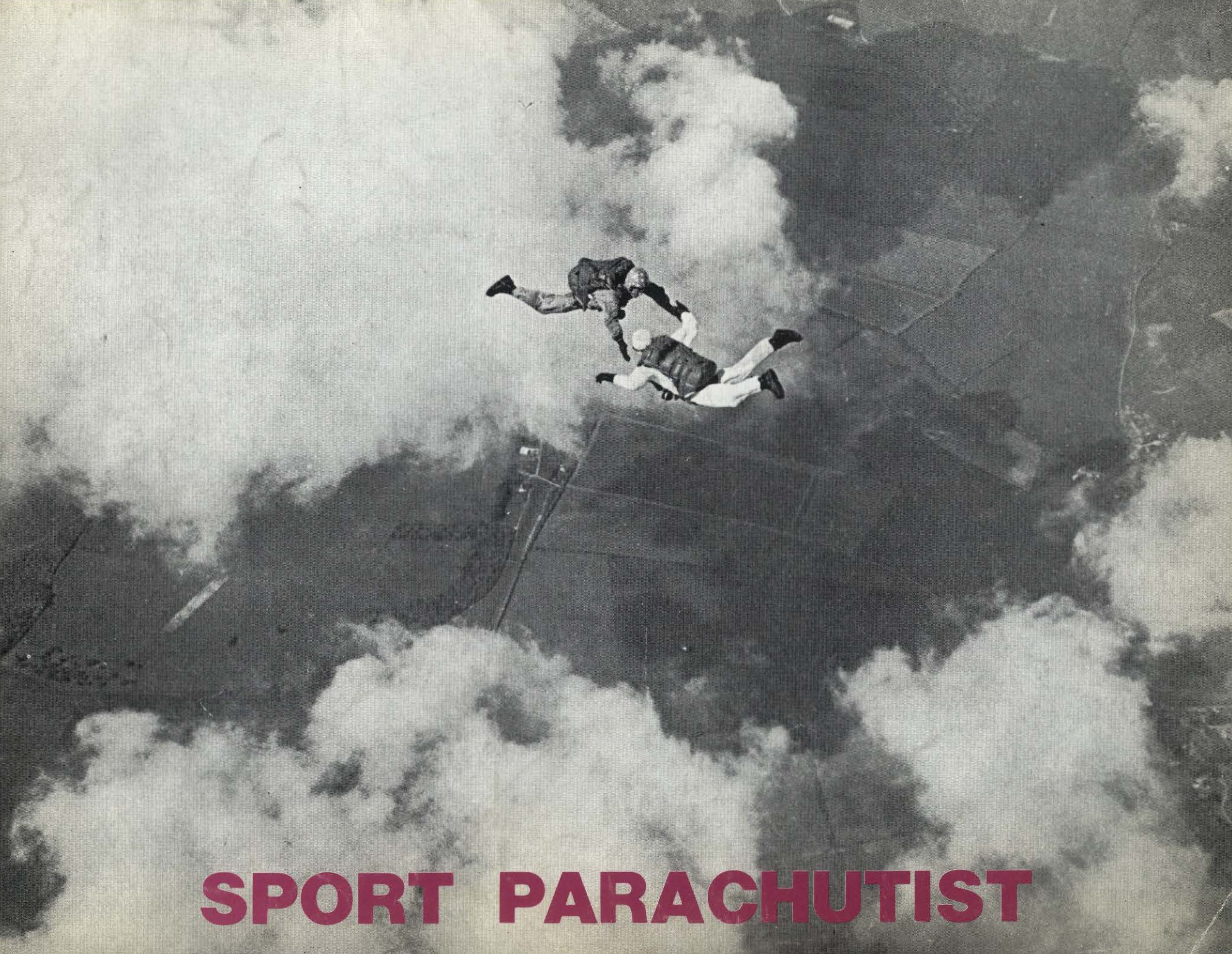


SPORT PARACHUTIST

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 auxiliary is manufactured from low porosity nylon.

also 'PROTECTOR'

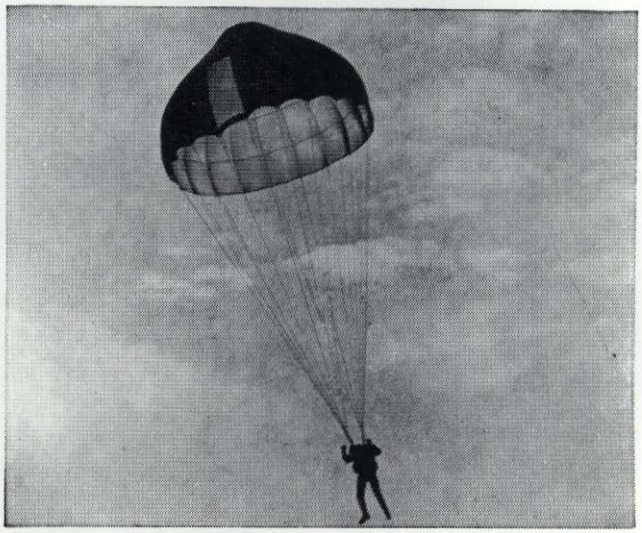
17ft (5.2m) Steerable Reserve

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)

Sport Parachutist

Vol. 9 No. 3

The British Parachute Association Ltd,
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London, SW1H 0HW
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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.

Printed by G. H. Fisher and Sons (Printers) Limited
209 Dogsthorpe Road, Peterborough

EDITORIAL

The 1972 Nationals proved to be the best organised for many years. Held at Royal Air Force Weston-on-the-Green, home of the R.A.F.S.P.A. and drop zone for No. 1 Parachute Training School based at R.A.F. Abingdon.

The R.A.F. opened Weston to the B.P.A. and offered their entire facilities including catering and accommodation. The airfield was thrown open to the public for the last day and competitors and visiting jumpers organised team jumping for the public.

At one time it seemed that we could have a repetition of the 1968 Nationals, when the poor weather prevented the meet even starting. The individual accuracy event began in conditions of a very strong upper wind which made the event more a spotting than an accuracy contest. Throughout the event variable winds produced some surprises, and some good accuracy men failed to jump to form. In this competition luck with the conditions played a big part. The style event was conducted against a perfect viewing backdrop of high cloud and excellent visibility, the judges couldn't fail to see penalties . . . and continued to call the slightest undershoot. The style jumpers tended to slow as the long day wore on, and the final jumper left the Army Islander at eight at night, making a working day of thirteen hours and five style competition jumps.

The judges and officials worked the usual long Nationals hours and the meet finished with the team accuracy event on the final day. To my mind just one thing spoiled the competition. In the third round of individual accuracy, John Bertrand, with 180 jumps and in his first meet had a malfunction, cut away, and knocked himself unconcious on his arrival under the modified 24ft. He was told to rest for the day and in my hearing was assured he would be allowed to complete the event. As it turned out he was allowed to jump but his scores, as the event had been completed, were not allowed to stand. He appealed to the jury, but it was thrown out. It was dismissed on the strict interpretation of the rules, but if every rule had been adhered to the competition would never have started. It did seem a pity that a jumper with such potential in accuracy should in his first competition be so harshly treated. If his scores would have been allowed to stand he would have finished fourth in the individual accuracy event. Well done John Bertrand!

Front Cover: **John Harrison, Neville Hounsome** *Photo: Charles Shea-Simonds*

Inside Back Cover: **Third Man Joining**

Revised Instructors/Clubs Lists

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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
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
Laing, J.	R.A.P.A.	1323
McLoughlin, J. E.	R.A.F.S.P.A.	175
Mapplebeck, 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
Raine, G. P.	A.P.A.	2229
Reed, M.	Yorks.	596
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

APPROVED RATING

Name	Club	BPA No.
Addison, N. F.	R.A.F.S.P.A.	2566
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, N. J.	R.A.F.S.P.A.	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
Hewitt, B. N.	Northern Para	6023
Hill, A. V.	B.P.C.	193
Holt, A. C.	Northern Para	2224
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
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,	Peterborough	4416
McGill, J. A.	7 R.H.A.	2066
Maclennen, W. M.	Golden Lions	4060
McNaughton, D.	Parachute Regiment	417
Morrison, A.	A.P.A.	4848
Nobie, K.	Northern Para	4298
Nobie-Nesbitt, 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, R. J.	Parachute Regiment	4059
Rose, A.	R.M.S.P.C.	2587
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
Standring, 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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FROM HALF WAY IN BETWEEN

The idea of this article started as I was once more sitting half way across the Atlantic in a silver time capsule, being projected through space to the great metropolis of America, where all is possible and is.

Looking through the windows my eyes wandered far down from the deep indigos high above, to the ice blue of infinity below, and perhaps I could barely see the tiny dot-like flies of yet another star forming.

In the warmth of jet isolation and lulled by the drowsy hum of tireless turbines, I reflected back on a glorious and perhaps never to be repeated summer of jumping, in fact the year of the Sky Van and Britain's real birth into relative work. Boy, was I going to have some stories to tell the chaps back in the States. In fact I distinctly remembered the typical huge grin on the five foot nothing frame of the infamous Bill Hammell. Only a few months before in fact, February 1971, when he had just captained the first eight man Star to success on the East Coast at Lakewood, to think I could now sport proudly information of the British 12.

I had had a letter from Andy Keech AFI asking me to join their 10 man star team at Pelican Land out of Washington. It seemed that name of fame had travelled although Andy and all the bad lads of Pelican Land are great friends of mine and Andy had come over in the summer and stayed with me and saw some of our Sky Van capers.

Andy, by the way, is the only jumper in the U.S. who succeeded to arrange a jump from a Sky Van in the U.S. but believe me if you think we have problems obtaining the aircraft, that was their first and last time, 'nough said.

If you know about parachuting you can imagine the rest of the story. Andy had been here getting photos for his library and was now planning to get some star shots over Maryland after waiting for the hazy summer days to fade to the arrival of the free fall photographers dream. The crisp clear skies of Autumn. The first weekend Andy had arranged for me to do an Exhibition jump with him at the Great Pocono race track Up State, New York, for the Catholic Missionary's charity.

Davy Quinn flew the infamous Big Jake up, an old Cessna 192 work horse, with Andy and another two lads. I met them in Pocono, having driven up from New York City. It didn't take long to know that I was back in the land of the care-free jumpers. After what had seemed to be a good touch down, Big Jake decided an orthodox landing was getting a little boring and suddenly careered first one way in a 45° ground loop then the other way, which was a little disconcerting for me as I had walked to the runway half way down for an earlier greeting and for a moment it looked like a bad dream and a dead certain candidate for the Chop Suey treatment. Finally Big Jake turned the other way, and after more lurching and a couple of pirouettes on the opposite grass verge, straightened itself out and headed past me with much grinning and waving from the occupants.

After a successful parking, the lads piled out with Davy saying "Must have been some oil on the runway when I braked, anyway good practice, you never know when you may need some of this fancy landing experience".

Davy flies jets in his spare time away from his jumping for United Airlines. This comment was followed by the ominous rattle and clatter as a couple of empty beer cans came rolling out from Big Jake and plopped on to the ground, followed by sheepish grins from all.

We had a great time in the evening and were presented with presents of ornamental beads from the South Sea Island missionaires and a fifth of Johnny Walker by the Missionary priests, and a guy who owned a mountain with a couple of hotels and ski trials on it.

So if you see me wearing beads around a drop zone — no cracks. I may be a Clockwork Orange Drop Out but I am not Clockwork.

Sunday was a hairy day, but glad to say not bloody. After testing the wind, which was done by leaning into it, we decided we couldn't let the good people down, as we were the highlight of the show.

After many blessings from well intentioned priests and bishops, we set out with Davy using the race track as a runway, which was another occasion to reflect that there must be easier ways to enjoy oneself. You see there was this 200 ft high grandstand we had to clear, but anyway Big Jake made it.

The first couple of jumps we managed to hit, the only bit of open ground amongst the obstacles in the middle of the track but for the last one we could never have gone home feeling like real fearless super-jock parachutists.

Without dropping right in front of the main grandstand, there was no salvage on this one, once committed that was that. More blessings from nervous priests and Bishops and me looking for a Cardinal just to hedge my bet and then deciding the only real God that would do me any good was Andy who was doing the spotting.

Boy did I kiss his arse when we all made it on to the track. Pocono raceway for the uninitiated as were the Yanks, do their racing, like similar, Indi 500 on banked tracks 'dig'.

A guy we nicknamed Super Dego, alias Andreo Andretty, who was or is the current holder of the Indi 500 was doing some fancy demo stuff for the kids, so we thought it appropriate to go for a little spin with him which immediately reconfirmed my reasons beyond all doubt why do I jump out of aeroplanes.

Next session was down in Pelican Land where the real stuff started. We had the twin beach 'sea photo' and were getting plenty of altitude and take note you money whiners, 7 bucks a throw. I soon noticed the same old problems we had here and in California in the early days. A lot of guys with a lot of talent and ability, but no knowledge and technique.

I was kind of adopted as coach, I will continue when the sniggering has subsided, and eventually after a couple of weekends, started getting results, finally putting some worthwhile stars together.

We got our 10 man on my last weekend of this stay in the States. My conclusion is my friends, take heart, compared to most teams in the States, despite general belief to the contrary our standards are very high. I know in our team i.e. J. B. we have tremendous style and exactness, and it takes time to build a star with this method. We will have to speed it up if we want to get some really big stars. Perhaps J. C. may have the same opinions too. My own opinions as to how the Yanks do it is not so much because they are better than us, they are just more agressive and quicker. They have a lot of busts, but do have the weather and people to have a crack at it more often than we do. Work it out for yourselves. It has been a long time since they made their 22 man and not a lot of important news since. I certainly think we have the necessary number of capable people to try for a real big one.

We certainly have an aircraft which is one plus for us which our buddies in the U.S. lack. What say you J. C. Lets get it together this summer! With two teams, we could really stitch up that European and Commonwealth title and maybe even the World. Why not?

Also, while I am on the subject of parachuting (what else?) all you encrusted die-hard accuracy men, who swear by their trusty P.C's and such old fashioned equipment. Beware the plane.

Watch the World Championships. This year I predict numbers one and two positions, if not three, going to the planes. I watched many artists perform in the States.

I watched Schapansky win it in the U.S. recently. He stomped 12 out of 15 D.C.'s at a meet and I watched many others do the same. Shultz won the Pelican MEPA meet on one with such ease it made the rest look like it was a real fiasco.

I can hear the moans now. Don't worry lads, plenty of new students to sell those old P.C.'s to.

Sir, Sir, wake up. "What What, jump, jump, you say". No sir we're in London. What back in London already. "Christ what an 'orrible shock to wake to." That stewardess was the nearest thing to Jim Crocker in a BOAC skybirds uniform I'm ever likely to see. Nothing like the adverts with all those luscious looking things saying "coffee, tea or me", and making your imagination boggle and run amock. Reminds me must try TWA next time. Up Up and away, hey hey.

Signed Ian Merrick, S.C.R. 665
or Clockwork Orange Drop Out No. 11 if you prefer.

P.S. A word for the pundits who for years have been itching to know what I'm doing with those big bags leaving a trail of ruptured porters behind me. Its not porno films I'm smuggling, its parachutes. How do you think Schofield got started, they don't allow any of that sort of stuff on Transport Command, you know. Also not forgetting special consistency supplies of cold rice pudding from a secret recipe devised by a one legged Navaho Indian jumper who since died last year while developing a foolproof emergency reserve system which was to operate by sending coded smoke signals in an emergency to the ground crew who then operated the reserve when they saw the correct smoke signal. Alas he dropped the matches. The rice pudding is used to sustain Bill Paul and Committee members on lengthy council meetings to decidewho gets to have the last waltz with Mrs Paul at the Annual Charity Ball.

