

THE

DECEMBER 1987

# SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



# THOMAS

## Sports Equipment



Produced by Roger Groves



Zerox in Cordura with GQ SAC and Fury main.

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

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

### QUALITY AND RELIABILITY YOU CAN TRUST

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

And it doesn't stop there...

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

### FOLLOW THE LEADERS

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



Leather Chaser with Firelite Reserve and Maverick Main

### THE FIGURES

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

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

Give Chris or Derek a call on  
**0262 678299/602489**  
or write/drop in for details and information packs





# BEAT THE COLD RED BIRCH

proudly presents

A new range of Scotchguard proofed Ripstop jackets, either lightweight or quilted in Holofibre or 3M thinsulate.

and

The Snug Suit all in one winter warmth in 3M thinsulate for under your jumpsuit.

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Unit 22-23, 16 Tresham Road  
Orton Southgate, Peterborough, PE2 0EG

for details and prices that will amaze you.  
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## THE TIMES

# Wally 3 video released

Pete Reynolds to undergo psychiatric identity tests. P's facing disruption 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**  
UNABHÄNGIGE TAGESZEITUNG FÜR DEUTSCHLAND  
Dumkopf mit Microlight 'Hijack'.

**THE INDEPENDENT**  
Base jumping goes Underground  
Chris Hitchler, BPA BASE Committee spokesman said, in an extended interview on TV-AM. 'No Comment'

**NATIONAL ENQUIRER**  
UFO KIDNAPS PIRAS!  
Whereabouts unconfirmed

**NME EXPRESS**  
WALLY'S LATEST SMASH HIT! - 'Canopy Rap'

**Le Monde**  
Les techniques français de 'Tag Team'.  
French letters - Body Hugging - Suits - Action avec 'Tag Team'

VHS  BETA

**WALLY 3 — £29.95**  
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Postage and Packing:	WALLY 3	WALLY 1,2 & 3
UK	£1.00	£3.00
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I agree not to duplicate, sell or let anyone copy any portion of this tape and I understand that by breaking this agreement I will be violating THE COPYRIGHT LAWS OF THE UNITED KINGDOM, EUROPE and the USA which would make me liable for damages to the author.

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Affiliated to the Federation Aeronautique Internationale through the Royal Aero Club of the United Kingdom.



### Editor's Note

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

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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. 6

DECEMBER 87

## EDITORIAL



The photo above by Leo Dickinson introduces Carol Saunders to you as your new Editor. Carol decided to celebrate by gaining her FAI 'D' Certificate by allowing 'Sharky' Sheridan to carry her on a tandem jump – it was Sharky's 3000th descent.

We have just learnt that Ray McGuire has stood down as the Journal's Advertising Manager. On behalf of both Advertisers and you, the Readership, we thank him for his enthusiastic efforts. Whilst saying 'thank you' it's appropriate to register our gratitude to those who continuously support the Journal – particularly Phil Wells, Andy Pinder, Dave Morris, Leo Dickinson and Simon Ward – your professionalism and expertise are much appreciated.

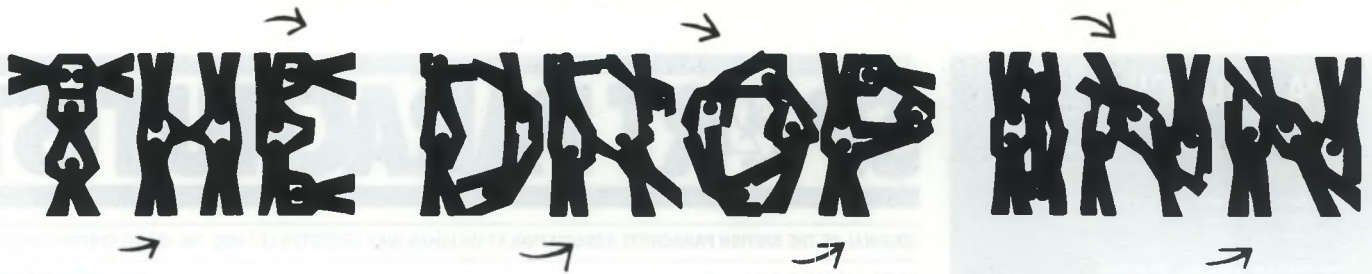
Finally, my personal thanks for your putting up with me for three issues as caretaker Editor – it's been great fun. I know I leave the Journal in good hands.

All best wishes for Christmas and for Blue Skies and Soft Landings in 1988.

*Charlie*



Photo Credits:  
Cover and Page 21 – British 4 Way Team, Flash Trash by Simon Ward  
Page 11 – Tandem! by Peter Horsman  
Page 22 – Marine 32 Round by Leo Dickinson



**THE BPA INSTRUCTOR SYSTEM**

A PI is someone you meet on a flight line  
 He's the lowest of low and he knows it  
 He'll tighten your leg straps  
 And then check your pin p' raps  
 He gets the odd dive but he blows it.

An Instructor is someone you meet in the plane

Don't give him a second look  
 He'll give you a slagging  
 While pulling the bag in  
 And write lots of crap in our book.

Advanced Instructors you'll meet in the bar  
 They'll expect you to buy them a short  
 They'll bore you with stories  
 Of moments of glory  
 And all that they've done for the sport.

Tandem Instructors you'll meet in the sky  
 The heroes of all the 'unable'  
 They'll thrill you to bits  
 As they fondle your tits  
 But they need you to keep themselves stable.

AFF Instructors are cool to the last  
 They relieve you of all of your bread  
 In sandals not jump boots  
 And super tight slick suits  
 His ego's as large as his head.

Examiners are fairly rare  
 A rather special lot  
 Buy them a double  
 To steer clear of trouble  
 Your rating's as good as got!

The CCI you'll never see  
 But you're sure to hear him yell  
 He sees the hard docking  
 Low pulling he's clocking  
 Beware! He can make your life hell.

**Mal**



Fiwleiz

NIGHT JUMPING WAS  
 PROBABLY STARTED  
 BY DIE-HARDS WAITING  
 FOR THE WIND TO DROP  
 IN THE "LATE AFTERNOON

**NEWS RELEASE**

Sandra Williams, organiser of the last two women's world record skydives (a 48-Way in 1984 and the current record 60-Way in 1986), has started work on the next try at the record. Dates and location have not been settled on yet, but according to Sandra "the most important thing at this point is to get names of girls who want to participate, the rest will be settled within the next few months – in time for the invitations to be sent out".

Any ladies interested in taking part in the next 'Adventure Girl Get Together' should write to Sandra as soon as possible. The letter should contain such basic information as number of jumps, type of aircraft the jumper is familiar with and type of formations she's been in. Anyone interested should write, even if they are short on big plane experience. Invitations will be sent out in December or January.

Address letters to:  
 Sandra Williams  
 549 Daley Street  
 Orange City, FL 32763.

If there are any questions that need to be answered right away, Sandra's number is (904) 775-3755.

**INSTRUCTOR  
 REQUIRED  
 AFF/RAPS**

5-DAY WEEK

Vacancy from mid-March 1988

Tel: (0792) 296464

or write to: CCI, Swansea Para Club

Budding Relative Workers take note of the following quote sent to us by Alan James and taken from the October 1987 issue of *Astronomy*:

'Free fall is the natural state of matter. The falling object is simply following the natural curvature of the geometry of space-time along a geodesic.'

**OSWALD S.G**

**20's with turns**



# DIARY OF EVENTS 1988

## 1988 COMPETITIONS & BOOGIES

Date	Event	Location
13-14 February	St Valentine's Accuracy Meet	Langar
1-4 April	Easter Bunny Boogie	Langar
1-4 April	4-Way LAC Meet	Langar
1-4 April	Easter Skydive/Skyvan Party and Competition	Sibson
29 April-2 May	May Day Week End Accuracy Meet	Langar
30 April-2 May	8-Way Scrambles Competition	Sibson
27-30 May	Spring 4-Way LAC Meet	Langar
28-30 May	Flock Boogie	Sibson
4-12 June	<b>National Championships</b> (Classic and CRW)	Sibson
16-19 June	Annual Boogie/Competition	Langar
25-26 June	16-Way Sequential Competition	Sibson
16-17 July	8-Way Sequential Competition	Sibson
20-30 July	RAPA Championships	Bad Lippspringe
22 July-1 August	Swansea Boogie	Swansea
26 July-6 August	<b>World Championships</b> (Classics)	Nykoping (Sweden)
6-14 August	<b>National Championships</b> (RW)	Sibson
17-27 August	<b>World Championships</b> (CRW)	Viche (France)
22 August-1 Sept	Army Championships	Netheravon
10-11 September	Speed 8 Competition	Sibson
27-29 September	Bank Holiday Boogie	Sibson



QUICK, WILL YOU WITNESS THIS?  
IT COULD BE THE PIT UNDER THIS LOT  
AND I THINK I'VE HIT THE DISC!



'Tandem Exit'. The photo shows Ronnie O'Brien exiting carrying Pete Gray and was taken by Pete's brother, Steven.

## 1988 COURSES & SEMINARS

18-29 January	Rigging Course	Netheravon
25-29 January	AFF Instructors Course	Netheravon
1-5 February	PI/Advanced Instructor Course	Netheravon
8-12 February	Exam/Pre-Advanced Instructor Course	Netheravon
8-12 February	Progression/WARP/AFF Course	Langar
22-26 February	Progression/WARP/AFF Course	Langar
7-11 March	Progression/WARP/AFF Course	Langar
21-25 March	AFF Instructors Course	Langar
21-25 March	Progression/WARP/AFF Course	Langar
11-15 April	Progression/WARP/AFF Course	Langar
25-29 April	Progression/WARP/AFF Course	Langar
9-13 May	PI/Advanced Instructor Course	Bridlington
9-13 May	Progression/WARP/AFF Course	Langar
16-23 May	Exam/Pre-Advanced Instructor Course	Bridlington
21-27 May	Skyvan RW Seminar	Sibson
23-27 May	Progression/WARP/AFF Course	Langar
13-17 June	Progression/WARP/AFF Course	Langar
27 June-1 July	Progression/WARP/AFF Course	Langar
2-9 July	RW Seminar	Sibson
15-19 August	PI/Advanced Instructor Course	Cornwall
22-26 August	Exam/Pre-Advanced Instructor Course	Cornwall
14-18 November	PI/Advanced Instructor Course	Ipswich
21-25 November	Exam/Pre-Advanced Instructor Course	Ipswich

# A Christmas tail

By the time you receive this SP, the BPA will have moved to new premises at:

**WHARF WAY  
GLEN PARVA  
LEICESTER  
LE2 9TF**

**Telephone:  
(0533) 785271  
(5 lines)**



"THIS IS A CHRISTMAS DINNER... NOT A BLOODY DIRT DIVE!!!"



## CLUBS AND CENTRES

### A1 SKYDIVING CENTRE

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

**A1 Skydiving Centre**  
**'Rectory Farm', Abbotsley**  
**Huntingdon, Cambs PE19 4UE**  
**Tel: Great Gransden 07677 7065**

### ACTION ENTERPRISE LIMITED

Now based permanently at Sibson Airfield: Skyvan Turbine Islander, Cessna. Rapid Progression Courses. Tandem Skydiving.

**Sibson Airfield**  
**Wansford**  
**Peterborough PE8 6NE**  
**Tel: 08324 677**

### BLACK KNIGHTS PARACHUTE CENTRE

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

B & B local.  
**Contact Bob Parry**  
**Patty's Farm, Hillam Lane**  
**Cockerham, Nr Lancaster**  
**Tel: weekend 0524 791820**  
**midweek 051-924 5560**

### BORDER PARACHUTE CENTRE

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

**Border Parachute Centre**  
**Dunstanburgh House, Embleton,**  
**Alnwick, Northumberland NE66 3XF**  
**Tel: 0665 76 588 or 433**

### BRITISH PARACHUTE SCHOOL

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

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

### BRITISH SKYSports PARACENTRE

Open 7 days, 3 Aircraft, Accommodation, Free Camping, Bar, Canteen. RW and CRW Coaching. Experienced Equipment. Tandem rides and evaluation courses available. Progressing students very welcome.

**British Skysports Paracentre**  
**Bridlington Aerodrome, Bridlington**  
**East Yorkshire**  
**Tel: 0262 677367**

### CAPITAL SCHOOL OF PARACHUTING

Only 14 miles from the centre of London we are open Wednesday to Sunday. S/L, AFF, Tandem and R/W. We have Photo and Video facilities, canteen, etc. (Even a bat for apres-jumping.) We're a friendly club and like to see new faces.

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

### CORNWALL PARACHUTE CENTRE

Is different, it's about people, enjoyment, safety. Not just your average centre. C182, Video, Tandem jumping, finest equipment, camping, chalets, B & B, good food, friendly staff. Daily 9.00 am until sunset. Please contact Secretary Linda Ruth Grant.

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

### DORSET PARACHUTE CENTRE

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

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

### DUNKESWELL INTERNATIONAL SKYDIVING CENTRE

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

**DISC, Dunkeswell Airfield**  
**Nr Honiton, Devon**  
**Tel: 040 489 350**

### EAGLESCOTT SKYDIVERS

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

**Eaglescott Skydivers**  
**9 Weirs Way, Silverleaf Estate**  
**Barnstaple, Devon, EX37 7RB**  
**Tel: 0271 75000**

### EAST COAST PARACHUTE CENTRE

Single engine aircraft, twin when necessary. Student and advanced parachute kit hire. Style, accuracy and relative work instruction. Weekend courses (pre para training available mid-week). Non members welcome.

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

### FLYING TIGERS SKYDIVING CENTRE

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

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

### FIFE PARACHUTE CENTRE

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

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

### HALFPENNY GREEN PARACHUTE CENTRE

The Midlands' only full-time centre. Open 6 days, Islander, C182, accuracy pit, SL/FF kit hire. RW, CRW, AFF instruction. Washing/Toilet facilities, restaurant all day, camping available. 9 miles Wolverhampton.

**Halfpenny Green Parachute Centre**  
**The Airfield, Bobbington**  
**Nr Stourbridge, West Midlands**  
**Tel: 038 488 293**

### HEADCORN PARACHUTE CENTRE

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

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

### HEREFORD PARACHUTE CLUB

Beginners' courses with full progression. SL/FF Aeroconicals, AADs, Radios, RW/CRW coaching, tandem, full kit hire, cutaway rig. Visitors (C licence plus) welcome. Canteen, bar, toilets, showers, accommodation, accuracy pit, 2 C206s. Closed Mondays.

**Hereford Parachute Club**  
**Shobdon Airfield, Nr Leominster**  
**Herefordshire, HR6 9NR**  
**Tel: 056 881 551**

### IPSWICH PARACHUTE CENTRE

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

**Ipswich Parachute Centre**  
**Ipswich Airport, Nacton Road**  
**Ipswich, IP3 9QF**  
**Tel: 0473 710044**

### LINCOLN PARACHUTE CENTRE

Full time approved centre – special student/group course rates. Helmet radios and AADs on all student equipment. Hot drinks, snacks, limited accommodation available. No club membership or kit hire charges.

