

THE

FEBRUARY 1988



SPORT PARACHUTIST

THE JOURNAL OF THE BRITISH PARACHUTE ASSOCIATION



THOMAS

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

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

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

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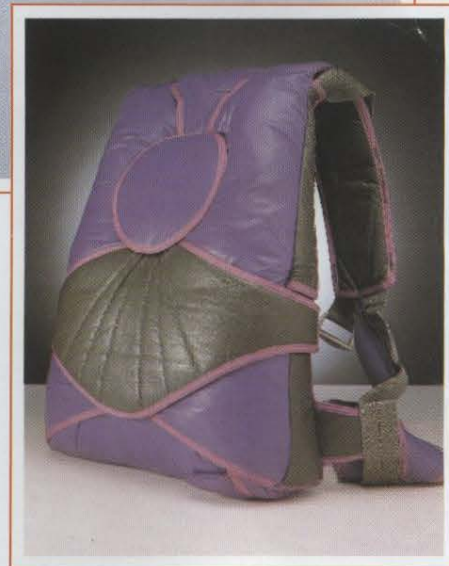
It should come as no surprise to find out that we have supplied student freefall rigs (including AFF kit developed by TSE for use in this country), to the majority of British clubs. Of the largest military and civilian centres, APA at Netheravon, RAFSPA at Weston, Slipstream Adventures, Headcom P.C.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

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Leather Chaser with Firelite Reserve and Maverick Main

THE FIGURES

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.

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THE Sun

WHACKO JAPPO
Germ warms by posty track

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

THE TIMES

Wally 3 video
★ released ★

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

NATIONAL ENQUIRER
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Whereabouts unconfirmed

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Editor, Sport Parachutist
Carol Saunders

Affiliated to the Federation Aéronatique 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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EDITORIAL

HELLO, and welcome to my first issue as Editor of the magazine.

There's nothing like making a lively start and, well, I've already been given a hint or three about what people think of their prized publication. I've had letters and phone calls of praise and otherwise and the nudges and winks from those who've overhead others who say that it really just isn't good enough at all. All such views are adequately covered in our Letters pages (16-19).

Between trying to put this issue together while fathoming out the wisdoms and workings of the BPA (I've succeeded in only the first so far), I have been trying to establish just what it is people want to see in this magazine about them and their sport.

Here are some typical responses: "...let's have more pictures and less boring stories, and the letters just drag on and on..." why can't we have more informative stories instead of just lots of pictures - the letters pages are great..." "there's too many pages of minutes and the stories are always too specialised. There's not enough fun-stuff..." "the magazine's too flippant, it should be more serious and informative, there should be more on the minutes..." "too much space dedicated to students, I'd like to see more colour pictures..." "never read it anyway..." "I love it, read it from cover to cover - oh, but there's never enough about students..."

Confusing? I should say. There's not a publication on earth (and I've worked on quite a few) that can please all of the people all of the time, and a specialist journal is harder than most. It has to appeal to such a diversity of readers - in many cases people with nothing in common except their sport.

So, what am I going to do? Well, I am a realist. I give up. I'm not going to please all of you even some of the time - and there are those whom I will please none of the time. But I just have to hope that I can keep most of you happy most of the time.

It is a new Editor's prerogative to make some changes and introduce new ideas and over the next few issues, I'm hoping to do just that. I am under no illusions about the task that lies ahead, and I'm sure there will be plenty of volunteers who will waste no time in letting me know just what it is you do and don't like. I will welcome - if not always agree with - your views. But, ultimately, it is your magazine and I hope you will take enough interest in it to keep me in touch with what you, your club or centre and your skydiving friends are up to.

One final point, to all those who have been supporting the magazine over the years - and particularly those who have supported me with my first issue - my sincere thanks as well as hope that you will continue to do so.

So, read on, for all I can do now is sit back and hope you will enjoy (apart from which it hurts typing with your fingers crossed).

Blue Skies,

Carol



• TIME for a little self-indulgence, perhaps, but it's reassuring to know that the Editor has full support from some of the readers (l-r Bullshots Spot Watson, Spit Nolan and 'Sarge' Mark Greenfield).

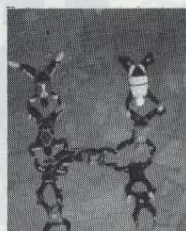


Photo Credits:
Cover - 'H' over Headcorn by Kevin Hughes
Page 20-21 - AGM by Simon Ward and Charles Shea-Simonds
Page 30 - Cat formation over Spain by Simon Ward
Page 31 - Fascination of freestyle by Norman Kent

THE DROP MAN



Five years ago, Dave Penny had a dream that he could make a spectacular skydiving display team out of the first ever parachutists to take to the skies over N. Ireland.

The dream has come true and to truly mark the occasion, the Wild Geese Centre at Coleraine, Co Londonderry has just been awarded the coveted Sports Team Merit Award for its achievements by the Coleraine Sports and Advisory Council.

Suitably delighted, Dave is seen here with his team whose successes this year have included jumping thousands of pounds worth of cheques into charity functions, officially opening a newspaper in Co Down by jumping into Holywood Main Street, and parachuting into La Roche sur Yon in France for an ITV film on town twinning.

Camera shy?

VIDEO operators where are you? The BPA needs people to help with the National and Regional championships and boogles and is looking for volunteers to train in the use of video.

It is a very responsible job, with very few rewards other than expenses and accommodation – but it does offer a great degree of self satisfaction in the results. If anyone interested in being considered for training, or anyone already qualified as a video operator would like to get involved, they should contact Charles Port at the BPA office.

DUNCAN LANGHORN

IT IS with a deep sense of loss and with great regret that we record the death of Duncan Langhorn.

Duncan was a talented, well liked and respected member of the staff at Headcorn Parachute Club who was fast reaching his considerable potential as both a parachutist and as a trainee instructor.

His impish humour and total dedication to his sport, and in particular its newer members, made Duncan an irreplaceable asset.

We would extend our deepest sympathy to Duncan's family and friends, and from all of us in the parachuting world – fly on old friend, our thoughts and hearts are with you.

OSWALD S.G

Unstable exit



I WATCHED YOUR CONTRIBUTION
TO THAT SEQUENTIAL.
IT WENT LIKE A WELL-REHEARSED
MODERN DANCE ROUTINE.



I GUESS YOU
REFER TO THE
SLICK TRANSITIONS
EH?



I MEANT ALL THAT
SPINNING AROUND
ON YOUR BACK!



Filwelz

British RW record

ON SUNDAY, 30 August 1987, a new British RW formation record was set at Peterborough Parachute Centre by 30 of the skydivers attending the Come-on-down Boogie '87. The aircraft used were the Skyvan and Turbine Islander and exit was from 13,000 feet, the maximum altitude we could get in the Islander while still keeping up with the Van. The trailing Islander exit was a bit rushed since the Van had already exited before the standby was given to the Islander pilot. "Oh my God they've gone!" and off we went in hot pursuit. After a long sloop, we saw the formation building smoothly and the last of the six stingers docked at 4000 feet. The formation brought together skydivers from Australia, Bridlington, Dunkeswell, Strathallan, Langar, Netheravon, Headcorn, Long Marston and Sibson with experience ranging between 280 and 2900 jumps. The average number of jumps was 810 with 11 people having less than 500 jumps. Congratulations to all 30; also to John Meacock and Matt Mortlock for the use of their aircraft; Patrick Thomas and Paddy Platt for the formation flying; Stuart Meacock for stills and video; Martin Evans for organising the whole thing in the first place and anyone else who was involved in any way.

The skydivers were:

Skyvan

Walter Smith, Mike Timon, Graham Harris, Alan Smitheman, Keith Johnson, Ian Elms, Dan O'Keefe, Nigel Hodkinson, Adrian Tilby, Andy Morton, Brian Connolly, Dave Willis, Phil Curtis, Phil Sturtivant, Fizz Davies, Brian Hucker, Sparky Hardin, John Turner, Maggie Sheehan, Dave Suckling.

Islander

Ged O'Reilly, Martin Evans, Pete Morris, Bryan Davies, Ian Chick, Steve Houliker, Les Carroll, Dave Cowell, Neil Reeves, John Mayo.

BRYAN DAVIES



ANOTHER world record and that's official!

Peterborough Parachute Centre has got itself into the *Guinness Book of Records* as the host of a mass tandem skydive of visually handicapped passengers.

The jump was organised by Charlotte Kirwan and resulted in six blind or partially-sighted jumpers taking to the skies over Sibson to claim the record . . . and have a wonderful time into the bargain.

The record-breakers were: Dave Morris carrying John Beesley, Bernard Parker with Elizabeth Porter, Steve Webb with Edris Miller, Chris Donaldson carrying Alan Gatheshill, Chris Lyall with Charlotte on the front and Ronnie O'Brien with Alex Cross.

The whole event was recorded on video for posterity by Stuart Meacock – and for public viewing by Anglia TV.

Mal



OUR TREASURER JUST THREW
A WOBBLY! "YOUR JUMP-BILL
MIGHT BE ON THE SLATE"
SHE SAID, "BUT THAT DOESNT
MEAN IT CAN GO UP THROUGH
THE BLOODY ROOF!"



**Interested in doing a DC3
charity parachute jump?**

Mike Coleman is linking up
with the ITN Telethon on
13 May 1988 to organise the
jump at Coventry Airport.

Partakers **must** be
'D' Licence.

Anyone interested should
contact Mike for further details
on (0564) 822628.



DIARY OF EVENTS 1988

COMPETITION, BOOGIES ETC UK

Date	Event	Location	Date	Event	Location
13-14 February	St Valentine's Accuracy Meet	Langar	13-14 August	LAC Meet	Cranfield
5-6 March	Accuracy Meet	Netheravon	22 August-1 Sept	Army Championships	Netheravon
19-20 March	Start of Year Boogie	Abbotsley	27-28 August	8-way Speed Meet	Abbotsley
1-4 April	Easter Bunny Boogie 4-way LAC Meet	Langar	27-29 August	August Bank Holiday Boogie	Sibson
1-4 April	Easter Skydive/Skyvan Party and Competition	Sibson	3-4 September	South West Regional 4-way RW Competition	Netheravon
1-4 April	RW & Accuracy Competition	Netheravon	10-11 September	Speed 8 Competition	Sibson
1-4 April	Central Regional 4-way RW Competition	Swansea	17-18 September	LAC Meet	Headcorn
9-10 April	Southern Regional Accuracy Competition	Headcorn	17-18 September	South West Regional Accuracy Competition	Dunkeswell (RNRMSPA)
16-17 April	Helicopter jumping	Abbotsley	24-25 September	10-way Speed Match	Cranfield
23-24 April	18-way Boogie	Netheravon	24-25 September	LAC + 1 Meet	Netheravon
29 April-2 May	May Day Week End Accuracy Meet	Langar	INTERNATIONAL COMPETITIONS, BOOGIES ETC		
30 April-2 May	8-way Scrambles Competition	Sibson	24 March-4 April	Easter Boogie/ Speed 40-way	Zephyrhills (USA)
7-8 May	8-way Speed Meet	Abbotsley	3-5 June	4-way RW Competition	Casella (Italy)
7-8 May	9-way Speed Meet	Headcorn	17-21 June	Dutch Nationals (Classics/CRW)	Groninge (Holland)
7-8 May	Eastern Regional Accuracy Competition	Ipswich	22-26 June	Dutch Nationals (RW)	Groninge (Holland)
14-15 May	Surprise Meet	Netheravon	20-30 June	RAPA Championships	Bad Lippspring (Germany)
21-22 May	Metropolitan Police Accuracy Meet	Headcorn	8-11 July	Belgian Hercules Boogie	Moorsele (Belgium)
27-30 May	8-way Scrambles Competition	Langar	26 July-6 August	World Championships (Classics)	Nykaping (Sweden)
27-30 May	Scottish National Championships (Also Northern Regional 4-way RW Competition)	Strathallan	17-27 August	World Championships (CRW)	Vichy (France)
28-30 May	Flock Boogie	Sibson	2-9 November	Cyprus Championships	Cyprus
4-12 June	National Championships (Classic and CRW)	Sibson	BPA COURSES		
16-19 June	Annual Boogie/ Competition	Langar	22-26 February	Riggers Course	Traceair Peterborough
18-19 June	10-way Speed Meet	Netheravon	21-25 March	AFF Instructors Course	Langar
18-19 June	Southern Regional 4-way RW Competition	Weston on the Green	2-6 May	PI/Advanced Instructor Course	Bridlington
25-26 June	16-way Sequential Competition	Sibson	9-13 May	Exam/Pre-Advanced Instructors Course	Bridlington
25-26 June	Central Regional Accuracy Competition	Langar	15-19 August	PI/Advanced Instructors Course	Comwall
9-10 July	Duck End Accuracy Meet	Abbotsley	22-26 August	Exam/Pre-Advanced Instructors Course	Cornwall
16-17 July	8-way Sequential Competition	Sibson	14-18 November	PI/Advanced Instructor Course	Ipswich
22 July-2 August	Swansea Boogie	Swansea	21-25 November	Exam/Pre-Advanced Instructor Course	Ipswich
23-24 July	Northern Regional Accuracy Competition	Bridlington	POPS MEETS 1988		
23-24 July	Eastern Regional 4-way Competition	Abbotsley	28-30 May		Netheravon
30-31 July	Big Aircraft Boogie	Netheravon	8-11 July		Moorsele (Belgium)
6-14 August	National Championships (RW)	Sibson	3-4 September		Doncaster
			22-23/29-30 October		Hong Kong

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midweek 051-924 5560

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Stapleford Airfield
Nr Abridge, Romford
Essex, RM4 1SJ
Tel: 04028 420

CORNWALL PARACHUTE CENTRE

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St Merryn, Cornwall
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Nr Honiton, Devon
Tel: 040489 350

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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.

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Long Marston Airfield
Stratford-upon-Avon, Warks
Tel: 0789 297959

NORTHERN PARACHUTE CENTRE

(Leeds Bradford/Merlin)
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CJSATC Pergamos Camp, BFPO 58
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ext 337/245
Contact: Club CCI

JOINT SERVICES PARACHUTE CENTRE, HONG KONG

Borneo Lines, BFPO 1
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KITNEWS

SUNPATH PRODUCTS INC

Sunpath Products Inc is a Florida based company formed by Mike Furry of GlidePath International and Henri of the Sunshine Factory. The company was formed to produce a new container system for the sport market.

The system is called the JAVELIN and has been developed over a period of two years. Testing was carried out at the same time that the GlidePath Maverick was trialled and approved for use as a reserve canopy. It was granted FAA TSO approval in November 1987 under TSO C23c category B which means that it is approved for use by persons up to 254lb fully equipped, and up to 150 knots.

The JAVELIN is a sport parachute harness/container system, featuring back mounted main and reserve canopy containers. The reserve container is characterised by the partially exposed top plate of the pilot chute which is packed on top of the side flaps. The JAVELIN is equipped with the 3 Ring release system under a licence agreement with The Relative workshop Incorporated.

Other standard features include throw out main pilot chute, single pin reserve closure, step-in leg straps and 'wrap-around' harness construction. This type of harness construction reduces the loading on the stitches, and allows the greater portion of the loading to be taken on the webbing, resulting in a very strong harness.

The reserve container will accept either a round or ram air reserve canopy. For ram air reserves, the JAVELIN is supplied with the unique 'MOLAR BAG', a free bag which features zero thickness where the closing loop passes through it, eliminating the need for any preliminary fid or preliminary pull-up cord when packing the canopy into it. This also prevents any of the canopy from coming into contact with the closure loop.

Design and testing of the JAVELIN was accomplished over a period of two years, and has resulted in one of the most 'RIGGER FRIENDLY' systems on the market. There is no additional hand tacking required during assembly



• *Quality and comfort – the Javelin.*

and no special techniques are necessary to pack it.

The amount of velcro used in the rig has been reduced by the use of tongues on both the main and reserve flaps. The system is also contoured to the body shape by being wider at the base of the shoulders and tapering in towards the waist.

The rig is only available in cordura (a lightweight version) and each harness is made to measure. Pullout pilot chute deployment for the main is available and there is a choice of main risers with standard or mini rings.

The complete system retails at \$688.00 and a full list of the spare parts available is supplied with the order form.

I took delivery of my JAVELIN last week and am most impressed with the workmanship and quality of the product. The harness is probably one of the most comfortable I have worn and the shape of the container moulds to the body contours. All in all the system appears to be good value for money.

DEFECTIVE SAC RESERVES

Skydiving magazine reports that at least five GQ SECURITY SAC Reserves have been found with seriously weakened fabric. The discovery means that other SAC reserves may suffer

from the same problem and are not airworthy.

The problem stems back to October 1986 when a Pioneer K-20 reserve was found with substrength fabric. The fabric used in most of the canopy seemed to meet most strength specifications but would tear very easily in other areas.

Investigation of the problem by Pioneer revealed that it was caused by a certain batch of mesh used in a limited number of canopies. The mesh is used to fill in the drive slots in the canopies and was found to chemically degrade the canopy fabric that came into prolonged contact with it. The weakening reaction seemed to be gradual and difficult to detect until the damage had been done.

Pioncer issued a recall notice for 141 of its round reserves that could have been built with the defective mesh and offered to reimburse owners with the full retail price. All but 33 of these canopies have been returned to Pioneer. A list of the outstanding serial numbers is shown below.

Other canopy manufacturers checked their records and apparently concluded that their products used none of the defective mesh.

A GQ Security SAC reserve was found last summer with weakened fabric. The canopy was built approximately six years ago by GQ Security of San Leandro, California. GQ Security is a subsidiary of GQ Defence Ltd, England. GQ Security went out of business in 1984, making it difficult to determine if the SAC (and other GQ Security products) were manufactured with defective mesh.

Paul Thompson, a rigger and loft manager at Para-Gear Equipment Co, discovered several weeks ago another SAC with substrength fabric during a routine repack. Thompson was alarmed because he had repacked the same canopy four months previously and the canopy had passed his diligent repack inspection.

The discovery is worrisome because not only does it indicate that other SAC reserves might have defective mesh but also that a defective canopy can pass several years of regular in-

spection and then deteriorate rapidly.

GQ Defence has been asked to investigate the problem and Thompson wants it to search the records of GQ Security to see if it can determine how many canopies might be affected and what their serial numbers are.

Until more information is available everyone repacking reserves should redouble their inspection efforts and not give in to the temptation of only lightly checking a parachute they have repacked recently.

Pioneer - Recalled Reserves: 33 of the 141 canopies that were grounded in late 1986 because of the defective mesh problem have still not been returned. Most of the canopies are K-20 and K-22 reserves in a variety of colour patterns. The recalled canopies can be identified by the serial number printed on a rear panel near the skirt.

K-22 canopies include: 598651, 59904, 599441, 599639.

K-20 canopies are: 598340, 598345, 598363, 598364, 598521, 598523, 598530, 598532, 598539, 598540, 598550, 598866, 598925, 598929, 598962, 598967, 598968, 598970, 598995, 599000, 599001, 599004, 599006, 599048, 599087, 599164, 599166, 599562.

The company is also looking for a single all white 26ft conical reserve serial number 599093.

Owners of the recalled canopies should send them back to: Pioneer Parachute Co, Pioneer Industrial Park, Manchester, CT 06040, USA.

Pioneer will reimburse the owners for the retail price of the canopy plus shipping charges.

PRECISION AERODYNAMICS

Precision Aerodynamics, manufacturer of the Raven series of canopies has completed testing of a new deployment device. The device is called the 'Bikini Slider' and its unique design allows jumpers to select the type of opening they feel appropriate for the configuration in which they pack their Raven canopy.

The Raven main and reserve are identical in construction but jumpers differentiate between the soft, comfortable openings they want from a main and the brisk openings they expect from a reserve. The Bikini slider enables the jumper to select the opening characteristic they prefer according to the way in which they wish to use their Raven.

Precision's extensive testing of the Bikini slider under AS 8015A (the TSO process) took place over a 14 month period culminating in its certification for use with Raven reserves.

The slider may also be used with Raven Mains.

On 1st December 1987 Precision started shipping all its Raven canopies with Bikini sliders. The traditional slider is still available on request. The manufacturer encourages jumpers with the traditional slider to update their canopies.

Bikini sliders are available in a variety of colours at a normal charge from Precision.

STOP PRESS

Parachutes de France has a new catalogue for the 1988 season.

New canopies available include the RAFALE main canopy. This is a seven cell 190sqft main. The canopy is low bulk and is according to P de F an exciting canopy for RW, fun or leisure. The company has also introduced a new ram air reserve called the MAYDAY 7. This canopy is a seven cell 156sqft made for suspended weights up to 80kg. Both of these canopies have Kevlar cascaded lines.

Other new lines include an accuracy canopy called the PROFILE 260/280 and a student rig called the CAMPUS II.

Performance Designs maker of the PD range of nine cell canopies is introducing a series of seven cell mains. The range will include 143, 176, 218 and 253sqft canopies and the company expects to start delivery in late May.

Mick Thurman

* * * * *

ROOCHUTES - WOOMERA

HAVING received follow-up literature and photographs from Barry, Lewis of Roochutes, Australia, here is the follow-up of the brief article in the July issue of *Sport Parachutist*.

The idea was originally conceived by Barry whilst he was staying at Shobdon in 1980, not able to work on anything more than drawings then, he waited until returning to Australia to refine his drawings and thoughts into reality. He was able to test jump the first prototype around Easter, at Rutherford NSW, where he was met with mixed feelings about his idea.

Modifications and improvements were gradually made to the original design until the Woomera was ready for airworthiness tests to be carried out, under the careful eye of the Australian Dept of Aviation.

On 16th June 1986 the Woomera was officially granted an ANO, which I believe is similar to the TSO and Roochutes has already submitted the necessary paperwork to the USA for approval under its TSO.

