

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'

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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



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Phone 01-799 3760

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Editor's Note—

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

Sport Parachutist

Vol. 9 No. 4
OCTOBER 1972

EDITORIAL

The 1972 World Parachute Championships are reported in detail on pages 14 to 20. The British Team produced a respectable performance to finish seventh in the overall team placings. The members of the B.P.A. — you, did a fine job of fund raising, and this effort was supported in grand manner by the Target Unit Trust Company who added £2,000 to the competition fund. A splendid gesture.

The former Rhine Army Parachute Association rigger, George Shone has returned to Britain, and is in a position to undertake normal rigging work. A useful addition to the rather overworked present number of riggers.

Flight One Ltd., are operating their Twin Pioneer for regular parachuting. The aircraft uses the Cheltenham Racecourse D.Z., operating bi weekly, and the Twin Pin takes up to sixteen jumpers to 12,000 ft for £2.00. Telephone Churchdown 6161 for details.

The supply of club news letters to the magazine appears to have dried up. The publication of club news through 'Sport Parachutist' is a good way of keeping your club members up to date on club activity, and is of course free. Clubs should ensure their secretaries can write as well as read.

The ever docile and suffering British public are soon to be subject to the new Value Added Tax. This is no doubt bound to affect some of the cost associated with light aviation, and parachute clubs and Centres may be faced with demands from airfield owners and aircraft operators.

The Council are aware of this and will keep the membership informed of ways to keep costs to a minimum, and will give advice on how to deal with possible unfair and inflated demands by owners and operators using V.A.T. as an excuse.

The subject of efficient operations, and how to keep costs to a minimum will appear in a future issue of 'Sport Parachutist'.

Dave Savage has confirmed that eleven members of the Czechoslovakian Military Parachute Team, including Josef Pospichal, were killed when their coach was hit by a train on a level crossing in Bulgaria. The team were travelling to a competition of Warsaw Pact Countries.

Josef Pospichal was a member of the 1968, 1970 and 1972 Czech Team. He was placed third in the men's overall list, and second in the style event in this year's World Meet. Pospichal and gold medallist Armaing were the only men to turn style in under seven seconds.

Front Cover: The Carl Boenish photograph of the World record 26 man star formed by the following parachutists: J. Bird, B. Westover, B. Smith, B. Stage, L. Fogleman, S. Alexander, R. Haun, R. Piccirilli, T. Phillips, C. Wickliffe, B. Edwards, C. Curtis, B. Skinner, C. Hall, B. McLarty, S. Brown, S. McCluer, A. Curtis, T. Webster, K. Underwood, L. Riche, P. Gruber, D. Calvtedt, B. Lockward, J. Faulk, A. Krueger.

Inside back cover: From the 1970 World Meet Alan Johnson supplies this photograph of a gaggle of Antanov AN2 jumpships towing three possible jumpers at Bled.

EXPERIENCES OF A FALLEN WOMAN

by Shirley M. Fisher

Having said some years ago that I would like to jump by parachute, the opportunity to do just that suddenly arose; so I thought "Here I am, a wife and mother. I can't possibly do it at my advanced age." With encouragement from the family, I signed the form. A medical proved me to be sound in wind, limb and even mind, so I could not back out now.

Finally, the weekend of my first introduction to the Sky Diving Club arrived. Members of the V.M.C. Sky Diving Club collected me at 7 am Saturday and we were off. Being the only female amongst the beginners was a bit worrying, but everyone was very tolerant, friendly and equally as terrified as I was. The experienced skydivers in the Club soon put aside some of my fears with their cheerful chatter and constant encouragement. Kitted out in large white overalls, maroon crash helmet and boots, the other students and I were introduced to our instructor, Mr. Terry Day, and the training had started. Lectures, demonstrations on how to collect up your parachute after the drop, more lectures on how to jump, position, steering, landing, the "do's" and the even more important "don'ts" of sky diving.

With my brain still trying to absorb all I had had pumped into it, the practical side of the training had started. On the hardest piece of ground, or so it seemed, our fierce instructor with the heart of gold had us doing left rolls, right rolls, arching of back, lying on the ground, using muscles I hadn't realised I still had or even existed. Then came the wonderful news we could break for lunch. I didn't eat much, but the cup of tea was like nectar and I could rest my weary bones. I started asking myself why I had let myself in for this torture, but, although not a member of the Women's Lib., being the only female beginner, I became quite determined to see it through.

After lunch, more landing practice, this time running up a slope on to a box, landing on mats the other side. More bruises, abuse — "Faster right side roll, left, backwards". This was better than a sauna but not quite so relaxing. We were then taken to see the plane that was to be used for our jump the following day. A Rapide, and they weren't joking when they said we had to jump backwards off the wing. In we got, packed like sardines, practising getting out on to the wing and jumping off. All very well while the plane was on the ground.

Following this, more lectures and question time. I seemed to ask about things I should have remembered, but every query was answered and explained in detail, until he made quite sure that anyone with any worries brought them out into the open and discussed them with him. I spent the evening watching exciting free falls, link ups, etc., having a drink and meal in the clubhouse, and enjoying the friendly atmosphere. One never felt like an outsider even though this was like a different world to the one I had left early that morning.

Sunday morning, revision of yesterday's work — oh, those aching muscles! — instruction in the use of the reserve chute, hanging in the harness, then the fitting of the real parachutes. Everything checked and double checked. How to put it on and take it off. What to touch and what not to touch. Terry then told us to rest and he organised the order of jumping. Eight in the plane, one, two and the plane circles and away go the next one, two. "Now who shall we send out first?" Yes, you guessed it. My mouth went dry and I couldn't help thinking that this would be a good time to go home.

Then out to the concrete pad, parachutes on, checked and double checked by instructors, encouragement from all round and into the plane. Last minute instructions from Terry: "Keep your b..... knees and feet together, chin and elbows in on landing, good arch and count as you leave the wing". The plane takes off. Mouth dry, palms of hands hot and sweaty and the noise of the air rushing past the open doorway where I am sitting. Static lines handed over at 1,000 feet. 2,600 feet and I am at the doorway. The signal to get on to the wing, the rush of air takes your breath away and you are jumping backwards, desperately trying to remember all the instructions. One thousand, two thousand, three thousand, four thousand, check. My parachute is open and I reach up for my toggles. I pull the left one and turn to look for the dropping zone. There it is and I am gliding down. The quiet after the noise of the wind and the plane is beautiful. The sensation of gliding through the air is something that I cannot describe in words. Fantastic, wonderful — all this and more. Now feet knees together, etc., and the ground seems to rush towards me. I am down, up on my feet, now run round the chute, raise my arm to show I am all right and start gathering my parachute. By the time I am undoing my harness, an experienced sky diver is there, helping me, congratulating me and I feel ten feet tall. The beginners all gather together and we have the debriefing, told what we did well and what we did wrong. Then congratulations all round and again the friendly atmosphere of the whole place seems to enfold me. I feel proud to have become a member of this community. I am tired, weary, sore, bruised and deliriously happy. I have made my first jump.

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FREE FALL IN FLORIDA

by Mark Bentinck

Take one hire car, air conditioned, power assisted steering and cigar lighter, fill with tents, camp rations and rigs, squeeze in 3 jumpers and you've got the picture. 41 Commando Group, which includes Royal Marines and Royal Artillery, was in Mayport, Florida, for 10 days in June, on HMS BULWARK.

Three of us, Bob Ward, George Laverty and myself managed to get three days off to do the parachuting at Deland. On arrival at Deland we asked to be directed to the Falling Angels skydiving Centre; we were eventually directed to a battered hut at the airport outside which, asleep in the shade of an orange tree, were two figures. These turned out to be Gary Dupuis, the owner, and Max, his pilot. Gary's quite a guy — 4,000 hours as a pilot, 1,800 jumps, master rigger, and a dedicated beer shifter on rainy days! We were soon kitted up and airborne in a 170.

During the next four days we jumped whenever possible, which was only about half the time, due to winds and clouds. The three of us would jump from the 170, or the 185 if there were other jumpers around. Most of the rest of the Club's experienced people were away at their Nationals, unfortunately. Some more arrived at the weekend, and Bob and I made up a 3-man a couple of times, but most of the time Bob and I worked away at our RW together, while George methodically counted his way through 15 second delays. Bob celebrated my 200th jump with a Mal and cutaway from his wing.

The attitude to jumping seems to vary from DZ to DZ. Two jumpers appeared from another DZ one day to get a few jumps in. One of them was working on doing 1,000

jumps in his first year, while a few days previously they had done 50 in a day, packing their own rigs. Their one aim was to amass as many jumps as possible — time spent in free-fall was time wasted, it seemed.

I am sure that we could learn something from the way they use their aircraft. The 170 and 185 were stripped out for jumping, and I mean stripped! Not just the seat removed. The aft end of the cabin was removed so that the two jumpers at the back of the plane sat facing the tail, with their legs inside the fuselage. It's comfortable, and you can fit four people in a 170. The 170, a tail-dragger, was replaced by the 172 in the mid fifties, as a tricycle undercarriage is easier to land and take-off on. A great pity, as the 170 easily out-performs a 172. A vertically opening door which is opened on jump run makes life easier too. It is also quite something when your pilot is so good he doesn't need corrections on the jump run, watches everyone in free-fall, and can give you a run-down on your jump afterwards.

One day Gary and Max wheeled out their Stearman, a WWII trainer biplane. It is a bit like a Tiger Moth, but bigger, and easier to get out of, and built like the proverbial brick out-house; a good fun jump.