**Lincoln Parachute Centre**  
**Sturgate Aerodrome, Upton**  
**Gainsborough, Lincs, DN21 5PA**  
**Tel: 0427 83 670**

### LONDON PARACHUTE SCHOOL – CHARITY PARACHUTING

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

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



## LONDON SKYDIVING CENTRE

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

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

## MIDLAND PARACHUTE CENTRE

Skydive MPC. Great weekend club. Islander, free kit hire, video and tandem plus S/L and progression/RW jumping. Bunkhouse and showers, bar and cafe on airfield. All welcome. Home DZ of the Slug Brothers!  
**Midland Parachute Centre**  
Long Marston Airfield  
Stratford-upon-Avon, Warks  
Tel: 0789 297959

## NORTHERN PARACHUTE CENTRE

(Leeds Bradford/Merlin)  
Open every weekend. 2 aircraft, accuracy pit, clubhouse, cafe on camp. Friendly atmosphere, non members made very welcome. CRW/RW instruction, air video available. B & B and free camping off camp.  
**Northern Parachute Centre**  
Topcliffe Airfield, Nr Thirsk  
Tel: 0845 577371 ext 367

## NORTH WEST PARACHUTE CENTRE

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

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

## PETERBOROUGH PARACHUTE CENTRE

Full time centre. Shorts Skyvan, RW instruction. Ground to Air and Air to Air Video, unrestricted altitude, accommodation, free camping, bar, food, AFF, tandem. Fifteen years' unrivalled experience.

**Peterborough Parachute Centre**  
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## RN & RM SPA

S/L progression, free fall progression AFF, accuracy pit, CRW. Training by Europe's most experienced and successful jumpers, air to air video, kit hire (round and square), Cessna 182 (inflight door). Bar, canteen, free showers, camping.

**Dunkeswell Airfield, Dunkeswell**  
Honiton, Devon  
Tel: Luppitt 040 489 697

## SCOTTISH PARACHUTE CLUB

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

**Scottish Parachute Club**  
Strathallan Airfield, Auchterarder  
Perthshire  
Tel: 07646 2572 weekends

## SLIPSTREAM ADVENTURES

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

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

## THE SPORT PARACHUTE CENTRE LTD

**The Sport Parachute Centre Ltd**  
Tilstock Airfield, Whitchurch  
Shropshire  
Tel: 0948 8841111

## SWANSEA PARACHUTE CLUB

Full-time centre (closed Mondays and Tuesdays). Cafeteria and licensed bar, sleeping bag accommodation available. Free camping in summer. AADs, net skirts, radios, RAPS/WARP/RW/AFF. Accuracy pit, C207, all jumpers welcome.

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

## THRUXTON PARACHUTE CLUB

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

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

## WILD GEESE TRAINING CENTRE

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

**Wild Geese, Northern Ireland**  
Contact: Dave Penny, 27 Drumeil Road  
Aghadowey, Coleraine  
Co Londonderry  
Tel: Head Office 026 585 669  
DZ 026 585 609

## ARMY PARACHUTE ASSOC

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# KITNEWS

BY DAVE MORRIS

## RESPONSE SO FAR!

When I first started to write *Kit News*, I thought it would help to be in direct contact with every manufacturer that advertises on both sides of the Atlantic and beyond! With this in mind, I have written to them all, asking for ongoing and up-to-date information to be sent direct to me, in order that I am able to pass the information on to you via *Kit News*. That was in June and so far I have heard from Roochutes, Australia and Rigging Innovations, California. Cheers, guys!

## RIGGING INNOVATIONS – Press Release

Rigging Innovations, Perris, California and Parachutes Australia, Sydney have announced a licensing agreement between the two companies. The Talon system will now be manufactured in Aussie for domestic and export sales. Sandy Reid, President of Rigging Innovations and the designer of the Talon, has just spent three weeks in Australia training PA staff and conducting rigging seminars.

The Talon will be produced in 14 different sizes with a full range of colours available, pull-out or throwaway, mini-rings and risers and the unique Talon Tongue, which closes the main container flap without using Velcro.

## Talon Ripcords

In recent correspondence with Sandy, he asked for it to be made clear that the ripcords mentioned in the June issue were not all defective. Out of the 130 ripcords implicated only one sample was not swaged (the original one to be found!). At the same time there was only one Talon in the UK which fell within the serial number range and its owner was notified directly by Rigging Innovations.

## FLARES – Copyrights and Glide Path

Following the success and worldwide popularity of the Para-Commander, some main canopies have now sold well enough to join the PC in the 'Hall of Fame'. The Strato-Star, Strato-Cloud, 252 (still in production) and the Pegasus without doubt fall into this category. The Pegasus, manufactured by Django, was such a success story that everyone from a first-time buyer to an experienced jumper found that the Pegasus suited their needs.

Unfortunately the design of line attachment used by Django was a direct infringement of another manufacturer's copyright. The Pegasus was obviously outselling every other canopy on the market at the time and consequently Django was taken to court and stopped from producing.

Glide Path overcame the problem of copyright by introducing a range of canopies using the 'Flare' as a method of line attachment. The first of the range to be seen in England was the 'Fury', very similar in design to the Pegasus and immediately accepted as its replacement.

Following in the footsteps (or turbulence!) of the Pegasus, the complete range produced by Glide Path is proving to be as successful and although the Flare wasn't without its teething troubles, it is now well tried and tested.

Some owners of Glide Path canopies, including myself, have experienced hard openings. This could be attributed to the Flares acting as spreaders, catching the airflow and increasing the speed of the spanwise openings. I overcame that problem by increasing the brake setting until just in the stall and then reverting to the original setting when the canopy was broken in.

In my opinion, introducing the Flare has done a lot more than just overcome a copyright, it effectively spreads the loading of the line attachment, making the inflated wing less prone to distortion. The effect is that the inflated wing maintains a more accurate aerofoil section, which will increase lift and decrease drag. A

simple analogy could be the increased effectiveness of a wing following the introduction of sunken rivets! The Flare can also act as a fin to improve stability in forward flight. I believe that the Glide Path range is rapidly becoming the most popular in the UK, the performance of each model speaking for itself.

## PRO-PACKING

Through the years there have been various packing methods devised for the square parachute, from roll-packing to trash-packing, from ropes and rings (yuk!) to free-bags, but what has become known as the 'factory pack' has always proved the most popular.

Around DZs this year we have seen the spread of a new method that is simpler, quicker and packs down as small, once practiced, giving smooth, consistent openings.

The Pro-Pack is simply a more refined version of the 'Trash Pack' that a few jumpers scared us with a couple of years back. One method of Pro-Packing has been used for some time now as the standard method of packing square reserves and that's good enough for me! So how?

Set the brakes when you start and be sure that the lines are free of twists. Lay the pack and harness down, then run the slider up the lines to the slider stops. Keeping the lines taut and holding the line in one hand, hang the canopy down in front of you.

First of all count-off and clear the cells, then fold or roll them over and squeeze them between your knees. Keeping the nose secure between the knees, find the centre cell, pull it up and hold it around the slider with the same hand as the lines. Working from the slider outwards, clear all the loose material of the stabilizers. Then wrap the tail section around the canopy and hold the ends between your knees, either side of the nose.

Keeping the nose central and being sure to keep tension on the lines, the canopy can then be laid onto the ground. The rest of the pack job is normal, into the bag and away, it works! However don't just up and try it, find a person who knows and ask them to show you. See for yourself!

If any readers have information they feel would be relevant to *Kit News* please send it to me at:

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# THE ROYAL AERO CLUB



The Royal Aero Club is a voluntary organization which is the only one of its kind in the world. It is the only organization in the world which is devoted to the promotion of aviation in all its forms. The Club is a non-profit-making organization and its funds are derived from the sale of shares and the proceeds of its various activities. The Club is a member of the International Federation of Aeronautical Organizations (IFAO) and is a full member of the International Council of Aeronautical Organizations (ICAO). The Club is also a member of the Royal Aeronautical Society (RAS) and the Royal Society of Aeronautics (RSA). The Club is a member of the Royal Society of Engineers (RSE) and the Royal Society of Medicine (RSM). The Club is a member of the Royal Society of Arts (RSA) and the Royal Society of Antiquaries (RSA).

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# THE ROYAL AERO CLUB



The British Parachute Association is a full member body of the Royal Aero Club the current President of which is HRH The Duke of York. This fact alone is not often recognised by BPA members and, even if it is, few are aware of what the Royal Aero Club does and why BPA's continued membership is important. Before the First World War an agreement was reached between three important bodies within aviation to define responsibilities: the Royal Aeronautical Society would be responsible for all matters technical, the Air League responsible for education and promotion of aviation whilst the Royal Aero Club would be responsible for sporting aviation and thus be the United Kingdom's link with the International Aviation Federation (FAI).

Sport parachuting really started in this country after the Second World War and at that time it was represented by a committee within the Royal Aero Club. This committee formed the nucleus of the British Parachute Association when it formed in 1962. The current Royal Aero Club Council is made up of representatives of each full member body – see Box A of the diagram – and Jim Crocker is currently the BPA's representative. The Royal Aero Club does not have its own premises but is currently serviced administratively by the good offices of the British Gliding Association at Kimberley House in Leicester. Every member of the Royal Aero Club pays a subscription which enables the RAeC to operate but essentially the Club's income is used for the principal purpose of paying this country's subscription to FAI – this, in simple terms, allows participation in World Sporting Aviation Championships and representation both on the FAI Council and the various FAI technical committees – in our case CIP (see Box G). A smaller sum of money is used by RAeC to pay a service fee to the British Gliding Association for the essential work that organisation carries out on behalf of the Club.

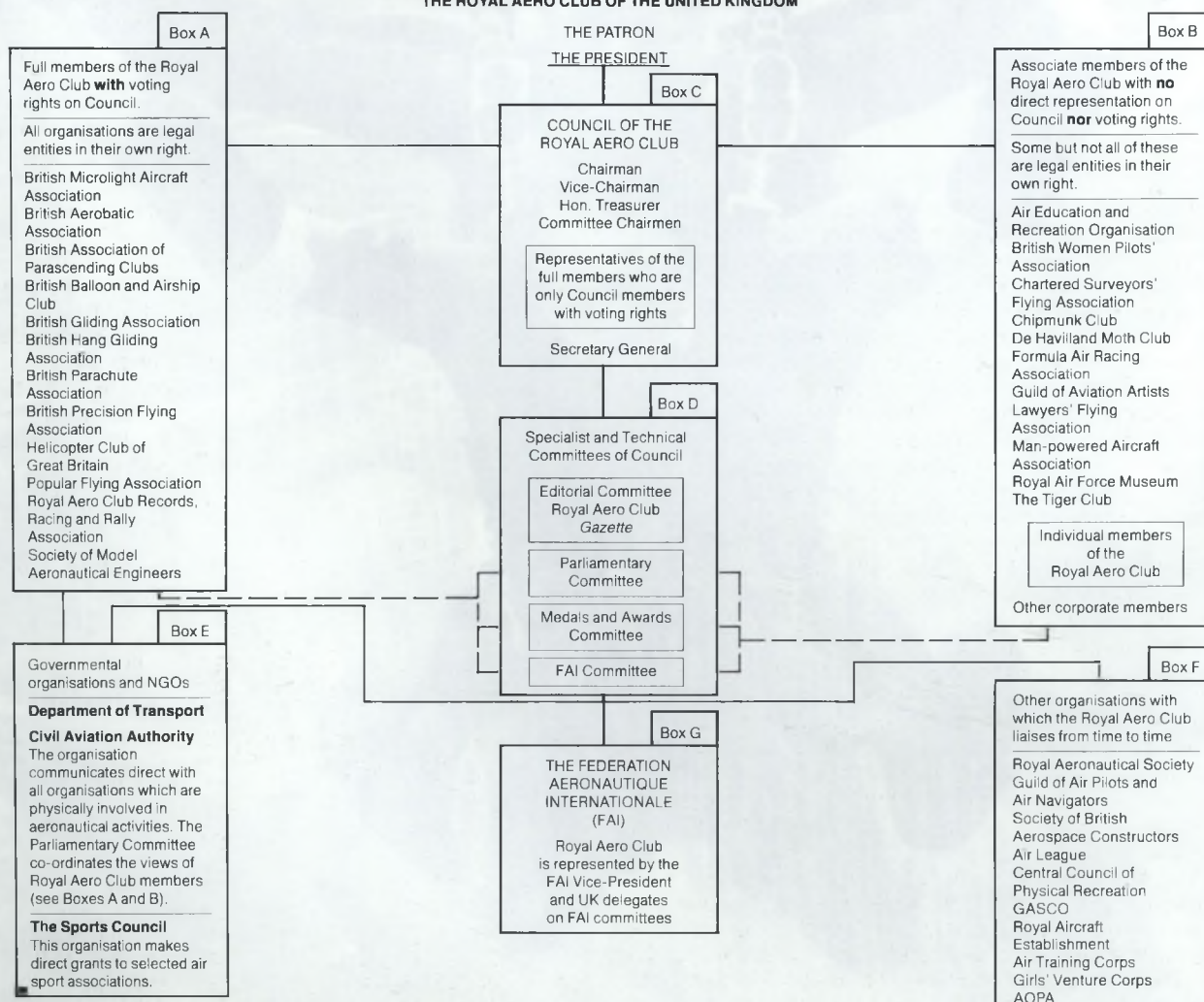
The main work of the Royal Aero Club is carried out by its three technical committees: Parliamentary, Medal and Awards, and

FAI. The Parliamentary Committee, currently chaired by ex-BGA Chairman, Dr Tom Zealley, has assumed particular importance in an age when there seems to be a number of authorities and bodies hell bent on making sporting aviation as difficult as possible for its various participants. The Parliamentary Committee is thus a forceful representative body which tackles problems that are common to all disciplines – its title comes from the simple fact that at the end of the road we have a number of MPs sympathetic to the cause of sporting aviation to whom we can turn in the last resort. The Medals and Awards Committee is also chaired by an ex-BGA Chairman, Chris Simpson. This Committee recommends to the RAeC Council those whose contributions and achievements in sporting aviation deserve particular recognition; the RAeC has, over the years, recognised sport parachuting achievement on many occasions with various BPA members receiving RAeC Gold, Silver and Bronze medals and other prestigious awards such as The Prince of Wales Cup for Team Achievement on four occasions in the last seven years. And the FAI Committee, led by ex-Formula Air Racing pilot, Fred Marsh, represents our views on the FAI Council.

Apart from Jim Crocker the BPA has two other members with important rôles within the Royal Aero Club. Peter Ritchie is currently the Royal Aero Club's Treasurer and his professional advice during his term of offices has been most valuable. And Charles Shea-Simonds, BPA Vice-President, is currently in his second of a two-year stint as the Club's Chairman – the first occasion a sport parachutist has been elected to this position.