As a person, all for innovative new ideas, in a sport that is changing ex-

tremely rapidly, I commend Barry and Roochutes Australia for their professional approach to a new idea but personally I will stick with my sprung reserve pilot-chute.



ROLL OVER BILL BOOTHEN

I was lucky enough, along with 250 other Brits, to spend my Christmas at ZHills this year and whilst checking the kit of jumpers, from Iceland to Japan, as they were boarding one of the three DC3s I expected to find a little more to fire the imagination.

Kit is actually very similar worldwide, ideas are copied because they are good and they work, however it takes a very enquiring mind to look at the part of a rig we all think is perfect and change it for the better.

When designed Bill Booth's 3-Ring release system revolutionised the single point release systems used until then, but was the 3-Ring perfectly utilised?

A rigger in Florida seems to have improved, what is still the Booth 3-Ring, by simply turning it upside-down so that the main, large ring is permanently attached to the main risers and the other two, smaller rings are attached permanently to the main harness. Essentially it is still the same release system but it makes a lot more sense when you realise the housings for the cutaway are shorter and totally without the 180° double backs necessary at present. This makes for an easier cutaway pull and a tidier rig. Any comments Bill?

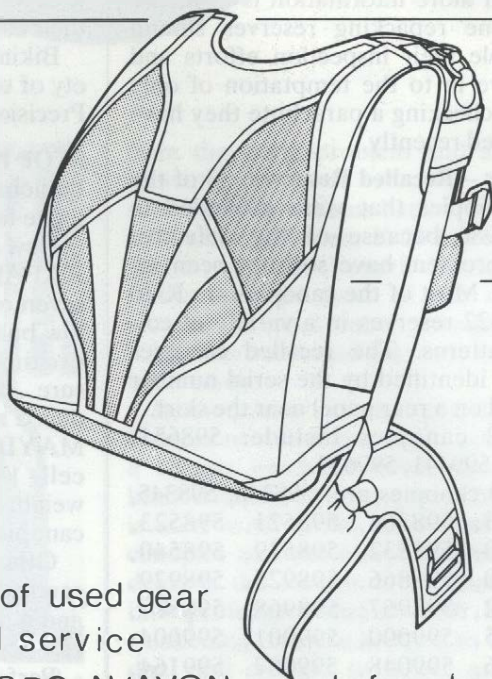
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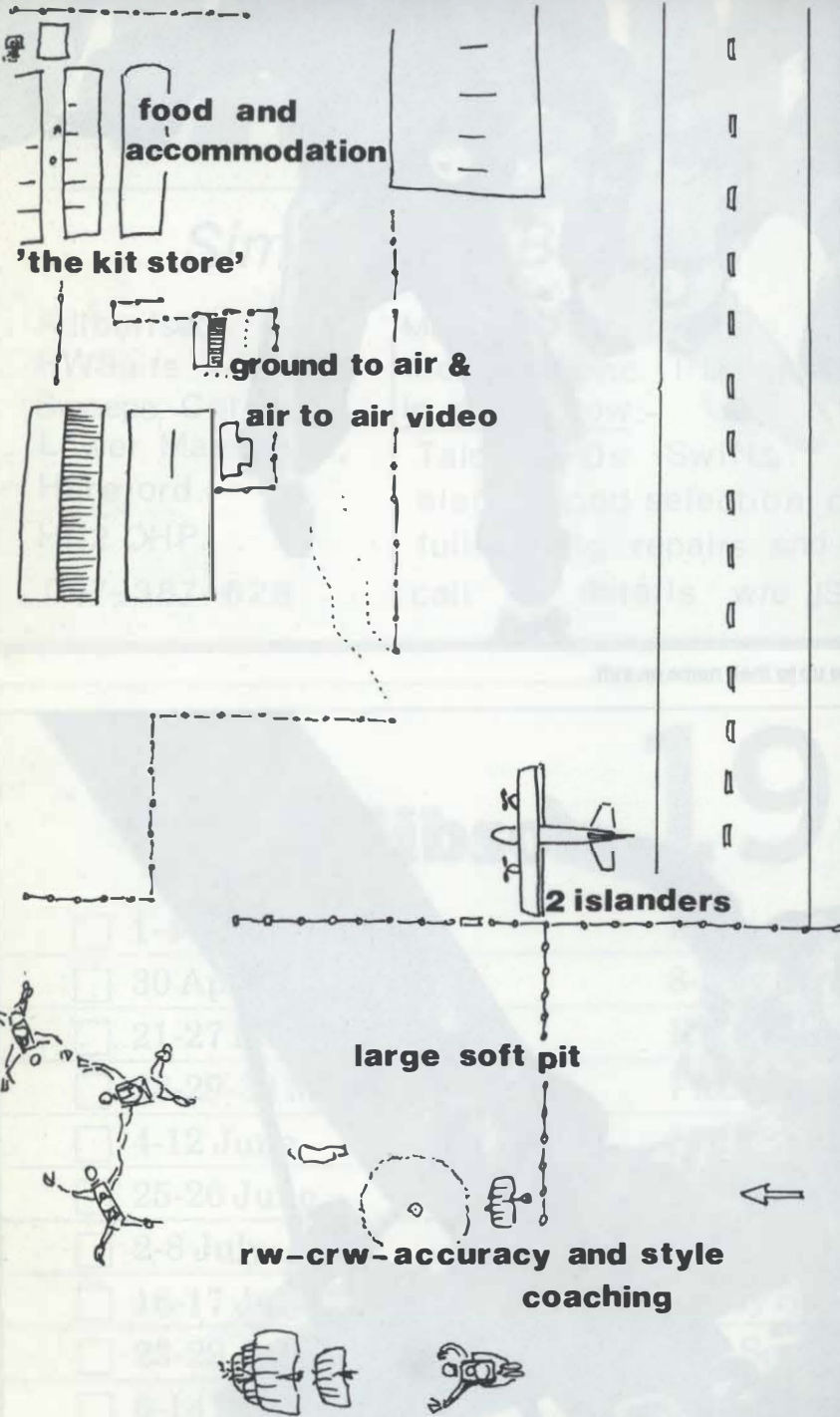


SMILE – 4-Way bronze medal winners at RAPA – try to live up to their name on exit.



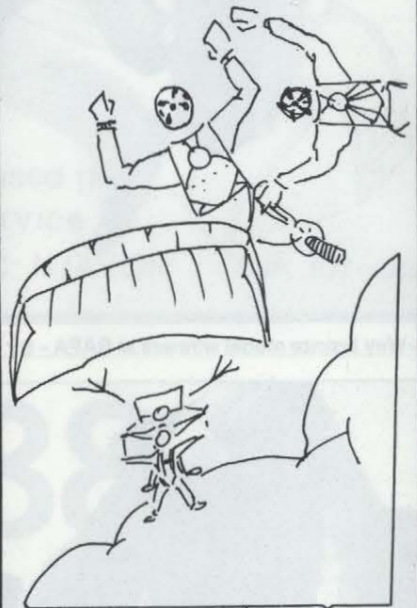
Jenny's Bucket – recently seen in a Leo Dickenson film on television... in the Bahamas!?? Back at the ranch, though (ie. Lincoln Parachute Centre), Dave Tylcoat, Pattie Smith and Gordon the Gopher are seen in action.

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LAC Meet at Headcorn

THE appearance of the hay bales around the normally deserted accuracy pit signalled once again that it was LAC meet time at Headcorn Parachute Club.

The weekend's student course was ushered clear of the hordes of Turkeys, Whuffos, Skygods and other jumpers so that they could continue their training unaffected by festivities.

Poor old Paddy Platt and Cathy Riddle were engulfed in their little manifest hut as 33 teams endeavoured to register to compete for the prestigious prizes in the 7th Annual Headcorn LAC Meet.

The conditions weren't exactly perfect that Saturday with the normal interruptions of rain, clouds and wind allowing only just over two rounds to be completed, but that was enough to get everybody primed for the night's barbecue and party.

Toby, Samantha, Pete and a couple of other helpers, slaved over the hot, smoky charcoal to provide one and all

with food throughout the evening. Meanwhile the decibels punched out by the band ensured that the whole of Kent sampled its excellent music.

Much to the relief of the partygoers, Sunday morning dawned with poor visibility however the fog was eventually burned off to reveal blue skies. The third round was soon completed and as well as half a dozen student lifts, two thirds of the fourth round lifts were completed before the rain clouds reappeared.

Special note must be made of Linda Heath, a recently qualified AFF student who saved one of her rare pit landings for the competition. Well done Linda, next time use your main not your reserve!

The team event was won by *No-Mo Septics* comprising of Pete Allum, Kev Hardwick, Jack Gregory, and Andy Woodmansey, while Jane Buckle ensured that the individual first prize also came to Headcorn. Jane and Esther Reynolds were heel to heel throughout with scores of 0.00, 0.02 and 0.00 each. The fourth round, which turned out to be a jump off, saw Jane disc out while unluckily Esther dropped two centimetres. This jump off was completed with the aid of chalked heels as the pad decided to call the meet and refused to work.

Throughout the whole of the weekend there were two injuries and both to the same jumper who was not having as good a first meet as he would have liked. Thanks to Dr Colin Beard who provided medical treatment - to himself! At least it did not stop him jumping.

Once again thanks must go to the judges in the pit, while the teams were admirably served by Headcorn's Islander UB flown by Pee Wee and Les Bidewell, along with, courtesy of



Matthew Mortlock, a Turbine Islander flown by Matt and Paddy Platt.

Special thanks to Nigel Allen of The Royal Engineers team *Rupert Bears* who quite valiantly drove to Cranfield to pick up some drums of Avtur for the turbine. The fuel was not the only thing to be picked up when the police stopped Nigel on the M25. This is hardly surprising when you realise that Headcorn's Landrover does not have any doors!

Thanks also to the 'go-fors' without whom no meet would run smoothly and other behind the scenes workers, too numerous to mention.

The final word is reserved for Paddy Platt, who made this whole meet possible with the mountains of hard work involved in organising everything from pad to plane. Well done Paddy this was appreciated and well worthwhile, an excellent meet with bags of atmosphere, vibes and fun.

Here's to next year!

Mike Wigg



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National Development Officer

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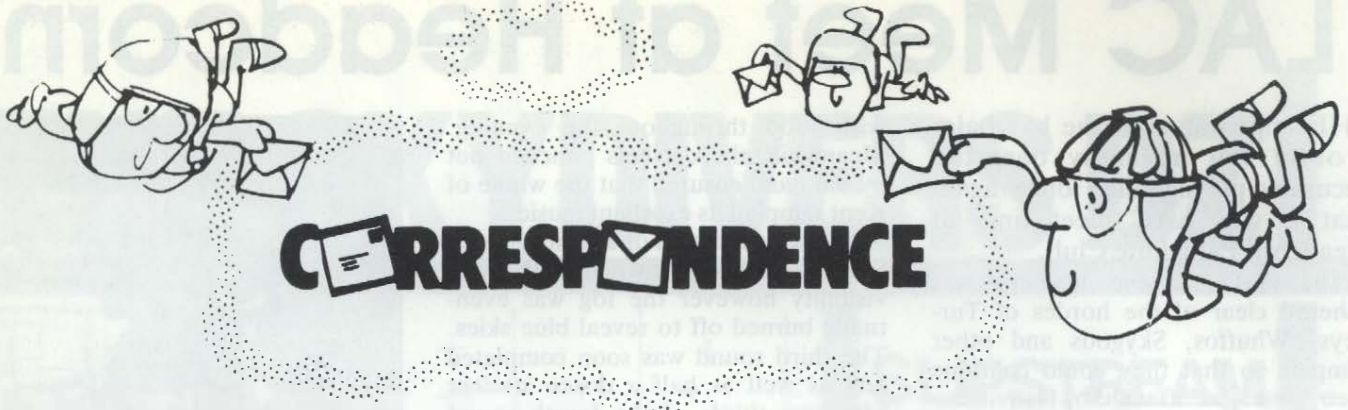
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I RECENTLY travelled to England for a three week vacation to visit a majority of the parachute centers throughout the country. My planned vacation was to start in Cornwall and make my way up the West Coast and back down the East Coast, visiting the parachute centers along the way. My first intended stop was Cornwall Parachute Centre for a long weekend, but this extended to the whole of my vacation. The reasons being that I was made to feel very welcome by the hospitality of the Fisher family and the warm, friendly atmosphere created by the center's (sic) members.

During my stay, I had the opportunity to observe the training methods used by John Fisher and his excellent staff. As a rated Tandem Master, AFF and Static Line Instructor in the States, I was very impressed with the high quality of training the students and jumpers receive. The quality of this training is definitely equal to the AFF program set out in the United States.

My sincere thanks to your Association and to all my new made skydiving friends in Cornwall for making my vacation a most enjoyable and memorable three weeks. I will return to Cornwall in the future.

Blue skies.

**Dennis Testoni D7264
(USA)**

Dear Carol

My old team, which won an Intermediate silver medal in the 1987 Nationals, has disbanded and I, plus possibly one other member of the team, am looking for a new team to join. I have 430 jumps and a broad base of experience, over several years. I live in Middlesex, normally jump at Netheravon, Headcorn or Peterborough, but am fully committed and do not have monetary restrictions, so would look further if necessary. I would prefer to be a full member of a team, but would consider alternate especially if the team is also interested in CRW as a second discipline. If interested, please contact Jeremy Cornish at 7 Keywood Drive, Sunbury, Middlesex, TW16 7QR. Tel: (0932) 780780 or (work) (0296) 432951.

Whilst on the subject of teams and competition, I would like to make a comment on the plan, recently announced, to make the Intermediate section of the Nationals 'easier' by cutting out some of the forma-

tions that are considered more difficult. I know that much discussion took place on this subject during the 1987 Nationals and that proposals were formulated at that time. I would have thought that the views of the Intermediate teams present would have been of some interest to those making the proposals. I cannot speak for the other teams, but I know that no-one in our team was asked or approached.

As it happens, I tend to disagree with the basic principle behind the idea. My experience is that the ability of a team to perform a set sequence of formations is governed by the skydiving capabilities of the team members, not so much the complexity or order of the formations. I can see logic in cutting down on the number of formations to be drawn from, and to be included in a round, if one assumes that a team is going to spend many dives practising the set blocks. But in order to make any significant impact on the team performance I would estimate that the team would have to make so many jumps that it would hardly remain Intermediate long enough to reap the benefits! Intermediates can do all the formations, only more slowly. I believe that the best way to speed up is to practice as a team to improve its sky diving capability – the points just build up as a consequence.

As far as the satisfaction to be gained from competing with the Seniors is concerned, I can say from experience that the thrill of competition has little to do with the absolute score, but everything to do with the closeness of the scores. The 1987 Nationals could hardly have been closer in the Intermediate section, and I doubt that any of the teams would have got more out of the Nationals had they all scored a few more points, especially as most of the Intermediate teams beat some Senior ones – a privilege and morale booster which will be denied under the new system.

So much is learned at competitions like the Nationals, where one is mixing with and learning from the best skydivers in the country, it seems to me to be almost a retrograde step to downgrade skydivers by officially separating them from the better ones, to the point where they cannot even specifically pick up hints by watching them do the same dive that they are going to do, or watching them do it 'properly' on video afterwards.

It will be interesting to see what impact

the new rules have on the Intermediate teams, and I shall study the scores in the 1988 Nationals carefully – if they are printed in the *Sport Parachutist*! (That's not a dig, just a reminder!)

Hope to see you soon at Nethers.
With best wishes

Jeremy Cornish

"Eaglescott" Where the Hell is Eaglescott?

"OH NO" says you, "not another load of spiel about some club from the back end of beyond saying, what a great club it is, with a great atmosphere, a great pilot, a great CCI, some other great people to jump with and some great sheep in the field next door, not to mention the truly great anonymous person who undoubtedly makes a really great job of sorting out the manifest and last but not least the wonderfully great "THANK YOU" monster, whose job it is to write dutifully into *Sport Parachutist* after every event that gets rained off and thank absolutely everybody for absolutely everything they've ever done: will never do: will do: are doing: may have done: and would have done if they had had the opportunity."

"Well don't worry" says I.

"Why not?" says you.

"I don't know" says I. (I do really, it's just that I get a bit carried away with the old Ben Gunn bit.)

Eaglescott Skydivers is the name; (pause for dramatic drum roll and trumpet fanfare); and standing around on rain sodden, windswept, overcast, freezing cold drop zones of the game, desperately trying to remember what that brightly coloured bag of string and plastic sheet could once have been used for. (Answers on a postcard please to Mr C. Gilmore – BPA development officer.) You can always tell when it's winter time on a drop zone in this country by the fact that the CCI starts carrying around packing instructions for his rig and the pilot breaks out his inflatable dinghy and emergency flares, (we've tried getting ours to wear drainpipes).

North Devon is where we're located near Barnstaple and Bideford "Oh what a lovely area", I hear you all cry; "and so convenient for getting a jump or two whilst I'm down in the West Country on my holidays this year". Well knock me down with a house brick, you know I never

thought of that. What a great idea, instead of spending all that money going off to some smelly foreign place just to lay on the beach all day, why not spend all that money visiting beautiful rural Devon and get some jumping in with us as well, after all we're a great little club with a great atmosphere, a great pilot and a great... sorry! Almost got carried away there! We are not a big club by any stretch of the imagination but we manage to have a good laugh in and out of the air.

We may not be big but we definitely go for it. Our stacking record stands at 17 at the moment and we're hoping to smash that wide apart this year when we get hold of some more milk bottles. As for relative work we normally manage to get it together pretty good; that is until some twit goes and spoils it by shouting "OK let's go", then it's every man for himself.

Seriously though folks, if you're ever down this part of the country, drop in and see us first then drop in, we'll be only too pleased to let you buy us all a beer at one of the best pubs around and if by some freak of nature the drop zone happens to be rain sodden, windswept, overcast and freezing cold during your visit, if the weather looked like it was going to stay bad for any great length of time (six or seven fortnights) we could always get the CCI (Gary Lawry) to tell you one of his DITS!!!! Blue Lagoons

Steve Peck

32 inch inside leg, size 8½ shoe
P.S. Dear Carol, if you don't print my letter I'll send you a full transcript of a Gary Lawry "Singars" dit translated into Swedish and with all the rude words left out.

I RECEIVED the October edition of *Sport Parachutist* and it was very welcome. This is the second *Sport Parachutist* I have received in the last 2½ months of being home.

I've come to realise how well organized the BPA is and how grateful I am of the *Sport Parachutist* magazine, a big, glossy and well presented magazine I must say.

The only contact I've had with parachuting in Australia is from friends and other parachutists that I come in contact with.

Any information I've received had been through the Club I belong to and a copy of the APF newsletter, all 16 pages on a B4 size booklet dated the December of 1986.

So to all of you who write and complain about the lateness of each issue, think again. Would you rather an excellent production of *Sport Parachutist* six times a year or a few sheets of paper once a year.

I look forward to returning (home) to England in February and seeing all my friends at Peterborough and I'd like to mention if anyone wants to come to Australia parachuting, and are staying in Victoria then 'The Parachute School' at Puckapunyal run by Green Berets and civilians is not only a good and very well run drop zone but the friendly atmosphere is the best I've come across and most refreshing. Clubs all over the world could take a leaf out of its book while being in Australia again, where I'd never jumped before. I

was very well looked after and I progressed with excellent tuition. Thank you 'Drop Bears', 'Drop Gollies' and most of all Ian Mathews. Everyone at Pucka reads both *Sport Parachutist* with relish and envy. I would be grateful if you could put this in the next edition of *Sport Parachutist* as they will be tickled Blue.

I might even be C Licence when I return.

Valh Jeffery BPA-B7825

P.S. "Hello to Panda" BPA-D4772.

I HAVE just finished reading the April 1987 issue of *Sport Parachutist* for the 10th time and decided it was time for me to put pen to paper to congratulate you on a job well done. I found the mag most interesting and informative and certainly wish that we had a *Skydivers Journal* here in sunny South Africa.

I have been involved in parachuting for the last 17 years and help run a small DZ here in Vryheid (pronounced Frayhade) in Northern Natal. We are probably one of the smallest clubs in South Africa, and have only about 30 active members – but we had the privilege of hosting the South African Nationals in July last year.

I would like to extend an invitation to any jumpers from the UK who may be visiting South Africa in the future to drop in and share a dive or two! We operate our own Cessna 182 every weekend and have accommodation facilities, showers, bar and snacks on the DZ. With the exchange rate as it is now, jumps to 8500ft AGL will cost you about £4.35.

We have great parties – and when we party, we party South African style! Perhaps some of your readers would like to correspond with me and we could exchange ideas, views etc. I will answer all letters.

I look forward to hearing from you... and a belated Merry Christmas to you all.

Blue Skies.

Ian Bland

173 South St, Vryheid 3100
Republic of South Africa

WELL GUYS, you've truly surpassed yourselves this time with the December 1987 issue of the magazine.

It has to be the most mediocre magazine I have ever had the displeasure to read in the 7½ years I have been a member of the BPA. If this is a sign of what we are to expect in the future, why bother at all? The cost to pleasure ratio that we members derive from such a second rate publication is so far removed it doesn't seem to me to be worth the bother. Why not just disperse with it and reduce our annual subscriptions in these times of financial hardship. After all, it's hardly a vehicle for informing the membership is it? The general membership does not have a clue about anything written over the four pages of the council minutes. If you are going to print the minutes, at least have the courtesy to inform us of the full background to each item.

Now before you start hitting back with it being the responsibility of the members to

keep you up to date with current happenings. I personally have forwarded two articles to the magazine in the past few months, both of which were received well in time to have been used in either of the last two mags (let's face it, you hardly run a strict timetable do you?).

