



SPORT PARACHUTIST

2 FROM GQ



'PATHFINDER'

Flight Data

Terminal velocity opening time—2.5 secs. approx. Normal rate of descent with 220 lbs.—15.5. ft./sec. Rate of turn—360° in 4 secs.

Canopy

Manufactured of nil porosity heat sealed 1.6 oz. nylon fabric, the canopy has 24 gores and 30 shaped apertures to provide drive, lift and turning.

The canopy is extremely stable and recovery after stall is immediate with minimum surge.

Harness

Nylon webbing with a breaking strain of 4,000 lbs. (1820 kg), with conventional American ejector snaphooks and 1½ shot Capewell canopy releases. The harness is instantly adjustable at main suspension and backstrap points. A full length backpad and comfort pads are provided.

Pack

Available in either three pin 'style' configuration or the more conventional four pin assembly. Both packs are designed for use with the Irvin Hitefinder and other automatic openers.

Sleeve & Auxilliary

The sleeve is of heavy duty 4½ oz./sq. yd. cotton fabric with conventional line stowage and mouthlock.

The 36" diameter auxilliary is manufactured from low porosity nylon.

also 'PROTECTOR' 17ft (5.2m) Steerable Reserve

Flight Data

Terminal velocity opening time—1.5 secs. Normal rate of descent with 220 lbs.—17.5 ft./sec. Rate of turn—360° in 7-8 secs.

Canopy

The canopy is manufactured from 1 oz. ripstop weave, heat sealed, nil porosity nylon. There are 20 gores, two of these have blank portions to provide drive and steerability. The blank gores are covered with nylon net for additional safety during deployment. Stable in flight, the canopy will provide adequate manoeuvrability coupled with a low descent rate.

Liftwebs

Manufactured from 4,000 lbs. (1820 kg) nylon webbing the liftwebs are connected by a strop for additional safety. American snaphooks with 5,000 lbs. rating are used. The Protector can be adjusted to any of four positions on the wearer.

Pack

Of synthetic materials and shaped to fit the body. The ripcord position can be either right hand side or top pull. The tie downs are integral with the pack.



Further details and prices available from:

**RFD-GQ LTD., Parachute Sales Division, Godalming,
Surrey, England. Tel: Godalming 4122 Telex: 85233**

THE JOURNAL
OF THE BRITISH
PARACHUTE
ASSOCIATION

(A company limited by guarantee)



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Editor's Note—

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

Sport Vol. 9 No. 2

Parachutist

A. R. DOUGLAS,

THE FLAT,

3, THE STRAND,

DERBY. DE1 1BT.

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Editorial

THE CASE AGAINST the lead stop

Some years ago parachutists began to fit pieces of lead onto the main ripcord cable to prevent the main ripcord from being lost, either after the pull or on the journey back to the packing area. Another reason it was claimed, for fitting the lead stop, was that in the event of a closure of the main pack, the pull of the stop against the ripcord housing on the top flap would be sufficient to free the flap and therefore open the pack.

In view of recent fatalities in the U.S.A. in which the lead stop has been the principle factor in the cause, it is worth while considering the implications of fitting **anything** which might arrest the free passage of the ripcord through the housing. The fatalities in question have all followed a similar pattern;

1. In each case a lead stop was fitted to the main ripcord.
2. The main parachute had malfunctioned.
3. The parachutist had cut away from the main.
4. The reserve parachute had been immediately opened.
5. The reserve pilot chute or bridal cord had caught upon the trailing main ripcord.
6. The reserve rigging lines paid out, but the apex, unable to free itself failed to inflate, and the parachutist fell to the ground with the canopy and lines horseshoing above him.

Now let us consider the second 'reason' for the lead stop, and its affect upon a pack closure. There is absolutely no guarantee that in a closed pack situation, with the top flap lifted by the stop, the bottom and side flaps will free themselves. It might be true in the case of the 'Stylemaster' pack, where the ripcord housing is sewn to the right side flap, but in all other four flap main containers there is no guarantee the lead stop will open the pack.

That is the case against the lead stop. So far it has cost three lives. Three lives to offset against three main ripcords. Expensive ripcords.

J. M.

Front Cover

Exit shot of a twin beech over the Pelican drop zone Maryland U.S.A. Photo by Andy Keech using the equipment illustrated on page 24. Third man out is Ian Merrick.

Inside back cover

Ray Cottingham catches Tony Dale about to break into a star at Elsinore. The position of the Sun, and the silhouette effect make the photograph quite outstanding.

Revised Instructors/Clubs Lists

BRITISH PARACHUTE ASSOCIATION INSTRUCTORS ADVANCED RATINGS (EXAMINERS)

Name	Club	BPA No
Acraman, R. S.	R.A.P.A.	444
Anderson, B.	A.P.A.	4590
Boot, W. G.	T/Valley	3930
Catt, W.	A.A.C.	415
Card, R. G.	A.P.A.	1927
Charlton, A. F.	R.A.F.S.P.A.	110
Crocker, J. T.	South Staffs	2066
English, J. A.	Northern Para	3767
Gardner, E. A. J.	Parachute Regiment	178
Griffiths, R.	Green Jackets	115
Hounsome, N. C.	T/Valley	1598
Hughes, D.	A.P.A.	116
Jackson, M. L.	R.E.	343
Jacobs, K. E.	R.A.F.S.P.A.	471
Jerstice, B.	Lancs.	2101
Jickells, T. J.	S.A.S.	198
Laing, J.	R.A.P.A.	1323
McLoughlin, J. E.	R.A.F.S.P.A.	175
Mappiebeck, K.	R.A.F.S.P.A.	1035
Middleton, J.	S. P. Centre	7618
Martin, M. A.	A.P.A.	1444
McQueen, A. S.	A.P.A.	4318
Meacock, W. J.	Peterborough	578
Peacock, D.	R.A.F.S.P.A.	125
Ralne, G. P.	A.P.A.	2229
Reed, M.	Yorks.	596
Reeves, M. R.		126
Rumney, C.	S. P. Centre	9492
Runacres, R. J.	R.A.P.A.	338
Shea-Simonds, G. C. P.	S. P. Centre	475
Sherman, P. W.	Old Warden	4757
Slattery, W. P.	Nomad	258
Stephenson, E. W.	S.A.S.	7699
Turner, P. W.	R.E.	220

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Name	Club	BPA No.
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Armour, A. M.	A.P.A.	5649
Andreau, M.	A.P.A.	1645
Aveling, M. F.	Parachute Regiment	7450
Beard, J. A.	Green Jackets	2050
Bennet, D.	R.A.F.S.P.A.	3024
Birch, D. T.	R.A.P.A.	3036
Black, A.	R.E.	1106
Born, A. R.	R.A.F.S.P.A.	2661
Bowles, J. A.	R.A.P.A.	1237
Boxall, J.	Hereford	5455
Burns, R.	Sport Para Centre	3445
Cameron, K.	A.P.A.	7372
Cathro, G.	Parachute Regiment	1547
Cavanagh, P. D.	Lancs.	2817
Cockburn, A. M.	R.A.P.A.	2749
Cole, A. J. N.	B.P.C.	346
Cooper, A. E.	Manchester	3026
Crawley, T.	Green Jackets	343
Dale, A. J.	R.A.F.S.P.A.	845
Daubney, J. E.	S.A.S.	2290
David, B. A.	Peterborough	822
Deakin, M. D.	R.A.F.S.P.A.	4239
Day, T. J. W.	Met. Police	1705
Desoldato, D.	S. P. Centre	3764
Dinneen, K. J.	R.A.F.S.P.A.	3507
Dickson, T. G.	Scottish	472
Dixon, A. C.	R.E.M.E.	6174
Elliott, W. E.	A.P.A.	4064
Ellis, G.	A.P.A.	3432
Fernie, W. G.	Scottish	1859
Forsdyke, J. K.	South Staffs	3027
Forster, J. K.	Met. Police	5783
Francis, R.	S. P. Centre	3437
Fuller, I.	T/Valley	5532
Hackett, D.	R.M.	878
Hagan, T.	Nomad	1930
Harper, I.	R.A.F.S.P.A.	5543

Harrison, J.	Old Warden	2734
Henry, T.	S.A.S.	3110
Herbert, C.	Singapore	1866
Hewlett, B. N.	Northern Para	6023
Hill, A. V.	B.P.C.	193
Holt, A. C.	Northern Para	2224
Hogg, J. E.	B.P.C.	187
Hull, R. J.	R.A.P.A.	8878
Jarrett, R. G.	Parachute Regiment	8370
Johnson, A. T.	R.A.F.S.P.A.	898
Johnson, J. V. W.	Old Warden	119
Jones, A.	Parachute Regiment	1886
Jones, D. J.	R.A.F.S.P.A.	6979
Kemley, J. M.	A.P.A.	1952
Kirkham, R. N.	R.A.F.S.P.A.	6498
Lewington, E.	Parachute Regiment	5382
Lindsay, D.	N. Ireland	2317
Lonsdale, R. C.	R.E.M.E.	1151
Loutitt, I. A.	Hereford	4001
Maddy, W.	R.E.M.E.	1430
May, C.	South Staffs	2643
Melville, L. W.	7 R.H.A.	1016
Miller, I. G.	Yorks.	772
McCarthy, D.	R.A.P.A.	949
McCauley, J.	Peterborough	4416
McGill, J. A.	7 R.H.A.	2066
MacLennan, W. M.	Golden Lions	4060
McNaughton, D.	Parachute Regiment	417
Mitchell, G. E.	I.O.W.	407
Morrison, A.	A.P.A.	4848
Noble, K.	Northern Para	4298
Noble-Nesblitt, R.	Northern Para	6461
Norris, J.	R.A.F.S.P.A.	2363
O'Brien, M. J.	B.P.C.	332
O'Brien, R. L.	S. P. Centre	3550
Oliver, A. R.	R.A.F.S.P.A.	2518
Oxley, T. E.	R.A.P.A.	1442
Parker, A. H.	A.P.A.	3138
Parkinson, H. E.	R.A.F.S.P.A.	3276
Parry, R.	Lancs	2735
Patrick, J.	7 R.H.A.	1781
Payne, D. C.	Golden Lions	2370
Peel, F.	S. P. Centre	7096
Perkins, R. G. G.	Peterborough	7794
Price, A. J.	R. M.	5489
Prin, O.	Peterborough	6559
Prince, D.	Lancs	1880
Pusey, D. C.	Parachute Regiment	2598
Railton, K.	R.A.P.A.	5932
Reddick, J.	A.P.A.	349
Rees, B.	7 R.H.A.	874
Reiter, R.	S. P. Centre	4931
Ritchie, W.	Sport Para Centre	6632
Rixon, T.	Embassy Womens Team	1250
Robinson, J.	R.A.F.S.P.A.	938
Robinson, R. J.	Parachute Regiment	4059
Rose, A.	R.M.S.P.C.	2587
Ryan, R.	R.E.M.E.	2400
Rymer, D.	R.A.P.A.	5967
Sansom, D. B.	Parachute Regiment	3232
Savage, D.	Nomad	1671
Scarret, W. T.	Malaysia	1428
Schofield, B. S.	Parachute Regiment	2332
Scott, R. S.	S.A.S.	2899
Seeger, R. A. M.	R.M. (Singapore)	495
Shone, G. B.	R.A.P.A.	2245
Smith, E. H.	S.A.S.	759
Smith, J. F.	Nomad	3847
Silander, S.	R.A.F.S.P.A.	3377
Souter, R. F.	R.A.F.S.P.A.	5594
Standing, B. R.	Parachute Regiment	2191
St. John, L. N. E.	B.P.C.	257
Taylor, M.	Old Warden	1982
Walmsley, J.	Parachute Regiment	930
Ward, M. R. L.	R.M.	5741
Wright, J.	Parachute Regiment	1298
Whitney, D. M.	Parachute Regiment	2163
Williams, J.	Thames Valley A/S	5343
Wilson, J. W.	R.A.P.A.	2900
Winwood, M. J.	A.P.A.	2319
Wiseman, J. M.	S.A.S.	2183
Wittke, R.	R.A.P.A.	2505

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Mr. J. G. Miller,
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HEAVEN IS IN CALIFORNIA

By TONY DALE

Early in 1971 I decided that for my summer leave I would get away to somewhere that could offer plenty of sunshine, some good beaches and above all some great jumping. As far as the jumping was concerned I was only interested in doing plenty of relative work and getting in on some BIG STARS. The choice then was obvious — CALIFORNIA and those of you who subscribe to either 'Parachutist' or 'Sky Diver' will know that the first stop in California must surely be Elsinore.

Having decided where I wanted to go the next thing to do was to arrange how to get there. From the start I felt that I would be able to fix up a ride either with the USAF say from Mildenhall or the RAF from Brize Norton. My good luck however started early and I found out that the Boscombe Down Comet 4 was leaving for Kelly AFB in Texas a few days before my leave was due to start. Thanks to a number of people at Boscombe Down I obtained permission to go on the aircraft and was even given a couple of days off as "Travelling Time".

On Tuesday the 27th July I walked the 300 yards from my room to the Comet complete with P.C. and ruck sack and at 1030 we lifted off for the USA via Lajes in the Azores and Bermuda.

After a stop for fuel at Lajes we stopped for the night at Bermuda and I had my first taste of what was to come with deep blue skies and a hot hot sun! The next morning after a 6 a.m. swim in the Hotel Pool, we returned to the Aircraft ready for an early departure. Only strong will-power prevented me from staying on in Bermuda as at one stage I even thought about retiring from the Air Force! However loyalty to Queen and Country kept me going, though far greater temptations were to come.

We landed at Kelly AFB in the early afternoon and after the U.S. entry formalities I said good-bye to the others and made my way over to the USAF "space available" desk to see about a flight out to the West Coast. Throughout my trip, the USAF were most helpful and they have a great system whereby members of the US forces can travel on any aircraft that has a "spare seat". This is similar to the RAF indulgence system except that one doesn't have to submit forms in triplicate some weeks before, just make out a card at the "Space Available" desk at any USAF Base. There were no more aircraft out that day to California so I was given a very nice room for the night and instructed to call back at 0800 hours the next day. The following morning looked good with a C141 due to leave for Norton AFB near Los Angeles. However having been manifested and called to the aircraft we were suddenly off-loaded in favour of more freight. I spent the rest of the day at the Base swimming pool some 300 yards away, enjoying the Texas sunshine and a 100°F temperature, with a quick walk back to "Space Available" every hour to check on aircraft arrivals. At 1800 I got lucky again, as the sky went dark and a massive C 5 Galaxy arrived to load freight for TRAVIS AFB near San Francisco in North California. The C5 took off at 0300 with me on board and after a fantastic flight of some 5 hours (that things a flying warehouse), I arrived at long last in California. With the time differential I checked into "Space Available" at Travis at 0230 and once again luck was with me as they had a C141 Starlifter leaving for Ontario International at 0520. Time then for a shower and breakfast and then out to the aircraft for a 55 minute flight south just as dawn was breaking. Ontario International is very close to Los Angeles and only a mere 25-30 miles from Elsinore.

The USAF groundcrew were very friendly and after a coffee they insisted that I accept a lift to Elsinore. One of

them was an agent for Wells Fargo and took me over to Elsinore in his own car flatly refusing any form of payment. Some sample of American hospitality.