The work of the Royal Aero Club is publicised in the Club's *Gazette* which is edited by Ann Welch, a lady with an unequalled experience of so many facets of sporting aviation. *The Gazette* is published four times a year and copies go to the BPA Office – if you want to see a copy all you have to do is ask!

## THE ROYAL AERO CLUB OF THE UNITED KINGDOM



# WALLY GUBBINS EXPOSED

With the birth of *The Wally Stuff* or Wally's third skydiving video I feel it is time to correct a few myths and perhaps create a few more illusions. The original idea was to inject more fun than was permissible in your average TV documentary of which I have now made over 50 ranging from mountaineering to cave diving, ballooning to kayaking and of course three parachuting films. TV documentaries are meant to be straight and informative but not particularly humorous. Working within these constraints is difficult when you know perfectly well that the reason people participate in adventure sports is to have fun and lots of it. 'Wally' was the safety valve to try out a different type of film and 'Gubbins' was all the odds and ends and Mandy's idea.

Pete became Wally's *alter ego*, a mould he fitted amazingly well. Some say too well!

Our 'new' guidelines were self-imposed and fairly lax although we always maintained that safety must never be jeopardized in the interests of creativity. Even this is very much subjective so a few behind-the-scenes stories on how we did what might help to ease worried minds. I'm being kind, I'm referring to knockers and not the obvious ones!

When Eddie became a student again and had his static line hang-up it was after several weeks of thoughtful discussion. For things to go really wrong a chain of several events needed to happen all of which we were very aware. The first safety point was naturally plenty of altitude. Eddie must be the only static line student to be dropped at 6000ft! It was a pity about the spot but if that was the only error then we were more than happy.

The pilots, Alan and Nigel, were consulted and readily agreed provided everything else had been thought through. It had. Kenny Mapplebeck (who you do not see in the shot) had a knife that would have made the average Gurkha jealous and Pete actually had a Gurkha knife that I had brought back from Nepal. An oxen's head at a stroke was the claim! No wonder the Argentinians were worried. Not surprisingly if you analyse the video slowly you will see it takes exactly one twenty-fifth of a second to sever the line holding Pete and Eddie and the pilots didn't even notice the extra drag created by our two stars below. So far so good.

Now the big problem. Eddie and Pete together in freefall. When this was done originally by Mick Reeves over Halfpenny Green in September 1967, who incidentally got the George Cross for saving the student's life, he immediately dumped the student's reserve and then his own. We wanted to go one better and dump the main! Well it seemed inconceivable that the two of them with over 5000 jumps between them would not get together in freefall. So just in case they did not we split the shot over two jumps. The first being the hang-up where Eddie actually has a normal freefall rig with just a few 'extra' bits of static line tacked to the top of his container for effect and the second jump whereby they launched a 2-Way with Eddie's actual static line firmly fastened to Pete's leg strap. It was inconceivable that this could break. Also what you do not see in the film are safety men Apples and Piggy and myself, all thoroughly briefed and alerted to any unforeseen eventually. If Eddie had a premature opening then the 'break-tie' on his static line would snap and Pete would open second. If Pete had a premature then all that would be lost would be my film. Everything went like clockwork (Eddie even remembered to look frightened!) and Pete acted like a professional actor. It worked superbly as I'm sure most would agree. There were other things we thought of like Pete having a streamer and going through Eddie's main – well that's why he is backsliding as he dumps. Eddie also practised pulling his own static line to open the pack as did Apples, Piggy, and self and of course Eddie did have a reserve! This was done from 12,000ft and again Eddie had a long walk back. With all this preparation and planning I do not consider that this reconstruction was any more dangerous than your average jump and probably less than most.

Brian Dyas gave me the idea of the AFF student who pulled his cutaway pad in mistake for his main. This seemed unbelievable at the time but events were to overtake me. Richard Branson was a prime candidate for AFF with his desire to balloon the Atlantic with Per Lindstranne. Per had done AFF in Florida and Spain and was already a convert... Richard seemed the ideal student and quickly absorbed the training by Sharkey and Nick Harrison.

Everyone relaxed... as it turned out too much; and me in particular. I did not have my Wally hat on at the time although at dinner the previous night I had possibly sowed the seeds of destruction by mentioning the sketch that we had planned to do for our next Wally movie.

Richard couldn't believe that this had actually happened. "The guy must have been a Right Wally!" was a rather unfortunate comment as history would show. Earlier we had shown 'The Right Wally' to Richard and he enjoyed it immensely. And he got the message. "Skydiving looks fun – I wish you had shown me this before I did my first jump," he quipped. (That was another story...) And so with Wally firmly upstaged we tried to make our fictional sketch fit the real one or was it the other way round?

When I sent out a questionnaire to people who had bought the first Wally tape I did not quite expect the response that I got. From the first hundred replies it would appear that on the question of nudity in our videos 95% were in favour of tasteful toplessness. Two females were in favour of none. Two females were in favour of male and female nudity and one man wanted only nude men! There is always one isn't there. We later got about 400 replies which mostly backed up these figures. The music seemed well received. We cannot afford Dire Straits or Bruce Springsteen although we have made a change on Wally III mainly because Fester and his Vomits have split up. The ideas we lobbied brought in the most amazing response from Wally sitting on a loo in freefall to humping on the tailgate... humour from all countries... the worst AFF student ever... underwater skydiving... good mal shots (seems a contradiction in terms!)... hang-ups (how many more do you want?)... a spoof on the BPA training system (why do you think we have Hitchen and Butler?)... canopy control towed by pedal bike... dives that go wrong (I won't repeat myself)... nude tandems but both nude (wait for Wally IV)... and so it goes on. There seems no shortage of followers even if not everyone buys it. This we don't mind but we do mind people copying it and it happens on a massive scale more in some countries than others. Everyone must realise that each pirated copy is not only an illegal act that breaks copyright laws but more importantly is ripping off the very people who do buy it legitimately. If we could sell twice as many then the costs would be brought down considerably. You know the attitude: "You buy this one and let me copy it and I'll get the next one and you can do the same". If both parties bought it then we would immediately sell twice as many and the problem is solved. Skydivers must understand that we are making these for your entertainment and not for a general TV audience and we must be supported. If you don't want to buy it fine but don't pirate it please or you might simply drive us out of business and that would be a pity because nobody else is going to waste their money following in our footsteps. After all that's exactly the reason BJ stopped making his *Mirror Image* and *Day at the Races* type films. That's why Mike Seismore stopped his fun videos like *Two or more players* and that's why Norm Kent is becoming disillusioned with skydiving videos. Last year in Europe he sold ten tapes of his *Air Bears*, *Freak Brother* and *Ride a Cloud*.

The message is devastatingly simple, if you want more videos do not allow anyone to copy them and this means YOU.

LEO DICKINSON

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# CESSNA 206 AND JET PROVOST AT KELSO CASTLE – AUGUST 1986

The Jet Provost (JP) pilot, while pulling up vertically as part of a programmed aerobatic display, on his allotted time, passed a brown and white Cessna 206 on a south-westerly heading very close to his aircraft. There was not time for avoiding action; the Cessna passed 30-50ft away (about a wingspan away, he reported later) and the risk of collision was very high. He broke off until the Cessna had cleared the area and then completed his delay.

The Cessna pilot was approaching Floors Castle to drop parachutists as part of the display and was receiving a FIS from Border Radar on 134.85. At 1353hrs he was cleared on his other radio into the overhead by the parachute team leader (PTL), who was on the ground, and approached the overhead for a drifter run. When almost overhead and about to throw the drifter a JP passed in front of him, belly on, in a vertical climb about 40-60ft away. It had made no radio calls and the risk of collision had been extremely high. He manoeuvred to watch it and then cleared the area and saw it carry out an aerobatic display overhead Kelso. To his knowledge there had been no other aircraft taking part at the show. Before take-off the PTL had briefed him by phone to be overhead at 1355hrs.

The display organisers had arranged for an SAR Sea King, a Bulldog and a JP to perform between 1330 and 1400hrs. The JP ran in last, at 1353hrs, for a five minute sequence. On the previous day its pilot had confirmed with the organisers that the RAF slot was still as per the issued programme. Also he was told that the parachute team would probably use the latter half of its slot which was 1400-1420hrs.

The pilots of the Sea King, Bulldog and JP had deconflicted their displays several weeks in advance. They had agreed that the Sea King should perform first; land and establish a link for the other two aircraft. In addition to the radio contact the Sea King also provided an accurate QFE for the display datum. The Bulldog and Jet Provost had planned to be clear of the area by 1400hrs. The programme indicated that the JP pilot could reasonably have expected to have the airspace to himself until 1400hrs.

At the time of the airmiss the Cessna pilot was receiving a Flight Information Service from Border Radar. When reporting overhead Kelso at 1358:45, after establishing that the controller was not working a JP in the area, the pilot reported an airmiss with one, overhead the dropping area. Adding that the JP had appeared without warning as the Cessna was making a streamer run, the pilot estimated that it had missed him by 50ft as it appeared directly ahead in a vertical climb. The JP pilot re-contacted Newcastle on his return to base and made his initial report of the incident.

The freefall parachute team had been requested to give a display at 1400hrs which had been NOTAMed. The leader and the ground party arrived at Floors Castle, Kelso at 1300hrs, reported to the organisers and confirmed that the parachute drop was to take place at 1400hrs. At 1340hrs a Sea King display ended, a crew member joined the aircraft and it left. A Bulldog display started, ending at 1345hrs, and the Cessna arrived over Kelso. The PTL then checked with the organisers that he was clear to prepare for the para drop at 1400hrs.

At 1355hrs the Cessna flew over the DZ from the direction of Kelso at a height of 2200 ft in order to drop the wind drift indicator. When it was directly overhead, a JP was seen to approach the display area from up-river on the Tweed at an estimated height of less than 400ft and at considerable speed. Once directly over the DZ the JP pulled into a vertical climb, turning as he did so, and narrowly passed in front of the nose of the Cessna. Before he had indicated to the Cessna that he was clear to run-in for the wind drift indicator run, the PTL and the other ground party member checked with the organisers and visually that no other aircraft were in the vicinity.

The information supplied by the festival organiser to AUS for the NOTAM was ambiguous. The NOTAM consequently indicated that there would be a display of light military aircraft and freefall parachuting at Floors Castle from 1300hrs to 1400hrs.

The PTL was asked if he could supply the name of the organisers to whom he had spoken, and if he had seen the programme for the festival which showed RAF participation from 1330hrs to 1400hrs consisting of Search and Rescue, a Bulldog, and a Jet Provost followed by a band, and then his own parachute team from 1400hrs to 1420hrs. The PTL replied that the Arena Organiser, name not known, was informed by him that the Cessna would overfly about 5 min before the drop time of 1400hrs. He was told that he was clear to start his display. As for the programme, he was not aware of its contents until after the display.

The festival organiser reported that once the show had started there was no controller directing the participants. The event ran according to the programme, with a local personality commentating. The organiser, who was watching from the stands, saw the PTL near the commentator and suggested the former may have assumed the latter was directing events. There was no one at the control point who would have been able to give clearance. This was regarded totally as a professional matter between the RAF and the parachute team. The PTL had been sent a typewritten programme in July. During the week before the event a copy of the printed programme was sent to him by first class mail. The programme times were never altered at any point.

The PTL was a parachutist, but not with an aviation background. The only programme that he had seen was the one he bought when he arrived at the show at 1315hrs and he had not noticed a JP on it. Before that, neither he on the ground nor his pilot were aware that any other aircraft were involved in the show - it was not primarily a flying display.

At a telephone briefing some 10 days before the event he was told by a member of the Organiser's staff that his drop was to be at 1400hrs exactly, and not to be late. This was to fit in with the schedule of a VIP visitor to the show. To achieve that the aircraft had to be overhead before 1400hrs.

When he saw the public programme he presumed there must be someone there on the RAF side co-ordinating, but all he could find was a Sea King crewman who seemed to be organising things. He told him what he intended doing but the crewman then departed with his aircraft shortly afterwards.

From an aviation viewpoint, the organisers were remiss in not having some sort of co-ordinator for the show - programmes are notoriously flexible. The Services involved should have superimposed their own ground co-ordination once it became obvious that several aircraft were involved in the show and there was no ground co-ordination planned. The PTL was somewhat naive in accepting that he had been given no programme for the event beforehand. On the other hand he had thought his was the only aircraft taking part and his drop was to take place at 1400hrs precisely. This was quite sufficient for his purposes.

## Summary of JAWG Discussion

The Group considered there were two aspects to this airmiss: organisational factors and the pilots' lookout.

Concerning the organisation, members considered that the JP pilot and RAF Command staff had taken reasonable precautions having been assured the 'arena' was theirs until 1400hrs, and had assumed reasonably that the organisers would keep the parachute team out of the time slot allocated to the RAF. (There was nothing incidentally, to indicate to them the address or origin of the parachute team, had they thought communication with it to be necessary.)

The Group considered the Organisers were clearly remiss in not confirming with each aerial participant that he was aware of what the others were doing, and when, but agreed that non-aviation professionals would not necessarily see pitfalls in such omissions. The same essentially applied to the Parachute Team Leader but the Group agreed about the PTL's naive acceptance that he had seen no programme and commented on his lack of awareness of what else might have been in the sky near his team's aircraft.

Members discussed at length ways of preventing similar organisational lapses and concluded that a requirement to ensure liaison between participants could be made a prerequisite for any minor airshow organiser, particularly in the light of a forthcoming amendment to the ANO regarding the notification of such events to the CAA. The Group consequently made a recommendation to this effect.