The first of these articles referred to the Hercules Boogie in Belgium which was attended and staffed by many Brits, the largest contingent there in fact. It was reasonably well written and informative (by Bryan Davies not myself) and may, if it appears, help to boost attendance this year in July again. If we don't publicise and patronise these events they will fall by the wayside.

The second item, again written by Bryan Davies and forwarded to you by myself, concerned the new British RW formation record of a clean built 30-way made at the Sibson Bank Holiday Boogie in August. This formation was built on the first attempt, and was even more notable because of the lack of so called 'superstars' in our sport (perhaps that is why it wasn't printed!)

Although I have every regard for the expertise of the leading skydivers in Britain and abroad, I feel very deeply for the grass roots jumpers that achieve something like this and fail to receive the recognition they so richly deserve. By the way, the photograph of the completed 30-way was sent to you in a batch by Stuart Meacock. You have since printed all but the 30-way. I will send to you, with this letter (which I hope you will print in its entirety) further copies of the aforementioned reports and I am sure that if you have mislaid the photograph, Stuart will be only too happy to send you another copy (providing you get the credits right of course!).

Just to keep harping on about the same old thing, I know a number of other members who are less than happy having sent articles in that have failed to reach the pages of the magazine and ultimately the membership.

Yours in disgust!

Martin Evans

P.S. Happy New Year!

Have you sat down and read the December Mag? Chances are that you didn't spend much time getting comfortable. When it comes to brevity it's up there with some of the shorter volumes ever to reach production, ie Pakistani book of competent umpires, Simon Ward album of photos he has given away free etc.

Here is a break down of its 40 pages:

Advertisements – 16 pages (40%). An essential part of any publication but a percentage of this magnitude shows how little basic material has been included.

Minutes – 3.5 pages (8.75%). Note the difference between the last three issues and those of the Waterman years. Much bigger typeface, which means more pages being used to print fewer minutes.

DZ Guide – 2 pages (5%). An acceptable standard item which serves the job as being the BPA members DZ Directory.

Operations Manual Amendments – 4 pages (2.5%). It is debatable whether

such instructor orientated material should be included in the magazine. Are not all instructors contacted directly from the office on material such as this?

Full Page photographs – 4 pages (10%). Photos of exceptional feats or of great artistic merit deserve reproduction in this way. Happy snaps of Tandems, forgettable exit shots and bi-planes at sunset (last issue) do not, (how such a photo should be used instead of a World Record formation is beyond me!).

The magazine itself – 14 pages (35%). This includes the standard 'piss awful poem', the Langar diary of events, a party political broadcast on behalf of the Royal Aero Club, a painfully stretched incident report, a thinly disguised advertisement for Gubbins Inc and finally, two bona-fide articles on the RAPA Championships and the RW World Meet. Hurrah for those 6.5 pages! Although it must be noted that space was at so much of a premium that room was unable to be found for the World Meet results (provided by World Meet author) and the whole of the 'Mo' exit shot which was brutally cropped.

That's the Christmas issue as I see it, a lifeless hodge podge of uninteresting and uncontroversial pap. As a journal of a sport which believes itself to be exciting and stimulating it is worthy only of being torn into strips and hung on a nail in the toilet.

Whatever happened to the letter column? Have BPA members given up putting pen to paper? I think not. The last three issues have been the result of handing over (temporarily, thank God) the editorship to someone who believes that the magazine should be a colourless down market news letter that offends nobody. No doubt considered a roaring success on the last criteria.

Sport Parachuting, skydiving, spinning, stomping, stacking, whatever you want to call it, is a colourful and vibrant sport. It's full of self opinionated, selfish bastards who when the wind is up or the cloud is down like nothing better than a good argument about what, or who, ails their pet pastime. The magazine was not and never will be perfect. With a voluntary editor dependent on voluntary contributions it can only be as good as its input. But, through the letters column, it reflected the opinions of those members who wished to put pen to paper. Indeed some of the running arguments were very entertaining, others controversial, but never boring.

So if we have an exciting sport full of extrovert people, why should we have to suffer a magazine which has all the get up and go of *Undertakers Monthly*.

The magazine should be visually and editorially colourful, it should be thoughtfully laid out, informative and entertaining. No one discipline should be allowed to dominate its pages nor should one person's point of view. The opportunity to state an opinion should be available to all members, via the letters page, in all issues.

To some members the Mag is the only tangible return they get in return for their subscription. Dealers pay high fees to advertise in its pages. The alienation of both these groups can only be accelerated if we reduce our magazine to a poem

ridden poodle, scared of printing anything that might offend somebody.

How about producing the magazine the sport deserves? I know that you can only put in what has been submitted, but refusing to print National and World meet RW results is inexcusable.

So Carol. If you had anything at all to do with that last roll of toilet tissue I would advise you to keep quiet about it. Start off afresh in February by binning these second rate McGonagalls, keeping the tales of alcoholic feats to a minimum and do what you said you were going to do at your interview, go out and get copy. And above all, let the people speak, bring back the letters.

Yours sincerely

Steve Eversfield

Thank you for such a warm welcome to the magazine. While I have neither the inclination nor the need to enter into any argument with you over the quality of this journal, there are just a few points I would like to make.

*Firstly, you are correct in saying that the content of the magazine is dependent on the contributions received from members – this is your magazine as much as it is mine. I am happy to say that so far I have received many messages of support and I am looking forward to publishing news from centres all around the country. For, although as you point out, the sports does have its "self opinionated, selfish b*****s" (...and if the cap fits...!), there are also many genuinely enthusiastic skydivers who are prepared to make a positive contribution. It is they who will help me to make this magazine a success.*

Of course it is not possible to please everyone all of the time, but as I have volunteered to take over the editorship (and I was hardly killed in the rush) I will endeavour to do my best with what I have got to produce the magazine that the sport deserves.

Incidentally, I don't actually recall you being at my 'interview' so I don't consider you in a position to tell me to 'get out' and do anything. Instead, perhaps you would consider submitting a "more thoughtful, informative and entertaining" contribution for the next issue.

Ed

MAY I as ex-editor, now a BPA life member, express my sincere best wishes on your appointment as editor of *Sport Parachutist*. If you get half as much enjoyment and satisfaction as I did as editor, you will find the job well worth while. At times wondering how quickly time flies between editions.

May I take this opportunity to comment on the editorial in the August issue of the magazine. Whilst nobody would disagree that the magazine should not "court" controversy, conversely I hope, you will not have a policy of not publishing an article that may ruffle a few feathers, on the grounds that it may be deemed, by some controversial.

The same weekend that I read the edito-

rial, I previously mentioned, I also read the following written in that bastion of subversive journalism, *The Sunday Times*, by Edward Pearce.

"The old-fashioned British establishment (only a more up-to-date word for our old friends the ruling (class) dislikes trouble makers and the clammer of a dissenting press. It cherishes rather the hushed confidence that plays the oyster to the pearl of sycophancy".

Could it be that after 25 years the British Parachute Association has acquired itself an establishment?

A sure sign that it has come of age

**Dave Waterman
BPA 1277**

Dear Carol

MAY I take this opportunity of welcoming you as the new Editor of *Sport Parachutist*.

I look forward to your first full issue and in the meantime take this opportunity of wishing you every success in your rôle as Editor. I for one am confident that you will maintain the very high standard set by your predecessors. With very best wishes.

Chairman, BPA

This is a copy of a letter recently received by Gareth Holder at the Midland Parachute Centre . . . could it really be serious!

Dear Sir,

THANK YOU for volunteering to make an amateur parachute jump for the Blue Vikings kidney machine appeal. You were the only one brave enough to sign up from your local, so you must be the sort of crazy, don't-give-a-hang, ready for anything, tough nut we like in the Blue Vikings. Either that, or you were well gone when you signed the wall poster!

Skydiving isn't everyone's cup of tea, even for a good cause like this. Welcome to the team!

The jump is arranged for next Saturday. We'll pick you up in the Blue Viking tour bus at 7.30am and have a good few bevies on the way down to the airstrip to set us up. There'll be half an hour of intensive training and then we'll be straight up there. It'll be all over before you know it.

All first-timers (or 'virgins' as we say in the team) are naturally very nervy. To put your mind at rest here are answers to the five most commonly asked questions about high altitude free fall jumps:

Q: *Am I likely to fall to my death?*

A: No, it is quite unlikely. In 98.8% of all jumps, the parachute opens perfectly and doesn't snag, tangle, fold, rip, invert or catch a cross-draught.

Q: *Am I likely to wet myself on the way down?*

A: It's nothing to be ashamed of. Even old hands get a bit 'widdly' during the first 10,000 feet. Just bring a change of underwear.

Q: *Is there any chance of getting sucked into the jet engines?*

A: No, because our place has propellers. Seriously though, following the 4 Para inquest in 1982 it became illegal to

jump from doorways immediately in front of an engine.

Q: *What happens if I chicken out up there?*

A: Most first-timers freeze when faced with the headlog and plunge into almost certain oblivion 48,000 terror-filled feet below them. Blue Viking charity volunteers, however, don't have this problem. Our regular transporter plane is a converted B-17 bomber. One minute we're standing in the bomb bay, and next . . . whoosh - so there's no chance to back out.

Q: *Am I comprehensively insured for this jump?*

A: No. Insurance companies have recently made it their policy not to cover amateur high altitude skydivers.

I hope this answers all your questions. Just remember, you're doing this for a bloody good cause and I hope you don't let us down. See you Saturday.

Nigel Clarke
Acting Team Leader
The Blue Vikings

THE British Collegiate Parachute Association . . . The What? I hear you say . . . Well, believe it or not, Collegiate parachuting is alive and kicking in this country.

The Collegiate consists of a group of Universities, Polytechnics, Colleges and Medical schools; the aim of which is to organise inter-Collegiate competitions, promote sport parachuting within those institutions and to have fun.

The main event of our calendar is the British Collegiate Parachute Association Nationals. This is primarily a fun meet, with a hint of serious competition, where students compete against students of the same ability.

The 1987 BCPA Nationals, held at Headcorn, were well received. And the results were surprisingly close in all rounds. Round canopy jumpers competed in a hit and run accuracy competition with progression marks also being awarded. Cat '8' and above jumpers competed in the LAC and speed. The sequential was completed to the end of round one before the rain washed out any further chance of jumping that week.

A great time was had by all and thanks go to Duncan, and all at Headcorn for making the week so enjoyable.

This year's Nationals promise to be bigger and even better, so if you've got a college club and haven't received an introductory letter, we'd like to hear from you. Contact either the Chairman, John Borrill or myself (Secretary to the BCPA). (Address on Clubs and Centres page.)

Blue skies and thermal underwear.

James Kelsall C7414

I'd like to say a big "thank you" to all staff at RAPA for bringing me up from nothing to 'C' Licence in less than four months.

Blue skies to a centre that works.

Wolfgang Monig, Aachen

PLEASE find enclosed a photograph of Ken Tudor and myself demonstrating the rear float and lead position over the runway at Ampuria Brava on Saturday 3 October, last year.

This water was the result of 48 hours rain which put a slight dampener on the jumping for the last three days of our one week stay.

We were two of a party of six from British Sky Sports who managed a respectable 61 jumps in four days so none of us are complaining. We would all like to thank Mitch, Maria, Jasmin and Bernard for making us most welcome . . . and supplying the life rafts.

Alastair Breckon C7853

P.S. Special thanks to Mitch for running the taxi off the road!



THROUGH the pages of your publication we would like to advise the membership of the formation of the Association of Professional Dropzone Operators on 22 October 1987 and of its Aims and Charter. Any thinking Sports Person abhors the formation of more and more 'Committees' which they think will impede their participation and we agree!

This Association comprises of persons whose main income is derived from the ownership and operation of a Club or Centre and its birth stems purely from a natural desire to protect our professional

careers and improve the general standards offered to members of the British Parachute Association.

This Association is not a 'Breakaway' group trying to form its own BPA type set up. It does not consider itself an alternative to STC, and in fact will not discuss such matters as a norm, or any other committee of the BPA.

Our Aims and Charter that follow will, we think, assure all members of our genuine intentions and concern for the furtherance of our Sport:

1. To set a high standard of operations and ensure its maintenance.
2. To encourage retention of members and progression in all aspects of our Sport.
3. To exchange ideas and information for the mutual benefit and protection of the members.
4. To support the aims of the British Parachute Association.

Thank you for your attention.

Kerry Noble, Hon Secretary

I WOULD like to thank all those great people at Cranfield who helped to make my tandem skydive the most fantastic experience ever. To Steve Thomas my instructor, Jill, Neil and Keith who linked with us in the air and to John who let me do it, knowing just how inept my static line jumps have been so far, many thanks.

I'm also grateful to all the Skydivers who were on that lift who did their best to make me feel part of the sport.

Pat Jones 372594

Something to say? Have any views on the sport that you'd like to put to other readers? Got a gripe about something?

Send your letters to: The Editor, Sport Parachutist, c/o BPA, Wharf Way, Glena Parva, Leicester, LE2 9TF.

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Jim Crocker heads off for a spot of breakfast before preparing to chair the AGM – well, with that task ahead, he deserves it.



Having removed his glamour-girl's garter with his teeth, Tony Butler starts on her fingernails. What a hero!



"Come on Leo, this pose is bound to get us noticed." "But Pete, I feel a right Wally!"



"All the 4s, 44... John Lines warms up for the AGM financial report – but trying to get the figures to match is thirsty work.

AGM 1988



Hair today... John Laing is delighted with his designer hairstyle, lovingly created by his old friend Ronnie 'Sassoon'. Could do with brushing up on the act, guys.



What a carry on... and Charlie Shea-Simonds has to be evicted from the AGM.



I don't care about the Ferrari, Mr Turner... I run the mag!

(Below) Dave Waterman sings his latest hit single: *I did it my way*.

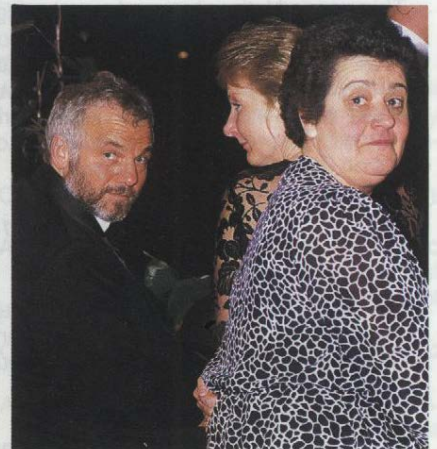


And where will we find the address and telephone number, Reddy?

(Below) "Ee lass, do you want to see my photo album... it's reet grand!" "Oh, not that old one, John."



Top table scores a good five for entertainment... but Jim Steele's not impressed with Joce's new nose.



Fun, facts and figures at the AGM

THEY turned up in their hundreds (well, a few hundred, anyway) . . . some to catch up with old acquaintances (while others tried to avoid them) . . . some to catch up with the latest news and views . . . but everyone to enjoy the socialising that is the BPA Annual General Meeting.

Held once again in the comfortable, suitable – but ever-so-expensive – Ladbroke International Hotel in Leicester, the weekend occasion proved another success, memorable for many reasons but not least of all for Tony Butler's public encounter with the woman of someone's dreams!

The *blobagram* was, in fact arranged for another – one Dave Turner, who was apparently discovered sheltering in a locked toilet when the calling came. So bravely Tony, tall, thin half of the national coach and safety officer partnership, stepped into the fray (encouraged not a little by the short one with the hairy legs) and saved the day. For such courage, far beyond the call of duty, Tony earns the HERO OF THE MONTH award.

But onto more serious objectives.

The AGM, chaired by Jim Crocker, covered all manner of matters concerning BPA members, including news of achievements by groups, teams and individuals throughout the sport, the need for a membership fee increase to £25 (still good value for money) and the sad recording of seven fatalities during the past year. There was also particular attention paid to the ongoing controversy over the financing of the new BPA offices and the ensuing discussions with the Sports Council. Watch this space for updates on the progress of the council on that one.

Always a platform for presentations, this year's AGM was no exception and, in addition to the collection

of 1000, 2000 and 3000 jump and freefall hours awards, there were special presentations made to Jim Sharples and Peter Ritchie who have retired from the council after 10 and seven years of service respectively, and to Dave Waterman who, for the past six years, has dedicated his time and enthusiasm to producing our magazine. Special thanks go to all of them. A little sad, perhaps, that there was no similar token of appreciation to Rob Colpus who has also decided to step down from the council after many years of dedicated service – though he continues his efforts in his CIP role. Many thanks go to him none the less and, indeed, to all the other council members who keep us on the straight and narrow.

Still on the subject of presentations, the 1987 Instructor of the Year Award (donated by Charles Shea-Simonds) went to Mark Greenfield of Netheravon – a popular choice if the cheers and applause were anything to go by – and the Student of the Year was named as Neil Ward from Ipswich.

The election of the new council members brought some interesting results, despite cries from many that they had not received ballot papers. Your representatives for the next year are listed here, along with the voting figures, so if you have a point to make to the BPA, point it in their direction. Contact numbers are available though BPA offices.

With the serious matters all but dealt with, it was time for everyone to return to the equally-serious subject of how to spend Saturday night. Thanks to Lofty Thomas, there was a disco so those who were well-enough recovered from Friday night could dance their way through to another set of early hours. Unfortunately, the extortionate bar-prices forced many onto the streets of downtown Leicester to

seek out alternative drinking venues, but most returned to at least join in the final dance or three of the night.

All in all a fairly entertaining weekend – despite the painful paying-up scene on Sunday morning. Perhaps serious thought should be given to seeking out another place that would welcome with open arms our annual gathering (not an easy task, but surely rewarding enough to justify a better deal for all those dedicated members who support it).

Hope to see you all there next year!

1988 BPA COUNCIL IN ORDER OF VOTES

1. **Jim Crocker** - 482
2. **John Lines** - 458
3. **John Curtis** - 419
4. **Tony Knight** - 416
5. **Tim Andrewes** - 413
6. **Jim Steele** - 404
7. **Pete Lambson** - 400
8. **David Hicking** - 400
9. **Dave Howerski** - 396
10. **Susan Dixon** - 393
11. **Lofty Thomas** - 369
12. **Steve Eversfield** - 366
13. **Gerry O'Hara** - 366
14. **Gary Douglas** - 362
15. **Dixy (Neil) Dixon** - 359
16. **John Meacock** - 359
17. **Kerry Noble** - 346
18. **Steve Treble** - 335

Not On Council

19. **Dave Prince** - 306
20. **Derek Thomas** - 261
21. **Chris Simpson** - 169



● *Instructor of the Year: Mark Greenfield, Netheravon.*



● *Student of the Year: Neil Ward, Ipswich.*

What you should know about jump flying

By
Nigel Jackson

HAVE you ever wondered what the jump pilot is actually doing in the front of the aircraft? And do you really care? When I started jumping, the victim of an incessant barrage of "When are you going to get up there, then?", I quickly came to realise that I didn't really care what the pilot's problems were when I was sitting in the back.

Get the aeroplane off the ground without frightening me, climb to altitude as quickly as possible, and establish an accurate run-in at, or above the designated altitude. Then get the aeroplane down as quickly as possible, because by the time I have packed, chatted about the last zoo and prepared to execute the next one, I wish to get straight on the aircraft without having to wait around for some whingeing turkey pilot to finish his cup of coffee and DZ hamburger.

After all, we are paying for him to get free flying, and if it were not against safety regulations, he should be tied to the controls with some of Mr Chubb's finest chain and not allowed to leave.

And indeed, there is no reason why this attitude should not prevail. As jumpers we are paying, why should we be interested?

However there are certain things happening in the front of the aircraft which should be understood at least by the senior person on the load and preferably by everyone else. What points are important? Let's take it from the beginning. The lift of skygods approaches the aircraft and clammers on board. Some of the very best pilots are psychic, but this does not include me, and therefore I need to know the number of passes at different altitudes, any alteration to the spot, or at least the jumpmaster's idea of where the spot is, and if there is going to be any CRW.

It would not be good news for a four stack to suffer a wrap with a Cessna. The occupants of the stack have knives to slice unwanted lines and can cut-away if necessary, assuming that they have not been nosed by the aeroplane's propeller, but neither option is available to the pilot. Such a collision would be a *Bad Thing*.

After boarding, the engine is started and the aircraft is taxied to the runway threshold. The pilot should stop at the end of the runway to check the engine and do the pre take-off checks. It is possible to do most of these checks on the move and certainly to the casual

observer, this looks much smoother and supposedly more professional.

But before becoming too impressed with your local pilot, try to figure out whether he has actually done the checks at all. The last set of checks before take off are called the 'vital actions' and that is what they are quite literally. If the pilot misses one, you could end up crashing and that would also be a *Bad Thing*.

It varies a little from aircraft to aircraft, those checks which are the real disasters if they are missed, but generally speaking, failure to reset elevator trim, to set take-off flap and to have sufficient fuel for the lift are the ones most likely to produce the demise, or at least discomfort, of the jumpers on the load.

You really should not be impressed by the pilot who starts to taxi as soon as he has started a cold engine nor if he starts the take off as soon as he reaches the runway for the first lift of the day.

Aeroplane engines need to be nur-



tured and do not like to be antagonised when they are cold. And because many jump craft in this country only have one engine, it is worth being sure that it is not being treated in such a way that it might at any moment give up in a sulk.

Before those Islander jumpers smile too smugly that they can afford to lose one engine on take off, have no confidence that the remaining engine will do anything other than decrease the rate of descent. Those fortunate enough to have turbine power need not worry about warm up although a little 'stabilization' does not go amiss.

There are, however, other more subtle ways of messing up the engines which are very, very expensive. The 'Loss of turbine engine power' emergency drills need to be absolutely spot-on for reasons which we won't bother to go into here.

