in these circumstances a canopy

transfer might have been possible but only by cutting the loop with a hook knife before pulling the cutaway handle.

4) Trying to get off a high speed spiralling malfunction by hacking through the loop with a hook knife would have been a guinea-a-minute experience: so the riser would have to be cut above the loop.

More importantly, I might well have been unable, had it happened, to think my way through the last possibility, and act on it in the heat of the moment.

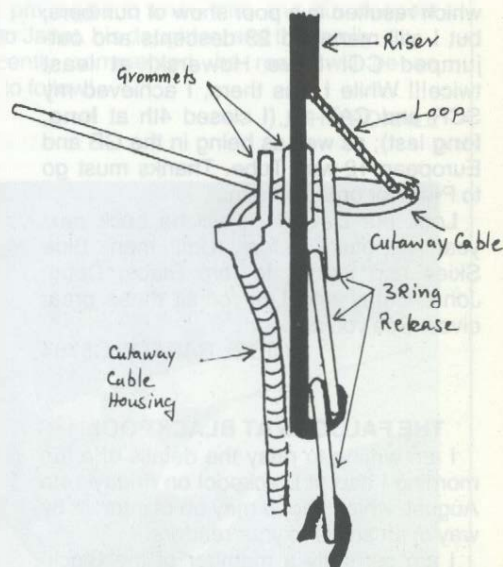
The moral of the tale?

1) Carry a knife or two (or more) even if you're not doing CRW.

2) Make sure your cutaway cable is long enough to do its job.

3) Don't dump in a track.

PHILIP STURTIVANT D3782
Wyvern Mess, Bulford Garrison
Salisbury, Wiltshire



It was good to see some positive ideas proposed for improving membership retention (Chris Gilmore, June Sport Parachutist). However, I wonder if the effects of the P6 Conversion Scheme will be those desired.

P6 is usually converted to full membership when a student is cleared for the first freefall. For most instructors, the incentive to progress a student onto freefall is simply the pleasure that comes from seeing a pupil progress safely. At centres where the instructors already try hard for these reasons the additional financial incentive will probably make little difference. However, where a centre, which had previously concentrated on profitable first jump courses, begins emphasising progress onto freefall because of a financial motive, some might argue that safety could be compromised.

It is easy to state that the instructor should have the integrity not to progress an unsafe student for financial reasons, but this argument would hold little sway in the national press if we should have a serious incident on a first freefall.

In addition, the large full-time centres are likely to win the awards most of the time simply because they have such a large throughput of students. The scheme will probably seem irrelevant to most weekend clubs, whose members may feel part of their membership subscription is being used inappropriately.

On the more positive side, I felt the other ideas in the article were praiseworthy and worth supporting.

JOHN CARTER
11 Birch Grove, Wellesbourne
CV359SJ

SWANSEA BOOGIE

Having returned from a great 11 days at Swansea, I feel I ought to express my thanks to all those who worked so hard to make the Boogie buzz. The Skydiner Café, refurbished to a very high standard, worked overtime and special thanks must go to Susie, Cathy, Jenny, Beth, Sara and Eva for all their hard work. Tom Cook, ably assisted by Glynn 'sprained 200th descent ankle' Jones, managed manifest very well, always hassling people onto lifts.

Unfortunately, the weather was terrible, which resulted in a poor show of numbers, but I still managed 23 descents and out-jumped CCI Dave Howerski at least twice!!! While I was there, I achieved my SCR and CAT 10 (I closed 4th at long, long last); as well as being in the GB and European 12-way Tube. Thanks must go to Petra for organising that.

Look out Dave H. I will be back next year, hopefully before. Until then, Blue Skies and thanks to Ian, Stace, Doug, John, Cathy and Lee for all those great dives. See you all soon.

NIGEL BARTON C5764

THE FALCONS AT BLACKPOOL

I am writing to relay the details of a fun morning I had at Blackpool on Friday 14th August, which I hope may be of interest by way of an article to your readers.

I am currently a member of the Blackpool Parachute Club and a student on 10 secs delay, therefore you can imagine how I jumped (ha ha) at the chance of a flight in a Hercules with the RAF Falcons. This came about by virtue of the fact that I am in the Royal Naval Submarine service and



Back in 1982 I taught my two younger brothers Barry and Clive Anderson their first Static line course. I have now completed the family by taking my Mum, Margaret to 10,000ft over Doncaster as a

currently working at Preston Careers Office, which we share with the RAF.

We met the Falcons at Blackpool Terminal building at 9am on the Friday. This was the second day up for them as part of the RAF week held each year at Blackpool. I say 'We' as I had taken my elder brother with me on the off-chance of getting him a ride as well. I took my camera and jump suit as I had been warned that these guys come out of the woodwork to pose when a camera appears. We walked across the airfield, with a dozen ATC cadets, to meet the rest of the team, and sure enough what a set of posers. This is meant in the best possible way as I must say they were a great set of lads. As I had hoped they all lined up in front of the aircraft and allowed me to put on my jump suit, and stand in the centre (and I call them posers!).

Well, we all climbed aboard and got strapped into the various seats. I was seated right next to the left-hand door and was really looking forward to getting some good shots of their exit for the demo at Blackpool. This unfortunately was not to

passenger on a Tandem Skydive.

A proud son,

ALI ANDERSON (D3622)

Photo by Pete 'Bonk' Horsman

be, as the cloud base was 1400ft and once at 6000ft there were no holes. Not to worry, I still got quite a few shots and the fly-past they did instead of the descent was quite something.

Watching the wing tip of the Hercules 6ft off the sea at right angles to it was again quite something. He really threw it around, so much so that two of the ATC got lots of sympathy from the Falcons (by way of cheer and applause) when they filled a couple of the little bags available. Anyway after a most enjoyable ½ hour in the air we returned to Blackpool, my brother and I having had a great time.

Once my photos were developed I found a couple of them rather interesting and thought I would combine them with a letter for your interest?!? I have written details on the back, they are both of the team leader Flt Lt Allison, and I think you'll agree the one of him standing up is quite striking.

Anyway, hope you can use them, if not thanks for reading this.

L TOWNSEND

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ARCHIE McFARLANE



It is with deep regret that I inform you of the untimely death of one of the real characters in our sport, Archie McFarlane, POP's No. 1.

Born on 20th January 1898 in Bristol he lied about his age so that he could join the Navy and fight for his country in the Great War; to talk with him on this subject was an amazing experience. His memory was brilliant and he could recall almost everything that happened through that horrific period. He was badly wounded during the Battle of the Somme whilst serving with the Royal Naval Division and evacuated home where he underwent many operations spending much time in hospital and even to the very end he carried fragments of shrapnel inside him.

In 1954 he bought a new 350cc AJS motor cycle and spent many happy years riding around Britain, much of the time with Bunny, his wife, as pillion. He loved the mountains and would spend days climbing; one particular range to which he always returned were the Arans way up in the Cambrian mountains.

Archie first become interested in parachuting after his great nephew, Harry, completed a course at Shobdon where I was then the Chief Instructor. I well remember this little guy turning up on his now old motor bike with medical certificate signed up and a big grin on his face; when asked his age he replied that he was just over 60! Neither I nor the other instructor, Jim Sharples, could fault his training and, not until the class stopped for lunch, did he let slip that he had been wounded on the Somme and when pushed admitted to being 75. After a lot of soul searching we allowed him one jump but not happy with that he travelled up and down the UK on his bike until he found two clubs that would let him continue, Tilstock and Thruxton. He went on to make 21 jumps and on one occasion rode his bike home from Tilstock to Bristol after having a dislocated shoulder put back after a bad landing.

He was well known throughout the BPA, regularly attending POP's meets around the country, and was a popular figure at all the AGMs, (when he was not in South Africa on Safari!). In fact during the particularly bad winter of 1981 with snow covering most of the country, Archie set off at 5.00am on the Saturday and after encountering various blocked routes and a multitude of bus, train and taxi rides, finally arrived in Leicester

at 5.00pm that evening, many members not having even attempted the journey! But the trip had taken its toll on him and by 8.00pm we had to carry him up to his room, legless!

When tandem hit the scene it was obviously tailor-made for Archie, and on 9th May this year, in his 89th year and with Leo Dickenson and HTV in attendance at Shobdon, Archie and I took to the air. We did two jumps that day and shortly afterwards the DZ was buzzing with reporters looking for an exclusive.

It was then that he let slip that he had already made a tandem jump the previous year in South Africa and, as he put it, "with a lot less fuss and bother".

That was quite a week for him, as well as appearances on national news and an interview on Breakfast TV with Ann Diamond. I had the honour of escorting him to the Royal Aero Club Awards Ceremony in London, where he received an RAeC Certificate of Merit for his dedication to parachuting from HRH The Duke of York. Archie lived his life to the absolute maximum, fulfilling many ambitions in the last few months he was with us.

In August he finally got to fly on Concorde on a trip to Iceland. Later that month accompanied by Britain's oldest man 110 years old (John Evans), he became involved in a British Rail Senior Citizen's promotion and quite happily turned up at Cannon Hill Station in London thinking he was to be fired out of a cannon across a railway line and into the Thames; fortunately it was a fake gun and was only used for publicity shots! He also spent a day with the Marlboro Aerobatic Team in training but admitted to feeling a little sick when he came down, but, as he said, nothing a few pints wouldn't put right before the next trip!

Finally, after a wonderful weekend at Shobdon with us, still managing to out-drink most people in the bar and thrashing everyone at cribbage, he decided to return to the Aran mountains in search of an old war time German bomber that had crashed years before.

He did not return and was found at rest high up in the mountains that he loved so much. He will be sadly missed by all of us who were privileged to know him and our deepest sympathy goes out to Janet, his daughter, and the family.

As someone recently commented, he really will be an appallingly hard act to follow!

JOHN BOXALL



Photo: Leo Dickenson

THEM AND US?

As a result of the recent tragedy at our club myself and several other club members attended a Council meeting at the BPA offices, the object being to help, as best we could, the Council assess what happened and make the necessary decisions as to actions to be taken.

I don't wish to go into what happened at the meeting but suffice to say there was disagreement at the outcome. When we made our feeling known Jim Crocker had the last words, the gist of which was 'if you don't like the way things are run get off your bums and have a go yourselves'.

Now I don't believe this was a sarcastic parting shot, if I did I would not be writing this. I believe it was a sincere remark and certainly made me consider my attitude to the BPA. While I am in no mood to sing the praises of the Council, it must be given credit for giving its services when others cannot be bothered. It is this apathy within the membership that we should now consider.

I must stand up and be the first to plead guilty, and if it were not for this incident I might have continued with the same attitude.

Of the few Council members who were present I knew only three by sight (excluding JNCsOs) and would be hard pressed to name half a dozen of them from memory. In that respect I am probably typical of the bulk of the membership. We plod on happily in the belief that the BPA is some mythical beast that lives in Leicester and is placated by annual offering of cash. In return it allows us to parachute in blissful ignorance of its workings.

We think of the BPA as something separate from ourselves, and we look on the Officers of the Association much in the way we viewed our Headmaster at school, ie someone to be avoided at all costs, as meeting him normally meant you were in the deep, smelly stuff.

At the risk of repeating what many people have said before, the BPA is the membership, you and the people jump with. As with

any association you can only expect to get out what you are prepared to put in.

Whenever you hear the BPA mentioned it is usually accompanied by a complaint of some sort, ie 'The subs are too high' or 'What does the BPA do for me?'.

Let me ask a few questions of the members. When did you last do anything for the BPA? Did you vote for Council? Have you ever volunteered to help with competitions? Do you remember the ad for volunteers to run the BPA ground to air video system? I bet no one was killed in the rush for that one.

As a member who has had to reconsider his own attitude, I would ask all the other members to spare a few minutes to do the same. Next time you complain, maybe with just cause, consider for a moment what **you** could do to rectify the problem.

I am not suggesting every member should stand for Council, but any contribution can help. Instead of just whinging to your friends try writing to Council to put your point of view.

If you consider the magazine a waste of paper why not try to write something yourself. If you can't be bothered, why expect it of someone else. Even if you are a member of Midland PC and you can't do joined-up writing someone at the office will decipher it for you and get it into print.

As a last resort you could attempt to sell the BPA draw tickets that it so kindly sends us each year. If we don't sell more Tony will never get a nice car like John.

Now I don't think for a minute this will convert the masses, but if it made you think it was worth the effort.

Finally, for those who are still in doubt as to whether they should bother, visit a Council meeting. It could change your life.

Blue skies etc.

MICK DICKS, D5782

1987

COUNCIL MEMBERS ATTENDANCE RECORD AT BPA MEETINGS

No. of Meetings Held	10 Council	5 Finance	6 STC	6 Rlggers	2 Pilots	7 Comp	2 Develop	4 RAeC
Andrewes T.	7		2			5	1	
Colpus R.	4					4		
Crocker J.	8	3					2	4
Curtis	10	5	6	6				
Dixon S.	8					7	2	
Eversfield S.	9	5				7	1	
Hickling D.	6	5	6				2	
Johnston	6					1		
Knight T.	7		5	5	2			
Lines J.	8	5	2				2	
Prince D.	5		3				1	
Rennie M.	5					1		
Ritchie P.	4	3						4
Rosenvinge I.	6					6		
Sharples J.	7		6				1	
Steele J.	7	4						
Thomas L.	10		5	5				
Willson M.	5		1					

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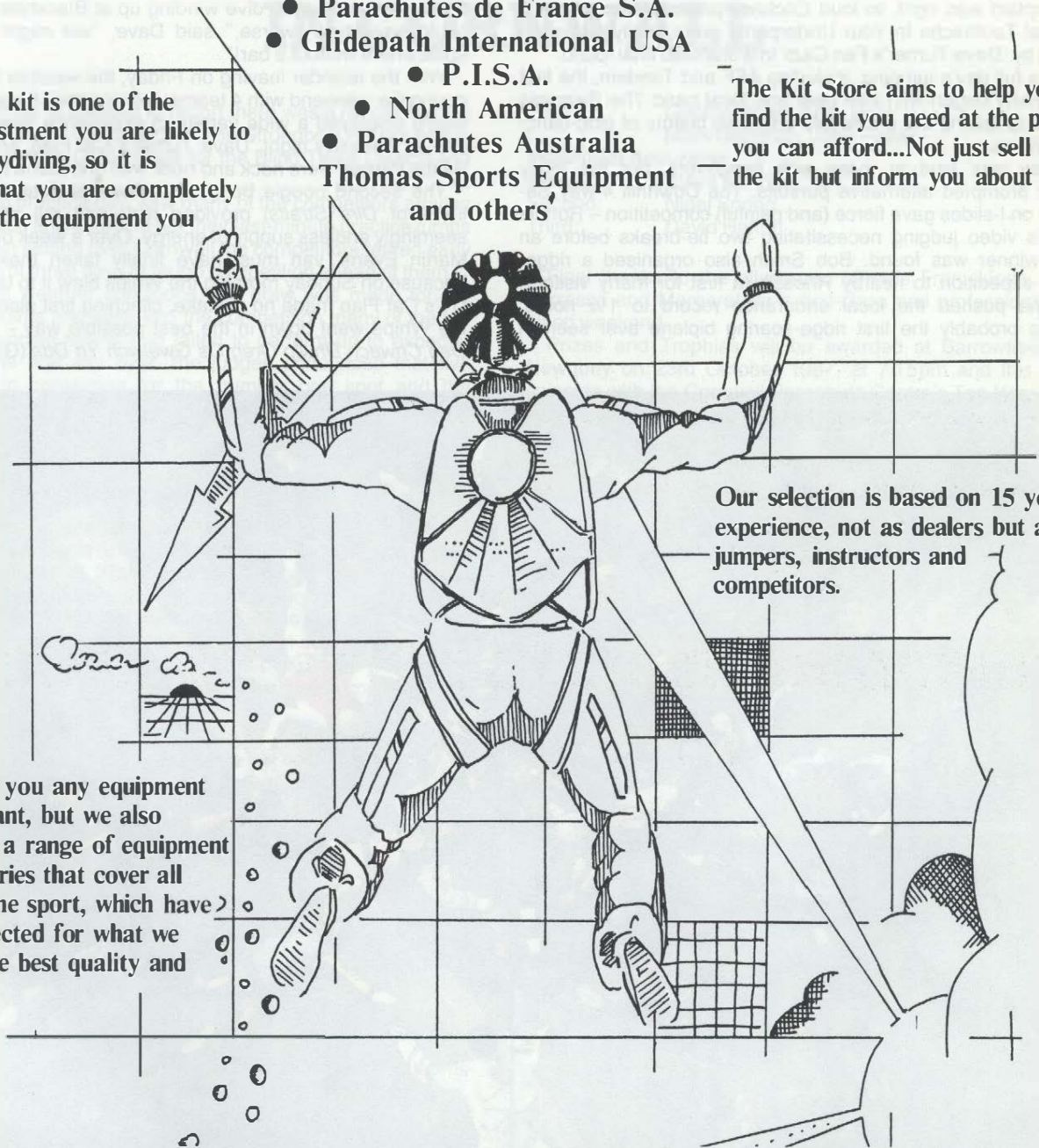
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Rob Colpus
Sarah Brearley
David Parker

SWANSEA ANNUAL BOOGIE

Defying Welsh weather, foreign boogies and good taste, Swansea's annual boogie rolled around once more. Yet again intrepid skydivers prepared for country walks, personal abuse and the inevitable hangovers, as well as the chance to win back some of the registration money from the £1000 in prizes for the 16-way competitions.

Following an early-comers' zoo on Friday evening, the PPC Skyvan began running in earnest on Saturday morning amidst bluish skies and a gentle breeze. After a few hours of fun jumping two teams emerged to compete in the 16-way sequential and sure enough, after one round, team captains Peter Bath and Martin Evans were locked in verbal combat over which rules to ignore. Diplomatically, meet organiser Dave H impartially decided that his team captain was right, to loud Cockney protestations. Martin's 'Terminal Toothache In Your Underpants' were finally pipped at the post by 'Dave Turner's Fan Club' in a dramatic final round.

After a full day's jumping, including AFF and Tandem, the first boogie party began with free beer and local band *The Swansea Hillbillies* revealing the previously unknown talents of clog-dancing skydivers

Sunday was kind to those with hangovers, but the lousy weather prompted alternative pursuits. The Downhill 4-way Sequential on I-slides gave fierce (and painful) competition – Ronnie O'Brien's video judging necessitating two tie-breaks before an overall winner was found. Bob Smith also organised a ridge-soaring expedition to nearby Rhossili (a first for many visitors) where he pushed the local endurance record to 1½ hours, including probably the first ridge-soaring biplane ever seen in Britain.