We enjoyed our stay, particularly the hospitality and friendliness we were shown, but were sorry not to have had the chance to do more RW with Americans. It wasn't too expensive; \$3.50 for up to 7,000 ft (about £1.40) and was very worthwhile. On leaving anywhere there the parting remark is "You'll come back and see us soon" — We hope to!



Mark Bentinck and Stearman.

Letters . . .

Dear John,

I class myself as very lucky to be able to write to you about a reserve deployment that I had a few days ago and hope that you can find space to print this letter in the next issue of the magazine.

I was number four out of our Rapide for a four-man attempt from 7,000ft., and in my haste made the classic mistake of hitting my back pack on the top of the door. Needless to say at opening height my main ripcord wouldn't come out due to a very badly bent top pin.

I realised at once what had happened so went for the reserve. Now, here comes the crunch. It took me 5 seconds to get the reserve handle out, and we all know the distance that you cover in that time at terminal velocity.

As far as I can gather the cause of the problem was as follows. During the last winter when jumping is pretty slack here in Germany, I had given my rig a "going over", and had replaced the elastic that secures the ripcord handle on my reserve. I know now that I had stitched it so that it held the ripcord handle just a little bit too tight. Look at your reserve ripcord and you will see that the metal flares at the pin end of the handle.

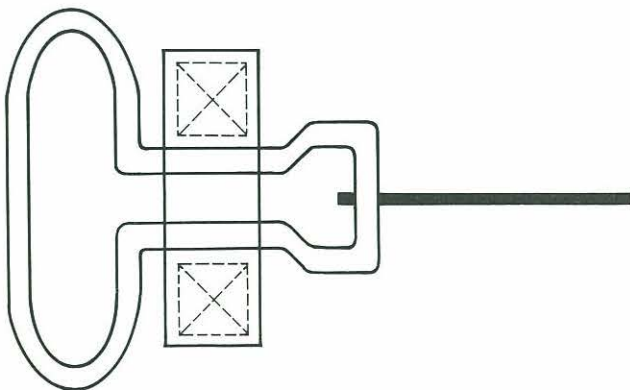
Don't dismiss this by saying that it is only elastic and that it will stretch. I can assure you that I didn't ride it down to about 700ft as a demo for our students. Another four seconds and it would have made my eyes water.

For the people who think that I blindly stitched the elastic on and didn't check it you are wrong. I did, but pulling reserve handles on the ground, and pulling them in the air are quite different.

For people who like paper work, check the F.A.I. rigger's list and you will find that my name isn't on it. However since this incident I checked all the club reserves and found a few, unaltered since they were made, that were a bit suspect. These of course have since been modified, but when I think of the times that they have been worn it makes me shudder. Think also of the girls that jump around the clubs who don't have a lot of strength in their arms.

Check your reserves everyone. They are not just for carrying your instruments on.

Ken Railton D796
Rhine Army Parachute Association
B.F.P.O. 16



Editor,
Sport Parachutist

10.10.72

Dear Sir,

As a competitive parachutist I was amazed at the decision of the Army Parachute Association to abandon the Style event at the 1972 Army Parachute Championships, in favour of a four man relative event.

Without in any way questioning the validity or importance of relative work as a competition event, it seems extraordinary that Style, a fundamental part of National and World Parachute Competition, should be relegated in favour of an event yet to be included in the B.P.A. or F.A.I. competition calendar.

If we are to Support competition parachuting in the Army we should encourage participation in Style. The only way to master the event is to practice it, and it's pointless ignoring it, the event won't go away, and the lack of a Style event at the Army Meet puts military competitors at a disadvantage at the National Championships.

Yours sincerely
Brian Standing

The Editor
Sport Parachutist

18th September 1972

Dear John,

Last year Peter Davis and I visited the Rhine Army Parachute Association, and wrote an article on our visit for the magazine.

I have just returned from their Annual Meet and regret to say that jumpers who make the effort to travel from this country will not get the friendly reception we experienced last year.

Jumps now cost 18DM to 7,000 ft. from the Rapide, this is a special price for civilians! Payment is demanded at the end of each day.

I must emphasise that our article in the magazine was about last year's staff who have now all left, and who made every jumper feel welcome. The feelings expressed in this letter are shared by many other jumpers who attended the meet.

Yours sincerely
Oliver Prin, D921

Editor's Note. That's rather sad. Of the three military Centres of Netheravon, Weston on the Green, and Bad Lippspringe, only the latter has constantly maintained throughout the years, a policy of encouraging civilian parachutists. Former Chief Instructors Sherman, Turner, Runacres, Jackson, and Acraman all encouraged civilian parachutists, German and British and one can only hope that the Army Adventure Training Scheme, under which the Centre now operates will continue in the long established traditions of the Centre.

FOR SALE Pathfinder Canopy Sleeve and Pilot Chute
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Dear John,

On a recent visit to India, I was keen to meet some local parachutists and do some jumping. Armed with the USPA International Directory, I phoned the largest flying club in the country as soon as I arrived in Delhi, and asked to speak to any parachutists available. The Indian gentleman at the other end paused for a moment and then replied:

"Any what?"

"Parachutists. I want to do some parachuting."

"What's that?"

"You know — jumping out of aeroplanes," I explained weakly.

"I'm sorry, we don't know what you're talking about." At this, he replaced the receiver. Which is why I never managed to make any jumps in the great sub-continent.

I would be interested to hear of any readers who have graced Indian soil with a pair of paraboos; or is it still 'virgin territory' to the sport parachuting fraternity?

Yours sincerely

Alan Gibson

Army Parachute Association

Editor,
Sport Parachutist

20.10.72

Dear Sir,

Please find attached a short article for your journal "Sport Parachutist", on the subject of turbulence and its effect on gliding parachutes. If you feel that the matter in the article is suitable, it would be appreciated if you would publish this at the next opportunity.

Whilst the two incidents which form a basis for the article could not possibly be construed as a widespread problem, a little thought on this subject by display organisers might prove to be beneficial.

IRVIN Great Britain Limited Letchworth Herts
EFFECTS OF TURBULENCE ON HIGH GLIDE
ANGLE PARACHUTES

D Gladstone, Chief Designer, IRVIN G.B. Ltd

Two recent incidents, involving loss of control, should, I feel, be brought to the attention of parachutists. Both the incidents, which occurred in similar conditions, but on different days, seems to indicate that air turbulence in the wake of a large aircraft was the cause. Let me hasten to emphasise that this is a personal comment and one that is difficult to substantiate. Nonetheless, the following information I consider to be significant.

At the 1972 Biggin Hill Air Fair, the part of the programme which concerns us ran like this:

1. Exit of Falcons display team from Hercules aircraft.
2. Landing of Falcons team on the D.Z.
3. Approach of Rapide aircraft carrying Metroparas display team.
4. Low-level fly-past of Hercules over the D.Z.
5. Exit of first man from Rapide aircraft.
6. Lack of control and sudden height loss of some 700 ft experienced by the first man, commencing at a height of approximately 1,500 ft AGL.
7. Main canopy cut away and reserve deployed in incident number 1. In the case of incident number 2, control was regained after the height loss and a normal landing was made with the main parachute, (the height loss was less in this case).

I was not at the Air Fair, but I understand that the time interval between the Hercules fly-by and the following parachuting event was a matter of only 3 or 4 minutes.

In incident number 1, the parachutist had to make a very rapid decision regarding the use of his reserve at such a low altitude, (approximately 800 ft AGL). He was, however, attached to a main parachute which, as far as he could determine, was no longer effective and was showing no signs of recovery. Under the circumstances, the injuries which he sustained on landing were, fortunately, minor—relatively speaking.

The common denominators in these incidents were twofold. Firstly both parachutists were using high performance canopies with significant glide ratios. Secondly, both incidents occurred where a descent was made through the air space across which a large aircraft had passed only minutes before.

Let me quote two passages from an article in the New Scientist (29th June 1972). The article was reporting on tests in the USA carried out by NASA, in which C5A Galaxy aircraft were used during a study of the wake effects:

"The strength of the turbulence, the NASA researchers found, is almost directly proportional to weight of the plane, and thus becomes a much worse problem for the 600,000 lb Jumbos. The wake also becomes worse in higher air densities (i.e. low altitudes) and at slower speeds".

"... The planes were flown through the wake, and the pilots' ability to control the plane studied. In one test, a F.104 Starfighter penetrated the wake 16.5 km behind the C5A and dropped 1,500 ft (457 metres) before it could recover from the upset".

A particular problem is that the wake induces roll ... "

Assuming an air speed of 130 knots, a distance of 16.5 km represents a time of approximately 4 minutes, which was the time interval at the relevant part of the Biggin Hill programme. If we assume that the Hercules would cause disturbance of the same order as the Galaxy then the reported problems with gliding parachutes under these conditions are understandable. The significance of the gliding type parachute is that we have moved away from the conventional parachute, in which the man is supported mainly by the form drag of the canopy, in essentially vertical descent. Air turbulence would not destroy this drag to a major extent. Now in the case of the 'gliding' parachute the man is supported partly by the form drag of the canopy but also by the lift generated by the forward motion of the aerofoil shape through the air. If, then, the air is driven into a vortex path—in the wake of a heavy aircraft—then the lift component of the canopy can become non-existent. Certainly, any attempts by the parachutist to exercise control of his canopy by the use of the toggles could become meaningless in the confused airflow. Just such a condition was described to me by the parachutist of incident number 1. The Board of Trade Information Circulars numbers 16/1968 and 64/1970 draw attention to this problem, particularly with regard to light aircraft following behind large aircraft.