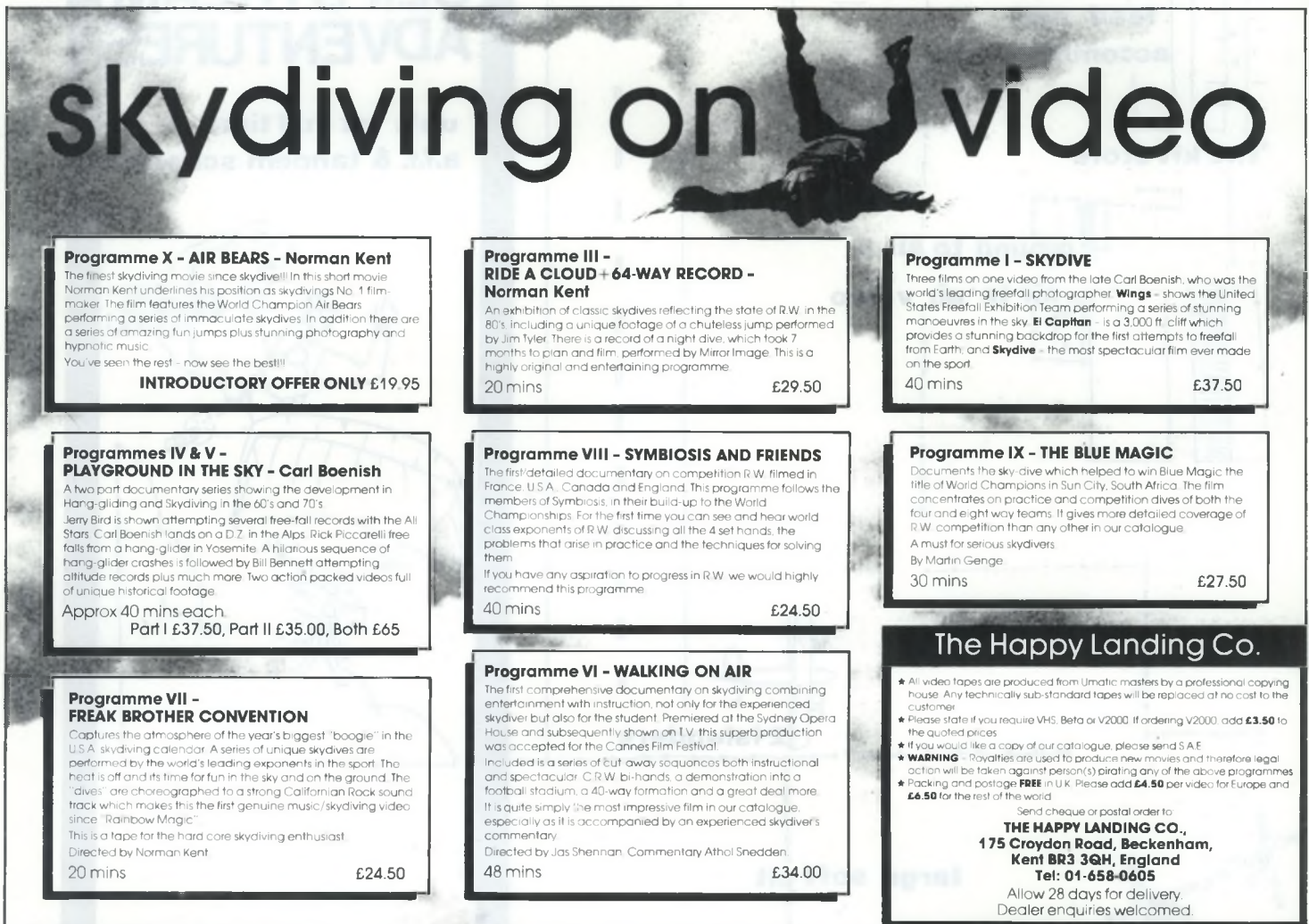
Concerning lookout, the Group assumed the pilots were alive to the fact that the show was outside CAS in the open FIR and should therefore have been keeping a good lookout to protect themselves at least from any airspace users coming by if not from each other. In particular, the Group considered that the JP pilot should have cleared the area he was about to pull up into before doing so and that the Cessna must have been clearly visible

against the sky. The JP, running in at low level, would have been less visible to the Cessna pilot, but the responsibility of a pilot about to drop parachutists (or anything else) to clear the area before doing so was paramount. In the event, neither pilot saw the other until too late for avoiding action and considering the proximity of passage, members concluded that the danger of collision had been extreme.

#### Assessment of Risk and Cause

Degree of Risk: A

Cause: lack of co-ordination between the flying participants, compounded by the failure of both pilots to see and avoid each other.



# skydiving on video

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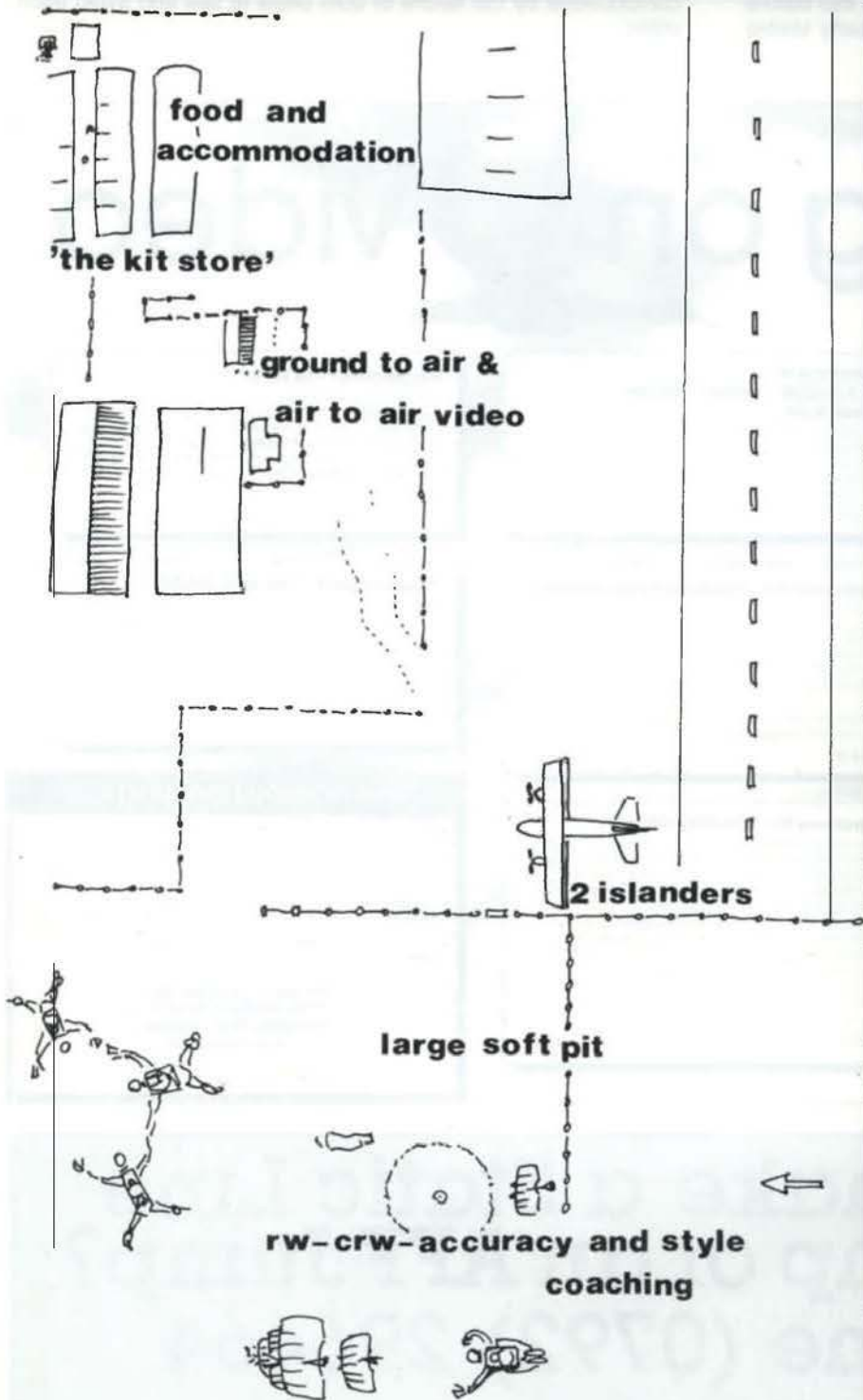
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# 7th WORLD PARACHUTE CHAMPIONSHIPS IN RW – 1987

At the 37th Meeting of the International Parachuting Committee (CIP) in Turkey in 1986 the Canadian delegate, announced that regrettably his nation had no alternative but to withdraw its bid to host the 7th WPC in 1987, due to problems of insurance in that country. The Brazilian delegate, Jorge Derviche, immediately got to his feet and made a bid on behalf of his country, to host the prestigious event.

Next day, after several transatlantic telephone calls, Jorge presented the CIP with tentative details for the Championships.

Tentative, they certainly were, because over the next 20 months the venue was changed twice, from Brasilia to Rio de Janeiro and finally to Foz do Iguacu, and the type of aircraft to be used (very important in RW events) was never certain right up until the official practice rounds of the Meet itself.

## VENUE

The final location chosen for the 7th WPC turned out to be a beautiful area situated by the side of the Parana river in the far south-west of Brazil, close to the borders of Argentina and Paraguay. The famous Iguacu Falls were a few kilometres away and could be seen from the air on every flight.

The organisers did a reasonable job of providing good hotels and transport for the delegations. The DZ was closer to Argentina than to the hotel, and the hotel was closer to Paraguay than to the DZ, although the DZ and the hotel were only 11 km apart.

The DZ was well laid out with a tent for each nation, plus spectator grandstands, concession stands, public video monitor, etc. The judging facilities for the team of judges, however, were below the standards usually expected for the premier skydiving event of the year. The Larsen and Brusgard ground to air video system itself was superb, but insufficient good quality monitors were provided and there were problems with the compatibility of the equipment, which was cobbled together just prior to the start of the Meet.

## TRAINING CAMP

The promised ten-day training camp prior to the Meet however, was a complete disaster. The organisers failed to lay on any aircraft as promised, although several teams had arrived with hopes set on some intensive last minute training before the World Meet. The day was partially saved by Aziz Abdul Ojeh, one of the French 8-Way team members whose family company, TAG, sponsored the French squad. Aziz managed to obtain from somewhere a CASA twin turbo-prop and eventually a Brazilian Army Bandeirante; his Pilatus Porter, known as the *Turbo Mingo* also turned up in Brazil after a five-day trip from Deland, Florida.

The British 4-Way team was amongst those disappointed with the training camp. It had planned about 50 jumps, but eventually only managed about 20.

Our 8-Way team however had fortunately trained elsewhere.



8-Way team – MO.

## AIRCRAFT

Competitors' and Heads' of Delegations worries were over on the day before the official jumps were to begin, when the Meet aircraft finally arrived.

Four Bandeirantes and one C130 Hercules were provided by the Brazilian Air Force.

## THE TEAMS

As the final entry forms were handed in to Marcio Filho, the Meet Director, at the first Team Leaders' meeting, it became obvious that this was going to be a big one. It turned out in fact to be the largest turnout so far for a WPC in the history of RW.

Twenty-five nations had registered, although not all of them coming with a full delegation of 4- and 8-Way teams. Thirteen nations in fact fielded 8-Ways, this also being the biggest 8-Way Meet in World Championship history (although 15 10-Way teams competed at the 1975 WPC in Germany, before 8-Way Sequential became the official FAI event.)

As the three official practice dives got under way it was obvious that the standard of performance had again taken a leap since the last RW, WPC, two years ago.



4-Way team – Flash Trash.

The favourites for the 8-Way event were obviously going to be France, USA and the USSR, which put in some impressive first practice round scores of 16, 15 and 14 respectively.

The 4-Way event however was going to be harder to pre-judge with several very impressive practice round scores on the board from France, USA, USSR, Austria, and Italy. New Zealand, China and Australia also showed a lot of potential.

Every serious team present had trained with the aid of air-air video, and some with the addition of ground-air. Video is now a necessity rather than a luxury to RW teams in training.

Some teams used the services of a Team Coach, and the heavily sponsored French squad even had its own physiotherapist and packers.

It was obvious that a lot of energy had been expended by a lot of skydivers during the last two years since Yugoslavia. More teams at world class level are now going for gold, in a big way, than ever before. The degree of professionalism and dedication shown by the competitors was enormous. For instance, the French 4-Way team, sponsored by TAG had done approximately 1000 training dives per year over the last two years, and some teams had managed 400-500 training dives prior to the Meet, paid for by the team members themselves.

On the equipment front we saw no innovations. Jumpsuits were of course worn tight with the majority using either Spandex or Ripstop in dark colours for judging clarity. Most teams had at least two members wearing audible altimeters such as the Dytter.

The Danish Coach used an innovative stopwatch to judge the dives from the ground to air video. After he had pushed a button for the exit and every single formation, a small unit on his belt would print out the score, with a time for each formation and the lapsed time for each transition.

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## BRITISH SQUAD

The British squad as usual comprised the gold medal winning teams from the 1987 Nationals, and was sponsored at the Meet by the BPA through its Competition Budget.

Our 8-Way team, *MO* consisting of Sarah Brearley, Pete Allum, Kevin Hardwick, Joyce Dyas, Pam Duncan, Andy Woodmansy, Chris Thomas and Redy Redfern; had only three members, Sarah, Pete and Kevin who had competed at world level before. Although Joyce had been on the 1985 squad, she had broken her leg in training.

The team had been plagued by bad weather in all its training up until the Nationals even though it had travelled as far afield as Florida and the south of France in search of 'blue skies'. Since the Nationals it had had more luck, with an excellent 70-jump training camp at Dunkeswell with the Royal Marines from John Meacock's Skyvan, and even more luck by meeting up with the French squad at Bergerac which provided a free training camp from a Hercules.

This was the second time that the French team member and sponsor, Aziz, had support the British team. He had provided uniforms and dress outfits for the 1985 British team in Yugoslavia.

Our 4-Way, *Flash Trash* comprised Neville Howarth, John Parker, Steve Newton and Steve Taylor, with Steve Scott as videoman/alternate.

Neville, John and Steve N had also formed the major part of the British 4-Way team two years before in Yugoslavia. Steve T had joined the team earlier this year. It had, prior to the Nationals, trained on weekends at Weston-on-the-Green and done a two-week training camp at Avignon in France.

Its training after the Nationals was based around a number of weekends and then the abortive Brazilian camp as already mentioned.

Both of our teams were given concessions on jumpsuits and rigs, *Flash Trash* by Tony Suits and Jumpshack and *MO* by Symbiosis Suits and Thomas Sports.

Chris Thomas of *MO* also secured some sponsorship in the form of main canopies and clothing from the Burton Group, to which it is contracted for displays.

The rest of the British delegation was made up of myself as Head of Delegation, John Laing as 8-Way Event Judge, Tracy Rixon as Judge and Pete Halfacre as Trainee Judge, and our only BPA supporter, Debbie Allum.

## THE MEET

After the usual opening ceremonies, the Meet itself got underway, with the French and American teams living up to expectations, and showing us the state-of-the-art, with some impressive dives in both the 8- and 4-Way events.

The Australian 8-Way team, *Dream Time* formed from the long-time Aussie Champs *Prometheus* also showed that they were contenders with a first round score of 12 points.

The Russian 8-Way, most of whom formed the team in 1985, had obviously learned a few lessons and put in a lot of work since then. Its first round dive scored a clean 13 points in time.

*MO* got off to a good start with a nice eight-pointer on the board.

In the 4-Way the US team, comprised the Army's *Golden Knights* which had matched the French favourites with a 13-point first round, closely followed by the Austrian team, *Amadeus* with a nice 12. The Austrians were a new team in 1985, and had showed a lot of promise, and have since worked very hard with its sights set on a medal in 1987.

*Flash Trash* was out of luck on Round 1 when its 10 points was busted down to a 6. Seven other nations were also busted on Round 1 of the 4-Way, including the talented Russian team, which had only 18 training jumps together before the Meet, although they each had thousands of 4-Way jumps on teams back in the USSR.

As the Meet progressed the French and Americans built up a good lead in the 8-Way followed by the Russians and Aussies. *MO* was fighting it out with the teams from Belgium, Denmark, West Germany and New Zealand.

It was very happy with a string of eights, until Round 6 when its dive was busted down to 5 due to no separation. Then Round 7 was a disaster, when two bad brain locks cost it any chance it had against the more practical Danish team, *Flying Genesis*.