I introduced myself to Gary Douris the C.I. at Elsinore, had my documents checked and by 1000 was kitted up ready to jump. My first one was a low accuracy attempt from the Howard to get a look at the DZ and the countryside. Attempt is a fair description, as that was the first and last accuracy jump I made at Elsinore. Very strange conditions with a light wind most of the time, plenty of hot turbulent air and not the softest of pits. The centre has more to offer than any of the other places I visited with a number of good aircraft; 2 Twin Beech 3 Howards and a Cessna 180 serviceable when I was there with a number more being serviced! Plenty of real grass about as the water sprinklers are kept going most of the time, and above all some showers with plenty of hot water. Sleeping arrangements were very simple, you just picked a spot out on the grass and went to sleep. With such a tremendous climate sleeping outside was a real joy though I must admit the mosquitoes had a ball too. The centre has a good number of tables outside, four of which have a roof over them and a few more inside under cover which are used by the staff and the regular patrons etc. The system for making up loads there is very straight forward in that you collect a list of names, together with the correct amount of \$ hand it to Lynda at the manifest desk and sit back until you get called to 'get it on'. My second jump was from the Howard again and I was to be No 3 for a 3 man with a student as base and Billy Boles of the "Flying Farkle Family" as pin. I went out first and climbed up along the strut so that I could hang out of the way as the base and pin got sorted out and left. Never having tried that order before I found it worked very well and I was able to close the two of them in superb fashion to fly a nice stable 3 man. R/W in California at last but not exactly a big star? Anyway I was jumping and as people said "It all happens at the week-end" I got packed and went up for another one, this time from 7,500 feet to make a 4 man using the same base another student as pin with Billy 3 and myself 4. This time things did not go quite as planned and I was out in time to see the first two miss and then Billy Boles make a 2 man with the pin. I was well set up to make it a three man and then to and behold back came the original base man to make a slow but steady approach and eventually the four man, and that with less than 60 descents. Not a bad start to my leave, just three days to get to Elsinore from U.K. and apart from food not a penny spent. That night I went to sleep on the grass by the fence and woke up at first light to find I had company all around. People it seemed had been arriving through the night and one by one had crashed out on the grass. Some climate. The centre operates a system whereby you can have the first jump at half price provided you book in by 0830 which means 12,500 feet for \$4 as opposed to the normal \$8. Needless to say it works very well and everyone aims to get there for the cheap jump. While I was standing around waiting for things to sort themselves out Zeke and Lolly Lenn came over and asked me if I had anyone to jump with and when I said no, invited me to jump with their team. We got kitted up and into the small yellow beech for the long climb up to 12,500 feet. I went out No. 4 and saw a sight which reminded me of jumping back home. People milling around but no one linked up. The base and pin had missed so I went in No 3 on the pair that did get together followed very smoothly by 4. 5 however was much too hard and took us all out. Not too pleased with that one as I had been hoping for better things at Elsinore so I got packed ready to try again. As Zeke and the group were going to wait a while he took me along and introduced me to Ron Haun and asked Ron if he could fix me up with a lift. As things worked out it was the best thing that could have happened

as it was only a short time before Ron was asking for my \$8 and enquiring what number I wanted to jump. He decided I should go No. 4 from the lead Beech and that we would be using the 180 as well and trying for a 13 man. Needless to say I was more than a little excited as up to that time the largest star I had made was an 8 man with the Falcons in SHARJAH. I must admit I had a real dose of nerves in the A/C on the way up as the last thing I wanted to do was to disgrace myself by busting it all. Things however went very well and I got in No 5 with no trouble and was able to watch a further 8 get in to make a perfect 12 MAN STAR. My eyes nearly fell out my head as it got larger and larger and the rest of them said afterwards that my grin got so big I nearly swallowed myself. Only one missed out and went low and that fantastic 12 MAN set the pattern for what was to become the most exciting W/E of my life and without doubt the most rewarding jumping I had experienced in 9 years of the sport.

Ray Cottingham was using his helmet mounted Nikon F but I entered the group right next to him so failed to get an arrival picture taken. This happened more than once during the first week, as I was so determined to make the star as quickly and safely as possible that I never thought about making it opposite the cameraman!

After packing Ron made up another load of the same jumpers to try for a good 10 man out of the larger white beech and again I was invited to jump with them. Went out No. 4 and got in 4 again however right next to Ray and the camera, but was then able to see all the others arrive as "CAMERA HOGS" to a man they all arrived at the other side and I was able to view approach after approach as the boys queued up to join the star. The Twin Beech is not the greatest of jump A/C for R/W and I was surprised how cramped both the inside and the door are. The system used in the main is to clear the door area first followed by all those on the port side and then all those on the starboard side. This means of course that the first man of the starboard queue must know exactly what the last man in the port queue is wearing, otherwise a large gap or worse a jam would result.

The Twin Beech is used pretty extensively at the major clubs and to be in the centre of a torrent of jumpers out of a Beech is some experience. Even though I had been briefed to dive for the bottom half of the door, the first couple of jumps I made not only did I touch the top of the door, I nearly got stuck. Once the A/C reaches altitude and is on the run in there are continuous cries of "Close it up" and once the bell rings to signal the "Cut" all hell breaks loose. When using two or three A/C for the larger stars the lead ship is where the spotting is done from and once the cut is given there the pilot calls the other pilots to cut who in turn pass the message to their jumpers and everyone is aware that the exit is imminent. The trail ships are fairly close and slightly low of the lead A/C and once the bodies start leaving the lead ship everyone goes. The base and Pin always go from the lead A/C but then everyone else has an equal chance and this certainly gives a good concentration of jumpers. That jump proved to be a 100% success as all the boys made it in and we had a nice 10 man flying for a long time. You could almost sense the atmosphere of casual professionalism from the moment of boarding the A/C to the pick up truck depositing the successful load back at the packing area. The only briefing generally was to play it cool and not to rush, as no time records had to be broken and there was no hurry. To those boys a simple smooth 10 man in about 30 seconds was pretty easy and almost routine, so different from relative work in most other places but then considering the facilities and the weather right through the year that is how it should be.

The temperature on the D.Z. was around the 100 degrees mark and although the pit area was only a few hundred yards away from the packing tables it was a very necessary luxury to ride the open pick-up trucks back to the tables. The blazing sun and very high temperatures made packing a little uncomfortable especially if your turn came up on one of the uncovered tables or on the grass, quick packing sure pays off there! Elsinore is in fact part of SKYLARK AVIATION and is owned by LARRY PERKINS who also runs a very good flying club coupled with a gliding club, so all in all, it is pretty active. This ensures that most of the time cold drinks, sandwiches, and snacks are readily available and for my part I lived on cans of grape drink and large salad sandwiches. It was not long before I realised I was spending a small fortune on cans of drinks so in true British fashion I rationed myself to lots of water from the tap with the occasional luxury of a can.

That good 10 man then was the last jump I made on the Saturday and after a leisurely pack with the setting sun as a background I again spent a pleasant night out on the grass. The following morning I found I'd had company in bed, but only of the insect variety with wings and long legs—MOSQUITOES. Not too badly bitten but worse was to come.

Sunday the first looked like being another nice day (everyone else of course took it for granted) and again most of the jumpers booked in early to make the first cheap jump. I paid my \$4 to BOB WESTOVER who was making up a lift with RON and was eventually told I would be No. 4 out of the lead Beech with the smaller Beech as trailship making a total of 18 if everyone got in. The largest attempt yet and all the makings of a nice star if everyone took it easy. Again the usual calls in the A/C of "Close it up—close it up" followed quickly by the bell and away we went. I got in No. 4 and watched it build very quickly, but not as smoothly as the others, and it got up to 14 with 15 joining up on right of me when JERRY BIRD came in 2 round on my left. Everything happened at once and the last thing I saw was Jerry lift inside the star holding on but facing outwards. It collapsed there and all that side funnelled down in a great rush, leaving me loose at the top with just enough air to move back and track away.

That one jump showed me how careful one has to be during the last stages of approach to avoid being caught out and losing lift. Had that been me instead of Jerry Bird it most certainly would have ended my large star attempts with the 'Good' jumpers at Elsinore. I got packed, drank ½ gallon of water and it was time to try again. Once more in the lead A/C and this time No. 5 with the chance of a 15 man if they all got in. It started well with a very quick base and I made it in 5, watched it grow quite quickly but when it got to 10 it broke apart. Not due to being taken out by a hard approach but simply due to a poor grip with a lot of tension on that side. One moment we had a nice star flying and the next a very large gap. Again I was able to learn by someone else making a mistake but at the time it was a great shame as that one had all the makings of a nice large star with lots of people close and ready to join. We all got packed again and then sat around and waited for the sun to drop fairly low so as to have some nice sunset shots for Ray to take with the Nikon. This time we used both the Twin Beeches, giving a possible 18 man star, and I was again No. 5 in the lead ship. The bell went for the cut and the great rush started all over again. This one was perfect as the base was very quick and the early numbers were in there in no time at all with no problems. I got in around No. 7 and was able to fly in a smooth falling star watching it get larger and larger. Certainly one of the nicest stars yet and perfectly round I remember being too excited to count the heads but saw 2 below so knew we would not make the complete 18. The whole thing flew for something like 12 secs with a fantastic backdrop of

Elsinore lake and a deep red sun disappearing behind the mountains. After the break, track and pull it was obvious from the hooting and roaring that we had in fact made the magic 16 and the journey to the pit seemed to take forever. What an end to the day and what a climax to my first week-end of jumping in California.

Having had such a successful week-end, and bearing in mind the fact that mid-week would be fairly quiet in comparison I decided to forget about jumping until the following Saturday and instead to get out and see something of California. Over the week-end I had met a tremendous number of really nice people most of whom had invited me to drop by and look them up. Two of these were a couple of jumpers recently graduated from University in Arkansas, Dale Evans and Garry Carter who invited me to stay at their place for as long as I liked. I decide that would be my first stop. I spent Sunday night out on the grass by myself as everyone else had left, and was a little worried about being so isolated. I had forgotten the mosquitoes however and hardly slept at all. At five-thirty things had got so bad that I was up and walking about to escape them, keeping an eye out at the same time, for Bob Westover who had promised to call in on his way to work with my shiny new sixteen man patch. After breakfast a couple of jumpers from the "Flying Farkle Family" Billy Bishop and Rick Taylor called by and we all set off to do some body surfing at the beach. After a very pleasant drive over the mountains to the coast we got to Newport beach and walked along to a place called the WEDGE. That place was out of this world and some of the waves were out of sight. For every person in the water there were 3 or 4 sitting on the sand just watching, and some entertainment they got! The wedge was formed by a huge rocky breakwater and the waves got so big that at the end of a ride you could expect 30 seconds or so of turning over and over before being finally smashed onto the beach. We left the beach for LOS ANGELES in the late afternoon and the boys dropped me off near the UCLA Campus at WESTWOOD. I met up with Garry and Dale and that evening we had a walk around Westwood village and a memorable visit to the ice-cream parlour where you had to choose from over 50 different flavours. On the Tuesday we all went to a place near L.A. called VENICE BEACH at SANTA MONICA and had some way-out rides on some fantastic waves. The other two were working the evening shift at a PIZZA PALACE (to pay for the w/e's jumping) so I was able to wander around by myself in the evening and see how the other half lived.

On Wednesday morning I set off again with my rucksack to hitch across L.A. to HIGHLAND PARK where Ron and Jayne Haun lived. That was my first try at hitch-hiking in the U.S. and although I got there O.K. very few people wanted to stop due to the large number of motorists who get stabbed and robbed by hitch-hikers! Ron and Jayne lived in a very smooth apartment which had a pool not two full paces from the front door, complete with underwater lighting. For the next few days I was very well looked after and even had a real bed to sleep on. Not only did we get to see most of the beaches but also some of the more famous places such as HOLLYWOOD, BEVERLY HILLS and the famous SUNSET STRIP. I had a really great time with them, and then very early on Saturday morning we drove out to Elsinore in time to make the first jump of the day.

The first jump was a 10 man attempt from the larger white Twin Beech and I went out No. 6 to get in on what was to become a very nice 10 man. Very smoothly put together, the whole star was perfectly round and completely stable. Once packed most of the crowd made their way over to the nearby D.Z. at PERRIS where rumour had it a Twin Otter was going to be operating. There were lots

of people there and quite a nice set up complete with a number of covered packing tables, spoilt only by the dust storms set up by even a moderate breeze. The twin otter was there, complete with soft furnishings. A total of 19 were manifested for our lift and I was down as No. 10, all out in one go to try for a 19 man star. Even though the door was pleasantly larger than the twin beech the base looked a long way away when I got out, as for No. 19! This one though was a case of too much haste and not enough care as three times a base of sorts was formed only to be taken out by an over-enthusiastic approach. Just as I was starting to get down close a new base formed and built very quickly to about six. I was well positioned to move in about 7 or 8 and it got to 10 before the far side was taken out. Really a lost cause from the start as the 19 involved did not jump together regularly and the whole thing was a bit hectic. Once packed, most of the Elsinore crowd decided not to stay but returned 'home' and the comparative luxury of green grass, a more sheltered area and those good old pick-up trucks. Straight away a small beech load was made up and it was very nice to make a **smooth** 8 man in good time with no one out. Back in high spirits after that one, I realised then how much I had been spoilt by the luxury that was Elsinore; and how easy it was to get depressed simply by a star attempt that failed and a backwards landing in the dust. Later on during my tour of North California, I was to appreciate even more the small comforts that made Elsinore especially being able to shower and clean up any time during the day

That finished jumping for one day and once we had all packed and cleared up, plans were made for the evening. I was invited out by Ron and Jayne and so together with Bob Westover and his wife Cathy we all took off for a steak house on the far side of the lake. That in itself was an experience as you had to pick out a lump of steak you liked and place it on top of the open grill to cook. Every so often you had to walk over and turn it until it was cooked how you wanted. Once ready you loaded up the plate with salad etc. and you were in business. The beer was good too and we had a great time which ended up with me spending the night on the floor in Bob's living-room. They lived in a very nice house across the lake from the D.Z. amongst the foot-hills of the smaller mountain range between Elsinore and the coast. On the Sunday morning I was awake very early and by half-past-six had climbed quite a way up the foothills and was enjoying some really tremendous views of the lake and the D.Z. The view as the sun came up was out of this world and I could well understand why so many thousands of people move home to live in California.

As it was to be my last day in the Los Angeles area before moving up to San Francisco, Jayne and Cathy decide we would all go and visit nearby Disneyland. Ron and Bob of course both scorned the idea and flatly refused to leave Elsinore before the end of the days jumping. I had always greatly admired M. Mouse and D. Duck so I was all for it, and we decided to leave after lunch leaving the morning free for a last couple of big star attempts. The first try was for a 13 man using the larger Beech and the 180 and I was out No. 6 in time to see a lot of milling around instead of the usual expanding star. All in all things did not go at all well as just as I was moving in I almost collided with Ray Cottingham who was busy filming and going for the same slot. Although we did not touch I lost all lift and dropped very quickly below the group and as we were getting fairly low anyway I decide to track off in the direction of the packing tables. I was quite disappointed as that was the first star attempt that I did not get in on at Elsinore. Once packed we had enough time for one last try before leaving to see "Mickey" and this time I talked the others into letting me go out last so that I would see all the build-up before getting in. Again we went for a 13 man using two aircraft and I was right up front in the twin beech, able for once to



Fig. 1



Fig. 2



Fig. 3



Fig. 4

relax and casually leave after the others. The early build-up was very fast and in no time at all they had a very nice 8 man flying. I watched 9, 10 and 11 move in smoothly and was just behind 12 moving in for what I was certain was going to be a beautiful 13 man when everything went wrong. No. 12 as it happened was the only girl in the group and instead of arriving at a slot she arrived very nicely over a back-pack and took them all out. I could not see my altimeter for tears.