I don't suppose for one moment that all displays are fraught with the hazard I have just outlined. However, I do suggest that with the steady increase in the use of gliding parachutes attention will need to be given to the "batting order" when display programmes are being worked out—with additional care being necessary where both parachuting and aircraft events are slotted into the same tight schedule.

A DAY AT THE APOLLONIA

It was a sunny day as usual, with the brisk sea breeze so common in Cyprus, and I pondered on the chances of completing our afternoon display. Our target was the swimming pool at the Apollonia Hotel, Limassol, not an easy one but the overshoot was large—the Med.

Time drew near, we quietly assembled our equipment ready for the water jump, or might it be land? "Wear boots and jumpsuit as well", I thought, "you never know". We kitted up, two for water and three for either, then headed for the 206. The wind was dropping, though not enough for us to be sure, anyway Limassol is a long way off, it'll be better there. We flew along, in the usual uncomfortable manner, taking in the pleasant view below, watching for tell-tale smoke and when it came we didn't believe it—the streamer will tell and it did.

We arrived, and the target looked no better from the air, no surprise though as I had taken the team on the recce as it was too difficult to sketch. Watchful eyes roamed between jumpers and DZ as the streamer was thrown. Lo and behold it didn't go far and straight along the coast at that.

Feeling better we began to climb for the first pass. This was to be two men, both to go straight into the sea on their high performance double Ls. Making certain there was no way to make the hotel (well, no-one wants to take second billing!) I shouted "Cut" and away they went, leaving only coloured trails of smoke over the blue sea. Below the boats began to stir and all was well.

With those two in the sea, any attempt at the pool would look spectacular, so around we go, lining up for the second pass. My turn now, the plan is that I try to crack the pool. If all goes well the panels remain unchanged for the next two, if not they go for the sea.

Needless to say I was nervous, perhaps more so than for many years, didn't like the first run and came in for a second, more precise spotting. Cut, and away I fell, operating smoke and checking the throw forward. Opening time came quickly and I put up the old Church Window, checking everything including the opening point right under my feet. All was well, now my work really begins. Handling that PC the best I knew how with 100% concentration I arrived over the hotel patio and gently flew her into the pool, a satisfying splash followed and I climbed calmly from the pool only to be swamped by assistants, press and fame.

The drone above stopped and the last two appeared. As we cleared the pool area I watched as if I'd never seen parachutes before, their performance was grand and another arrived in the pool. The applause was terrific with yet another to arrive. Alas it was not to be the pool, but the salvage was as good, right on the cross, a stand-up which was, as far as the spectators knew, just where he wanted to be.

The show was over and now we could all sit back, complete with families, and enjoy a lazy afternoon beside the pool, followed in the evening by a superb dinner and dancing, all in the lap of luxury and at no expense. How pleasant it is, at the end of such a fine day, to know that we get paid for it too.

Bob Card



The team outside the Apollonia. Left to right: Gary Douglas, Mike Geelan "Odd Job"?, Bob Card, Tony Dixon and Tom McCartney.



**Above:
Bob Card.**

**Right:
Mike Geelan goes in the pool. Bob leads the well earned applause, bottom left.**



**BRITISH PARACHUTE ASSOCIATION
MINUTES OF COUNCIL MEETING
Artillery Mansions, 75 Victoria Street,
London SW1H 0HW
Thursday, 20th July, 1972**

PRESENT

L. N. E. St. John—Chairman

P. W. Sherman	A. J. Unwin
W. G. Boot	Miss T. Rixon
R. J. Ellerton	K. Dinneen

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec-Gen BPA*
D. Waterman—*PRO BPA*
Col. G. M. Hawtrey—*Sec APA*

APOLOGIES

Wg. Cdr. G. F. Turnbull	J. T. Crocker
A. J. N. Cole	G. C. P. Shea-Simonds
W. J. Meacock	

Item 34

PREVIOUS MINUTES and MATTERS ARISING

The Sec. Gen. pointed out that there were two points which were not reported in the previous minutes:

- Mr. Waterman's comments re the Nationals Sub-Committee.
- The reference to holding an 'Open Day' separate from the National Championships.

Nationals Sub-Committee. Mr. Waterman had pointed out that he had not been invited to any meeting of the sub-committee of which he was a member. Had he been given the opportunity, he would have stressed that insufficient was being done to 'sell' the Nationals to the public.

Open Day. It had been suggested by Mr. Sherman that consideration should be given to holding a separate 'Open Day' or 'Parachuting Spectacular' to attract the public. It was generally agreed that it was not acceptable to combine an 'Open Day' with the National Championships when there was always the uncertainty of demonstrations taking place because the Championships were still uncompleted on the 'Open Day'. Mr. Sherman suggested it may be possible to combine the 'Open Day' with the 'Relative/Championships' which would have to be staged next year.

Current Business

This matter was continued at the present meeting and it was agreed that a sub-committee of Mr. Sherman (Temporary Chairman) and Mr. Waterman should start investigating an 'Open Day' for 1973. Other members would be co-opted to the committee as required and the aim would be to present details of venue and the programme at the AGM in January 1973.

The previous minutes were accepted and signed.

Matters Arising

- Portable Exhibition.** Mr. Waterman reported that the portable exhibition had been in use at Booker for the 50th Anniversary King's Cup Air Race at which the 'Chuting Stars' had participated. The exhibition was manned by the Save the Children Fund and the jumpers attended the exhibition after jumping. Mr. Waterman felt that this was a good use for the exhibition and would like to see this type of use encouraged. Miss Rixon pointed out that when 'The Red Devils' had suggested that they take the exhibition round with them to various displays, the suggestion had been turned down. Mr.

Waterman emphasised that he did not mean to suggest that teams would be responsible for the exhibition but rather that a specified organisation e.g. Save the Children Fund and Midland Bank should handle the exhibition but that it be linked with a parachuting display. The Sec-Gen pointed out that BPA was in fact committed to prepare in conjunction with the Midland Bank, a schedule for 1973 — this would of course depend on what success Mr. Cox had in furthering his plan for using the exhibition.

- BPA Brochure.** The Sec-Gen reported that he now had the 15,000 brochures in stock and that these were now going out to the serious enquirers as well as being available for use in conjunction with the portable exhibition. The question of selling brochures to the clubs was still open and no enquiries had been received. Mr. Unwin pointed out that clubs would not be aware of the existence of the brochure since the minutes referring to them had not yet appeared in 'Sport Parachutist' — this led him to point out that there is something in the order of four months time lapse in the minutes of the meetings appearing in the magazine. It was emphasised that the magazine was our medium of communication and must therefore be as up to date as possible so far as minutes are concerned. The Chairman asked that the Sec-Gen contact Mr. Meacock on his return from the World Championships to ascertain why there should be such a delay and to emphasise that minutes must be given top priority.

- BPA Badge.** The Sec-Gen reported that the jump suit badges for the British Team were to hand but that the Blazer Badges were being produced in either India or Pakistan and sent airmail to the team in USA — it was impossible to find a manufacturer in UK who could guarantee to produce the badges in the time available. Attention would now be given to the production of badges for the membership. Mr. Sherman suggested that we should aim to have the new items available by the AGM and Mr. Waterman in supporting this added that the issue of 'Sport Parachutist' distributed before the AGM could carry information concerning the new design and items available.

- Aircraft C of A.** There was nothing further to report from ARB on the question of aircraft C of A that had been raised at the meeting with Mr. Whicher and Air Cdr. Cassells. As this matter was of considerable importance it was agreed that the Sec-Gen should now ask in writing what progress had been made. Mr. Waterman and Miss Rixon pointed out that a new application form was being issued by CAA in respect of Special Exemptions for displays. This form now had to be with CAA one month before the display and had to carry Police permission if the DZ was within certain distances of main or A roads. Mr. Waterman felt that BPA should be advised or even consulted when changes are being considered. The Chairman instructed the Sec-Gen to contact CAA to ensure that BPA is notified of any changes before these are passed out to clubs and teams. The Chairman also raised the point that he has had Exemptions reach him as late as the morning of the display. Mr. Unwin was of the opinion that BPA had no official standing with CAA and that whilst personal contact with the various divisions had always been well received, and the divisions had always been most helpful and co-operative, perhaps a more permanent medium of interchange should be established. It was pointed out that the minutes of meetings were published in the magazine which was distributed to the various divisions.

... AND ON 31st AUGUST, 1972

PRESENT

L. N. E. St. John—Chairman BPA

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

IN ATTENDANCE

Sqn. Ldr. W. Paul—Sec-Gen BPA
D. Waterman—PRO BPA
Col. G. M. Hawtrey—Sec APA

APOLOGIES

Wg. Cdr. G. F. Turnbull	R. S. Acraman
W. P. Sherman	R. J. Ellerton

Item 40

PREVIOUS MINUTES and MATTERS ARISING

A proposal by W. G. Boot and seconded by G. C. P. Shea-Simonds that the previous minutes be accepted was carried.

Matters Arising

1. **BPA Brochure.** It was proposed by Mr. Shea-Simonds and seconded by Mr. Boot that the BPA Brochure be made available to Clubs and Teams at a cost of 02p per copy. The proposal was agreed and the Sec-Gen would arrange for samples to be sent to clubs.

2. **Publications of Minutes — 'Sport Parachutist'.** In response to Mr. Unwin's observation that there had been a four months time lapse in the publication of Council Meeting Minutes in the magazine, Mr. Meacock agreed to make an effort to correct the situation; the copy for the next issue was at the printers but he would endeavour to get the minutes of the current meeting into that issue.