Unfortunately, the low cloud and high winds persisted for the next three days and though Weston-On-The-Green's Turbine Islander was added to our aircraft collection, not a single lift was flown. Flagging spirits were raised by several efforts, one of them being a rousing performance in the bar by veteran blind tandem jumper and folk singer Alex Cross. Congratulations to Alex, too, on completing a Cat 8 qualifying dive with Bob Smith strapped to his back!

Preparations for a 30-way attempt began early in the week, but the weather confined this to dirt-diving. Wednesday and Thursday allowed both aircraft to fly, however, allowing us to be ambassadors of the sport with the return of good old-fashioned boogie spotting – one lift landed at Dunvant Rugby Club, followed by a 20-way base practise dive winding up at Blackhills Golf Club. "It could have been worse," said Dave, "we might have landed somewhere without a bar!"

With the Islander leaving on Friday, the weather brightened up during the weekend with 4 teams entering the 16-way Speed. The teams displayed a wide variety of experience levels and ability, and by Saturday night 'Dave Turner's Cat Flap' and '16 Orange Whips Please' were neck and neck with one round to go.

The second boogie band, *The Rockets* (featuring Terry Williams of *Dire Straits*) provided rock and roll all night with a seemingly endless supply of energy. Over a week of barbecues at Martin Evans' van must have finally taken their toll, though, because on Sunday morning the Whips blew it to take 2nd place. DT's Cat Flap made no mistake, clinching first place, but at least the Whips went down in the best possible way – objecting! *Un Deg Chwech Dhwip Oren Os Gwelwch Yn Dda* (Grindale Death-



Divers and friends) took 3rd place, whilst SwanDisc (no prizes for guessing where they came from!) brought up the rear.

Despite the failure of our plans on the 30-way, Sunday's fun jumping produced a new British and European record – the 12-way tube! Organised by Petra Gessler over several days, the tube held for 11 seconds producing 12 blown minds. The boogie was rounded off with fun jumping continuing into Monday.

Despite the weather, many people had memorable skydives – notably Julia Vernon, getting her Cat 10 and SCS in the same jump. Dan O'Keefe had a canopy ride he won't forget in a hurry and John Matthews must have set some kind of record by cutting away at Swansea every year for the last 4 years!

Many thanks are due to Andy Dixon, Stuart Meacock and John Mayo for videoing the competitions and screening edited highlights in the bar every night. Ta also to the pilots Patrick, Roger and Peter; Tom the manifestor, and Alex, Glyn, Gerwyn, Dave and Chris for loadmastering, refuelling and doing all those jobs that keep the boogie running. Finally and most importantly, thanks to the staff of Skydiner for hot and cold running food and intravenous black coffee.

HOPALONG D5476

TROPHIES STAY IN CORNWALL

The Cornish Pixie is pleased to report there was a record entry in this year's two major competitions 'The Strongbow Round Accuracy' and 'The British Guide Dogs for the Blind Team Launch and Accuracy'.

Friday being practice day, saw many of the competitors arriving early in Cornwall and keen to get their last-minute practice jumps in. With the sun setting over Cornwall the competitors retired early in anticipation of three days of tough competition ahead of them.

With perfect weather conditions, the draw was made for the Strongbow Teams and early into the competition many of the top names and fancied teams had failed to perform up to expectations. With the first day over, the judges announced that five teams were in contention for the number one spot and the Individual position could be taken by two dozen or more competitors.

Drop Zone Gardiner Wins Top Award!

Sunday morning greeted the competitors with a change of wind direction from the north and bringing thin layers of sea mist over the Centre. Wheels off 10am. By mid-afternoon it became apparent that the final team placings would be fought out by three teams and the top individual honours would be a pick from seven. The Team title was decided on the last-but-one jump and the Individual on the very final descent. Lots of excuses were made by many of the competitors for failing to pick up a trophy but the final placings were as follows:

Team:

Winners: Dave Bawden, Roger Bird, Brian Hearn
Second: Nigel Spring, Ian Robinson, Dave Rose
Third: Dave Hatton, Clare Andrews, Jerome Whyte
Turkey Prize: Andy Pook!

Individual:

Winner: John Fisher
Second: Roger Bird
Third: Brian Hearn
Fourth: Steve Nundy

Skygods Only!

Once the cheers and congratulations had died down, the teams were out of the hat for the Launch and Accuracy Competition.

With the favourites, 'Sudden Impact' drawn to jump fifth, the first three teams set a good 4-way and accuracy standard. Lift five saw the inevitable favourites slotted into first place but this was short-lived as the eventual winners followed this with an 11 second 4-way and brilliant accuracy. Final placings:

Team

Winners: Nigel Spring, David Hatton, Barry Wither, Paul Board 'Pitz'
Second: Chris Eddy, Steve Nundy, Collette Burgess, John Burgess 'Sudden Impact'

Third: George Dunn, Andy Pook
Mark Goodrich, John Fisher Rainbow Flyers

Individual Accuracy:

Winner: Steve Nundy
Second: Nigel Spring
Third: David Hatton

Final thanks to the all-women officials Fran, Linda, Yvonne, Teressa and Margaret for a first-class and professionally organised weekend.

Prizes and Trophies will be awarded at Barrowfields Hotel, Newquay on 23rd October 1987, at 7.15pm and this will also coincide with the Cornwall Parachute Centre's Ten Year Anniversary Celebration. (Details in next month's mag.)



BRIT. 4 WAY

WISH TO THANK

JUMP SHACK SOUTH
PERFORMANCE DESIGNS
NATIONAL PARACHUTE
TONY SUIT
AMESBURY SPORTS
REEBOCK
SWARD SPORTS
DATAC ADHESIVES
SKY SCIENCE
CROSBY ELECTRICAL
AIRCARE
TRACEAIR
JO SCOTT
BPA
RAFSPA

BRITISH NATIONALS 1987 RW

Well I arrived a couple of days early so the team could do a few more training jumps from the aircraft we were to use for the Nationals and a very nice turbine Islander Matthew provided.

The weather was also perfect. All in all it looked as if it was going to be a really nice Nationals.

Saturday morning came and as per usual so did the bad weather. Still one consolation the Bridlington Council had provided all competitors with free entry into the newly built Leisure World, very nice place too.

It wasn't until Monday that we got a break in the weather and managed to get 19 lifts of 4 way up. We also did some more on Tuesday.

After two rounds it was obvious that the 4 way was going to be a good competition with three teams fighting it out. Arfa Mo was in the lead with Going South and Flash Trash hard on its heels.

Well nothing much happened for the next couple of days although I found myself getting up rather early at about 3.30am for an early call. Just in time to see the Styles being led out of the bar. Still it was good to see the chief judge there even if he was following them out of bar.

24th June good weather 44 4 way teams up and 3 8 way teams good use of all the weather. The 4 way is hotter than ever now. Very close indeed.

25th June again a nice day—two in a row. Ha something wrong here. Another 24 4 way team jumps and another six 8 way teams.

After one round of 8 way Mo and the army team are level in 1st place with five points. Exit Gola is in 3rd place with three points. The 4 way is looking really tight with only one day to go. Arfa Mo on 50 points, Flash Trash on 49 and Going South on 46 points.

Sunday

Well it was a really funny day for the weather but they are determined to finish the 6th Round for the top three teams.

Arfa Mo go first and do a really bad jump only scoring nine. Then Going South got a rejump followed by Flash Trash which scored an excellent 12 points. This put it in 1st place but it had to wait for Going South to do its rejump before Round six can count.

Well this was definitely trial and error Going South was going up and down like a yo-yo, then there was a good gap in the cloud and up it went again. The atmosphere was electric will they get it on video well out it goes and yes it got it 10 points in time. A very good score considering the hassle it had been through today.

So that was it. After leading from Round one Arfa Mo ended up in 2nd place and Flash Trash took the gold and with it represents Great Britain in the World Championships in Brazil in October.

As to the novices I was very impressed with the amount of teams that entered five in total and all of them trained for the event.

Their scores were very good and it was a very closely fought competition with Pavlos Skydogs just beating Sudden Impact with Gerry and the Pacemakers and Cartlidge in 3rd place. Poor old Space Cadets the only ones to go home empty handed.

Due to bad weather this week there was a lot of talk about what to do for next year. Some said let's hold the Nationals in Spain or Avignon in the South of France.

The best suggestion I heard was to hold it later on in the year ie end of June-August. When the weather is predictable ha! Also select the British team on the off year so that a full 10 rounds is mandatory as to pick the best team. This would allow more time for relocating on timing the remainder of the event if the weather was bad.

It would also provide the winners with a whole year to train for a World Championships and to find good sponsors to help them in the quest to win.

Publicity-wise for our sport it would mean we are not competing with Wimbledon for news coverage and would make it a lot easier to get the Nationals TV and media coverage.

Some objections to the above suggestion was what if the team selected on the previous year was beaten at the Nationals running up to the World meet. To me it's obvious the team, that beat them are obviously better and you just send them.

There was also discussion on a Division system for the Nationals.



Division 1 Competing for World championships and National championships

Division 2 Middle experienced

Division 3 Novices

You would be able to select easier jumps for the lesser divisions so that they were not so disappointed in getting bad scores.

This idea is probably quite a good one but I think quite difficult to put into practise judging wise and drawing out the competition.

At this point I would like to thank Dave Johnson and his staff especially Lyn for all the good work they put into making the best of the weather and trying to make life bearable under such bad weather conditions.

I would also like to congratulate the judges and staff as the best judged Nationals I have ever been to and boy I have been to some.

Well that takes care of the 4 way and the primary week for RW.

As you probably have noticed not much was said about the 8 way, probably because we only did one round. It was decided the 8 way would be carried on the following weekend with all contending teams ie 'Mo' and the Army.

The following weekend was fantastic weather and we made an early start. After the 2nd round it was still neck and neck. The 3rd round round 'Mo' one point in front, then the famous escaping Cat dive came up and Mo scored seven points in time, and the Army only scored four. This put 'Mo' in a good position five points in the lead after five rounds. Jumping was stopped because Les Carroll was in contention for the Olympic jump and had already done seven jumps that day.

'Mo' carried on, did the 6th round and got a bust which was later protected and they got a rejump.

Ha! never do a rejump, it went really bad and we still only scored three points. This should have been a good break for the Army team to pull back a few points bust alas it was not to be. It only scored three points as well.

Well 'Mo' went on to take a few more points from it and ended up winning by eight points over 10 rounds and doing five jumps on the Sunday between 8.00am and 1.00pm. Good organisation and flying made it all possible.

'Mo' is representing Great Britain at the World Championships.

Summary

There has never been a Nationals where so many teams have trained for the event.

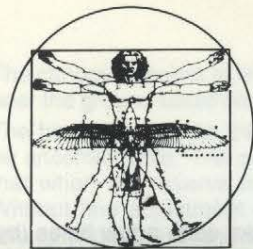
4 way Arfa Mo
Flash Trash
Going South
Red Devils
Gola
Exit
Parvos Skydogs
Sudden Impact
Gerry and the Pacemakers*
Cartlidge
Space Cadets

and a few I have forgotten.

8 way 'Mo'
The Army Team

A pretty good effort let's see more next year.

Incidentally the American National Championships was also plagued with bad weather.



CENTRO de PARACAIDISMO COSTA BRAVA

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... TO SPAIN ...

... AND MEET NEW FRIENDS!

During our **BOOGIE** times!

CPCB - **BOOGIE**

October 10 through October 18, 1987

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December 19, 1987, through January 3, 1988

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CENTRO de PARACAIDISMO
COSTA BRAVA

Apartado de Correos 194
Ampuriabrava, Gerona
Spain
Phone: 72 45 01 11

Intermediate 4-Way Competition

Last month the Competitions Committee decided to split the 4-Way RW event into two separate competitions. Starting from next year the Intermediate Event (previously called Novice) will be less demanding than the Senior Event.

For those of you unfamiliar with 4-Way RW competition, the draw involves choosing for each round a different sequence of formations to be performed. The sequence (drawn out of a hat or bag) consists of a mixture of blocks and randoms.

A **Block** is two formations with a specified transition for flying from the first to the second. For example one block states that the team must build a star, then the jumpers must split into two pairs and each pair must turn 360° before building a second star.

A **Random** is a single formation, this term came from the days when the competition consisted of some rounds being set sequences of formations and the remaining rounds consisting of randomly drawn single formations.

The Senior Event (and up until this year the Novice Event) currently has a dive pool of 24 blocks and 16 randoms, from which the competition rounds are drawn. Each drawn round consists of at least five formations (remember a block counts as two formations) and sometimes six formations.

From next year the Intermediate teams will jump rounds that have been drawn from a pool of only 10 blocks and only 12 randoms.

This new rule means that as an Intermediate RW team with the aim of entering the Nationals next year, you will have an achievable training target. The blocks and randoms to be used are available from the BPA office. You will have enough time to be

able to practice each of these blocks quite a few times (by next August). The experience gained from this practice will make you better RW jumpers and can be built upon in later years when you graduate to the Senior Event. This is because you will by then have learnt nearly half of the blocks and can concentrate on the remainder.

From next year the Intermediate teams will jump rounds that usually consist of only three formations but occasionally a round of four formations.

This new rule means that as an Intermediate RW team you will have a realistic chance of being able to repeat a drawn dive inside the working time (this is 35 seconds, as for the Senior Event). The second time around a dive is nearly always smoother, better and faster than the first. It will also now be worthwhile for you to work out how to get back from the last formation to the first formation with all the jumpers back into the same slots. This makes the dirt diving far smoother (because you repeat it over and over and over again) and this smoothness is reflected in the jump itself.

To enter the Intermediate 4-Way RW Event you need a team of four or five jumpers (the fifth jumper is called an Alternate). The qualification is that if you ignore the most experienced jumper (and if you have an alternate, also the least experienced jumper) the remaining three team members have a total of less than 1000 jumps between them at the start of the first day of the RW Nationals.

STEVE BROOKER
(4-Way Team SMILE)

TRIAL OF GQ SEVEN METRE DUAL POROSITY AERO-CONICAL

Introduction

1. The Joint Services Parachute Centre, Netheravon, was asked by Thomas Sports Equipment to conduct a trial on the GQ Seven metre Dual Porosity Aero-conical.
2. The trial was requested as an independent appraisal of the deployment of the parachute because of a ban imposed by the British Parachute Association Safety and Training Committee.
3. Trials of this type of canopy for sport use have previously been carried out by Tony Knight in October 1984 and by Doncaster Parachute Centre in July 1986.

Equipment

4. Two sets of equipment were used for the trial:

Assembly number	S4	12S
Parachute Serial Number	581924	581968
Date of Manufacture	1 March 1983	29 March 1983

5. Both canopies were contained in GQ military type container systems using a two stow elastic closure and a 100lb centre base tie static line deployment bag.
6. The canopies had been modified by Thomas Sports Equipment in the following manner:
 - a. Vent caps, placed over the apex of the canopy.
 - b. Canopy modified to an LL configuration for drive and steering.
 - c. Addition of assister pockets on the outside of the canopy at Gore numbers 1, 6, 10, 13, 16 and 20 covering each A panel.

The Trial

7. It was decided to conduct the trial as an extension of that carried out at Doncaster Parachute Centre, ie., logging the opening time of the canopy with differing aircraft run-in-speeds and differing weights of jumpers.

8. Each parachute was carefully packed to ensure that no twists were inadvertently put into either the canopy or the lines.
9. The first descent on each canopy was done from a Britten Norman BN2-A Islander flying at 65 knots with no flap. The times recorded for the opening on these jumps formed the base line for the remaining test jumps.
10. Frequent comparisons were made during the trial of the seven metre canopy against the performance of the 6.5 metre Aero-conical with which Netheravon is fully familiar.
11. A 20 jump programme was used during which both canopies carried jumpers of varying weights at differing run-in-speeds.
12. Each jumper was asked to fill in a questionnaire after every descent to collate information on the following points:
 - a. Whether or not the canopy was oscillating and if so to what degree.
 - b. If the canopy was easier or harder to steer than the 6.5 metre Aero-conical.
 - c. How hard the landing was.
 - d. If the harness was uncomfortable or not.
 - e. The weather conditions.
13. The results of the test programme are at Annex A.

Conclusions

14. The opening times recorded using the canopies with a suspended weight over 140lb and a run-in speed of 70 knots appeared to be nearest those of the average opening time of a 6.5m Aero-conical.
15. Higher run-in-speeds (above 65 knots) meant that, with a 100lb centre base tie, the canopy is released from the bag very much closer to the tail of the aircraft.
16. One twist in the lines of the canopy can increase the opening time by as much as 2.5 seconds. This is thought to be a slightly longer time than a 6.5m opening with a twist in it.

17. The canopy appears at times to suffer from oscillations which near the ground could be dangerous.
18. The harness used on the systems was generally thought to be uncomfortable. The position of the reverse D rings mean that when the reserve is fitted the rings dig in to the ribs. Without fine adjustment of the harness the chest strap will ride up under the chin after opening.
19. Although the landings were generally acceptable, if the jumper landed when the canopy was oscillating then excessively hard landings were encountered.
20. In comparison to the 6.5m Aero-conical the 7m had less forward speed and was harder to steer because the toggle pressure was greater.

Recommendations

21. That the minimum indicated airspeed at the time of exit be at least 68 knots.
22. A minimum weight limit of 140lb be imposed.
23. Very much attention be paid to the dangers of despatching students at higher run-inspeeds because of the increased risk of tail strikes especially when using aircraft with low tailplanes or with tailwheels. A centre base tie and apex tie of 150lb should cure this problem.
24. That operators be aware of the increased risk of injury which may be caused by the canopy oscillating near to the ground.
25. Extreme caution must be exercised when packing the canopies to ensure that no twists are packed into the system at any stage.