That was my last jump at Elsinore and though I was very tempted to stay I decide it was silly not to visit some of the other clubs having come so far. In my opinion Elsinore is THE place to jump in California and although probably the most expensive jump centre it certainly has a lot to offer. The cost of a jump from 12,500 the maximum height from which most large 'STAR' attempts is made from is \$8. For every 1,000 feet up to that height the cost increases by 50c. There is no other charge for the use of the considerable facilities other than U.S.P.A. membership, and it is possible to hire equipment there though at some considerable cost. I was certainly very lucky in that I was able to jump with some of the best R/W jumpers in the U.S. and that most of the large star attempts we made were successful. Ray Cottingham has a collection of photographs that defy description and is without doubt one of the greatest F/F photographers in the world. I was lucky enough to have him along on most of the jumps and as a result got some great pictures, although his prices make even Dave Waterman look cheap.

Jayne, Cathy and myself left Elsinore after lunch, having said goodbye to all the many friends I had made, and gotto Disneyland at three in the afternoon. I could certainly write for hours on the fantastic set up they have there but suffice to say that the real life world of Walt Disney is even more incredible than his films, and that Mickey Mouse is definitely alive and well. We met up with Ron and Bob later in the evening and although we stayed until 1 a.m. we never saw half of it. The following morning quite early saw me saying goodbye to Ron and Jayne at the side of the Main highway to the north. I could have flown back up north with the USAF, paid \$18 for a commercial flight or even taken the Greyhound bus but I decided that the best way to see both the countryside and the people would be to hitch-hike the 350 miles or so from L.A. to San Francisco. After two hours of trying to get a lift, I was beginning to think that I had made a bad mistake with thousands of cars flashing by and the sun getting hotter and hotter. My plan had been to make for the U.S.P.A. headquarters at Monterey along the coast highway, but as time passed I realised that I would not make it before the office closed and decided to go straight to Antioch along the "Golden State" highway. The police like to discourage hitch-hiking in California but have no law against it. The highways have lots of access roads much like our motorways only they call them ON ramps and OFF ramps. On each ON ramp there is a sign saying no pedestrians, cyclists etc. and the highway patrol will book at once any hitch-hiker who passes the sign to reach the highway proper. Although many thousands of cars and trucks travel from L.A. to San Francisco each day it took me 13 hours and over a dozen lifts to get up to Antioch. Once or twice I was dropped off way out in the wilds and stood no chance of ever getting a lift at an ON ramp that saw maybe six vehicles a day. I chanced my luck and moved up onto the highway each time until the inevitable happened and the highway patrol came along. The only thing that saved me was the fact that I was English and obviously not a hippy (short RAF type hair!) and instead of the usual fine I was let off with a warning and told to get back behind the magic sign. The temperature at times went above the 110° mark and with a ruck-sack of over 60lb and a "X-BOW HOG-BACK" of over 40lb I was sure relieved to get to Antioch.

The D.Z. at Antioch is a full time concern and is situated almost due East of San Francisco and south west of Sacramento. Although it was pretty quiet while I was there Antioch is the home of most of the R/W jumpers in N. California and the first ever 18 MAN was set there. The lack of jumpers there mid-week ruled out any large star attempts but the jumps I made there were none the less different. The first one on Tuesday morning, from the 182, was from 7,200 feet and the briefing was for a 3 man link followed by a backloop and then a caterpillar. Not really believing it could be done I said nothing and climbed aboard. The 3 man went quite well and so did the back loops only the No. 1 for the Caterpillar was 5 feet too high and facing the wrong way. Needless to say we ran out of time but would have made it had we done the sensible thing and gone for the low man etc. The pit is some way across the main road and over a small hill and is situated at the bottom of a very large sloping hill on the far side. I was last down and having carefully watched the others, squashed the yellow disc with my right boot. I was not sure who was the most surprised, me or the locals! The walk back to the packing shed was little more than 200 yards, but with a small hill and 108° heat to contend with it sure made the old skin leak. Having packed we went up again, this time to try a TRACKING 3 man caterpillar. All went to plan and I pinned the base around the legs and then felt No. 3 catch hold of my legs. As everyone straightened out you could feel the whole thing start to lift and did we go! The technique is to get up high on the legs and grasp tight around the thighs. Never having tried this before it certainly was a lot of fun and for those clubs who only have the use of a 3 or 4 place jumpship it would make a welcome change.

With very little to do in the evening (except the bars down town) and no place on the D.Z. to eat, drink or get a shower I decided to go and have a look at San Francisco and set out with a lightened ruck-sack early on Wednesday morning. Hitch-hiking into town was no problem and by mid-morning I was strolling around the famed "Fishermans Wharf" area. A great city in every respect though much colder than down south, on the hill inland it was more reminiscent of England with a lot of mist, high winds and driving rain. Using the famous cable cars I was able to see most of the sights though decided against a meal in a "Topless and Bottomless" restaurant (wasting jump money etc...!)

I decided to spend the night in town and go back to Antioch the following day and was thinking in terms of spending the early hours drinking coffee in the all-night cafes. However once night fell the city changed completely and all the drop-outs, hippies and others emerged to hang about the door-ways and street corners. I very prudently decided to waste some precious jump money on a room for the night. Having tried unsuccessfully for a room at the YWCA I was fixed up with a nice single room at the YMCA for only \$4.50 the cheapest hotels being \$8 or more. That in fact was the only night I had to pay for accommodation during the entire trip.

The next day, Thursday I left for Antioch after lunch and having had a meal in the town made the D.Z. by night fall. Right through the trip I was constantly meeting people who would ask questions like "Do you know Bill Smith in London?" Sometimes it became quite funny as they rushed into great detail about a friend or relative who lived in a place I had never even heard of. The average American was very friendly and once they knew you were English it almost became embarrassing.

On the Friday I did a couple more jumps the first being another try at the 3 man link, back loop and caterpillar. Again the 3 man went smoothly but having back looped I closed too high on the base for the caterpillar made the



Fig. 5

mistake of reaching down and went over. I held on tight though and we had a strange type caterpillar flying with one half face-down stable and the other half back-down stable. I was struggling like a stuck pig to get over and hang on at the same time! The next one went a little better with a good 4 man link then a 2½ man caterpillar as No. 3 came in too high and only caught hold of my left leg. All in all we had some fun on the jumps I made at Antioch and again I met some great people there. Phil Montie, Richard Flemming and Brent McLardy amongst others. Brent doubled up as pilot and was in fact a pilot for the '71 Nationals at TAHLEQUAH as well as being a member of the winning Thunderbow R/W Team. Having heard of a meet at Yolo which is north of Sacramento I decided not to stay at Antioch for the weekend but instead to visit Yolo, see some more jumping and maybe have a crack at the meet. Yolo is the Travis A.F.B. Club and I had the address of George Morar who is the club safety officer and jumper from way way back. As Richard Flemming was going past Travis he gave me a lift over and by early evening I was once again being very well looked after by the USAF. Early on Saturday morning George called by the Transit Quarters and picked me up in his VW bus and off we went to Yolo. He was a real character and kept me amused with some great stories especially about the more hippy element of the California jumping scene. George is a crew chief on the C141 and is Air Force through and through even to the extent of having a copy of the 'PEACE' badge hanging in his VW with the word 'WAR' in place of peace. My first impression of the D.Z. at Yolo was pretty poor as all there seemed to be was a strip and a couple of derelict packing tables. However as more and more people arrived the picture changed and it soon became a thriving club D.Z. with a lot of entries in the meet. The events were novice and Advanced Accuracy— Team Accuracy, and egg pass event and a 4 man team relative event with accuracy. I paid my entry fee and entered the Advanced Accuracy (500 jumps or more!) and the rules were simple. Best score to count and as many attempts as you wanted. I got 39.cm on my first try, being a little high and going just over the top. A 2 metre hit on my second as I put in one turn too

many and dropped short and an 11cm on my third try which was good but poor footwork ruined what should have been a DC. I then joined forces with George and a couple of others, one of whom was Garry Patmor, a USPA national director, to have a crack at the team relative and accuracy. We went up to 7,200 feet and eventually got the 4 man in 20 seconds, but due to a considerable wind change the Accuracy was poor. With a couple of teams getting a 4 man almost sub-terminal coupled to some good accuracy we decided to drop out of the team event and save some cash. Soon after, word went round that a big load was being made up by Ken Roberts and I was invited to go on it. The plan was to try for a 22 man using the large Twin-Beech a 206 and a 180 in formation. With various rates of climb the A/C had to leave at different times to be sure of making the correct height together, but unfortunately the 180 got lost and failed to make the rendezvous. This left us with a Twin-Beech and the 206 giving a maximum of 18 if everyone got in. At 13,000 feet the mad rush started and after a lot of crashing about the thing started to build up quite nicely. I got in ninth and eventually we made a good 14 man before it fell apart. With a little time left before the meet was declared I had one last crack at the Accuracy but again put in one turn too many and dropped a couple of metres short. That just about finished the days jumping and everyone made their way down to the Fire House for the prize-giving and some "refreshments". The meet had been organised by a very nice girl called Jean Haley who not only jumped, but was one of the jump pilots employed by Adrian Meredith who owned all the aircraft. (She was flying the 180 that got lost!)

The whole day had been most successful and the prize-giving went off very well with lots of beer plenty of chicken and a trophy for me! Much to my surprise, my 11cm had secured 3rd place and I was presented with a very nice 'Sky-Diver' type trophy which was almost too big to fit my ruck-sack. Later that evening most of the jumpers took off for a place called Clearlake up in the mountains north of Yolo. The Calistoga Sky-Divers were holding their 11th Annual water jump competition there on the Sunday and it promised to be a good day.

I scrounged a lift up in the 182 but was then talked out of it by Ken Roberts who had a party organised at his place. A number of us went over and had a great time getting smashed and running-jumping-diving off his roof into a very large pool. In the early hours we set off for Clearlake and arrived just in time to snatch a couple of hours sleep before things warmed up. The setting the lake was in looked tremendous, and in no time at all the meet got under way and jumpers were splashing down in the water. The local water-ski club provided the boat cover and the only danger was from the over-enthusiastic drivers trying to outdo each other. The meet was for pure accuracy using 'cheapo' canopies only so my first task was to scrounge around and obtain a rig to jump. I eventually got my hands on a C9 fresh out of water and with a host of others I hung it up to dry. In no time at all it was fit to pack and having spent some time taking out the tangles I had it ready to jump.

Throughout the morning I had heard rumours that a large star attempt was to be made with a view to breaking the record into water, and I had to make a decision whether to use my rig for the competition or wait for the star attempt. Needless to say the extra height and excitement of a 12 man into water won the day and I withdrew my entry into the meet. All through the day more and more people arrived to watch the jumping and by mid-afternoon there was a sizable crowd, including a local TV crew, who filmed everything from the top of a VW bus. At last all the jumpers were ready and the 12 of us drove out the couple of miles to the airfield, where we loaded up into two 206 sky-wagons. The climate of course lends itself to water-jumps and I went the whole way and dressed only in a swimming costume and rig. The few yards across the gravel to the A/C was murder on the feet as was the temperature inside as we climbed higher and higher. The view however more than compensated for it as the mountains and lakes stretched away into the distance with vivid colours and contrasts. Before too long we were up at 13,000 feet and on the jump run with me praying hard for a good spot as I did not fancy an almost naked landing in the trees. The cut went and out we all tumbled on what was to be my last jump in the U.S. With no gloves, boots or jumpsuit to work the air with I had a lot of trouble at the start and not having my goggles made my eyes water into the bargain. In a position that must have resembled a wounded duck and blinking furiously I took off after the base which was some way below. Closing nicely I watched 6 and 7 move in and then dismay as 8 went in too hard and broke it all up. I tracked off towards the centre of the lake and experienced the odd sensation of 'feeling' the cold air rushing through my fingers and toes and a nicer feeling as it rushed down through my costume. Although we did not have an instrument between the 12 of us, everyone was open with plenty of height to spare and below you could see the scores of speedboats churning the water in anticipation. The comparative warmth of the lake was most welcome, spoilt only by the boat that had me and the canopy aboard in 30 seconds flat! In many ways one of the nicest jumps of the whole trip it seemed a fitting end to the tremendous jumping I had enjoyed. Once back at the landing stage all that remained was the prize giving for the meet, a few beers and a last round of good-byes.

From the first moment I had arrived in the States I had been planning how to get back, and if possible without spending any money. My leave was over on the 23rd and I had hoped to get a seat on the RAF VC10, I knew would be leaving Washington on Saturday the 21st. This would have given me a week between the YOLO—Clearlake w/e and the VC10 leaving in which to get across from the west coast to the east coast and perhaps to do some jumping at Lakewood. As a precaution however I had phoned around the Air Force Bases in California to check on RAF a/c

going back to England and once again I was lucky. There was a Belfast freighter due to leave McClellan AFB near Sacramento on Monday the 16th and all I had to do was to phone Washington and confirm that I could travel on it. This I did and found out as well that the VC10 had a lot of duty passengers and over 40 others trying for an indulgence! The BOAC fare would have cost me £120 had I not got a seat on the VC10 so I decided to go early on the Belfast and be sure of getting back. I got a lift down from Clearlake to McClellan with one of the jumpers and by midnight that Sunday was booked into transit quarters with everything ready to leave the next day. As it happened however the Belfast had gone u/s with gear trouble and did not arrive until later that day, which meant that the crew ran out of time and the departure was put back a little. I spent the rest of Monday around the base, mainly in the pool, and on Tuesday I went to Sacramento for a look around. The Capital of California it really is an impressive place and was well worth a visit. The Belfast left McClellan in the early hours of Wednesday bound for Brize Norton with a night stop at Washington. Having had a fuel stop at Chicago we landed at Dulles just after lunch and by four I was looking around the sights of Washington. I took some great pictures of all the IN places, the White House, the Capitol Building, the Lincoln memorial etc... and then after it got dark went around again to film all the lights. Even though I had still had over \$100 left I decided not to pay for a room but caught the last coach back to Dulles and crashed out in the departure lounge. At 10 the next morning the crew arrived and we set off for Gander to refuel before the last leg to Brize. At Gander the weather was ideal to jump with little wind, a clear sky and a way out jump-ship! On the tarmac was a Catalina flying boat in mint condition—but unfortunately, no pilot. Feeling sad at having missed a chance like that we left Gander for the long slog home and eventually landed at Brize at five on Friday morning

All in all I had been pretty lucky as the total cost of my journey to California all travel in the states and accommodation plus the journey back to England came to less than £10. (£5 of which was my indulgence fare back to Brize in the Belfast). I had achieved all I wanted as far as jumping was concerned and had visited some of the greatest beaches in the world as well. I met a tremendous number of really great people who went out of their way to make sure I had a nice time and to all those jumpers who are hooked on relative I can only say "Heaven is in California".