3. **BPA Badges.** The Sec-Gen was in receipt of quotations for the production of **BPA Emblem Stickers** for car windscreens and helmets. The sticker could be manufactured either with a square cornered background or die-cut to the outline of the design and comparative costs would be:

- a. Square Cornered 5,000—£236.00 (approx 0.47p each)
- b. Die-cut to shape 5,000—£266.00 (approx 0.53p each)

The meeting agreed that the die-cut emblem be purchased but that a sample of colours be presented before the order was placed. It was also agreed that the letters BPA be left off the design.

On the subject of a **Jump Suit Badge** the meeting agreed that this be on a circular black background and that the blue colour in the design be as produced in the World Championship pennants. It was also agreed that the manufacturer present a sample of the colours before an order was placed.

4. **Aircraft C of A.** The Sec-Gen reported that there was no answer in writing back from the ARB, Mr. Whicher, but it was hoped that a meeting would be arranged for a date in the week beginning 11th September. Mr. Unwin agreed that he would be available, particularly as he considered this matter to be of the absolute importance.

5. **Liaison CAA/BPA.** Mr. Unwin expressed concern that there was little or no interchange between CAA and BPA so much so that BPA did not seem to be recognised by CAA when it came to matters affecting parachuting or incidents arising from parachuting. He quoted the Halfpenny Green incident involving parachutists and collision with an aircraft when an Inquiry was set and no official approach was made to BPA. Mr. Crocker stated that he had been approached by Mr. Church of the

Investigation Branch in his capacity as Chairman of the S/T Committee and that Mr. Church had given an undertaking to present the parachuting technical aspects of the report before it was published. It was Mr. Unwin's contention that Mr. Crocker was contacted not because he is the Chairman of the S/T Committee but because he was involved in the incident. It was agreed that the BPA Council establish contact at the highest possible level in CAA with a view to verifying the status of the BPA so far as CAA is concerned and to seek confirmation as to what extent the Association is recognised in matters affecting the control and administration of sport parachuting. To this end it was further agreed that the appropriate top level representative of CAA concerned with matters appertaining to parachuting be invited to meet representatives of the BPA Council for discussions. It would be appropriate if these discussions could precede the next Council Meeting to be held on Thursday 12th October. The following would represent the Council:

L. N. E. St. John (Chairman BPA), G. C. P. Shea-Simonds, A. J. Unwin and the Sec-Gen BPA who was to make the necessary arrangements which would include lunch.

d. **East Midland Parachute Centre — Mr. T. Sawyer.** Certain complaints had been received by Mr. Crocker concerning parachuting at the Centre. These complaints involved breaches of BPA Rules and a letter had been sent to Mr. Sawyer asking for an explanation. In reply Mr. Sawyer admitted to the breaches of the rules but had indicated that he would continue to do so if he considered it necessary. In subsequent telephone conversation between Mr. Crocker and Mr. Sawyer, the latter had expressed regret at the tone of his letter but indicated that this had been tempered by his annoyance at the actions of certain individuals, not members of Council or the S & T Committee, who had been contacting other organisations and aircraft operators trying to put them off assisting him. He had given an undertaking that he would conform to BPA rules and also that he would attend the next potential instructor's course. Mr. Crocker had spoken with Mr. Beckingham of Northern Division and posed the question that if the S & T Committee decided that this centre was being operated in an unsafe manner, could we go to Mr. Beckingham for assistance and ask for the Block Exemption to be withdrawn — his reply was 'not under any circumstances as he had no power to withdraw the Exemption'. Mr. Crocker left it that should the S & T Committee decide that the Centre was being run in an unsafe manner, this would be reported to Mr. Beckingham in writing underlining the fact that BPA could not accept responsibility for any incident which may occur whilst Mr. Sawyer operated outside the accepted rules of the BPA. It had been suggested that Mr. Beckingham's attitude may have been hardened by the large number of individuals who had incorrectly contacted him concerning Mr. Sawyer.

The S & T Committee had unanimously agreed that a letter be sent to Mr. Sawyer deploring the fact that he had operated outside the recognised rules but that in view of the fact that he had given an undertaking to operate within the rules and to attend the next potential instructor's course, no disciplinary action would be taken in respect of the previous breaches. It was to be pointed out that should he disregard this, all possible steps would be taken to prevent him from operating outside the rules.

e. **Training Aids.** Mr. Crocker placed before Council the results of the S & T Committee's considerations of training aids. The Committee had agreed that Council be recommended to approve the purchase of the Bell & Howe 301BX Overhead Projector and Posters based on those in use at Halfpenny Green. The costings for these were:

Bell & Howe 301BX Overhead Projector—	
.....	£51.75 (allowing for discount)
Posters (approx 30 per set)—Art Work	£440
Printer's charge for 20 sets	£450

continued on page 10

Minutes of Council Meeting — *continued*

It was proposed by Mr. Shea-Simonds and seconded by Mr. Meacock that the S & T Committee's recommendation be accepted and that BPA provide the finance to purchase the number of projectors and posters required by affiliated clubs, and that BPA subsidise the cost to clubs by up to 50%.

Carried unanimously

The Sec-Gen was authorised to write to all Affiliated Clubs advising them of Council's decision and inviting details of requirements, bearing in mind that BPA would subsidise the cost by up to 50%.

The S & T Committee would now finalise the detailed content of the various posters which would form the set and the slides for the overhead projector.

8. World Championships. The Sec-Gen reported that as yet he could not give a detailed costing but owing to an unexpected increase in the cost of getting the team back from USA the overall total cost would probably be more than his previously estimated £5,000. The Chairman invited Mr. Meacock to give the meeting an outline of the World Championships — he reported that the team had come 7th in the overall placing and 4th in the Team Accuracy Event. He praised the training facilities at Raeford, N. Carolina, and the help given by Gene Paul Thacker. The team completed 75 training jumps at Raeford — this could have been more but the weather was uncomfortably humid. Six practice jumps were made on site at Talhequah and 20 in actual competition. In his view the team worked well together. On the question of judging, he felt the judging was severe but on reflection he had to say that it was fair. Mr. Meacock suggested that consideration should be given to including a Ladies Team in the entry for the 1974 World Championships. The question was raised as to why Mrs. Sheila Luker had been allowed to compete as representing Britain when in fact it had been the Council's decision that no ladies would be entered. The Sec-Gen replied that with Council's decision in mind he and Mr. Cole had each given a negative to a request from Mrs. Luker. The Sec-Gen had informally raised the matter with the Head of Delegation and it was expected that the decision to allow Mrs. Luker to participate would be covered in his Head of Delegation Report which was awaited.

7. Scottish Sport Parachute Association. The Sec-Gen presented the following proposal on behalf of the Executive Committee of the proposed Scottish Sport Parachute Association (SSPA):

"a. SSPA members should pay £2.00 per capita to BPA to include Insurance, Instructor Ratings and FAI Certificates. Subject to BPA agreement, the SSPA would be prepared to issue its own General Permits and Packing Certificates.

b. The supply of the magazine would be excluded from this arrangement, but SSPA would undertake to forward the subscriptions of those members who desired the magazine.

c. The SSPA membership would not ask for voting rights provided that SSPA interests could be represented on the BPA Council by a Co-opted Member."

The Executive Committee think that the above arrangement would be equitable for both parties and would fall closely into line with the type of agreements which exist between other associations in the Scottish Sports Council and their Great Britain counterparts.

Mr. Unwin considered this was a wrong move and that the sport in UK rather than being split up should be entirely under one head, i.e. the BPA.

The Chairman answered by pointing out that the reason for setting up a Scottish Association was in fact financial so that a SSPA could make bids for grant aid to the Scottish Sports

Council in order to further the sport in Scotland whilst remaining within the BPA.

Mr. Unwin countered with the view that a Scottish 'section' could be set up by BPA and that BPA as the National Governing Body could negotiate with the Scottish Sport Council for grant aid to administer a Scottish 'office'. He saw this split as a precedent which may encourage other groups to break away and to form separate 'Bodies'. It was also his view that the proposal meant a loss of support from Scottish members at a time when BPA was trying to consolidate overall control of the sport and recognition from the CAA.

Mr. Crocker supported Mr. Unwin's view but recognised that if the Scottish members wanted to set up on their own there was little or nothing that could be done to stop them. He felt that as a Council we should implore the Scottish members to think again, for their benefit, our benefit and in fact for the benefit of the sport as a whole. Any form of split, however minor it may be made to appear by camouflage, and this was how he saw the proposal, will weaken the BPA strength in its efforts to consolidate recognition as the official body of the sport in the eyes of the CAA.

Mr. Waterman felt that if the motive was purely financial, perhaps another line of approach could be pursued to get financial aid without the Scottish members having to split from the BPA.

The Sec-Gen on being asked to express his views, pointed out that the pattern proposed by the Scottish members followed what had been happening in other sports where a Scottish Body had been set up without breaking away from the British Governing Body but was complimentary to, and recognised by, that Body. He reminded the meeting that Mr. Dickson had attended the Council Meeting of 27th April and presented the case for a SSPA in detail — each member of Council had in fact received a copy of the Draft Constitution for the proposed SSPA. Council had in fact given its approval in principle subject to detailed arrangements being finalised. It seemed to him that the outstanding question was one of finance — were we to expect the Scottish Members to pay full subscription rates to the BPA and also pay to support the proposed SSPA. Grant aid, if forthcoming either through SSPA or BPA negotiation, would not be 100% of the cost of administering the sport in Scotland from a Scottish 'office' — other funds would be required to supplement the grant aid. He pointed out that the grant aid which BPA received from The Sports Council could not be used against costs in Scotland and that the Scottish Sports Council had its own funds for distribution to Scottish Bodies.