In the 4-Way the French TAG team built up a steady lead with faultless, precise and fast skydives, followed by the *Knights*.

*Flash Trash* was finding it hard to find its form. Usually an 11 or 12 point team in training, it couldn't seem to break the 9 or 10

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TOTAL



'MO' on exit by Rob Colpus.

barrier at the Meet. Only towards the end did it start to find some form. It was unfortunately busted again on Round 8 by one point.

The day-to-day running of the competition left quite a lot to be desired; sometimes two hours would go by without a single canopy in the air. The teams sometimes sat at the airport for hours in the hot sun waiting to load, only to watch all the Meet aircraft parked on the tarmac for no apparent reason.

Fun jumpers were permitted to fill slots in the Herc, which, due to the noise and distraction caused, forced many team leaders to complain to the International Jury. Although Uwe Beckmann, chairman of the Jury and President of CIP, attempted to put a stop to this, fun jumping continued. Sometimes the World Meet site resembled a boogie or carnival.

Because of these organisational problems, even after cancelling the scheduled free day and extending the final deadline, and with near perfect weather, for the first time in history a RW World Meet was not completed.

Only nine rounds of 8-Way were finished, and the tenth round of the 4-Way was completed on the penultimate day. Sometimes, teams only managed to get one jump after arriving at 8.00 in the morning and leaving at 6.30 at night!

The 4-Way ended with the French and the USA in 1st and 2nd places and the jubilant Austrians taking the bronze. An interesting point to note is that Austria and Italy had both been awarded

rejumps due to technicalities of the 'sporting code'. Had they not have been, and had their original dives been scored, the Russian team would have taken the bronze medal.

Also, in the 8-Way event, if the USA had not been awarded a rejump, when missed by the video, it would have tied for 1st place with the French.

*Flash Trash* finished in 14th place in the 4-Way, just behind Denmark and ahead of Sweden.

*MO* finished joint 8th with the Belgians, having been overtaken in the last few rounds by the West Germans.

John Laing, an 8-Way Event Judge had a very frustrating job to do, bearing in mind the Meet problems, and could be seen running around pulling out his remaining hair in frustration on occasions.

The Judges' training camp during the Meet was in itself a success, and our Trainee Pete Halfacre successfully gained his FAI rating.

All in all it was a close and exciting competition, in a friendly but disorganised country. The day-to-day administrative hassle should not be allowed however, to overshadow the excellence of performance displayed by the teams, and the enormous energy that is present today in world class competition.

ROB COLPUS

## Previous World Championships in RW

### 1st WPC Warendorf, West Germany, 1975

Event	4-Way BiLoop FMT	10-Way Speed Star
No. of Teams	20	15
Results	USA 4 992 France 5 669 W. Germany 7 283	USA 16 385 Australia 17 515 France 17 775

### 2nd WPC Gatton, Australia, 1977

Event	4-Way Sequential	8-Way Sequential
No. of Teams	19	10
Results	Canada 73 Sweden 71 W. Germany 58	USA 42 W. Germany 41 France 39

### 3rd WPC Chateauroux, France, 1979

Event	4-Way Sequential	8-Way Sequential
No. of Teams	19	11
Results	Canada 82 Great Britain 77 Australia 73	USA 66 Canada 49 France 46

### 4th WPC Zephyrhills, USA, 1981

Event	4-Way Sequential	8-Way Sequential
No. of Teams	20	12
Results	USA 116 (13) Canada 116 (12) Great Britain 109	USA 83 Canada 81 Australia 79

### 5th WPC Sun City, South Africa, 1983

Event	4-Way Sequential	8-Way Sequential
No. of Teams	9	6
Results	Switzerland 115 USA 108 South Africa 101	USA 102 Switzerland 72 South Africa 79

### 6th WPC Mali Losinj, Yugoslavia, 1985

Event	4-Way Sequential	8-Way Sequential
No. of Teams	20	11
Results	USA 118 Canada 112 France 109	USA 120 France 96 Canada 88

### 7th WPC Foz do Iguacu, Brazil, 1987

Event	4-Way Sequential	8-Way Sequential
No. of Teams	25	13
Results	France 134 USA 128 Austria 118	USA 119 (13.2) France 117 (13.0) USSR 105 (11.7) 9 rounds





# RAPA CHAMPIONSHIPS 1987

Following the usual very hectic administrative build up to the annual Rhine Army Parachute Championships (the RAPA Meet), Friday 17th July arrived, and along with it the many welcome faces. The Friday before the RAPA Meet is most certainly the 'Longest Day' for me.

Teams began booking in at a gentle pace on Thursday and gathered speed nicely as Friday drew on. This led to a total of 49 team entries by the time the dust settled at midnight. It was only then, at midnight, that Crazy Hannay appeared once again, to bewitch us all with a magical humour that only she can deliver.

To stand and gaze across the splendid array of skydivers assembled for the briefing was a pleasure; so many old faces and enough of the new. Once the initial serious business was out of the way, the Meet Director, Tom Oxley, took the floor, and after introducing the officials, got down to work. Having discussed the rules and the weather, all seemed clear for beer, stories and getting around to all the old friends prior to a not too late night due to a need for an early rise.

## DAY ONE

Saturday 18th July began for the Centre staff at 0500hrs with a streamer load organised for 0600hrs. This went according to plan and launched the competition with Accuracy, following Pete Halfacre scoring the first DC of the Meet (and his I'm told). The day was unsettled with a good start, deteriorating as the day drew on. However, it did not prevent the operation of two turbine Islanders, ably supported by the CH53 helicopter, so kindly provided once again by the Germany Army.

During the day, we saw an interesting performance of precision landing by the now well-established team *Funinit*. John Dodd found that the experience of a tree landing was 'funwonnit'. This demonstration was beaten by an outstanding performance by the team *Get a Grip*, which managed to land about a mile from the DZ, proving beyond a doubt that there is more to jumping from big aircraft than it thought, and perhaps it really should 'get a grip' and change its title to *Get it Right*. We also had the pleasure of congratulating Ellen Bussemaker on the occasion of her 3000th jump, many of which she has completed at RAPA Meets over the years.

Rain dampened the early evening and stumps were drawn at 1900hrs, just in time to hail the arrival of the Netheravon Islander and see the completion of day one, with a total of approximately 552 descents.

## DAY TWO

This saw the second early start, with streamer at 0600hrs. Accuracy began, using the two turbines again. This however livened up considerably at 0830hrs, with the arrival of the helicopter and RW was picked up halfway through Round 2. As the day developed, Accuracy and RW progressed steadily and the scoreboard began to take shape, showing signs of early leaders.

It was a long day with much achieved. This included the 5000th jump for Julian Spencer, the arrival of the Pilatus Britten-Norman demonstration turbine and a phone call to say the fourth turbine would be home in the morning.

The day closed leaving us feeling comfortable with two rounds of Accuracy and RW behind us, and a daily total of approximately 720 descents and 1270 to date.

## DAY THREE

A very sad weather forecast allowed an 0800hrs start, which could perhaps even have been 0900. Nonetheless, the fine spirit of the competitors allowed our team of judges to pick away at every opportunity and achieved, even under those dreadful start-stop conditions, a daily total of around 360 descents.

Our final aircraft found its way back from Belgium following an engine change. The fleet was in, a CH53 helicopter and four BN turbine Islanders, a sight to warm the heart of any DZ operator.

The scoreboard shows some clear favourites now. Les Carroll, with four DCs, leads the Individual Accuracy and Bjorn Stephenson's team of *Vikings* appear to be doing a tidy job of the Team event. RW is in the capable hands of *Saturday Night at Larry's*, with the army team *Cannonballs* chasing hard.



The man who started it all – RAPA's first CCI, Mick Turner, 20 years on.

A miserable and difficult evening caused end of play at around 2000hrs. It is not a bad thing really, as it has been a busy three days, accumulating 1630 jumps so far.

## DAY FOUR

Today we were back to the 0600hrs start. The weather was still far from good, yet, we were able to continue picking away at Accuracy with a little RW here and there. This was somewhat ambitious, however, with the occasional re-jump, the job got done.

The Novices were given their chance again. It was interesting to see the competitive spirit coming from the leaders in this event, although it was going a bit far when Dee Henderson suggested putting a contract on one or two of the opposition. Rachel Ammerlaan, a mere slip of a girl from Denmark was unfortunate enough to find herself in one of those thermal lift situations under a dark, mischievous and fast-moving cloud, those so often sought after by glider pilots. It did appear at one time she was destined to land on the live ranges, however, fortunately this was not to be her day for the firing squad and she finally decided to come down, just before the range threshold.



Bob Card and John Laing pray to the Sun God!

A visit by the Chief of Staff BAOR was good to see, and in days of sensitive parachuting politics, it was pleasing that he enjoyed his wander around the DZ, chatting to civilian and soldier alike. Dear Hannay van der Loo made this visit one he will remember, by patting his chest gently and inviting him to join her for a skydive, however, if he was offended, all was put right later when she accosted him for the second time to put in a good word for the commandant.

Mike Allen and his TV crew appeared as planned at about 1000hrs and devoted the remainder of the morning to finding their way around. The afternoon saw TV coverage being put together, including a Tandem jump by himself. Sadly, although the job was successful, cloud prevented useful film, so a rejump was awarded, much to the disappointment of George Clarke and Brian McGill at manifest, who were only too aware of the 'take-over' habit of film crews.

The late afternoon produced a storm beyond belief. A storm that put monsoons to shame and flooded the airfield in seconds. Kit was soaked, the bar roof collapsed and the manifest team was marooned in the mobile control tower, cut off from the world. George Clarke was heard to say later that he felt somewhat like Noah and wondered if mother in-law was trying to tell him something.

There we had to call it a day, but even so, approximately 590 jumps were made. We were halfway through Accuracy and completed three rounds of RW and one round of Style. The day had seen the public address system break down, a puncture in G-RAPA, the commandant in uniform and Tony Clegg, with his engineer head on, carrying out a field repair.



The 'Cannonballs' collected most of the silver.

a little surprised to find himself thrown into the pond but he did at least take it with good humour.

Style, Accuracy and Novice jumping continued and, at this stage, we had completed Round 6 of Accuracy and were well into Round 5 of RW. Round 2 of Style was completed and the Novices had Round 5 behind them. Should the weather stay in our favour, it was downhill from here.

Les Carroll is looking good with all six DCs, the Spencer brothers were close on his heels. John Dodd was showing that it is not just trees he can land on with five on the pad. The Cannonballs was doing very well with several teams fighting for gold in the Accuracy. These included *Oman*, *Abu Dhabi*, *Para Team Nine* and *King Knud's Vikings*.

RW produced a different picture as one might expect with *Saturday Night at Larry's* still as favourite, the Cannonballs was holding its own and the *Royal Engineers* averaging five points. *Pin Me If You Can* was demonstrating that it can, but not very often.

Style is still very much the topic of discussion, and a slight change to the FAI ruling was made allowing a little tolerance in undershooting. No matter how the rules settle in the end, it is clear that style has been slowed down and requires the jumper to be more precise in his execution of manoeuvres. Times are still in eights and nines. It is stylish and far less difficult in the judging room. This is something that will be much discussed, but now is perhaps not the time.



Exit on a skydive for the spectators ...



... and the resultant 18-Way formation.

#### DAY FIVE

Another call for an early start, but this time, it seems we were all pleased to find that conditions dictated a back to bed situation. Life began again around 0900hrs and the day developed into a good one with continuous jumping for almost 12 hours.

Mike Allen completed his Tandem rejump under the control of Jimmy Frith. This time all went well and the film, according to videomen, Knocker Cole and Steve Slater, was superb. Hopefully, when screened, the coverage should do us well. The star was



Julian Spencer was Style Champion.

As the day drew on, it was discovered that Captain Klaus Althoff, our CH53 helicopter pilot had completed 3000 flying hours and Roger Brown had made his first 1000 hours. Both achievements were duly acknowledged and they were also to be congratulated on aiding and abetting the 3000th jump of the Meet.



The Omanis took the Team Accuracy.

#### DAY SIX

More bad weather led to some concern as to whether we could complete the Meet or not, as an optimist one had to hope we could, so it was head down and soldier on. It was not a bad day, bringing the total into the area of 3530 with Style now behind us and Accuracy getting within reach. The continual changes of fortune on the scoreboard kept interest high. A question everyone wanted an answer to was can Les Carroll continue his six DCs in a row to seven? Would any of the *Oman* team, Dave Spencer or the *Vikings* catch him? Team placings in Accuracy were difficult. Doug Peacock worked hard on his *Oman* team for it could do it, *Abu Dhabi* was all pressing with *Para Team Nine*, the *German Airborne School* and the *Vikings* were well in with a chance.



The impressive aircraft support.

Dee Henderson was still looking hot for the Novice title although Caroline Scott and Sapper Dunville had different ideas. The standard of Novice Accuracy was high, competitive and taken seriously not only by them but by judges and seniors alike and I would like to applaud everyone for the encouragement shown toward the next generation of skydivers.

Style had already produced its winners with Julian Spencer demonstrating that winners compete in accordance with the rules rather than crashing on regardless. We have to congratulate Bjorn Stephenson on securing second place and Essa Mohamad on coming third.

Intermediate Style was as successful as ever, and you can take that how you like but remember these are the guys who will decide how long Style will remain as a competitive event, and I congratulate them on every point achieved as there was not one Intermediate entry that scored less points than the last two Seniors. RW left things very open as must be the case with so many points in balance on every round. Contenders continue to battle it out with *Saturday Night at Larry's*, *High Moor* and *FSC Lipperland*. *Kelly's Heroes* was to get a bust, picking up a mere two points, a score that was to put it well down.

Today was good day but I now somehow fancy that total completion will be doubtful on the 'Met' received tonight – but then the 'Met' has been bad every night so let's look in the morning.



'Hutch' Hutchinson became BAOR Champion.

#### DAY SEVEN

Today, the final competition day, began with a respectable start that had been dictated by a lousy 'Met', leaving much to do in both the Accuracy and RW events to complete the Meet.

The weather remained difficult all day but dear George and his manifesting team did their usual best with the changing priorities, maintaining their cool and competent appearance, whilst paddling like hell down below.

Parachuting continued whilst the staff began preparing for the party to follow that night. It was a case of clearing and cleaning the hangar, rearranging the tables and chairs, stowing the booze and setting up the disco. The cooks were preparing the barbecue stands and tents and in all, things were looking good.

It was now clear that we could not complete Round 7 though we were over halfway through. A decision was made and RW was called on Round 6 so *Saturday Night at Larry's* was home and dry. Well done to it but for Accuracy, it was to all hang on the final round. As the CH53 took off with the last Accuracy teams on board we had the taste of success, the day was at an end and the clouds were making life very difficult, but try as we might the weather was to remain in charge and we were to fail in our attempt to complete the eighth and final round by six teams of the 48 teams in that event. Accuracy was called on completion of Round 7, the pressure was off, champions known and RAPA '87 over, bar the shouting – and a piss up.