All the air-to-air photographs were taken by Ray Cottingham using a motor-driven Nikon F and Kodak film. The sequence of photo's 1 to 6 are particularly good action shots of an approach to a group. Ron Haun is the "Star" note the style and change of expression from Picture 3 to 4! Also the "Peace" sign in Picture 3. This one got up to 14 in the end and Picture 6 shows the author next to the cameraman again! Behind Ron in No. 4 are Billy Boles and Dan French, two members of the "Flying Farkle Family" who won the world 10-man meet in New Zealand with a 23 second 10-man! No. 7 shows the author using the same "high approach" technique on different jumps while No. 8 shows the build-up to the 16 man! The exit shot of the Twin-Otter (No. 9) at Perris is very striking. Carl Boenish No. 1, Ray Cottingham No. 2 and 17 more to follow!

A WEEK'S JUMPING AT HALFPENNY GREEN
JULY 22nd TO JULY 30th
Two Rapides — Canteen facilities
Flying Club Bar open every night
Sleeping bag accommodation

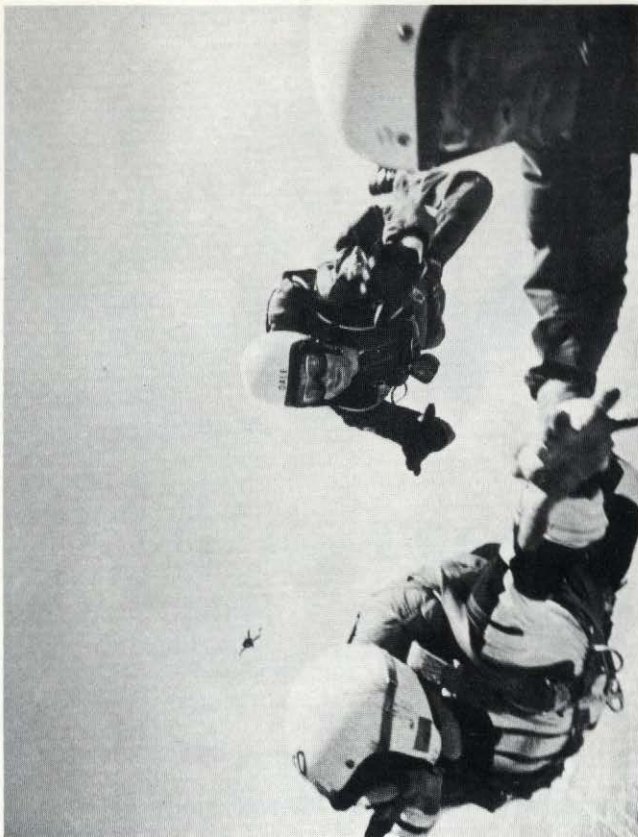


Fig. 7

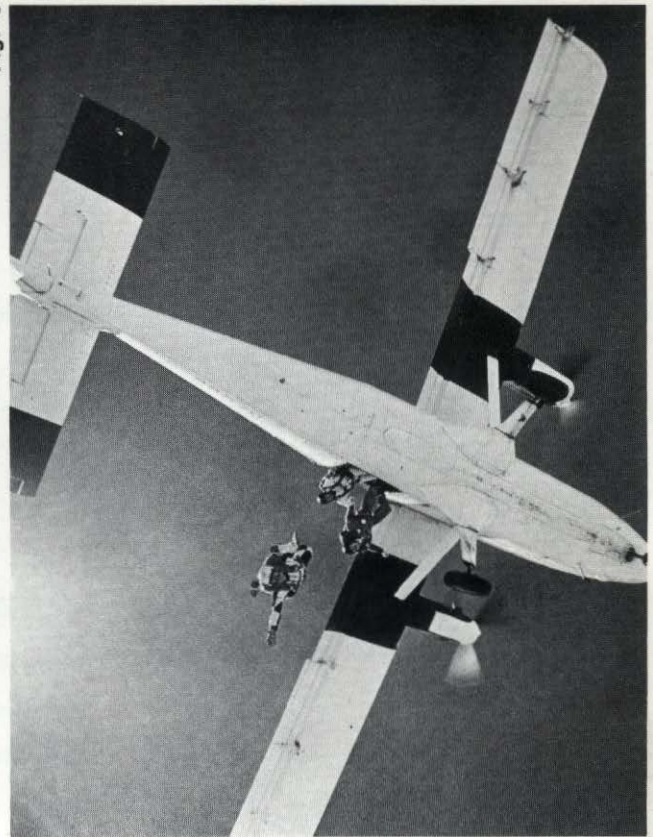


Fig. 9



Fig. 6

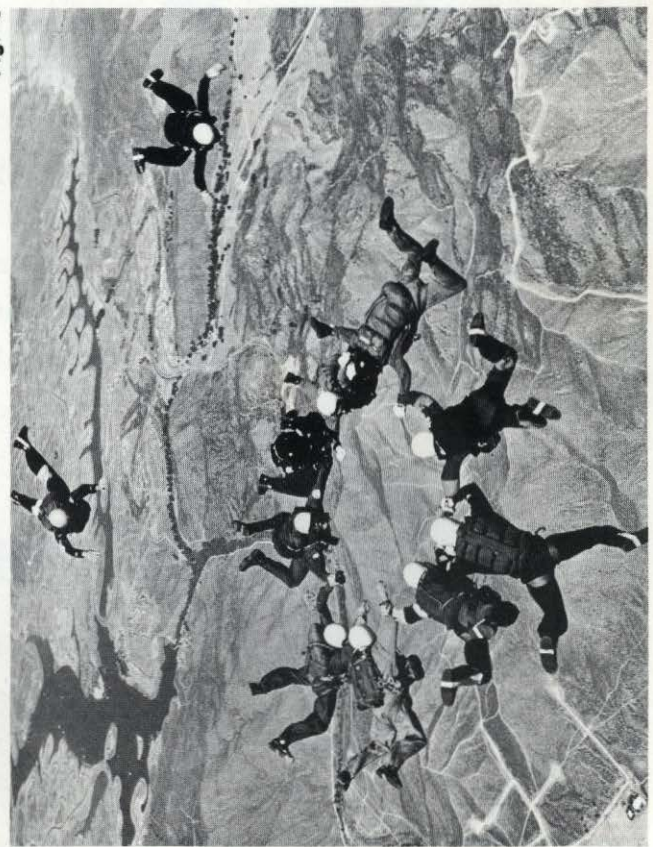
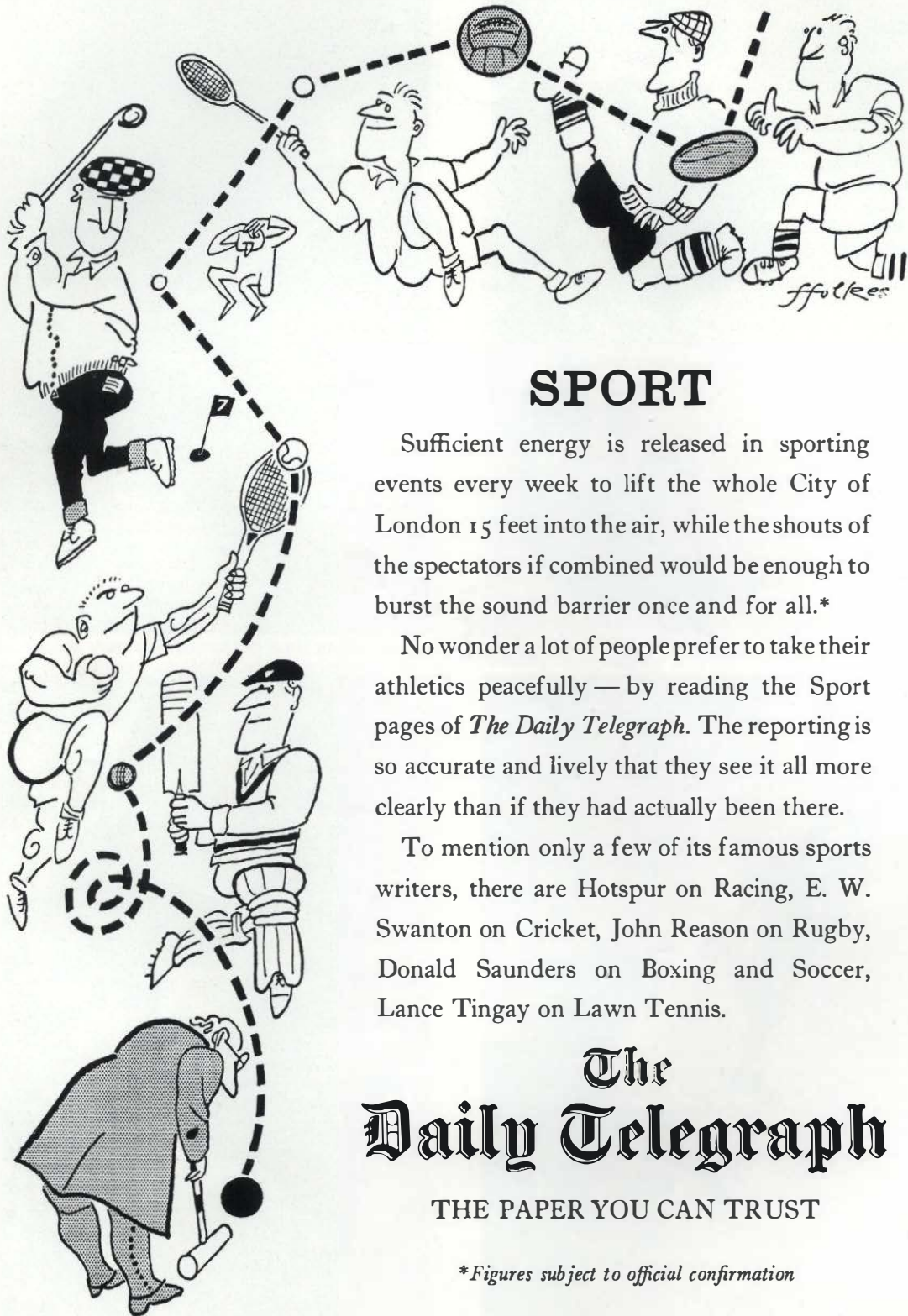


Fig. 8



SPORT

Sufficient energy is released in sporting events every week to lift the whole City of London 15 feet into the air, while the shouts of the spectators if combined would be enough to burst the sound barrier once and for all.*

No wonder a lot of people prefer to take their athletics peacefully — by reading the Sport pages of *The Daily Telegraph*. The reporting is so accurate and lively that they see it all more clearly than if they had actually been there.

To mention only a few of its famous sports writers, there are Hotspur on Racing, E. W. Swanton on Cricket, John Reason on Rugby, Donald Saunders on Boxing and Soccer, Lance Tingay on Lawn Tennis.

The Daily Telegraph

THE PAPER YOU CAN TRUST

**Figures subject to official confirmation*

MINUTES OF THE MEETING OF THE SAFETY & TRAINING COMMITTEE OF THE BRITISH PARACHUTE ASSOCIATION

HELD AT THE YORKSHIRE AERO CLUB, LEEDS BRADFORD AIRPORT ON
THURSDAY, 17th FEBRUARY 1972 at 19.30 HOURS

PRESENT:

J. Crocker *Chairman*
M. Read *Yorkshire Parachute Club*
C. Shea-Simonds *Sport Parachute Centre*
B. Jerstice *North Lincs*

In Attendance

S. Talbot, D. Prince, G. Shone.

Item 1

Apologies for Absence

Messrs. Lewington, Schofield, Cooper, Meacock, Sherman,
St. John, Louttit, and Acraman.

Item 2

There were a number of C.C.I.'s absent but it was known that in a number of these cases it was due to the power cuts.

Item 3

Minutes of the previous meeting

Mr. Shea-Simonds asked if the question of training aids could now be treated as a matter of urgency by the Sub-Committee appointed to deal specifically with this item. The Sub-Committee is accordingly asked to submit any recommendations it may have at the next S.T.C. Meeting.

Mr. M. Read asked for confirmation that general permits are now applied for through the B.P.A. office and not through the Department of Trade and Industry.

Confirmed.

The question of lifting of reserves was again brought up, but as details requested at the Instructors Convention had not been forthcoming from all Clubs, this matter would be adjourned to the next S.T.C. meeting, by which time it was hoped that C.C.I.'s from all clubs will have submitted details of all reserves in current use in their clubs which were manufactured before 1950.

Previous minutes proposed by Mr. Shea-Simonds and seconded by Mr. B. Jerstice.

Carried.

Item 4

Clearance Requests

The following people were cleared to jump wings and foils etc :

Mr. J. S. Reynolds, Corporal W. M. MacLennan, Corporal P. McQuire, Lance-Corporal I. Gray, Lance-Corporal C. A. Cameron, Trooper R. J. Dodd, Private G. Falconer, and Mr. J. R. Norris, Mr. B. Francis, Mr. R. O'Brian, Mr. B. Burne, Mr. G. Shone.

Instructors Ratings

The following instructors ratings were renewed.

Messrs. Cooper, Melville, McGill and Forster.

Item 5

Riggers Standards

This matter was discussed at length by the Committee and it was agreed unanimously that it was now a necessity for a Riggers Sub-Committee to be formed. The following people have been approached and agreed to form a Sub-Committee:

Mr. H. Curtis, Mr. I. Wright, Mr. J. Gregg, Mr. A. Hooker, Mr. G. Shone, Mr. L. Thomas, Mr. S. Talbot.

It was agreed that the above mentioned Riggers will have a free hand to choose their own Chairman and arrange their own meetings. However the S.T.C. would appreciate reports from the Sub-Committee to coincide with S.T. meetings if possible.

The S.T.C. unanimously offered whatever assistance it can to the Sub-Committee, but it was felt that they had the greater knowledge in the rigging field and the S.T.C. would be happy to be guided by them.

Item 6

Emergency Procedures

It was agreed unanimously that this subject could not be dealt with during the course of an evening and that a whole day be set aside and all Instructors invited to attend a meeting to discuss this subject.

The venue will be Grindale Field and the date will be Tuesday the 11th April at 0900 hours. It is for C.C.I.'s to notify all Instructors of this meeting and urge them to be in attendance if possible.

Item 7

Bag Operated Static Line System

Mr. Sherman was not in attendance and no further information was available.

Item 8

Static-Line Malfunctions

As this was a matter which had been put on the agenda at the specific request of Mr. Meacock, the same was adjourned to the next S.T.C. meeting when Mr. Meacock would be in attendance.

Item 9

Other Business

Relative Work

It was agreed unanimously that relative workers no longer be restricted to the minimum altitude of 5,000 feet, although the minimum break off altitude would of course remain the same.

It was pointed out that any parachutist carrying out relative work under 5,000 feet did so at the discretion of their C.C.I.'s.

AOSTA PARAMEET

By SALLY GARDNER

It was all a bit vague — some sort of international parachute meet at Aosta, Italy. However, with free food and accommodation, and free jumping, you couldn't go far wrong! So one damp Thursday evening Terry Day, Terry Crawley, Dave Waterman and myself piled into Dave's well-laden Renault and off we went for the Alps.