10. National Relative Competition. Mr. Boot reported that he had been unable to progress this matter due to pressure of work at his centre during the past month and apologised that the position would be the same for the next month.

It was agreed that time was too short to organise a National Relative Championships for this year. Mr. Waterman would discuss the matter with the 'Relative Workers' over the coming week-end and report their views and suggestions at the next Council Meeting.

11. Annual General Meeting. The AGM would be held at the Imperial Hotel, Birmingham on **Saturday, 13th January, 1973** — confirmation had been received from the hotel and formal notice of the AGM had been sent to members.

12. National Safety Officer/Coach. The Sec-Gen stated that he had made a start on the skeleton framework on which the case for submission to the Sports Council should be based. He had expected Mr. Cole to be in London today to discuss the matter but he had not arrived. The meeting agreed that the proposed case be presented for discussion at the next meeting of Council.

The Thunder Chickens

The "Thunder Chickens" in case you don't already know are a group of relative workers who, as the name implies can't fly. It was this rather daring group of jumpers who mounted a very professional attack on the Rhine Army Parachute Association's Annual Meet, recently held at Bad Lippspringe.

From the start no detail was too small and with such meticulous planning it came as no surprise to find three rather puzzled jumpers, plus a lot of kit, standing at Victoria Station, minus two cars and many jumpers who had promised—nay, sworn to attend.

First problem, how to get to Lippspringe, second problem, how to make a four-man star with three people.

The first problem was soon solved, with trusty old British Rail conveying us in the manner we are only too accustomed to by train and boat to Lippspringe. The second problem . . . well, we haven't actually solved that one yet, but we are still working on it.

The third problem was where to live and eat. As I had left the tent back at Sibson we soon started to feel desperate because by the time we arrived at Lippspringe it was both dark and cold. But wait troops, help is at hand. Here comes a representative of Her Majesty's forces in the shape of a B.P.A. instructor . . . saved.

Well actually he proceeded to inform us of all the places we could NOT sleep which included most of West Germany, so the location of our first few nights sleep will remain a closely guarded secret. Take note all you jump bums. The first thing that struck us were the aircraft, two planes on one D.Z., a Rapide and a Dornier 27, to be joined later by a HUEY helicopter from the U.S. Army complete with the 7th Army Parachute Team who send their regards to all their friends in Britain.

To be fair to R.A.P.A., who have had a rough time this year, the Rapide was a new arrival from the Netherlands aircraft factory, but those prices! £2.30 to 7,000ft. Need I say more.

Monday, the first day of the competition starts in typical manner, low cloud and rain, and we go into the "standown and don't go away routine" which unfortunately was to be the pattern for the rest of the week. Although about 70 jumpers, ranging from novice to next year's World Champion were there including the Nomads, the 7th U.S. Army team, the Black Forest Canadian Army team, Cologne Skydivers, and numerous German, Dutch, and British Army teams. So the scene was set, with everyone ready for battle, John Kemley having already lodged his protest just in case anyone did jump. Irish stew was served by the bucket-full twice a day at the give-away price of 28p a throw, and beer and advice was served by dependable Dave, the bar-keep, who could always reckon to be closed when you most needed a drink. Altogether two rounds of Style, two of Accuracy and three of Team Accuracy were completed plus one round of Relative. This ended with the ever-confident Thunder Chickens in joint last place with everyone else. It would seem a lot of the other chickens can't fly either, but at least we only needed three people to prove it, the others needed four.

The competition ended on Friday afternoon just as the good weather was arriving, and a splendidly arranged prize-giving took place. The results are as follows :

STYLE

1st John Kemley.
2nd. Bob Hiatt.

ACCURACY

1st. A. Baker, R.A.P.A.
2nd. Cal Callahan, 7th Army.

INDIVIDUAL OVERALL

1st. Callahan

OVERALL TEAM

U.S. 7th Army.

A special word of congratulations must go to Cathy Burrows who managed to beat all the aces from England and was the best civilian overall. So take note all you bra burners and moaners, it's what you can do that matters and not who or what you are.

Saturday morning dawns and with it the awful thought that we are going home to dear old England, but of course we have no transport and no money. Fortunately a wandering band of Arabs code-named the Robert Sidney Acraman Parachute Club just happen to have room for three more yobs, so another disaster was averted and the International Red Cross can relax again. Thanks a lot, Bob.

Finally I would like to thank Tom Oxley and R.A.P.A. staff for organising and running the meet, and a word of warning to prospective travellers to Bad Lippspringe, first take plenty of money, your own accommodation, and don't expect to make many friends.

Bob Hull D1009.

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Man, Parachute, Malfunction

History of Canopy

An old type red, white and blue para-commander which was extensively damaged last year. Repairs were completed by a competent rigger and canopy with risers returned to the Black Knights (7 RHA) in November 1971. Workmanship was then checked, approved, monies paid and the canopy stored.

Subsequent Issue and Checks

In February this year, the said canopy was issued to AQMS Roy MAWDESLEY, BEM, for use, we hoped, in Northern Ireland. Informed on Thursday 13th April of a possible jump that Saturday, Roy — with another experienced parachutist — both knowing of the extensive repairs, completed a line check and in their minds decided the canopy was correctly rigged. It was then packed in the normal manner.

Descent and Consequent Malfunction

Amazingly enough on Saturday we crossed all bridges and started to parachute. Roy, being number two, exited the aircraft — an Army Scout — at 7,000 feet. After doing his thing he stably pulled his main ripcord at a religious 2,200 feet. The deployment sequence was not hindered in any way by foreign bodies; Para-Commander inflated followed almost immediately by the collapsing of the front low pressure area into the centre, which failed to re-inflate. Roy, by pulling at the risers, tried with a certain desperation to inflate his — by now — badly entangled canopy. Realising within seconds that this was useless, he threw his legs forward, jettisoned his main canopy, slid onto his back and deployed his reserve. (The cutting-away and deployment of reserve were text-book performed, only for real.) The reserve blossomed and Roy — all 14 stone — was safely deposited atop a tree some 60 feet high.

Rescue of Man

It took a highly specialised crew — the remaining Black Piggy's — some 90 minutes to get him down to earth again. We then decided that with equipment at hand, it would be impossible to retrieve reserve and main, which unfortunately had also been well caught by another dumb tree, some 50 yards away.

Attempted Rescue of Equipment

Some two hours later over a cup of coffee, some stickies and a background of high tales, we decided to call the RAF to a parachutes rescue. To our surprise, it being Saturday, a Wessex had been made available, so our small band, with the sudden addition of a reporter, travelled to Lisburn where we boarded the helicopter. Flying off, then landing at RAF Aldergrove, we sadly debused and received some surprises. Firstly the aircraft we had been travelling in had suddenly gone U/S, hence the unscheduled stop, and another helicopter had been manoeuvred onto its pad ready for immediate take-off. Picking one lad up, who just wasn't accustomed to such surprises, we boarded our second Wessex.

Hovering over the "enemy" tree, where a fully inflated reserve had argued it's right to go through with many branches, an RAF trained professional winchman was lowered, having already been briefed to retrieve the main first, rather than reserve, as it would be decidedly easier. He was also asked to lift the reserve by it's apex but he proceeded to pluck away at a few strings in B minor, which alas got him nowhere, except to be winched directly back up minus reserve canopy, (see photograph 1). We then

returned to Lisburn, without attempting to free the main, (see photograph 2). With a little "chuntering" here and there, the done thing with soldiers, the depressed bunch departed. On arriving back at camp we telephoned the Antrim Fire Brigade who said they would look the tree up! Their recce was unsuccessful as they could not provide a turn-table ladder.

By now, feeling somewhat deficient, Roy decided he'd sleep on it and try again early next morning. (Authors note — Roy was reported to have drunk his depression away during a party and returned with empty pockets.)

Rescue Success Story

At 9 o'clock the following day two vehicle loads of ruffy tuffies found themselves viewing, through bloodshot eyes, one man's handiwork. Unexpectedly from the back row came words of magic, "I'll get those down, it's a piece of — miss a word —" or something like that. The tree was climbed with consummate ease, and the main 'chute soon recovered. Roy's reserve however, being snugly tangled with the tree, did not take kindly to human disturbance, but as usual, Black Knight perspicacity appeared, and a plan of attack was devised. Reserve lines were cut as close to the connector links as possible (with the view to re-stitching) the apex pulled and, not so amazingly, (as it was predicted) the lines just slid between or around the branches. On later inspection retirement of the reserve, with honour, was approved.



Photo 1

Inspection of Main

This task fell to the club's safety officer i.e. myself. With my keen and overlearning eyes, Roy and I untangled the mess and Roy exclaimed 'perfect'. I then physically followed two sets of control lines from their housings on the risers, with the view to clearing then to each set of turn slots. With the right hand set this was accomplished, but not so the left, as they were looped around line No 12 (see diagram A). When first spotting this error, I could not believe that such a major mistake could have escaped detection. However with the aid of photograph 2 I hope to explain the reasons why.