Assuming that we have managed to leave the ground in a generally relaxed manner, the pilot will retract take off flap, reduce power on the engine(s) to the maximum continuous rate, trim the aircraft for the best rate of climb, and then concentrate on maintaining that speed exactly, with a minimum of turns, to get the aircraft up to altitude as quickly as possible. He will also spend some time adjusting the power settings to maintain maximum power, and lean off the fuel air mixture to the engine to ensure that it is running at its most efficient but at the same time ensure that it is not overheating.

It may sound an expensive solution but two of the main ways of keeping a piston engine cool are to provide more fuel to the pistons than you actually need, and to fly the aeroplane faster so that the increased airflow will keep the engine cooler, even though the rate of ascent is decreased. This is not as expensive as replacing cylinder heads.

Any turns during this climb will reduce efficiency. Ideally the pilot should take off into wind and complete one circle to arrive on run in at the correct altitude, be that 200ft or 12,000ft. This principle needs to be modified when the pilot is not confident about his ability to navigate the distance necessary to achieve a single circle climb to max.

Equally, in practice at most DZs there are too many airspace restrictions to make the ideal possible, but the intention should be there.

There is a published best rate of climb for each aircraft and it is worth a surreptitious check to see if the pilot is using that figure. If you cannot see the airspeed indicator, do not worry unduly unless you hear the stall warner.

It is remarkable the number of new pilots who will try to claw for height. It does not work, and that airspeed needs to be flown accurately.

Okay, the Islander goes up at much the same rate at any speed between 65 and 90 knots, but that is an exception.

Good pilots will keep the airspeed constant. You will know in the back if this is not happening because you will be able to feel and see slight variations in the climb angle of the aeroplane as the tail plane sways around drunkenly relative to the horizon, and hear the change of engine note and slipstream noise. Both should be constant.

We now come to the skygod run in. The first point to make is that most Jump Pilots are blind once they are on run in (some are blind throughout the flight) and if they have not got the line right first time then they will be dependent on you, the spotter, for corrections.

Don't take any hassle from pilots, particularly those who are jumpers and think they know better, about where the spot is. The pilot does not have to get out of the aeroplane and if you wish to get out two miles cross wind, that is your business.

A good pilot will confine himself to a simple "You'll be sorry" at the point when you could not get the floaters back in even if you wanted. An indifferent pilot will not even notice that you've got the spot wrong!

If you are spotting and notice that the aircraft's heading over the ground keeps varying, the pilot is not using the same Direction Indicator to maintain a constant heading. Suggest to him that this would make everyone's life easier.

other than shouting 'Cut', unless you really want to launch into no air. Standard run in speeds should be 70-75 knots straight and level. (Okay, a bit faster for a Skyvan, DC3 or a Herc, but most people can live with that.)

The pilot needs the warning mainly so he can react to the weight transfer and reduce power if he is still climbing. Rear floaters on cargo door Cessnas and Islanders can produce some quite significant control pressures. If the pilot does not catch the weight change quickly, the nose of the aircraft can start to rise as the weight shifts to the back door, and the aeroplane will start to slow down. But the effectiveness of the controls depends on the amount of air passing over them, and it is possible to reach a situation where the nose has gone up and the speed has dropped so much that there is insufficient air passing over the elevators to get the nose level again.

The dangers of you, the jumper, hitting the tailplane are obvious and if the symptoms of control difficulties are there, LET GO QUICK. As soon as the weight is off the back, the pilot can solve the problem. Get on the ground, have a stiff whisky, and seriously consider sacking the pilot on the spot.

I say that the standard speed is 70 knots. There are two main exceptions. One is when static line students are being dropped, and then the airspeed must be as slow as possible. The jumper should be able to hear the stall warner bleeper intermittently. He should also glance at the airspeed in-

As if this was not bad enough, it is amazing how often the cloud base is at student jump height, not enough to stop the jumpmaster seeing straight down, but quite enough to force the pilot to fly on instruments. This is quite definitely HARD CORE and don't expect your new guys to do it unless they are confident and competent.

The other time for a varied airspeed is when jumpers are hopping and popping for CRW or low displays. The faster the speed, the quicker the parachute should deploy.

Some people ask for the run in on a low display to be at cloud base and then for a full power climb just before the spot to give a little extra altitude and the effects of air coming from the propeller to assist canopy deployment. I disagree with this method for two reasons. First the extra altitude is only going to be 100ft or so which is hardly significant, and secondly, the propeller slipstream is only any use to you if you dump literally straight out of the door.

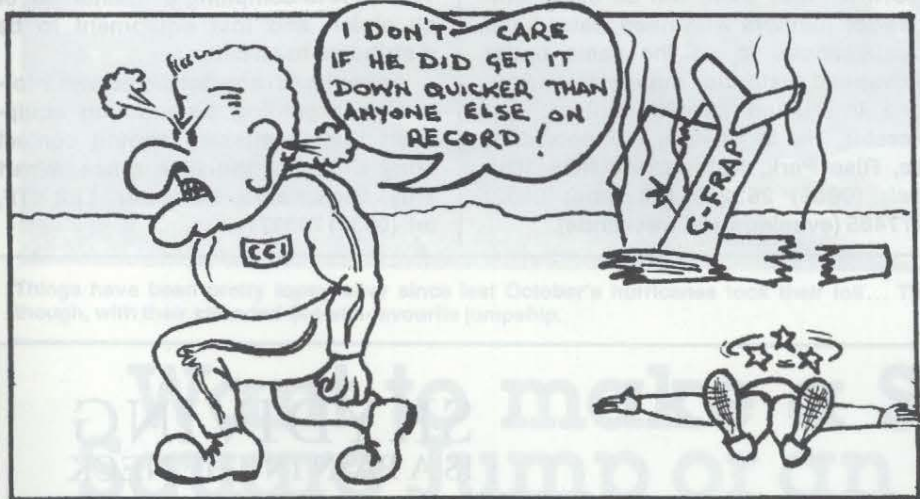
Many people, like me, pause a quarter of a second before dumping to make sure they are the right way up, and then it is too late to take advantage of propeller air. It is much better to run at 100+ knots if you want the extra air to work with, and watch the bag disappear off your back horizontally with the ground.

When the pilot has finally dumped his load (?), he is expected to get the aircraft down quickly. This is where a new pilot is under pressure. He knows that the stop watch is on him, and he has listened to the stories about *Top Gun* at the Club. He wants to be regarded as one of them so will be tempted to bring the aircraft down as fast as he can.

Nothing wrong with this unless he closes the throttle. The blistering hot engine will now cool rapidly and one or more of the cylinder heads will crack. This will almost certainly not be noticeable there and then but it will be obvious at the next compression check, and the repairs are way more expensive than any money saved by faster descent times.

So why do some CCIs still put new pilots under this type of pressure? This is to me one of the mysteries of the sport, along with things like why do students up to Cat 8 want a cut and a low airspeed on exit, and why do Jump pilots who throw the aircraft around think that they are impressing the jumpers?

And that is all for the time being on "Things you might not have known about Jump flying". There might be more in the next issue if the editor asks me very nicely, and I don't get too much of the usual *Sport Parachutist* hate mail! That would be a *Bad Thing* - I am a sensitive soul.



If he does not give you flat turns on the rudder, something which is against natural flying instinct, ask him to do so.

You won't find many non jumping pilots who really appreciate just how important it is to have the wings level when you are trying to spot from 12,000ft. Come to think of it there are a number of spotters who do not realise either.

Having decided where you wish to exit, let the pilot know by any means

indicator, although experienced dispatchers will know instinctively whether the airspeed is right.

This part of jump flying can be quite scary for the newcomer, because when he was a student pilot, he was taught not to stall below a height sufficient to recover by 3000ft. Not only is he being asked to take the aeroplane to the limit routinely, but with a step exit aeroplane, he also has 180lb of his load dispatched below a wing and producing significant drag.

1988 PHANTOMS TO USE LAMINATED KEVLAR

NATIONAL Parachute Industries, Inc has announced that all 1988* Phantom round reserves will have a unique Laminated Kevlar construction. The crown support band, which is interwoven with the radial seam tapes, will have two layers of Kevlar and the upper lateral band (apex) will have three layers of Kevlar. Lamination of high-tech textiles is a common technique for increasing strength in aeroplanes, boats, and bullet-proof vests but this is the first known application in parachute construction.

Phantom reserves have used three single layer Kevlar bands (skirt, crown, apex) for several years and TSO certification was accomplished in this configuration. The use of multi-layer, Laminated Kevlar in the two upper bands provides a significant increase in lateral strength and reduces the possibility of canopy damage in the event of an out-of-sequence or irregular deployment.

National is very enthusiastic about the Laminated Kevlar construction and plans to issue a service bulletin which will allow modification of earlier canopies to the 1988 configuration.

Since the introduction of the Phantom 24 in 1981, the Phantom family of round reserves has grown to include the P-22, P-24, P-26 and P-28. With more than 7000 canopies in use around the world, the Phantom is truly 'the best known name in reserve parachutes'. For those of you who missed it, Phantom canopies were selected by the crew of *Voyager* for its historic flight around the world.

*Some Phantom canopies manufactured during the last quarter of 1987 have Laminated Kevlar construction. Check the data panel or call National with your serial number.

National Parachute Industries, Inc, P.O. Box 1000, 47 East Main Street, Flemington, NJ 08822, USA. Tel: 201-782 1646. Telex 84-3488.

SAFETY INFORMATION

THE item below was taken from the November issue of *Parachutist Magazine*. It is advised that parachutists with either Pioneer or GQ Security reserves should check their reserves.

Still More Mesh Problems

Western Conference Director Gary Douris recently told *Parachutist* that he had inspected another Security reserve with severely weakened fabric adjacent to the mesh-covered panels.

The problem is similar to the one which caused Pioneer Parachute Company in December, 1986 to ground about 140 of its reserves which had been manufactured around 1982. In nearly all cases, fabric in panels adjacent to the mesh (which is used to cover steering modifications) has been seriously weakened, apparently by prolonged contact with improperly finished mesh.

For a while, the peculiarity seemed limited to Pioneer reserves. In June, however *Parachutist* reported a Washington DC area jumper had discovered a similar problem with his Security reserve. Douris said that three

Security reserves, all manufactured in 1982, have so far been discovered to have the flaw.

Pioneer, which has offered to buy back any of its defective reserves, may be reached at (203) 644-1581. GQ Security, however, ceased operations in this country several years ago.

The Parachute Industry Association is studying the problem.

Tony Butler

Joint National Coach & Safety Officer

IT HAS been brought to our attention that a quantity of 'tacking tape', 3mm wide wax coated tape, (super tackcord) normally used for tacking down ripcord housings and 'poptops' on reserves etc is failing well below the listed breaking strain, which should be 80-90lb. This particular tape was obtained from Para-Gear.

Please check anywhere on equipment where this type of tape is used. Any queries, please contact: Barry Jefferies at Traceair (0733) 239950.

John Hitchen

Joint National Coach & Safety Officer

WATER JUMPS

DURING 1988 there will be opportunities for jumpers who need water jump qualifications to do the same under Advanced Instructor supervision. Anyone interested should contact: Joe Forster, The Skydivers, 4 Dunoon Close, Rise Park, Nottingham, NG5 5DH. Tel: (0602) 263265 (daytime)/(0602) 277485 (evenings and weekends).

STOLEN KIT

THE BPA is compiling a 'master' list of all stolen and lost equipment to be distributed to all clubs.

Anyone with any details or with information regarding parachuting equipment that is missing should contact Tony Butler at the BPA office, Wharf Way, Glen Parva, Leicester, LE2 9TF, tel. (0533) 785271.

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Compromise over displays in London

PARACHUTE DISPLAYS IN THE LONDON AREA

THOSE involved with parachute displays in the London area will remember that the CAA arbitrarily banned any displays taking place in the London TMA during the summer because of a big increase in air traffic and problems with controlling it. It is now willing to allow parachute displays to take place in 1988 on the following conditions:

a. London Control Zone/London City Special Rules Zone:

- i) No displays will take place within the existing 'no go' areas.

- ii) No display will take place above 2400ft ONH and there will be no co-ordination with LATCC to go higher than 2400ft on an *ad hoc* basis.

- iii) Normal notification procedures, as described at RAC 3-1-6 will apply and any telephone queries should be made to 01-745 3368. A fax facility is available on 01-745 3369.

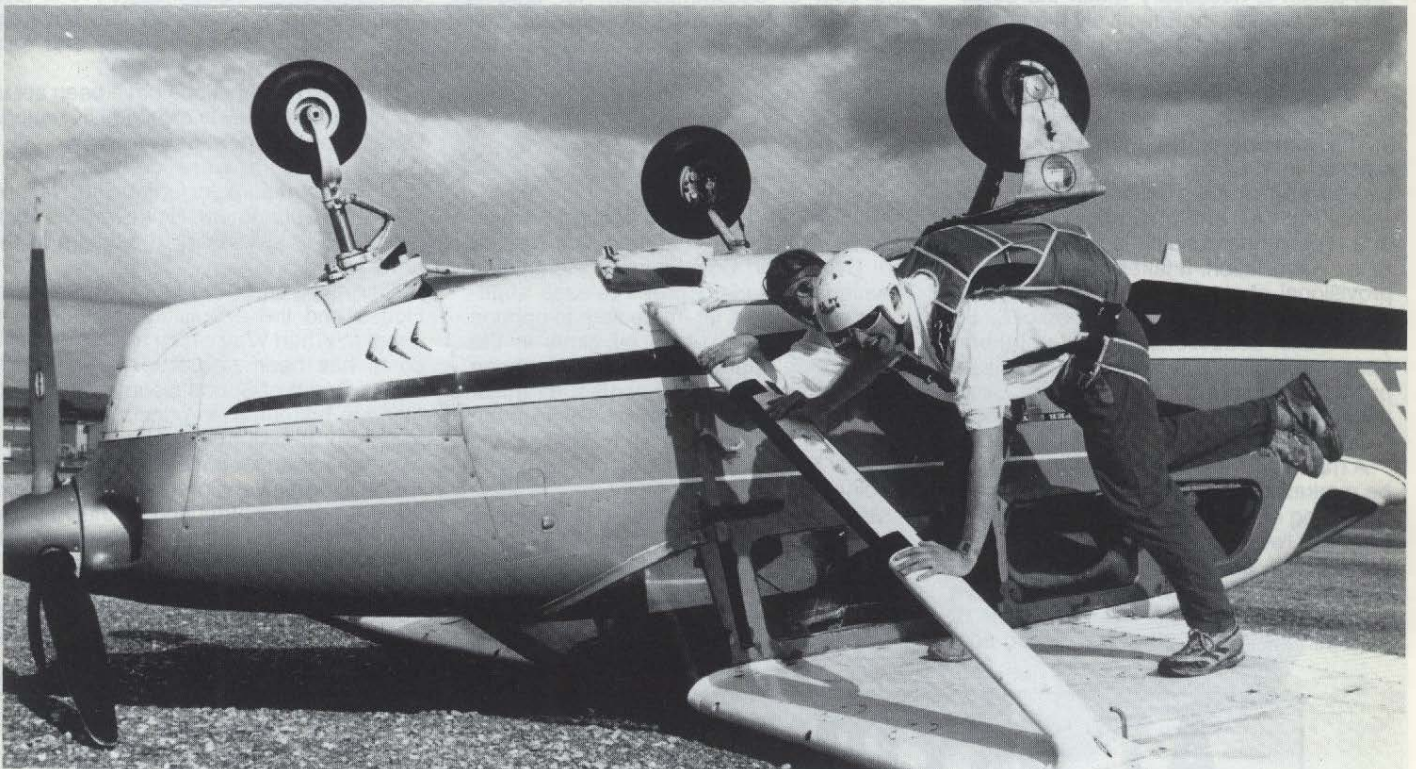
b. London TMA:

- i) No parachute displays above 3500ft ONH.

- ii) No parachute displays above 2500ft ONH within the geographical areas of the Heathrow and Gatwick CTRs and the London City SRZ.

- iii) ATC Ops at LATCC will make an initial assessment of jump applications for feasibility.

- iv) The LATCC Watch Supervisor will decide on the day whether or not to allow penetration of the LTMA (it must be emphasised that if traffic levels are as high as last summer, refusals under iv are likely to be high).



Things have been pretty topsy-turvy since last October's hurricanes took their toll... Thruxton skydivers are making the most of it though, with their stranded-but-still-favourite jumpship.

**Want to make a Static Line
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**SWANSEA
PARACHUTE CLUB**

BPA sports new developments

1987 is the first year of Development Plan implementation within the British Parachute Association. The Development Plan is a document with a budget double that of the BPA's. When the development concept was conceived funding by Sports Council was not in question. Political and financial change have resulted in grants for each development section below that budgeted, plus a question mark over funding beyond March 1990. Grants account for approximately half the costs of the BPA's activities.

During the year projects for generating income were given priority as an alternative to making future radical decisions on levels of service and income.

Against this background, is a need to recognise that a rapid change in thought and action is necessary within the established organisation. Effectively the service attitude is being asked to give way to a business orientation where whatever we must do must be increasingly demonstrated as profitable.

The number of full members has increased in 1987 by 10% over 1986. With £23.00 from a full member (£20.36 after deducting VAT and Insurance) each new and renewal parachutist is very important to the Association. It takes large swings in provisional student membership to effect overall income with a contribution of £2.50 (£1.61 after deductions). Results of membership retention schemes for 1987 will be published shortly by Development Committee, when the last few new members have notified us of the club they jump at.

A mailing list management company will be marketing the membership list from the beginning of the 1988 financial year. Over the next two years all student members' names and addresses will be recorded and included. The Association will receive a rental income for the 100,000 people of approximately £15,000 a year. A no cost

access has been negotiated with the list marketing company to extend the potential market from 5000 to 50,000 members. This will give additional benefits to both clubs and the BPA in being able to generate income through goods, services and membership retention.

A full sponsorship 'shopping list' has been created and has been actively pursued throughout the year. Sponsorship has been obtained from a major newspaper group and at the time of writing the contract is being drafted and considered by Council. The sponsorship centres on the British Parachute Association's National Championships over a five year period. Provision of a fixed helicopter and aircraft flying time is the main benefit, together with uniforms for judges, a contribution to the cost of accommodation for judges, fixed helicopter time for filming work and positive publicity on a daily basis with the newspaper group. With a completed Meet the sponsorship is worth £18,000 a year.

Publicity

Publicity in 1987 as a result of seven fatalities has a distinctly negative feel. At the December Development Committee Meeting a standard press release statement was agreed for immediate telephone distribution to the press by clubs in the event of a fatality (only two telephone numbers are needed to contact all major media). It is believed by access to more positive information at the time of the incident the 'sport death' element may be modified over time.

We all have a part to play in generating positive publicity. It is the responsibility of individual parachute operations to notify in advance special events and competitions. All Instructor Manuals have a basic press relations section, remind yourself of it, it is

easy to be effective on a local and regional basis.

Our 'Challenge to Sport' programme on Sport Parachuting broadcast on Channel 4 in May won the series. It was judged on a telephone response, whose phones were manned by our friends at the Scottish Sport Parachute Association. We have coverage of our 1988 British National Parachute Championships which will be screened by Channel 4. The story will revolve around all four competitive disciplines and how progression to excellence is achieved from an early stage.

In 1987 the Nationals were covered by Yorkshire Television with a 25 minute broadcast in August. Liz Hobbs made her first static line descent, first tandem descent and attended the Nationals to cover the competitive disciplines. Several local radio talks were given and daily coverage was obtained in the national and local press.

Regional competitions have been set up for 1988 in five newly created UK regions. Details appear in a separate article.

Many people were consulted on a coaching structure including the National Coaching Foundation. However, it is fair to say there is still much to achieve in this area.

The disposal of the lease at Kimberley House and the acquisition of a freehold asset at Wharf Way which reduces running costs has been negotiated. The Facility Policy Group of Sports Council has initially failed to honour an in principle agreement to fund a third of the purchase. The battle for grant will be fought by the new Council.

I have had a very interesting year understanding and contributing to the Association. I wish the incoming Development Officer every success in the post.

CHRISTOPHER GILMORE
National Development Officer

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Skydive Spain

AS usual there were annual migrations to Skydiving Locations around the world for the Christmas/New Year period. Destinations included Z-Hills (500+ registered), Perris, The Pink Boogie in Austria (approx 150) and Gerona in Spain. I think it's fair to say that the School of Human Flight, based at Ampuriabrava, cornered the European market.

With the success of early boogies, Roland Hilfiker moved his operation 30 minutes south of Ampuriabrava to Gerona Airport.

In spite of all the problems in temporarily relocating such an operation (aircraft, security, hotels, manifest, shop, catering, etc) the transition was remarkably smooth, even more amazing when you consider it was over Christmas/Boxing Day and we were in the land of 'Manana'.

Registration cost about £27.00, this included a Swiss watch, with a face representing an Altimaster II, and a free bottle of champagne on New Year's Eve. Both ideas were exceedingly popular!

Quality of jumping was varied, some skydivers formed groups, others joined load organisers and took what was going. There were a few tandem rides and a couple of AFF graduations.



Some 'Blobs' were attempted, 40-50-ways including a 49 diamond. Although discipline on a 40 and a 50-way was exceptional there were one or two out on both occasions.

Aircraft were constant . . . apart from the French DC3 that didn't live up to expectations on flying times or co-operation!

Boogie Statistics

Venue	Ampuriabrava then Gerona Airport from 26.12.87
Registrations	831
Nationalities	20

French	211 1st
Germans	177 2nd
British	135 3rd
Jumps/total	14,107
Jumps/1 day best	1896
Malfunctions	15 including one double cutaway below 1000ft from a canopy wrap
Injuries	2
Planes	7
Pilatus	
Porters (3)	483 lifts
Skyvan	211 lifts
Twin Otter	160 lifts
Cessna	
Caravan	68 lifts
DC3	29 lifts
Registration	£27.00 approx
Jumps	£11.50 approx, to 12,500ft
Weather	Cold at night, sunny during the day
Next Boogie	26th March-10th April. (160 now registered)
Contact point	Telephone 010 34 972 450111 Apartado de Correos 194, Ampuriabrava, Gerona, Spain
Verdict	Fun, friendly, good vibes, excellent.