After slight confusion in the Paris rush-hour, lunch at Chalon to bring back happy memories for Terry Crawley, and a slightly hazardous drive in blinding rain over the TOP of the St. Bernards Pass (it cost £1 to go through the tunnel!), we arrived at the St. Christophe Airfield at Aosta.

The hotel where all the parachutists were staying was excellent. The bedrooms had their own baths or showers, the food was first class — and the bar was open late every night. While we had a late meal, we were told a bit about the meet by Marchis Carlo, director of the Paraclub Valle d'Aosta. The meet was an accuracy competition — three jumps, no throwaways — and then there was to be a display jump from each of the competing countries. Six countries in all were represented — Belgium, France, Italy, Switzerland, USA and England, and France, Belgium and Italy had two teams each. The meet was sponsored by the Aosta Tourist Organisation to promote tourism in the valley.

We awoke the next morning to thick mist, low cloud and rain. We could just make out the mountains just across the valley, and were surprised how narrow the valley was. Over a continental breakfast we met the rest of the parachutists — including the 7th U.S. Army team from Germany. Obviously jumping was out of the question, but we made our way down to the airfield to have a look at the dz. The windsock hung straight down in a sad and soggy state, and in fact we weren't to see it move throughout the entire weekend.

Everyone got together in the organiser's office to draw for positions for when jumping could begin, and England was drawn first! However, the cloud wasn't to lift that day at all. We spent some time wandering round the pretty Italian village centre, and went back to the dz for an early evening reception with drinks and light refreshments when the meet was officially opened by the mayor of Aosta.

As it got dark, the weather began to clear a little, and we all became optimistic for a good days jumping on the Sunday. That evening the hotel had put on a special dinner for us, and over wine and beer, parachuting talk in four languages went on until the early hours. We were woken early Sunday morning by the sound of cowbells, and sunshine was filtering in through the windows. No doubt about it, jumping would be on!

After a hasty breakfast, everyone went straight to the airfield, and the jumping began at 9 o'clock. Each country was to do three jumps with a three man team, and as England had been drawn first, up went Terry, Terry and Dave to do the streamer run and then jump. The streamer was thrown from the Air Macchi aircraft 50 feet right of the pit. It landed 50

feet right of the pit — there was no wind at all. Jumping began in earnest, lift after lift with no delays. The standard of accuracy was high, but some mistakes were made because of the exceptional nil wind conditions. The allowed delay was 0-5 seconds only, so it was difficult to get a good stack for team accuracy.

The French team obtained three dead centres on one of their lifts, but unfortunately after their impressive scores, on their last lift one of the team had a zap, and so they did not win the contest.

70 per cent of the canopies were Ptch's, with the others equally divided between Olympics and PC's.

At one o'clock a van from the hotel arrived with a marvellous packed lunch, including beer, for everyone, but jumping did not stop.

At three o'clock the last lift of the contest was down, and an Italian team had just won by a few points. England certainly didn't disgrace themselves, and came about half way down the list.

After that there was time for four displays. Up first went an American and French team, who did relative with smoke — and then us. Terry Day and myself went up to 8,000 feet and when we left the plane the mountains still towered above us — a really beautiful sight. After a rotating link-up, we broke off high as Terry was jumping a wing. In the nil wind conditions he really moved, and his smoke, which had failed to work in the air, burst just before landing to hide both Terry and half the spectators in a bright orange fog! The Italians thought it was all part of the show and loved it!

On the Sunday evening we had a presentation in one of the hangers on the airfield, when the winning Italian team was given the competition cup, and we were all presented with souvenir medals. The organisers had arranged free admission to a night-club for the competitors for the Sunday evening, but it was a long drive up the mountains and feeling we had enough driving ahead of us the next day, we gave it a miss and spent the evening in the bar.

Early the Monday morning we gathered up our parachutes and hangovers and made off for England, getting a late night ferry across to Dover.

Looking back, it was a really excellent weekend, despite the initial disappointment over the weather. And the amount of thought and effort that must have been put into it by the Italians is remarkable. The whole weekend turned out to be a big success, and of course it has certainly put Aosta on the parachuting map. It would be nice if we could get someone to sponsor something similar in England.

BRUNEL UNIVERSITY

There will be nine days of jumping at Bembridge, Isle of Wight, from Friday 28th July to Sunday 6th August.

Aircraft will be Britten Norman Islander and a Cessna 182. Accommodation will be camping about 200yds from the airfield at a cost of 12½p per person per night, alternatively make your own arrangements.

All those interested in coming, please contact **Andy Meysner at 2A, The Limes, Chase Side, Enfield, Middlesex.**
Telephone 01-363 9090.

Open to all categories of parachutists.



Vertical approach at Aosta

ADVICE FOR POTENTIAL INSTRUCTORS

By KEN FORSDYKE

The clear and effective instruction of first jump students is probably the most important job a B.P.A. Instructor ever carries out. If the first instruction is not satisfactorily absorbed by the student he may take a long time to recover from this bad start. His first instruction will stand. If the instructor does not impress and gain the respect of the student then the club may suffer because the student may not return for a second jump and subsequent jumps. The good instructor can be measured by two yardsticks. How do his students perform, and how many return for subsequent jumps. I will not dwell on methods of teaching here. These should be outlined in the basic instructors course. No one method is right for any one part of the basic and subsequent training. Each instructor must develop his own style of instructing. He must not rely on one method of instructing. A student will probably only give you full attention to a lecture for a matter of a few minutes, and therefore lecturing for a basic parachute course is probably a method to be used in very small doses unless you are brilliant at it.

So many instructors make the mistake of belittling their students. There is never any excuse for shout-

ing at a student. Remember he may be in every respect superior to you except in parachuting. The instructor must show patience and tolerance. He must never demonstrate favour to any individual parachutist. To lose one's temper shows weakness. The stresses of parachuting do not make it easy for an instructor to remain outwardly unruffled by events which cause annoyance.

The student is probably the best judge of instructors. When I was at school and subsequently at University I could tell without much hesitation from whom I was learning most. That is not to say an unpopular instructor is a bad instructor, but if a student dislikes his teacher he will not learn as readily as he could if this tension were not there. What a pity that students do not have more influence upon instructors, their training, and their passing out exam.

The potential instructor may never have had any previous experience of teaching anything but parachuting. He may be unable to express himself. He must make a real effort to develop powers of self expression. He must work hard and develop his own style of parachuting instruction — constantly examining critically his performance and asking for help and advice from friends or even his students. No instructor I have heard of should be entirely satisfied with his performance.

The idea that the basic course should take twelve hours is of course a myth and I don't think anyone seriously can propound the theory that time is relevant to effective teaching. I always feel ashamed at the time I take to impart to a class the necessary information for them to undertake a parachute jump safely on our D.Z. I feel some of the education experts would be horrified at the nine/ten hours which is the norm. Given the right conditions and facilities I feel sure that the course could be completed in a fraction of the time. Teaching methods have improved enormously over recent years and parachuting must improve theirs. An instructor has a responsibility to his club and his students. He may have other responsibilities of a wife and children and a career. The mature instructor will try and strike a balance between all these responsibilities. Some instructors appear to put parachuting before everything else. This may be right for them but not necessarily right for you. No potential instructor should feel he must be on the D.Z. if family responsibilities dictate otherwise. The instructor who dispatches students with other things on his mind is a danger and should stay at home. He may have a problem because I believe that the essence of parachuting and student dispatchings demands that the instructor parachutes regularly. That does not mean he has to do a large number of descents but that he must dispatch regularly and keep his hand in.

One last point, be warned about the know all parachutist who will seek to advise you on a variety of parachuting aspects. Pete Sherman summed it up for me when he said, "some people have ten years experience in parachuting, others have one years experience ten times!" My advice is believe half you hear, ask for facts, and ask for their source. When in doubt write to the safety committee, bearing in mind that they are fallible.

Irvin 'Hitewarner'

By E. D. KENZIE

More years ago than one cares to admit a team of development engineers at Irvins was discussing a requirement for an Automatic Opening Device. The instrument was to be used by aircraft crew members who might be unfortunate enough to have the need of parting company with an ailing aeroplane. At extreme altitudes at which bale out might occur, the environment would be physically harmful. To minimise the time during which a parachutist would be exposed to such dangers, the A.O.D. would be made to initiate parachute deployment at about 13,000 feet, this being a comfortable oxygen level.

One member of the Irvin team discussing the problems suggested, somewhat facetiously, the placing of a bell in the airman's helmet made to ring at the appropriate altitude, thus warning the wearer that he was at pulling height. The idea didn't deserve the ridicule which it received. After all audible warning devices are a part of everyday life; whistling kettles and alarm clocks are two examples. It is also interesting to note that Doddy Hay, in his book "The Man in the Hot Seat" published by Collins, mentions an acoustic chronometer which the Russians fitted to their team members' helmets for the 1954 World Sky Diving Championships. But at the time when we at Irvin were laughing the bell-in-the-helmet idea out of court, the art of free fall parachuting, as we know it today, was virtually unheard of. That fact alone may stand as an excuse for not developing the germ of an idea into useful fruition until now.

It came to be realised that an audible warning system for free fall parachutists could provide a measure of safety by employing a hitherto unused sense — the sense of hearing — when performing the art. The parachutist's sense of sight is already over-burdened; any impairment of that most precious of faculties could have dire consequences. The writer would, at this stage, like to quote from a letter he received not long after we had made the decision to embark upon the design of an audible warning system:

"Dear.....,

A very brief note regarding and his 'happening'. I spoke to him the other day and he was more than willing to disclose all the details. He'd got about 100 free fall at that time and it was on a display where there was a relative group down the middle and three trackers out to the sides. He was in the relative group which broke, as briefed, at 3,000 feet on a good spot. The other two pulled at 2,000 feet as per but he went to about 300 feet! I was tracking back to the group, saw two open, came in a little more and pulled. I checked my chute, checked the spot and wind/line etc. and suddenly saw a P.C. open way below. I thought: Bl.....y hell! and then saw some 5 to 10 seconds later the canopy collapse. He blamed his altimeter and said by the time he realised it was playing up, he'd got down that low. He pulled, not having seen the ground that

close. He was wearing dark goggles on a late afternoon jump with the sun quite low, and a bit of a heat haze. Your device would simply have prevented this . . ."

ADVANTAGES

The list of advantages to be gained from relieving the burden of the eyes is convincing enough to no longer consider the bell-in-the-helmet idea as one to be scorned:

1. Frosted or misted goggles, sunlight glare etc. would cause less concern.
2. Greater attention could be given to photographic work without fear of forgetting to refer to the altimeter from time to time.
3. Greater visual attention could be given to relative work.
4. Students could better concentrate on maintaining stability.
5. Mis-reading the altimeter would no longer hold obvious dangers.

BASIC REQUIREMENTS

After careful thought and consultation with members of the free fall parachuting fraternity, a number of pre-requisites emerged on which to form the basis of design:

1. Low cost.
2. Small in weight and size.
3. Robust.
4. Accurate.
5. Reliable.
6. Foolproof.
7. Easy to maintain.

Although all the above can be considered to be of equal importance, the writer has deliberately headed the list with low cost. The equipment must be designed with a consideration to selling at a price that even the least of safety conscious parachutists can afford.

DESIGN

The foregoing requirements clearly defined, the design of the Irvin 'Hitewarner' was completed with all the aims achieved. The equipment comprises a pressure sensing element and switch mechanism, housed in a case designed to fit on the instrument panel, normally attached to the reserve parachute pack. An adjustment facility is provided so that the buzzer will operate at the appropriate height above the D.Z. The correct setting to dial is arrived at by referring to a slide computer (Irvin Hitefinder Baroslide). Alternatively a graph may be used. In either case the barometric pressure prevailing at the D.Z. must be ascertained. The buzzer is a highly reliable piece of electronic equipment, the tone and frequency of which have been carefully selected to provide a signal to gain maximum attention without being physically harmful. It is assembled in a plastic ear-piece designed to fit snugly behind the ear without discomfort to the wearer when a helmet is donned. Power for the buzzer is supplied by two mercury cells which have an expected service life of three years.

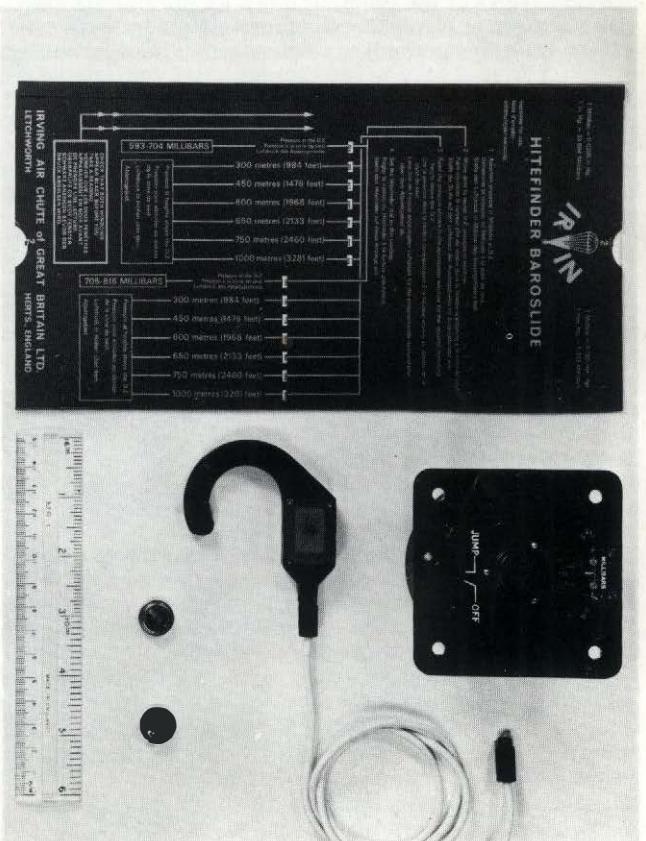


A switch on the main body of the equipment has three positions, two of which are marked "OFF" and "JUMP". When it is required to test the buzzer for sound before take off, the switch is simply turned to the "JUMP" position. If a test is to be made in the aircraft prior to jumping, the switch is moved to the "JUMP" position and biased beyond that position when the buzzer should sound. Relief of the bias force will allow the switch to return to the "JUMP" position when the exit can then be made.

SPECIFICATION

1. Size (Main Body) — 3 1/4" x 3 1/4" x 1 1/2".
2. Weight (Total) — 7 3/4 oz.
3. Range — 640 millibars to 1010 millibars. i.e. Usable for safe operating heights above D.Z.'s ranging from sea level to 12,000 feet above sea level.
4. Accuracy — plus 200 feet, minus 100 feet over the whole range.
5. Repeatability — within plus/minus 50 feet.
6. Temperature range — plus 70° C minus 60° C.
7. Shock — will withstand shock loads applied in any direction up to 100g.
8. Corrosion resistant materials are used throughout the construction.

PRICE: Available on request from IRVIN Great Britain Ltd., Letchworth, Herts. Price reduction for Clubs buying in quantity.



“ . . . AND RELY ON THE SKILL OF THE PILOT ”

by Colin May

There have often been cases of emergencies occurring in aircraft where parachutists have abandoned the plane and deployed successfully either main or reserve parachutes. For the second time in 2½ years the Old Warden Flying and Parachute Group have suffered the misfortune of losing their aircraft — this time the cause being a loss of engine power during take-off.