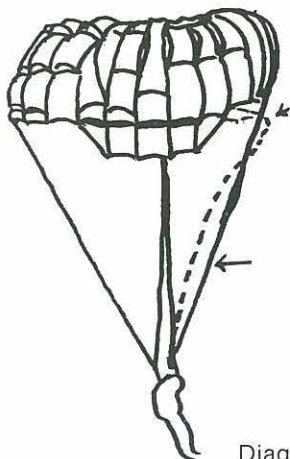


Diagram A

Initially when the canopy is laid out loosely, and to someone who is quite confident that there are no entanglements, it does not lend itself to obvious detection. This is probably because more often than not parachutists only look directly into the canopy at steering line attachments (photograph 2) and not directly down as well. However whilst showing a little understanding there was still no need for this malfunction to escape detection. When the canopy is under tension, having been pleated and the panels and gores straightened out, a further check which is a necessary aspect of packing para-commanders, should have been completed, that is, the clearing of control lines and apex. This check was omitted, but if it had been carried out, Roy's left hand — because of greater tension at this stage — would have been halted by the lower peripheral hem.

How in the First Place

In my mind it is impossible for this type of malfunction to have been caused through normal parachuting entanglements, it must therefore have been blindly installed by someone who was working on the control lines and replacing them incorrectly, plus an unforgiveable additional fault of not checking his work. Roy informed me most sincerely that at no time did he remove or adjust the left hand control line.

As to how the malfunction was inlaid, I return an open verdict.

As to why it was missed, must be laid down to human error, in that the correct packing procedure for para-commanders was not followed, which happily has now been corrected.

Two Lessons Learnt

When initially checking the control lines (this is before proper tension has been applied) follow them all the way, physically as well as by eye, to their attachments on the turn slots. Do not adopt, because of your experience, a casual attitude towards any checks; they are all there for a good reason.

If involved in line checking make sure the liners are clear and that the control lines are not lying on the line, as they may be looping it, not just lying there.

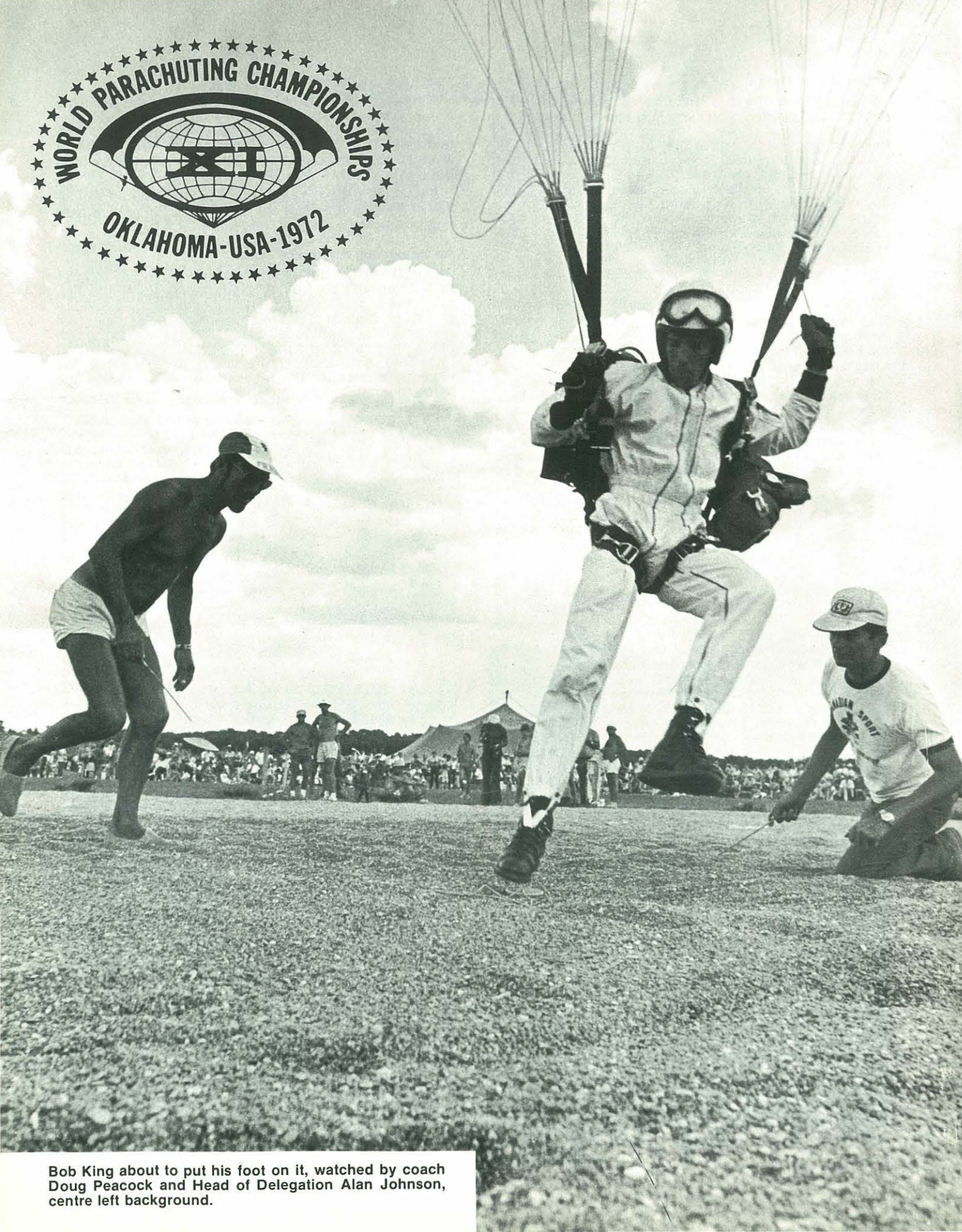
An Interesting Additional Point

The 24 foot flat circular reserve canopy in use by over 90% of free fall parachutists is, contrary to popular belief, to a small degree steerable. By pulling down on a handful of lines on the side of desired travel, what could be a most welcome drive is produced. But the most beneficial result of this physical effort is the considerable reduction of that undesired oscillation. Remember "It is always the landings that cause the breaks and nearly always the flying that determines the landing".

JOHN A MCGILL
Safety Officer
Black Knights (7 RHA)



Photo 2



Bob King about to put his foot on it, watched by coach Doug Peacock and Head of Delegation Alan Johnson, centre left background.

1972 World Parachute Championships

The selection of the British Team for the 1972 World Championships began after the British Nationals, when following a B.P.A. Council ruling the top ten men went into training to decide the five which go to make a complete team. The Council had decided not to send a women's team, and the results from our Nationals fully justified their decision (see last issue Sport Parachutist).

Doug Peacock, R.A.F.S.P.A. Chief Instructor was selected as coach with Wing Commander Alan Johnson as head of delegation, and the squad began training soon after the Nationals. The ten was reduced to nine with the decision by Tony Dale not to try for the team, and training continued at Weston-on-the-Green, Abingdon and Peterborough Parachute Centre. The number of descents made by squad members varied with individuals, some found it almost impossible to travel to the mid-week sessions, but all members made the attempt. The team was selected from the top five on the same basis as the Nationals overall score system. Not altogether a good system, it means a man having proven himself at the Nationals over five style and six accuracy jumps, must continue to compete with his team mates for his place instead of being left to concentrate on an overall improvement of his parachuting. I think future years must see a change in this system of selection.

The five to go to the U.S.A. were Mapplebeck, King, Kemley, Standing, Meacock, with Savage added at a late date as reserve in case of injury. The British Parachute Team left Heathrow, waved off by Bill and Dorothy Paul. A nice touch appreciated by all the team.

The flight to New York was by P.I.A. 707 charter. From New York the team went on by air to Fayetteville, North Carolina and were collected — steaming in the mid-ninety heat, by Bob Norris, one of the parachute instructors employed at Gene Thacker's Raeford Airport, and training started on the 17th July. The first and obvious thing about North Carolina was the heat. Coming from Britain it was as hot as hell, and although I hope it's a few years yet before I can make a direct comparison, it certainly was very hot. And terribly humid. Just to walk about brought you out in a sweat and although the team's first week joke was "Dear God, please make me nice and brown but don't give me dem big lips", one envied the indigenous black population, working effortlessly in the fields.

The working day was as follows; Up at 6.15 shower and breakfast provided by Mrs. Billie Thacker, who did the team proud with some very nice cooking and surprised them only once with an aperitif before dinner of bourbon and coke, half swallowed immediately by Meacock to discover iced tea. A quick shuffle to the sink and . . . "that was lovely Mrs. Thacker but could you put the fire under it next time please". After breakfast jumping started at about 7.30 with the first couple of lifts accuracy, then if the altitude was there, into style. Downwind passes from the Cessna 182 with Thacker and Peacock on Telemeters. Thacker proved himself a great coach. Obviously influenced greatly by Roy Johnson's technique of turning style, a long fallaway from the aircraft in really tight, and then into the set. Absolute leg control with a minimum of arm movement, staying tight and keeping moving. Johnson had spent a long time training at Raeford before going on to great things at the U.S. Nationals, and it is some measure of Thacker's ability as coach that Johnson did so well. However as the World Meet was to show there are more ways of turning style than Johnson's. Thacker's ability to coach style was matched equally by his authority as an accuracy coach. He of course is a very experienced jumper with over 2,600 descents and has a long and successful competition record with the U.S. Army Team,

and the U.S. National Team. His son, Paul is well on the way to following in dad's footsteps, twenty years of age and with over 1,800 jumps. Daughter Kim has competition ambitions, only 17 she has almost 300 jumps. Quite a family!