With that slightly disappointing finale to the Meet, it was all down to getting cleaned up and prepared for the evening party. The usual free booze and disco were supplied but energy and ear defenders were left to individuals. For the commandant, George Clarke and mother-in-law, it was a night of counting, checking and writing in an effort to ensure that the correct competitors collect the deserved awards. This, for those who may care to give it a thought, is no easy task, particularly with the spread of trophies on offer here and punctuated by the frequent visits of the local police advising us of noise complaints – from the disco apparently!





Les Carroll was Accuracy Champion.

#### SATURDAY 25TH JULY

The final morning was to begin early for the staff, in fact, we know that for some it is merely a continuance of the night before, however, headaches aside, the Centre is knocked into shape ready for the prize-giving ceremony at 1100hrs.

The weather did allow the RW display to take place, the CH53 lifted off for the last time with a group that was to produce for the camera an 18-Way formation and an impressive display for the spectators.

With all trophies duly dispensed, another terrific RAPA Meet was behind us. My sincere thanks go out to all those who took part in making it all such a pleasure. I know that you would wish me to pass on your thanks to those who give up their time, and often money, in order to run the Meet for you . . .

*Meet Director:* Tom Oxley

*Chief Judge:* John Laing

*Event Judge, Accuracy:* John Hitchen

*Event Judge, Style:* Jan de Graaf

*Event Judge, RW:* Kate Charters

#### Judges

Abdullah Sheikh  
Rene Boidin  
Pete Halfacre  
Annie Killeen  
Mick Turner  
Julie Allen  
Gabi Leifels  
Annie Boidin

#### Trainee Judges

Jim Coffey  
Jimmy Frith  
Jim Steele  
Martin Ramsey  
Joe Scott  
Renate Campbell

#### Manifest Team

George Clarke  
Brian McGill  
Knocker Cole

#### Assistants

Mrs Stafford  
Miss Tekath  
L/Cpl Wallace

#### Video Crew

Russ Beckett  
L/Cpl Seals  
Master Beckett  
Pte Ryan

#### Stats

Mrs Sharp  
Les Gearing  
Mrs Gearing

The BPA, for making available John Hitchen and the ground-to-air video system in support of the Meet.

Pilatus Britten-Norman, for the kind provision of its demonstrator aircraft and donation toward the prizes again this year.

The *Bundeswehr* (German Army), for the provision, once again, of a CH53 transport helicopter.

To all the unsung heroes and those I may have forgotten my sincere thanks. The dates for next year are 23rd-30th July

inclusive. Remember this Meet is by invite only, so if you want to come in 1988, get your bids in early. We still feel a need to prune down the number a little further so for those who don't like rules, can't be bothered to shave or find footwear a bore, don't ask, go to commercial DZs that need your money . . . or do they?

For those who have added up the jump total for the Meet – they were approximate figures, the final accurate total was 3661 descents.

By the way, the ban on competitors writing to the magazine has been lifted.

## RAPA 1987 RESULTS

### OPEN EVENTS

Individual Accuracy Champion	Gold	Bdr Les Carroll (RA)
	Silver	Yahya Mohammed
	Bronze	Bjorn Stephenson
Team Accuracy Champion	Gold	Sultan of Oman Parachute Regiment
	Silver	UAE Abu Dhabi
	Bronze	Einstein and the Two Stones
Ladies' Accuracy Champion		Marian Werner
Novice Accuracy Champion	Gold	SAC Nalden (RAF)
	Silver	Ans Wijgarden
Style Champion	Gold	L/Cpl Julian Spencer (Parachute Regiment)
	Silver	Gudrun Stephenson
	Bronze	Essa Mohammad
4-Way Sequential RW Champion		Saturday Night at Larry's
Overall Team Champion		The Cannonballs (RAOC)

### VISITING BRITISH FORCES

Individual Accuracy Champion	Gold	Bdr Les Carroll (RA)
	Silver	L/Cpl Julian Spencer (Parachute Regiment)
	Bronze	Sgt Jeff Chandler (RCT)

### SPECIAL AWARDS

3000 Descents	Ellen Bussemaker
5000 Descents	David Spence
1000 Flying Hours	Roger Brown
3000 Flying Hours	Capt Klaus Althoff
Novice Dead Centre	Caroline Scott

### BRITISH ARMY OF THE RHINE

Individual Accuracy Champion	Gold	Cpl Hutchinson (RAOC)
	Silver	L/Cpl Allen (RE)
	Bronze	L/Cpl Pemberton (RAOC)
Team Accuracy Champion	Gold	The Cannonballs (RAOC)
	Silver	REME Gold (REME)
	Bronze	Tom's Team (RCT)
Intermediate Accuracy Champion		Cpl Moore (RE)
Novice Accuracy Champion	Gold	SAC Nalden (RAF)
	Silver	L/Cpl Dunville (RE)
Style Champion	Gold	Cpl Hutchinson (RAOC)
	Silver	Dvr McArdle (RCT)
	Bronze	L/Cpl Traisnell (RCT)
Intermediate Style Champion		Dvr Ollis (RCT)
4-Way Sequential RW Champion	Gold	The Cannonballs (RAOC)
	Silver	REME Gold (REME)
	Bronze	Tom's Team (RCT)
Overall Intermediate Champion	Gold	Dvr Ollis (RCT)
	Silver	Cpl Moore (RE)
Overall Team Champion		The Cannonballs (RAOC)
Overall Individual Champion	Gold	Cpl Hutchinson (RAOC)
	Silver	L/Cpl Pemberton (RAOC)
	Bronze	L/Cpl Traisnell (RCT)

# BPA OPERATIONS MANUAL AMENDMENTS

The following amendments were made to the BPA Operations Manual at the Safety and Training Committee Meeting of 8th October 1987.

## SECTION 1 (Conduct and Control of Sport Parachuting)

**Para 7 (DZ Control) sub para (e)** delete the word 'recommended'.

**Para 7 (DZ Control) sub para (e) - (15)** delete sub para and add new sub para:

'Whenever student parachuting is taking place will maintain radio communication with the parachuting aircraft for the purpose of suspending parachuting'.

**Para 11 (Ground to Air Signals) sub para (c) (1-5)** delete complete sub para and add new sub para:

'(c) Whenever student parachuting is taking place and 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'.

**Para 11 (Ground to Air Signals) sub para (d)** now becomes (e) and add complete new sub para (d):

'(d) Whenever parachuting by experienced parachutists is taking place and radio communication is not used or in the event of a breakdown of radio communication between the DZ Control and the parachute aircraft, the signal 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 an (L), it will indicate to pilot and jumpmaster that parachuting is suspended and the aircraft MUST land with all remaining parachutists on board.

## SECTION 6 (Equipment)

**Para 10 (Personal Clothing and Equipment)** delete present sub para (d) and replace with:

'(d) Student parachutists should be equipped with footwear that is suitable for:

1. The type of descent planned
2. The parachute to be used
3. The planned landing area

**Para 1 (Approved Riggers)** delete last paragraph of sub para (f) 'Any Riggers in breach of BPA Operations Manual etc ...' and sub para (g) 'All Riggers Ratings etc ...'

**Paras 2 (Advanced Riggers) and 3 (Advanced Rigger Examiners)** now become paras 3 and 4.

**New para 3** will read:

### 3. ALTERNATIVE METHOD OF QUALIFYING RIGGERS Assessment Training

This scheme would permit any BPA member who meets the current Operations Manual requirements for a Potential Rigger Course to be trained by any nominated existing approved rigger of two years' standing who is prepared to accept the responsibility.

The work that the Potential Rigger performs must be written up in a technical log with appropriate headings as detailed below.

Date of completion	Description of work	Name and address of owner	Time taken to complete	Make, type and serial number or other identification of equipment	Work approved as serviceable (Approved Rigger) (to sign and number)	Approved Rigger's remarks
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The responsibility for inspecting the work carried out will rest with the Approved Rigger. Realistic estimates for completing work must be given and must not include time spent rectifying mistakes made in the course of completing the work.

It is intended that the work logged will reflect a reasonably broad spectrum of general rigging work.

The work done must include a certain amount of newly manufactured equipment and it is expected that a reasonable amount of work samples will be retained for inspection by Examiners. The log book must be kept in a legible and complete fashion.

Upon completion of 300 hours of logged rigging work the candidate may submit him/herself for examination. The BPA JNCOS will allocate two Examiners (who need not necessarily be present together) to whom the Potential Rigger must present him/herself. At least one Examiner will be independent of the establishment or organisation within which the Potential Rigger has trained.

It is envisaged that the total period of examination will be at least three days and will include a written examination. The examination will include a thorough scrutiny of the technical log by both Examiners who must be completely satisfied that it is an accurate record of work completed.

The Potential Rigger must also satisfy the Examiners that he/she has access to and is currently informed about BPA requirements and safety notices relating to equipment.

The written paper will include questions on the following topics:

- (a) Identification, use of and breaking strain of webbing and cordage
- (b) Tensile strengths and uses of parachute hardware
- (c) Types and uses of canopy fabrics
- (d) Stitch types, patterns and lengths
- (e) Design and construction of parachute canopies
- (f) Construction, use and assembly of deployment devices
- (g) BPA regulations with respect of parachute equipment.

An oral examination will be used to assess the knowledge of techniques and practices relating to the use of parachute equipment on at least one operational drop zone.

As well as holding a packing certificate for three different main and three different reserve parachutes the candidate must produce documentary evidence, if not at the start of rigging training then by the assessment period, of having packed a minimum of:

- 10 front mounted reserves
- 10 reserves into Wonderhog/GQ type piggyback systems
- 10 reserves into SST/Racer type piggyback systems

A record of this work will also be entered in the technical log and must include the following:

- (a) Container type and serial number
- (b) Canopy type and serial number
- (c) Date of repack
- (d) Name of equipment owner

Each Examiner will submit a brief report of his/her examination, and a recommendation (or not) to the BPA to issue an Approved Riggers' Rating.

This scheme is not intended to replace the existing one but simply to run as an additional means of obtaining a rating which may prove more convenient for some people.

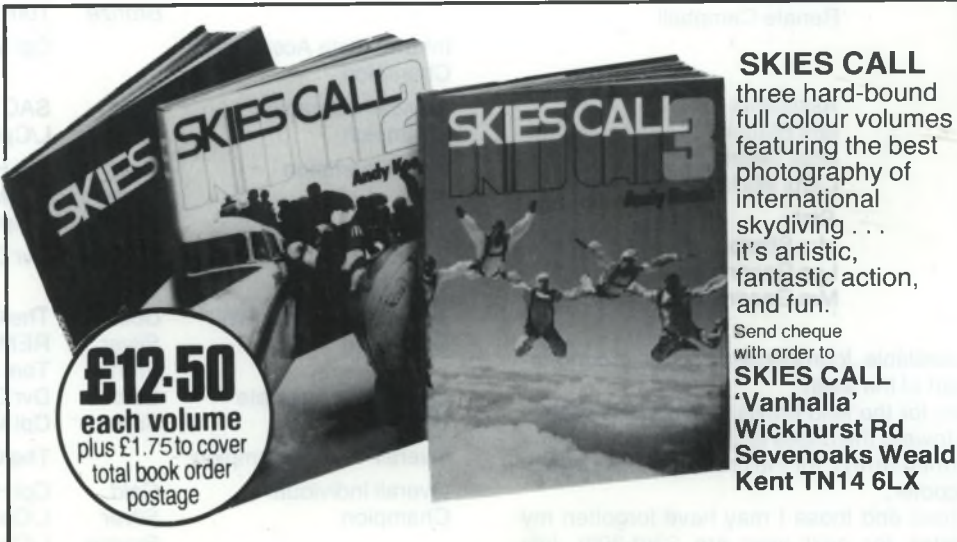
**New para 5** will read:

### 5. RIGGER RATING RENEWALS

All Riggers' Ratings are valid for a period of two years, at the end of which time revalidation must be obtained with a certificate of competency signed by two Advanced Riggers. Riggers' Ratings are only valid if the Rigger concerned is a member of the British Parachute Association.

**New para 6** will read:

6. Any Rigger in breach of the BPA Operations Manual may be liable to be called upon by STC to explain his/her actions. If it is found that he/she has been in breach of the BPA Operations Manual his/her Rigger Rating may, at the discretion of the STC via Riggers Committee, ratified by the Council of the BPA, be suspended or revoked.



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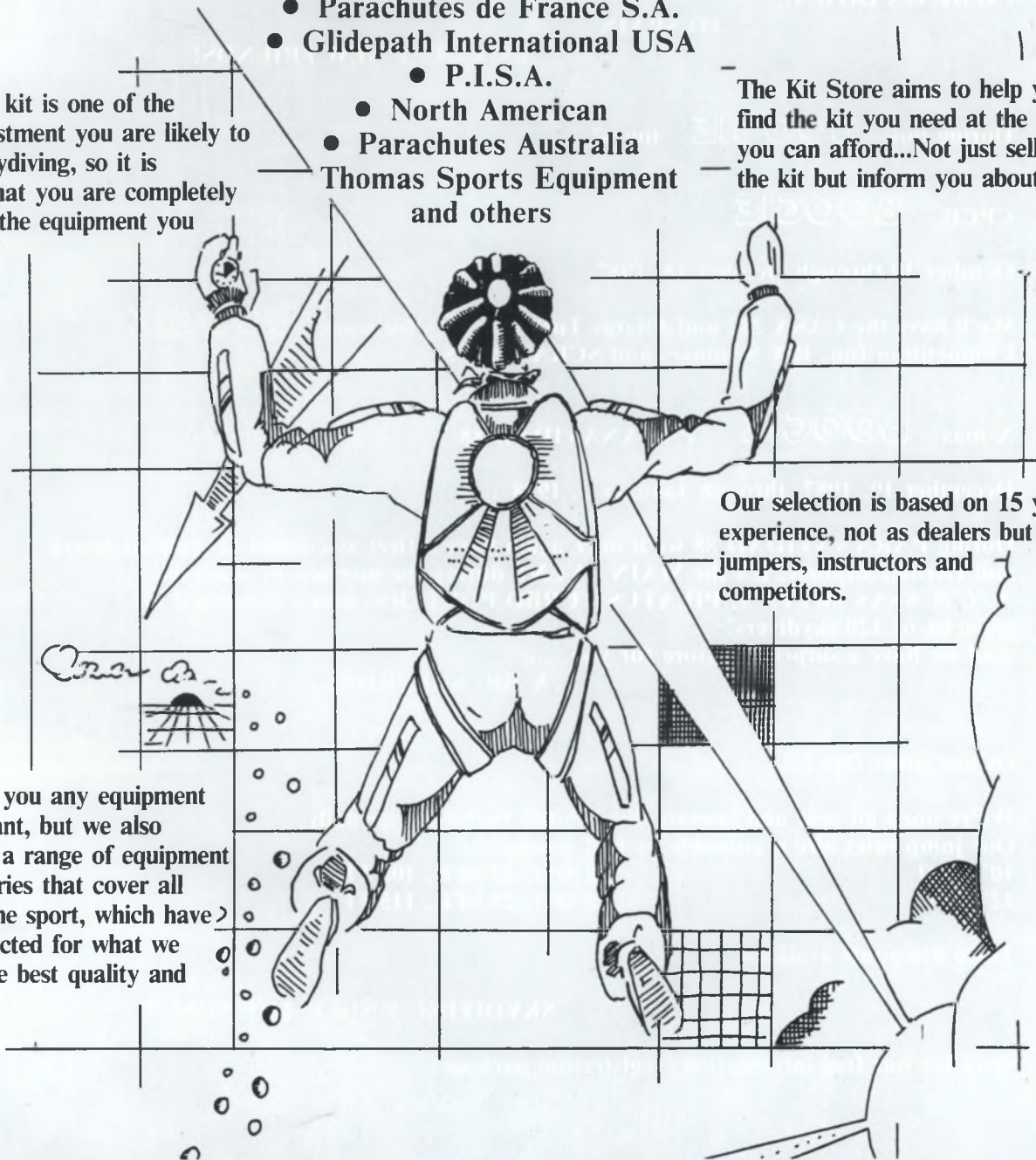
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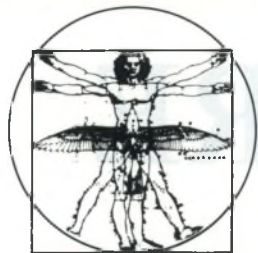