During A/c emergency procedures taught to students it is emphasised that if there is insufficient altitude to leave the aircraft, then rely on the skill of the pilot to land the aircraft safely with everybody on board. This was the task which faced pilot Ron Burgess and most of all the three parachutists on board are grateful for the excellent way he handled the situation.

It was to be the last lift of Boxing Day with Bob Hiatt, Howard Becker and myself hoping to manage a last accuracy jump before dark. Ron taxied the group's Cessna 175 down to the far end of the runway, carried out his pre-flight checks, opened the throttle and started his take-off. At the critical point of departure from the field the engine faltered and lost power. Ron juggled with the throttle in an attempt to gain flying speed. An attempt to turn the aircraft at that speed would definitely have spun one wing into the ground. He could not alter his course or increase the length of runway over rough ground due to the presence of the hangar, other parachutists and vehicles. The only alternative was to hope for flying speed plus a ramp of about 1 foot high and lift the plane to an adjacent field.

Being aware of the pending ditch I just felt helpless to avoid it and braced myself. If anyone wants to know what it's like, then it's not unlike a relative group being smashed — all hell breaks loose. The Cessna ploughed along the ditch for 20-30 yards and came to rest nose down, tail up, pilot slumped over controls and parachutists in a heap on the floor. The parachutists being protected by mains, reserves, and helmets escaped with minor bruises to arms and legs. The pilot, although strapped in his seat by a lap strap, suffered a black eye, blooded nose and other reminders from contact with the instrument panel and controls. Willing spectators pulled Ron out and the owner of the D.Z., Gordon Maskell, sprayed a fire extinguisher on the still hot engine. Fortunately there was no fire. Ron was taken to hospital in Bedford where he was kept for 24 hours observation. A suggestion to pilots — wear a bull harness.

The Air Registration Board have from their magic charts of temperature and relative humidity suggested that icing of the carburettor was the cause of engine failure. The aircraft is written off and the icing up was a phenomenon of nature. The presence of vehicles and persons could have been avoided at the end of the runway — herein lies a lesson to all D.Z.'s — and might have given the pilot overshoot when yards were vital. Thanks again go to Ron for handling the situation as he did. The Group have lost an aircraft but there was no serious injury and Bob, Howard and myself are still jumping.

Due to my departure to South Africa I am not aware of the results of the meeting of the group on the 5th February which will determine the future purchase of a replacement aircraft. Perhaps the Editor or Bob King could append this article with news of the current situation.

Editors note : The Group have now acquired a three place Beagle Airdale and are operating as usual.

The Story of a Cardiac Arrest (or my millionth heart attack)

The ground training for this particular course had gone more or less according to plan. With one very slight exception, the individual who periodically asked the question "What happens if I freeze on the wing?" From this I deduced that this particular unfortunate had a psychological problem and I dealt with him accordingly.

The course consisted of eight men and one woman, their ages ranged from 19 to 51 years, and even though several of these aspirants were over 40 their general physical condition was good!!

Ground training was completed on the Sunday morning and by 1.30 pm the first stick of eight were kitted up and briefed prior to emplaning the Rapide. In view of my suspicions re: 'The Freezer' I placed him number 2 on the 1st pass. Number one being the very intrepid and charming Shirley Fisher who has since described herself as a "fallen woman".

At 1000 feet I proceeded with the routine of hooking up and to my surprise number 2 'The Freezer' clung to his hook and offered me violence. The matter was quickly resolved without fuss, and freezer was duly hooked up and seated in the Jumpmasters chair. By employing a degree of emotional verbal pleas and overwhelming histrionics 'freezer' was able to convince me that he was now an integral part of the fuselage of GASJG, he therefore remained in the jumpmasters seat, a spectator to what was to follow.

Number one left the aircraft in great style and the aircraft circuted for the second pass. This went off well. Then came pass number three and the oldest of the students was on his way out onto the wing; once there he seemed reluctant to go. Even after three commands. He was brought back and the aircraft made another circuit, this time on the third command 'GO' and a very sound slap on his right thigh he adopted a classic 'praying mantis' position and released the aircraft. This middle aged gentleman then demonstrated an incredible feat of agility, he effected a vertical half right turn and grabbed the static line in his right hand. As he fell away from the aircraft his hand travelled down the static line until he inevitably came upon the pilot chute assist tie. As the tie broke he was grasping the pilot chute by the pointed end. He then adopted an equally classic 'statue of Liberty pose' and accelerated earthwards. If it were not for the possible tragic consequences, I would have considered this to be an amusing trick.

The main pack was open and its contents began to deploy half-heartedly, finally taking up a horse-shoe configuration with about 1/3 of the canopy visible. The individuals rate of descent must have approached T. V. and after about 15 seconds had elapsed, I had abandoned all hope of his survival. It was at that point the canopy deployed and was apparently normal for about 6 or 7 seconds then he landed. A number of eye witnesses on the ground estimated the deployment altitude at somewhere around 150 feet.

There then followed two normal exits and one more refusal. I debriefed the whole lift as normal and we were all naturally anxious to hear what the erring student had to say for himself. It would appear that he had no clear recollection of exit or what followed immediately after, however, he did think he had bad twists in his suspension lines so he pulled the risers apart per instructions. Apparently he was unable to do this and retain his grip on the MA1 and so although until now he was unaware that anything really serious was wrong, his life was saved.

Continued on Page 29

BRITISH PARACHUTE ASSOCIATION
MINUTES OF COUNCIL MEETING
Artillery Mansions, 75 Victoria Street, London SW1H 0HW
Thursday, 10th February 1972

PRESENT:

L. N. E. St. John—Chairman

R. S. Acraman	W. J. Meacock
W. G. Boot	T. Rixon
A. J. N. Cole	G. C. P. Shea-Simonds
J. Crocker	P. W. Sherman
K. Dinneen	Wg. Cdr. G. F. Turnbull
Captain D. Hughes	A. J. Unwin

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec-Gen, BPA*
Lt. Col. G. M. Hawtrey—*Sec JSPC Netheravon*
W. O. E. Lewington

The meeting endorsed a vote of thanks from the Chair to Wing Commander G. F. Turnbull for his very valuable service to the Association as Chairman of the Council over the previous four years.

Item 6

PREVIOUS MINUTES and MATTERS ARISING

Acceptance of the Minutes of the Council Meeting of 22nd January was proposed by Mr. Shea-Simonds and seconded by Mr. Crocker, and approved by the meeting.

Matters Arising

National Championships. The Chairman invited Mr. Cole to report on the FAI (CIP) meeting and to relate this to the planning for the 1972 National Championships. Mr. Cole reported that the FAI had endorsed new rules for the 1972 World Championships and that copies of these rules would be available to interested parties in due course. The number of jumps had been changed to give 10 Accuracy, 5 Style and 5 Team jumps—a total of 20 jumps per competitor. The Chief Judge will be from Bulgaria and 20 judges had been nominated, including Mr. Cole. These 20 judges would be vetted at a symposium prior to the Championships to produce a final selection of ten. FAI had approved the inclusion of a Relative Event in the 1974 Championships but it would not count as a scoring event until the 1976 Championships. Mr. Cole reported that he had been nominated as a Vice-President of CIP but in view of the political climate and discussions with the USA representatives had considered it wise to refuse nomination at this time. The new rules for World Championships would be used when framing our own National Championship Rules. Judging of Style at the World Championships would be by means of video-tape recording and he hoped to spend some time in France with Mr. A. Papazov who was prepared to allow him the use of the French equipment in order that he could get training in Style judging in preparation for our Nationals and the World Championships. It was agreed that Mr. Cole should investigate the possibility of one other judge accompanying to France. Mr. Cole stated that there was every possibility that Mr. Papazov would be prepared to act as Chief Judge at our Nationals and the meeting agreed that he be invited.

In answer to Mr. Sherman who asked if the number of jumps at our Nationals would be the same as for the World Championships, Mr. Cole replied that this would not be the case as we could not afford the time and money to complete such a large number of jumps. There would be an increase in the number of jumps

proportionate to the increase in the world Championship rules and the general rules for judging, control and technical aspects would be brought up to date.

The Sec-Gen reported that approval had been given for the use of Weston-on-the-Green as the venue for the Nationals. The RAF had stated that it would be better if we could advance the dates by one week from 3 to 11 June as requested, to 27 May - 4 June which would be less likely to be affected by their own requirements for Military Parachute Training. The effect of the change would be that the 'Daily Telegraph' pavilion could not be made available for the public day which would now be 4 June. Captain Hughes said that the Nationals starting only three days after the Army Championships would be acceptable to the Army competitors and that he would make his Netheravon staff available to assist at the Nationals. The meeting approved the change of dates subject to an assurance that we would be afforded as far as was possible, the unrestricted use of the area. The Sec-Gen sought the views of Council as to what prizes were wanted for the Nationals. There had been suggestions in the past that we should consider the award of medals instead of tankards and salvers. Various suggestions including equipment, money and medals were discussed and the meeting finally agreed that tankards/salvers and or any other items as decided between the Sec-Gen and the Daily Telegraph would be acceptable.

Mr. Meacock asked if any thought had yet been given to the selection of a coach for the British Team. Mr. Cole replied that he had a short list of possibles, Messrs Charlton, Savage, Vatsndal, Peacock and Turner, some of whom would automatically have to refuse because of the six weeks away with the team. It was agreed that Mr. Cole approach Messrs Turner, Peacock and Savage, in that order, to ascertain if they would accept the appointment.

Item 5

PAYMENT TO MAJOR SCHOFIELD

Wing Commander Turnbull referred to Item 5 of the Minutes of Council Meeting of 22nd January and made the following statement:

"I am of the opinion that Council has made a mistake and that the decision to pay a sum of money to Major Schofield was unethical. I do not believe the Council has the right, however well intentioned, to back one BPA member against another, excepting always in the case of the Editor of the Magazine, when I would strongly support such a decision. This had in fact been a personal matter between two fully paid up members of the BPA who sought legal advice and, after various arguments to and from, it was decided that an apology should be published. The apology was duly published and that was the end of the matter."

"It is with considerable regret that I see Council has chose to make a donation to the person who was judged to be in the wrong. I am concerned not from a legal point of view because there is no legal issue— my criticism is purely from an ethical point of view. I must say that I am deeply disturbed by this decision and I cannot ally myself with it in any way. I am therefore asking that my comments be recorded in the Minutes of this meeting and published in full in the 'Sport Parachutists' magazine."

Portable Exhibition

Mr. D. Waterman was invited to report on the progress made on the portable exhibition. He explained that the basic design was for ten 6' 6" x 3' boards depicting the various aspects of the sport.

These boards could be linked to form a variety of shapes according to space available and the total cost would be within the suggested amount of £250. The meeting approved the expenditure on the exhibition as outlined. In referring to the Sec-Gen's concern about the problem of storage and the possibility of damage due to mis-handling, Mr. Waterman pointed out that there was a sufficiently large number of displays or demonstrations during the course of a year to ensure that the exhibition would not have to lay around. Additionally, as a result of recent discussions with the Midland Bank, there was the possibility that the Bank would be agreeable to use the exhibition at selected Branches when not in use by the Association and that they would accept responsibility and cost of transporting and erecting the exhibition at the various locations. This would solve the storage problem and a considerable amount of the cost. Wing Commander Turnbull complimented Mr. Waterman on the concept of the exhibition but warned that unless such an arrangement as was envisaged with the Midland Bank was forthcoming we should exercise caution and ensure that sufficient manning support would be available. He also warned that transportation and erection could be costly.

The Chairman was of the opinion that a special crate should be made for the transportation of the exhibition and Mr. Waterman agreed to take this into account.

Mr. Meacock, on behalf of W.O. Lewington, suggested that the exhibition could be taken around by The Para Regt. Team. Whilst such an offer was appreciated, it was agreed that priority would be given to the larger air and sports displays and static displays such as suggested by the Midland Bank. Should the exhibition be available outside of these priorities then Council would be pleased to accept bids by teams and clubs. Mr. Unwin suggested that the CCPR could be another outlet which may be used to advantage. He also suggested that if the first year proves successful we should consider having further sets made up — these of course would be considerably cheaper to produce since the photographic work would be less.

New BPA Badge

Mr. Parkington-Smith presented the work he had done on designs for a new BPA Badge and demonstrated how his ideas could be utilised in the various forms required for badges and communication material. The meeting was particularly impressed with the presentation and was satisfied that he had produced the type of image wanted for use 'across the board' in the various BPA badges, house literature, documents, etc. In reply to the Chairman, Mr. Parkington-Smith stated that at this stage he had not given any thought to production costs but pointed out that he and his colleagues were involved in buying print, paper, plastics etc. and if the meeting wanted him to be further involved in the project he could avail the Association of those buying facilities which would be very competitive. Mr. Meacock pointed out that we had a very competitive printer in Peterborough and that we should avoid paying London rates.

The meeting agreed that Mr. J. Cole and Mr. D. Waterman work in conjunction with Mr. Parkington-Smith to bring before Council detailed ideas of design for the various requirements — and also with the Sec-Gen on how the introduction of these requirements should be phased. It was further agreed that they consider production costs and get quotations for the various items.

Club Exemptions (D of T & I)

Mr. Unwin reported that he had visited the Southern Division and had discussions concerning the present system of issuing General Exemptions to Clubs. As a result of his discussions he was of the opinion that approval would be given for a single Exemption to be issued to the BPA to cover all approved clubs as notified by the Association to the Department of T & I. It was agreed that BPA write to the Dept. requesting approval. It was further agreed that a letter be sent to the ARB requesting that the C of A of all approved types of aircraft (as per D. of T & I list) be

automatically annotated suitable for parachuting. Mr. Unwin would provide information for the letter.

Communication with National Newspapers and Other News Media

Mr. Unwin asked if we had implemented the suggestion that we send the magazine to selected National Daily Newspapers and other news media. Mr. Waterman stated that a list would be provided in time for the next issue of the magazine.

Aviation Council

Mr. Unwin asked what the position was with regard to BPA representation on the Aviation Council for the coming year. The Sec-Gen reported that there was a standing representation of The Chairman and the Sec-Gen both of whom had voting rights on the Council.

Government Grant Aid

Mr. Unwin asked how much BPA receives in the form of grant aid and how much is being used at this time. The Sec-Gen reported that the BPA receives a total of £2,300 per year in the form of an admin and Coaching Grant. This grant was intended for use in connection with salaries and office administration and was in fact fully used as part of such expenditure. The Sec-Gen further pointed out that a bid had to be submitted annually and that the bid for 1972/73 had to be at the Sports Council by the end of February. He then outlined his proposal to increase the bid by another £1,200 towards admin. expenditure and to seek aid for the World Championships. The new Sports Council would from April 1972 be responsible for grant aid and had indicated that it would consider bids from non-olympic sports for grants towards pre-World Championship training — the Sec-Gen said that he would also make a bid for aid towards the British Team Training. Mr. Unwin referred to the fact that BPA had accepted the recommendation of the Committee set up to consider the employment of a full-time Safety Officer/Coach. That committee had agreed that BPA should attempt to secure such an appointment when the growth rate and the financial position would warrant the expenditure. He felt that the additional responsibilities which BPA has taken on and the growth of the sport were factors which may now justify an application for a grant towards the cost of employing a full-time National Safety Officer/Coach. The Sec-Gen stated that he would consider this when preparing the bid for the coming financial year.