New Year Boogie



Photographs and words by Simon Ward







FROM WINGS CAME FLIGHT

VIDEO REVIEW 1

by Carol Saunders

SOMETHING exciting has happened to skydiving movies . . . and it's called **FROM WINGS CAME FLIGHT** – the latest success story to roll off the cameras from Norman Kent.

Set to a splendid compilation of specially-produced musical scores, the video – which has just been released in the UK – captures all that is great about the sport and turns it into fascinating sequences of skydiving skills that are sometimes stunning, sometimes amusing, sometimes breathtaking – but always entertaining.

Incorporating all aspects of sport parachuting – from CRW to the new ballet/gymnastic discipline of freestyle (the filming of which is style itself) and some of the best 16-way sequential I have ever seen – **FROM WINGS CAME FLIGHT** is colourful, thoughtfully produced and has that hint of dramatic licence that drags the sport and its images into the Eighties . . . perhaps even further.

FROM WINGS CAME FLIGHT is Norman Kent's third movie and, from the slow-motion opening shots that closely follow the precise 'performance' of kitting up for a dive, to the fast-flowing skydiving sequences that see *The Dream Team*, *The Golden Knights* and *The Coors* in superb action, its presentation is of the highest quality.

There may not be the variety of balloon jumps and tandems, unusual exits, landings and stunts, but the film provides the sort of exciting combination that can – and no doubt will – be enjoyed by everyone from students to skygods and even people outside the sport. It is filmed at locations that leave you longing for those lazy, hazy, crazy days – and blue skies – of summer and even the advertising at the end (where it belongs) is tastefully done, informative and entertaining enough to keep you watching right through to the final credits.

Kent has dedicated the film to the late Carl Boenish and Rande DeLuca for their efforts in representing the sport and the inspiration they provided for others. It is most certainly a very worthy tribute. A must for all skydivers.



FROM WINGS CAME FLIGHT is available through Simon Ward, Sward Sports, 25 Hook Cottage, Hook, Swindon, Wilts, SN4 8EA. Tel: (0793) 854301. Price £39.95 plus p&p.

STORY

THE WALLY STUFF

VIDEO REVIEW 2

IN CONTRAST to the pleasant surprise awaiting viewers of *From Wings Came Flight*, the third offering from the Wally Gubbins collection will do little to excite or entertain skydiving video fans. For me – a self-confessed fan of Wally I and II, **THE WALLY STUFF** is certainly something of a disappointment.

Far from the excellent skydiving, humorous clips and outrageous stunts we have come to expect from the talented duo of Pete Reynolds and Leo Dickenson, **THE WALLY STUFF** is a hodge-podge of corny sketches and frustratingly boring build-ups to what turns out to be nothing at all.

In fact – apart from the 12 minutes of sheer magic with the World Champion Tag Team in action at the end of the movie – the film lacks any really exciting sequences. Even the sensational footage of exits and formation-building in the 126-way World Record in Belgium is ruined by a silly 'Red Baron' sketch that, instead of making me laugh, left me feeling frustrated at the waste of such quality material.

Somewhere along the line, the Wally Gubbins production team has got it wrong. It has lost touch with what skydivers want to see – that everyone is talking about the superb Tag Team clips and not Wally's base-jumping/cliff diving/triple tandem jump or microlite antics surely indicates that is so. In fact, probably the less said about any of them the better.

And what of that 'American' narrator? Is it that there's a fear no film about skydiving can succeed without some overriding contributions from our US counterparts . . . is the British accent (and there's a few to choose from) really that bad? And if we **MUST** have American narration . . . why not someone who at least sounds like they know what they are talking about!

Instead of trying to produce a skydiving spoof with Pete Reynolds as actor and comedian – neither of which he does very well – the two would be well-advised to take stock of the

reactions from skydivers . . . perhaps even the way they will undoubtedly welcome *From Wings Came Flight* . . . and then turn the impressive talents that they have to presenting us with the sort of quality videos we will all be happy to rush out and buy.

But for **THE WALLY STUFF** – well I don't think there's much need to worry about people trying to pirate the copies. I don't think people will particularly want to watch it at all.



THE WALLY STUFF is available from: Wally Gubbins, 'Kalos', Cotswold Lane, Old Sodbury, Bristol, BS17 6NE. Tel: (0454) 316708. Price £29.95 plus p&p.

Phortified with excitin

Richard and John Atherton set the ball rolling for 1987 by travelling to Florida to attend the US Pops winter meet. On arrival at Eustis, home of the Paragators Club, they found the meet transferred to Umattilla, a few miles to the North. Jim Goodwin, CCI Paragators, flew with his Porter with another Porter, an Otter and two Cessnas on hand.

74 jumpers attended. Richard had nine dives. He reports that for the first time ever the meet could not be completed . . . those Florida winds again.

In May, the Royal Aero Club honoured Pop UK No. 1 Archie Macfarlane with an award. Sadly, some four months later, Archie died.

Although small in stature, Archie was somewhat larger than life. He fought in the dreadful battles on the Somme in the Great War, being badly wounded. Later, when recovered, he travelled to Australia where he worked for a time in the bush, returning to England, he worked for many years in his native Bristol, where he later became noted for riding his aged AJS motorcycle, his tobogganing, his hill walking and of course his involvement in parachuting, recently doing tandem jumps with his friend John Boxall.

Archie, he was in his 90th year, was a founder member of Pops UK and attended many of our meets including a trip to Germany. He did not go on safari to Africa as intended last year, opting instead for something nearer to home, a trip by Concorde to Iceland.

At his funeral at Bristol the BPA was represented by our Secretary General Charles Port, Lofty Thomas and Grace attended for Pops as did several of our members. Among others paying their respects were Mac Macarthy and a group from his Hereford Club. John and Fay Boxall and Ian Robinson and John Parry from South Wales. We shall miss him.

Flock

The first meet of The Parachutists Over Phorty Society for the year took place at Sibson. Our visit coincided with the Flock Boogie organised by John and Sue Meacock and their team. It is doubtful if a greater number of jumpers had ever gathered at Sibson before, and it was a shame that the efforts put into the Boogie were thwarted by the weather. Spirits however, remained high, and jumping

did get under way on the Sunday afternoon before the winds called a halt once more in the evening. Pops managed to get eight jumpers on to the last lift of the day for an interesting jump enjoyed by all.

Monday morning was somewhat misty, with jumping delayed until around midday. It was about this time that people started to leave for home, so no Pops competition took place. However, it was nice to see old friends once more, and the Saturday evening dinner at a local watering hole was much enjoyed.

The weekend of 15-16 August saw the first meet for Pops at Cranfield, home of The London Skydiving Centre. If the Doncaster meet could be referred to as the John Hitchen Benefit, then the Cranfield Meet belonged to the Scots. Harry Morgan, Stan Perry and Graeme Logan came down from Glasgow to join Pops and take part in the competition. Three rounds of accuracy from the Skyliner produced some good scores all round, but at the end of the day it was Harry Morgan, gold; Stan Perry, silver and if Graeme Logan had not had an off day, it might have been a clean sweep. English fortunes were saved by John Knight who took the bronze.

John was also in the winning team. He took the gold with Len Mobbs winning the silver and Lofty Thomas the bronze. After the team award,



• John Hitchen getting weighed down with his medals.

Lofty presented medals to the individual winners and a Pops plaque for John and Jo Eaton for their hospitality.

Sheila Farrel, Grace Thomas and Peter Best did sterling work as judges. Amongst members at the meet were Dick Gays, John Peck, Mike Timon, Dave Fisher and John Dumble. Mike van Beirs and Jeanine came from Moorsele in Belgium and new members included Peter Fisher, Hans Plessis and Donald Evison Jowett.

Two attempts at a Pops eight failed, the no link exit rule and 7000ft in height restricted our efforts. The Scots lads made a base three which soon built to four, with the others closing on wave off. The second attempt was almost a carbon copy.

Sunday visitors included Bill and Mary Phillips, Ron and Joan Millard and Mike and Ingar Allum.

The August Bank Holiday meant for some of our members a trip to the Hereford Para Club at Shobdon to attend the annual Pat Keeley Round Canopy Meet.

The meet was blessed with fine dry weather, if a little cloudy at times, and the evening barbecue and disco went off with usual Hereford spirit. 23 teams entered, Pops which started off well enough, was caught out by the winds on its last jump and finished in 12th place. Pops Two was in the 14th slot. We hope to do better next time.

On the Monday afternoon, as part of a PR exercise, five of our Cat D licence holders were invited to take part in a display at a local village fete. A staged deployment of canopies and all five jumpers following each other into the centre of the arena, went down well with the crowd. Proving that there is an adventurous life to be had after the age of 40.

Diary

The weather in 1987 was not as good as it might have been for all jumpers, but we in Pops enjoyed a successful year and this year looks like being even better. So reach for your diary now.

Our first outing of 1988 is scheduled to take place at the Army Parachute Centre at Netheravon in Wiltshire, 28-30 May.

Major Jim Steele extends an invitation to jump at his prestigious DZ on Salisbury Plain. This will be our first visit to what is probably the largest DZ in the country, and with two large aircraft there will be scope for all. Even Pop Charles Shea-Simonds may be there.

In July we travel to Belgium. This is your chance to jump from a Herc. Pop Mike van Beirs has arranged for our meet to coincide with Hercules C130 Boogie 8-11 July.

The DZ is at Moorsele, near to Menin and Kortrijk, and is about an hour's drive south of Ostend.

Moorsele is a large open DZ and the club has an Islander. Camping is allowed. We may be able to help with

g plans for 1988 POPS

hotel reservations for positive enquiries.

Sunday visitors included Peter Wheeler, Mike and Ingar Allum and Val Slattery escorted by the old warhorse himself Pat Slattery. One day we may even see him jump at a Pops meet. A highlight of the meet was CCI Ronnie O'Brien joining Pops, a surprise birthday gift from his mates. Welcome Ronnie.

The next gathering of eagles, albeit bald or balding eagles took place at Doncaster 11-12 July. The weather was hardly suitable for accuracy, and it was the supremo himself John Hitchen who was the only one to hit the pit. No further jumping took place that day.

Peter Barlow, who competed but had to leave early on military duties told us



• Ronnie O'Brien is welcomed to the club.

that he and his lady wife Sylvia were to leave England shortly on a two year posting to Hong Kong. We wish them well.

On the Saturday evening, while the frantic enthusiasts of Doncaster held a Tramps and Tarts Party, Pops enjoyed a restaurant meal after which we gathered at Grace and Lofty's caravan for 'tall tales' punctured by outbursts of laughter and the clinking of glasses, which went on till the early hours of Sunday morning.

An improvement in the weather on Sunday morning saw a response to the gauntlet thrown down by John Hitchen. Two more rounds were completed, with several Pops burying themselves in the pit gravel. Geordie Tait attending his first Pops meet for sometime took a heavy landing and winded himself. He was immediately attended to by our resident and newly elected Pops nurse Anne Davies. Geordie, being an old hand and recognising a good thing,

feigned unconsciousness in the hopes of getting the kiss of life. It was not to be. Our nurse's husband Carl, who was watching intently from above, ran out of height and made a spectacular downwind landing. Having skidded for several yards along the grass he stood up and to everyone's amazement and a finger wagging rebuke from our NCSO, announced he was all right.

John Hitchen then took to the skies and showed everyone how it should be done by getting the one dead centre of the meet.

The afternoon saw the prize giving ceremony. Lofty thanked CCI Chris Lyle for his hospitality and asked him to accept a Pops plaque for the club. Pilot Bob, Manifeste Juanita, and welcome to Pops organiser Ali Anderson were presented with Pops caps. The three highest placed jumpers in the winning team then stepped forward to receive their medals. John Hitchen the gold, John Dumble the silver, and John Crabtree the bronze. In the individual awards, once again John Hitchen took the gold. Stalwart Len Mobbs the silver and a splendid effort from David Frost earned him the bronze. John Dumble then returned to Chris Lyle the Doncaster Trophy he had held since winning it in 1986. Chris responded by presenting John with a miniature replica for him to keep. Chris then called on this year's winner John Hitchen to accept the trophy.

John Dumble presented Lofty with an attractive picture of the winged horse Pegasus. He requested that Lofty award it to the Pop who in his opinion epitomised the spirit of Pops over the weekend. Lofty had no hesitation, and was warmly supported in presenting the picture to Peter Best. Peter, unable to jump through recent illness, travelled up from the South and with Grace Thomas, judged the entire competition. He is a very worthy recipient.

Day visitors included Bob Hoskins and Ron Millard and wife Joan. As we enjoyed our weekend it was sobering to observe brave handicapped people doing Tandem jumps. We are indeed fortunate. Our thanks to all at Doncaster, we look forward to returning this year.

There are many interesting places to visit, so a Pops meet combined with a holiday should suit everyone.

Make your own travel arrangements, sharing cars will help with expenses. Folkestone-Dover to Ostend or Zeebrugge, with Ramsgate, Felix-

stowe and Hull as other departure ports. See you there.

August Bank Holiday Weekend means for many of our members a return to basics by taking part in the Pat Keeley Round Canopy Meet at the Hereford Parachute Club Centre at Shobdon. If you have not tried this one, then you miss out on a good weekend.

In September the Pops UK celebrates its 10th birthday.

It was at Cark in 1978 when the inaugural meet was held. If you were one of the founder members, or have since joined in the ensuing years, be at Doncaster on 3-4 September we intend to have a ball.

Fancy dress

Apart from the annual competition for the Doncaster Trophy, we hope to reserve a room in an hotel or restaurant for a fancy dress celebration party. Please let me know if you can make this one so we may make the necessary arrangements.

To end what should be a good year we have what could be called the icing on the cake. Major Peter Barlow has extended on behalf of the Joint Services Parachute Centre in Hong Kong an invitation to attend the first ever Pops meet in the colony. The weekends of 22-23 October and 29-30 have been made available.

If you are really interested in this trip, then the following points should be noted.

1. We should aim to arrive early in the week of the first weekend in order to adjust to the effects of the long flight and jet lag.
2. This means you allow up to three weeks for your holidays for the trip.
3. At the time of writing the air fares are about £470 per person return.

If you are still keen, keep in touch with me for further details.

Finally, for those new to the sport. The Pops is open to any male or female jumper over 40 who has completed one parachute jump. Membership is £5 which includes the Pop Badge. There is no annual subscription, though donations are welcome.

We now have a new range of car stickers, T-shirts, and for Pops members only Pops ties. These are available in green, brown, maroon and navy. Each with a discreet Pops motif in white. All items will be available at the meets during the year.

Go carefully, we look forward to seeing you at all or some of the meets.

Graham St. Clair, Pop UK 16

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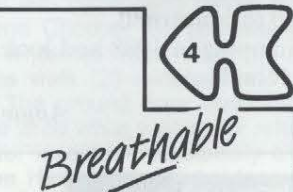
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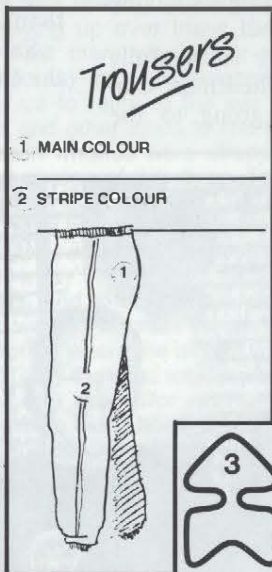
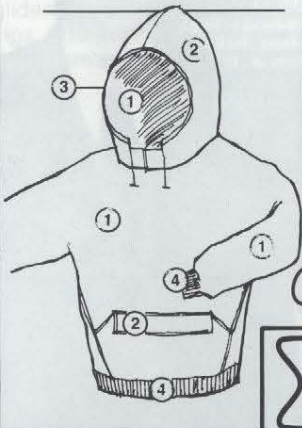
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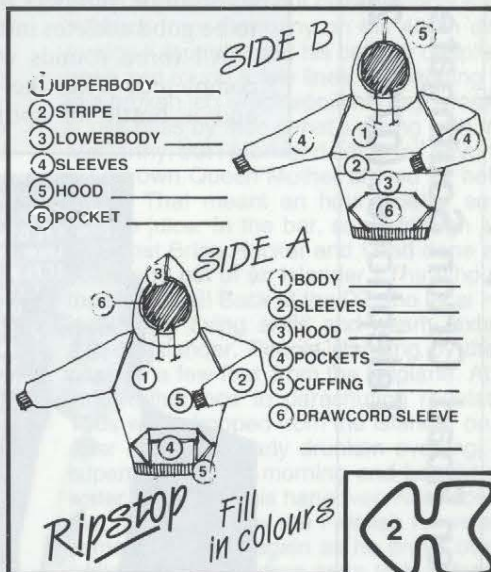
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Fun meet at Ipswich

THERE was no lying in bed for the regulars of Ipswich Parachute Centre on Saturday 19 December. The weather forecast was good and everyone was to be at the Centre by 9 o'clock to take part in the annual Christmas Cup 3-way speed and accuracy competition.

With no whingeing, the names of the turkeys, experienced jumpers and skygods were all put into three separate hats and then one picked from each to produce a most unlikely and amusing combination of 11 teams – all eager (at that time on a winter's morning?) to take part in this fun event.

There were three rounds of no show grips followed by star, caterpillar and compressed accordion with the accuracy scored by sounding an air horn placed in the centre of the pit within 15 seconds of landing. This proved to be most amusing, especially with the not-so-accurate jumpers among us having to be good athletes instead!

All three rounds were successfully completed, with the Christmas Cup and a bottle of spirit going to the

winning team of John Howells, John Gleave and Mike Cable.

Unfortunately, there were two reserve rides of the day but, gladly, both jumpers landed safely, one even sounding the air horn in time and getting a good accuracy score.

At the end of an enjoyable day, needless to say, everyone was off to the airport bar to help consume the many prizes given to the winners, runners up, judges and cutaways of the day.

Inscribed shields were also awarded by Tony Knight ("they cost me an arm and a leg") to those who had achieved their Cat 10 at the Centre last year – a nice touch.

The festivities continued with Christmas dinner and all the trimmings, plus free lager, in the IPC canteen and the following afternoon, with Andy 'hollow legs' Page on the look out for extra portions and any bottles of lager that just might be spare!

A good weekend was had by all and thanks go to concerned.

Safe jumping in 1988 and look after the cup John H.

Angie Long

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• Two International FAI officials dropped in on Netheravon recently to enjoy a tour of the Parachute Centre, hosted by JSPC (N) Commandant, Major Jim Steele. Peter Lloyd (pictured left) is President of the FAI (formerly President of the Australian Aero Club) and Dr Cenek Kepak (right) is Director General of FAI. Dr Kepak (one time President of the Czech Aero Club) showed a particular interest in the skydiving activities – his wife was a member of the Czech national Ladies' Parachute Team in 1958 and 1960.

Photograph by Charles Shea-Simonds.

The first Belgian Herc Boogie

FOLDED, Fitted and Briefed" . . . or The Flock Goes Wild On solpadeine. The date – Friday 26 June 1987. The destination – Moorsele Parachute Club, Belgium and the first Belgian Hercules Boogie. Taking three weeks' supply of solpadeine, and still recovering from the going-away party on Brentwood the night before, we set off across Europe in blazing sunshine.

T-shirts and shorts were the order of the day (and night) for the entire holiday. Once in Belgium, Mike Strachan gave away his origins by driving on the wrong side of the road. A large oil tanker objected to this, so Mike gave him a wide berth (two feet) and thundered across the central reservation crying "Oooohhhh Shit!!!!".

20 BF (30p) for the cold communal showers didn't seem like a good deal, though Amanda Kenny thought so. Liz (it's not a willy) Harlow saw a rare sight in the showers, despite the freezing cold water. The showers also provided an opportunity to wash Ged O'Reilly's car. The sight of six naked skydivers driving into the field showers and leaping out to rub down a Sierra caused some amusement, especially to Amanda who was having another shower. After setting up Tent city, (a special prize goes to Mike Cable and Maureen Wright for pitching their tent in the furthest corner of the airfield to avoid the nasty rabble) we settled down for a quiet night of drinking. We were fooled by the barmaid at one of the DZ bars. "Try the good Belgian beer" she said. It tasted disgusting. Then we saw the label – beer without alcohol. Spit, spit. We left quickly and found some real beer. The next day we folded our parachutes and the bus took us to a nearby airfield to emplane, where we found the Hercules flight engineer perched on the tailplane praying to Mecca through a loudhailer! We were then herded into cattle pens before fitting and briefing. (Later in the weekend Chopper Giggins was throwing up over these cattle pens, while we were briefing.) At least there was a bar two minutes walk (20 minutes for Tim Moran) from the emplaning point. The ground crew encouraged us to retire to the bar for orange juice while waiting for refuels and other loads to find the DZ after landing. Occasionally a dozen whufos were strapped into the Hercules to take videos and photos of the dives. They didn't seem to mind not wearing rigs. Run-in was fast . . . 140 kts (No wonder we thought it took a long time to reach terminal – we were slowing down to it!) so that tight exits were essential – most of the first load landed several miles away. There were strange goings on at Customs as the jumpers tried to explain why they had just parachuted into France and wanted to cross the border into Belgium. The lack of spotting (spotting where the airfield was, which way the plane was flying, which way the wind was blowing, the gliders over the opening point etc) made for interesting landings, and the number of power cables didn't help our choice of landing area. You couldn't wish to meet kinder locals though.