M. THURMAN
Sergeant
Advanced Rigger 123

System No. 125

Canopy Service No. 581968

Date	Jumper's Name	Weight (lb)	A/c Type	Pilot	IAS (knt)	Height Flap (lb)	Opening Time	Remarks
2.2.87	Thurman	168	BN2-A	Thomas	65 Nil	3000	2.35	
22.2.87	Thurman	168	BN2-A	Barnes	70 Nil	3000	3.39	
21.4.87	Haslam	161	BN2-A	Merritt	69 Nil	2600	2.3	
9.6.87	Reed	147	BN2-A	Thomas	69 Nil	3000	5.2	
10.6.87	Long	161	BN2-A	Thomas	65 Nil	2600	3.5	
13.6.87	Reed	147	BN2-A	Aungier	75 Nil	2600	3.2	1 x twist in apex
14.6.87	McIlwee	147	BN2-A	Purcell	70 Nil	2600	2.52	
20.6.87	Cunningham	147	BN2-A	Malom	69 Nil	2600	2.8	
20.6.87	Thurman	168	BN2-A	Malom	72 Nil	2600	2.35	
21.6.87	Taylor	154	BN2-A	Barnes	70 Nil	2600	3.1	

System No. 54

Canopy Service No. 581924

Date	Jumper's Name	Weight (lb)	A/c Type	Pilot	IAS (knt)	Height Flap (lb)	Opening Time	Remarks
2.2.87	Applegate	168	BN2-A	Thomas	65 Nil	3000	2.2	
22.2.87	Steele	154	BN2-A	Barnes	68 Nil	3000	3.5	
21.4.87	Moore	154	BN2-A	Merritt	67 Nil	2600	2.3	
9.6.87	Jarvis	147	BN2-A	Thomas	70 Nil	3000	2.5	
9.6.87	Coleman	175	PC6	Thomas	70 Nil	2600	3.2	
11.6.87	Nolan	161	BN2-A	Thomas	65 Nil	2600	4.8	1 x twist pack outside bag
11.6.87	Best	140	BN2-A	Thomas	70 Nil	2600	3.0	
13.6.87	Brameley	147	BN2-A	Aungier	65 Nil	2600	5.5	1 x twist packed outside bag
14.6.87	Oldrey	126	BN2-A	Purcell	70 Nil	2600	2.76	
21.6.87	Oldrey	126	BN2-A	Barnes	65 Nil	2600	4.2	

INSTRUCTOR COURSE 3-87

British Parachute Schools

Langar Airfield, Notts

27th July-14th August

REPORT

1. Introduction

The excellent facilities of British Parachute Schools, Langar Airfield, Langar, Notts, were generously put at the disposal of the BPA for the three weeks of the course. Accommodation and meals were available locally and at the Centre. The Centre provided full use of its lecture rooms and ground training areas.

The Centre's BN Islander and Cessna 206 were used for a total of 34 lifts during the three weeks of the course.

There were 10 candidates on AFF course, 9 on the Potential Instructor course, 3 on pre-Advanced Instructor Assessment course and 16 for the Examiner phase of the course.

2. The AFF Course

This course took place during the first week of the three week period and was carried over into the second week, and was conducted by G. O'Hara, D. Hickling, J. Hitchen and T. Butler, with the assistance of T. Andrewes, D. Morris, R. Redfern and G. Godding.

There were ten candidates on the course, all completed the full syllabus. Six candidates were successful and four were advised to re-apply.

The successful candidates were:

Dave Payne	– RN & RM SPA
Steve Bartholomew	– Headcorn
Rod Bartholomew	– Headcorn
Dave Ruffell	– British Skysports
Peter Lambson	– JSPC (N)
Geordie Best	– JSPC (N)

3. The Potential Instructor Course

There were nine candidates applying for Potential Instructor status:

Nicky Johnston	– British Skysports
Geoff Tohill	– Capital School of Parachuting
Steve Nolan	– NWPC
Mark Clayton	– BPS
Alan Brooks	– BPS
Karen Adkins	– BPS
John Farr	– BPS
Graham Lowe	– Capital School of Parachuting
Kevin Scandrett	– Royal Artillery

The candidates completed the syllabus and were coached in lessons/lectures and briefs from the Instructional Syllabus. They were also assessed on their practical parachuting and were coached in Static Line despatching. The candidates were also given a written examination at the end of the week. Throughout the week the candidates were given formal lectures on all subjects contained within the Instructor Manual, discussion periods also took place and an 'Open Forum' was conducted.

4. The Pre-Advanced Instructor Assessment Course

The course was conducted by R. Ellis, J. Hitchen, K. Mapplebeck and T. Butler. There were three candidates applying for this phase of the course, they were given a number of lessons, lectures and briefs to complete as well as present their specialist lecture to the Examination course. One candidate was recommended to attend for Final Examination in three months, one was advised to re-apply to

attend another Pre-Advanced Assessment Course in not less than 12 months and the other candidate was advised to re-apply to attend another Pre-Assessment Course in not less than two years.

5. The Examiner Course

This course was held during the third week of the course and was conducted by R. Ellis, K. Mapplebeck, D. Hickling, J. Hitchen and T. Butler. There were 16 candidates. All were given a written examination on the first day. They were examined on their own practical parachuting, including aerial critiques and on Static Line despatching. They were assessed on lectures/lessons and briefings from the Instructors Manual and on flight line checks. Thirteen candidates were successful and three were advised to re-apply. Results and reports on all candidates have been sent to their CCIs.

The successful candidates were:

Paul Hastie	– Fife PC
Nick Power	– Headcorn PC
Helen Harber	– BPS
Graham Godding	– BPS
Moray Orr	– RAPA
Ludwig Schmude	– RAPA

Roger Woods	– RAPA
Kelvin Raines	– British Skysports
Mick Rafferty	– RAFSPA
Geoff Woods	– RAFSPA
Phil Gibbs	– JSPC (N)
Judy Cunningham	– JSPC (N)
Sam Graham	– SPC

6. Conclusions

Generally standards on all course were quite high and candidates were well prepared. However, there were some exceptions and candidates should be made aware of the high standards expected, especially on the AFF and Pre-Advanced Assessment Course. The Examiners were asked by STC to consider the practice of not permitting candidates on the Examination and Pre-Advanced courses to continue the course if they fail the written examination. The Examiners did consider this and see no reason to alter the practice.

6. Recommendations

That the following be given six month extensions to their Potential Instructor ratings: P. Norman, C. Smith, K. Duncan.

Tony Butler

Joint National Coach & Safety Officer

15th Duck End Accuracy Meet

18th July brought 10 teams together to compete for the much coveted title of Duck End Accuracy champs for 1987. After missing one year with no meet at all after the Duck End Club folded, the competition returned with A1 Skydiving running it. As usual prizes were awarded for the winning 4 man teams as well as individual placing.

Saturday saw a slow start to the day with people arriving late and scratch teams being made up to the last minute, but when the club's turbine and piston Islanders started spitting the teams out lost time was soon made up. After the first round was completed one plane in turn had to be grounded as people were unable to pack fast enough.

The weather conditions were perfect to make the competition interesting, even though there was a high layer of cloud the rain had stayed away until the competition finished at around 4pm. The winds varied between zero to over limits at one point with everything else in between, there was even a nice bit of turbulence at one point when the sun nearly broke through.

The judges were kept busy in the pit as this year there were five rounds instead of the four in previous years, although Amanda was seen with her feet up on the straw bales at one point.

The same faces returned to Duck End that have been coming since Abbotsley opened as a DZ, stomping just as many discs as always and everyone agreed it was just as good under new management.

The evening started with the prizegiving at 7.30 followed by a fabulous disco and live band which kept everyone bopping until the very small hours. Unfortunately Sunday dawned with strong

winds and the usual British rain which persisted all day, dampening any chance of running the LAC competition which had been planned for that afternoon.

Thanks go out to Mel and Paddy for flying the Islanders the right way up and to the judges.

The scores were as follows:

Team placings	Total
1. Keep off the Grass	1.38
B. Shaw, S. Eversfield, S. Morriss, J. Vaughan	
2. Four Play	8.68
T. Uragello, Henderson, C. Clements, K. Hardwick	
3. Eu Four Ere	10.85
P. Fisher, S. Clark, M. Cawood, C. Parsons	
Individual Placings	
Over 500 jumps	
1. S. Morriss	0.05
2. S. Eversfield	0.10
3. A. Collingwood	0.14
Under 500 Jumps	
1. K. Veitch	0.78
2. G. Bell	1.12
3. S. Broadbent	1.88

C Cert

1. K. Lewers
2. K. Blackmore
3. S. Robinson and White

Report by Gerry Bell D3749

Designing a Camera Helmet Can Damage Your Brain

Further to Leo Dickenson's article on the hazards of jumping camera, and the expense involved in losing your photographic equipment in free-fall, we have now developed a system which, we believe, offers the ultimate in protection for your valuable gear.

In designing our *PROTEC 3* (Camera model) a wide variety of potential hazards has been considered and solutions have been evolved.

First of all we agreed that the fitting of a drogue or pilot-chute as a helmet lining was essential to camera safety, should the helmet have to be jetisonned in an emergency. But, with such expensive equipment, why rely on the chance that the drogue will catch air and deploy. In order to ensure that the drogue escapes the helmet's burble, the *PROTEC 3* incorporates a hot dog extractor which is released by a ripcord attached to the chin-strap quick release. A further advantage of this feature is that a swift and

positive separation of the helmet from the jumper's head is guaranteed. The pilot-chute deploys a purpose built round 'main' canopy (available in a range of custom colours) which will gently bring your cameras to earth.

Safety, however, does not end here. Upon canopy deployment a powerful flashing beacon and siren are activated. This serves both to warn earthlings that the helmet is on its way down and ensures speedy location and recovery of your lost helmet.

To protect the video camera on top of the helmet – which would of course land first – an automatically opening 'baby' sized life raft is strapped on top and serves to cushion the landing and in the event of a water splash down would help keep the cameras dry and afloat.

Of course helmet and jumper parting company is only one of the problems facing the cameraman. Our *PROTEC 3* is fitted with

a dytter to warn you that it is time to open despite that interesting topless rodeo dive you may happen to be filming. For your safety under canopy we have fitted, for the first time in parachuting, a device in everyday airline use. The ground proximity warning device will alert you to the fact that contact with the ground is imminent, so that suitable landing action can be taken, even if your attention is on your filming (a range of suitable audio messages eg "Flare now Gary" is available to order).

So, you have made it safely back to the packing area, your canopy is laid out, your cameras and helmet are intact. But what would happen if you were to trip over your lines – would your cameras crash to the ground and shatter? No, even this risk is covered by the *PROTEC 3* design. A quick tug on your conveniently located handle and the zero/zero ejection system will ensure a swift removal of cameras and helmet from the danger of ground impact and lift the helmet to an altitude from which it may

Suggested Amendments to the BPA Operations Manual

Section 1 para 3... **add**:

- (g) 'The DZ Controller must be equipped with a radio which allows communication with the parachute aircraft and the A/G station.'

Section 1 para 7 (e) (15)... after 'aircraft' **delete**:
'if it is provided'

Section 1 para 7 (e)... **add**:

- (19) 'When other aviation activity is taking place simultaneously at the DZ, the DZ Controller will ensure that all student parachutists up to and including Category 5, are 'talked down' by use of a radio system which allows communication from DZ Control to each individual student.'

Section 1 para 11 (c)... **delete** in its entirety

insert **new** para 11 (c) as follows:

- (c) 'If there has been a breakdown of radio communication between the DZ Control and the parachute aircraft, parachuting must be immediately suspended and will only recommence when radio communication has once more been established.

insert new para 11 (d) as follows:

- (d) 'In the event of breakdown of radio communication between the DZ Control and the parachute aircraft, the target-cross will be used to signal instructions to the pilot and jumpmaster, as follows:
(1) When the (X) is changed to an (I), this will indicate that parachuting is temporarily suspended, but the aircraft may remain airborne at the discretion of the pilot, pending a further change of signals.
(2) When the (X) is changed to a (L), it will indicate to the pilot and jumpmaster that parachuting is suspended and the aircraft MUST LAND with all remaining parachutists on board.

Section 4 para 1 (b)... **add**:

- (7) 'Use of radios and R/T procedures when communicating with parachute aircraft and 'talking down' student parachutists.'

Section 6 para 8... delete existing Text and insert:

RADIOS

AFF Students up to Level 1 and all other students, up to and including Category 5, when parachuting at a DZ where other aviation activity is taking place simultaneously, must be equipped with ground to air radio receivers.

Radio Use in Parachuting

1. Licenced aerodromes

- 1.1 When other aviation activity is taking place at the DZ, student parachutists up to and including Category 5, will be equipped with Citizens Band radio (CB) receivers.
1.2 DZ Controllers will be equipped with CB transceivers to allow students to be talked down if the students are so equipped.

make a safe parachute descent.

To protect the cameraman, the ejector rockets are mounted on booms so as not to burn the skin. It is, of course, essential that this system is only armed when posing on the ground, as the consequences of firing your helmet ejection system in the aeroplane are obvious! Indeed some jumpmasters may wish to ensure that cameramen are aimed at the door— just in case.

Tests of the *PROTEC 3* have all been successful with only two drawbacks thus far encountered. First of all the flashing beacon and siren have, on occasion been mistaken for lighthouses, ships have run aground, and it is advised that these are disconnected when jumping at coastal DZs. Secondly, with all safety features fitted only the Sibson Skyvan has a large enough tailgate to permit a cameraman wearing the *PROTEC 3* to exit!

Fran Hunter and Ken Waistell

Cartoons by Sandra Beale

1.3 DZ Controllers will also be equipped with airband transceivers to allow communication with the aerodrome, the parachuting aircraft and other aircraft in the ATZ, all on the allocated frequency.

1.4 The aerodrome 'control' facility, whether ATC, AFIS or A/G will of course be equipped with airband transceiver to allow normal communications.

2. Unlicenced aerodromes with allocated frequency

2.1 See 1.1.

2.2 See 1.2.

2.3 See 1.3.

2.4 See 1.4.

3. Unlicenced aerodromes without allocated frequency

3.1 See 1.1.

3.2 See 1.2.

3.3 See 1.3 but using 129.900MHz.

Note

It would be necessary for DZ Controllers to obtain R/T licences to enable legal use of airband frequencies.

Tandem Meeting

Langar Airfield, Notts, 11th August 1987

In Attendance

J. R. H. Sharples – Chairman STC			J. Boardman
S. Plank	T. Andrewes	M. Skeet	K. Mapplebeck
R. O'Brien	I. Marshall	J. Carter	Z. Thackray
C. Donaldson	R. Marsden	J. Lines	D. Hickling
J. Gleave	J. Williamson	J. Illidge	M. Thurman
A. Page	M. Smith	B. Parry	M. Sheridan
J. Payne	B. Jones	J. Chandler	R. Ellis
L. Schmude	B. Smith	S. McBrine	P. Mitchell

Minutes

The Meeting was chaired by J. Hitchen and the recommendations of the previous meeting were discussed in full.

It was decided that if a vote was to be taken, only those present with Tandem Instructor rating should vote.

After a good deal of discussion it was proposed that the qualifications to become a Tandem Instructor should remain the same except that those applying should be full Instructors and not PIs. This was carried 15 votes to 11, and therefore was the meeting recommendation to STC.

The matter of medicals for both Tandem students and Tandem Instructors was also discussed and the majority felt that all Instructors should have a medical. It was left to Dr John Carter to look at the current Medical Form and come up with a new form that could be presented to STC.

The training of Potential Tandem Instructors was discussed at length and the JNCOSOs stated that in future a more formal syllabus would be worked to and that suspended harness copies of both the 'Strong' and 'Vector' rigs were being made for the BPA, so that cutaway drills could be more thoroughly taught on courses. It was also stated that the minimum number of evaluation jumps would now be five and that the first two would be without other jumpers attached to the Instructor, but a suitable container would be used instead.

B. Smith suggested that all Tandem Instructors with tips and suggestions together with any problems they may have had should send this information to the BPA Office, so that it could be collated and sent to all Tandem Instructors. This was felt to be a good idea and the JNCOSOs stated that if any information was forthcoming it would be sent out.

TonyButler

Joint National Coach & Safety Officer

THE WORLD RECORD 126-WAY



RECORDED BY SIMON WARD









Skyvan Exit - by Stuart Meacock.

Parachuting Operations



Ideal Requirements for a Parachuting Operation

The JNCOSOs were tasked by Council with compiling a list of their opinions on the requirements for the setting up of a parachuting operation.

Although the JNCOSOs sought other input when compiling this list, which is not in any order of priority, it is suggested that input from all clubs and centres is obtained by Council. All the requirements listed below are in addition to those already laid out in the Operations Manual.

1. STAFF

CCI Advanced Instructor who has held the rating for a minimum of two years and who holds First Aid and Fire Fighting Certificates, has basic Rigging knowledge and holds an R/T Licence. Parachuting will only take place when CCI or CCI nominated Advanced Instructor is present.

2. Instructors Even the smallest operation will require a minimum of three Instructors when a parachuting programme is in progress. The ideal would be, Instructor in the aircraft, Instructor in charge of DZ Control, Instructor in charge of the Flight Line, Instructor on actual Drop Zone, Instructor in charge of Packing, Instructor of briefs and de-briefs, Instructor in charge of Progression Training.

More than one of the above jobs could possibly be done by one Instructor. The above does not take into account Instructor(s) involved in *ab-initio* student training.

3. Drop Zones As per Operations Manual requirements. No split Drop Zones. Environmental considerations must be taken into account, ie the effect on the local community, the proximity of other parachute clubs, also the effect on the Association. Easy access for emergency services.

4. Altitude Must have regular access to a minimum altitude of 6000ft. AGL.

5. Facilities A minimum of one Lecture room, Toilet and Washing facilities, Showers, Catering and Basic Rigging facilities. Accommodation, Camping, Car parking must be provided. Indoor Packing area, Public Telephone and an Accuracy Pit must be available. All the above facilities must be approved, clean and in good decorative order.

6. Training No more than 12 *ab-initio* students per course. Groups of six or more a minimum of nine hours' training. No more than eight students for practical lessons, ie PLFs, Aircraft Drills, Dummy Reserve Drills, Suspended Harnesses training etc. (Ideally every *ab-initio* student should actually deploy a real reserve when in a suspended harness.)

Practical sessions of Canopy Control and Reserve Drills must include suspended harness work.

PLs will always be supervised and critiqued by at least an Approved Instructor.

There must be suitable qualified staff for all aspects of continuation training.

7. Training Aids Magnetic whiteboards or suitable alternative, video, slide-projector, overhead projector etc.

All lecture room facilities must be approved. A matted area suitable to permit eight students to do PLFs together. Ramps/Platforms and Fan Trainer to be provided. A minimum of one aircraft 'mock up', compatible with aircraft in regular use.

NB Mock ups, PLF area, including Fan trainer and suspended harness area must be indoors. Ideally (in addition) the same facilities should be available in an outdoor area.

8. Aircraft Must have regular use of a suitable parachuting aircraft (club's own or lease). Sill exit type only for student parachuting. (Serious consideration should be given to the use of the Centre Base Break Tie, where tail strikes are possible.)

9. Equipment Student static mains, canopies specifically designed for Sport Parachuting (No modified canopies). A minimum of one for every student trained on a course, or a minimum of two aircraft loads, whichever is the greatest. Student Free Fall Mains (not Tandem) a minimum of one aircraft load up to eight places.