Jumping would go on up to 1 o'clock and then break for lunch. A shower before lunch and then a quick kip. Jumping starting again at about 4.30 and finishing at 7.30. Maximum number of jumps would be eight, which with the heat and humidity was enough. In all the team made about 75 each at Raeford. The Raeford D.Z. is very close to Fort Bragg and occasional visitors to the D.Z. were the competition element of the Golden Knights, on one occasion bringing with them their Otter. The D.Z. was not very large and was almost completely surrounded by trees. The students jumping at Raeford made all their initial jumps with reserve mounted radios and with a bag deployed main C9. The bag had been in service for some two years without problems, and gave a really fast and positive opening from the 182.

The team made steady progress, Kemley and King improving their style times to personal best of 7.8 and 9.1 and the rest of the team all slowly improved their style and accuracy. The final selection was made towards the end of the second week and the team flew to Oklahoma on the 31st July.

All competitors in the World Meet were accommodated in the local State College with two to a room. A modern building complete with showers, toilets, T.V., washing machines (for clothes not people) and almost everything one needed. Food was served in a separate building and was of a very high quality. The Meet organisers had provided a Dodge 8-seater for each team as transport and it was in these that the team travelled to the local airfield for the first day's practice on Tuesday the 1st. August. The Brits were among one of the first teams to arrive at Tahlequah with the remainder drifting in during the week of the first. The organisation for the practice jumps was just a bit slack, with the team managing only four accuracy and three style jumps before the competition started on the 6th. When I say started, from the organisers viewpoint, it started with a 'Parade' through Tahlequah's main street. Imagine the scene:

Each team assembled behind a local child bearing the National Flag. Meet Director Norman Heaton complete with hat and horse, which he managed not to fall off, (kept the hat on, too) and the teams setting off to the applause of the local people. The teams marching in alphabetical order, perspiring gently (actually, sweating like pigs). Brit team coach Peacock remembering his military training from a far and distant past, attempting to keep some order and simply confusing poor old Wing Commander Alan, our very own six feet six jolly giant who keeps falling over the mighty midget John Kemley.

The parade included all manner of people, some of them most odd, and it seemed at one time that the World Meet Parade was simply an excuse for Bill the Bar-keep and Harry the Hairdresser to get some exercise. The competitors watched in some amazement as things like floats with the local beauties perched on top wafted by. Miss America 1936, and what looked like Al Capone but was really only one of the local politicians seeking re-election in this, America's election year. There were Cowboys and Indians and police with GUNS and a small contingent of U.S. Cavalry and more Indians who looked a bit sad because the Indians came second, you know. (Cavalry first.) It all went on for just a little too long.

That night was the 'get acquainted' evening up on the airfield with a cook-out and beer in the 'friendship saloon'. This was going fine, except it was so dark it was hard to see who you were trying to get acquainted with,

and under these circumstances one can make some very embarrassing mistakes, if you understand what I mean. It was all going well when the do was interrupted by the arrival of the representatives of the local constabulary. The Cops. With Guns. Very alarming. It seems we are all breaking the law, what law is uncertain, but what is certain is that the hooley is over and we can all leave. In fact if we don't leave we will be goddam well arrested, and in fact two members of the organising committee ARE arrested for arguing with the bules (constabules). A great laugh really but the Americans are very embarrassed.



The D.Z. with team tents, video tent and pit. Note shadow of 'Huey' in the foreground.

The competition began on Sunday the 6th of August 1972, with the first round of team accuracy from 3,300ft. The team in order of jumping is Mapplebeck, King, Standring and Meacock. The jump ships are six Huey helicopters flown by members of the U.S. Army National Guard who did a splendid job. Chief Pilot Coy McDonald formerly of the Golden Knights has obviously done a good briefing.

The team kicked off in fine form with Mapplebeck, King and Standring all dead centering and Meacock short for 1.12. Soon after the winds increased and stopped jumping for the day. The following days clearing sky heralded the start of the style event and competitors went into the first round, left series with the following scores: Mapplebeck 14.6, Kemley 10.00, King 10.9, Standring 12.3 and Meacock 8.8, all after penalties. Later in the day the second round began Right series with the team scoring King 10.8, Mapplebeck 9.9, Kemley 9.0, Standring 10.2 and Meacock 8.7. The event was made more interesting by the whole thing being filmed by a video camera, and shown live on T.V. screens in the big tent. This of course made the thing much more interesting to the competitors who could sit in the shade and watch the style. It also gave the judges a back-up in case of protest. It was a splendid chance to watch the great style jumpers in action and it really is something to watch a man work his way through four alternate turns and two back loops in under seven seconds. Some of the different techniques caused comment. The Soviets and Czechs left the Huey in a big classic spread with the arms well forward and after four seconds went into the familiar dive. From the dive into the tuck and into the first turn. I asked Pospichal why the big spread after the release, and his reply was that it was intended to reduce the throwforward to a minimum and to get the jumper going down fast and not forward with the aircraft. The general technique in use was that of the Soviets, with the big arm movement. The French claimed to also use the legs, and the Czechs apparently use the

legs to stop the turn by throwing them out as the heading comes around.



Loading the 'Huey', second from left Sheila Scott-Luker preceded by Russia's latchmenev and French lady wearing the new E.F.A. competition pack and harness.

The third round of the style event began on the 9th, with scores of King 11.6, Mapplebeck 9.8, Kemley 11.1, Standring 9.7, and Meacock 9.7, this was soon followed by the fourth round, again a cross series with King on a 12.3, Mapplebeck 10.3, Kemley 8.6, Standring 9.6 and Meacock 9.3. The next day saw the start of the Individual Accuracy Event from 2,300ft. King 1.32, Mapplebeck 1.81, Kemley 2.50, Standring 0.25, and Meacock 2.31. This was reduced to 1.30 with a re-jump due to a wind change. Standring's 0.25 was the start of some first class accuracy jumping by Brian which improved as the competition went on. The team was using a variety of canopies. King a PTCH8, Standring and Savage the Papillon, Kemley and Mapplebeck the Mk. 3 Para Commander and Meacock the PTCH7. This variety was to take some careful working out during the team event. The next event was the continuation of the individual accuracy with the teams scores being King 1.39, Mapplebeck 2.07, Kemley 0.11, Standring 0.11 and Meacock 0.45. After this round the meet stopped for a days rest and restarted on the 12th, again with individual accuracy the scores King 0.00, Mapplebeck 0.53, Kemley short with a 7.80, Standring 1.56 and Meacock 0.78. This round was quickly followed by the next with King on 1.05, Mapplebeck 0.04, Kemley 0.84, Standring 0.00 and Meacock 1.12, and round five was completed on the same day King 0.00, Mapplebeck 0.15, Kemley 0.00, Standring 0.00 and Meacock 0.31.

By now the meet was well under way, the standards were much higher than in previous years both in the style and accuracy notwithstanding the enlarged competition. From three to five style jumps, with the video ever-present to settle any disputes, and from four to ten individual accuracy jumps. Kumbur of Czechoslovakia led the accuracy with five discs, jumping the PTCH8. He was followed by Ouchmaev of the U.S.S.R. on the new UT15 with a total of 0.02 and Ligocki of Poland in third place on the Olympic with 0.17. The Brits were very slowly moving up the overall table with some steady jumping, everyone getting in and without any big mistakes.

The organisation seemed efficient. Chief Judge Nikolay Kalchev proved to be a jumpers judge, stopping jumping immediately the wind went above the limit and re-jumps awarded when proven. The pit was a splendid thing. 35 metres in diameter with a centre of good quality washed gravel. I don't believe there was a competitor injured during the meet. The video gave the spectators and

competitors a view of the style jumpers and helped to relieve some of the boredom between the jumps. The public address system left much to be desired especially if your tent was some way from the nearest loudspeaker, and you had to be careful not to miss your turn to jump.



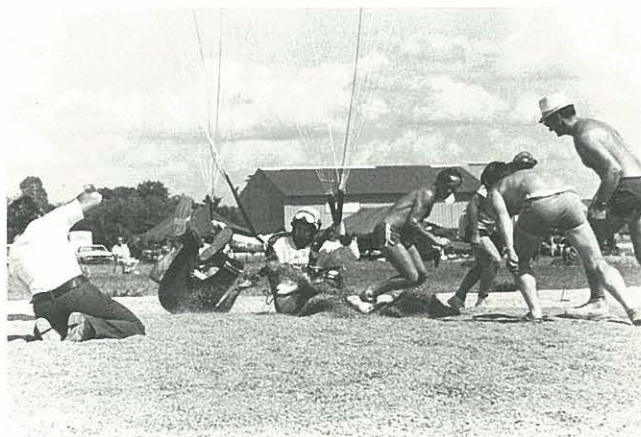
Soviet jumper on UT.15 gets a disc, watched by Irish/South African judge Murphy with loaded fitchet.

At intervals throughout the competition the modestly named 'Jerry Bird All Stars' the California ten-man relative team gave some impressive displays of the third section of our sport — relative work. Some of their jumping was immaculate. Forming ten-man stars. On other jumps forming a ten-man, then breaking into two five-men, before going back into the ten-man. On other jumps forming a caterpillar, then a ten-man, and then two five-men. A trick that brought applause from all the competitors. In fact there seemed to be little distinction between the relative workers and the competitors, and the absurd arguments about which is the more difficult, style or relative were thankfully absent.

The 14th saw the continuation of individual accuracy with the team scoring: King 0.30, Mapplebeck 0.00, Kemley 0.08, Standing 0.06, and Meacock 0.44. Rounds seven and eight followed with King scoring 2.20 and 1.06, Mapplebeck 0.78 and 0.00, Kemley 0.06 and 0.29, Standing 0.04 and 0.06 and Meacock 0.85 and 0.40.