Street parties

Skydivers were invited to join in street parties, returned to the drop zone on push bikes, motor bikes, cars, tractors – you name it. Some locals acted as if they had never seen a skydiver before. Fizz Davies was driven back to the DZ after being photographed to shots of "Daddy, look I've found a parachutist in the back garden". Thanks must go to the load organisers who included Martin Evans and Pete (I'll organise any mixed experience load as long as DT, John Lines, JC, Heather etc are on it) Bath. There were many successful and not-so-successful dives organised but I'll only describe a few of them: Brian Greeno leapt into the Hercules as the tailgate was being lowered . . . onto his foot! Of course nobody noticed Brian lying face down on the ramp until about 80 other skydivers had trampled over him. He was eventually dragged out without any serious injury. Mike climbed into the Hercules and was treated to the sight (or not) of his very expensive sunglasses being blown into the distance by the propwash. He wore goggles after that. Goggles didn't help Sue (let's go swimming) Giggins who liked floating on the Hercules until she fell off at 14 grand. She now goes down in history as the girl who was sucked off by a Hercules. We waited 10 seconds before we launched, just to make sure she had no chance of docking! Even more unlucky was a French girl who stood on the tailgate to watch the first pass and was dragged out in the middle of a 20-way. She should have been on the second pass! We had a minor sense of humour failure with the German group going out

just before us. We asked, "How many on your dive?" "25-way" they said. On run in their 25-way turned out to be a 12-way, a 5-way, a 6-way and a 2-way which we pushed out.

A 31-way almost all Brit dive was arranged by Frank Smith and John (Diplomat) Lines. Apart from Karina Andrewes, Amanda and DT having a scrap which nearly removed Amanda's face and Dave's arm, it was a good fun dive. Following this a 44-way was organised by adding the load organisers and other assorted hotshots onto the end of the 31-way. The nice pilots flew from 15 grand to 10 grand and then back up to 15 again and then . . . people were very tired by the time the exit was given having circled for about three quarters of an hour and some people were quite light headed by the time they fell out (no inflight oxygen for us!). The formation was funnelled at about 20 by, yes, you guessed it, one or two of the load organisers (no, not Martin or Peter) and other assorted hotshots, who didn't bother to turn up for the debrief. John tried to arrange another go "without any foreign of anonymous turkeys", but nobody was up early enough on the last day so the 31-way remained the largest formation of the boogie. A 24-way round was completed, and Ged organised a 20-way that built fast with two out on the second point. There were several other 20+ dives organised and most went well.

Royal visitor

A few quickies: Sally Kelvie made her 200th jump, a 14-way, organised by Pete Bath. The second point had an inverted 3-way base with Sally, Martin and Ged and the funnel was good to watch. Brian Hucker took photos of an 8-way cluster launch exit which was followed out disbelievably and docked on by Thomas Wittrock from Germany on his 400th dive. On a lighter note, a foreign jumper landed his canopy despite the pilot chute over the nose and round a few lines. His landing under a bow tie resulted in a broken leg which spoils his day (week, month). Tim was given a kiss pass by Mac (what's wrong with my reserve pilot chutes?) McCarthy, but I promised not to tell anyone.

Our own Queen Mother arrived by helicopter and departed by plane. That meant an hour's delay so we had to drink more orange juice. In the bar, some foreign jumpers were amazed to hear that Brian Hucker and I had done a Mr Bill (This was a few years ago out of an Islander.) They thought we had done it from the Hercules!! Back at the DZ, the local Harvard pilot was keen to exhibit his flying skills and nearly exhibited his wings on the parked Islander. People standing by the Islander ducked as he passed 'a few feet' from the tailplane. At least it was good to see strict adherence to parachuting regulations, eight students on T10s were dropped from the Islander on one pass in 20kt winds. After one particularly drunken evening, John Gilpin went to the supermarket next morning and bought a bottle of good Belgian water to improve his hangover. After downing it in one he realised that he didn't know the Flemish for vinegar! Mike's driving skills came to the fore again as he drove over our portable barbecue while leaving the drop zone to buy food, and Tim found a new friend in a mole which burrowed into his bell end. There was a boogie party with a live band – a radio tuned into the local station! People still managed to enjoy themselves though. The pilots treated us to a flypast with the Hercules chasing the Islander (!) and we responded accordingly with a mass moon. And so, on the Tuesday morning, we settled down for the drive to RAPA . . . but that's another story!

All our thanks must go to the members of the Moorsele Parachute Club, who did a wonderful job considering that this was the first Boogie they had organised. Thanks also go to the crew of the Hercules although we were a bit concerned to see the flight engineer clambering past the jumpers at 5 grand, putting on a tandem harness and making his first skydive), those who organised, fed, refreshed and skydived with us, and especially to the people of Moorsele who put up with us – we hope to see you all next year.

The Car: Steve Brooker, Bryan Davies, Sue Giggins, Dave Cowell.

The Van: Mick Strachan, Fizz Davies, Tim Moran, Anthea Lee, The Others: Ged O'Reilly, Sally Kelvie, Newton Burnett and others too numerous to mention.

* Folder, fitted and briefed – Belgian for packed, kitted-up and dirt-dived.

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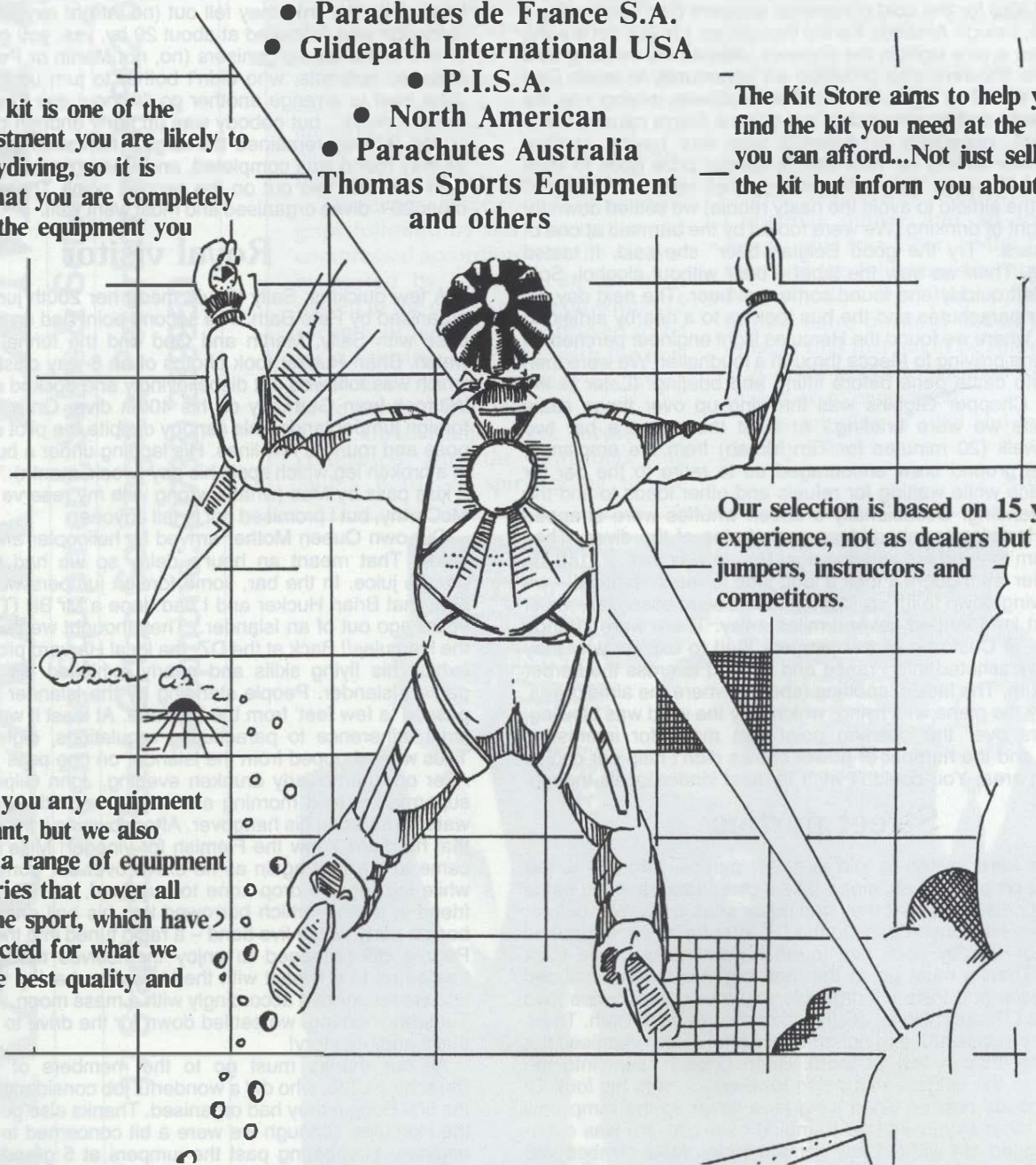
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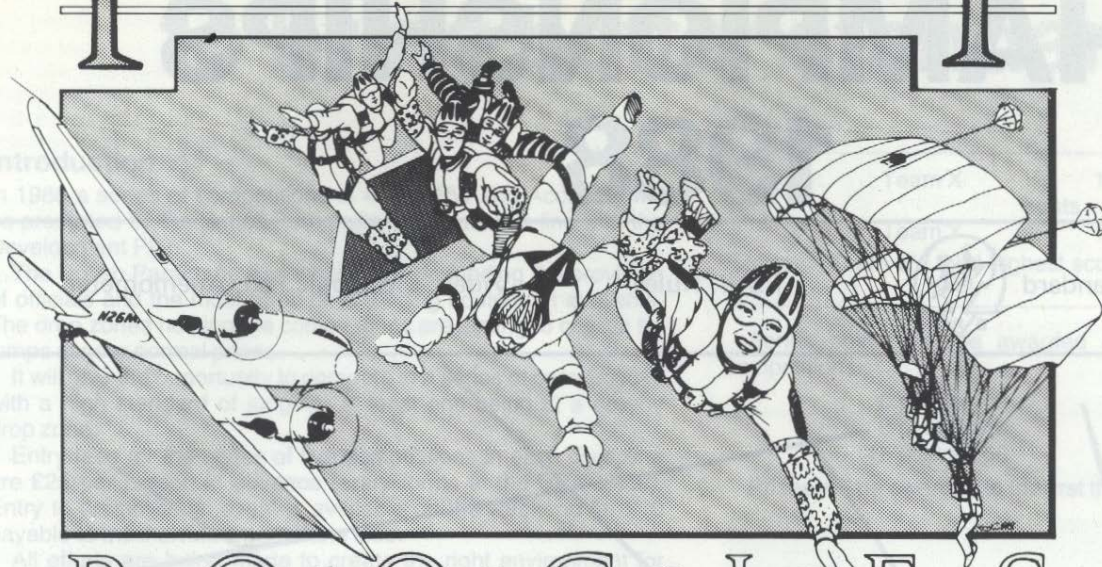
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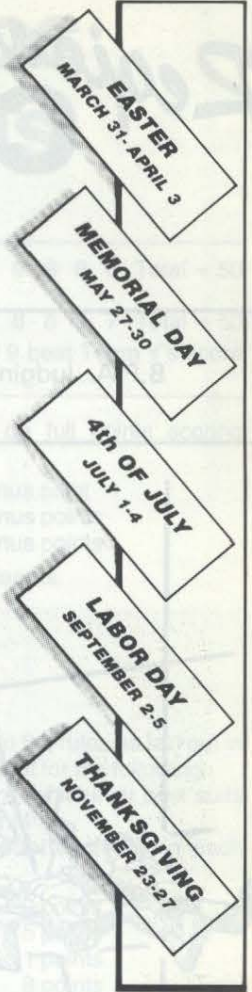
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2 April	Night Jumps— Saturday
23 & 24 April	'Iron Crank' 4-Way Competition
27-30 May	Memorial Boogie
25-29 May	Relative Work Training Camp
28 & 29 May	Night Jumps— Saturday & Sunday
1-4 July	4th of July Boogie
2 & 3 July	Night Jumps— Saturday & Sunday
30 July	Night Jumps— Saturday
27 August	Night Jumps— Saturday
2-5 September	Labor Day Boogie
3 & 4 September	'California Cup' 6-Way Competition
24 & 25 September	21st Annual 'Rumble Seat' Meet, 10-Way Speed Star Competition from DC-3s (No-show exit/free flown)
24 September	Night Jumps— Saturday
8-10 October	First Annual 'Square One' 16-Way Competition
22 October	Night Jumps— Saturday
30 October	Hallowe'en Party
11 November	Veteran's Day, All Veterans & Active Duty Military Skydive for \$11 from 12,500 feet
23-27 November	Thanksgiving Boogie
25 & 26 November	Night Jumps— Friday & Saturday
26 & 27 November	Third Annual 20-Way Speed Star Competition
25 December	Christmas Party
31 December-1 Jan	New Year's Party

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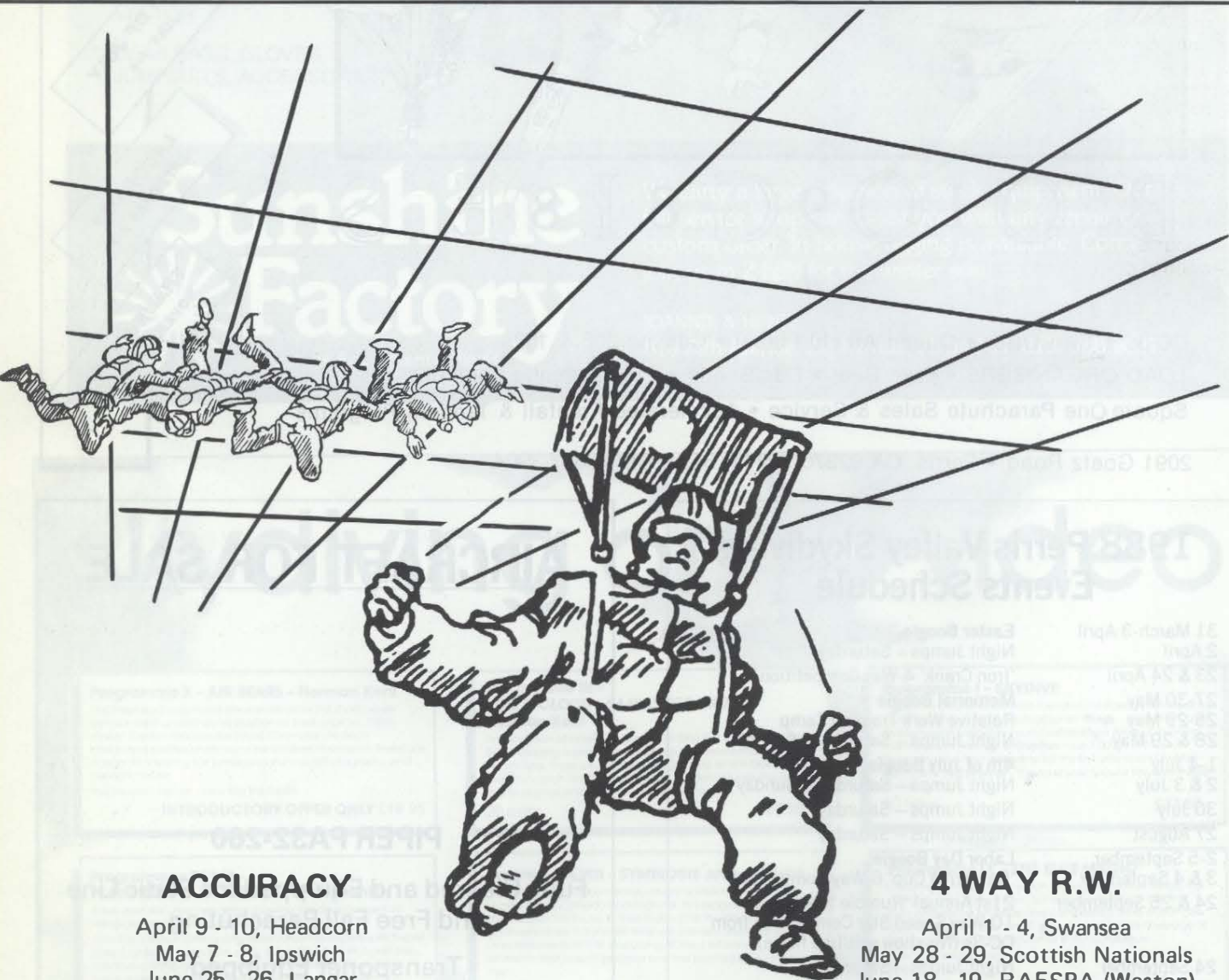
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ACCURACY

April 9 - 10, Headcorn
May 7 - 8, Ipswich
June 25 - 26, Langar
July 23 - 24, Bridlington
September 17 - 18, Dunkeswell

4 WAY R.W.

April 1 - 4, Swansea
May 28 - 29, Scottish Nationals
June 18 - 19, RAFSPA (Weston)
July 23 - 24 A1 (Abbotsley)
September 3 - 4, Netheravon

£25 entry fee for all meets within a series, in advance
or £10 per meet on the day.

Contact BPA Office for Entry Form and Rules

New look Championships to bring better standards

Introduction

In 1988 a series of competitions in 4-way RW and Accuracy will be promoted by the British Parachute Association in line with the Development Plan.

The British Parachute Association will be funding the provision of officials and the most up-to-date judging equipment available. The drop zones hosting the competitions are aiming to charge for jumps at near normal prices.

It will give the opportunity to compete in a series of competitions with a high standard of judging, at least one being at a nearby drop zone.

Entry fees for the series of five competitions in each discipline are £25 per person in advance (entry forms at the BPA office). Entry to an individual event is available on the weekend for £10 payable to the individual parachute club.

All efforts are being made to create the right environment for members to take part and excel in their chosen discipline. There are plenty of competitive opportunities available at reasonable cost. You are encouraged to take part in them, its success and extension to other events depends on your support.

DZ Diary Dates

RW 4-way	1-4 April	Swansea	Central
	28-29 May	Scottish Nationals	North
	18-19 June	RAFSPA (Weston)	South
	23-24 July	A1 (Abbotsley)	East
	3-4 Sept	Netheravon	South West
Accuracy	9-10 April	Headcorn	South
	7-8 May	Ipswich	East
	25-26 June	Langar	Central
	23-24 July	Bridlington	North
	17-18 Sept	Dunkeswell	South West

Competition Information

Both disciplines will have prizes for the individual regional event and for the series winners.

All events will be held over a maximum of six rounds. Points will be awarded according to position in each event. Bonus points can also be gained for reaching certain targets.

If two or less rounds are competed only half points will be awarded.

Each discipline will have five competitions which count towards the Overall Regional Championships. A team(s)/individual(s) best four scores will be used to establish totals and positions in the 'league table'. Prizes will be awarded to the winners of the 1988 series at the 1989 AGM.

4-way RW

The 4-way event will run according to the rules as laid out in the latest edition of the Sporting Code.

The event will be judged using ground to air video only. Teams may use a maximum of five people during the course of the series.

Points will be awarded according to final positions in each competition:

1st place	10 points
2nd place	7 points
3rd place	4 points
4th place	2 points
5th place	1 point

In the event of a tie the team with the highest score in a round will take the higher position.

Example:	Team X	10	9	9	8	8	6	Total = 50
		beats						
	Team Y	10	9	8	8	8	7	Total = 50
Reason	Team X's third highest score of 9 beat Team Y's score of 8.							

Bonus points will be awarded only on full points scoring competitions.

6 pt average	1 bonus point
9 pt average	2 bonus points
12 pt average	3 bonus points

Prizes will be awarded to the first three teams.

Accuracy

The Accuracy event will be run according to the rules as laid out in the latest edition of the Sporting Code, except for the following .

Teams will be of four or five competitors, whichever best suits aircraft utilisation. Scoring will be out to 2 metres.

Points will be awarded according to final positions in each competition:

1st place	20 points
2nd place	15 points
3rd place	11 points
4th place	8 points
5th place	6 points
6th place	5 points
7th place	4 points
8th place	3 points
9th place	2 points
10th place	1 point

In the event of a tie the individual with the lowest score in a round will take the higher position.

Example:	Person X	03	01	00	00	01	00	Total = 05
		beats						
	Person Y	00	00	01	02	00	02	Total = 05
Reason	Person X's fifth best score of 01 beats Person Y's of 02.							

Bonus points will be awarded only on full points scoring competitions.

4 dead centres	1 bonus point
5 dead centres	2 bonus points
6 dead centres	3 bonus points

Prizes will be awarded for the first three individuals (no distinction between men and women) and the first team. In the overall competition there will only be prizes for the individuals.

Further Information

Phone the BPA office for an entry form. Enquiries on any point may be addressed to Chairman of Competitions Committee via the BPA office or talk to Steve Eversfield, Sue Dixon, Tim Andrews, Steve Treble or Peter Lambson.

STEVE EVERSFIELD *Chairman of Competitions Committee*

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BRITISH PARACHUTE ASSOCIATION

Council Meeting Minutes

Kimberley House, Leicester
Wednesday, 23 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 **J. T. Crocker**, appraised those present of the tragic and sudden demise of the BPA's oldest member, **Mr 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 the 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 Parachute 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 - 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 *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 discussion 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

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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 26 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 17 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 1 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 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 Sue 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.

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 press releases. **G.C.P. Shea-Simonds** requested that any release be 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. Sharples** – 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 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 JNCOSOs 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 7pm handling calls which came in. **J.H. Hitchen** in fact appeared on television and radio in an effort 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 might be minuted that while Council took note of 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.