Student Reserves, must be fitted with serviceable AADs. A minimum of three aircraft loads, up to 25.

Student Tandem equipment, must be fitted with AADs and Stevens Lanyard (Round and Square Canopies), half an aircraft load up to six.

Experienced equipment, Tandem with Ram Air mains (throwaway) a minimum of two.

All the above are minimums, clubs must encourage to obtain more kit wherever possible to facilitate to the needs of its membership. (All AADs must be serviced at least annually.)

Student's Helmets, a minimum of three aircraft loads, up to 25. Goggles, Boots, Overalls, Altimeter in suitable quantities, Dummy Reserves, a minimum of eight fully compatible with actual student reserves.

Suspended Harnesses for *ab-initio* student training, a minimum of four. One suspended harness for use in all progression training and kit conversion/familiarisation.

NB All suspended harnesses must be fully compatible with actual equipment to be used.

Telemeters, enough for each individual Free Fall student in any one pass. Ideally also Ground to Air Video. Aircraft and air to air video also desirable.

10. Communication Telephone. Drop Zone to aircraft (R/T). Radio communication between person on DZ and DZ Control. DZ Control to DZ Vehicle (R/T). Ground to student radios (minimum up to Category 4). All persons using the equipment must be specifically trained in its use.

John Hitchen

Tony Butler

Joint National Coach & Safety Officers

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BRITISH PARACHUTE ASSOCIATION

Extraordinary Council Meeting

The Post House Hotel, Crick, Northampton

Tuesday 16th June 1987 – 6.30 pm

Present:

J. T. Crocker
J. Curtis
S. Dixon
S. Eversfield
J. L. Thomas
J. R. H. Sharples

Chairman BPA

Apologies for absence:

D. Hickling
M. Willson
J. Lines
T. Andrewes
M. Rennie
D. Prince
D. Johnston

In attendance:

A. K. Butler
C. Gilmore

JNC SO

Development Officer

A meeting was held as **J.T. Crocker** had received a letter from **D. Waterman** resigning as editor of *Sport Parachutist*.

J.T. Crocker explained that his initial feelings were to discuss the editorship of the magazine at the June Finance Meeting. Subsequently it was understood that the meeting had been cancelled. In looking at an appropriate opportunity there was a mix up between **J.T. Crocker** and **C. Gilmore** over the type of meeting. A Development Meeting should be called with the sanction of the Development Chairman.

The general feeling was that the editorship of the magazine should be discussed as this was the most pressing issue in view of the copy date for the August magazine being less than four weeks away. Development matters would be discussed when the Development Chairman was present.

Editor *Sport Parachutist* Magazine

J.T. Crocker, distributed copies of **Dave Waterman's** letter of resignation and a copy of the editorial for the June issue.

J.T. Crocker said there were two pressing questions. What do we do to get the August issue to membership and what do we do on a permanent basis?

J.T. Crocker mentioned he had spoken to a few people about getting the August magazine completed, namely the office and **Charles Shea-Simonds**.

S. Eversfield said that with previous editor changes a national successor had been lined up. He felt that a new editor should have access to facilities and have a background knowledge.

It was agreed that the magazine should not be produced 'in-house'.

J.T. Crocker was to ring **G.C.P. Shea-Simonds** concerning his offer to

caretake the magazine while a new editor was sought. Also to contact **Dave Waterman** about providing a summary of all the jobs the editor has to do together with an appreciation of the time commitment.

Considerable discussion took place concerning a review of the honorary position of editor. It was agreed that the position should remain honorary and include editorial expenses as normal.

Dave Waterman had put forward one person as a possible editor.

In agreement with **J.T. Crocker**, **C. Gilmore** had already announced to STC and the DZ Operators Group on 4th June the need for an editor. Also Council and Clubs had been immediately circulated with the information. It was agreed that an insert is to go in the June issue of the magazine, so that all full members are given the opportunity of applying.

J.T. Crocker suggested we should do everything possible to assist **G.C.P. Shea-Simonds** in producing an August issue. In particular the greatest co-operation with articles and photographs was requested.

S. Eversfield offered to liaise with others to produced a write up of the Classics at the Nationals. **L. Thomas** offered to speak to **Chris Thomas** for a write up of the Relative Work at the Nationals.

C. Gilmore is to obtain the earliest date for the magazine to go to the printers.

R. McGulre and **S. Eversfield** live near to the printers and will be key contacts.

Billing of the magazine will be transferring from **Dave Waterman** to the office. This will increase pressure on the office. Discussion took place about the need for a person from the Youth Opportunity Programme (YOP) to do the billing. As someone is currently employed by **Dave Waterman** to do this for the magazine it was agreed that someone should work in this way at the office. **Chris Gilmore** will make initial contact.

J.T. Crocker asked that further ideas concerning editorship should be circulated via **Chris Gilmore** to all Council Members. Further that, letters of application and *curriculum vitae* from people should be circulated to all Council (voting and non voting) and office staff.

AOB

T. Oxley

J.L. Thomas mentioned **Tom Oxley's** support for the BPA and agreed to refer it to a full Council Meeting.

Facilities

The Council were saddened by two fatalities this weekend. Arrangements were detailed for a letter to go to relations and the provision of flowers at the funeral.

The Coaches were commended on producing two Board of Enquiry reports in two days and the secretarial staff thanked for their efforts.

C4 Film

John Curtis requested a detailed breakdown of C4 expenses to be sent to all Council Members.

BRITISH PARACHUTE ASSOCIATION

Council Meeting

Bridlington Airfield

Sunday 28th June 1987

Present:

J. T. Crocker
J. K. Lines
M. Rennie
Mrs S. Dixon
J. L. Thomas
T. Andrewes
J. Curtis
S. Eversfield
D. Johnston
M. Willson
I. Rosenvinge

Chairman BPA

Treasurer/Chairman Finance Committee BPA

In attendance:

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

Secretary General BPA

JNC SOBPA

JNC SOBPA

Apologies:

D.T. Hickling, J. Steele, J.R.H. Sharples, D. Prince, P.W. Ritchie, R. Colpus

Item 28 – Loan Application

A request for a loan by the Flying Tigers had been received. In the normal course of events this would have gone initially to the Finance Committee but the Secretary General had been asked by **K. McIlwee** whether Council could consider the application at this meeting as there was an immediate need to purchase a set of telemeters.

There is a problem with the application at present as **Mr McIlwee** is to appear before the Disciplinary Committee of the Association. The Secretary was directed to write to **Mr McIlwee** asking what plans **Mr McIlwee** had following the outcome of the meeting of the Disciplinary Committee. The reply and the loan application would be considered by the Finance Committee at its next meeting, scheduled for 22nd July. The Council unanimously agreed that the Finance Committee be delegated to make a final decision regarding the loan at that meeting in order to expedite the proceedings.

Item 28 – Computer Membership List

D. Johnston had written to the Chairman on the above subject (copies had been circulated).

It had been brought to **D. Johnston's** notice that a list of C and D licence

holders had been sent to Peterborough Parachute Centre, on payment of a fee to cover the work involved, etc. He felt that the Association should not send these lists out in any shape or form to anyone.

Council had agreed to the releasing of the list to PPC at a meeting of 12th February 1986, although prior to that, Council had agreed that the list not be 'sold' to anyone outside the Association.

It was pointed out that as the Association was a Company Limited by Guarantee, any member of the Association was entitled a copy of the list on payment of a suitable fee to cover the work involved.

Item 30- Safety and Training Committee

In the absence of the Chairman of STC, only two items were brought to Council's attention as being too important to be held over until the next Council Meeting.

Item 7c- Rectory Farm DZ Clearance

The JNCOSs had not felt able to support an application for clearance of the above, and in the meantime the Chairman of STC and Vice President of the BPA, **W.J. Meacock**, were to visit that particular Drop Zone.

There was considerable discussion on both the above specific matter and the general policy of clearance of Drop Zones.

The Council unanimously agreed that:

Drop Zones should be cleared through the Joint National Coach and Safety Officers who could, in certain circumstances, delegate an examiner or examiners to conduct the Drop Zone reconnaissances.

The only right of appeal against their decisions was to be via the Council of the British Parachute Association.

Council further stated that it would like information on the following:

- Why the Safety and Training Committee was challenging the judgement of the National Coaches.
- Council was concerned to note that other people were looking at the DZ in question.
- Should the other persons pass the DZ for use, Council would be grateful to receive the full details and the grounds for passing the DZ, in order that Council could consider the information.

Item 8 - It was agreed that at least one JNCOS should attend the inquest to conduct a watching brief.

A.K. Butler was tasked with writing to the coroner requesting information as to timings, etc. and to write to the Avon police to ascertain who would be the coroner at this particular inquest.

Item 31 - Sport Parachutist- Editor

Following the Special Council Meeting at which the above had been discussed the following situation now pertains.

- G.C.P. Shea-Simonds** had very kindly agreed to the Chairman's request to take on the job of Editor, *pro-tem*.
- An insert had been compiled and sent to the present printers for inclusion in the June issue, advertising the post of Editor.
- The Secretary General had, on his return from holiday, spoken to **G.C.P. Shea-Simonds** in relation to the administration back-up, etc. which he (**G.C.P. Shea-Simonds**) would require.
- G.C.P. Shea-Simonds** stated that he had persuaded Fisherprint to take on the production of the August issue.
- C.W. Port** had passed all the information relating to Accounts, Inserts, Articles to **G.C.P. Shea-Simonds**.
- The PPA had been moved (with the agreement of the Post Office), for the August issue from Coventry to Peterborough.
- It had been ascertained that there are sufficient old envelopes in stock to send the magazine from Peterborough.
- The advertisers would all be contacted, as soon as **G.C.P. Shea-Simonds** had the list, to explain that for the August issue all adverts would be black/white, that a reduced fee would be charged, and the reasons for this given.

S. Eversfield expressed concern that neither he nor **R. McGuire** had been contacted by the *pro-tem* editor to explain what was going on. That there had been no prior notification that there would be a change of printers.

It was pointed out that the editor at the time, **D. Waterman**, had been given full authority to change printers.

The Secretary General was tasked with contacting **R. McGuire** and asking if he could with liaise with **Charles Shea-Simonds**.

Item 32- Competitions

S. Eversfield stated that the National Championship Relative Work on year meet had, to date been weathered out and that to date no meet could be called.

The following was the action planned:

- The competition would continue until late on Sunday evening in an attempt to call a meet in the 4 way event.
- Should this not be possible then the event would be rolled on to the

following week (after the conclusion of the Classic Meet) this would include the 8 way event. To this end all RW teams would be requested to phone in, to Bridlington, by Thursday, to ascertain the situation.

Should the RW still not be completed by Monday 3rd August, then it would be rolled on to the following weekend.

It was appreciated that for a variety of reasons there might not be a full turn out, but that those teams in contention would undoubtedly attend.

2) When 6 rounds of 4 way had been completed, the 8 way competition would be continued.

If possible more than 6 rounds of 4 way would be jumped but this of course depended upon the weather.

3) It was unanimously agreed that the costs of the judges for the extended RW meet would be borne by the Association.

It was formally proposed by **S. Eversfield** and seconded by **Mrs Sue Dixon**, that the RW Meet should recommence (weather permitting and Classics being completed) from the next weekend and the Monday, should this be weathered out then the meet would be rolled on to the following weekend.

If possible a full 4 way and 8 way number of rounds would be held, but should this not be possible then the meet would be called after 6 rounds.

Unanimous

D. Johnston was formally thanked for his efforts in staging the National Championships. The facilities had been first class as had the organisation. **D. Johnston** said that his Centre would accommodate the judges for the extended Nationals free of charge.

Council formally expressed its regrets to competitors, judges and officials for the death of jumping weather and thanked all concerned for taking part.

Once there has been a completion of the meets, there will be an emergency meeting of the Competitions Committee to plan the World Championships, those taking part, training venues, etc.

In the interim the Secretary General had prepared an initial budget for the consideration of the Committee. Competitors air fares had been obtained for both Brazil and Korea.

Item 33- AOB

In the Competitions Minutes it had been stated that **J. H. Hitchen** had the changes to the Classics events following the CIP Meeting, but **J. H. Hitchen** had categorically refuted this. They had been given to **R. Colpus** and he (**J. H. Hitchen**) had never been handed a copy.

M. Rennie stated that one set of the changes had been run off for each Head of Delegation to take on departure. **R. Colpus** had brought them back to the UK. **M. Rennie's** article in this journal stated that if anyone wanted the information it could be obtained by contacting him, and he would then send them off. **M. Rennie** stated that he had in fact done this.

It was agreed to change the relevant minute prior to the notification of those minutes and their distribution.



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BRITISH PARACHUTE ASSOCIATION

Council Meeting

Kimberley House, 47 Vaughan Way, Leicester
Wednesday 5th August 1987 – 6.30 pm

Present:

J. T. Crocker
D. T. Hickling
J. R. H. Sharples
J. K. Lines
R. Colpus
T. Andrewes
J. Curtis
J. L. Thomas
D. Prince
S. Eversfield
Mrs S. Dixon
A. K. Knight
J. Steele
I. Rosenvinge
M. Rennie

Chairman BPA
Vice Chairman BPA
Chairman Safety & Training Committee
Treasurer/Chairman Finance Committee
Chairman Comp. Committee
Club Representative

In attendance:

C. W. Port
A. K. Butler
J. H. Hitchen
C. Gilmour
W. J. Meacock
R. Buchan
Squadron Leader I. Gardiner
10 observers

Secretary General BPA
JNCSOBPA
JNCSOBPA
NDOBPA
Vice President BPA
Chairman SSPA
Co-opted

Apologies for absence:

D. Johnston, P. W. Ritchie

Item 34 – Minutes of Previous Meeting

A) May 6th 1987

Proposed by **Mrs S. Dixon**, seconded by **J. Curtis** that the Minutes of the above Meeting be accepted as a true record.

Unanimous

Matters Arising

1) **C. Austins** The full paperwork on this had been circulated to all Council Members. Discussion ensued and it was finally proposed by **J.L. Thomas** and seconded by **T. Andrewes** that the Association takes all necessary steps to defend the action being brought.

Unanimous
SecGen

B) Extraordinary Meeting 16th June 1987

Proposed by **Mrs S. Dixon** and seconded by **J.L. Thomas** that the Minutes of the above be accepted as a true record. With the addition of the fact that recognition had been given to the retiring Editor for his work over the past years.

Unanimous
C. Gilmore

Matters Arising

Editor – Sport Parachutist

The Chairman explained that he had made special notes to discuss this matter during the closed session of the meeting.

The matter was discussed and the Council unanimously agreed to extend Life Membership to the retiring Editor.

A. James was thanked for his input on the magazine editorship. This has been sent to the retiring Editor and the *pro-tem* editor. It will also be sent to any new editor once a person has been accepted into the post.

To date only one application had been received. It was felt that more applications be obtained if possible. The *pro-tem* editor has said that he cannot carry on indefinitely.

It was agreed to set an interview date for the one application. In the meantime clubs would be asked to display the post on notice boards. If there were more applicants then they would also be interviewed.

It was agreed to set the date at the end of August in liaison with the Chairman, Development Committee and the retiring and *pro-tem* editor.

D. T. Hickling
C. Gilmore

C) 28th June 1987

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

Unanimous

A.K. Knight expressed extreme dissatisfaction that the meeting had been held earlier than advertised. It was agreed that in future the Council Meeting, post National Championships should be held as soon as possible at the BPA HQ offices. Possibly the following Wednesday.

Proposed by **D. Prince**, seconded by **J. Curtis**.

For	12
Against	1
Abstention	1

SecGen

Matters Arising

1) Inquest Attendance – Cheddar Gorge

A.K. Butler had attended the inquest and discovered the names of the people who had been involved. Three people had been past members whilst one other person involved in the arrangements was a current BPA member.

This whole matter is also connected with the correspondence from **L. Dickinson** (Agenda item 4).

J.K. Lines stated that after much thought he did not feel that recognition would stop people being killed, he felt that the Association should not be involved with Base.

J.L. Thomas stated that some years ago it had been suggested that these people should form their own Association.

There was also discussion on aspects such as safety, insurance, etc. It was felt that if a *bona fide* Association was formed then more people would take part. **A. Knight** felt very strongly that the average person would still consider it to be parachuting rather than BASE Jumping.

It was felt that there would probably be no Association formed because in that case those people would have to obtain permission to jump from static objects.

A.K. Butler stated that the Coroner and media personnel were very impressed at the stand which the BPA took at present and it reflected very well upon this Association.

Further discussions took place on this matter after which two proposals were put to the meeting.

1) Proposed by **D. Prince** and seconded by **J.K. Lines** that the status *quo vis-à-vis* the Association stand on Base Jumping be maintained.

2) Proposed by **R. Colpus** and seconded by **I. Rosenvinge** that the *status quo* be maintained until such time as Base formed its own organisation, after which no action would be taken against people involved in Base.

Proposal 1	For	9
	Against	4
	Abstentions	1

Proposal 2	For	5
	Against	8
	Abstentions	1

Proposal 1 was carried. Proposal 2 fell

Extract from STC – Item 8 Thursday 4th June

Letter from K. Noble

A proposal by **K. Noble**, seconded by **R. Noble-Nesblitt**, was presented to the Meeting.

“That this Committee abhors the smirch on our Sport’s safety brought to public attention by the totally irresponsible behaviour of so called ‘Base’ jumpers and requests Council to consider the following proposal as a matter of urgency. Also, should the said proposal be accepted, that its format be released to the media in order that we may be seen to publicly denounce this ‘activity once and for all’.

That from this date any member of this Association proved to have participated in any form of so called ‘Base’ jump in the UK either by carrying out such a jump or assisting in any way, including the manufacture of equipment obviously and specifically for that purpose, will immediately have their membership revoked and be banned from all Clubs and Centres affiliated to this Association, both as a permanent measure.”

Much discussion took place on the above proposal and the Committee unanimously supported the proposal.

There was a very great deal of discussion on this subject and it was agreed that the Minutes as stated could give rise to a great many problems. There was no support for the minute as written, thus it was not ratified.

A. K. Butler

It was agreed that the *status quo* vote which had been taken covers the situation.

It was agreed that those known to be concerned be invited to attend the next Council Meeting to answer any allegations.

The Secretary General would write to those concerned to tell them that the matter will be discussed, that membership could be suspended and/or not renewed under Articles 12, 14 and 15.

SecGen

Those concerned will be invited either to attend at the next Council Meeting or to send in a letter. Council stresses that the matter will be dealt with at the next Council Meeting.

Item 35- Committee Reports

1) STC

J. R. H. Sharples presented the Minutes of the meetings of 4th June and 16th July respectively.

4th June 1987

The matter of the A1 Skydiving application for DZ clearance was discussed and it was reiterated that 'the JNCOSOs' merely recommend a clearance to the STC whose function then is to ratify the recommendation or not.