Item 7

PARASCENDING. In the absence of a nominated Parascending representative Mr. Crocker asked that this item be held over.

Item 8

Certificate of Appreciation for Services to Sport Parachuting.

Mr. Meacock suggested that Council consider the presentation of a Certificate of Appreciation to selected individuals for services to sport parachuting. The certificate having been approved in Council would be handed over for presentation by the club concerned. It was agreed that such a certificate be introduced and that Mr. Shea-Simonds would produce a sample for consideration by Council

Item 9

PARACHUTING PUBLICATION (Know THE GAME series). The Sec-Gen reported that F. Sgt. D. Peacock had some time ago approached the publishers of the 'Know the Game' series of sports handbooks and the publishers had in turn been in touch with him. F. Sgt. Peacock had been invited to attend the meeting to put his case — in his absence the Sec-Gen felt that the best Council could do would be to ask Mr. Waterman if he would be prepared to liaise with the publishers to ascertain the financial implications of having a publication about sport parachuting issued under the 'Know the Game' series. Mr. Waterman agreed.

Item 10

Legal Advice—Sport Parachutist

The Sec-Gen stated that in view of the recent problem he had thought that we should seek legal advice concerning our responsibilities as publishers of the magazine. Wg. Cdr. Turnbull pointed out that there was no guarantee of 100% protection but suggested a form of wording which should be suitable for our purposes as an Association. He agreed to provide the Editor with what he considered to be a suitable text.

OTHER BUSINESS

Item 11

Applications for Affiliation

R.S.A. Club

approval of affiliation proposed by Mr. J. Crocker and seconded by Mr. G. C. P. Shea-Simonds.

Carried unanimously.

Automobile Association Para Club

approval of affiliation proposed by Mr. W. G. Boot and seconded by Cpl. R. S. Acraman.

Carried unanimously.

Arising from discussions concerning these affiliations was the question of the use of Blackbushe Aerodrome for dropping student parachutists. It was understood that the original approval had been granted with reservations. The Chairman stated that steps were being taken by W.O. Lewington to have a new clearance issued, and that the matter should be discussed at the next S & T Committee meeting.

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ODDS AND ENDS

By Lt. BOB WARD

Parties are the worst places to ramble on about ones fads, especially sport parachuting. However, two days after this party I received a telephone call, "How would I like to make a jump". Several telephone calls later it turned out that a water jump was required for ATV film series "The Protectors", a Group Three Production starring Robert Vaughan and Nyree Dawn Porter.

After several meetings at the Grand Verdala Hotel with the directors of the film company and the pilot Henry Falzon, who is also President of the Malta Flying Club, a date was agreed on. This was to be the setting for the next few days with cancellations and postponements. I almost gave up and then the word came. So up at half six in the morning and up to Luqa Airport. Off we go in a Cessna 172 plus pilot, jump pilot, and Ray Frith from the film company to have a look. After flying around for thirty minutes or so and repositioning the boats and camera unit, we returned to Luqa.

A cup of coffee then into a wet suit, life jacket, parachute reserve and helmet. It was quite amusing to walk out on to the hard standing of an international airport dressed up in a black wet suit, red helmet and parachute gear — I got some strange looks! Eventually I clamber into the other Cessna 172 and accompanied by the other aircraft we take off. The other Cessna had radio contact with the ground and then relayed information onto me. One streamer over the boat, another streamer dropped over the opening point — spot OK. Film unit ready now as we climb to 2800 and circle for another five minutes. Then off we go on jump run a few corrections then I yell "Cut", and off I go, good opening, drop reserve and I can see the beautiful blue sea beneath, calm as a millpond. Suddenly its coming up at me, as I drive in all the way, splash, water everywhere, quick releases away and I'm clear, ten seconds later picked up by a rubber inflatable with outboard engine, and back to the boat, to clamber on board. "Well done" they say, "But you landed the wrong side for the film unit." A glass of whisky was thrust into my hand and a quick gasp on a fag. The parachute is recovered and we set off for the landing stage, pack up my kit and off for a bath and rinse my gear.

At half past one the same day I get another telephone call from the Production Manager, Norman Foster, "How about doing it again tomorrow?" "OK," I say, "If you double your money," "OK," says Norman, "It's a deal," so two jumps in two days for two fees, and of course doubling up for the heroine of the film, Nyree Dawn Porter on both occasions.

Second time round everything goes well, splash I'm down again, "It's a snip" says Norman as he thrusts another glass of whisky into my hand. So in six months time if you see a parachutist in a TV series called the Protectors landing in the sea, it's me doing my one and only film part. You never know I might get signed up again another day!

INTRODUCTION TO ANDY KEECH'S ARTICLE BY IAN MERRICK

The following article is from Andy Keech AFI, who now lives and jumps in the States out of Washington. Some old hands may remember that he was one of the original Ossie Marauders who invaded this country some years ago along with Don West and Brian Brown. He kindly wrote it for our mag. hoping that it may be of some help to any latent sky eyes searching for information.

While Andy by no means prevails to be the world's expert on equipment and free fall photography, and certainly does not denounce any other system, I can say though that I have sat looking into many a weird contraption in free fall but having seen this one myself can vouch that it is really neat. Simple, compact and reliable, even a dummy like me could use it after one jump.

A CHANGE OF MIND by ANDY KEECH

DIAGRAM 1

Most major camera manufacturers are now producing electrically driven motorised bodies, suitable, to varying degrees, for use in free fall. This article is not written to "push" a product, but hopefully, to cut corners for anyone just getting into free fall photographic equipment decisions.

After a season of jumping the motorised Hasselblad EL 500 I decided to change to 35mm format because :

- A. One frame per second is too slow;
- B. Shutter speed is limited to 1/500" second;
- C. The camera is very heavy, and opening shocks have been injurious to jumpers;
- D. The variety of lenses is as limited as they are expensive;
- E. It suffered from the usual fatiguing of home-made wiring, that seems to generally plague free fall equipment;
- F. The luxury of 2¼ square did not compensate for the above.

While reluctant to give up on equipment for which I had developed an affection, I grew to realise I was involved in an exercise of determination over common sense.

Points which I felt to be important in choosing the new equipment were :

1. Reliability of overall system;
2. Ruggedness;
3. A simple, reliable wiring system;
4. A dust-proof body;
5. A light-weighted body;
6. As a weight consideration, to avoid carrying the power source on the camera;
7. A reduction in pre-jump plugging, switching on, and checking procedures;
8. The availability of a variety of fine wide angle optics (lenses);
9. Convenient portability;
10. A reasonable price range.

While normally a compromise is necessary with a series of conditions, I found the motor driven Pentax was rarely

equalled, and never exceeded by any system on any condition above.

The specifics include :

Camera body and motor — 36oz. Motor speed 3 F.P.S. Shutter speeds to 1/1000 second.

Battery pack in the form of a pistol grip with built-in trigger release— 17oz., 12 volt, containing a nickel-cadmium cell, or a battery loader, with 8 pen light batteries. Endurance on the N/C cell is 2000 exposures; and 1500 on the batteries. Dimensions: 5¼" long by 1¾" diameter. This pistol grip is a comfortable handful for either remote release (helmet mount) or hand-held photography. There is a 3-position knob to select "OFF", automatic, and single frame operation.

DIAGRAM 2

Remote release lead. Length is 40" (one metre). It is fortunate this lead was not a yard, as 40 inches is just comfortably sufficient. This item has the important feature of one-piece wiring, and avoids the necessity of carrying the power supply (a weight penalty) on the camera. Each end is fitted with reinforced, identical, right-angle connectors which are firm-fitting and apparently robust.

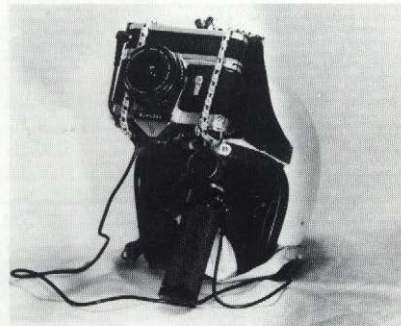


Fig. 1

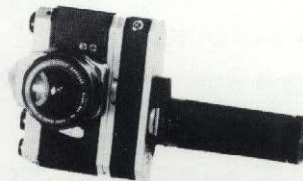


Fig. 2

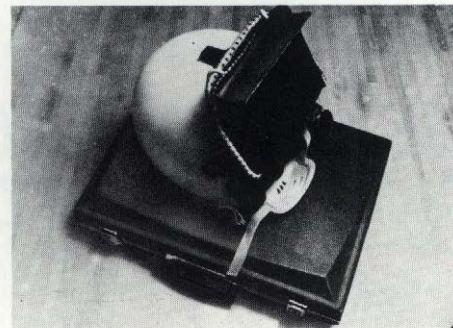


Fig. 3

Wide angle lenses suitable for free fall :

- | | <i>Approximate</i> |
|-----------------------------|----------------------|
| 1. 17mm Full frame fish eye | 140° of angle 8 oz. |
| 2. 20mm Wide angle. | 94° of angle 9 oz. |
| 3. 24mm Wide angle. | 84° of angle 9 oz. |
| 4. 28mm Wide angle. | 75° of angle 7.5 oz. |
| 5. 35mm Wide angle. | 63° of angle 5.5 oz. |
| 6. 50mm Normal | 46° of angle 8 oz. |

Portability Camera equipment can easily become the tail that wags the dog. A small case (diagram) dimensions 17" x 12" x 4", weight, 11 lbs. carries the camera body, the motor, power supply grip, charger, checker, 5 lenses with shades, filters, lens brush and several rolls of film. The case must be custom-made, however the compactness of this product lends itself to a small container which can then be readily stowed along with one's jump gear in the carrying bag.

DIAGRAMS 3 and 4

Mounting

Mounting was not especially pre-thought, beyond having to be strong, simple and light. However, it was felt important that all bits and pieces be fixed to the mount, as detachable parts are eventually lost.

The metal used is 1/16" aluminium. The wing-locking nut allows (tool-less) manual cinching of the body to the mount. This nut is soft-soldered to a short length of flexibleball chain, which in turn is rivetted to the mount.

The face of the mount is then lined with a thin layer of foam.

A simple rubber bungee arrangement (from a motor cycle store) keeps metal to metal contact to zero while providing a snug fit between the camera and mount.

DIAGRAM 5

Sighting

There are several means available for sighting, depending on equipment.

The first (which is not possible with this camera) is through-the-lens viewing via an action sight, such as for the Nikon. While this method does appear ideal, some jumpers find that the difference in view between each eye is more confusing than helpful. This sight would seem sensitiveto helmet shift and was felt to be more ingenious than practical.

The second is a 2 cent clothes hanger wire arrangement that is prone to damage (bending) and poor alignment. This sight was felt to be as practical as it is expensive.

The Newton Ringsight is inexpensive, robust, and small. The unique nature of its one-plane function allows satisfactory viewing and alignment for helmet shifts in any direction (vertically and horizontally) of over half an inch.

Sight mounting

The camera is inverted and positioned so that an accessory shoe sight can be viewed with the right eye. This secondary sight is useful for checking alignment and as a back-up for if and when the Newton-Ringsight is lost or damaged. This sight is stowed in the carrying case; the Newton Ringsight is permanently mounted on the helmet.

Observations

The motor runs 20 frames in 6½ seconds.

The camera is not built with a mirror lock-up and while this feature may not be necessary, it can be installed by the manufacturer's agent in this country.

The manual that arrived with my camera did not mention that the motor will not function without film in the camera. While it caused alarm to find out that the machinery would not function after following the directions (it will if one loads the camera) it is a feature that will extend the life of the equipment almost indefinitely.

The power pack, being hand-held, should never suffer from power drain at low temperatures.

I have found this equipment uncomplicated, honest and "bug" free. The brand enjoys a Rolls-Royce like reputation for both body engineering and fine optics.



Fig. 4

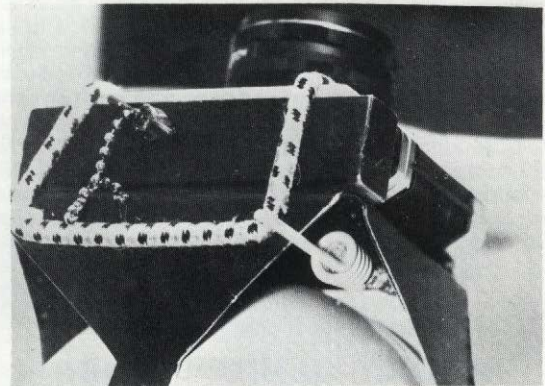


Fig. 5

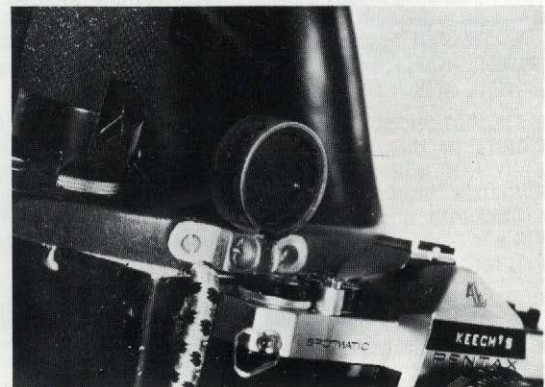


Fig. 6

Letters . . .

Without Prejudice

Dear Sir,

In order to clear up any misunderstanding in respect of the Metropolitan Police Parachute Club and the 'Metro-paras', I feel it is necessary to point out that the two organisations are totally unconnected.

Any similarities that may exist between the two groups are purely coincidental, the present confusion being probably due to the rather ambiguous nature of the title 'Metroparas'.

We have no objection to this title being used by any separate and independent body, but it must surely be to the advantage of both parties to make it quite clear that the name 'Metroparas' in no way refers to THE METROPOLITAN POLICE PARACHUTE CLUB. The latter being an officially recognised Metropolitan Police sports section.

It would be appreciated by the members of this club if the contents of this letter were to be published in Sport Parachutist.

*I am yours sincerely,
Terence Day, D. 509 B.P.A. 1705
for Committee, Metropolitan Police Para Club*

The Editor

Dear Sir,

I always understood that sport parachutists occasionally annoy the local populace, by making noise early Sunday mornings or landing in the vegetable patch and such like, but I didn't think we upset them as much as happened to me the other day. My son was asked by an old lady what his Dad did for a hobby and she was told politely of the current sport. The old lady's answer was one of surprise and disgust and straightaway she announced that 'Dad' would be reported to the local cruelty inspector. Why? Well after much explanation and at last making sure the hearing aid was switched on she relented: 'Oh!' she said, 'I thought you said your father went 'sparrow shooting'.

Yours faithfully

(Name and address supplied — but please don't publish — I'd never live it down).

IN REPLY TO MIKE DEAKIN

No doubt some of you read my article in Sport Parachutist regarding the revised Instructor qualifications. When I set pen to paper to air my views, I naturally did not expect everyone to agree with me, in fact, I hoped for constructive criticism. After all, I am fully aware of my own thoughts on the subject, therefore my main objective was to make people think and formulate their own views.