P.P.S. Just in case any of you are interested, I do have rather a good line in 8mm. See you around the drop zone.
I. M.

Letter . . .

5th June, 1972

Mr. J. Meacock

Dear John,

I feel that it is about time that I wrote to you, not in my position as Chairman of the B.P.A., but as Chief Instructor of the British Parachute Club.

I am extremely concerned with the poor service we as parachutists are receiving from suppliers of equipment in this country. I personally have had on order from Sport Para-Services since the end of February various items of equipment some of which include Ripcords manufactured by G.Q. Parachute Co. Ltd., and some which include American equipment such as Pilot Chutes, etc.

I have already received some of my order from Sport Para-Services, but have been waiting for three months now for a balance of Ripcords, which I supplied samples of, and the Pilot Chutes. I am sure you will agree this is extremely frustrating when you are trying to run a club and keep complete rigs in use.

I am not writing this letter to have a bitch at Sport Para-Services in particular as they are obviously not getting support from the manufacturers. Regarding the Pilot Chutes, I understand from Penny Schofield that she cannot get these from the U.S.A. and I would appreciate hearing from other clubs whether they know of an alternative supplier who has them in stock. It may even be that you may consider writing to some of the larger American equipment suppliers and get them to advertise in our journal, also confirming what sort of delivery period they can offer on their stock.

Incidentally, I know I am not alone in my gripe as several other jumpers have complained to me about long deliveries of equipment.

Yours sincerely,
L.N.E. ST. JOHN
Chief Instructor— British Parachute Club.

Editor's Note

I get many complaints about poor service from some suppliers, and recently had a most extraordinary experience myself, when after ordering a new parachute from a British agent, had delivered a parachute which can only be described as 'shop soiled'. I sent it back.
Try Para Gear for pilot chutes if you are still having trouble with your supplier.

THOMAS SPORTS EQUIPMENT

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Oh What the Hell it's only a Buckshee Demo

by SGT. DON McNAUGHTON

For those who don't know me I was one of the original members of the Parachute Regiment Free Fall Team founded in 1964, now known as "The Red Devils". For the next seven years I served with this team watching it mature from a group of slap happy but enthusiastic sky divers to one of the most professional and dedicated body of parachutists in the world. Having said that, let me now say I do not intend to use this article for patronising the Red Devils nor dabbling in a memoir type of reflection of my parachuting past. What you will be reading for the next few minutes is advice on how a parachuting demonstration should be carried out, based on my own practical experience picked up the hard way over the years.

For those of us who have done Parachute Demonstrations the above title is not a new phrase, we have all heard it, mostly from those who are green to the job but who do have a few successful ones under their belt. We also tend to hear it from you know who, who has just arrived in the Show Ground after doing a three point landing on the bonnet of the organisers Rolls in the parking lot. This off the cuff attitude towards Demonstrations I believe never really leaves most parachutists, no matter how long in the tooth they are. The possible reasons for this are, a Saturday afternoons demonstration being looked upon as an extension of a Saturday mornings Sky Diving, or someone else is paying for the lift so this is a gift opportunity to take the aircraft to the moon and put that forty man star together that everyone has been hoping to do. There are others but these are mainly personal ones applying only to the individuals involved.

Before we go too far into this I think it is worth while setting out in Black and White just what a Parachute Demonstration is. A Parachute Display agreed upon to be done by a named number of parachutists, between the head of the parachutists and the organisers who wish the Display to be made. This is done with the Department of Trade and Industry, who are in overall control and whose recommendations must be obeyed. Of course there is a lot more form filling to it than this, what I have put down is the Bare Bones. What we as parachutists have done once the Drop Zone Area has been reconnoitred by us and passed by the Department of Trade and Industry is to give verbal and written assurances that we can and will land by parachute in that area. Before you all start gagging on this forced egg sucking, I'm sure you will all agree that in the past there has been a multiple of variations on this.

The key man during any parachute descent is the Jumpmaster, this is magnified a hundred times over on a Demonstration. The Jumpmaster can make or break a Parachute Display even with the best of weather conditions to work with. He is the man that must make the decisions and they must be the right ones. He must have confidence in himself and the men under him must have confidence in him. This is important, for if the parachutists are not prepared to obey his orders, then you will have anarchy in the aircraft, which if allowed to happen can take the form of the other parachutists forcing their way into the door on the Streamer Run, checking that the Jumpmaster really does put it over the D.Z., or a number of the Jumpers not carrying out the manoeuvres asked of them, but going off and doing their own thing. I know these infringements go on, for I in the past have been guilty of them and many more. What I find hard to understand now is, that Demos like these do work but not through any controlled team work, dumb luck takes over. A Demonstration Jumpmaster must have qualities that put him head and shoulders above the rest and he must at all times be aware of his responsibilities to the parachutist under his charge. It takes a bigger man to cancel a Demo after dropping the Streamer than one who elects to go knowing the conditions are "Dodgey".

A Parachute Demonstration is dangerous. On approaching a display this should always be kept firmly in the Jumpmasters mind and all the jumpers involved in the display should be made to realise this. This may sound like egg sucking again but I find parachutists who have done a lot of Sky Diving but little display work, tend to treat it with to say the least, gay abandon. This attitude must be dispelled by the Jumpmaster by asserting his authority over the display, and it is done in this manner. First, each parachutists will be allocated a task on the display and made to understand that nothing else is expected. Second, when mounting a Demo the aircraft will normally take off from an airfield or airport. Here you have aid and assistance at your finger tips, in the form of a Met Office and Air Traffic Control or a phone to contact them. When parachuting into a strange and in most cases a tight Drop Zone, you want everything going for you. Leave nothing to chance, find out how how crowded the sky is likely to be, what cloud cover you have and most important of all the wind speed and direction at 1000 feet levels up to your maximum planned height for the Demo. Once you have all this information make it known to the parachutists, it is important that they are all kept in the picture. Thirdly, the briefing of the pilot. If the pilot is known to you and you both have done this sort of thing before then the briefing can normally be carried out during the handshake. But if he has never dropped parachutists before or has but not with you then you want to make the briefing as full and complete as possible. The pilot you must pay particular attention to is the one who has dropped Jumpers before but not you. Here you must make it clear to him that he understands your type of signals and that he will react to them in the way you have asked. In short you wish to Brain Wash him of all other habits he may have picked up. A successful briefing

is one where all the men land on the Drop Zone and it was done so by not having to say one word to the pilot. It's failed when you find yourself giving corrections, by thumping the pilot on the back of the head with a rolled streamer.

Most Jumpmasters do all this pre-jump work without thinking but it's best that it is seen to be done by the rest of the Jumpers. Even an aircraft full of Gold Wing holders want to see the job being taken seriously. There is no room in this game for playing it off the cuff.

On a display a D.Z. party is a must, although I have found the quality of a D.Z. party will vary from person to person. They have the invaluable use of laying out the Drop Zone, keeping the spectators and organisers informed and if you have it, supplying information by radio to the aircraft. In my many with the Red Devils radio communication between D.Z. and aircraft was always standard practice but at times I found it was a luxury I could well do without.

The head of the Drop Zone party, once he is at the Show Ground is very much on the spot. If the wind is blowing a bit above the safety limit, he may find it easier to lie to the parachutists over the radio rather than face the organisers at the last minute to say they are now presented with a thirty minute blank in their programme. This act is criminal, as the Jumpers now find themselves assessing a situation loaded with false information. The Streamer tells them that they have strong winds for most of their time under the canopy but their D.Z. party say the ground winds are light. This means the parachutist will be closing the Drop Zone early for their final approach, which may well put them in danger of over shooting. I stopped counting long ago the number of times this particular stunt has been pulled on me and it is of no consolation to hear from other display teams that I am not the only one that this happens to. Which is probably why I always have a little chuckle to myself when I recall the story Peter Sherman tells of how after bouncing halfway across a particular Show Ground, following assurances by radio that the ground winds were nothing to worry about, he pulled the cross in on other passes, leaving his commentator cum-D.Z. man, who was in full throated cry as to what was coming next, to explain to the crowd and organisers that there wasn't going to be any more.

My word here to all D.Z. personnel is do your job properly, you have a responsibility to the parachutist, human life is involved so have the guts to make the right decisions. If you are not in radio communication with the aircraft make suitable arrangements for ground to air signals that will tell the Jumpmaster that a cancellation is suggested.

If the D.Z. party have a responsibility for human life then so has the Jumpmaster but much more so. He is the one with all the information, he has dropped the streamer and assessed the opening point, he knows the people he is leading, knows their capabilities and their weaknesses. No two Demos can be approached the same way, before the aircraft leaves the ground the Jumpmaster must have made up his mind as to how it is to be carried out and everyone taking part knows what they have to do. To start chopping and changing in the aircraft only leads to confusion, it is far better to work out a programme that is flexible enough to meet any forseeable problems.

It is the job of the Jumpmaster to see that the display is a success and a successful display is one where all the parachutists involved have landed safely on the agreed Demonstration Area. Anything less is a failure no matter what is done in the skies over the Show Ground, the finish of the jump must be the safe arrival around the cross of all the jumpers, I cannot press this point too strongly. In my time I have repeatedly forced the men under me to restrict the format of a Demo because the D.Z. was tight or the wind was from a bad angle or too strong, or I just didn't trust someone to carry off what he would liked to do. I would do this mostly with relative work, which is self satisfying to those involved but once started it is hard to make the parachutist realise that the end product is to open their parachutes over the opening point at or about 2200 feet. Please don't send me any advice on this as I already have a very good system that generally works. The point here is, no system is foolproof and a Jumpmaster cannot afford to gamble with people.

Pushing the limit, this is something we all do. I'm not asking for a yes or no from anyone on this, just don't try forcing a smile from me by denying it. There are occasions when we find ourselves doing this. During my service with the Red Devils I earned several thousand pounds in display fees but not for my pocket, it would all be put into a Central Fund for buying new equipment, paying off C of A's for our aircraft and just generally keeping the team going. Demos were our bread and butter and had to be completed or there was a very good chance we would find ourselves starting a new season in last years Jumpsuits. In short, no display fees, no team.

Stepping over that safety line can be done with the minimum of danger as long as it is done in cold blood and the people you are taking with you realise the risk and are parachutists you can trust. I have a bag full of tips for all types of limit pushing but my recommendation is don't. Any Jumpmaster worth his salt knows exactly what he can get away with and we all have built in alarm clocks which tells us where a calculated risk ends and criminal negligence begins.

Spotting, this is an art as delicate as watch making, and is only truly mastered after a lot of successful descents and a number of not so successful ones. Practice is the key and there is no better form of practicethan what is acquired during Demonstrations. With a display you are either right or wrong and when you are right you are very right and when you are wrong you read about it in the papers the next day. Here again the responsibility for spotting lays mainly with the Jumpmaster. He is the man who must put the streamer out in the proper place and once it has landed assess the opening point. Once this has been done and the Jumpmaster has decided that conditions are safe enough to carry out the display, he must make it clear to the pilot and the parachutists where the opening point is. This is

standard practice in all parachuting but during a display it is vital.

The Jumpmaster and those who are spotting separate passes must at all times retain their cool, don't flap. The easiest thing in the world is to say "Oh hell this will do", it won't do, a panic spot can only cause trouble. There is no real concrete advice I can pass on here, for spotting is a personal thing you have either got the knack or you haven't. If you have you will know because you friends will normally leave the seat next to the door for you to sit in. If you haven't been blessed with the technique you will also find out, probably through doing one man passes. One of the best antidotes to bad spotting is patience. Do not allow yourself to be pressured into stepping out of the aircraft in the wrong place. These pressures may be many but the two main ones are, the time in which you have to do the display and the other parachutists who are impatient to get going. The answer to the first is to take your time and make another pass or as many as you need, the organisers can always put the following events back. As for the impatient members of your pass, I recommend two fingers of the best Harvey Smith. They may be doing a bit of screaming but they will scream a damn sight louder from the top of the stockmans beer tent.

When a display team finds themselves faced with cloud I have found it best to stay below it. The object here is to entertain a crowd of spectators and to do this they must be able to see the aircraft running in, the parachutists leaving the aircraft, in Free Fall and under the canopy. By going above clouds no matter how big the gaps are there is always a good chance of the spectators missing one or a number of these events.

The next subject we deal with is Night Demonstration. To my knowledge no one has yet attempted this in this country. I don't mean night descents onto unrestricted Drop Zones or dusk descents where it is still possible to see. I mean late night starting from scratch displays.

A few issues back in this magazine we had a very good article on night parachuting into Hong Kong by members of the Red Devils. Not just once but several evenings in a row and if ever there should be a parachutists Victoria Cross struck, these men should be the first in the queue to receive it. Without belittling their feat in any way I feel their success was due more to iron nerve and luck than preparation and planning. I do not intend to go too deeply into this and cover all the numerous hazards of a Night Display. Instead I will say forget it, the end results of taking a risk like that is just not worth the nail biting. I will not deny it can't be done, even under these unpredictable weather conditions of ours. But I say you could step into the slip stream with portable radar and a D.Z. homing device and you would still be taking you life in your hands.

Water Displays done properly are great fun and a terrific crowd pleaser but as in all parachute displays there is a danger. This danger can be avoided by following a set of drills and by taking above normal precautions with equipment, D.Z. facilities and staff.

First your parachute equipment, use the best you have, second best won't do. If you are worried about damage to it then the choice must be made between Demo and Equipment. If salt water is involved have the organisers contact the local Fire Service to swill the parachutes down after the descent. Your dress will depend on the aircraft you use and the temperature of the day. One thing I recommend that is a helmet, people have died through being knocked unconscious because no helmet was worn, you can always take it off and attach it to your harness. Flotation equipment must be worn no matter how strong a swimmer you may be. The average cord for inflating this gear is normally minute and it is even more so once a harness has been fitted. To be on the safe side I find it best to attach something else the the cord in order to make it easier to pull, in all that confusion of the first few seconds after splashdown.

The drill, if you disregard the general flap you tend to be in any way, should be something like this. Helmet off, if you wish, drop reserve, open chest strap, reach over your head and grasp opposite riser, one leg strap off, on touching water release the second leg strap. You will then shoot out of your harness.

Points to remember, do this in deep water, you could break your back if you strike the bottom. Get away from your chute, it will float. Do not attempt a descent into water if there is a strong wind blowing, should you be caught up in your harness the canopy could inflate and to be dragged through the water is a particular hell you can do without. The D.Z. party should have at least one powered boat plus other row boats, with a parachutists in each craft. This point is particularly important for the proper recovering of the Jumpers and their kit. It is also important to fish the parachutist out first, his equipment isn't going anywhere but the boat may have to rush off if there is an emergency with one of the other parachutists.

I don't expect this article to become the Bible of all display work, it is not that informative nor could any written work on this subject ever be. For there is an X Factor that all display parachutists should have and more so with the Jumpmaster. This X Factor has many forms, from the quick and accurate assessment of a situation to the keeping of the head when all the signals say panic. I was once told by a parachutist friend of mine who holds Gold Wings and I respect very much but who himself admits that he has only done one display, that "Any fool can do a parachute display", the unfortunate thing about the Rules and Regulations governing displays in this country is, he is right.