The minutes were ratified except for the minute at Item 34 C1 above.

16th July 1987

J. Curtis asked if involvement by the person concerned in previous hang ups had been considered.

J. R. H. Sharples stated that the Committee should be considering the present action only.

D. T. Hickling stated that there had only been one previous incident in which the person concerned had been involved. This had been in 1975.

The Minutes were ratified.

The Disciplinary Committee had met and there were two matters to be discussed, these will be discussed in closed session.

2) Competitions Committee

S. Eversfield presented the Minutes of the meetings of 28th June and 7th July respectively.

28th June National Championships Aircraft Repositioning

The question of the repayment for repositioning was raised by the Secretary General. It was agreed that this sum be paid.

J. Curtis asked that in future questions of expense be slightly more expanded in the minutes in order that these matters can be dealt with more expeditiously.

7th July

It had been agreed by the Committee that training costs be awarded on results, etc. On the results of performance the Committee had allotted £5000 to each team, both the 4 and 8 way.

The 4 way team has asked for £6200, the 8 way team had asked for as much as could be spared.

From the input received the Committee understood that an alternate would go. In fact the 8 way had no alternate thus it has an extra £1000 to spend, a total of £6000.

It was stated that in the event of a problem the 8 way team would use an alternate from the 4 way team.

A letter of protest at the amount of funding allocated to the 8 way team had been received.

It was stated that the decision had been a unanimous one by all members of the Competition Committee who had been present.

Considerable discussion took place on this subject, with input from various members.

Two proposals were put to Council.

1) Proposal by **R. Colpus** and seconded by **J. L. Thomas** that the budget be split equally on numbers of training jumps.

2) The original proposal of the Competitions Committee.

The voting was taken first on proposal two:

For	13	Against	2
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Thus proposal 2 was carried whilst proposal 1 fell

The budgets would remain as recommended by the Competitions Committee.

National Championships

A formal vote of thanks was given to **D. Johnston** for the hosting of the National Championships. The Competition Committee Chairman agreed to write to **D. Johnston**.

Format and Dates for National Championships 1988

This will be discussed at the Competitions Committee Meeting on 11th August.

Trainee Judges to go to World Championships

An additional name as trainee judge, **P. Halfacre**, had been submitted. **Julie Allen** and **DI Orton** had already been asked whether they would be going and both had stated they were unable to attend.

Due to this mix up the Committee had agreed to allocate the full air fare to **J. Laing** to travel as the Committee had thought there were no trainee judges going at all.

The Committee stated that they had no official notification concerning **P. Halfacre**.

It was agreed to refer this matter back to the meeting on 11th August.

It was reiterated that the trainee pays the costs and is reimbursed if he/she qualifies.

R. Colpus regretfully asked Council to accept his resignation as Chairman of Competitions Committee due to pressure of work.

S. Eversfield was asked and agreed to take on the Chair.

R. Colpus was thanked for his work as Chairman.

3) Finance Meeting 22nd July 1987

J. K. Lines presented the Minutes of the above meeting.

1) It was proposed by **J. K. Lines** and seconded by **D. T. Hickling** that the Annual Accounts be accepted for recommendation for adoption by the membership at the Extraordinary General Meeting to be held at the Post House, Leicester on 29th October 1987.

Unanimous
SecGen

2) The loan to Flying Tigers was unanimously agreed to.

The minutes were ratified.

SecGen

4) Development Committee

D. T. Hickling presented the minutes of the meeting of 30th July 1987.

1) **D. T. Hickling** stated it was very difficult to come to any form of conclusion following the questionnaire. He also felt that unless change was commercially viable it would be difficult to implement.

W. J. Meacock thought that it would be possible to make changes.

J. K. Lines felt that the general feeling seemed to be that there should be gradual tightening up.

The JNCOSOs have been tasked with producing a list of features and equipment which should ideally be at a Drop Zone, and **W. J. Meacock** agreed to produce an additional paper on this.

There was considerable further discussion on this subject.

J. K. Lines proposed that *pro-tem* this Council directs STC when considering the new DZs that it 'rigidly applies the criteria laid down in the Operations Manual'. Seconded by **D. Prince**.

For	15	Abstention	1
-----	----	------------	---

It was also felt that the criteria should be expanded and incorporated into the Operations Manual.

5) Club Representative

T. Andrewes, Club Representative, reported that he had only had seven replies to the P6 question. It was agreed to hold-over this matter until the next Council Meeting.

6) Royal Aero Club

There had been no meeting of the above, but the Chairman had attended a Meeting at the CAA in connection with the banning of displays in the London TMA.

All information on this will be sent to **G. C. P. Shea-Simonds** as soon as possible in an attempt to get displays back into the TMA, as had been the situation in the past.

Item 36

Correspondence had been received from **W. J. Meacock** on the subject of third party liability and the Association's attitude to this.

He felt that in every case of serious accidents a full and independent report should be given to Council in order that Council could then decide on which side to support.

The present situation, he felt, protects the Association and the Clubs but does not help the individual concerned. There could be circumstances where the club could be to blame.

J. T. Crocker stated that in all insurance policies the insured is prohibited from making any comments, this is a prerequisite because if statements are made the insurers could well repudiate any claim.

It was not, he stated, always the case that Council supported the clubs, there had been instances where the Association had disassociated itself from a club and in such cases the insurers had done the same.

In other cases the insurers had approached the Association to ask about the situation and consequently claims had been paid.

In such a specialised area as sport parachuting the insurers cannot go elsewhere to ask for expert advice.

W.J. Meacock felt that in the case in question, the facts had never been fully investigated. The report had arrived some nine months after the incident and **STC** had only had the information some 10 months after the original incident.

It was agreed that in future all serious accidents would be the subject of a full investigation either by the **JNCOSOs** or by a competent person authorised by them.

JNCOSOs

In addition to the above the Secretary General was able to report that after protracted negotiations with the insurers it had been agreed that a club/centre which was a limited company would be covered under the **BPA** policy so long as all those involved in student training and/or the conduct of sport parachuting were fully paid up members and as such were themselves fully covered under the policy.

This would be suitable worded and added to the Definition of the Insured on the policy document.

The Secretary General would write to all clubs/centres on this and would also remind clubs that they should also have their own employees liability insurance.

SecGen

Item 37- Cornwall PC

Correspondence had been received from the above concerning another club training students in the locality.

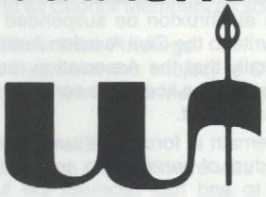
Council shared the concern of the Cornwall PC and the **JNCOSOs** were tasked with contacting **M. Bolton** in order to reply to the letter, *serialim*, from the Cornwall PC.

JNCOSOs

In the meantime the Secretary General would write to the Cornwall PC to update it on the situation.

SecGen

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Item 38

1) Affiliations

It was unanimously agreed to afford affiliation to **Tilstock**.

SecGen

2) Judicial Review

The Secretary General had distributed the result of the above and the Chairman expanded a little on this. He said that it had taken two full days for the hearing in the Divisional Court before Lord Justice Lloyd and Mr Justice Mann. The judgement was reserved until the third day, upon which the Association's appeal was granted and additionally that we were granted a declaration that the Jury was not entitled to make any recommendations.

A vote of thanks was proposed and unanimously agreed by the Council of the **BPA** for the guidance given to it by the Chairman of the Association in the matter of Judicial Review.

3) The Council then retired into closed session.

1) An appeal against the findings of the Disciplinary Committee of the **BPA** had been received from **K. McIlwee**, together with supporting documentation all of which had been circulated to Council.

The Council of the Association, after much discussion, ratified the decision taken by the Disciplinary Committee.

2) A letter of appeal had been received from **E. T. Lewington** following a decision of the Disciplinary Committee of the **BPA**. The letter should, in the first instance have been discussed by **STC** but Council decided to deal with the matter at this time. The Council of the Association supported the decision of the Disciplinary Committee.

Item 39- Minutes of Meeting

The Chairman said he understood that all Council Members, apart from himself, had received a letter from **Martin Evans**.

Mr Lines had read extracts from the letter to the Chairman.

The Chairman said he had not been afforded the courtesy of being provided with a copy of the documents submitted to Council Members. Neither had the **BPA** Office been supplied with a copy of the documents.

It was clear that **Mr Evans** wanted Council Members to know of his complaint but not the Chairman.

Mr Colpus handed back to the Chairman the bundle of copy documents that he had received.

The Chairman stated that he was not prepared to comment upon any documents that he had not had an opportunity of reading.

Furthermore, from a cursory glance at the first page of the bundle of documents and from what **Mr Lines** had told the Chairman it appeared that in order to answer the allegations made properly and effectively it would be necessary for the Chairman to refer to the legal action for damages which had been commenced by **Mr Evans**.

The Chairman made it plain that he was not prepared to refer to matters which were both personal to **Mr Evans** and might be prejudicial to him without the consent of **Mr Evans'** solicitors.

The Chairman therefore proposed that prior to any substantive response being given to **Mr Evans'** documents the Chairman would write to **Mr Evans'** solicitors for consent to reply in full to the allegations made by **Mr Evans** and to refer where necessary to the legal action and documents in the legal action commenced by **Mr Evans**.

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SWANSEA PARACHUTE CLUB

BRITISH PARACHUTE ASSOCIATION

JSPC Netheravon – Council Meeting

Monday, 17th August 1987 – 7.30pm

Present:

D. T. Hickling
J. R. H. Sharples
J. K. Lines
S. Eversfield
T. Andrewes
J. Curtis
J. L. Thomas
I. Rosenvinge
J. Steele
J. D. Prince

Vice Chairman BPA
Chairman Development Committee
Chairman Safety and Training Committee
Chairman Finance Committee
Chairman Competitions Committee
Club Representative

In attendance:

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

Secretary General BPA
JNCSOBPA
JNCSO BPA

Other members present:

W. J. Meacock
R. Ellis
T. Oxley

Vice President BPA
Civil Aviation Authority

Apologies:

J. T. Crocker, D. Johnston, R. Colpus, M. Willson, P. W. Ritchie, A. Knight, Mrs S. Dixon, M. Rennie.

Minutes

The meeting was chaired by **J. R. H. Sharples** who welcomed everyone to the meeting and thanked them for attending this meeting at very short notice.

The Council officially recorded its thanks to both National Coaches for the work they had carried out over the last two weeks. It had been far and away above the normal call of duty. Council also wished it recorded that it had complete confidence in the National Coach and Safety Officers.

Item A – Post Fatality Reports

J. H. Hitchen read the report of the British Parachute School's fatality Board of Inquiry and stated that the full report including witness statements, documentation annexes etc would be made available as soon as possible.

The findings of the Board were:

The parachuting documentation was in order, indicating that he was qualified to make the planned descent. The equipment was suitable for the planned descent.

All the correct post jump actions were carried out by those present.

The Board, recommendations were:

1. That on static line deployed equipment, the static line must be continuous from the deployment bag to the point of attachment in the aircraft.
2. That all 'student' pre-jump checks carried out on the flight line be recorded.
3. That the Jumpmaster is to refer to this record before accepting responsibility for the parachutists.

Item B

J. H. Hitchen read the findings of the Board on the Capital School of Parachuting fatality and stated that all witness statements and documentary annexes would be made available as soon as possible.

The findings of the Board were:

The parachuting documentation was in order, but she had not been qualified to make the planned descent.

The parachutist was qualified to jump the equipment she was using.

All the correct post jump actions were carried out by those present.

The conclusions of the Board were:

That the deceased completed a dive exit and alternate turns, attempted to deploy her main canopy, was unable to do so successfully and lost stability and deployed the reserve parachute, which upon deployment suffered severe damage. The damage was almost certainly caused by a 'Blown Periphery' type malfunction.

Item C

J. H. Hitchen read the findings of the Board on the Thrupton PC fatality and stated that all witness statements and documentary annexes would be made available as soon as possible.

The findings of the Board were:

The parachuting documentation was in order indicating that the parachutist was qualified to make the planned descent.

The equipment was suitable for the planned descent.

All the correct post jump actions were carried out by those present.

The recommendation of the Board was that:

Whenever a student programme is in operation, the Drop Zone Controller must have radio communication with parachuting aircraft for the purpose of suspending parachuting.

Prior to the closed session discussions by the BPA Council, **T. Oxley**, Civil Aviation Authority made the following statement.

He felt that this might be of help whilst Council were carrying out their discussions in closed session. The Civil Aviation Authority were experiencing problems following fatalities and were looking to the British Parachute Association for positive action to be taken.

The observers left whilst Council discussed the fatalities in greater detail.

Item 1 – Capital School of Parachuting

An enormous amount of discussion took place on the above subject with input and questions from all present. The background details were discussed in depth and note was taken of historical problems.

It was proposed by **J. K. Lines** and seconded by **J. D. Prince** that following the findings of the Board of Inquiry all the ratings of the CCI which had been suspended by the Coaches post fatality, remain suspended until next hearing of the Disciplinary Committee.

Item 2 – Thrupton Parachute Centre

There was very lengthy in-depth discussion on the fatality which occurred at Thrupton. The entire situation was explored in depth with questions and input from all members present.

After protracted discussion the following was unanimously agreed by the Council of the British Parachute Association.

1. It was proposed by **J. K. Lines** and seconded by **J. D. Prince** that following the conclusions of the Board of Inquiry all ratings of the CCI be suspended with immediate effect pending a meeting of the Disciplinary Committee.

2. Additionally it was proposed by **J. K. Lines** and seconded by **J. Steele** that in the light of the circumstances and information now available that all parachuting activities at Thrupton be suspended with immediate effect, and the Association write to the Civil Aviation Authority appraising it of the action taken, additionally that the Association recommend that the Civil Aviation Authority suspend the licence to conduct parachuting activities at Thrupton with immediate effect.

These measures to remain in force until such time as a new operational plan for the safe conduct of parachuting activities at Thrupton has been prepared, submitted to and has received the full approval of the full Council of the British Parachute Association and the Civil Aviation Authority. Unanimous

Item 3 – British Parachute Schools

D. T. Hickling withdrew whilst the above was discussed by the remaining Council members.

The fatality and circumstances surrounding it were re-stated and the matter was discussed in very great detail.

After very full discussion bearing in mind the report of the Board of Inquiry and input from all present it was finally proposed by **J. Curtis** and seconded by **J. L. Thomas** that the Examiner and Advanced ratings of the CCI be suspended with immediate effect and remain so until the meeting of the Disciplinary Committee.

D. T. Hickling was invited to return to the meeting where the decision of Council was re-stated.

D. T. Hickling immediately tendered his resignation from the Council of the Association and withdrew.

All the above decisions will be communicated to those concerned by the Joint National Coach and Safety Officers and **J. R. H. Sharples**, Chairman of Safety and Training Committee.

AOB

W. J. Meacock had distributed a copy of a letter which he had sent to the Chairman on 13th July.

J. H. Hitchen asked to be allowed to comment on the content of the letter in so far as he was not 'swanning' anywhere, he had been working non-stop on the tasks given him by the Association, he further stated that he had not been able to take his full holiday entitlement and that he had not been home at a weekend for some considerable time.

The Council, once again expressed its full confidence in both JNCSOs.

The observers returned to the meeting and **W. J. Meacock** reiterated his feelings expressed in his letter of 13th July. This letter has been circulated to all Council members.

The meeting closed at 2305.

BRITISH PARACHUTE ASSOCIATION

Council Meeting

Kimberley House, 47 Vaughan Way, Leicester

Tuesday, 1st September 1987 – 6.30pm

Present:

J. T. Crocker
J. R. H. Sharples
J. K. Lines
D. Johnston
H. J. F. Curtis
J. Steele
J. L. Thomas
A. K. Knight

Chairman BPA
Chairman STC
Chairman Finance Committee

In attendance:

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

Secretary General BPA
JNCSOBPA
JNCSOBPA
NDOBPA

Observers:

K. Kempton, J. Fielding, M. Riddin, C. F. Simpson, C. G. Wilson, M. Dukes, J. Brady, S. Elkins, D. Blyth.

Others attending:

W. J. Meacock (*Vice President BPA*), J. Ball, Ms J. Wright, D. T. Hickling, B. Bias.

Apologies:

T. Andrewes, S. Eversfield, D. Prince, P. Ritchie, R. Colpus, M. Rennie, M. Willson, R. Buchan (*SSPA*), I. Rosenvinge, Mrs S. Dixon.

The Chairman, **J. T. Crocker**, welcomed those present to the meeting and explained that the meeting had been called to discuss the findings of the Disciplinary Committee which had met on 20th and 24th August 1987.

The Meeting Commenced at 1830 hours

Item 1 – Minutes of Meeting of 17th August

Only a shortened version was available at the meeting. The complete Minutes would be sent to all Council Members as soon as possible.

Item 2 – Disciplinary Committee Findings

All those persons who had been the subject of Disciplinary Committee Hearings had been invited to attend this Meeting to put forward their views etc.

a) Capital School of Parachuting

The Chairman, **J. T. Crocker**, asked if there was anyone available from the above Centre.

There was no one present from the Capital School of Parachuting and all observers were requested to withdraw whilst the Council considered the findings of the Disciplinary Committee which had met on 24th August 1987.

There was some discussion on the findings of the Committee and it was stated that **Mr M. Cooch**, who had been appraised of the recommendations had not demurred from the decisions.

It was proposed by **J. K. Lines** and seconded by **J. R. H. Sharples** that the findings of the Committee be accepted with the rider that recommendations 2 and 3 be given urgent consideration by the Safety and Training Committee, at the earliest possible opportunity. Unanimous

The observers were invited to rejoin the Meeting.

b) Thruxton Parachute Club

It was re-stated by the Chairman that **Mr Bias** had been invited to attend a Disciplinary Committee, at his convenience.

This had been declined by **Mr Bias** who had stated that he would prefer to appear before the Council of the Association on legal advice.

Mr J. Ball stated, for **Mr Bias**, that he (**Mr Bias**) had declined to attend a Disciplinary Committee Hearing as the operation of the club had been suspended.

J. T. Crocker, Chairman, then re-stated the findings of the Board of Inquiry, and additionally gave a résumé of the situation which had developed following the suspension of the Club Chief Instructor and the suspension of the club's parachuting operations.

Mr Ball then distributed information on an operational plan for the conduct of Sport Parachuting at Thruxton, which, he stated had already been communicated to the Association via **J. R. H. Sharples**.

J. R. H. Sharples, after reading the document, stated that these had been modified from the proposal which had been communicated to him by telephone. This was agreed by **Mr Ball**.