There was some further discussion on this matter and **D. Johnston** proposed with full agreement that the articles and interviews with which certain persons were alleged to have been involved would be a main agenda item for substantial discussion at the next Council Meeting. The Secretary General was tasked with ensuring that:

- (i) All the articles and interviews should 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.)

Any Other Business

(a) Council Attendance

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

(b) 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.

(c) 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 JNCOSOs (all correspondence had been distributed).

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

Both **Mr 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 JNCOSOs 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. Sharples**, **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.

(d) Thruxton Parachute Club

J. T. Crocker stated that he had a meeting with J. Ball who felt that Mr Blas 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 give 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.

Date of Next Meeting:

29 October, The Post House, Leicester, following the EGM.

**BRITISH PARACHUTE ASSOCIATION
Meeting of CCIs of DZs at Licensed Airfields**

Peterborough Parachute Centre
5 October 1987 – 11.00am

Present:

- D. T. Hickling
- J. Meacock
- J. Hitchen
- T. Butler
- M. Skeet
- D. Tylcoat
- P. Lambson
- T. Knight
- D. Howerski
- D. Thorne
- I. Louttit
- K. McIlwee
- D. Parker

- Vice Chairman BPA*
- Vice President BPA*
- JNCSO*
- JNCSO*
- Fife – CCI*
- Lincoln – CCI*
- JSPC (N) – CCI*
- Ipswich – CCI*
- Swansea – CCI*
- Halfpenny Green – CCI*
- DISC – CCI*
- Flying Tigers – Operator*
- Headcorn – Operator*

Apologies for absence:

- C. Lyall, D. Cox, D. McCarthy.

In attendance:

- T. Oakes, J. Keen.

This meeting was called at the request of the JNCSOs to discuss the paper sent out with the last STC Minutes; 'Requirements for Parachuting at Licensed Aerodromes'.

Since the STC Minutes had been distributed an amended version had been received (attached) this was circulated to those present at the meeting.

Each item was discussed in great detail and generally it was felt that most requirements could be met, though the feeling of the meeting was that a number of points needed clarification as there appeared to be some ambiguity. It was requested that the JNCSOs try to arrange a Meeting at the CAA with representatives from the Aerodrome Standards department for the purpose of fully clarifying their proposed requirements.

A good deal of discussion also took place concerning student radios, it was finally decided to recommend to STC that student radios be mandatory up to Category 3 as of 31 March 1988.

W.J. Meacock also requested that SCT investigate the use of an examination for *ab-initio* students. (Copy of PPC Exam attached for consideration.)

Tony Butler
Joint National Coach and Safety Officer

Requirements for Parachuting at Licensed Aerodromes

1. DZ controller to have R/T link with parachute aircraft to delay/cancel drop.
2. DZ controller should have DZ and line of drop under surveillance to be able to delay/cancel drop if there are aircraft on the ground or in the ATZ which could pose a hazard to parachutists. If view of ATZ is restricted closer liaison will be necessary with A/G station.
3. A/G station to have R/T link with parachute aircraft and with DZ controller. Latter may be through a receiver on the A/G frequency so that the DZ controller is aware of other traffic.
4. Parachute aircraft may be 'controlled' by either A/G station or DZ controller at licensee's discretion. Whichever method is selected close

cross-monitoring of R/T traffic will be needed when parachute dropping is imminent.

5. In discharging his responsibilities at 2 above the DZ controller must have special regard for the safety of novice jumpers. It may even be necessary to have a procedure that ensures there are no propellers or rotors turning on the aerodrome when novices are parachuting.
6. Any restrictions on the acceptance of other aerial activity will need to take into account:
 - (i) The experience level and equipment of the parachutists, eg 20+ jumps, radio equipped helmets, type of parachute.
 - (ii) Relationship between DZ and line of drop to the aerodrome layout and traffic pattern.
 - (iii) The nature of the other aerial activity, eg. student pilot solo flying.
7. When circuit traffic is to be held off during parachuting specified hold-off areas should be designated.
8. If non-radio aircraft are to be accepted procedures must be evolved to enable such aircraft to join and depart without risk to themselves or parachutists.

Amendments to BPA Operations Manual

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

Section 15 (Rigging)

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 Riggers 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 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 Numbers or Other Identification of Equipment	Work Approved as Serviceable (Approved Rigger) (to Sign & Number)	Approved Riggers' Remarks
--------------------	---------------------	---------------------------	------------------------	--	---	---------------------------

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 himself for examination. The BPA JNCOSOs will allocate two Examiners (who need not necessarily be present together) to whom the Potential Rigger must present himself. 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 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:

- Identification, use of and breaking strain of webbing and cordage
- Tensile strengths and uses of parachute hardware
- Types and uses of canopy fabrics
- Stitch types, patterns and lengths
- Design and construction of parachute canopies
- Construction, use and assembly of deployment devices
- BPA regulations with respect to 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:

- Container type and serial number
- Canopy type and serial number
- Date of repack
- Name of equipment owner

Each Examiner will submit a brief report of his 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:

- 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.

Tony Butler

Joint National Coach and Safety Officer

BRITISH PARACHUTE ASSOCIATION

Safety and Training Committee Meeting Minutes

The Post House, Leicester

Thursday, 8 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

Chairman JNCOSO
Halfpenny Green
RedDevils
LPS
Swansea
JSPC (N)
Flying Tigers
Oxon & Northants
Border
Riggers
Pilots

T. Knight
J. Buckle
L. George
D. Turner
D. T. Hickling

Ipswich
Headcorn
Tilstock
London Skydiving
BPS

Apologies for absence:

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

In attendance:

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

Council
Shropshire
NDO
JNCOSO

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. Sharples was unable to attend the meeting due to business commitments.)

Item 1 - Minutes of STC Meeting of 3 September 1987

1.12 (7 metre Aeroconicals). The JNCOSO 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 3 September 1987 be accepted as a true record, with the above changes.

Carried Unanimously
AIICCIs

Item 2 - Matters Arising from STC Meeting of 3 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.

CCIs Riggers

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.

Item 3 - Approval of Riggers Minutes of Meeting of 3 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.

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

Carried Unanimously

Details attached to these Minutes.

CCIs Riggers

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 3 September were approved by STC.

CCIs Riggers

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 Five. 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.

All CCIs

Carried Unanimously

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

Item 5 - Meeting - CCIs of Licensed Airfields - 5 October 1987

J. Hitchen gave the meeting details of the above meeting that had been called by the JNCOSOs to discuss requirements for Parachuting at Licensed Aerodromes, a copy of the report and the CAA amended version of the 'Requirements' are attached to these minutes.

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

JNCOSOs

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 3 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 a (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
AIICCI

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 CCI and the CAA'.

Carried Unanimously
CCI

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 for **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 ratings 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 – Any Other Business

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
AIICCI

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

Date of Next Meeting: 19 November 1987

Venue: Post House, Leicester

Time: 7.00pm

Tony Butler
Joint National Coach and Safety Officer

BRITISH PARACHUTE ASSOCIATION Council Meeting

The Post House, Leicester
Thursday, 29 October 1987 – 6.30pm

Agenda

1. Minutes of Previous Meeting

Matters Arising

- | | |
|---|---------------------|
| (a) Ideal Requirements for Parachuting Operations | - JNCISO |
| (b) Nominations for Council Elections | - SecGen |
| (c) Invitations to attend Council Meeting
discuss various allegations
(Please see attached paperwork) |) - G. Gnapp |
| (d) Freehold Property Purchase | - Update |
| (e) Action Enterprise | - Affiliation Appl. |
| (f) Health and Safety | - Update |
| (g) A1 Skydiving
(Please see attached paperwork) | - Mr Harrison |
| (h) B. Bias – Request to Council to reconsider Council decision
(Please see attached letter) | |

2. Committee Reports

- (a) Safety and Training
- (b) Development
- (c) Club Representative
- (d) Royal Aero Club

3. Mr Makepeace – Various Suggestions

- (a) Sport Parachutist
- (b) Parachutists Log Book
- (c) Incident Reporting and Draft Report Form
- (d) Malfunction Report

4. P. D. N. Parker Letters concerning Air Space

5. Any Other Business

6. Closed Session

7. Date of Next Meeting:

9 December 1987 – venue to be announced

Charles W. Port
Secretary General

BRITISH PARACHUTE ASSOCIATION Extraordinary General Meeting

The Post House, Leicester
Thursday, 29 October 1987

Agenda

1. To receive and adopt if approved the Annual Accounts and Report of the Auditors for the financial year ended 31 March 1987.

2. To confirm the re-appointment of the Auditors and fix their remuneration for the ensuing financial year.
3. To discuss and set P Student Membership fees for the ensuing year.

BRITISH PARACHUTE ASSOCIATION

Council Meeting Minutes

The Post House, Leicester
29 October 1987 – 6.30 pm

Present:

J. T. Crocker
D. T. Hickling
J. K. Lines
J. Curtis
D. Prince
J. L. Thomas
P. W. Ritchie
A. K. Knight
R. Colpus
I. Rosenvinge
Mrs S. Dixon

Chairman BPA
Vice Chairman BPA
Treasurer BPA

In attendance:

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

Secretary General BPA
JNC SOBPA
JNC SO BPA
Development Officer BPA

Observers:

13

Apologies for absence:

J. R. H. Sharples, S. Eversfield, T. Andrewes, J. Steele, M. Rennie, M. Wilson, G. C. P. Shea-Simonds, W. J. Meacock.

Minutes of Previous Meeting

It was proposed by **J. L. Thomas** and seconded by **Mrs S. Dixon** that the minutes of the meeting of 23 September be accepted as a true record.

Matters Arising

1. Ideal Requirements for a Parachuting Operation

It was agreed that now the information had been collated from the JNC SOs and **W. J. Meacock**, the Development Committee should discuss the proposals in depth and provide Council with a definitive document.

2. Nominations for Council Elections

The Secretary General reported that there had been 22 nominations received for election to Council for the year commencing January 1988. Despite the fact that there had been an extended time frame for submissions, the majority of the nomination papers had had parts either missing or incorrectly completed. Those in question had been contacted and to the best of his knowledge, the Secretary General now felt that all the nominations were correct.

3. Health and Safety Executive

In accordance with the Chairman's requests the correspondence on the above subject had been distributed to all Council for information. As it was felt that this matter is of extreme importance to the Association all future correspondence will be distributed as it comes to hand.

4. A1 Skydiving/D. Harrison

As directed by the Council of the Association the Secretary General had written to **Mr Harrison** inviting him to attend at this Council meeting as the matter of his correspondence would be a subject for discussion. **Mr Harrison** had also been sent a copy of the relevant Articles and Memoranda of Association. **Mr Harrison** had replied to the effect that as he was no longer involved with A1 he felt that no purpose would be served by his attending. **C. W. Port** had replied to this letter and urged **Mr Harrison** to attend as his membership status would be a matter for discussion at this meeting. No reply to this letter had been received.

Considerable discussion ensued on the matter after it which it was finally proposed by **P. W. Ritchie** and seconded by **J. L. Thomas** that **Mr Harrison's** membership be suspended until such time as he was prepared to attend a Council Meeting and discuss the subject matter as contained in the correspondence previously referred to.

The Secretary General was tasked with contacting all the Clubs and Centres and passing on the Council's decision.

Secretary General
Carried Unanimously

5. G. Gnapp

Mr Gnapp had been invited to attend this Council Meeting in order to discuss statements he had allegedly made which had been reported in the press.

Mr Gnapp replied to these allegations in great depths the main contention being that he had used similar words to those reported but in a completely different context than that which had been attributed to him. Additionally,

he stated that he had spent a considerable amount of time attempting, successfully, to mount a positive PR campaign both in respect of Action Enterprises and the Association.

Several questions were put to **Mr Gnapp** on the subject and it was felt that everyone should be aware that anything that was said to the media was always subject to the reporting technique of the particular media contact concerned.

Mr Gnapp's explanation of the situation was accepted by the Council. However, in response to allegations from **Mr Gnapp** that the Association had not mounted any sort of campaign in response to the bad publicity, **J. T. Crocker** reiterated the statements made at the last Council Meeting that many members of Council, all members of staff had spent many hours countering the media hysteria which had followed the fatalities. And if only members realised just how much unpaid time the members of Council put in conducting the affairs of the Association, then they would realise just how difficult a job it was.

6. Affiliation Application Action Enterprises

This application had been held over from the last meeting as Council wished for further information from the proprietors.

In an effort to clarify the situation it was stated by the proprietors that they wanted affiliation in order that they could have their name in the club page of the magazine. They further stated that **W. J. Meacock** was fully aware of the situation and that the facilities which they advertised were supplied to them by **W. J. Meacock**.

Some council members were worried that it would appear that there were more facilities available nationwide than there were if the advert in the magazine did not state that the facilities were, in fact, shared.

It was also felt that it could lead to more people being afforded a voice at STC. Both JNC SOs stated that the only people who could have a voice at STC were CCl's of Drop Zones.

Both **Mr Gnapp** and **Mr Morris** were quite prepared to accept the foregoing situation.

In light of the above it was proposed by **A. K. Knight** and seconded by **R. Colpus** that affiliation would be granted to Action Enterprises.

For 8, Abstention 2, Carried.

7. B. Bias

In response to correspondence and telephone calls from **Mr Bias** the correspondence which had been circulated to all Council had been placed on the agenda for discussion. The Secretary General was explaining that there was one piece of correspondence missing, that from **Mr Bias's** solicitor dated August 1987. **J. Ball** interjected at this point to say that the Secretary General had said it had been lost. This is not the case. What transpired was that the letter from **Fergus Houghton** had been sent to the Chairman and inadvertently a copy had not been kept on the office file. The Secretary General had spoken with **Mr Bias** and asked if he could provide a copy of that letter in order that it could be sent round to all Council. **Mr Bias** had agreed to this.

In response to a question from the Chairman, **J. Ball** said that he did not in fact think **Mr Bias** expected this matter to be discussed at any length tonight. The Chairman said that his understanding was that an independent report was to be produced and that the report in conjunction with correspondence from **Mr Bias** would then constitute an appeal to the full Council of the BPA. **Mr Ball** agreed and further stated that the report had now been prepared but that the accompanying letter had not yet been prepared. As soon as the letter was ready the report and letter would be circulated to all the Council with a copy for the BPA HQ Files.

8. Capital City Parachuting

A request had been received from **Mr Turner** of Parachute Promotions to re-activate the affiliation of the above centre.

An enormous amount of discussion took place on this subject with the Chairman requesting input from all Council.

It was finally proposed by **J. D. Prince** and seconded by **J. L. Thomas** that discussion cease on this matter as the affiliation of Capital City had in fact never been revoked either by the Council or impliedly by the club, thus as the affiliation was still in force Council had no reason to discuss the matter.

This brought to light another subject, that of the situation where clubs had apparently ceased to operate but whose affiliation had never been revoked.

It was agreed that this should be a matter for discussion by the Development Committee.

Committee Reports

1. Safety and Training

Prior to the minutes of the meeting being discussed the Chairman, **J. T. Crocker**, read a letter which had been received from **J. R. H. Sharples**. It was with regret that due to pressure of work he was reluctantly having to offer his resignation from the STC and Council and would be unable to stand for re-election in 1988. He (**J. R. H. Sharples**) felt that it was unfair for the Association to have a member of Council who would be unable to give a full commitment to the duties which were an inherent part of being a Council Member of the Association.

In the interim period it was agreed to invite **A. K. Knight** to act as Pro-tem Chairman of STC. **A. K. Knight** agreed.

There were no questions following the STC minutes and these were ratified.

2. Development

D.T. Hickling presented the minutes of the meeting of 30 September 1987.

The main item on which the Chairman elaborated was that concerning the mandate received from the membership at the AGM in 1987.

After considerable time spent in consultation with other Council members and after receiving replies to questionnaires sent to clubs and centres, with much more time spent in clarification of those replies, **D.T. Hickling** had managed to formulate four proposals for consideration.

At this juncture **J.K. Lines** said that he was in broad agreement with the proposals but felt that there were areas which he would like to see changed or added to. There were also other inputs from members present.

After some discussion it was agreed that **J.K. Lines, D.T. Hickling** would amalgamate the proposals as written, together with the proposals from **W.J. Meacock** and the JNCsOs and put together a definitive set of proposals which would be discussed at the first substantive Council Meeting of 1988.

Additionally, the subject of Marketing Memberships was discussed in the light of additional paperwork presented by **C. Gilmore**. It was agreed to go ahead with this scheme upon the production of an easy to complete form for use both by the clubs and by the BPA HQ Office.

The minutes were ratified.

3. Finance

Although there had been no Finance Committee meeting **J.K. Lines** asked that two items be discussed as these had come in and could be dealt with expeditiously.

a) **Mrs Mantyklewic's** salary status had not been discussed. The recommendation had been made that an increase to £3.50 per hour be awarded. This was unanimously supported.

b) Cornwall PC had applied for a loan to improve the facilities at its DZ. This was in line with the aims of the Association. Cornwall had always been impeccable with repayments on previous occasions. The loan requested was for £2200 over a two year period.

There was unanimous agreement to the application subject to the usual securities being available.

Mr Makepeace Suggestions

Due to the length of the meeting it was agreed to defer this item, which would need much discussion, until the meeting of 9 December.

Airspace Correspondence

Correspondence had been received from **P.D.N. Parker** on this subject. He was still awaiting a formal written reply and agreed to keep Council informed of any developments.

Management Committee

The Chairman asked Council to consider the possibility of the formation of a small management committee to handle the everyday problems of the Association *vis-à-vis* matters which could be expeditiously dealt with and then Council could ratify at a later date. The proviso being that all Council would be informed in writing and if any member felt that the subject should receive more discussion it would then be held over to a Council Meeting.

The Chairman thanked all members for attending and staying so late. The meeting closed at 11 pm.

BRITISH PARACHUTE ASSOCIATION

Competitions Committee Meeting

The Sports Council, London

Wednesday, 11 November 1987 – 6.30pm

Present:

S. Eversfield
R. Colpus
Mrs S. Dixon

Chairman Competitions Committee

Apoologies:

Observers:
S. Brooker

In attendance:

C. W. Port
C. Gilmore

*Secretary General BPA
Development Officer BPA*

Item 1 – Minutes of the Meeting of 16 September 1987

Matters Arising

1. **S. Eversfield** had spoken with **W. J. Meacock**, PPC, on the subject of re-jumps. These would have to be paid for.

2. **R. Colpus** requested the Secretary General to check whether the results and articles post nationals had been included in the October issue of *Sport Parachutist*.

Item 2 – World Championship Reports

Reports had been received from:

R. Colpus, Head of Delegation
Ms S. Brearley, 8-Way Team
(**Dr R. Flinn**, Seoul Cup of Champions)

The above were noted and had been circulated to Council for information.

R. Colpus was thanked for his report. He brought up the subject of training camps and jumps carried out by the two teams. It would seem that the 4-Way team fell into the category between 9 and 13 points, which is where almost 80% of the teams fall.

It was felt that without massive injections of funds the best we could hope for was an improvement on previous placings. The only way to get the teams within striking distance of medals would be a large input of funds. This had been highlighted in the report.

It was felt that the 8-Way team could be the next UK team or at least form a cornerstone for the future. It was felt that it would be in the best interests of the Association to encourage this. It was felt that funds should be put aside for off year selection. Commitment would have to be obtained from the team members to go to a certain number of training sessions. Additionally only a certain number of changes should be allowed, and within some agreed time frame. It was agreed that the team should be encouraged and available funds to be diverted for its training to build for 1989.

The 8-Way team was thanked for its report. It had asked if certain people could be officially thanked via the Chairman.

In respect of the Russian team, it was felt that a letter would need to be sent to the team leader. It was felt that the Association should undertake to pay for food, accommodation, entry fees, etc., this would be a total in the region of £4000.

An alternative scheme might be for each team member to sponsor their opposite number. In any event it was agreed that this should be vigorously pursued.

No report had been received from those taking part in the World Cup of Champions. **C. Gilmore** had been tasked with writing to the competitors. **L. Carroll** had replied, but no reply has been forthcoming from **Miss C. Clements**.

It was agreed that criteria had to be laid down which competitors must in future follow or jeopardise their future possible selection for British Teams.

Item 3 – Competitors Committee Budget

1. World Championships

C.W. Port had submitted a statement of account on the above. This had been sent out with information available to 4 November 1987. Since that time additional information in the form of income/expenditure had come to hand.

In order to clarify the situation at 11.11.87 **C.W. Port**, explained the figures.

The final analysis was that the budget for expenditure on the World Championships and Seoul had been £27,390, the actual expenditure, including refunds received and expected was £27,432.

2. Competitions Annual Budget

In respect of figures showing a shortfall in membership this year the Secretary General, **C.W. Port**, had prepared a set of six monthly accounts, coupled with an updated annual income/expenditure situation. (Circulated to all Finance.)

The above shows that anticipated annual income for Competition is now £59,127. The total expenditure to date is £53,816, this leaves a total of £5311 for the year for all other Competition Committee expenditure. The Secretary General explained the position.

In both 1 and 2 above requests were made for a more detailed breakdown of totals. This will be carried out as soon as possible and circulated.

Equipment Purchase

The following are to be purchased:

1. Anemometer	£2700
2. 2 x Pads	600
3. Refurbish T/M	600
4. Refurbish Video	300
	<u>£4200</u>

It was agreed that any budget residue should be used for pre-season team training.

Item 4 – National Championships 1988

The Committee had changed the National dates to fall in with the meet in Vichy, this had now been changed by the host nation. However, it is fortunate that there appears to be no date clash and the National dates can remain as advertised.

Detailed Technical Rules will be compiled for the National Championships following the CIP Meeting.

Item 5 – Regional Championships 1988

Applications had been received for the above. After discussion the following was agreed.