ACCURACY COMPETITION

The second annual team accuracy competition will be held at Duck End Farm, Bedford over the week end 30th September/1st October. Three man event. Six jumps.

Contact Bob King, 66 Westbury Crescent, Rosehill, Oxford.

Opposite page:
Big feet, small parachute. John Platt, 1972 Nationals.
Photo: Dave Waterman

PARARESCUE

Written by
Technical Sergeant Curt Phythian, USAF Pararescue

In memory of Technical Sergeant William J. Flower, who lost his life on 30 April, 1972 while training so "That Others May Live"

The jungle didn't look like an ideal drop Zone to Colonel Klecinger as he surveyed the area. Somewhere down there were the survivors of a crashed aircraft. The plane had carried some high ranking officials and some news commentators. (Eric Severide was one of the newsmen) Burma in 1944 was not the best place to crash an aircraft.

Colonel Klecinger wondered if his two medic volunteers would jump when the time came. They had never jumped before and the Colonel had only tried it once himself. He was determined though to get these people back alive. And so the medical trio jumped and spent a month with the survivors while awaiting a ground team to get to them. This then was the first of many Pararescue missions of the U.S. Air Force. From this was realized the need for a trained force of Rescuemen, capable of jumping and surviving in any conditions while providing for the needs of the survivors.

It's been a long time since the 1940's and the Pararescueman of today is one of the best trained in the world.

So what does it take to be a Pararescueman? Well if he can run three miles in 26 minutes, swim 2000 yards in 50 minutes and make it through some rigorous calistenics he'll be considered. He must be a volunteer for Parachute duty and Diving duty. And if he is selected for training, he can look forward to a year of some of the roughest training any military can offer. For a year his instructors will make life as rough and demanding as they can. He'll be harassed, exercised and drilled in Rescue work until it is his whole life. If he ever faulters or fails to meet the standards— he's out. He must thoroughly believe in the Pararescueman's Motto— "That Others May Live".

The Pararescue trainee starts his training with a pre-conditioning course at Hill Air Force Base, Utah — the home of Pararescue training. Here he learns what getting into shape really means. He'll run, exercise, swim, run and exercise some more. If he can keep up he'll start formal Rescue training.

First of all is medical training at Sheppard Air Force Base, Texas. Here he is taught advanced life saving techniques, including minor surgery. This training is the basis of his ability to save lives, so it is as intensive as possible.

By the way, a Pararescue trainee never walks while in training. He runs everywhere.

The next school is the Army Airborne school at Ft. Benning, Georgia. Here he learns what being a para-trooper means and if he makes it, he'll graduate with five jumps and his silver wings. But parachuting is only one of the methods of transport he must learn.

Survival school at Fairchild Air Force Base, Washington is one of the fun schools. By the time he graduates, the Pararescue trainee will be able to survive in any area of the world, even when being chased by an enemy force. He'll know the meaning of hunger and will actually have to find his own way out of a mountainous wilderness. It will take him at least a week to get back to civilization.

Diving school at Key West, Florida is one of the hardest military schools in the world. Before the trainee finishes here he'll think he's a fish. He will spend more time in the water, day and night, than he will out. He'll be an experienced SCUBA diver when he graduates from this course. On his final dive he will perform a search 130 ft. below the surface of the Atlantic. Again his instructors will make every effort to have him drop out. One of the games the instructor will play is called underwater harassment. They will pull off gear, turn off your air and generally try to shake you up. If you surface— you're through. The idea is to keep calm and put your gear back together. This sometimes goes on for an hour or more.

Now it's back to Utah for the finishing touches. The would-be Pararescue man is ready for transition training. By now better than 50% of his starting class has been washed out.

While in Transition school he'll learn to make SCUBA jumps. He will be jumping into the open ocean with approximately 130 lbs. (9 stone 4 lbs.) of SCUBA equipment. Then he will learn to jump into forests, intentionally landing in a tree. He carries a rope so that he can repel out of the tree.

During all his jumps (day, night, land, water or trees) he'll be given medical and survival problems. As if this wasn't enough, he'll be taken back to Georgia for a school in mountain climbing.

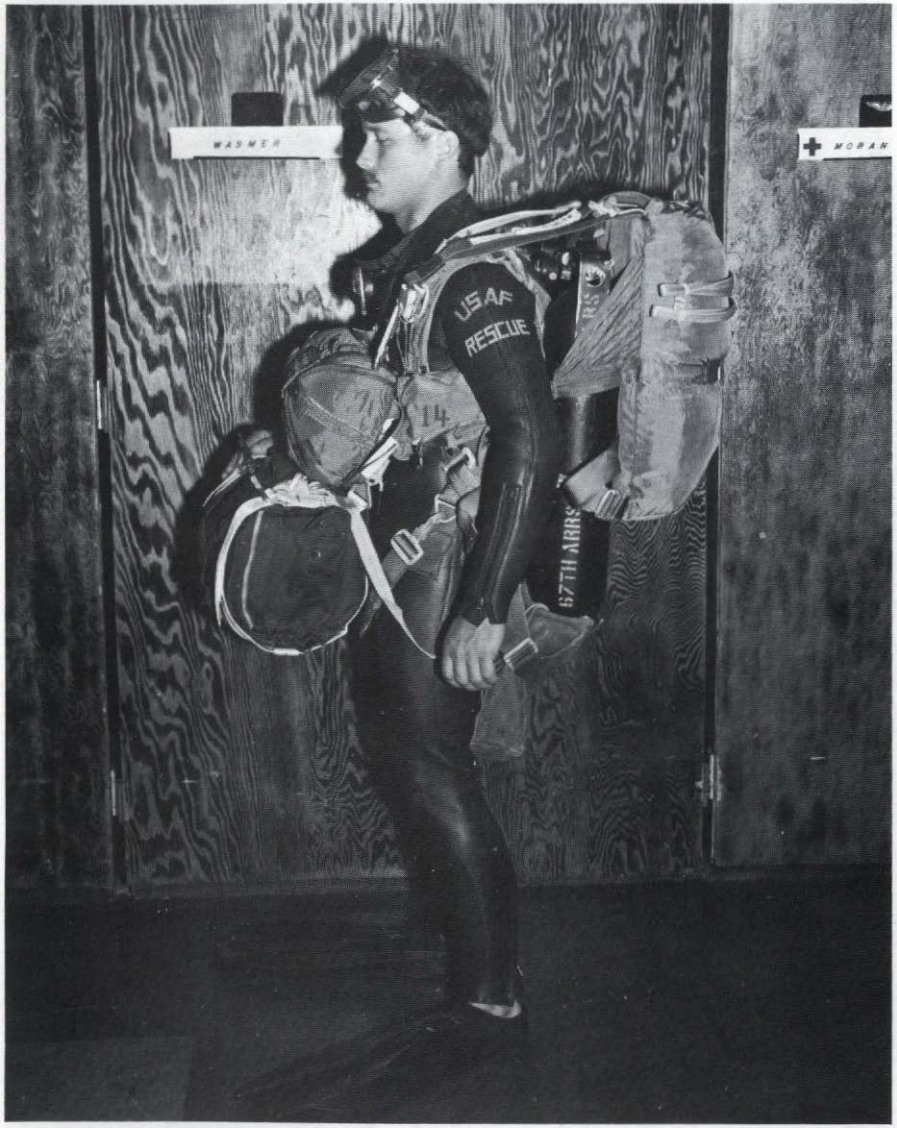
If he masters all this, he'll reach graduation day. It's a proud day when you are given the maroon beret of the Pararescemen. NOW YOU'VE FINALLY MADE IT!

What comes next? Well assignment to a Pararescue team somewhere in the free world. There are only 300 Pararescuemen and they are stationed in places like Japan, Okinawa, Vietnam, Phillipine Islands, Hawaii, Thailand, Guam, California, Alaska, New Hampshire, Florida, Panama, Azores, Iceland and the United Kingdom.

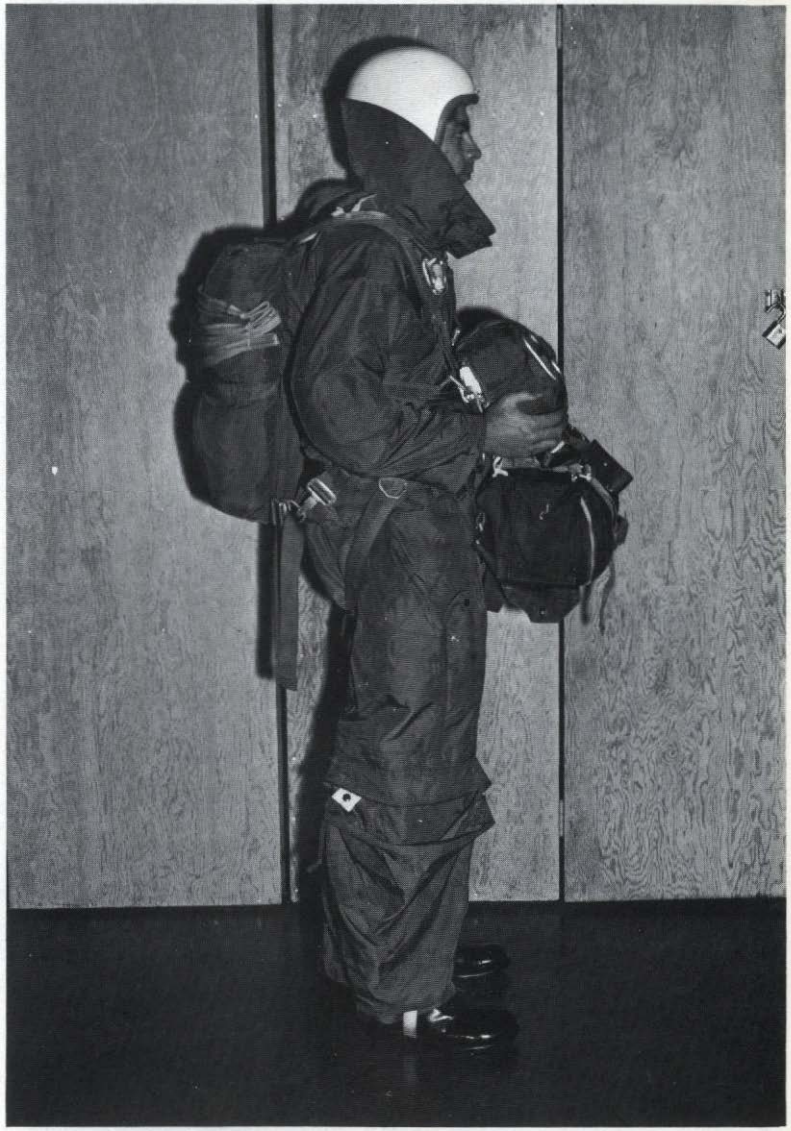
Is his training finished now? No! Pararescuemen train constantly to be ever ready. They are trained as jump-masters at their first assignment. They also learn to work on project APOLLO. They know quite a lot about rescueing the Astronauts. Pararescue teams are on special alert any time an APOLLO shot takes place. Pararescuemen have jumped on project Mercury, project Gemini and project APOLLO.

During his career, the Pararescueman will have a chance to attend other schools, such as— Jungle Survival, Tropic Survival, Firefighter School, Combat Helicopter Rescue, Ski and Mountain School in the Alps and Arctic Survival.

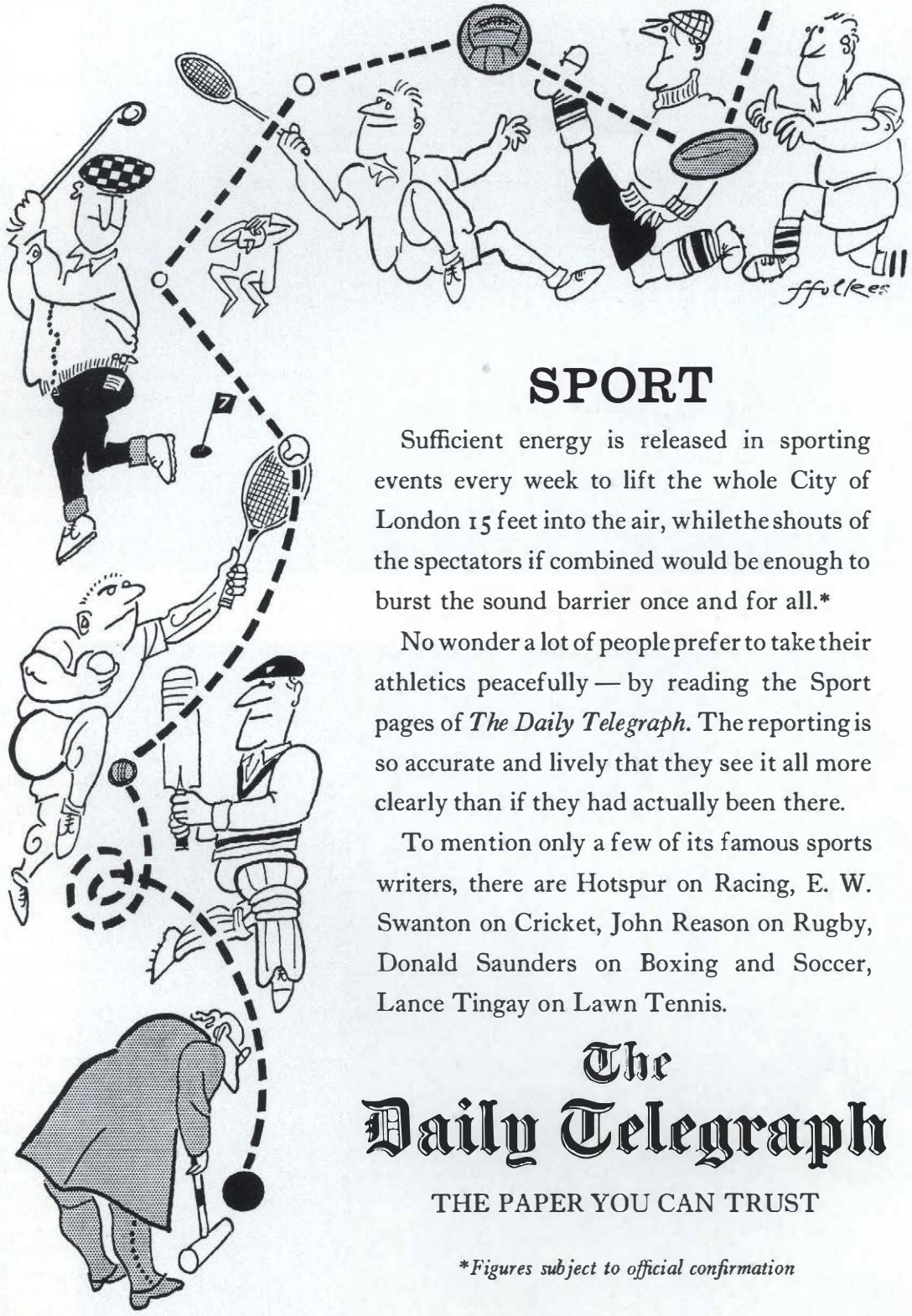
An average day for a Pararescueman consist of maintaining his rescue equipment and preparing for training missions. He makes numerous land and water jumps every year (Winter and Summer) to stay proficient in his chosen line of work—TO SAVE LIVES!



Pararescue man in Scuba Rig .....