Mike Deakin chose to criticise my article and I take this opportunity to thank him as I feel that his own letter printed in S. P. will undoubtedly stimulate more thought on this matter. However, I feel that some of the points he made represent a misinterpretation of my views and I would like to further explain these points in the light of Mr. Deakin's letter.

Firstly, with regard to his opening remark which referred to the title of my article, I would say that although this may have started out as one man's opinion, it did not finish up that way. Many people have expressed support for my views and in fact if Mr. Deakin takes the trouble to read the minutes of the A.G.M. reported in the last issue of S. P., he will see proof of this support.

I fail to understand the relevance of the point Mr. Deakin makes regarding the 2½ years and 150 jumps (this is the minimum qualifying time etc. for instructors) or perhaps it was he who failed to understand my point. I stated that an instructor may be a seasoned accuracy or style jumper, I did not say that he would have reached this stage at 150 jumps. He may not have taken his instructor's rating until he had been in the sport for several years (example John Kemley who was National Champion before working for an Instructors rating), by which time he could very well be an experienced competition parachutist. Alternatively, he may have had his rating for nearly two years and have in excess of 400 jumps, many of which could be style or accuracy. Regardless of this experience he would be prevented from passing on any of his knowledge because he was not an advanced instructor and therefore not permitted to instruct anyone above category VIII.

I would like to use an example of the sort of situation this rule could possibly create. Bob King and Bob Hiatt who, I think most of you will agree, are two of the countries most consistent competition jumpers. Now, neither of these two has an instructors rating, but even if they did, they would not be permitted to instruct anyone in competition jumping. They would not even be able to advise a fellow instructor in this aspect of parachuting until they had an advanced rating. That's what the rule ultimately means Mr. Deakin and I repeat, it is positively ludicrous.

At the time of writing there are 34 advanced instructors listed in S. P. Let's hope none of them leave the country, because even if their number doubles by January 1973, they are going to be pretty busy men. Remember, they have to instruct and advise **every** parachutist in the country above category VIII.

I am fully aware of the ideas behind the advanced instructor regulations and I agree with the further development of this rating, particularly as an examiners qualification. In fact I think it is the only possible qualification for an examiner at the present time. However, Mr. Deakin implies that tighter control by more highly qualified people is the answer to the sports safety problems. If this is the purpose behind the advanced Instructor/C.C.I. rule, why has the Safety Training Committee recently brought in a rule which allows G.P. holders to jump in groups without an instructor on the D.Z.? I am not passing any opinion whatsoever on the desirability of this particular rule, but one rule tightens up control on the sport and a later one loosens control by allowing jumping without instructor supervision. What is the purpose of it all?

Finally, Mr. Deakin, you vehemently defend the nine day examination period of potential instructors as essential. On 23rd March the Safety and Training Committee passed a motion reducing this period to five days, only ten months after its inception. Do you still think it is all only one man's opinion, Mr. Deakin?

R. Noble-Nesbitt, D881

Editors Note: Aspiring instructors with less than two years in the sport may attend provisional instructors courses provided their final qualifying examination will bring them up to the required two year period.

Potential competition jumpers using advanced parachutes, and intent on style and accuracy will already be General Permit holders and therefore not subject to the restrictions of a student.

The object of the General Permit is to bring the parachutists to such a standard as to allow unsupervised parachuting.

The Editor thanks all members who have contributed letters on this subject, which is now closed.

I LEARNT ABOUT PARACHUTING FROM THAT

By RICHARD DODD, B.P.A. 3136

Reading Sally Cain's letter about the stiff pull she had at Peterborough reminded me of the one I had at Grindale on the 20th of March.

In most of the reports one hears about stiff pulls the causes are usually put down to bent pins, rip-cord stops or the lack of material at the top of the pack. Mine was due to none of these, but to something which, I feel, must be a fairly common cause of the "stiff pull".

Three of us left Grindale's marvellous flying mud hut at 7000 feet with the idea of making a 3-man. We did link, but it was not a good one and certainly nothing to boast about—the break came immediately after I, as third man, got there. After tracking off I pulled at about 2200 feet, with no response. A second harder pull gave the same result. My next reaction was to flap, and pull again with two hands. This had the desired effect, and 1½ seconds later I was hanging under my suddenly beautiful looking modified MK 2 PC at about 1200 feet.

As soon as I landed, Grindale's resident hippie, Ronnie O'Brien, came over and we had a look at the pack. The pins were straight and I knew there had been plenty of P.C. at the top of the pack. I did have a ripcord stop, which I later took off, but I felt this was not the cause as I had never had any previous trouble. Ronnie decided that the cause was due to the pins being insufficiently waxed. So insufficient that they provided a formidable opponent for a man's right arm. Ronnie waxed the pins and when I went up for my next jump the pull was so easy I realised that I'd been having hard pulls for ages — and hadn't known it.

This experience taught me a couple of things. The first, of course, is to make sure that the ripcord comes out smoothly, by keeping the pins waxed, and the second is that it's dodgy to make more than two or three attempts at pulling a reluctant ripcord. Get your reserve open while there's plenty of height. It's amazing how quickly you reach 1200 feet. Imagine what would happen if you had a mal at that height — you'd hardly have time to sweat; never mind do a cut-a-way.

I certainly learned about parachuting from that.

Richard Dodd B.P.A. 3136

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MISSING EQUIPMENT

Some equipment has gone missing from the Peterborough Parachute Centre. The description is as follows:

Main Canopy; Mark 1 Para Commander, Red and white alternating Gores with a blue keyhole.

Red Security short sleeve with twin MA-1 pilot chutes, solid vane.

Pack and Harness; All black North American Mini System. Reserve; Blue and white Security Lo Po with MA-1 pilot chute, mesh vane.

Reserve Pack; All black North American Mini System to match main pack.

Things to look for

The main and reserve pack and harness match. The reserve pack has been modified to top pull and swivel cones fitted. Velcro tape has been fitted to the reserve risers to keep them in place in the pack. The reserve had a Altimaster 2 positioned on the pack opening bands. Nylon mesh has been fitted to cover the modification on the reserve canopy. Date of manufacture of both the main and reserve is early 1971.

Information about this equipment can be telephoned to the Chief Instructor, Peterborough Parachute Centre, Elton 289, day, or Peterborough 240159 evenings.

A reward will be paid for its recovery.

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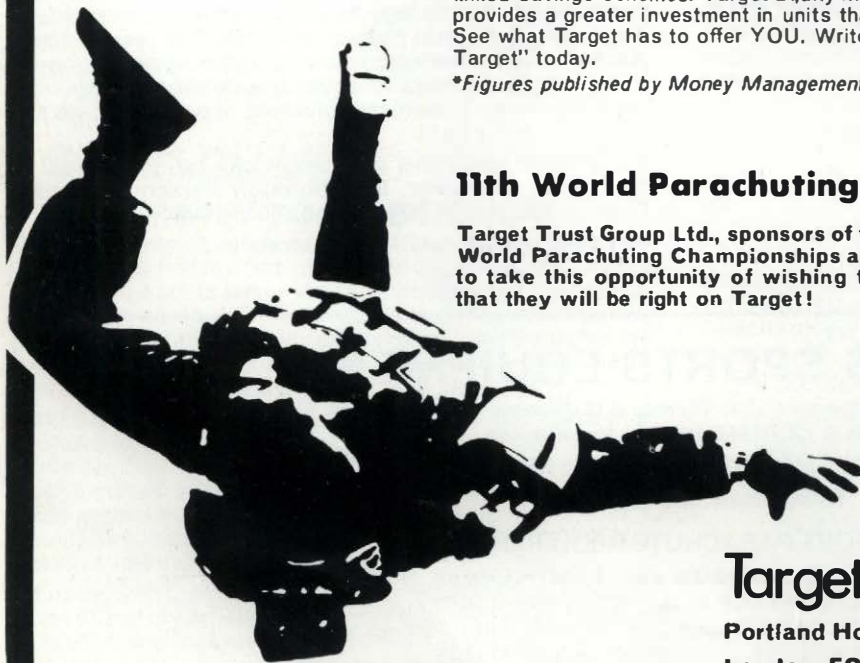
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Continued from Page 20

This is the saga of just one of the terrifying sights seen by most jumpmasters and instructors when dealing with basic students. Is there anyway we can prevent a possible fatal and thereby stabilise the metabolism of jumpmasters?

Perhaps we could be more selective and employ some means of aptitude tests. If this were done however, I feel it would restrict the growth of the sport to some extent, and frighten away many and good potential student. For most of us know, some of the worst initial students turn out to be excellent parachutists. Therefore it would seem sensible to increase the safety factor at this early stage.

However, I can't help feeling that some means of eliminating the 'freezer factor' would be welcome if not practicable, for it is my opinion that the bugs were put into that lift by that one individual who started the psychological ball rolling downhill at 1000 feet.

A more practical solution must lie in the equipment we commonly use. The Research and Development departments of most equipment manufacturers have apparently concentrated on advanced parachute devices overlooking the need for revising static line techniques. During the last decade we have seen the coming of TU's LOPO's PC's (TAP) Dominator PTCH 6, 7 and 8, Wings,

Foils, Para-Planes etc. etc. But the poor old first timer is still using the same old system as he did 8 or 10 years ago. The only bonus being the pilot chute assist tie.

It is surely time we took a close look at dual purpose student equipment, i.e. the B4/California static line system. This is obviously equipment designed primarily for free fall and or survival. The pilot chute is no doubt the only acceptable method of deploying a free fall parachute but surely we owe it to the future of the sport to progress beyond improvised dual purpose static line systems.

Is it economically possible to investigate and perhaps introduce, some means of bag deployed static line sport parachute which would eliminate the need for a pilot chute? Something akin to the military X type system. This of course has been well tried and has shown itself, to coin a phrase to be 'soldier proof', the implication being that it must have some inherent features useful for our purpose. Principally for the welfare of our basic students, an important fringe benefit being the settled digestion and sound sleep, hitherto uncommon amongst student jumpmasters.

Terence Day D 509
Metropolitan Police

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THE FIRST BRITISH NIGHT FOUR MAN

On Saturday March 17th at 18.53, the first British night four-man link up was made over Compton Abbas. The story starts early in 1971, when Compton Abbas was strictly a student training centre and to see three parachutists holding hands was quite an occasion. Relative work had been pushed into the background ever since the centre opened in 1970.

Neville (the flying egg) Hounscome arrived on the scene during the first season, at a time when Monty de Cartier and I needed an experienced instructor to help me with the growing number of students, and Neville turned out to be just the man. During that first year we were working with very few training aids, very few facilities and our training aircraft was a Tri-Pacer; and we all know the problems that go along with those cramped little aircraft. Gradually things started to get better. The facilities improved, thanks to the help of John Thorne and Monty de Cartier. We managed to secure a little corner of the hangar which is very valuable on a small airfield where it is nearly impossible to get planning permission for even a ten foot caravan. Early in 1971 the restaurant went up and suddenly we were all eating decent food again. The best thing that happened to the centre was the purchase of a Cessna 180 and the next thing we knew the jumps were a good cheap price and instead of asking for 5,000 feet one could ask for 12,000 feet and afford it.

It was about this time that Pat Scrase appeared on the scene; a good relative worker who had been jumping during the good old Staverton days; a quiet fellow who kept himself to himself (or so we thought) and just enjoyed his jumping. Ian Fuller gained his instructors rating at Charles Shea-Simonds' centre and he too showed an interest in relative. So in May 1971 we had a situation where four jumpers were interested in relative but they never got together to do any hard work. So it all needed a little organisation. I approached Neville, being the most experienced, and asked him if we could get together under his direction and start some decent relative work.

That very day we put a decent three man together and six weeks later I had to sit and watch the first Compton 'four man' (unfortunately I had a big plaster on my leg at the time). The person who took my place was an American by the name of Joe Sheldon, one of two Americans who came for a couple of days and stayed for three months. Then Pat produced his camera with a wrist mount that he had made up, and suddenly he became very popular. Everyone wanted to jump with him. Two weeks later a few unnamed parachutists could be found in dark corners gazing at photographs of themselves.

About this time another body appeared on the D.Z. Jon Williams appeared with his long hair and moustache, the last time I had seen him being in the Black Knight Freefall team, whilst he was serving with 7 R.H.A., with the result that this new image Williams came as rather a surprise. Within a short while he was off on his instructors course and returned for his six month probation period, and he has fortunately agreed to join us full time during the '72 season.

The next thing we knew, we had five keen relative workers at Compton, and in October 1971 we put a five man star together, out of the Cessna, an achievement that we will always be proud of, with special thanks to Neville's efforts. Unfortunately Ian Fuller broke his leg, in one of the most unlucky accidents I have seen. He stood up after a soft landing, the wind caught his canopy, dragged him over, and ended his parachuting. The doctors advised him to give it up because they claimed he had brittle bones. Now he has taken up flying for a living here at the Club and we all wish him the very best of luck.

Last week Neville told me he was going to Halfpenny Green for some night relative and just to improve our love/hate relationship I formed a four man team temporarily called "the sneaks", and we decided to try for the four man.

I rang Gordon Sharp at the D.O.T.I. and explained the position and he granted me an exemption for Saturday night. We brought in Mike Beynon as the fourth man and everything was carefully arranged. Then it happened — Saturday morning Neville arrived. This was the time when we should have been practising but instead we had to run round keeping everyone quiet. Neville left late that morning and we hurriedly got together for the practice jumps.

The first attempt was terrible and after a hot debrief we went up again. The jump was a lot better but for the second time Mike missed. It was too late for a third practice, so I briefed the team to do their best and see what happened. During the climb I felt sorry for Mike who knew, as we all did, that we had a chance to make a mark on the relative scene, and if he had missed in daylight, what could we expect in the dark.

We exited the aircraft and Jon and I put the base together surprisingly fast for a night jump. Pat came in third. He should have been fourth and I started worrying. All of a sudden Mike was there, from out of the darkness, slotting in to make the best link I think I will ever be in, not because of its stability (as this was something to be desired) but because it was a 'first' in this country.

I congratulate the big star teams on their fantastic achievements over the past year but I felt like a million dollars after our attempt and using Charles' line — 'There will only be one first night four man'.

The Parachutists and Pilot area as follows:

J. Morris	<i>Pilot</i>
W. G. Boot	<i>700 jumps</i>
J. Williams	<i>300 jumps</i>
P. Scrase	<i>200 jumps</i>
M. Beynon	<i>200 jumps</i>

Let's hope Neville will be there for the first night five man!

W. G. Boot



BILL BOOT and JON WILLIAMS

[Photo - Pat Scrase]





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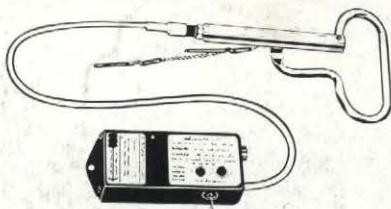
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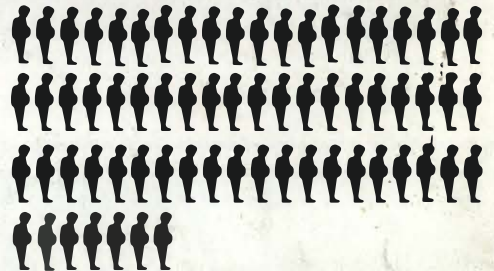
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