1. RW

April	May	July	September
Swansea	SSPA	A1	Netheravon
(Central)	(Northern)	(Eastern)	(South West)

2. Accuracy

May	April	June	July	September
Ipswich	Headcorn	Bridlington	Langar	Dunkeswell
(Eastern)	(Southern)	(Northern)	(Central)	(South West)

C. Gilmore was tasked with collating the dates and liaising with the above clubs in respect of dates, rules, entry fees, etc., together with advertising the foregoing in the magazine.

Item 6 – Any Other Business

S. Eversfield stated that he was of the opinion that in respect of the Classics Team, a Team Manager should be appointed in order to form the individuals into a team. The Team Manager should have control of; the itinerary for training and the Event; discipline of the team including the right to 'fire and hire'.

Sue Dixon put forward to P. Turner for this position. The Secretary General would contact Mr Turner on this.

It was agreed that there was no need for any further Competitions Committee Meetings with the presently elected Committee this year.

It was, however, agreed that a meeting should be held to discuss off year selection.

The Secretary General was tasked with arranging this on the morning of the Annual General meeting.

Times suggested: 11.30am to 1.00pm in the Rutland Room. The Chairperson would be S. Eversfield.

This would immediately follow the annual judges meeting which was scheduled for 9.00am to 11.00am in the Rutland Room. The Chairperson would be M. Rennie.

BRITISH PARACHUTE ASSOCIATION Council Meeting

Kimberley House, Leicester
Monday, 16 November 1987

Present:

J. T. Crocker
S. Eversfield
J. Curtis
D. Johnston
A. K. Knight
P. W. Ritchie
J. Steele
J. L. Thomas
Susan Dixon

Chairman BPA
Chairman Competition Committee

Invited:

W. J. Meacock

Vice President BPA

In attendance:

C. W. Port
J. H. Hitchen

Secretary General BPA
JNC SOBPA

Observers:

J. Brady, G. Kerr, B. Bias, P. Bias, B. Dyas, S. Meacock, N. Johnston, J. J. Wright

Apologies:

A. K. Butler (Annual Holiday), J. K. Lines (Holiday), R. Colpus (Holiday), D. T. Hickling (Holiday), M. Rennie, I. Rosenvinge (Service Duties), D. Prince.

Item 1

(a) This Council Meeting had been convened in order to further discuss the unfortunate accident at Thruxton on 9 August 1987 and the various reports emanating therefrom.

(b) It was agreed by those present that the whole matter would in its initial stages be dealt with in open forum, with any questions, requests for information, etc., being dealt with as they arose.

Council would then like time to consider the entire situation in closed session. Following this there would again be an open forum.

(c) The Chairman outlined the situation to date in respect of the forthcoming inquest. He stated that there were some 19 witnesses in the case, due to which the inquest had been moved to the Crown Court at the request of the Coroner.

The proceedings will begin at 10.00am on 19 November. The intention of the Coroner is to complete the proceedings on the first day. However, the Chairman said that it might not be possible to complete in one day as there were at least four legal representatives which might lead to lengthy questioning of witnesses. This could of course, lead to much more lengthy proceedings.

(d) The observers were asked to rejoin the meeting when the preceding comments were restated.

(e) The Chairman once again thanked everyone present for attending the

meeting. He reiterated that should Mr Bias or the Club so wish, the Association's legal representative would be only too pleased to offer help and advice.

In any event the Chairman agreed to meet with Mr Bias and Thruxton Parachute Club at 9.00am on the morning of the Inquest, and stated that he would be freely available prior to this, on the telephone, to speak to Mr Bias or the Club should they so wish.

(f) The Secretary General, C. W. Port, was tasked with conducting all and any correspondence arising from the meeting.

The Meeting closed at 9.15pm.

BRITISH PARACHUTE ASSOCIATION Finance Committee Meeting

The Post House, Crick, Northampton
3 December 1987 – 6.30pm

Present:

J. K. Lines
J. Curtis
S. Eversfield

Chairman Finance Committee

Chairman Competitions Committee

In attendance:

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

Secretary General BPA
JNC SOBPA
Development Officer BPA

Apologies:

J. T. Crocker, D. T. Hickling.

Item 1 – The Minutes of the Meeting of 9 September were discussed.

Matters Arising

(a) FXC

17 replies had been received following the circular to clubs. Of this total 14 said they would use the facility. As this is only 26% of all clubs it was felt that at present the project was not viable.

(b) Grant Aid – Sports Council

Correspondence on this subject is ongoing.

Item 2 – Property Purchase – Update

The Secretary General reported that:

- 1) The contracts had been exchanged.
- 2) The purchase price had been transferred from the Money Market Account.
- 3) Completion date is fixed for 7 December.
- 4) Electricity is on.
- 5) Central Heating, etc., to be checked and turned on on 7 December.
- 6) Decorators commence work on 7 December.
- 7) Carpet to be laid on 10 and 11 December.
- 8) Removals to be carried out on 11 December.
- 9) Telephone installations on 11 December.
- 10) The new office will be open for business on Monday, 14 December (barring earthquake, famine and (or) war).

The Secretary General hopes to have a rough total cost of the move ready for the Council Meeting of 9 December.

The Secretary General would discuss with the auditors the feasibility of all peripheral costs to be included in the accounts as part of the capital cost of purchase.

Item 3 – Annual Lottery

The Secretary General had distributed a full explanation on the current situation, but is confident that with no charge being made for ticket printing, a surplus will be made.

Item 4 – Insurance Premium 1988

The Secretary General had had protracted discussions on the subject and a full explanation and recommendation had been distributed to all Finance and Council.

The Committee unanimously agreed to recommend that the increase to £1 per capita be accepted.

Item 5 – Annual Subscription Recommendations 1988

The Secretary General had prepared and distributed a full set of recommendations for 1988/89.

The Committee, after discussion agreed to the rates which are attached. It was agreed to round up the figures in the case of Renewals, Full Membership and Student rates.

Item 6 – Membership Statistics

J. Curtis brought up the fact that some clubs had not been, apparently, training the numbers of students as they had in previous years. In consultation with J. Curtis, the Secretary General had written to all Clubs requesting that they, as usual, check on the numbers they had used in order that the HQ office could double check figures. Additionally to those

clubs where there was an obvious shortfall in returns, compared to the previous year, a letter had been sent asking if they were still operating, and if not to remit any outstanding monies and number blocks unused to the BPA HQ Office.

The Committee, after discussions, directed the Secretary General to contact those clubs which had not replied, with a request for an immediate explanation.

Item 7-- Junior Staff

J. Curtis had had distributed a list of the added travel costs for the Junior Staff following the move of premises. There was considerable discussion on this subject and the Committee agreed to recommend to Council that the following be implemented.

- (i) **A. Allen, T. Kemp and A. Middleton** – £5.00 per week.
- (ii) **Mrs Mantykiewicz** – £2.00 per week.

There was no implication in this of any increases in line with inflation, fare increase, etc., and the payment would only apply to the staff in employment when the move took place, and would not be available for any future employees.

The Secretary General to contact the revenue to see whether this could be paid as a straight addition to salaries after normal PAYE and NI deductions.

Item 8 – Expenses

J. Curtis, who had been tasked over the last two years with keeping a check on expenses brought up the following points.

1. Lateness of submission of claims for travel

After much discussion it was agreed that the following should be recommended.

- (a) A new, monthly, claim form be prepared.
- (b) Members be requested to submit claims no later than 14 days into the next month.

2. Amount of Claims Submitted

J. Curtis stated that in general he was quite satisfied with the situation and where there had been any questions these had been resolved, quite satisfactorily, with the people in question. He had been a little concerned as to the expenses incurred by the D.O. after attending an exhibition in London. The D.O. gave a verbal explanation of the costs and reasons for them. The Committee was quite satisfied with the foregoing and stated that it was quite correct for matters which might give a cause for concern should be brought to the attention of the person concerned, who should be prepared to account for expenses incurred as appropriate.

Item 9 – Annual Income/Expenditure – Membership Situation

The Secretary General had prepared and distributed a 6 monthly situation report on annual membership statistics and a subscription income prediction.

There had been a fall in memberships and thus the income expected from the pure BPA element of the subscription would be less than originally forecast. This was accepted.

Item 10 – Six Monthly Accounts

Based on the preceding item, and figures on all other heads available at 31 October 1987 the Secretary General had prepared and distributed a set of 6 monthly accounts, coupled with updated prediction on income/expenditure to the year end 31 March 1988.

This was accepted by the Committee.

Item 11 – Any Other Business

1. Leeds Bradford

A request for a short term, 6 month, loan had been received from the above in the last two days.

The Club has requested a 6 month, £5000 loan to help it over a short term liquidity problem. The paperwork had been authorised for the Secretary General to put forward the case on behalf of the club as it had had to be submitted at very short notice.

After discussion the Committee agreed to recommend the following:

- (i) that the £5000 facility be afforded.
- (ii) that the club be asked to write in when it needs any part of the loan.

In this situation, unusual in that it was not to purchase equipment, etc., but to help a short term liquidity problem, the Committee recommended that a charge be requested on the property as detailed in the application form.

2. Pilots

The first item in the pilots minutes had been noted but the Committee felt that it was inappropriate for the Association to fund this modification.

The Chairman, **J.K. Lines**, took the opportunity of thanking all Committee Members for their attendance and help over the year. Also he thanked the staff who attended the meetings.

Committee Minutes

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. Sharples**, **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. Sharples**, following the FAI Meeting in Paris.

C.W. Port explained that the reason **J.R.H. Sharples** 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. Sharples** of the situation.

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

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.

C. Finance Committee

J.K. Lines, Chairman of 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 25/26 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 23 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.

2. It was unanimously agreed that the loan to Swansea PC be granted at the usual rates, with the usual safeguards pertaining.
3. The staff salary situation would be the subject of an additional minute from the Chairman following the closed session.

The Minutes were ratified.

D. Development Committee

D.T. Hickling, Chairman of the above stated that the next Development Committee Meeting would be at 6.30 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. Sharples**, **J.T. Crocker** with copies for information to the JNCSOs.

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

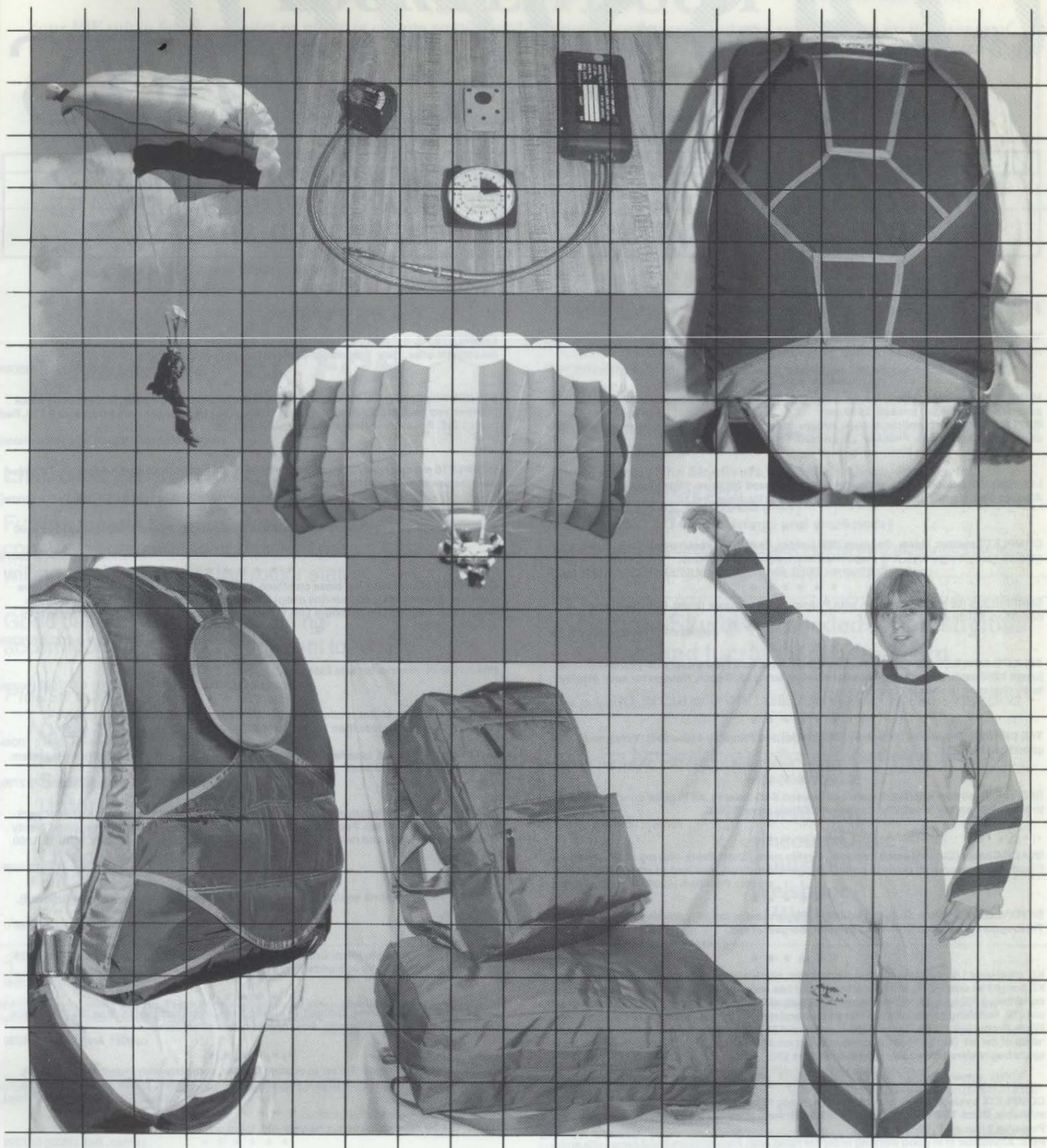
BPA Membership

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.

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LIGHTWEIGHT cloud (white, yellow, and blue). Unused 26' Lopo, Silpstream container. Also, as new, thin air jumpsuit and Protec. £375 the lot. Ideal first kit.

contact: Paul on 021-3574304

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contact: Rob Harner (0656) 864136 (home) or (0222) 750101 ext 219 (work)

SURFAIR 225 (60 jumps) rainbow, with Phantom 26' in Chaser (blue). Pull out. Good condition. £1000 ono.

contact: Mick Frost (0245) 320734

SIX X GO 4.8m SAC round reserves all in good condition. Four under one-year-old with no jumps £250 each. Two with one sub-terminal opening £220 each. Reason for sale: display team changing to square reserves.

contact: (0783) 49300

TSE CHASER (Royal blue) with Fury (250 jumps) and Preserve 4 (unused). Very good condition. £850.

contact: Jane Trickett 021-355 5577 (home) 021-380 6504

RED TSE Jetstream with Spirit main and unused SAC reserve. All in good condition, ready to jump. Temporary 'disability' for sale. Offers around £400.

contact: Ian (0705) 595213

BLACK Chaser (Custom small harness), Firelite main (Short risers - for my short arms!) Phantom 24' reserve all ready to jump. Very good condition, well looked after. £800.

contact: Pete Bath (0299) 401333 (evenings)

SKYDIVING video films - Only played twice. *Playground In the Sky, Walking On Air, Trollveggen*. Unwanted Christmas present. Bargain at £45.

contact: Chesterfield (0246) 200448

KIT clearance 1 x complete system, Racer copy, black/silver/red GQ Rayder, SAC reserve. Kit bought as second rig at 15 months old and has only done 50 jumps since. Very good condition. £700 ono. Matching Frappe hat, black with red ribs. Lightweight, only 4 months old £50. Matching gloves, Simon Ward black and red aircrew £10. (Hat and gloves for £50). White Protec helmet £5. Double zip jumpsuit, red £10. Skylight jumpsuit, beige. Bought as 'state of the art' (big by today's standards, but could be altered) £20. 'Lucky' bag of goodies, spare bag/sliders/throwaway pilot chute/risers £10.

contact: John Mayo 021-426 6247 (home), 021-355 6111 Ext 3277 (work)

COMPLETE system in very good condition, ready to jump. One owner. Immediately available. Black TSE Chaser, Royal Blue Mariah main (flies like a Cruislite) 200 jumps. Preserve 3 (unused). £585 ono.

Plus: Altimaster III in good working order for rapid sale. Five medium-build jumpsuits and an American Frappe hat. Offers.

contact: (0634) 34665

COMPLETE system. TSE Chaser (light blue), Maverick main, Phantom 24' reserve. Good condition. £850 ono.

contact: Brian Connolly 01-337 5749 (home)/01-546 7286 (work)

BARGAIN of 1988 - and it's only February! As previously advertised, black Tracer with red and grey customising, 250 jumps; Scorpion 176sqft red and silver main 9-cell, 250 jumps; Phantom 24' reserve, 2 jumps. The lot for only £600 (yes six hundred pounds!).

contact: Alan James 01-460 7762 (home)/01-831 8118 (work)

PEGASUS and unused reserve IV in TSE Chaser, immaculate, no patches. £650. Several I24/T10A dated up to 1979, unused. Offers.

contact: Geoff Horan (0204) 22494 (daytime)/(0253) 43682 (evenings)

INVADER, (blue and red), Cruislite (Red, blue and white), Swift square reserve. 250 jumps. £750.

contact: Martin 061-941 6285 (home)

COMPLETE rig: lightweight Cloud in Wonderhog copy with I24 (steerable). £400 or any reasonable offer. Plus: lightweight Cloud to sell separately, £250.

contact: (0642) 556834/(0642) 585061

STUDENT freefall rig D/L TU single pin hot-dog pilot chute and sleeve. Super comfy black harness, red pack £150. Altimaster II unused, red pad £60. French para boots size 9 £25. Red Protec £15. Royal blue/white atripec jumpaout (6ft) £20.

contact: Mick (075785) 517 (N. Humber-side)

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contact: Russell Allison (0727) 33261 (work)/(07072) 71299 (home)

WARP III container blue/red, throwaway. Firelite (80 jumps). Phantom 22' (unused). £1100 ono.

contact: Ella (0949) 60878

COMPLETE kit for sale. First class condition. LR288 (9-cell prototype Manta), I24 reserve (with two 'blow-holes' and four-line chop) in TSE Jet Stream (with hook knife). Ready to jump. £800. Altimaster with mount £60. French para boots, size 9, £10. Pathfinder in mini system - offers.

contact: Kit with Lofy Thomas at Bridlington (0262) 678299

PHANTOM 24' reserve for sale £250 ono.

contact: Alyson 01-220 7041 (work)/01-677 7568 (home)

TSE CHASER - Royal blue, pullout, August '87. Skylark - red/white/blue. Preserve 4, complete system has less than 100 jumps. £800 ono.

contact: Peter Gallagher, Netheravon (0960) 70049

HEAVYWEIGHT Cloud, excellent condition. Colour: Black, Harness: Lofy Thomas system. I24 reserve FREE. £400 ono.

contact: 021-378 2793

COMPLETE system. Pegasus (green/white), red Preserve 3 reserve, in black Chaser pack with red pop-top and flap. Pack, harness and throwaway only 50 jumps. All vgc and plenty of tic. Also new black and red kitbag, Altimaster 11 altimeter, goggles, odds 'n' ends. £800 the lot.

contact: Robin 01-673 6939

GQ UNIT, Thomas Sports equipment Jet Stream (400 jumps). Protector reserve (unused). £300.

contact: Chns (0243) 528617

COMPLETE Rig, ready to jump. Crusair main, cross ported; rainbow colours. Guardian 26' tri-vent steerable reserve in Wonderhog II container. £550. Alti 11 on chestpad £50.

contact: Mandy 01-623 2548

TWO Phantom 26' reserves. Unused, in plastic bags. Manufactured in June '86. (New price £390.) £295 each or £575 for both. Reasonable offers considered.

contact: Andy (0767) 318280

PARACHUTES De France 'Turbo' in custom Chaser, complete with Preserve IV (unused), goggles, gloves, Altimaster II (Chest mount), Jack knife, helmet. 20 jumps only. £925 ono.

contact: (0273) 594340 (after 6pm)

PHANTOM 24' reserve for sale, one-year-old. Used once £250.

contact: Rick (0532) 557399

STUDENT freefall kit for sale. C9 TU (netted) in single-pin container, blue with red trim and harness. New diaper fitted. Packing kit, spare ripcord and kit bag included. £100 ono.

contact: Nigel (0203) 667800 or 448465 (evenings)

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contact: Nigel (0302) 787229

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contact: (0865) 717169

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contact: Leo or Mandy Dickenson (0454) 316708

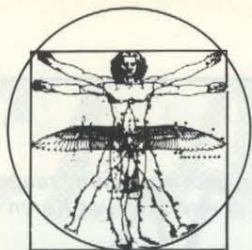
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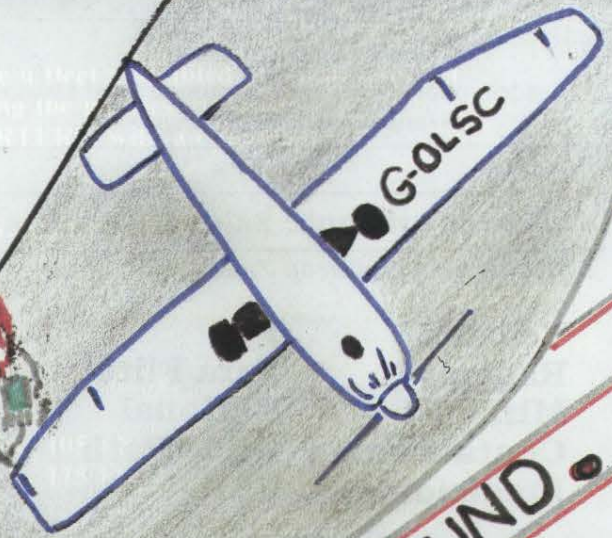
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