..... and in Tree Landing Rig



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*

1972 NATIONALS—RESULTS

INDIVIDUAL ACCURACY CHAMPIONSHIP

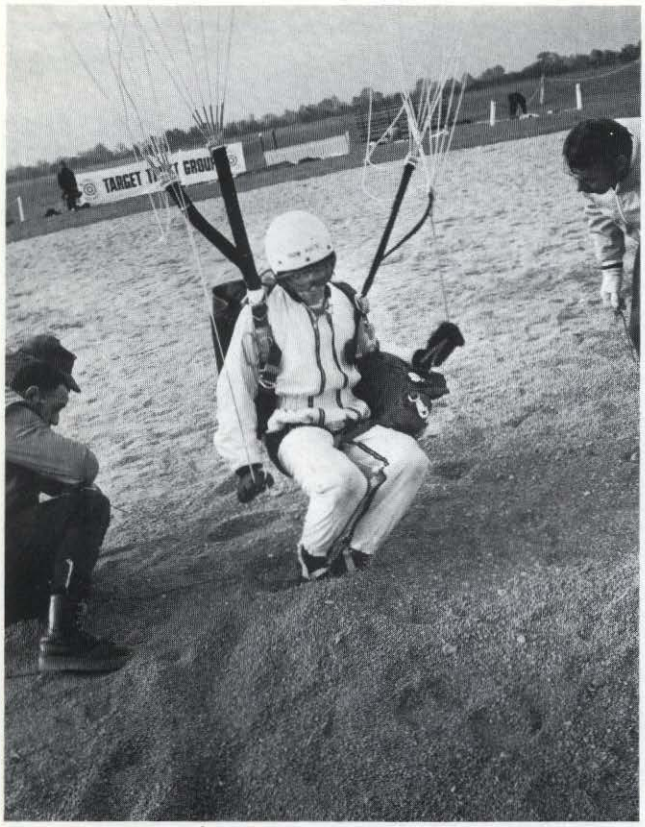
Helmet No.	Name	Club	Jumps 1.	2.	3.	4.	5.	6.	Tot.	Av.	Pos.
1	Patrick, J.M.	7RHA	5.37	0.86	1.26	7.73	2.61	10.00	27.83	4.63	31
2	McGill, J.A.	7RHA	10.00	4.92	1.09	3.08	1.15	DC	20.24	3.37	23
3	Melville, L.	7RHA	2.18	1.69	4.95	5.49	.78	1.74	16.83	2.80	18
4	Challinor, P.	7RHA	3.60	4.22	5.03	2.86	1.23	4.78	21.72	3.62	24
5	Boot, W.G.	TVAS	10.00	7.09	4.05	2.19	10.00	7.21	40.54	6.75	48
6	Benyon, M.	TVAS	10.00	10.00	4.58	10.00	10.00	7.77	52.35	8.72	59
7	Burrell, C.	TVAS	10.00	10.00	10.00	10.00	6.90	3.34	50.24	8.37	56
8	Hodge, D.	TVAS	10.00	.47	10.00	10.00	1.22	4.18	35.87	5.97	41
9	McNair, L.K.	Brunel	9.00	6.52	3.75	6.03	4.87	10.00	40.17	6.69	46
10(N)	Meysner, A.J.M.	Brunel	10.00	5.96	.18	1.94	3.45	5.60	27.13	4.52	29*
11	Batchelor, M.J.	Brunel	10.00	1.14	1.78	.82	4.52	3.49	22.02	3.67	25
12	McGuire, R.A.	Brunel	10.00	9.50	1.49	1.56	8.85	10.00	41.40	6.90	51
13	Sherman, P.W.	Old Warden	10.00	4.35	10.00	7.00	10.00	10.00	51.35	8.55	57
14	Waugh, D.I.	Old Warden	4.09	4.95	1.87	.03	.10	1.16	12.20	2.03	10
15(V)	Dieker, B.F.	Old Warden	2.05	.25	.14	DC	.76	10.00	13.20	2.20	13t
16	Savage, D.	Old Warden	5.72	.48	.54	4.29	.63	1.04	12.70	2.11	11
17	Rixon, T.M.	Embassy	5.27	2.22	.15	.07	1.94	10.00	19.65	3.27	22
18	Gardner, S.D.	Embassy	3.28	10.00	8.67	10.00	10.00	3.38	45.33	7.55	53
19	Ford, T.A.	Embassy	10.00	3.08	4.95	2.31	10.00	10.00	40.34	6.72	47
20(N)	Edwards, C.	Embassy	10.00	10.00	10.00	10.00	6.74	5.22	51.96	8.66	58
21	McQueen, A.S.	RAPA	—	—	—	—	—	—	—	—	—
22	McCarthy, D.P.	RAPA	—	—	—	—	—	—	—	—	—
23	Railton, K.	RAPA	9.67	4.85	10.00	.83	.29	10.00	35.64	5.94	40
24	Kemley, J.M.	RAPA	.19	2.27	1.72	.64	DC	6.04	10.86	1.81	8
25	Cathro, G.	Para Regt	1.89	.69	.17	3.32	.33	DC	6.40	1.06	2nd
26	Standring, B.R.	Para Regt	3.48	.02	1.63	1.58	DC	DC	6.71	1.11	3rd
27	Wright, J.	Para Regt	3.60	.32	DC	4.18	2.50	1.05	11.59	1.93	9
28	Milne, R.A.	Para Regt	.01	3.85	.06	10.00	.52	.43	14.87	2.47	17
29	Mapplebeck, K.	RAFSPA 'A'	10.00	3.10	.10	DC	DC	DC	13.20	2.20	13t
30	Dale, A.J.	RAFSPA 'A'	.71	.33	.16	2.66	3.26	2.64	9.76	1.26	6
31	King, R.O.	RAFSPA 'A'	.01	.90	1.78	DC	.22	7.66	10.57	1.76	7
32	Hiatt, R.	RAFSPA 'A'	10.00	1.54	.10	DC	1.18	.61	13.43	2.23	15
33	Oliver, A.R.	RAFSPA 'B'	2.96	10.00	3.40	7.06	10.00	3.13	36.55	6.09	42
34	Layton, A.M.J.	RAFSPA 'B'	.05	1.23	3.83	.88	1.20	1.15	8.44	1.40	5
35	Bennett, D.	RAFSPA 'B'	6.40	9.96	2.43	1.84	10.00	10.00	40.63	6.77	49
36	Perring, M.J.	RAFSPA 'B'	10.00	1.56	.91	2.31	3.30	.07	18.15	3.02	20
37	Louttit, I.A.	Hereford	10.00	3.90	10.00	2.25	5.33	.20	31.68	5.28	34
38	Payne, D.C.	Paraclan	10.00	6.68	10.00	8.09	3.20	10.00	47.97	7.99	54
39(V)	Burrow, C. (Mrs)	RAFSPA	10.00	.27	4.84	4.31	1.56	1.93	22.91	3.81	27
40(V)	Burrow, K.L.	RAFSPA	10.00	2.68	4.65	10.00	5.10	7.04	39.47	6.57	45
41	McBride, E.J.	TVAS	10.00	7.34	10.00	3.49	10.00	3.34	44.17	7.36	52
42	Thorn, C.P.	RAFSPA	2.82	1.85	1.34	2.67	10.00	3.75	22.43	3.73	26
43	Rymer, D.	7RHA	10.00	10.00	6.85	3.40	2.60	1.30	34.15	5.69	39
44	Thorne, D.	Para Regt	10.00	1.35	6.89	10.00	10.00	DC	38.24	6.37	44
45	English, J.A.	Northumbria	6.13	.90	DC	.38	1.19	4.44	13.04	2.17	12
46	Byrne, P.J.	RAFSPA	1.32	10.00	10.00	.70	1.30	10.00	33.32	5.56	37
47	Meacock, W.J.	Peterbororugh	.43	.18	DC	DC	.12	DC	.73	.12	1st
48	Platt, J.E.	RAFSPA	1.32	1.95	10.00	10.00	2.87	6.67	32.81	5.46	36
49	Schofield, B.S.	Para Regt	10.00	10.00	8.18	4.33	.03	4.86	37.20	6.23	43
50	Hull, R.J.	Peterborough	10.00	10.00	DC	DC	1.56	2.00	23.56	3.92	28
51	Abisch, N.	Old Warden	10.00	10.00	5.04	10.00	10.00	10.00	55.04	9.17	62
52(N)	Wendes, P.B.	RAFSPA	10.00	4.57	10.00	10.00	10.00	10.00	54.57	9.09	61
53(N)	Skinner, M.A.	RAFSPA	10.00	10.00	10.00	8.65	6.83	10.00	55.48	9.24	64
54(N)	Davis, R.	RAFSPA	10.00	10.00	10.00	5.35	10.00	10.00	55.35	9.22	63
55	Day, T.J.W.	Metro Police	10.00	2.35	1.62	1.72	1.32	2.30	19.31	3.21	21
56	Smith, J.	Para Regt	10.00	10.00	10.00	10.00	2.45	7.16	49.61	8.26	55
57(V)	Weller, D.	Nord-Bondues	10.00	10.00	10.00	10.00	10.00	3.42	53.42	8.90	60
58(V)	Bantecnie, M.	Paris	3.09	6.54	7.60	10.00	2.50	.37	30.10	5.01	33
59(V)	Durand, J.M.	ASB Le Raincy	10.00	1.39	.25	.62	1.92	.76	14.08	2.34	16
60(V)	Colinot, A.C.	ASB Le Raincy	DC	1.92	1.48	3.06	1.13	.62	8.21	1.36	4
61(V)	Boiteux, B.	ASB Le Raincy	10.00	10.00	4.76	10.00	1.13	5.03	40.92	6.82	50
62(V)	Bernert, R.J.	ASB Le Raincy	10.00	2.65	1.70	2.24	.40	.82	17.81	2.96	19
63(V)	Girault, J.C.	ASB Le Raincy	5.95	5.61	5.96	2.01	4.17	5.95	29.65	4.94	32
64(V)	Maussin, P.	ASB Le Raincy	10.00	10.00	6.75	2.14	2.09	1.24	32.22	5.37	35
65(V)	Rivet, J.P.	ASB Le Raincy	5.23	3.89	10.00	4.86	DC	10.00	33.98	5.66	38
66	Kimbie, F.	Peterborough	10.00	10.00	7.03	10.00	10.00	10.00	57.03	9.50	65
67	Bertrand, J.J.	Peterborough	4.62	.77	2.19	10.00	10.00	.03	27.61	4.60	30

INDIVIDUAL STYLE CHAMPIONSHIP

Helmet No.	Name	Club	Jumps 1.	2.	3.	4.	5.	Total	Av.	Pos.
1	Patrick, J.M.	7RHA	13.3	13.4	14.4	13.2	13.1	67.4	13.46	18
2	McGill, J.A.	7RHA	11.9	12.6	12.3	13.9	12.0	62.7	12.54	12
3	Melville, L.	7RHA	16.0	13.4	14.3	14.7	16.0	74.4	14.88	24
4	Challinor, P.	7RHA	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
5	Boot, W.G.	TVAS	15.6	16.0	16.0	16.0	16.0	79.6	15.92	36
9	McNair, K.	Brunel	16.0	16.0	16.0	15.4	16.0	79.4	15.88	35
11	Batchelor, M.	Brunel	16.0	16.0	15.6	14.1	15.2	76.9	15.38	28
13	Sherman, P.W.	Old Warden	11.8	11.5	11.8	12.6	13.4	61.1	12.22	11
14	Waugh, D.I.	Old Warden	13.4	13.2	16.0	13.2	13.9	69.7	13.94	20
15(V)	Dieker, B.	Old Warden	11.8	11.5	10.9	10.5	11.7	56.4	11.28	7
16	Savage, D.	Old Warden	10.3	10.5	11.1	11.5	10.1	53.5	10.70	5
17	Rixon, T.M.	Embassy Women	13.2	11.0	11.3	10.5	12.7	58.7	11.74	9
18	Gardner, S.D.	Embassy Women	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
19	Ford, T.A.	Embassy Women	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
23	Railton, K.	RAPA	14.7	14.5	16.0	13.6	12.8	71.6	14.32	22
24	Kemley, J.M.	RAPA	10.5	11.5	10.7	10.3	10.3	53.3	10.66	4
25	Cathro, G.	Para Regt	14.8	12.5	14.8	13.1	12.5	67.7	13.54	19
26	Standring, B.R.	Para Regt	11.1	10.7	11.8	11.5	10.9	59.0	11.80	10
27	Wright, J.	Para Regt	16.0	13.5	14.6	13.5	13.1	57.2	11.44	8
28	Milne, R.A.	Para Regt	12.6	13.2	11.2	13.7	13.4	64.1	12.82	14
29	Mapplebeck, K.	RAFSPA	10.2	9.7	9.9	10.1	10.9	50.8	10.16	2nd
30	Dale, A.J.	RAFSPA	13.1	12.8	13.2	14.0	13.0	66.1	13.22	17
31	King, R.O.	RAFSPA	12.2	10.2	10.5	10.3	12.8	56.0	11.20	6
32	Hiatt, R.	RAFS	10.5	10.2	10.1	10.0	10.2	51.0	10.20	3rd
34	Layton, A.M.J.	RAFSPA	16.0	15.1	16.0	16.0	16.0	79.1	15.82	33
36	Perring, M.J.	RAFSPA	16.0	16.0	14.0	16.0	16.0	78.0	15.60	30
37	Louttit, I.A.	Hereford	15.3	14.9	14.7	14.8	15.3	75.0	15.00	25
38	Payne, D.C.	Paraclan	14.7	16.0	16.0	16.8	16.0	78.7	15.74	31t
39(V)	Burrow, C. (Mrs)	RAFSPA	16.0	13.1	11.5	16.0	13.2	69.8	13.96	21
43	Rymer, D.	7RHA	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
44	Thorne, D.	Para Regt	12.7	13.1	13.2	12.6	12.4	64.0	12.80	13
45	English, J.A.	Northumbria	16.0	16.0	16.0	14.8	14.8	77.6	15.52	29
47	Meacock, W.J.	Peterborough	8.8	9.2	10.0	8.9	9.8	46.7	9.34	1st
48	Platt, J.E.	RAFSPA	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
50	Hull, R.J.	Peterborough	12.4	12.2	14.1	13.3	12.2	64.2	12.84	15
51	Abisch, N.	Old Warden	13.4	12.7	16.0	16.0	15.1	73.2	14.64	23
56	Smith, J.	Para Regt	15.2	16.0	16.0	16.0	16.0	79.2	15.84	34
58(V)	Bantecnie, M.	Paris	16.0	14.2	16.0	14.5	16.0	76.7	15.34	27
59(V)	Durand J.M.	ASB Le Raincy	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
60(V)	Colinot, A.C.	ASB Le Raincy	16.0	16.0	16.0	14.7	16.0	78.7	15.74	31t
61(V)	Boiteux, B.	ASB Le Raincy	15.7	16.0	15.3	14.6	14.0	75.6	15.12	26
62(V)	Bernert, R.J.	ASB Le Raincy	10.9	11.7	16.0	10.1	16.0	64.7	12.94	16
63(V)	Girault, J.C.	ASB Le Raincy	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
64(V)	Maussin, P.	ASB Le Raincy	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t
67	Bertrand, J.J.	Peterborough	16.0	16.0	16.0	16.0	16.0	80.0	16.00	37t