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<b>AIR LENS</b>	DANISH GOGGLE	<input type="checkbox"/> SMOKE <input type="checkbox"/> MIRROR	<input type="checkbox"/> RED <input type="checkbox"/> YELLOW <input type="checkbox"/> OTHER	£8.75
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# BRITISH PARACHUTE ASSOCIATION

## Council Meeting Minutes

Kimberley House, Leicester

Wednesday, 23rd September 1987 – 6.30pm

### Present:

J. T. Crocker  
D. T. Hickling  
J. K. Lines  
S. Eversfield  
Mrs S. Dixon  
A. K. Knight  
J. Curtis  
P. W. Ritchie  
J. L. Thomas  
D. Johnston  
D. Prince

*Chairman BPA*  
*Vice Chairman BPA*  
*Chairman Finance Committee*  
*Chairman Competition Committee*

### Attending:

W. J. Meacock  
A. Collingwood  
P. Sullivan  
A. Mills

*Vice President BPA*  
*CCI A1 Skydiving*  
*Co-Director A1 Skydiving*  
*BPA Member*

### Observers:

Miss J. Wright, Mrs A. Hickling

### In attendance:

C. W. Port  
A. K. Butler  
C. Gilmore

*Secretary-General BPA*  
*JNCSO BPA*  
*Development Officer*

### Apologies for absence:

I. Rosenvinge, J. Steele, R. Colpus.

Prior to the Meeting the Chairman, **J. T. Crocker**, appraised those present of the tragic and sudden demise of the BPA's oldest member, Archie MacFarlane.

The Council was unanimous in its expression of sadness at the news of Archie's death, and sentiments of sympathy were expressed to his relatives.

Archie was a very well known and very well liked member of the Association whose exploits in the parachuting world together with his zest for living were well known throughout the sport parachuting fraternity.

The Secretary-General expressly requested that he attend Archie's funeral, together with as many members as could be there.

The attendance at Archie's funeral was amazing. The chapel was full, with relatives, friends, and parachuting colleagues. It was a magnificent send-off.

### Item 1 – Minutes of Meeting of 5th August 1987

Proposed by **J. L. Thomas**, seconded by **Mrs S. Dixon** that the minutes of the above meeting be accepted as a true record.

Unanimous

### Matters Arising

#### (a) BASE – Fatality

It has been suggested that **A. Mills**, a BPA member had been involved in this fatality. Pursuant to previous Association policy, **Mr Mills** had been invited to attend this meeting to discuss this suggestion.

**Mr Mills** categorically refuted the allegation that he had been present at the BASE jump. His only involvement was post-fatality when he had been asked to inspect the kit of the deceased.

Council accepted **Mr Mills'** explanation in full and thanked him for attending the meeting, and hoped that he understood the need for Council to investigate all such matters.

#### (b) Ideal Requirements for Parachuting Operations

Following a directive from the BPA Council a paper had been prepared and distributed by the JNCSOs on the above subject.

**W. J. Meacock** had also offered to submit proposals on the subject. This had been written but had not had full Council distribution. It was agreed that both papers be recirculated to all Council and the subject would be a main discussion item at the next Development Committee Meeting, these proposals would then be substantially covered at the next full Council meeting.

#### (c) Editor – The Sport Parachutist

Prior to the Finance Meeting of 9th September, **Miss C. Saunders** had met delegated members of Council in connection with the appointment of a new editor of *The Sport Parachutist*.

Following this meeting, the delegated members had unanimously agreed that **Miss Saunders** be offered the post. The Secretary-General had subsequently contacted as many other Council members as possible and all those contacted were in full agreement as to the appointment.

Expanding, somewhat, on the decision the Chairman, **J. T. Crocker**, said that all those present at the meeting had been very impressed by **Miss Saunders**, she had a most formidable cv and had responded exceptionally well to questions put by the retiring editor, **D. Waterman**. He further stated in answer to a question that the new editor had been fully appraised of the situation *vis à vis* editorial policy.

The appointment of **Miss Saunders** was ratified.

#### (d) Nominations for Council Elections

As the magazine is late being despatched to members it was agreed that the date of closure of nominations be extended to first post (0900) on Monday 26th October 1987.

The Secretary-General would circulate all clubs/centres and request that this information be displayed prominently at the clubs/centres in order that as many members as possible were made aware of the situation.

#### (e) Mr Evans

The Chairman, **J. T. Crocker**, stated that the lawyers for **Mr Evans** had refused consent for him (**J. T. Crocker**) to respond to the correspondence which had been received by all Council other than himself.

### Item 2 – Minutes of the Meeting of 17th August 1987

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

Unanimous

### Item 3 – Minutes of the Meeting of 1st September 1987

Proposed by **D. Johnston** and seconded by **J. L. Thomas**, that the minutes of the above meeting be accepted as a true record.

Unanimous

**W. J. Meacock** raised the question as to whether it was known if any action had been or was to be taken by the Civil Aviation Authority against the airfield advisor and the pilot of the helicopter.

To date no information has been received on this and **A. K. Butler** was tasked with eliciting this information from the Civil Aviation Authority as a matter of urgency.

**W. J. Meacock** also read extracts from a letter he had had following correspondence to the Chairman of the Civil Aviation Authority. This correspondence had contained statistics of fatalities, accidents, etc, comparing those of the BPA with those of other nations. The reply had been most sympathetic and helpful. However, **W. J. Meacock** felt that the media reporting left so much to be desired that it is almost impossible to improve the image of both the Sport and the Association. He intends to write back to the CAA Chairman on these lines.

**Mrs S. Dixon** asked what press releases had been sent out from the Association.

**J. T. Crocker** stated that following the Montford Bridge fatality he had sent a very full press release to the Press Association and in fact not one newspaper printed anything. This he felt was the major problem with press releases.

At this point the Secretary-General asked for permission to lay the facts of what had occurred post the three fatalities.

**3.1** On the Monday, the Secretary-General had attempted to contact the Chairman, in Spain, initially he was unable to do so. He then contacted **G. C. P. Shea-Simonds** (Vice President BPA and Chairman Royal Aero Club) to discuss the merits of a press release. **G. C. P. Shea-Simonds** requested that any release he held until he (**G. C. P. Shea-Simonds**) had contacted, and discussed this proposal with the Chairman of STC. Meantime the Secretary-General had finally contacted the Chairman, read over a proposed press release, with which the Chairman had agreed. Subsequent to this, **G. C. P. Shea-Simonds** telephoned the Secretary-General to say that following discussions with **J. R. H. Sharpies** (Chairman STC), no press release should be sent, and all enquiries should be answered by telephone as they came in. The Secretary-General appraised **G. C. P. Shea-Simonds** of his conversation with **J. T. Crocker**. **G. C. P. Shea-Simonds** then spoke with **J. T. Crocker**, in Spain.

**W. J. Meacock** in exceptionally strong terms was of the opinion that 'at the time, the Association was leaderless, a decision was made to do nothing, and nothing, in his opinion, was done, so therefore all these accusations were printed and no one made any attempt to correct them'. He felt that 'it is pointless making a standard press release, but he sent letters to *The Telegraph*, *Independent* and the *Guardian*. People in the Press Association realise it's a standard form, what you must do is to have the office prepared, briefed and organised to get on the telephone to try to get on TV, radio etc, to put our case, which should be the standard, and quality of the training in comparison with other countries and own record'.

A number of Council members pointed out that the office and permanent members of staff did in fact go to very great lengths to counter the accusations and press hype and **Mr Meacock's** suggestions about the office were not correct.

From the outset, both JNCOS were for almost three days constantly on the telephone, answering press enquiries and putting over in very forceful terms, the stance and standing of the Association, so much so that the only time they were contactable was in the late evenings at their homes. In addition both the Secretary-General and the Development Officer were occupied in exactly the same way in the office. The Secretary-General remained, for the entire week in the office until up to 7.00 in the evening handling calls which came in. **J. H. Hitchen** in fact appeared on television and radio in an attempt to combat the adverse publicity.

**W. J. Meacock** felt that there should be a plan ready to implement which should include comparable statistics with other activities.

**P. W. Ritchie** felt and proposed that it be minuted that while Council took note of the opinions of the Vice President the Council consider that the staff of the BPA acted in the best possible interests of the Association and did all they could to counter the press accusations.

**W. J. Meacock** stated that he was not criticising the employed members of the staff, but thought that in future there should be a much more constructive, definitive and aggressive campaign of defence.

**D. Johnston**, at this juncture, asked what, if anything, the Council of the Association intended to do about certain members of the Association who had spoken to the media, denigrating other clubs, and the Association.

The Secretary-General was tasked with ensuring that:

- (i) All the articles and interviews be collated and sent to all Council.
- (ii) Additionally that those persons whom it had been alleged were involved should also be sent these articles with a request for those persons' comments upon them to be sent to the office for circulation to all Council members.
- (iii) That those persons alleged to be involved be invited to attend the next Council meeting to put forward their views and explanations.
- (iv) That the relevant extracts from the Articles and Memorandum of Association be sent to those persons whom it had been alleged were involved.
- (v) This matter was to be a main agenda item at the next Council meeting.
- (vi) Additionally minutes of STC, transcript of evidence given at an inquest also be despatched in the same way (this applied to the Montford Bridge incident).

#### Committee Minutes

##### Item A – Safety and Training Committee

The minutes of the meeting of the above had been circulated. In the absence of the STC Chairman, **J. R. H. Sharpies**, **A. K. Butler** asked for comments and questions.

##### Item 12

**J. L. Thomas** stated that the minutes on this item were incorrect in that the two proxy votes should have been allocated as follows:

1. Vote against the 7m Aero Conical going back into service.
2. Vote against C9s being phased out.

**J. Curtis** asked, and Council agreed that a report be written by **J. R. H. Sharpies**, following the FAI Meeting in Paris.

**C. W. Port** explained that the reason **J. R. H. Sharpies** had not as yet submitted a report was that a full FAI report had been expected very much sooner than it seems it will be forthcoming. The Secretary-General would appraise **J. R. H. Sharpies** of the situation.

It was explained that the attachments to the STC minutes were from the CAA not the BPA.

##### Item B – Competitions Committee Meeting

The Chairman, **S. Eversfield**, presented the minutes of the above.

1. The anemometer, pads etc, were being purchased and the telemeters were in the process of being serviced.
2. Considerable discussion took place on the upkeep etc, of the BPA Video System. It was finally agreed that in future:
  - (a) The equipment would be transhipped via TNT, which would insure against breakages or damage in transit.
  - (b) The £250 bond must be in the Association's bank and cleared prior to the equipment being allowed to leave the office.
  - (c) The daily hire fee must be in the Association's account and cleared as in (b) above.
  - (d) **C. W. Port** would obtain additional names from **W. J. Meacock** in relation to the servicing of the video system.

The minutes were ratified

##### Item C – Finance Committee

**J. K. Lines**, Chairman of the Finance Committee presented the minutes of the above.

The lease of the present offices was being assigned and final contracts etc, were in the process of being exchanged.

In the interim the Secretary-General had negotiated the licence to rent a large office space directly adjacent to the present offices on a monthly basis.

Over the weekend of 25-26th September the offices will be moved, telephone transferred and thus it is hoped that the service to the membership will remain unbroken.

Several possible freehold premises had been inspected by the BPA staff with one in particular appearing to be what was needed as a permanent 'home' for the Association.

On 23rd September, the Chairman and a couple of members of Council had made a preliminary inspection of a property. It is considered that the building would be adequate in size, location etc.

There was considerable discussion on the subject and it was agreed that the Finance Committee would take this on board with all paperwork and information being circulated to all Council. Finance Committee was delegated to conclude a property purchase at its discretion.

The Secretary-General would make an offer for the building, subject to survey and contract.

(a) It was unanimously agreed that the loan to Swansea PC be granted at the usual rates, with the usual safeguards pertaining.

(b) The staff salary situation would be the subject of an additional minute from the Chairman following the closed session.

The minutes were ratified

##### Item D – Development Committee

**D. T. Hickling**, Chairman of the above stated that the next Development Committee meeting would be at 6.30pm on 30th September.

##### Affiliation Application

An application for affiliation had been received from Action Enterprise. Council felt that before granting this more information was required and in consequence the Secretary-General would write to Action Enterprise and ask if it would be kind enough to attend the next Council meeting to put the information to Council.

##### JNCOS' Responsibilities

This item, raised by **W. J. Meacock**, had been discussed during the closed session.

It had been agreed that **W. J. Meacock** would submit a paper to **J. R. H. Sharpies**, **J. T. Crocker** with copies for information to the JNCOS.

**W. J. Meacock** propounded the thought that perhaps the time had come when the JNCOS might need some additional help.

##### BPA Membership

An application for membership had been received from **M. McCarthy**.

Following involvement in BASE jumping instructions had been received from the Council that any application to renew membership from **Mr McCarthy** should be a matter for Council decision.

There was unanimous agreement that before **Mr McCarthy** could be offered membership he should be asked to attend a Council meeting to discuss the application.

##### AOB

###### 1. Council Attendance

Council agreed that a proforma prepared by the Chairman for the above should be used for inclusion in the October issue of *The Sport Parachutist*.

###### 2. Health and Safety Executive

Correspondence had been received from the above following the fatality at British Parachute Schools.

The HSE contends that it should be involved in this incident.

The Chairman had the matter in hand and was conducting correspondence with the HSE and the Coroner's Office in Nottingham. Additionally the legislation on reporting to HSE by the Association was being explored in order to reach definitive answers on the subject.