Mr Ball stated that he felt that the Club (Thruxton) had been very poorly treated and had borne the brunt of the 'media hype' which had followed the fatalities.

J. T. Crocker stated that in no way did he feel that Thruxton had borne the brunt of the problem, he felt that it had been dealt with fairly and honestly and no different to any other club.

The Chairman stated that Council, in this case, were unable to take into account anything from the Disciplinary Committee's findings as due to **Mr Bias** deciding not to attend, there had been no chance for that Committee to actually speak to the Club Chief Instructor concerned.

Mr Ball stated that in his opinion the whole matter revolved around the use of radios and the situation regarding visibility at the Drop Zone.

At this point **J. L. Thomas** stated that at the Meeting of 17th August he had specifically asked whether the helicopter could have been seen from the DZ controller's point. It had been shown by **J. H. Hitchen** on a map, that he could see below the knee level of both other members of the Board who where in area when the fatality took place.

However, he now had had sight of a letter and map from **G. C. P. Shea-Simonds** which stated that the helicopter could not be seen from the DZ controller's view point.

Following a question from **Mr Ball** it was re-iterated that **Mr Bias**' rating had been suspended pending an investigation into the fatality.

At this juncture **J. H. Hitchen** re-stated that on the maps, together with information he had been given, he could see to below knee level of the other two Board members.

Some considerable discussion ensued on this point and there was a great deal of dissent regarding the position of any so called 'Dead Area'.

Mr Ball then produced a large scale aerial photographic map and proceeded to give a detailed explanation as to his interpretation of what had occurred, and also as to the exact location of the 'Dead Area'.

J. H. Hitchen and **A. K. Butler** both pointed out on this map where they had been located. It was also stated by **A. K. Butler** that in order to carry out a double check they had asked two instructors to investigate the 'Dead Area' situation.

A verbal report had been received which confirmed the opinions of the Board. A written report was expected at any time.

In reply to a question from **J. K. Lines**, **Mr Ball** stated that he first saw the helicopter as it began to lift and the parachutist was coming through his field of vision. **Mr Ball** maintained that he would not have seen the helicopter until it took off.

J. K. Lines posed the question 'Was the student in the cone of drift?'

Mr Ball replied that the student was off line but agreed that she was in the cone of drift.

J. H. Hitchen stated that the ATC had said to him (**J. Hitchen**) that he (the ATC) was aware of the helicopter in the vicinity.

He also stated that he had requested to interview the helicopter pilot but that the pilot had refused to talk to him.

It was generally felt that there were discrepancies in statements which had been made to the BPA Board of Inquiry and the representatives of the CAA.

Mr Simpson, a pilot from Thruxton, asked that he be allowed to put a few points to the Council which he felt could be helpful... he saw the helicopter half an hour before the incident... radios are used by jump pilot in order to let others know parachuting is taking place... the map shows parachuting takes place... power must give way to sail... he had not heard anything from the helicopter... radios are sometimes turned down whilst the instructor talks to his student... helicopter pilot had a duty to know that parachuting was taking place... all using Thruxton know that parachuting takes place.

J. Hitchen re-iterated that the Board had spoken to top helicopter pilots (who had declined to make a statement) but that they (the Board) were not there to apportion blame, their remit was concerning safe parachuting.

A. K. Butler drew Council's attention to the Board's conclusions and stated again that the concern of the Board was parachuting.

The Chairman asked what had been the CAA's response to the plan put forward by **Mr Ball**. It was stated by **Mr Ball** that it accepted it. In answer to a question, **J. T. Crocker** said that a meeting had been arranged with the CAA for the 2nd September but that no definite agenda had been proposed.

The Chairman stated that the plan as proposed did not take account of the possibility of an identical accident happening.

Mr Ball said that the plan called for a cessation of flying activity whilst students were being dropped.

The Chairman still felt that it would, even so, be possible for an identical accident to happen with the plan as it stood.

At this juncture the Chairman asked whether **Mr Bias** and **Mr Ball** were content that the Council should 'short circuit' the system as laid down and

deal with the matter fully this evening.

Mr Ball said that as two steps had, in his opinion, been taken then he would be content with Council's decision. **Mr Blas** also stated that he was content for Council to deal with the matter.

J. Curtis stated that in his opinion no definitive information had been laid as to the exact location of the 'Dead Area'.

Mr Ball then passed around photographs which he said had been taken of the exact areas, but using a 206 in place of the helicopter.

Those observers who had attended from Thruxton were asked if they had any observations they wished to make.

There was some further discussion after which the observers were requested to withdraw whilst Council discussed the entire situation.

Very considerable in depth discussion ensued and input was requested from each member present.

Each and every comment was discussed in detail in an effort to arrive at a fair and just conclusion in the cases of both the CCI and the Club itself, to decide upon what action should be taken in respect of the CCI and to attempt to ensure that any operational plan put forward would be in the best interests of both safety and the club itself.

(At 2045, **J. K. Lines** offered his apologies as he had been called to attend another Meeting.)

The operational plan which had, this evening, been presented to the Council together with the suggestions and recommendations of those present were again discussed at great length and in great detail.

In respect of the Club it was unanimously agreed that as an interim measure the following be recommended.

The proposal as it stood, plus only one student to be despatched per pass; the use of ground to air radios with DZ Controller in contact with A/C and Para A/C; two DZ controllers one of whom must be at least PI status.

In respect of the CCI:

It was proposed by **J. Steele** and seconded by **D. Johnston** that the advanced rating of **Mr B. Blas** be suspended for one year as he had not executed full control during the parachuting operations. That after one year he be assessed at a pre-advanced instructor course. Unanimous

Mr Blas, Mr Ball and Ms Wright were invited to rejoin the meeting.

The Chairman, **J. T. Crocker**, stated that after very lengthy and very fair discussion the Council had reached the conclusions and made the recommendations as stated above.

The observers were invited to rejoin the meeting.

c) British Parachute Schools

Mr D. T. Hickling, CCI of the above, was present.

The Chairman asked whether **Mr Hickling** had any comments to make. **Mr Hickling** had no comments to make at this time. He said he would abide by any decision of Council.

The observers were asked to withdraw whilst the Council discussed the matter in detail.

There was a very lengthy in-depth discussion on the findings of the Disciplinary Committee together with its recommendations.

Each and every member present was individually asked for, and gave full opinions of the findings, both of the Board of Inquiry and the findings of the Disciplinary Committee.

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These discussions were very protracted with many points being raised and discussed in great depth.

It was finally proposed by **J. Steele** and seconded by **J. L. Thomas** that the findings of the Disciplinary Committee be ratified.

For 6, Against 1.

Carried

Mr Hickling was invited to return and the Council's decision to ratify the findings were re-stated by the Chairman.

In respect of **Mr Hickling** tendering his resignation at the Council Meeting of 17th August. The Chairman, on behalf of the Council asked him to reconsider his position, especially in the light that he (**Mr Hickling**) had been voted onto the Council of the BPA by the membership of the Association.

After reflection **Mr Hickling** agreed to withdraw his proposed resignation, **D. T. Hickling** then rejoined the Council Meeting proper.

AOB

The Chairman apologised for having to bring up the following items considering the lateness of the hour (2230) but felt they had to be discussed as soon as possible.

1. An applicant for the post of Editor of *Sport Parachutist* had come forward. It was agreed that the interview for the post be held on 9th September. **C. Gilmore** would liaise with **D. T. Hickling, J. K. Lines, J. T. Crocker, D. Waterman** and **G. C. P Shea-Simonds**.

Agreed

2. Correspondence had been received following publication of a letter in the *SP*. The pro-tem editor had already offered to have an apology printed in the Editorial of the August issue.

If as had been requested, a rebuttal letter was to be printed as well, it would not be possible to include this in the August issue.

Council agreed that it would be advisable for the apology to be printed in the Editorial of the August issue.

3. An offer of assignment of the lease of the Kimberley House rented offices had been received.

It had long been the intent of the Association to purchase its own property should an assignee become available.

Despite the fact that the proposed assignee wished to be *in situ* by 1st October the Secretary General recommended to Council that the offer be accepted. Agreed

The Secretary would:

1. Contact the Estate Agent to agree the offer of assigning the lease.
2. Continue to seek:
 - (a) Temporary Accommodation
 - (b) Suitable Free Hold Purchaseable Property
 - (c) Contact Sports Council to confirm the minimum one-third capital grant towards the cost of purchase.
3. Keep Council informed of developments.

The meeting closed at 2245.

Date of next meeting: Wednesday 23rd September 1987, Kimberley House, Leicester at 1830.

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BRITISH PARACHUTE ASSOCIATION

Safety and Training Committee Meeting Minutes

The Post House Hotel, Leicester
Thursday 16th July 1987 - 7.00pm

Present:

J. R. H. Sharples
J. Lines
D. L. Howerski
D. T. Hickling
J. Ball
J. Wright
K. Noble
T. Andrewes
J. Meacock
D. Thorne
M. Cooch
J. L. Thomas
M. McCarthy
S. McBrine
J. Barnes
P. Cavanagh
L. George
D. Turner
K. McIlwee
A. Collingwood
P. Lambson
C. Francis
T. Knight
K. Daykin

Chairman STC
MPC
Swansea
BPS
Pilots
Riggers
Border
London Parachuting
PPC
Halfpenny Green
CSOP
Riggers
Hereford
RAFSPA
Peterlee
BKPC
Tilstock
London Skydiving
Flying Tigers
A1
JSPC (N)
Headcorn
Ipswich
Shrewsbury

Apologues for absence:

M. Beynon, D. Cox, J. Rhatigan, M. Bolton, T. Dobson, S. Lambe, R. Noble-Nesbitt.

In attendance:

J. Curtis
D. Palmer
R. Ellis
C. Gilmore
J. Hitchen
T. Butler

Council
Shropshire
Traillblazers
NDO
JNCSO
JNCSO

Observers:

K. Adkins, J. Farr, G. Jones, R. Shillabeer, J. Eaton, P. Marsden, S. Eaton, M. Thurman, G. Godding, H. Harber, S. Grayling, C. Fitzmaurice, N. Drennan, A. Goulding, J. Travers, J. Page, J. Rix, A. Cowley, J. King, S. Meacock, P. Giessler, K. Lewers, D. Harrison, B. Parry, S. Elkins, D. Rose, D. Gays, M. Raftery, G. Wood, D. Schofield, P. Shaw, A. Shaw, N. Palmer, A. Williamson, T. Kirk, P. Beck.

Item 1 - Minutes of STC Meeting on 4th June 1987

It was proposed by **D. Hickling** and seconded by **D. Howerski** that the minutes of the STC Meeting of 4th June 1987 be accepted as a true record.

Carried Unanimously
All ICCIs

Item 2 - Matters Arising from STC Meeting of 4th June 1987

1.2 (a) Clarification of a 'Split Drop Zone' had been asked for, STC agreed that a Split Drop Zone was one where the Centre of the Drop Zone was more than 2000 metres from the Control/Manifest/Organisation point.

1.2 (d) **J. Curtis** stated that he had now visited TSE with the National Coach and his report was around the table, he also gave some details and stated that the report would go out with the STC minutes.

1.2 (f) Information on the Tandem Vector had now been sent to all Tandem Instructors.

All CCIs

1.6 (a) Tandem Meeting to be discussed as a main agenda item.

All CCIs

1.8 The Chairman informed the meeting that this item had not been discussed at the last Council Meeting as the meeting had primarily been held to discuss the Nationals and this would be on the Agenda for the next Council Meeting.

1.10 (b) A letter from **J. Rhatigan** requesting permission for **D. Penny** to act as DZ Controller on the Wild Geese 'split' Drop Zone had been circulated with the STC agenda. Some discussion took place and the feeling of the meeting was that as the rules concerning DZ Controllers on Split DZs had not long been agreed, permissions to deviate from this rule should not be permitted at this time. No one was prepared to propose this request.

J. Rhatigan

Item 3 - Approval of Riggers Minutes of Meeting of 4th June 1987

J. Wright gave the meeting details of the Riggers Meeting minutes and a brief resumé of that evening's meeting. **Ms Wright** also stated that the Riggers Meeting had approved a two month extension to the PR rating of **J. Farr** and a six month extension to the PR rating of **J. Wikberg** and this would need to be ratified by STC.

The above was proposed by **J. Wright** and seconded by **P. Lambson**.

Carried Unanimously
Riggers

Item 4 - Fatality - Middlesbrough

J. Hitchen gave the meeting details of this fatality, which occurred on Saturday 13th June 1987. **Clifford Lindley** an experienced parachutist with approximately 272 jumps was making a demo jump into Middlesbrough, the descent went as planned until just prior to landing, when the deceased was seen to make low manoeuvres putting himself in a position where he was unable to make the arena, he was then observed to turn low and hit a parked car near the arena. The JNCSO stated that the Board of Enquiry felt this had been an error of judgement on the jumper's part as there was adequate out landing areas. **Mr Lindley** died before reaching hospital, it is believed of internal injuries.

The recommendations of the Board was to remind parachutists that their priorities at all times are to land in a safe area, low spirals and turns make this more difficult.

All CCIs

Item 5 - Fatality - Netheravon

J. Hitchen informed the meeting of a second fatality that weekend, this one occurred on Sunday 14th June at Netheravon.

Karen Spence, parachutist with 67 jumps was briefed to do a tracking exercise, but in fact made a 'straight' delay from 7000ft. **Ms Spence** was observed to be in a normal 'stable' position until approximately 3000ft when she was seen attempting to deploy her main parachute, at this stage she became unstable and remained unstable until she was lost from view, just prior to impact the pilot chute from the reserve parachute was observed.

The conclusions of the Board of Enquiry was that the jumper failed to deploy her main canopy, because either the 'pull out' pad became dislodged and she was not able to locate it, or the actual 'pull' was hard, although on inspection of the equipment this did not appear to be the case. It is believed that she then activated the cutaway release, contrary to what she had been taught, as the cutaway pad could not be found. She then activated her reserve at too low an altitude for it to deploy.

The Board did not make any recommendations other than to remind all parachutists that in the event of a situation where the main parachute can not be operated, the reserve parachute should be activated immediately.

P. Lambson stated that there had also been a Military Board of Enquiry and gave the meeting some background information on this fatality. He also stated that the APA would now categorise all parachutists under Category 10 as 'Students' to ensure their careful supervision, and that no parachutist would be converted to 'pin pull' until they were 'D' Certificate holders, this would apply at APA Centres.

A good deal of discussion took place regarding the merits of 'pull out' and 'throwaways'. The JNCSO stated 'history' had proved that there had been far more problems with 'pull outs' than with throwaways, especially with less experienced parachutists, this was generally agreed with by the meeting.

All Parachutists

Item 6 - Incident Reports - Resumé

1) **J. Hitchen** gave the meeting details of an incident which occurred with RAPA involving a Skyvan, where an experienced parachutist was 'hung up' momentarily. The incident involved an eight way launch from the tail-gate in which the parachutist was forced against the starboard side cabin wall rear of the tail-gate edge. Although a guard had been fitted to the locking hooks, the parachutist's back pack still came into contact with the hook, causing severe damage to the harness and back pack. The parachutist's canopy deployed and although there was some damage to the canopy, he landed safely under his main. Some discussion took place regarding this and the JNCSO reminded the meeting that this was a foreign Skyvan and may not have the modifications of the one operated in the UK. **J. Hitchen** stated that all that could be recommended was to remind jumpers to be careful when lining up for exit.

2) The Chairman informed the meeting that an incident report had been received of a landing injury at A1, but there had been a good deal of

publicity that there had been three injuries on that day. **A. Collingwood** stated that there had been three injuries in the Centre on 13th June and the other two were recorded in the Centre's incident book. The Chairman stated that he felt that when incidents attracted publicity the office should be informed as soon as possible so that the BPA could answer any questions that may be asked.

3) **D. Hickling** gave details of a hang up at Langar on 13th June, where the student's arm became entangled with the static line causing the hang up, the student's arm was damaged and a bone chipped. **Mr Hickling** stated that both the student and the jumpmaster were present if **STC** wished to ask them any questions. A number of questions were put to the Jumpmaster and to **Mr Hickling**. The jumpmaster, **D. Schofield**, stated that he cut the student away after he was sure the student was aware he was 'hung up'. The student successfully deployed his reserve. **D. Hickling** stated that he was considering placing the knife closer to the door of the aircraft. **P. Lambson** stated that he felt the Instructor should be commended.

The Chairman stated that there had also been a number of incident reports sent in, (for information) on various malfunctions, landing injuries, etc.

Item 7 – Disciplinary Committee Meeting

The Chairman stated that because of the nature of the Disciplinary Committee and that a number of subjects were to be discussed which he felt should be held in closed session, he also stated that the Instructor concerned also requested a closed session, the Chairman therefore asked that all observers leave and only voting members of **STC** remain.

1) The meeting was given details of the Disciplinary Committee Meeting and was asked that the recommendations of the Committee be ratified by **STC**. The Instructor concerned presented his case to **STC** and gave the meeting a two page paper to consider. The Instructor was asked a number of questions and when he had said all he wished to say, was asked to leave whilst his appeal was considered.

It was finally proposed by **D. Hickling** and seconded by **P. Cavanagh** that the Instructor concerned would have his **AFF** and Advanced Instructor ratings withdrawn for a period of two years, after which time he may apply to regain those ratings in the normal manner by attending the various courses.

Carried Unanimously
Council **STC**

On the same 'Appeal Paper' the Instructor asked:

Permission 'A'

That **STC** allowed him to continue operating as **CCI** and to oversee, until resources can be found to support a new **CCI** or an Advanced Instructor can be found with the qualifications to carry on the course it had been running.

Permission 'B'

That another Instructor (named) be permitted to act as **CCI** pending attendance and success on pre and advanced assessment courses.

Neither of the above proposals found anyone willing to propose them.

The Instructor was asked to return and was informed of **STC**'s decision. He was also informed that he had the right to appeal to Council. The Chairman stated that if he felt the BPA could help in any way he should contact the office. The Instructor thanked the meeting for listening to his appeal.

2) The Chairman stated that the **JNCOS** had inspected a potential Drop Zone as to whether they thought it suitable as an Unrestricted **DZ**. This they had done and in their opinions it was not. **STC** had asked that the Chairman and another independent Examiner inspect the **DZ**. The Chairman stated that he and **J. Meacock** had done so. Some discussion took place as to whether this should have happened. The Chairman stated that there had been some confusion with the maps shown at the last **STC**, which upon inspection by himself and **Mr Meacock** showed that the **JNCOS** were correct. **D. Hickling** stated that the **JNCOS** had done a professional job in checking the **DZ**. The Chairman agreed. The Chairman stated that he and **Mr Meacock** had only looked at the Drop Zone itself and had only taken the physical dimensions into account and they felt under certain circumstances it may be suitable for student parachuting, he also stated that the **JNCOS** took other things into account, as per the requirement of the Operations Manual and he felt that the **JNCOS** should be supported in their recommendations. A good deal of discussion took place after which **A. Collingwood** proposed that the Drop Zone should be cleared as unrestricted, this proposal failed to find a seconder.