VISITING TEAMS

Old Warden	Sherman, P.W.	0.34	DC	2.84	0.54	3.72	18.03
	Waugh, D.I.	1.15	1.74	2.77	5.84	11.50	
	Dieker, B. (USA)	0.34	0.34	0.36	1.03	2.07	
	Savage, D.	0.15	DC	0.23	0.36	0.74	
ASB Le Raincy Paris 'A'	Durand, J.M.	1.32	3.65	0.76	1.12	6.85	18.97
	Colinot, A.C.	1.18	0.28	0.15	1.41	3.04	
	Boiteux, B.	1.91	3.81	0.11	0.42	6.25	
	Bernert, R.J.	1.74	1.02	0.07	DC	2.83	
ASB Le Raincy Paris 'B'	Girault, J.C.	3.80	4.33	2.10	2.27	12.50	48.00
	Maussin, P.	0.91	10.00	0.06	3.23	14.20	
	Bantegnie, M.	0.26	0.07	1.20	0.13	1.66	
	English, J.A. (UK)	1.82	1.46	10.00	6.36	19.64	



A graceful but questionable two-footed dead centre by Bob King

Ken Mapplebeck. Dead centre

Red Devil 'Sooty' Standring lays out for the disc

Da Waugh goes over the top— just

Deak Wright tries to kill the Weston plt

Scotty Milne with another close one

Bob Hiatt

That most excellent of Pilots Gerry Schellong is presented with a drawing of a Rapide by A. V. M. Sowery who presented the Prizes and Trophies at this years Championships

1972 NATIONALS— RESULTS

MEN'S OVERALL CHAMPIONSHIP

Name	Club	Total Score	Position
*Meacock, W. J.	Peterborough	4.79	National Champion
*Standring, B. R.	Para Regt	7.01	2
*Kemley, J. M.	RAPA	7.14	3
*Mapplebeck, K.	RAFSPA	7.28	4
*Hiatt, R.	RAFSPA	7.33	5
*King, R. O.	RAFSPA	7.36	6
*Savage, D.	Old Warden	7.46	7
*Wright, J.	Para Regt	7.65	8
*Cathro, G.	Para Regt	7.83	9
*Dale, A. J.	RAFSPA	8.23	10
Milne, R. A.	Para Regt	8.88	11
Waugh, D. I.	Old Warden	9.00	12
Laytom, A. M. J.	RAFSPA	9.31	13
English, J. A.	Northumbria	9.93	14
Melville, L.	7RHA	10.24	15
Hull, R. J.	Peterborough	10.34	16
Perring, M. J.	RAFSPA	10.82	17
Batchelor, M. J.	Brunel University	11.36	18t
Patrick, J. M.	7RHA	11.36	18t
Challinor, P.	7RHA	11.62	20
McGill, J. A.	7RHA	11.64	21
Thorne, D.	Para Regt	12.77	22
Louttit, I.	Hereford	12.78	23
Railton, K.	RAPA	13.10	24
Platt, J. E.	RAFSPA	13.46	25
Rymer, D.	7RHA	13.69	26
McNair, L. K.	Brunel	14.63	27
Sherman, P. W.	Old Warden	14.66	28
Boot, W. G.	Thames Valley	14.71	29
Payne, D. C.	Paraclan	15.86	30
Smith, J.	Para Regt	16.18	31

* *Indicates members of British Team Training Squad*

LADIES' OVERALL CHAMPIONSHIP

Name	Club	Total Score	Position
Rixon, T. M.	Embassy Womens Team	9.14	National Champion
Ford, T. A.	Embassy Womens Team	14.72	2
Gardner, S. D.	Embassy Womens Team	15.55	3
Abisch, N.	Old Warden	16.49	4

TEAM OVERALL CHAMPIONSHIP

Team	Total Indiv. O/A Score	Total Team Accuracy Score	Grand Total	Position
Para Regt	31.37	6.37	37.74	1
RAFSPA 'A'	30.20	10.54	40.74	2
7RHA	44.87	47.48	92.35	3

TEAM ACCURACY CHAMPIONSHIP

Team	Name	Individual Points 1	2	3	4	Total	Team Total	Pos.
Para Regt	Cathro, G.	0.16	DC	1.38	0.03	1.57	6.37	1
	Standring, B.R.	0.14	0.18	0.12	DC	0.44		
	Wright, J.	1.38	0.20	0.82	0.04	2.44		
	Milne, R. A.	1.14	0.64	0.04	0.14	1.92		
RAFSPA 'A'	Mapplebeck, K.	1.62	1.41	1.35	DC	4.38	10.54	2
	Dale, A.J.	0.81	0.24	1.61	0.21	2.87		
	King, R.O.	0.15	0.11	DC	0.11	0.37		
	Hiatt, R.	0.09	0.30	1.84	0.69	2.92		
7 RHA	Patrick, J.M.	1.91	4.44	10.00	4.34	20.69	47.48	3
	McGill, J.A.	1.96	0.35	DC	2.26	4.57		
	Melville, L.	1.79	0.40	0.75	1.44	4.38		
	Challinor, P.	3.80	4.01	6.00	3.93	17.74		
RAFSPA 'B'	Platt, J.E.	1.54	10.00	7.36	0.40	1930	50.34	4
	Layton, A.M.J.	1.89	3.65	DC	0.33	5.87		
	Bennett, D.	2.69	2.75	5.66	0.53	11.53		
	Perring, M.J.	10.00	2.79	0.32	0.53	13.64		
RAPA	McQueen, A.S.	10.00	5.11	7.53	1.69	24.33	71.98	5
	Hull, R.0J.	10.00	0.61	2.80	1.36	14.77		
	Railton, K.	10.00	0.44	5.64	DC	16.08		
	Kemley, J.M.	10.00	5.36	0.74	0.70	16.80		
Embassy Womens F/F Team	Rixon, T.M.	3.32	1.82	2.45	5.27	12.86	79.20	6
	Gardner, S.D.	3.68	7.17	10.00	10.00	30.85		
	Ford, T.A.	1.11	DC	10.00	1.17	12.28		
	Edwards, C.	1.25	6.56	10.00	5.40	23.21		
Brunel University	NcNair, L.K.	10.00	7.83	3.86	2.90	24.59	85.19	7
	Meysner, A.J.M.	10.00	2.58	1.33	8.04	21.95		
	Batchelor, M.J.	1.40	1.22	2.82	10.00	15.44		
	McGuire, R.A.	8.72	4.98	4.71	4.80	23.21		
Thames Valley	Boot, W.G.	10.00	10.00	1.74	DC	21.74	97.36	8
	Benyon, M.	1.93	1.53	DC	5.55	9.01		
	McBride, E.J.	8.82	10.00	8.60	10.00	37.42		
	Hodge, D.	10.00	10.00	3.10	6.09	29.19		

1st YEAR STYLE AWARD
Thorne, D. (Para Regt)

1st YEAR ACCURACY AWARD
Layton, A. M. J. (RAFSPA)

BEST CIVILIAN AWARD
Meacock, W. J. (Peterborough)

NOVICE AWARD
Meysner, A. J. M. (Brunel)

Lady Visitor Award
Mrs. C. Burrow

Visiting Team Award
ASB Le Raincy 'A'

Scottish Award
Kemley, J. M. (RAPA)

British Nationals 1972

at Weston-on-the-Green

Maybe it was the thought of the World Championships ahead, but it was obvious from the beginning that every competitor had taken this year's nationals really seriously indeed — for the incredibly high standard throughout could be due only to long and arduous training. And our praise goes to the visiting French team too, who, unused to the British conditions, managed to hold their own in every event.

RESULTS

First, the results for the:

British Nationals Volleyball Championships

This was a long and serious affair, consisting of three solid days of elimination contests and replays. Dave Savage's team were hard-pressed to keep RAF "A" at bay. A serious contest — no spectators allowed — and full marks for modesty must go to the winning team who never actually admitted their victory. However, I have been told that the final round (in which the ball was discarded and each member of the team took on his opposing member in a tough battle—a rule new to the championships this year) was a real knock-out!

British Nationals Swimming Trophy

The new indoor pool at the sports centre at Bicester proved the ideal venue for the competing members for the Trophy. In the contest, I am assured that the girls put in a very good appearance indeed, but of course, as with last year's event, no one could touch Tony Dale's Blind Dive and Pete Sherman's well practised stroke — the Underhand Grab. A lot of the team spent several energetic hours practising their style on the lovely swimming pool attendant, but I gather there were disappointing results in this particular event.

British Nationals Squash Tournament

Two separate courts— one at RAF Heyford and one at Bicester Sports Centre— were used for this contest and indeed the results were absolutely first class. This was a surprise contest, with Nomad Bernie Deiker keeping well back until right at the end when he came down with six stitches to win the overall tournament. We had expected Red Devil Sooty Standring who excelled last year in a similar contest (eight stitches in pit pyramids) to do well, but in fact he never showed up for the event.

Riding trials

This was for the dedicated only, for it was an hour's drive away and involved considerable expenditure. At one point Red Freda Jackie Smith and Embassy Team's Teresa Ford were in the lead with by far the best seats of all competitors, but according to experienced Judge Bob Hiatt they both refused the jumps which gave just enough points to the Brunel team to scrape a win.

T-Shirt Plaque

There was virtually no contest here — Berni Diekers "Save our DZ" got a feeble mention, but by almost unanimous votes Dave the Wandering Waugh received the plaque for his "I eat and drink at the Friendly Fannie" T-shirt (which was suitably swiped by Pete the Teeth immediately after the event). Second was Waugh again with his "Rubbish" shirt, and third place was a tie between Meacock and Kingy— both with clean and ironed shirts— a really unusual entry in this class. Scotty Milne was disqualified for allowing his T-shirt to walk away on its own — as we all know, every shirt entry has to be accompanied.

So that's the results of the big events. The "Display with the most public appeal" award was won by the Radcliff Infirmary Team of Bob H, Sally G and French team member Boitieux (pulled muscle for the exaggerated limp, discolated shoulder for bandage appeal, and separated vertebrae for the always popular stretcher case). And the "I bet you never thought of this" Cup was presented to the judges for their truly magnificent "Streamer in the dark" event— a definite all time winner.

Results of the running, darts and all other lesser events will be published at a later date.

So that's another year of excitement and effort over. Now all we need do is wish the lucky few the best of luck for the world contests. So until next year — keep your volleyballs flying, folks!

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Fully licensed lounge and catering facilities.

Prices . . . Up to 3,000 ft. — **£1.00.** Up to 7,000 ft. — **£1.50** for general permit holders.

Prices for students . . . Using the Centre equipment, up to 7,000 ft. — **£2.00.** Using own equipment— **£1.50.**

Prices for four man relative groups going higher than 7,000 ft. can be negotiated.

Coaching in Style and Accuracy readily available.

STATIC LINE BAG DEPLOYMENT

The need for an alternative deployment system for static line students stems from the fact that weak, poor or sloppy exits from the aircraft can and do cause malfunctions of various types. The alternatives from a sleeve/pilot chute system are either unsleeved canopy deployment or a bag. The former being too positive would revert the static line student to pre sleeve shock openings.

The bag system has been in use for many years by military parachutists and proved successful, but the difference in equipment between military and sport parachutists leaves the problem of adapting and/or modifying sports equipment for bag deployment. Due to the shortage of qualified riggers any major modification to pack and/or canopy would be impractical from the time and financial aspect to most clubs in this country.

The proposed system allows for the minimum amount of work, financial expenditure and retraining of existing static line students. The work involved consists of removing the existing sleeve and pilot chute and when packing fit the deployment bag. The cost would be offset due to the fact the removed sleeve and pilot chute would be used as spares, thus saving in the long run.

The proposed bag is basically a P.O.D. with a static line sewn to the top. The reason for the bag being able to open enables neater canopy stowage. The reason for using the same method of holding the container shut is there is no need for modification and thus it can be used for freefall again if necessary.

This bag deployment system was made by myself and jumped at the Sport Parachute Centre on 31st. May, 1972. It was made by cutting and modifying an old sleeve — THIS METHOD IS NOT RECOMMENDED FOR NORMAL USE. After the second jump a bag was constructed properly.

The first jump was carried out by Charles Shea-Simonds who was despatched by Ronnie O'Brien. Their comments were:

From the jumpers point of view the opening was clean and very positive, very like military parachuting in terms of strength and speed.

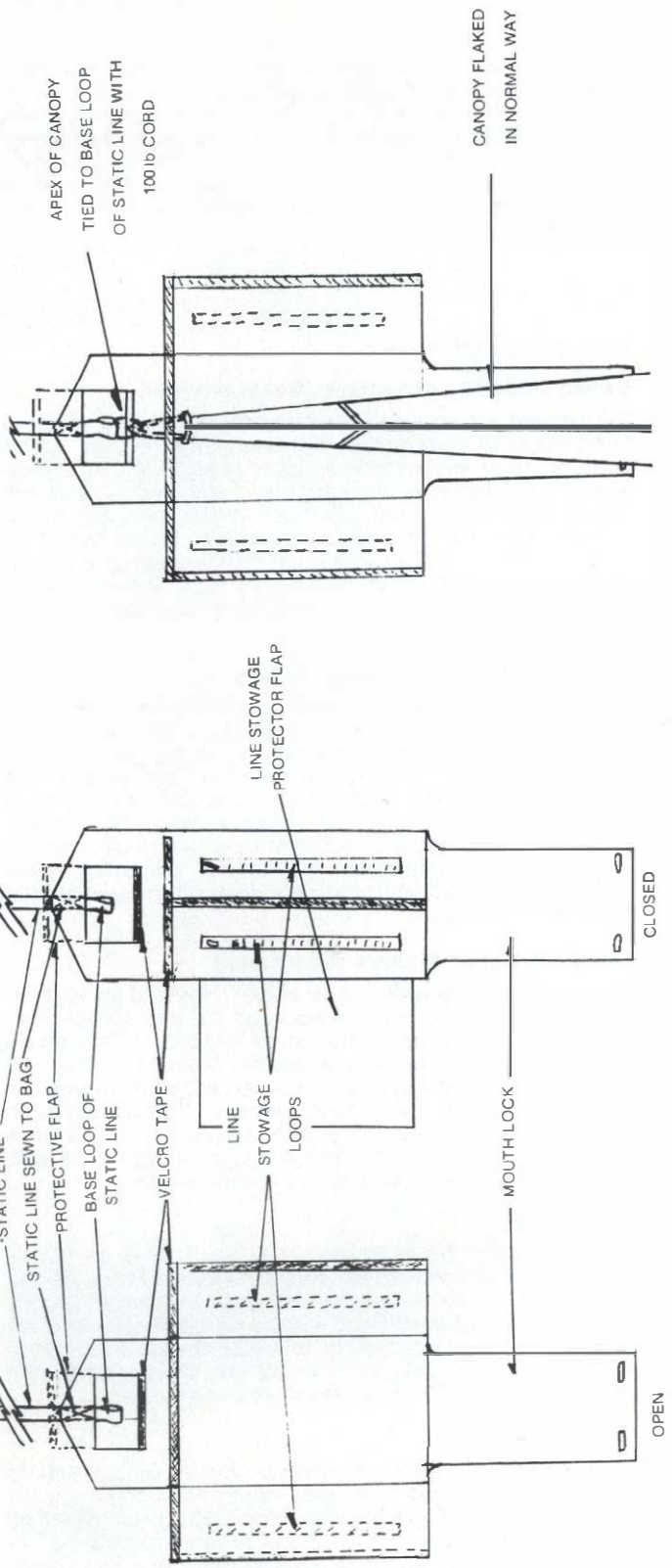
From the despatching point of view the bag was hard to hold after the container had opened due to the fact that all the weight of the time deployment had to be taken by the despatcher through holding the static line. Other than that the deployment was very clean and positive.