###### 3. A1 Skydiving

There had been considerable problems relating to the above in recent months with correspondence emanating from **Mr Harrison** to various clubs, the Civil Aviation Authority and Council. Some of the correspondence was aimed specifically against the JNCOS (all correspondence had been distributed).

At this juncture Council again reiterated its support for the JNCOS in their handling of DZ inspections etc.

Both **D. Turner** and **Mr Harrison** were out of the country on holiday and business.

**J. T. Crocker** felt and Council agreed that with the situation where serious allegations had been laid against the JNCOS they were quite right in refusing to proceed until advice had been received from Council.

**D. Turner** had spoken with the Chairman after seeing the correspondence from **Mr Harrison**, much of which he had not previously seen, and stated that he was absolutely appalled at the correspondence, additionally he stated that the instructors were likewise appalled.

**A. K. Butler** felt that any allegations should either be investigated or withdrawn, and to each individual to whom any of the correspondence had been sent.

As **Mr Harrison** was a member of the Association it was felt and agreed that **Mr Harrison** should be invited to attend the next Council meeting to explain his position fully.

**Mr Sullivan** in answer to a question stated that the two directors of A1 were **Mr Sullivan** and **Mr Harrison**.

**Mr Sullivan** then asked to address Council. He explained that they had problems with DZs, the farmer, who owned the land was prepared to arrange crop rotation so that A1 could have a DZ available all the time.

**Mr Sullivan** himself offered his profound apologies in connection with the correspondence, these were gratefully accepted by the Council.

It was agreed that in relation to the apology letter written to **J. R. H. Sharpies**, **Mr Harrison** should be requested to send his apologies to all the persons to whom he had corresponded and made allegations.

It was finally agreed by all Council members that no further action should be taken on the A1 situation until such time as **Mr Harrison** had come to the next meeting to explain the entire situation to the members of the Council of the Association.

#### 4. Thruxton Parachute Club

**J. T. Crocker** stated that he had had a meeting with **J. Ball** who felt that

**Mr Bias** had been badly dealt with by the Council of the Association.

In consequence Thruxton was having its own enquiry conducted, and was also awaiting the outcome of the AIB investigation.

The club has asked that the Council gives careful consideration to this report in conjunction with the investigation carried out by the Association.

As always Council will pay fair and just consideration to any report or request placed before it.

Council was unanimous in its sentiments that the Association had done its best to keep Thruxton open, and had backed it in connection with the document presented for safe operation to the CAA. Council was extremely disappointed that despite assurances that the CAA would not take any pre-emptive action following a meeting with it, it (the CAA) had seen fit to do just that. This has given the Association grave cause for concern in any dealings the Association has with the Civil Aviation Authority. It was however recognised that OPD4 was not responsible for the imposition of a further requirement which had virtually closed the parachute operation at Thruxton.

## BRITISH PARACHUTE ASSOCIATION

### Safety and Training Committee Meeting Minutes

The Post House, Leicester  
Thursday, 8th October 1987 – 7.00pm

#### Present:

J. Hitchen  
D. Thorne  
A. Sinclair  
N. Dixon  
D. L. Howerski  
P. Lambson  
A. Ashton  
M. Bolton  
K. Noble  
J. Wright  
J. Ball  
T. Knight  
J. Buckle  
L. George  
D. Turner  
D. T. Hickling

JNCISO (Chairman)  
1/2p Green  
Red Devils  
LPS  
Swansea  
JSPC (N)  
Flying Tigers  
Oxon & Northants  
Border  
Riggers  
Pilots  
Ipswich  
Headcorn  
Tilstock  
London Skydiving  
BPS

It was proposed by **J. Wright** and seconded by **P. Lambson** that the new system be approved by STC.

Carried Unanimously  
CCIs, Riggers

Details attached to the minutes.

**Ms Wright** also informed the meeting of an item discussed at that evening's meeting concerning 'wear' on the bridle line of a 'contact' canopy. This information was sent in by **R. Ellis**. It was decided that the report from **Mr Ellis** be duplicated and sent out as safety information.

The minutes of the Riggers' Meeting of 3rd September were approved by STC.

CCIs, Riggers

#### Apologies for absence:

D. Ruffell, D. Cox, J. Lines, C. Francis, L. Thomas, M. Skeet, M. Mortlock, B. Laithwaite, J. Sharples, T. Dobson.

#### In attendance:

J. Curtis  
D. Palmer  
C. Gilmore  
T. Butler

Council  
Shropshire  
NDO  
JNCISO

#### Observers:

Some thirty observers were also present.

**J. Hitchen** informed the meeting that the Chairman of STC was expected but in the meantime he would chair the meeting. (**J. Sharpies** was unable to attend the meeting due to business commitments.)

#### Item 1 – Minutes of STC Meeting of 3rd September 1987

1.12 (7m Aeroconicals). The JNCISO informed the meeting that the vote taken on this item was incorrect and should have read:

For 2. Against 15 (including 1 proxy vote). Abstentions 6.

It was proposed by **L. George** and seconded by **D. Thorne** that the minutes of the STC Meeting of 3rd September 1987 be accepted as a true record, with the above changes.

Carried Unanimously  
All CCIs

#### Item 2 – Matters Arising from STC Meeting of 3rd September 1987

1.4 Some members felt that there had been some confusion concerning the stitching of 'larks head' where the static line was attached to the deployment bag. After some discussion it was accepted that the stitching may be done by hand by a rigger.

1.5 **J. Hitchen** stated that the suggestions from the CAA concerning 'proposed requirements at Licensed Airfields' and suggested changes to the Operations Manual would be discussed as Main Agenda items.

CCIs, Riggers

#### Item 3 – Approval of Riggers' Minutes of Meeting of 3rd September 1987

**J. Wright** gave details of the above meeting minutes and stated that the 'Alternative Method of Qualifying Riggers' was approved by the Riggers' Committee. **Ms Wright** informed those present that the 'new' method was assessment training of Riggers and would run 'side by side' with present system, which was not being changed.

#### Item 4 – Incident Reports – Résumé

**K. Noble** informed the meeting of two problems he had with regard to 'Raleigh Burner' helmets where two students had sustained fractured skulls. On the first the student landed on the runway, hit the side of his head splitting the helmet, but on the second, there appeared very little damage to the outside of the helmet, but the student's head was badly cut inside the helmet. A great deal of discussion took place concerning this, after which **M. Thurman** agreed to try to get these helmets tested through a contact at Leeds University as some disquiet was voiced concerning testing of helmets in general. **K. Noble** stated that he had removed his Raleigh Burner helmets from service for students below Category 5. After further discussion it was proposed by **D. Howerski** and seconded by **M. Bolton** that Raleigh Burner helmets be suspended from use by student parachutists pending further investigation.

It was decided that a Safety Notice should be sent out regarding this as soon as possible.

Carried Unanimously  
All CCIs

#### Item 5 – Meeting – CCIs of Licensed Airfields (5th October 1987)

**J. Hitchen** gave the meeting details of the above meeting that had been called by the JNCISOs to discuss requirements for Parachuting at Licensed Aerodromes, a copy of the report and the CAA amended version of the 'Requirements' were available at the meeting.

The recommendations with regard to student radios was left until the next Agenda Item to be discussed.

More discussion took place concerning the use of an *ab initio* student exam. A paper by **J. Meacock** had been distributed. **D. Turner** stated that he felt it a good idea but believed the use of 'flippant' questions should be discouraged. **D. Thorne** concurred with this. **D. Hickling** felt that a standardised BPA question paper would be a good idea, generally the meeting agreed with this, though **K. Noble** stated he felt questions specifically related to individual Centres should be included.

The JNCISOs were tasked with producing a BPA question paper for approval by STC.

JNCISOs

**Item 6 – CAA Suggested Amendments to the BPA Operations Manual**  
A great deal of discussion took place concerning the above suggestions, it was pointed out that it was now already mandatory for the DZ Controller to be in radio communication with the parachuting aircraft.

It was proposed by **T. Knight** and seconded by **P. Lambson** that the following amendments be made to the BPA Operations Manual:

**Section 1** Para 7 (e) – delete the word 'recommended'.

**Section 2** Para 7 (e) – new (15) to read:

'Whenever student parachuting is taking place will maintain radio communication with the parachuting aircraft for the purpose of suspending parachuting.'



**Section 1 Para 11** – delete complete sub para (c) (1-15), previous sub para (d) now sub para (e). New sub paras (c) and (d) will read:

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

(d) Whenever parachuting by experienced parachutists is taking place and radio communication is not used or in the event of a breakdown of radio communication between the DZ Control and the parachute aircraft, the signal 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 an (L), it will indicate to the pilot and jumpmaster that parachuting is suspended and the aircraft MUST LAND with all remaining parachutists on board.

Carried Unanimously  
All CCIs

A great deal of discussion took place concerning the use of radios for student parachutists after which it was proposed by **T. Knight** and seconded by **L. George** that:

'This meeting agrees that radio communication with student parachutists is desirable but that the decision to fix category levels be deferred pending further input from CCIs and the CAA.'

Carried Unanimously  
CCIs

#### Item 7 – Letter – D. Howerski

A letter from **D. Howerski** had been sent out with the STC agenda expressing his concern over the responsibilities with regard to students jumping high performance equipment. A letter from **R. Ellis** regarding this was circulated to the meeting stating that he felt this was covered adequately already in the Operations Manual. **D. Howerski** stated that he was not requesting changes but felt this was an area of possible future problems.

#### Item 8 – Permissions

**1. J. Buckle** gave details of a request fro **J. Gregory** to be given full AFF and Tandem Instructor status. **Ms Buckle** stated that **J. Gregory** had previously been given permission to hold these rating for six months. It was proposed by **J. Buckle** and seconded by **A. Ashton** that this be permitted.

For 9. Against 0. Abstentions 4.

Carried  
J. Buckle, J. Gregory

**2.** A letter had been circulated for permission for British Skysports to be permitted to conduct AFF training at the Centre. **D. Ruffell** had not been able to attend the meeting but **D. Hickling** gave details of this request. It was then proposed by **D. Hickling** and seconded by **A. Ashton** that this be permitted.

For 12. Against 0. Abstentions 1.

Carried  
British Skysports

**3. J. Buckle** requested permission for Headcorn to take part in the evaluation programme for the 'Ram Air Progression System'. **Ms Buckle** stated that programmes would initially be under her control and then under the control of **C. Francis** on his return from Nepal. It was proposed by **J. Buckle** and seconded by **T. Knight** that this be permitted.

Carried Unanimously  
J. Buckle, C. Francis

#### Item 9 – AOB

**D. Hickling** gave the meeting details of a proposal for an amendment to the Operations Manual concerning suitable footwear for student parachutists. A paper containing **Mr Hickling's** proposals was distributed to the meeting. Some discussions took place concerning the proposals and it was then proposed by **D. Hickling** and seconded by **D. Thorne** that the following amendments to the BPA Operations Manual be made:

**Section 6 Para 10 (d)** – delete present sub para (d) and replace with: 'd' Student parachutists should be equipped with footwear that is suitable for:

1. the type of descent planned
2. the parachute to be used
3. the planned landing area

For 9. Against 2. Abstentions 2.

Carried  
All CCIs

Prior to closing the meeting the JNCsOs reminded members that if they had nominations for the *Mike Forge Trophy*, they should send them to the BPA as soon as possible.

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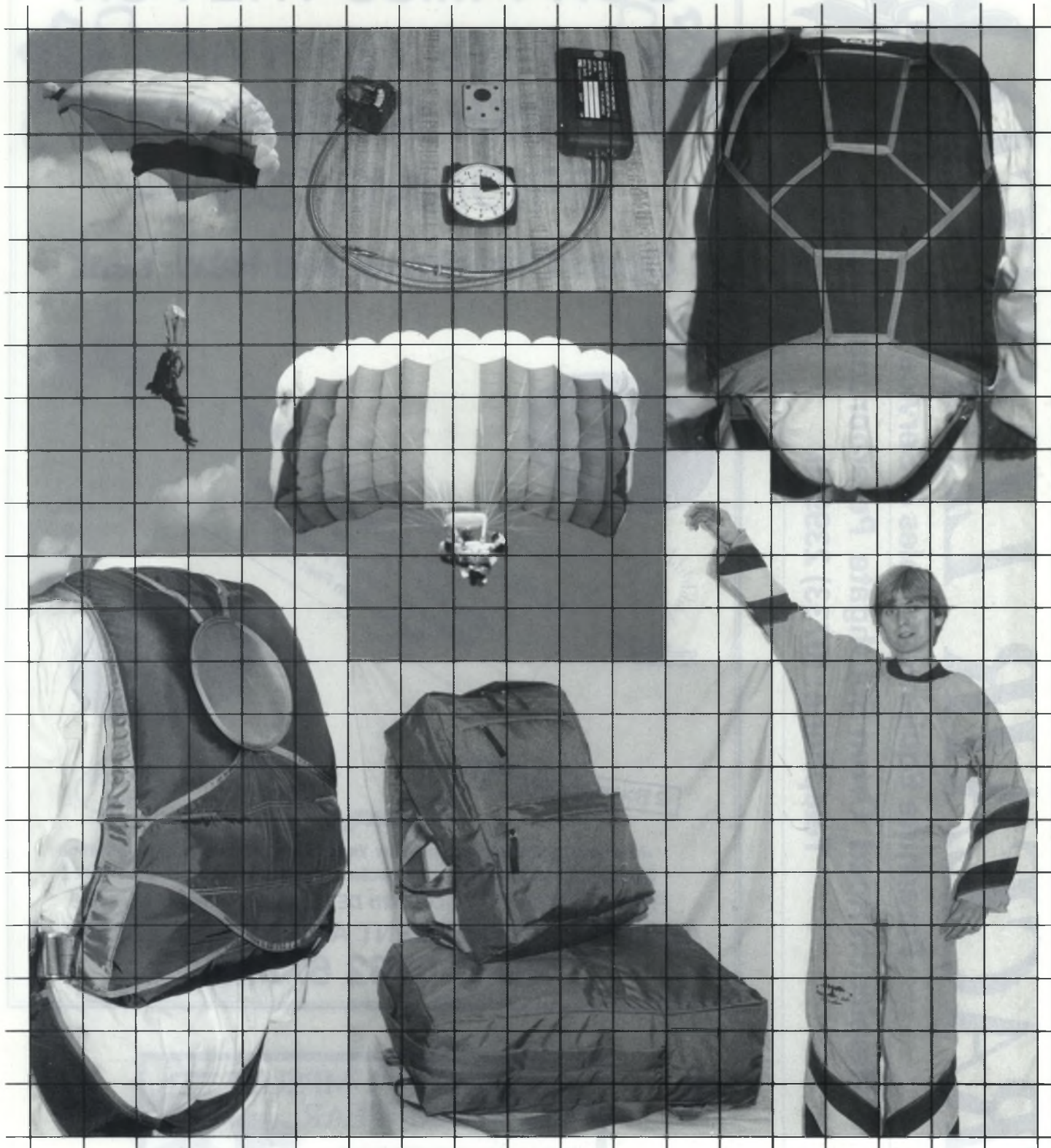
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