CCIs

3) **J. Hitchen** informed the meeting of a breach of the Operations Manual which had come to light at the Nationals, this concerned a student with 43 jumps who had been put on three displays, the first on his 28th descent. The Instructor had been written to asking for his comments and he had replied, his letter was read out to the meeting. A good deal of discussion

took place and it was proposed by **K. Nobie** and seconded by **M. McCarthy** that all of this Instructor's ratings are suspended until he attends a Disciplinary Committee.

Carried Unanimously
JNCOS

4) **J. Meacock** stated that he believed that Radio Spotting had taken place at some **DZs** in the past and felt that clarification was needed. The Chairman stated that Radio Spotting was illegal and jumping through cloud was both dangerous and was against the conditions of the Operations Manual.

At this stage the Observers were invited to return.

All **CCIs**

Item 8 – Tandem Meeting of 7th July 1987

J. Hitchen stated that the meeting had been poorly attended. This he and **STC** felt was because there had been some confusion as to who was permitted to attend. Some proposals had been made, but because of the small number present it was felt that another meeting should take place before any proposals were submitted to **STC**, though in the meantime no more **PIs** would be accepted for evaluation. The Chairman stated that a meeting would be called as soon as possible and all Tandem Instructors and **CCIs** would be informed and invited to attend.

(Note: Tandem Meeting at **BPS**, Langar Airfield, Tuesday 11th August 1987 at 6 pm.)

All Tandem Instructors
CCIs

Item 9 – Instructor Course – Hong Kong

R. Ellis gave the meeting details of the Instructors Course held in Hong Kong. Two candidates were not able to attend, leaving only one candidate: **Gary Lai**, who completed the course and was awarded **PI** status.

JSPC (HK)

Item 10 – Permissions

A request from **A. Collingwood** for the 'student' Drop Zone at **A1** to be used for **AFF** was submitted. **D. Turner** stated that he would be the **AFF** Advanced Instructor in charge of the programme. The Chairman was concerned that a student starting an **AFF** Course would have **AFF** available to him/her at all times. **Mr Turner** stated that this would be the case and **AFF** would only take place when he was there. The Chairman stated, as this was a split **DZ** this would be necessary.

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

For 13, Against 0, Abstentions 6.

Carried
A1 D. Turner

2) **L. George** requested that he be permitted to run an **AFF** Programme and transfer his static line 'square' programme to The Sport Parachute Centre at **Tilstock**. A paper by **Mr George** outlining this had been sent out with the agenda.

It was proposed by **L. George** and seconded by **D. Howerski** that this be permitted.

For 17, Against 2, Abstentions 2.

Carried
L. George

3) **D. Turner** requested that since **Mr George** had left **Cranfield** the Centre would like to continue the static line square programme under **M. Mortlock**, and proposed that this be permitted, this was seconded by **M. Skeet**.

For 16, Against 0, Abstentions 4.

Carried
London Skydiving
M. Mortlock.

4) Requests for six month extensions to the **PI** ratings of:

John Martin Shrewsbury
David Blair Wild Geese

A letter from **Wild Geese** had been received outlining the reasons for the request and **K. Daykin** informed the meeting of why **Mr Martin** needed the extension.

It was proposed by **T. Andrewes** and seconded by **K. Daykin** that the above extensions be permitted.

For 18, Against 0, Abstentions 1.

Carried
Wild Geese, Shrewsbury

5) A request had been received from **J. Gregory** for permission to be given a **BPA AFF** and Tandem Instructor Rating for six months. This request was backed by **D. Hickling** and **C. Francis** because of **Mr Gregory**'s vast experience in setting up **AFF** in both the USA and Europe. A full list of **Mr Gregory**'s qualifications were read out to **STC**.

It was proposed by D. Hickling and seconded by C. Francis that this be permitted.

For 17, Against 1, Abstention 1.

Carried

Item 11 - AOB

T. Andrewes requested permission for members of the Royal Artillery Parachute Team (listed below) to jump at 1500 feet in the London Control Zone, should it prove necessary on the day of a demo.

Name	Lic. No.	No. of Jumps	
T. Andrewes	D760	3700	Adv Inst.
R. C. McGoldrick	D5080	510	
M. Harling	D5713	730	App Inst.
K. Duncan	D6034	750	PI
K. Parker	D5916	640	App Inst.
K. Scandrett	D7001	580	
J. Adderton	D7121	530	
A. Simpson	D4890	900	App Inst.
L. Carroll	D2586	2200	
N. Harrison	D3184	1500	App Inst.

It was proposed by T. Andrewes and seconded by D. Howerski that this be permitted.

Carried Unanimously

Date of Next Meeting:
3rd September 1987
Post House, Leicester
7pm

Tony Butler
Joint National Coach and Safety Officer
20th July 1987

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skydiving on video



<p>Programme X - AIR BEARS - Norman Kent The finest skydiving movie since skydivell in this short movie Norman Kent underlines his position as skydivings 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 best - now see the best!!! INTRODUCTORY OFFER ONLY £19.95</p>	<p>Programme III - RIDE A CLOUD + 64-WAY RECORD - Norman Kent An exhibition of classic skydives reflecting the state of RW 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 Minor Image. This is a highly original and entertaining programme. 20 mins £29.50</p>	<p>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 on this part. 40 mins £37.50</p>
<p>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. Jany Bird is shown attempting several free-fall records with the All Stars. Carl Boenish stands on a DZ 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</p>	<p>Programme VIII - SYMBIOSIS AND FRIENDS The first detailed documentary on competition RW, filmed in France, USA, 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 experts of RW discussing all the 4 set hands, the problems that arise in practice and the techniques for solving them. If you have any aspiration to progress in RW, we would highly recommend this programme. 40 mins £24.50</p>	<p>Programme IX - THE BLUE MAGIC Documents the sky-dive which headed 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 RW competition than any other in our catalogue. A must for serious skydivers. By Martin George 30 mins £27.50</p>
<p>Programme VII - FREAK BROTHER CONVENTION Captures the atmosphere of the year's biggest "boogie" in the U.S.A. skydiving convention. A series of unique skydives are performed by the world's leading experts 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 California 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 Normankent 20 mins £24.50</p>	<p>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. C.R.W. by-hands, demonstration in to a football stadium, a 40-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. Directed by Jas Shennan. Commentary Alhal Snedden. 48 mins £34.00</p>	<p style="text-align: center;">The Happy Landing Co.</p> <ul style="list-style-type: none"> ★ All video tapes are produced from U-matic masters by a professional copying house. Any technically sub-standard tapes will be replaced at no cost to the customer. ★ Please state if you require VHS, Beta or V2000. If ordering V2000 add £3.50 to the quoted prices. ★ If you would like a copy of our catalogue, please send S.A.E. ★ WARNING - Royalties are used to produce new movies and therefore legal action will be taken against person(s) pirating any of the above programmes. ★ Packing and postage FREE in U.K. These add £4.50 per video for Europe and £4.50 for the rest of the world. <p style="text-align: center;">Send cheque or postal order to: THE HAPPY LANDING CO., 175 Croydon Road, Beckenham, Kent BR3 3QH, England Tel: 01-658-0605 Allow 28 days for delivery. Dealer enquiries welcomed.</p>

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BRITISH PARACHUTE ASSOCIATION

Safety and Training Committee Meeting Minutes

The Post House Hotel, Leicester

Thursday, 3rd September 1987 – 7.00pm

Present:

J. R. H. Sharples
S. D. Lambe
M. Mortlock
P. Cavanagh
D. Cox
M. E. Bolton
I. A. Louttit
J. Meacock
D. Hickling
M. Skeet
K. Daykin
A. Oakes
J. Thomas
J. Wright
P. Lambson
A. Collingwood
J. Rhatigan
D. Ruffell
D. L. Howerski
T. Dobson
M. McCarthy
T. Knight
K. Noble
L. George
P. Slattery

Chairman STC

LPS
LSC
Black Knights
Birmingham & Coventry
Oxon & Northants
DISC
Peterborough
BPS
Fife
SSC
1/2p Green
Riggers
Riggers
JSPC (N)
A1
Wild Geese
British Skysports
Swansea
LBFFC
HPC
Ipswich
Border
Tilstock
East Coast

Apologies for absence:

C. Francis, D. Tylcoat, S. McBrine, J. Lines, G. Evans.

In attendance:

J. Curtis
D. Palmer
R. Ellis
C. Gilmore
J. Hitchen
T. Butler

Council
Shropshire
Trailblazers
NDO
JNC SO
JNC SO

Observers:

J. Peck, J. Brady, B. Bias, H. Harber, G. Godding, R. Ford, G. Kirkman, R. Parry, R. Shillabeer, J. Haddon, S. Ruffell, G. Chew, K. Adkins, J. Farr.

Item 1 – Minutes of STC Meeting of 16th July 1987

It was proposed by **K. Noble** and seconded by **M. Skeet** that the Minutes of the STC Meeting of 16th July 1987 be accepted as a true record.

Carried unanimously
All CCIs

Item 2 – Matters arising from STC Meeting of 16th July 1987

A letter from **K. Noble** that was presented to the STC Meeting of 4th June 1987 which made a number of proposals concerning BASE jumpers and was agreed by STC, this was not ratified by Council as it felt it could give rise to a great many problems and the Council decided that the Association's stand on BASE jumping would be maintained.

The Chairman stated that those concerned with the jump into Cheddar Gorge would be invited to attend at the next Council Meeting or to send in a letter.
K. Noble, Sec Gen Council

Item 3 – Approval of Riggers Minutes of Meeting of 16th July 1987

J. Wright gave the meeting a résumé of the Riggers Meeting of 16th July. **Ms Wright** also stated that the alternative method of qualifying as a Rigger had now been agreed by the Riggers Committee and details would go out with the next Minutes.

Ms Wright also gave details of a Square Reserve malfunction that had been discussed by the Riggers that evening. The parachutist concerned had a 'bag lock' malfunction on his main parachute, he cutaway and deployed his reserve which did not fully open and resulted in spiralling canopy, the jumper had a hard landing sustaining bruising and a sprain. The reason for the malfunctioned reserve appeared to be that when the canopy was packed the locking loops had not been used. The Riggers recommendation was that when packing, it should be done to manufacturers recommendations.

The Minutes of the Riggers Meeting of 16th July 1987 were approved.

All CCIs, Adv Riggers

Item 4 – Fatality – Langar

The Chairman stated that item 4, 5 and 6 concerned Fatalities and informed the meeting that because of the serious nature of the situation, Council had called two 'Special' meetings to discuss these accidents and

that where the Board of Inquiry had made recommendations they had already been ratified by Council. The Chairman hoped that STC members would not take any offence over this.

J. Hitchen gave the meeting details of this first fatality which concerned **Adrian Rees** a BPA Member making his first descent. **Mr Rees** was the eighth parachutist to be despatched on an Islander lift. It was observed that the deceased's parachute container opened but the main parachute failed to deploy. The deceased was then observed to operate his reserve parachute, between 500 and 1000ft AGL, but this failed to inflate fully before impact.

The equipment was examined by the Board of Inquiry and it was found that the main container top closure loop was broken and that the short static line attached to the deployment bag had friction burn marks on it. The 'Centre Base Break Tie' was intact and the main canopy was contained in the deployment bag. The main canopy rigging lines were entangled with the reserve canopy rigging lines. The reserve canopy was extensively damaged, some of the damaged areas bore traces of contact with the main deployment bag.

The conclusions of the Board were as follows:

a) The static line extension strop separated from the static line on deployment, leaving the parachutist with a 'bag-in-tow' type malfunction and approximately 8ft of rigging lines deployed.

b) The deceased operated his reserve at a safe altitude of between 500 and 1000ft AGL.

c) Upon deployment the reserve parachute came into contact with the main deployment bag, causing extensive damage to the reserve canopy. In addition the main rigging lines became entangled with the reserve rigging lines.

d) The reserve canopy, although fully deployed, failed to inflate.

e) The reserve may have started to inflate immediately prior to impact, but the Board was unable positively to establish this.

f) Separation of the static line extension strop occurred because it had been incorrectly fitted to the static line. The error was not picked up on the pre-jump inspection.

NB: Six Instructors or Potential Instructors were involved with the fitting of equipment and pre-jump inspections.

g) The reserve failed to inflate because of three probable factors:

1. The extensive damage to the reserve canopy allowed air to escape, preventing the build up of internal pressure required for full inflation.
2. The entanglement between main and reserve rigging lines may have shortened the effective length of the reserve lines below the critical length, causing a 'squid' type malfunction.
3. The entanglement may have held the 'mouth' of the canopy partially closed, preventing its development.

The recommendations of the Board were:

a) That on static line deployed equipment, the static line must be continuous from the deployment bag to the point of attachment in the aircraft.

b) That all 'student' pre-jump checks carried out on the flight line be recorded.

c) That the Jumpmaster is to refer to this record before accepting responsibility for the parachutists.

All the above recommendations were ratified by the Council. Recommendation a) was the subject of a Safety Notice:

Safety Notice

"Because of an incident that has occurred involving the procedure of 'larks heading' static lines together, this must cease with immediate effect and the following must be implemented:

'On static line deployed equipment, the static line must be continuous from the deployment bag to the point of attachment in the aircraft.'

As an interim measure until 31st December 1987 Clubs and Centres using split static lines may have the 'larks head' machine stitched together."

It was also stated at the meeting that the attachment of the static line to the deployment bag must also be stitched, the work to be done by a Rigger.

The Chairman pointed out to the Meeting that all the above was to be done with immediate effect.
All CCIs

Item 5 – Fatality – Thrupton

J. Hitchen gave the meeting details of the fatality at Thrupton concerning BPA Member, **Paula Goodayle** who was making her first descent. **Miss Goodayle** was despatched on the second pass, being the third parachut-

ist to exit the aircraft, the parachute deployed normally, the descent was normal until just prior to landing when there was a collision between the parachutist and a helicopter approximately 430 yards from the target cross.

The conclusions of the Board of Inquiry were that Drop Zone Control or Air Traffic Control failed to suspend parachuting when the helicopter was in the area and that the helicopter pilot failed to take avoiding action or clear the area when parachuting was in progress. The Board could see no reason why parachuting was not suspended or why the helicopter was in the area whilst parachuting was taking place.

The recommendations of the Board were that whenever a student parachute programme is in operation, the Drop Zone Controller must have radio communication with parachuting aircraft for the purpose of suspending parachuting.

The Chairman again stated that the Recommendations of the Board were ratified by Council and that those recommendations were to be implemented with immediate effect. All CCl's

A great deal of discussion took place concerning this fatality. At this stage **J. Hitchen** gave the meeting details of a meeting held the previous day between the BPA and the Civil Aviation Authority. **Mr Hitchen** gave details of a number of suggestions made by the CAA for STCs consideration concerning communication and operational procedures at airfields where other aviation activities take place. **Mr Hitchen** stated that copies of these would go out with the Minutes of the meeting, he also stated that the JNCISOs intended calling a Special Meeting to discuss Operational Procedures prior to the next STC Meeting and that CCl's would be informed of that meeting. All CCl's

Item 6 – Fatality – Stapleford

J. Hitchen gave the meeting details of the third fatality which concerned BPA Member **Alison D'Aguiar**, who was a Category 7 parachutist. **Miss D'Aguiar's** intended exit altitude was to be 7000ft AGL but at approximately 3000ft the parachutists on board were informed by the pilot that the exit altitude would be 5000ft AGL. The deceased's planned free fall exercise was to be: a dive exit, followed by alternate turns, back loop, short track and waive off. The deceased was the first parachutist to exit the aircraft, followed by the remaining group of three parachutists. It was observed that the deceased dived from the aircraft, completed two turns and was then seen to become unstable, at which point the reserve parachute was seen to deploy, but failed to fully inflate, the main canopy deployment bag was observed to be hanging just below the main container, with the pilot chute visible in or near the main container, but was not inflated. Shortly after this the deceased impacted with the ground. Upon examination of the equipment the Board found that the reserve parachute, a Phantom 24 was extensively damaged. The Board was unable to positively determine the exact sequence of events during the descent, but from the evidence available the Board's conclusions were as follows:

That the deceased completed a dive exit and alternate turns, attempted to deploy her main canopy, was unable to do so successfully and lost stability and deployed the reserve parachute, which upon deployment suffered severe damage. The damage was almost certainly caused by a 'Blown Periphery' type malfunction.

There was discussion concerning the damage to the reserve canopy, **J. Hitchen** stated that the Coroner had agreed for the equipment to be released so that it could be examined by other experts, this was done at the Army Parachute Association at Netheravon and its conclusions were the same as the Board's and that this type of damage could happen to any canopy in the same circumstances, the Committee agreed with the conclusions. All CCl's

Item 7 – Incident Reports – Résumé

The Chairman stated that two incident reports had been received concerning Tandem descents which would be discussed under item 9 'The Tandem Meeting of 11th August'.

J. Hitchen gave details of an incident concerning **J. Fowler** of the Royal Marines Team. The incident occurred on a CRW Jump at a Display. The CRW broke off at approximately 1500ft, the bottom two men, **S. Groves** and **J. Fowler**, then spiralled to gain height separation from the top pair, both had lateral separation but at 180-200ft when setting up to come into the arena, **J. Fowler's** canopy wrapped around **S. Groves'** body and lines, at this point **S. Groves'** canopy flew downwind and approx 10 seconds later they hit the side of a building. **S. Groves** has now nearly fully recovered but **J. Fowler** is still only semi-conscious, approximately five weeks after the accident.

Item 8 – Disciplinary Committee Meetings

The Chairman stated that at the first 'Special' Council Meeting called to discuss the three fatalities, the CCl's of the three Centres involved had had their ratings suspended until they had attended a Disciplinary Committee Meeting.

J. Hitchen gave the meeting details, the first concerned **D. Hickling**. This meeting was held on 20th August and the Committee comprised of WO2 **P. Lambson** (Royal Marines), WO2 **R. Charters** (APA), and WO **B. McGill** (RAF) all Advanced Instructor Examiners.

'The findings of the Committee were that there had been no direct contravention of the BPA Operations Manual, there was no requirement to discipline **Mr Hickling**.