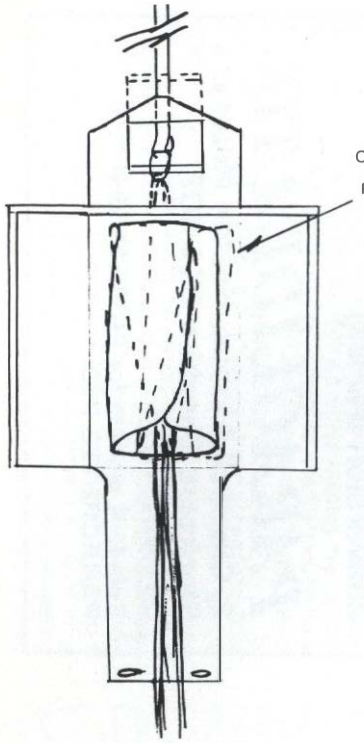
The problems of the positive opening became evident at the D.R.C.P. stage because of lack of time from exit to full deployment in which to practice the D.R.C.P.

If a bag system is adopted into general use, my proposal would be to adapt to the B.P.A. category system. A category II parachutist would have completed two good consecutive stable delays counting throughout using a bag and one good stable delay counting throughout using a pilot chute/sleeve deployment system. Thus introducing the student to the longer deployment without hindering safety or personnel progress. Another possible problem is due to a high aircraft cut back speed, the opening shock may be severe but this could be remedied by reducing the permissable cutback speed now in operation.

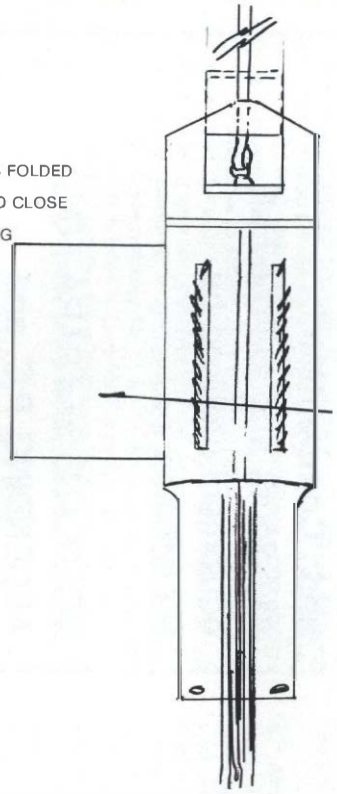
There are obviously many more problems and benefits from a bag deployment system that will only become evident from tests and discussions of this deployment system in the future.

Bob Francis D594.





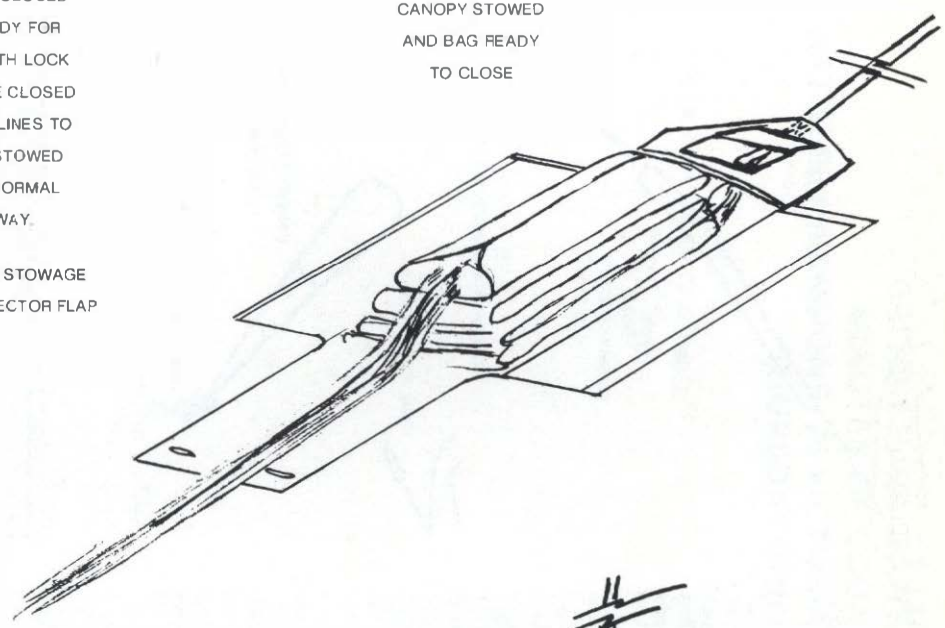
CANOPY S FOLDED
READY TO CLOSE
BAG

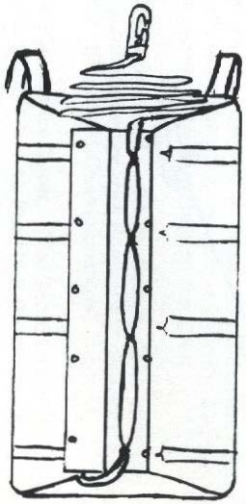


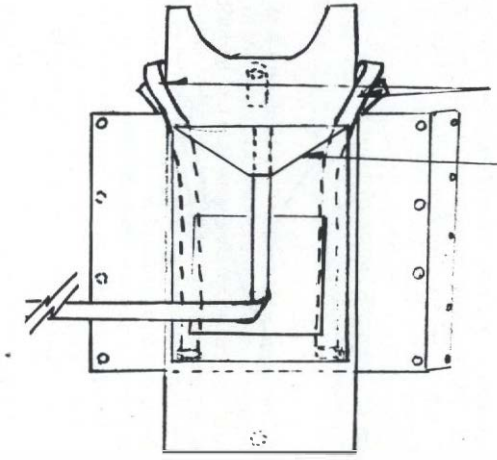
BAG CLOSED
READY FOR
MOUTH LOCK
TO BE CLOSED
AND LINES TO
BE STOWED
IN NORMAL
WAY

LINE STOWAGE
PROTECTOR FLAP

CANOPY STOWED
AND BAG READY
TO CLOSE



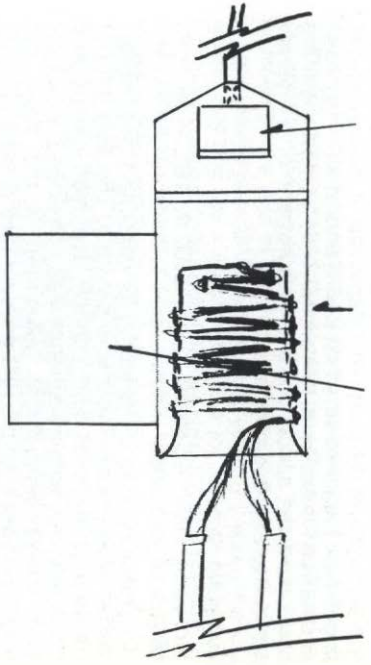




RISERS STOWED
IN NORMALLY

TOP V PIECE OF
BAG FOLDED BACK
OVER TOP OF BAG

STATIC LINE
TAKEN OUT
BETWEEN 3rd AND 4th
CONES



PROTECTOR FLAP
CLOSED

MOUTH LOCK CLOSED
AND LINES STOWED IN
NORMAL WAY

LINE STOWAGE
PROTECTOR FLAP

STATIC LINE BAG DEPLOYMENT–cont.

Jump No. 1

31st. May, 1972— Cessna 172— 2,800 ft. AGL— 65 mph. IAS.

A stable exit was made facing forwards. Unfortunately the aircraft was flying into the sun making observation of the deployment difficult. This deployment, however, was positive and seemed very fast (extra andrenalin may have accounted for this!) and there was no jar from the opening at all, and the sequence was reminiscent of a military static line bag deployment.

Jump No. 2

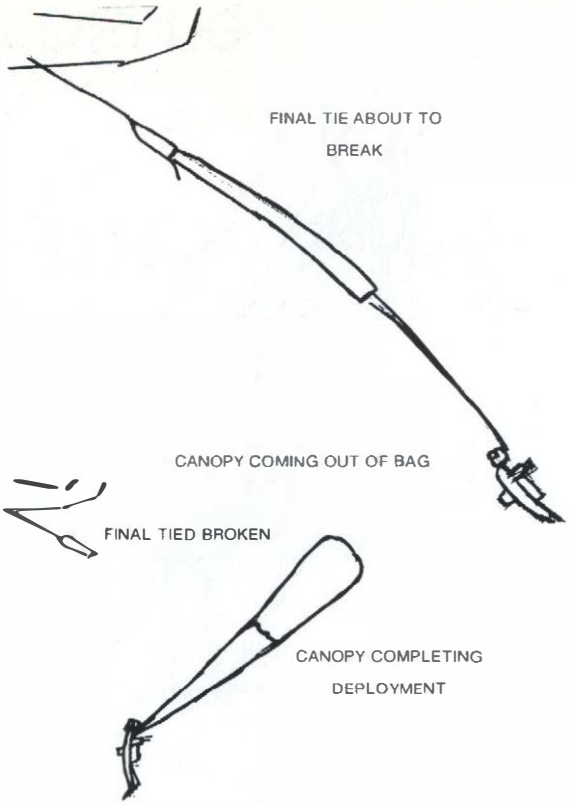
5th. June, 1972— Cessna 172 — 3,000 ft. AGL— 60 mph. IAS.

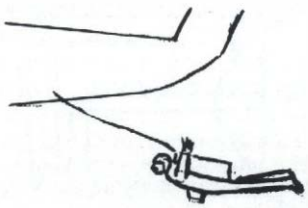
A stable exit was made facing forwards and clear observation of the deployment was possible. The bag did not rotate and the lines and canopy deployed clearly and positively, this whole sequence was considerably quicker than sleeve deployment (estimated ½ the time) but slightly slower than the first descent (see remark above!).

Jump No. 3

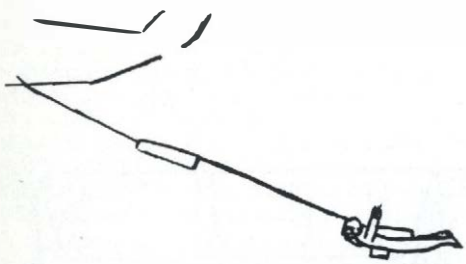
11th. June, 1972— Cessna 172— 2,800 ft. AGL— 65 mph. IAS.

A stable exit was made but a slight left turn was initiated (not intentionally) but the deployment was clean and positive as before.





PACK OPENING



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BRITISH PARACHUTE ASSOCIATION
MINUTES OF COUNCIL MEETING
ARTILLERY MANSIONS, 75 VICTORIA STREET, LONDON SW1H 0HW
THURSDAY 27th APRIL, 1972

PRESENT

L. N. E. St. John— Chairman

J. Cole
A. J. Unwin
W. J. Meacock
G. Fernie
Miss T. Rixon
W. G. Boot
C. Shea-Simonds
J. Crocker

IN ATTENDANCE

Sqn. Ldr. W. Paul— Sec-Gen BPA
T. G. Dickson— Scottish Para Club
D. Waterman— PRO. BPA
Major B. S. Schofield
G. Bourn

APOLOGIES

R. S. Acraman
P. W. Sherman
Captain D. Hughes
Wg. Cdr. G. F. Turnbull

Item 22

PREVIOUS MINUTES AND MATTERS ARISING

Acceptance of the previous minutes, proposed by C. Shea-Simonds and seconded by J. Crocker, was approved.

Matters Arising

a. **National Championships.** The Sec-Gen reported that in the absence of any observation on the Regulations as previously submitted he had sent out copies of the Regulations to all Clubs and to individuals as requested. Mr. J. Cole and he had visited Weston and reviewed the accommodation which would be sufficient to house all competitors and officials. Flt. Lt. Burgess had hopes of also providing a large caravan to house the judges. Caravan and tent space would be made available at no charge. It was confirmed that Mr. Marc Schneebeli of the Swiss Aero Club would be available to act as Chief Judge at the Nationals. Mr. Cole reported that the visit was most satisfactory and proved that the RAF were being very co-operative and would provide all the technical facilities required to ensure a well organised Meet. It was reported that it was unlikely Mr. H. M. Stephen of the Daily Telegraph would be available to present the prizes and the Sec-Gen was authorised to approach the following: HRH Prince William of Gloucester, Major General Wilson and AVM Sowery in that order of priority.

b. **Payment to Major Schofield.** This payment had now been made and amounted to £57.

c. **Portable Exhibition.** This was displayed at the meeting and Mr. Waterman described the method of connecting the various sections. The Midland Bank had agreed to use the exhibition at Leeds and had agreed to meet the expenses of BPA personnel involved in the planned parachuting demonstration to be associated with the exhibition. It had also been agreed that Midland Bank would transport the exhibition to Weston for the National Championships and be responsible for the erection on site. The exhibition would be moved from Weston to London to be ready for use at the Army Day at Rushmore Arena on 17th and 18th June in the pavilion to be provided by the Daily Telegraph. The Sec-Gen observed that the bottom of the various boards would be on the ground and suggested some form of plastic stripping along the bottom to prevent dampness getting into the boards. This would be considered. The Chairman asked if there was any information on our involvement at Farnborough — the Sec-Gen reported that there was no details available as yet and that this would depend on the Daily Telegraph. On a question of the cost of the exhibition Mr. Waterman estimated at around £266 plus £20 for two packing cases— it was generally agreed that this was an acceptable cost for something which if produced commercially would have cost in the order of £15002

Mr. Unwin expressed concern that the boards may be subject to usage which would cause these to become marked and suggested that some form of protective cover may be advisable — suggestions of plastic sheet or aerosol spray were made but Mr. Waterman felt that this was unnecessary as the boards were washable and in his opinion, with careful handling the boards should last for three years. The Chairman asked if any progress had been made with the Brochure which was to be based on the exhibition layout — Mr. Waterman stated that no progress had yet been made but hoped that some progress would be made by the next meeting. Major Schofield asked he could have a supply of the brochures which he could hand out at his various displays but the meeting withheld its decision on this until the brochures were to hand.

d. **BPA Badge.** Mr. Partington Smith reported that the elements that made up the badge are now rendered as art work in black and white and the colour guides can be handed to whoever is going to produce the various items. Exploratory quotations seeking sessions had indicated that the BPA's existing sources of supply were probably as competitive as could be obtained and therefore the art work would be passed to the Sec-Gen for him to progress the supply of the items. It was agreed that when the art work for the various items was to hand the Sec-Gen in conjunction with the sub-committee would progress quotations and that there would be no question of holding up production of the items until the old stock had been cleared.

e. **Aircraft C of A Annotation.** The Sec-Gen reported that with the formation of the new CAA the contacts on this question had changed and that he had now arranged for he and Mr. Unwin to visit a Mr. Whicher at Redhill who was responsible for aircraft C of A and was in full agreement that he and BPA should get together on this matter. Mr. Unwin pointed out that this matter was urgent as every time we operated we were doing so illegally and CAA was very much aware of this as was highlighted by the Exemption he had recently received for a display — this stated that only an aircraft with its C of A annotated as being suitable for parachuting could be used. The aircraft booked for this particular display did not carry such an annotation. BPA and others had condoned the breaking of the law over the past ten years and by so doing we could be placing a pilot's career in jeopardy. It should be BPA's plan to have this annotation removed and to have all aircraft on an approved list automatically cleared for parachuting operations. In the meantime BPA should be prepared to meet the legal costs of any pilot who finds himself in court because of operations connected with parachuting . . . . this suggestion was not acceptable to the meeting but it was agreed that the matter be treated with the utmost urgency and it was left to the Sec-Gen and Mr. Unwin to present the BPA case to the CAA.

f. **World Championships — Team Coach.** The meeting endorsed the appointment of Flight Sergeant D. Peacock as Team Coach for the 1972 World Championships.

g. **Third Party Insurance Cover.** The Sec-Gen reported that he had been successful in having the Third Party Insurance Cover increased to £100,000 for 0½p less than had been paid for the

previous £50,000 cover. Mr. Meacock stated that he had attempted to get insurance cover for his club to cover parachutists who were not members of BPA or whose BPA membership had run out and were therefore not covered by the BPA policy but had met with no success with the BPA Brokers. It was suggested that if BPA membership was to run from 1st January to 31st December each year this would mean only one check of the members BPA documents at the start of the year and considerably reduce the possibility of someone jumping who was not covered by insurance. The Sec-Gen was instructed to look again at the possibility of introducing 1st January to 31st December membership. Mr. T. G. Dickson informed the meeting that the Scottish Parachute Club had recently taken out a policy given Public Liability cover up to £100,000 for a cost of £5. — this does not cover air to ground activity but does meet the case where a member of the club causes damage e.g. where a member goes to help a parachutist and causes damage to crops and cattle etc. Mr. Meacock felt that even with the increased cover now afforded by the policy the cost at 54½p per member per annum was still expensive and that perhaps we should look elsewhere. The Chairman in summing up asked the Sec-Gen to sound out the Brokers on the possibility of including non-BPA parachutists in the cover afforded by our policy.

Item 23

SAFETY AND TRAINING REPORT

Mr. Crocker, Chairman of the S & T Committee reported on the meeting of 23rd March :

a. **Lifting of Reserve Canopies.** With effect from 1st January 1973 reserve canopies in use must not be more than 25 years old.

b. **Renewal of Instructors' Ratings.** A number of instructors' rating were renewed but since the meeting an informal complaint had been made that insufficient enquiry had been made into the renewals and as a result future applicants for renewal of ratings will be required to submit evidence that they have been instructing. Mr. Unwin asked if instructing included relative work and Mr. Crocker in reply stated that such a case had not so far arisen but it was obviously one which the committee will have to consider.

c. **Instructor Courses.** The examination period has now been reduced from nine to five days and it was agreed that the second examiner need only be present for two full days.

d. **Bag Operated Static-line System.** No further progress to date due to the non-availability of Mr. Sherman but it had been arranged that a system would be presented to the next S & T meeting.

e. **Static-line malfunctions.** There was considerable discussion on this subject but it was agreed that the static-line system used at clubs be left to the discretion of the CCI. Mr. Unwin felt that since it was the function of the S & T committee to standardise training then a standard approved system should be recommended.

f. **Training Aids.** Two forms of training aids had been discussed, namely the overhead projector and posters. It was felt that the overhead projector was the better of the two but before any recommendation is made to council quotes were being sought on the two systems.

g. **Cark Airfield (North West Parachute Centre).** Cark Airfield was approved for use by the North West Parachute Centre. This case had been brought to the S & T Committe because of its proximity to the sea.

h. **Riggers Sub-committee.** The Riggers sub-committee had been formed with Mr. A. Hooker as Chairman and Mr. S. Talbot as Secretary. The sub-committee would be responsible to the S & T Committee — a copy of the sub-committees report is attached.

j. **Instructors Convention — Emergency Procedures.** Due to the poor attendance at this convention, arranged for 11th April at Grindale Field, no positive recommendations were made but the discussion held indicated that a standard partial malfunction emergency procedure will be recommended to the next S & T Committee meeting.

Item 24

AFFILIATIONS

The following requests for affiliation were received :

North West Parachute Centre— proposed by Mr. J. Crocker and seconded by Miss T. Rixon. Unanimously approved.

Embassy Womens Free Fall Team — proposed by Mr. C. Shea-Simonds and seconded by Mr. J. Cole. Unanimously approved.

OTHER BUSINESS

Item 25

Council Meetings—Rotation of Venue and Payment of Expenses.

Mr. Shea-Simonds suggested that Council should consider roatating the venue of its meetings and/or pay expenses for those members travelling to meetings and wishing to claim. He felt that preference should be given to rotating the venue as was done so successfully by the S & T Committee. It was agreed that each member wishing to claim for attending Council Meeting would submit to the Sec-Gen the cost of the 2nd Class Rail Fare required to attend and from these he would give the next meeting the total cost involved in meeting such claims.

Item 27

Medical Clearance

Mr. D. Waterman informed the meeting that he had received a request for information concerning a female whose legs were paralysed by polio and the possibility of her making a parachute jump into water. It was agreed that this would be a case for the Medical Adviser and that she should make application for BPA membership in the normal way, having produced her doctors' certificate.

Item 28

Advertising.

Mr. Waterman suggested that BPA should consider setting aside a fixed amount for annual advertising and it was agreed that the Sec-Gen in conjunction with the Treasurer and Mr. Waterman should evaluate this and advise Council of a recommended annual amount. The Sec-Gen sought approval to advertise in the Post Office Sports & Social Magazine in response to a request which had been received from the publishers— the cost would be £28 for a half page. This expenditure was proposed by Mr. Shea-Simonds and seconded by Mr. Cole. Carried.

Item 29

Financial Assistance— Manchester Free Fall Club.

A request from Manchester Free Fall Club for a one year interest free loan of £100. to purchase equipment from the Lancastrian Parachute Centre was received. The loan, proposed by Mr. Unwin and seconded by Mr. Shea-Simonds was unanimously agreed.

THE NORTH WESTERN PARACHUTE CENTRE

At ten o'clock on Good Friday morning, five founder members of the newly formed 'NORTH WESTERN PARACHUTE CENTRE', namely Dave Prince (C.C.I.), Allan Morris, Graham Kirkman, George Quick and John Cooke kitted up and trooped out to the waiting Cherokee.

As was later reported in the Lancashire Evening Post, we were to be 'swept aloft' to 12,000 feet by pilot John Sudbury, thereafter we were to 'Plummet, Plunge, Hurtle' and finally, to 'float' down to earth.

In fact we managed to get 7,500 feet, Graham Kirkman took several photographs of John Cooke, two of which were later to be published, along with the PP&H article in the Evening Post. The remainder of the stick contented themselves with 'Plummeting, Plunging and Hurtling', we all landed around the cross and the new Centre was born.

We were to manage only one more lift that day before the heavens opened and it rained as it can only rain in the Lake District.

The weather was to remain 'unjumpable' for the remainder of the Easter Holiday.

That evening we officially christened the Centre in Hartleys Home Brewed Bitter. This is a brew peculiar to Flookburgh village, it is about twice the National gravity, it is guaranteed to rot your seat strap and to inflame your passions to an unbearable degree; we were urged by the locals to sip it, slowly!

The evening turned into the most uproarious party since the R.A.F. left the area over twenty years ago, the landlord of the rival pub across the road died, literally, of a heart attack and we had only been in the area for one day. What with the weather and all, our enemies in the South really had been trying!! Great plans were made for a team to sweep the board at the next 'Nationals', 'Russian Style' training was to begin in earnest the next morning and Graham Kirkman asked the local Doctor for a prescription for his bowels. (He has a tendency to lower them whenever he gets in the aircraft.) (Graham, not the Doctor that is!)

Our second weekend was a little better weatherwise, and we have since settled down to the serious business of running the Centre.

Our display team has been formed and is in training, Brochures, envelopes and literature have been printed and Lancashire is covered in a rash of orange coloured posters exhorting all and sundry to take up parachuting at the N.W.P.C.

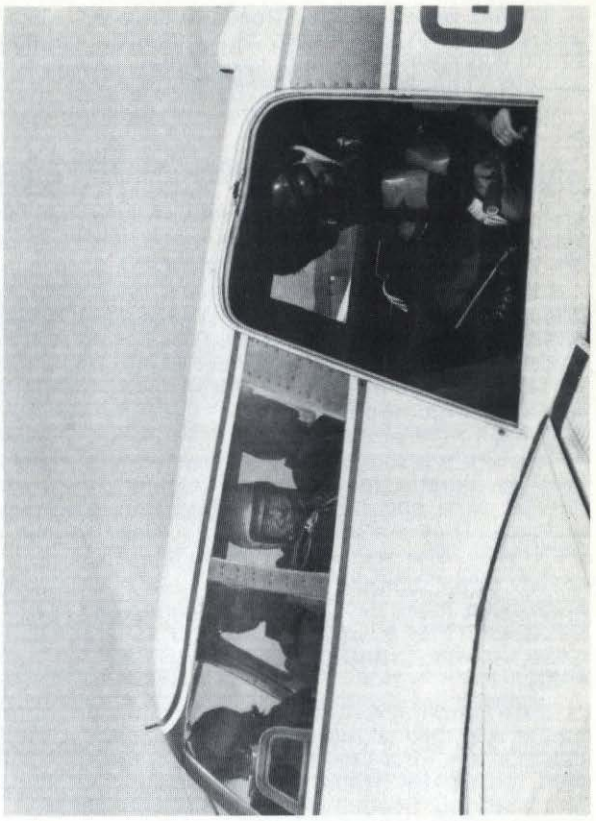
Cark Airfield an old R.A.F. Training Centre, is set on a flat plain bordered on three sides by the picturesque hills of the Lake District and on the other side by the sea. The view from 7,000 feet with the 'Old Man of Coniston' in the background and with Lake Windermere and Morcambe easily seen, was superbly described by George Quick, as 'The most beautiful paranoic' view he had ever seen.

We have a packing shed, a bunkhouse and we have catering, courtesy of Joyce, Brenda and Doreen. At present this is limited to egg and bacon butties, soup and plenty of strong tea. There is an air of infectious enthusiasm about, which has to be experienced to be believed and in Graham Kirkman we have the most voracious free fall cameraman within the sport.

So any of you guys who would like a photo of himself in free fall or who is tired of all the old rat bagging and back biting that bedevils this sport or are weary of wandering around looking for a jump 'home', we say:

Come to Flookburgh!!

Club Secretary: Alan Morris, 111 Hennel Lane, Preston. Telephone Preston 36337.



Letters . . .

47 Alexandra Road
Heeley
Sheffield

A full two weeks holiday from the college grind. Now where to go? France, North Africa, Greece, Bridlington. BRIDLINGTON . . . A month later, reason having failed to prevail and having waved a (last?) farewell to my supply of Horse, Thoughts of Marcus, etc., am puttering down the M1 on my trusty BSA.

A soggy eternity later I arrive, in pouring rain, at modestly titled Sport Parachute Centre. The first glimpse of Contusion Field is less than propitious. A large rain swept field with a wooden hut cringing in one corner. My God, two weeks here, is it too late to go back?

Seeking life march up to hut, give E. Ness type kick to door and enter. Ten seconds later it is too late. The Anthropophagi have me. Rain finally abates and training begins. After only a few hours practice am nonchalantly PLF'ing off a platform. So this is what it is all about, hardly seems worthwhile going through the formality of actually jumping from the plane. Oh well, if you insist. Droning up in the Centres winged moped, trussed like a bondage fetishist. What a fantastic view. Golden fields of pre-harvest corn and the sea glinting blue-green in the distance. They are even turning the plane to give me a better view. What was that?? Who shouted CUT . . .

Two, three, wonder how many more I will have to do before they invite me to join the Demo team? Four . . . so this is what they mean by driving in I think as I lie in the grass, listening to the throbbing of my ankle and crooning softly.

Quite a night life these fellows have. After two nights realise why they all drink so much. You need a skinful to get to sleep. First time I have ever shared attic with six men, female kiwi (with a great Burlesque routine), a dog and a seagull. Seagull is particularly light sleeper.

Days of wind and rain pass slowly by. Luverly weather it was last week, say locals. Despite conditions slowly clock up jumps. Only two more and national dummy pull record will be mine.

At last in desperation lay offsauce for a night. Next day make breakthrough and at last grasp dummy handle with hand rather than teeth. Free fall next says Instructor. Why is he so nervous? Why are they all looking at me like that? Have faith and all will be well my children, I cry and bless them.

In latrines before jump discover 'Hemingway was here' scrawled on wall. What does it all mean? Stand trying to decipher it for an hour or so but at last they find me and drag me out.

Refuse to settle jump bill before making jump but agree to pay small extra charge for hire of ripcord, reserve chute etc., after being assured that all best people are wearing them.

Up to 2,500 feet and we lighten plane by throwing out ballast, i.e. one static line student on her first jump. Admire her exit style. Pushes off with hands but feet do not leave wheel until she is horizontal. Supercool 'We are not amused' look on her face as she disappears from sight. After pilot and jumpmaster have finished giggling we press on.

2,600 feet Discover Religion.

2,700 feet Hum 23rd Psalm and count dependants.

2,800 feet Conduct brief religious service on wing but finally blows from Instructors cosh proves irresistible and with last shriek, depart.

Next weeks episode . . . And on the third day!!!

R. A. Wilson

Dear John,

On 22nd of May I had the pleasure of representing the British Parachute Association at a Reception held at Lancaster House, Pall Mall, to celebrate the setting up by Royal Charter of the New Sports Council.

Her Majesty's Government had invited the various Chairmen from all the sports bodies which come under the wing of the Sports Council.

In attendance at the Reception were Mr. Eldon Griffiths, M.P. Parliamentary Under-Secretary of State, Department of the Environment, Dr. Roger Bannister who is Chairman of the Sports Council, also Mr. Peter Walker, M.P., Minister of the Environment.

The new Sports Council has much wider authority than the old one and also has twice the amount of money to spend, something like £20 million. It is also completely independent of any political source and not subject to the whims of the various political parties which from time to time come into power.

The new Sports Council will be placing much more emphasis on the smaller sports than it has done in the past, and this should of course benefit us.

Perhaps you will print this letter in the next edition of "Sport Parachutist" so that our membership are kept up to date with some of the actions which the Council are taking on their behalf. Needless to say we will be pressing for as much assistance as we can get from the new Sports Council and will keep the membership in touch with the outcome.

Yours sincerely,
L.N.E. ST. JOHN.
Chairman—British Parachute Association.

ARE YOU PARACHUTING OR PARASCENDING IN THE GULF?

(From Salaha, Muscat to Sharja — Abu Dhabi)

If so, please contact:

Mr. E. J. Fry
Airwork Services Ltd., P.O. Box 689, ABU DHABI, Arabian Gulf

FOR SALE

Canadian ex-jumper, now resident in Surrey, wishes to sell complete gear in one lump, including the following:

Para-Commander, Mark I— red, black and gold (approx. 100 jumps); sleeve and pilot chute.
3-pin pack, harness and risers — black
26ft conical reserve; sage green contour pack
1 set mounted instruments
French boots, size 9
Stadium helmet, size ?
Goggles
Pioneer coveralls — light blue, large (6 jumps)
Red and white sleeve
2 A3 pilot chutes.