Had the Board of Inquiry been able to ascertain the person responsible for the flight line checking of the deceased's equipment there would have been a case for disciplinary action against that person.

The Committee strongly recommends to **Mr Hickling** that although he was not in contravention of the Operations Manual he institutes a system of flight line checking that can specifically state that an individual has been checked and by whom.'

The Chairman stated that the Committee's recommendation to **Mr Hickling** was the same as the recommendation of the Board of Inquiry, which as he had stated earlier was now a requirement to all Centres.

D. Hickling, All CCl's

J. Hitchen stated that the second Disciplinary Committee was held on 24th August for **M. Cooch**. The JNCISO stated that even though the Committee Meeting was to discuss disciplinary action against **Mr Cooch**, this had nothing to do with the fatality at Stapleford, but was a result of breaches of the Operations Manual which came to light whilst investigating the fatality. The Committee consisted of WO2 **P. Lambson** (Royal Marines), WO2 **R. Charters** (APA), WO **B. McGill** (RAF) and **Mr L. George** (Tilstock).

The Committee found that several breaches of the Operations Manual had occurred, specifically concerned with briefing, pre-flight inspection, and documentation of student parachutists.

The Committee was of the opinion that **Mr Cooch** had displayed a lack of responsibility in the operation of Capital School of Parachuting, and permitted a number of breaches of the Operations Manual to take place.

Mr Cooch was advised of the findings and the recommendations of the Committee, and of his right to appeal to STC and/or Council.

The recommendations of the Committee were:

a) That **Mr Cooch's** Advanced Instructor Rating be withdrawn with immediate effect, and that he must not be permitted to re-apply for a minimum period of three years. After that time he may apply to be re-assessed on a Pre-Advanced Assessment Course.

b) That STC give careful consideration to the advisability of student parachutists being despatched by non-instructor rated jump masters.

c) That STC give consideration to the introduction of a document which clearly indicates the training category achieved by individual parachutists, to be carried as a mandatory parachuting document. Such a document may also include various advanced aspects of parachuting, eg Cleared for Ram-Air Canopy, Tandem System, RW, CRW, Displays, Competition etc.

The Chairman stated that recommendation a) had already been ratified by Council and that recommendations b) and c) were for STC to consider, and these would be discussed at the next STC Meeting.

All CCl's

P. Lambson stated that a document along the lines of the one in recommendation c) was in the process of being designed and that when it was available it would be presented to STC.

P. Lambson, T. Makepeace

The Chairman informed the meeting that **B. Bias**, on advice from his Solicitor, had declined to attend a Disciplinary Committee, but had preferred it to be dealt with by Council, which was done on 1st September and the decision of Council was that **Mr Bias's** Advanced Instructor Rating be suspended for one year, as he had not exercised full control during parachuting operations and that after one year he be assessed at a Pre-Advanced Assessment Course.

A great deal of discussion took place concerning this in which a number of members gave their opinion. **Mr Bias** also gave his opinion of the Board of Inquiry's findings and the decision of the Council. All CCl's

Item 9 – Tandem Meeting

J. Hitchen gave the meeting details of the Tandem Meeting held on 11th August, he stated that the Meeting had been very well attended by some 26 Tandem Instructors and that the meeting had been constructive. A report of the meeting had gone out with the Agenda.

The meeting had proposed to STC that qualifications to attend a Tandem Instructor Course go up from Potential Instructor Rating to an Approved Instructor Rating and that a minimum of five evaluation descents be made, the first two would be without another jumper attached to the Instructor, but a suitable container would be used instead.

It was proposed by **T. Knight** and seconded by **P. Cavanagh** that this be accepted. All CCl's

For 19, Against 0, Abstentions 1. Carried

J. Hitchen stated that the Meeting had also requested that any information concerning problems or ideas on Tandem should be sent to the BPA Office for collation and would then be sent to all Tandem Instructors. The JNCISO stated that to date he had received only two incident reports, one which had been received prior to the Tandem Meeting.

R. Ellis gave details of the first incident:

At 10,000ft while moving into the door, the back of the harness system

caught on the pilot's seat and the main container locking pin was dislodged. As the parachutists left the aircraft, the main canopy deployment bag fell free from the container and the main canopy deployed with the drogue still in its pocket, causing a 'horseshoe' malfunction. The Tandem Instructor managed to extract the drogue from its pocket but on releasing it, it went straight into the partially inflated main, causing it to stream. The Instructor then decided to cutaway and operated the cutaway and reserve handles. The main risers disconnected and the reserve pilot chute deployed, but the parachutists were still connected to the malfunctioned main by the drogue bridle. The reserve pilot chute went into the main and became entangled with it but the free bag system worked correctly, the reserve parachute deployed and inflated normally and the main then dropped down and hung below the parachutists. The Instructor then flew to the correct opening point and released the main by operating the drogue release handle. The parachutists were in control under the reserve by 7500ft and landed safely on target and the cutaway main landed in the centre of the DZ.

Sgt R. Ellis stated that it was a potentially serious malfunction and the Instructor should have operated the drogue release handle to disconnect the drogue before operating the cutaway handle but in a situation of extreme pressure reacted well to eventually get the situation back under control. The student was aware that there was a problem but was quite relaxed and confident in his Instructor. The correct functioning of the free bag reserve deployment system was a major factor in avoiding a catastrophe.

Sgt R. Ellis felt that the cause of the problem was clearly the lack of space to manoeuvre in the aircraft and this was compounded by the fact that the Tandem Instructor was physically much larger than average. The use of front door type aircraft for tandem parachuting has now been banned on his team. **Sgt Ellis** stated that he realises a large number of incident free descents have been made from this type of aircraft, but it was a decision he had made concerning his team.

J. Page informed the meeting of an incident that had happened to him while making a Tandem descent from an Islander at Headcorn. **Mr Page** stated that he used a centre float exit, the student raised up as he was going backwards through the door. The top flap of the reserve was raised and the pin 'popped'. On keying with the cameraman for exit he saw the reserve pilot chute wedged in the hinge of the flaps, he immediately told the student "get back in", and they both got back inside followed rather sharply by the cameraman. It took a while to dislodge the pilot chute from the hinge, they then closed the door and landed with the aircraft.

Mr Page then made a number of suggestions:

- a) If centre floating turn your pack into the door staying in an upright position and only straighten your legs once outside. He does emphasise to the student to stay low and not to extend upwards.
- b) Think about the possibility of having a 'Talon Tongue' or anti CRW Rap flap fitted to the bottom flap of reserve container. This **MUST** be done by an Advanced Rigger.
- c) Carry a knife on any skydive, an ideal place on the Tandem could possibly be upright down the middle centre of the student's backpack.

J. Hitchen stated that if any Tandem Instructors had any problems they should pass the information to the BPA Office, even if they do it anonymously. All CCI's, Tandem Instr

Item 10 – Instructor Course 3/87

J. Hitchen thanked British Parachute Schools for the use of its facilities over the three weeks of the course. The JNCSO also stated that the Course Report had gone out with the Agenda and he would answer any questions, there were none and it was proposed by **D. Hickling** and seconded by **J. Rhatigan** that the recommendations of the Examiners be accepted, which were that: **P. Norman**, **C. Smith** and **K. Duncan** be given six month extensions to their Potential Instructor Ratings.

Carried unanimously
Aii CCI's

Item 11 – C9 Parachutes

A letter had been received from **D. Turner** which had been sent out with the Agenda, proposing that the use of the C9 parachute be prohibited at BPA Clubs and Centres with effect from 31st December 1987. **Mr Turner** had been unable to attend the meeting and **M. Mortlock** stated that he would represent **Mr Turner** on this matter. Two letters from **R. Noble-Nesblitt** and **D. Tylcoat** had been circulated to the meeting concerning this item. A good deal of discussion took place concerning this, after which **Mr Mortlock** proposed that 'C9 Parachutes be prohibited at BPA Clubs and Centres with effect from 31st December 1987' this was seconded by **P. Lambson**.

For 10, Against 11, Abstentions 1. Not Carried

Item 12 – 7 Metre Aeroconicals

L. Thomas stated that he had sent out a report to **M. Thurman** concerning trials carried out on the 7 metre Aeroconicals at JSPC, Netheravon. This report was also around the table at the Meeting. A great deal of heated discussion took place concerning these canopies after

which it was finally proposed by **L. Thomas** and seconded by **P. Cavanagh** that the 7 metre Dual Porosity Aeroconical be approved for Sport Parachuting.

For 2, Against 16 (including 2 proxy votes), Abstentions 6.

Not carried
L. Thomas, CCI's

Item 13 – Permissions

1) A request had been received from **P. Osgood** of the Royal Engineers for permission for **N. Allen** to be permitted to jump from 1500ft in the London area on Displays if it proved necessary on the day of the display. **N. Allen** has over 500 descents.

It was proposed by **S. Lambe** and seconded by **K. Daykin** that this be permitted.
Carried unanimously
P. Osgood, N. Allen

2) **J. Rhatigan** requested that **D. Penny** be permitted to act as DZ Controller on the Split DZ used by Wild Geese. **Mr Rhatigan** stated that up until the rule concerning DZ Controllers on split DZs had been changed, **D. Penny** had always done the job and had done it very well. **Mr Rhatigan** stated that the DZ at Bally Rogan was only used one day per week.

Some discussion took place concerning the advisability giving a 'Permission' so soon after a rule had been made, though a number of members felt that this was exceptional circumstances. It was then proposed by **J. Rhatigan** and seconded by **D. Howerski** that **D. Penny** be permitted to act as DZ Controller at Bally Rogan.

For 11, Against 5, Abstentions 5. Carried
J. Rhatigan, D. Penny

Item 14 – AOB

D. Howerski informed the meeting that he had specifically trained two members of his club to talk student parachutists down with ground radios, these people; **T. Cooke** and **A. Dixon** were permitted to do this for AFF students and Tandem Conversion students but not for Ram Air Progression students, as only PIs or Approved Instructors were permitted to do this. **Mr Howerski** stated that he did not wish the rule changed at this stage as 'RAPS' was still on a trial period, but felt his two assistants were more than qualified to do the job.

It was proposed by **D. Howerski** and seconded by **L. George** that this be permitted.

For 18, Against 0, Abstentions 3. Carried
D. Howerski

Date of next meeting: 8th October 1987, Post House, Leicester at 7pm.

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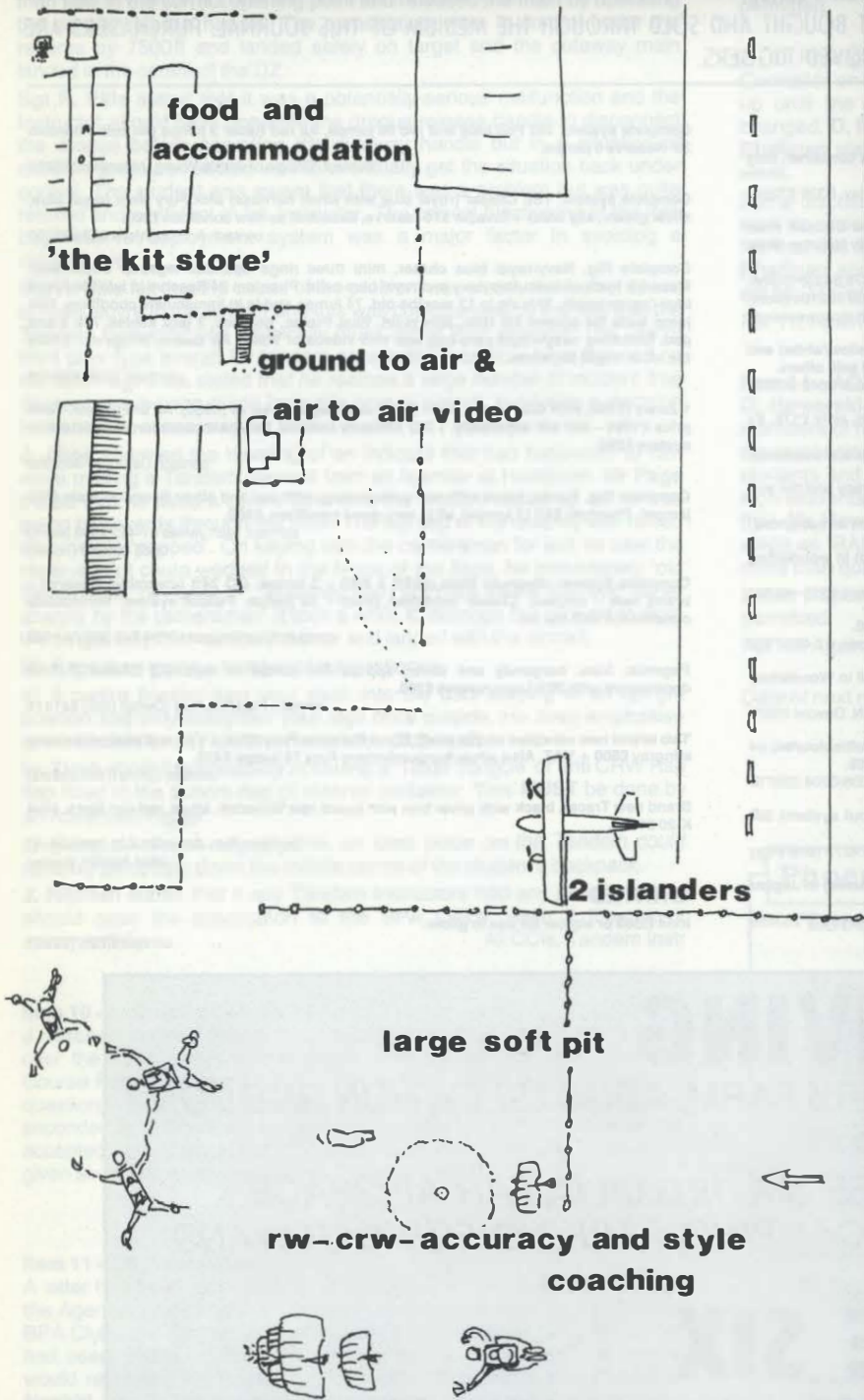
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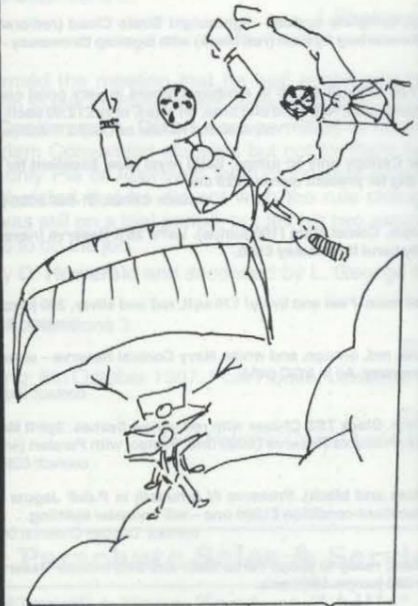
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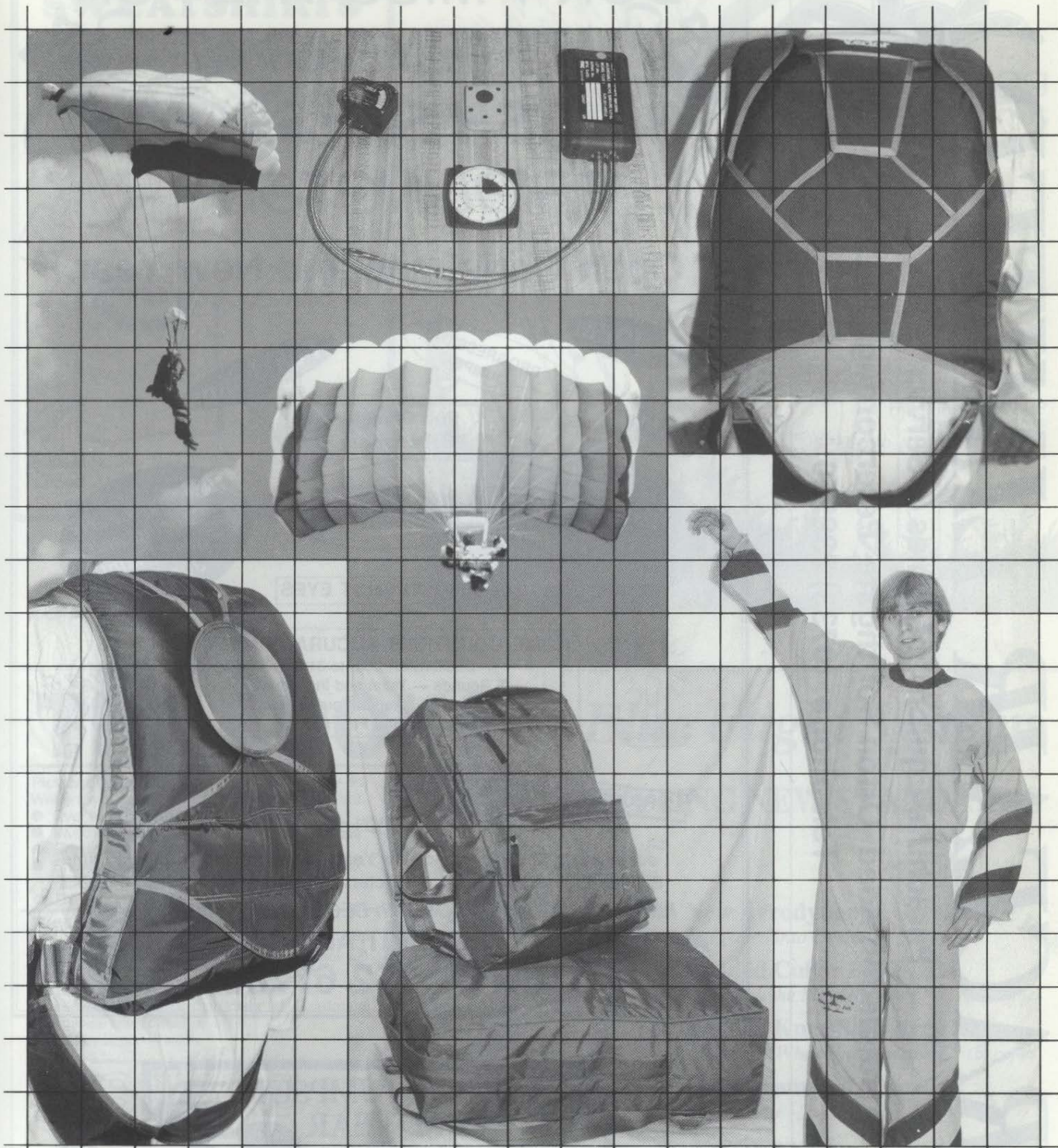
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