Ring: Guildford 4941 **£250.00**

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

held on

THURSDAY, 4th MAY 1972 at 19.30 HOURS

at

ARTILLERY MANSIONS, 75 VICTORIA STREET, LONDON SW1

PRESENT:

J. Crocker	*Chairman*
W. G. Boot	*Thames Valley Air Sports Centre*
E. T. Lewington	*A.A. Parachute Club*
B. S. Schofield	*Parachute Regiment Free-Fall Team*
P. W. Sherman	*Old Warden Parachute Club*
T. Dickson	*Scottish Parachute Club*
I. A. Loutitt	*Hereford Parachute Club*
J. Meacock	*Peterborough Parachute Centre*
T. Rixon	*Embassy Womens Free-Fall Team*
T. Day	*Metropolitan Police Parachute Club*
D. Peacock	*R.A.F.S.P.A.*
P. Slattery	*Nomad Skydiving Team*
L. St. John	*British Parachute Club*
A. Cooper	*Manchester Sport Parachute Club*

In Attendance:

Raymond Hall

Apologies for Absence:

Messrs. Shea-Simonds and Prince

Minutes of previous meeting:

Bag operated static line system

Mr. Sherman kindly offered to have an assembly available for trials before the next S.T.C. meeting. The Chairman expressed interest in putting this system on trial and Mr. Sherman said that he will arrange for the equipment to be loaned to the Chairman for the purpose of the trials.

Incident Reports

Incident reports were received from the following clubs:

Peterborough, Weston-on-the-Green, the Parachute Regiment Free-Fall Team.

The main points arising from the incident reports are:

(a) *care must be taken to ensure that ripcord housings are of adequate length, as a slightly short housing can cause the pins on a perfectly suitable ripcord to become disengaged from the cones and so activate the main parachute.*

(b) *When carrying out team accuracy, it is both stupid and highly dangerous for members of the team to lose sight of jumper below him in free-fall, as this can, as happened in this case, result in very serious collision of canopies on opening.*

Riggers Sub-Committee

Whilst it was fully appreciated that the newly formed Committee are faced with a lot of work, it was suggested and approved unanimously that it would be a great help if they could endeavour to lay down some recommendations for the training of new riggers.

Previous minutes proposed by Mr. W. Boot and seconded by Mr. P. Sherman. Carried unanimously.

Instructors convention on Emergency Procedures

The minutes of the Instructors convention held on the 11th April 1972, were read to the Committee and it was agreed that item number four of the minutes of the convention de circularised to all Chief Instructors with these minutes with a request that they discuss the same with their Instructors and submit their own views in writing prior to the next S. T. C. meeting.

The minute number four of the Instructors convention reads:

It was unanimously agreed that one reserve drill could be taught to cover all categories of malfunction.
This drill to be as follows:

"Left hand over reserve, right hand pulling handle, both hands grasping reserve canopy and throwing it vigorously out to the front of the parachutist; the emphasis being placed on the pulling of the reserve handle."

It is considered essential that all Instructors views on the foregoing be received in writing prior to the next S. T. C. meeting.

It was agreed that the Chairman write to the BPA Medical Adviser concerning the effects that menstrual periods can have on female parachutists.

Training Aids

Mr. A. Cooper gave details of quotes for the poster type training aids which were as follows:

Art Work	£440.00
Printers charge for twenty complete sets	£450.00

The quote supplied by Mr. B. Jerstice for the various overhead projectors were also considered and after discussion it was felt that the Bell and Howell 301BX overhead projector was probably the best buy at a price of £51.75 each (having taken account of the discount).

The question of training aids generally was discussed at considerable length and it was obvious that both types of training aid had considerable merit. It was also obvious that some clubs would not be able to use the overhead projector.

It was proposed by Mr. Meacock and seconded by Miss Rixon that:

It be suggested to Council that either ten sets of posters, or however many should be required and ten overhead projectors of the Bell and Howell 301BX type be purchased.

Proposal unanimously carried.

Re-qualification of Instructors

It was unanimously agreed that all Instructors applications for requalification must be supported by a recommendation in writing signed by two adavanced instructors.

Advanced Instructors signing applications for renewal of Instructors ratings are reminded that the Instructor in question must have been involved in student training during the preceeding two years.

MIDLAND BANK DISPLAY

On Monday the 15th of May, six parachutists jumped into the Roundhay Park in the centre of Leeds. The team consisted of four members of The Sport Parachute Centre display team, plus National Champions John Meacock and Tracy Rixon.

The display was intended to attract publicity for the joint B.P.A./Midland Bank venture in which the bank allowed the B.P.A. to erect the Dave Waterman/John Partington Smith designed show stand. This is a first class method of displaying through enlarged photographs the various types of parachutes and parachuting available to B.P.A. members.

After the jump into the park the team went to the City Branch of the Midland Bank for a reception which included the Carl Boenish 'Masters of the Sky' film, and from there to a live interview on Leeds radio.

The exercise earned some considerable publicity through press and radio, and Dave Waterman must be congratulated on a first class job. The Midland Bank are now considering extending the idea to other branches.

Tracy on her Papillon

A MESSAGE TO USPA MEMBERS IN BRITAIN

Many of you will remember Captain Jim McGorry USAF who returned to the States in May 1971 after holding the appointment of USPA Area Safety Officer (ASO) for the United Kingdom for two years. When he left he asked me to take over the appointment, partly because I had a good working knowledge of USPA procedures and regulations after a two year tour in the States and also because I would probably be less transient than most American parachutists in Britain. Unfortunately some of Jim's correspondence went astray and my appointment was only confirmed in December; hence the delay in contacting you.

As I see it, the main task of an ASO in the UK (with all parachuting carried out according to BPA regulations) is to assist USPA members over here an to act as a link between the BPA and the USPA. So if I can help you as USPA members in any way, please don't hesitate to contact me:

Major E. A. J. Gardener (ASO EU/5)
3 Lea Springs
FLEET
Hants Telephone: Fleet 7045

A few reminders about some recent changes in USPA policy which may have escaped your notice. First, licence renewal procedure; in the past it was necessary to get an ASO to certify that qualifying jumps had been completed each year. As this sometimes caused problems the rule has now been changed; the licence holder himself may certify that he has met the renewal requirements.

The qualifying requirements for new licences have also changed. Written tests have now been included for the A, B and C Licences and will shortly be introduced for the D Licence. These tests are based on the USPA BSRs and doctrine. Anyone wishing to obtain an initial or higher US licence, please contact me for further details.

If there are any other qualified Jumpmasters over here they may know that the requirements for requalification have been altered. I may be able to help, so if you hold a rating please let me know — and don't leave it until December.

If you are relying on the insurance cover provided with USPA membership, please note that there is now a $100.00 deductable clause on any claims involving aircraft damage. This has proved necessary partly as a result of the increasing number of accidents caused by the inadvertent opening of parachutes in aircraft; there is now a recorded incident of a centre-pull reserve being opened accidentally and pulling the owner through the side of the aircraft. So, watch that ripcord.

You may have noticed in the March issue of Parachutist that you have four copies of a 'Malfunction Questionaire'. I hope you won't have cause to use one! But if you do, please complete it and send it in. USPA, just like the BPA, needs such information.

Edward Gardener

PENNIES FROM HEAVEN

by **Peter Denley**

Ever dreamed of being on the ideal D.Z. with perfect weather conditions, your favourite jump-ship with stalwart pilot, a pile of rigs, willing hands begging to repack as fast as you can unpack them and no tab to pick up at the end of the day? If you have you are not alone.

My dream, with modifications, started to come true last July when my immediate superiors accepted the idea of me attempting fifty jumps in one day, seeking sponsorship at xp per jump in an effort to raise funds to establish a social work project. Soon afterwards I mentioned the idea at Grindale where the staff offered to provide facilities and support.

For several reasons I elected to make the attempt during February, settling on Monday 21st February, postponing day by day until weather conditions proved suitable. The 21st and the following seventeen days produced light winds, but insufficient altitude. I wouldn't like to give the impression that Grindale is subject to low cloud bases, but if "Lofty" had walked across the D.Z. during the eighteen days in question he would have only been visible from the capewells down.

Friday 10th March dawned with a steady 10 knots, from the east on the surface, ⅝ stratus at 1,500 feet with the main base at 2,500 feet. A 6.30 am met check indicated a dry day with a slow improvement in cloud condition and little likelihood of surface windspeed exceeding 15 knots. On the basis of this the first sortie was airborne at 07.31.

The jumpship, piloted by Ian MacDonald, was the Grindale 172, backed up by the centre's 150 and a Tripacer. Although an assortment of twenty rigs was available, after my first landing on a lo-po at 07.35 it was decided to dispense with the "rags" unless the winds moderated. This left four P.C.'s loaned by Charlie Shea, Bobby Francis, Ron O'Brien and "Biff" Burns and my own lo-po. The four P.C. donors plus Graham (Grindale Gourmet) Ward and Phil, a wandering sailor, handled retrieval, packing, refuelling, fitting and checking.

In order to save taxi time I opted not to use the pit area. Ian short landed at the West end of the field with me aiming to land alongside the aircraft where the next rig was waiting. Touchdown on the seventh descent was at 08.13 followed by a twenty minute break to allow stratus to clear. 08.34 saw Ian and I airborne again for the next group of jumps. By 09.08 with thirteen jumps completed low stratus again called a halt to the programme. Conditions improved allowing us to resume jumping at 09.36, but after a further four descents another break was necessary because of sleet and gusts reaching 20 knots.

Following a thirty-one minute lapse the eighteenth sortie took off at 10.35. Number 18 was different to the quite uneventful previous jumps. It was the first time the opening point was obscured by cloud although I had been keyholing and cloudbusting all morning. Already on line when the D.Z. disappeared I agreed to Ian doing a timed run (I like my eggs hard boiled, Ian) which resulted in a 700 yard overshoot. For number 19 cloud conditions allowed sight of the opening point, but on opening I realised I had done Ian an injustice; the culprit was the upper wind which had strengthened considerably and veered 20°. Deepening the spot by 800 yards (thanks for a good guess, Ron) put me right back in the landing area for the rest of the programme. Number 21 at 11.15, saw another halt in proceedings for more sleet and gusts. A brief lull between 11.44 and 11.50 brought the total up to twenty-three. 12.57 saw us in the air again and by 13.12 I was approaching for landing Number 26. These last three landings, at least I claim them as landings, were in gusts the wrong side of 20 knots which decided me to abandon and wait for the improvement in conditions indicated by the early forecast. As it happened conditions deteriorated into squalls, later developing into gale force winds, so we were stuck with a total of 26 descents.

All descents were made from 2,200 feet dumping after no more than three seconds except for one particularly tight pull. Average time per sortie, including a thorough pre-flight check, was 6 minutes 31 seconds. The average included recovery from outside the field boundary on two occasions. This suggests that given reasonable weather conditions, mediocre accuracy, ten rigs and a similar back-up team to the one available on this occasion it would be possible to complete a programme of fifty descents in 5 hours 15 minutes, including refuelling time.

Twenty of the twenty-six jumps were made on P.C.'s the remainder on a lo-po. The nearest thing to a malfunction was one frontal closure, that is if I discount the near malfunction of my bowels about two seconds before the twenty-sixth touchdown. Apart from a mild bruise or two and an aftermath of stiffness, which could be attributed to advancing years, I survived the programme with no injuries.

For a large proportion of the proceedings the landing area was crawling with photographers, reporters and crews from three television companies. Anglia T.V. gave a very pleasing coverage as did Yorkshire A.T.V., but the B.B.C. didn't put out their material. A horde of representatives from the national press shot about a mile of film between them but judging by the absence of reports the following day I guess they were just loosening up their shutters and sharpening their pencils. During the Anglia programme an unexpurgated instruction by Ron O'Brien to the effect that I should kindly refrain from capewelling on landing came through loud and clear. He wasn't even bleeped.

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THE SERVICE PARACHUTE CENTRES
(Major E. A. J. Gardener)

Many of you will already have heard that sport parachuting is now recognized as an official adventurous training activity in the Services and that this is resulting in changes in the main service parachute centres and associations. Although all the details have not yet been finalized and the plans are only just beginning to come into effect, a few outline details may help parachutists — civilian as well as servicemen — to understand what facilities are available.

Netheravon has already been established as a Joint Services Parachute Centre. Since the beginning of this year it has been running two week basic courses which only servicemen are eligible to attend; these courses are free apart from a small amenities charge. Some vacancies can be allotted to intermediate service parachutists for continuation training, but by next year a number of separate continuation courses may be included in the programme. Despite this official take-over for courses the APA is still in being; as an association it is still responsible for Army sport parachuting world wide and assists with the organization of the Netheravon Joint Services centre as well as the centres in Germany and Cyprus. The Army Parachute Centre still operates, superimposed on the Joint Services Centre; servicemen and civilians can jump (mainly at week-ends but also at other times by prior arrangement) provided that they are members of the BPA and the APA. Netheravon is now a military airfield and it is therefore no longer possible to feed or accommodate civilians; servicemen wanting these facilities must apply in advance. It is also necessary to produce an APA membership card or military identity card to get onto the airfield.

The RAFSPA still operates its own centre at Weston-on-the-Green at week-ends where visiting BPA members holding General Permits may jump. In the near future a Joint Services Parachute Centre will also be established there but, just as at Netheravon, the two organisations will continue to operate together.

The Rhine Army Parachute Association in Germany and the Cyprus Combined Services Parachute Centre will, it is hoped, also eventually become Joint Service Centres but will continue to welcome visiting jumpers for continuation training as at present.

Details of all the official Joint Service courses are published periodically in Service Orders. For any further information concerning continuation jumping, contact the Chief Instructors or Secretaries of the centres concerned; their addresses and telephone numbers are listed in the front of Sport Parachutist.

1972 WORLD CHAMPIONSHIPS

RESULTS

Overall World Champions

Men: Clayton Schoelpple, U.S.A.
Women: B. Karkoschka, D.D.R.

Style Champions

Men: J. C. Armaing, France
Average time 7.18
Women: M. Baulez, France
Average time 8.48

Accuracy Champions

Men: Majer, Czechoslovakia. PTCH8
Total 0.12
Women: A. Dioujova, U.S.S.R. UT15
Total 3.01

OVERALL TEAM CHAMPIONS

1. USSR
2. U.S.A.
3. Czechoslovakia
4. Poland
5. Switzerland
6. DDR
7. **Great Britain**

Team Accuracy: Men

1. Switzerland
2. USSR
3. Czechoslovakia
4. **Great Britain**

STOLEN EQUIPMENT

The following equipment has been stolen from the Sport Parachute Centre, Bridlington.

Complete main parachute, comprising:
Red and Black chequerboard Mk.1. Para Commander with white Short sleeve, twin M.A.1. pilot chutes and B.4. pack and harness.

The canopy has a small 2½" square black patch, and one crown line has been replaced.

Information on the whereabouts of the equipment should be sent to the Chief Instructor, The Sport Parachute Centre.

PAPILLON

The super competition canopy by EFA of France

4th·5th·7th &14th Individual Accuracy at the **1971 U.S. Nationals**

PARA-PLANE

7 out of 10 Dead Centres at the **1971 U.S. Nationals**

Newly appointed EFA Agents for the United Kingdom and British Forces Overseas

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Personal Finance Facilities are available

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- DZ Jackets
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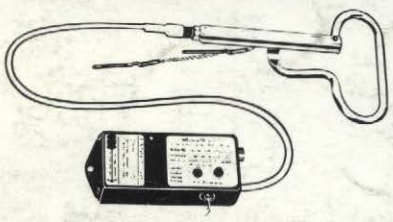

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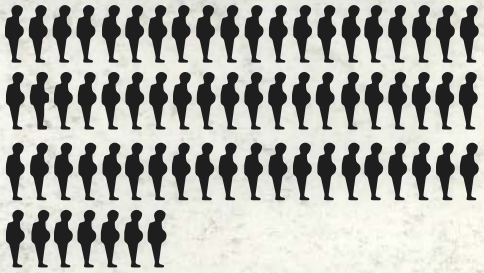

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