The next day finished off the style with the final cross series, King 10.3, Mapplebeck 9.7, Kemley 9.3, Standing

9.4 and Meacock 8.8. At the end of the style the winner of the Gold Medal was the Frenchman Jean Claude Armaing with the average time of 7.18. Second was Josef Pospichal of Czechoslovakia, the ever smiling Josef averaged 7.28 with Clay Schoepple third on 7.7. On the same day the final two rounds of individual accuracy began with the boys scoring: King 0.30 and 0.00, Mapplebeck 0.00 and 0.65, Kemley 0.53 and 0.40, Standing 0.00 and 0.57 and Meacock 0.00 and 0.26.



A scattering of judges.

The outstanding thing about the accuracy was without doubt Kumbar of Czechoslovakia, with nine dead centres. Kumbar had of course established a world record with his nine back-to-back and seemed certain of the gold medal. The competitors crowded as close to the pit as was allowed to watch his final approach, for what most of us hoped would give him ten dead centres. He set up for a normal PTCH 8 approach, nice and steady, possibly just a bit slow to turn on to finals, but the normal smooth approach we had come to expect from him. He landed without reaching and it was a few minutes before we realised that he was short for a disastrous 1.72.

So the gold went to team mate Majer who totalled 0.12 for the ten jumps, with Steve Sutton the Canadian who proved that shoulder length hair is no bar to competition jumping, took the silver to total 0.19 on his P.C. and Ligocki the bronze with 0.21 on his Olympic.

That finished all the individual events and left just four rounds of team accuracy. This re-started on the 16th with rounds 2 and 3 with the team scoring a total of 0.76 and 0.70 and finished the following day with the final two rounds score of 2.29 and 0.93. The team was in some respects unlucky not to win a medal. Team champions Switzerland had two men out of the pit but with a re-jump didn't make the same mistake. The Brit team jumped well in every round. Meacock was obviously none too happy at the top of the stack doing a clear and pull from 3,300ft., and this was reflected in the scores. The team finished in 7th place overall which is quite respectable considering some of the teams they beat. The Bulgarians, the French, the Canadians, and the Hungarians, all normally do well in competition. Could the team do better? Probably yes. The best previous result in a World Championship was sixth place in the 1968 World Meet, but this was of course with a total number of jumps of eleven, whilst the 1972 meet had a total of twenty. One way future British teams could improve would be with the selection of a National Coach who could organise team training throughout the year. Something like this was tried several years ago and failed through lack of interest. Possibly with the addition of a small video unit this might engender more interest in

style, and could help to keep a squad together throughout the year. The French use the video extensively in training, and have produced the only big surprise of the meet in Armaing, the World Style Champion. Only five years in the sport and 1,700 jumps and if the French are believed he has been below six seconds in training.

Acknowledgements and thanks for photographs used Chip Maury and Ross Yost.

Men's overall champions. Left to right: Pospichal, Schoelpple, Ossipov, applauded by chief judge Kalchev.



World Champion Clayton Schoelpple about to put his foot on the disc.



The B.P.A. have a bi-annual scramble to find someone with enough experience, and who can afford the time to train the team. Team Coach Peacock must be congratulated on his hard work and attention to detail. Each member was briefed on the release point before each accuracy jump, and the latest met forecast was carefully explained, and the generally good accuracy scores are a credit to him.

One of the reasons the Czechs do so well is of course their encouragement at a very early time of the competition discipline in their jumpers, however their coach, Jehlicka, has been with the team continually for eighteen years, as a competitor and coach, and this continuity of coaching has paid dividends.

The final day saw the establishing of a new world star record. The Jerry Bird team were joined by another sixteen jumpers, including several U.S. competitors, who put together, at the second attempt, the largest 'star' in the world a 26-man. A fitting end to a World Parachute Championships which had seen records established in style, accuracy, and now relative work.



Left to right: Czech members Majer (World Accuracy Champion), Chudoba, the Soviet Team and Tim Saltonstall and Charlie Hall of the U.S.A.



Red Indian Russians! Overall Team Champions U.S.S.R.
Back row (left to right): Leonid Iatchmenev, Anatoli Ossipov. Front row (left to right): Nikolai Ouchmaev, Igor Machtchenko, Vladimir Gournyi.



Competitors and officials at the banquet. Norman Heaton addresses the captive audience.

XIth WORLD PARACHUTING CHAMPIONS

Men

Absolute World Parachuting Championship (Overall World Champion— Individual)

1. C. Schoelpple, USA
2. A. Ossipov, USSR
3. J. Pospichal, Czechoslovakia

World Parachuting Champions (Nation)

1. Union of Soviet Socialist Republics
2. United States of America
3. Czechoslovakia

World Parachuting Champion in Precision Jumping (World Accuracy Champion)

1. L. Majer, Czechoslovakia
2. S. Sutton, Canada
3. E. Ligocki, Poland

World Parachuting Champion in Style Jumping (World Style Champion)

1. J. C. Armaing, France
2. J. Pospichal, Czechoslovakia
3. C. Schoelpple, USA

World Parachuting Champions in Group Precision Jumping (World Champions — Team Accuracy)

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

XIth WORLD PARACHUTING CHAMPIONS

Women

Absolute World Parachuting Champion (Overall World Champion— Individual)

1. B. Karkoschka, DDR
2. H. Tomsikova, Czechoslovakia
3. S. Starikova, USSR

World Parachuting Champions (Nation)

1. Union of Soviet Socialist Republics
2. Deutsche Demokratische Republik
3. Czechoslovakia

World Parachuting Champion in Precision Jumping (World Accuracy Champion)

1. A. Dioujova, USSR
2. H. Tomsikova, Czechoslovakia
3. G. Porter, USA

World Parachuting Champion in Style Jumping (World Style Champion)

1. M. Baulez, France
2. S. Joerns, USA
3. B. Karkoschka, DDR

World Parachuting Champions in Group Precision Jumping (World Champions — Team Accuracy)

1. Bulgaria
2. Czechoslovakia
3. DDR

ACCURACY STANDINGS— MEN

Rank	Name	Country	Leg No.	Total Dist.
1	Majer, L.	Czec.	178	0.12
2	Sutton, S.	Canada	188	0.19
3	Ligocki, E.	Poland	119	0.21
4	Greschner, W.	DDR	77	0.26
5	Gournyi, V.	USSR	97	0.28
6	Ossipov, A.	USSR	172	0.39
7	Schoelppple, C.	USA	51	0.74
8	Wilde, R.	DDR	189	1.18
9	Hall, C.	USA	132	1.49
10	Kumba, R. V.	Czec.	136	1.72
19	Standring, B. R.	Brit.	163	2.65
39	Meacock, J.	Brit.	183	5.92
42	Mapplebeck, K.	Brit.	103	6.03
49	King, R.	Brit.	24	7.62
71	Kemley, J. M.	Brit	114	12.64

STYLE STANDINGS— MEN

Rank	Name	Country	Leg No.	Ave Time
1	Armaing, J. C.	France	57	7.18
2	Pospichal, J.	Czec.	156	7.28
3	Schoelppple, C.	USA	51	7.70
4	Ouchmaev, N.	USSR	192	7.78
5	Ossipov, A.	USSR	172	7.80
6	Kumba, R. V.	Czec.	136	7.94
7	Gournyi, V.	USSR	97	8.16
8	Collingwood, C.	USA	158	8.26
9	Saltonstall, T.	USA	36	8.30
10	Serenvelli, L.	Italy	16	8.34
30	Meacock, J.	Brit	183	9.06
42	Kemley, J. M.	Brit	114	9.60
49	Standring, B. R.	Brit	163	9.84
76	Mapplebeck, K.	Brit	103	10.86
79	King, R.	Brit	24	11.18

OVERALL STANDINGS— MEN

Rank	Name	Country	Leg No.	Total Points
1	Schoelppple, C.	USA	51	3.923
2	Ossipov, A.	USSR	172	3.938
3	Pospichal, J.	Czec	156	4.052
4	Gournyi, V.	USSR	97	4.108
5	Ouchmaev, N.	USSR	192	4.116
6	Kumba, R. V.	Czec	136	4.142
7	Greschner, W.	DDR	77	4.216
8	Ligocki, E.	Poland	119	4.241
9	Collingwood, C.	USA	158	4.329
10	Saltonstall, T.	USA	36	4.340
11	Rode, J.	France	150	4.520
12	Hall, C.	USA	132	4.529
13	Majer, L.	Czec.	178	4.562
14	Machtchenko, V.	USSR	64	4.656
15	Wilde, R.	DDR	189	4.678
16	Serenvelli, L.	Italy	16	4.685
17	Fischbacher, C.	Swit.	167	4.773
18	Dinev, G.	Bulgaria	70	4.814
19	Iatchmenev, L.	USSR	186	4.979
20	Mac, J.	Poland	159	4.996
21	Sutton, S.	Canada	188	5.019
22	Partsch, A.	DDR	109	5.048
23	Germanski, Z.	Bulgaria	68	5.053
24	Jakubowski, S.	Poland	19	5.067
25	Hicks, S.	USA	111	5.074
26	Aleksiev, G.	Bulgaria	116	5.104
27	Wallberg, J.	Sweden	15	5.112
28	Meacock, J.	Brit	183	5.121
29	Standring, B. R.	Brit	163	5.185
30	Bohn, A.	Swit	43	5.193
56	Mapplebeck, K.	Brit	103	6.033
58	Kemley, J. M.	Brit	114	6.063
68	King, R.	Brit	24	6.352

COUNTRY STANDINGS— MEN

Accuracy Rounds— 10

Style Rounds— 5

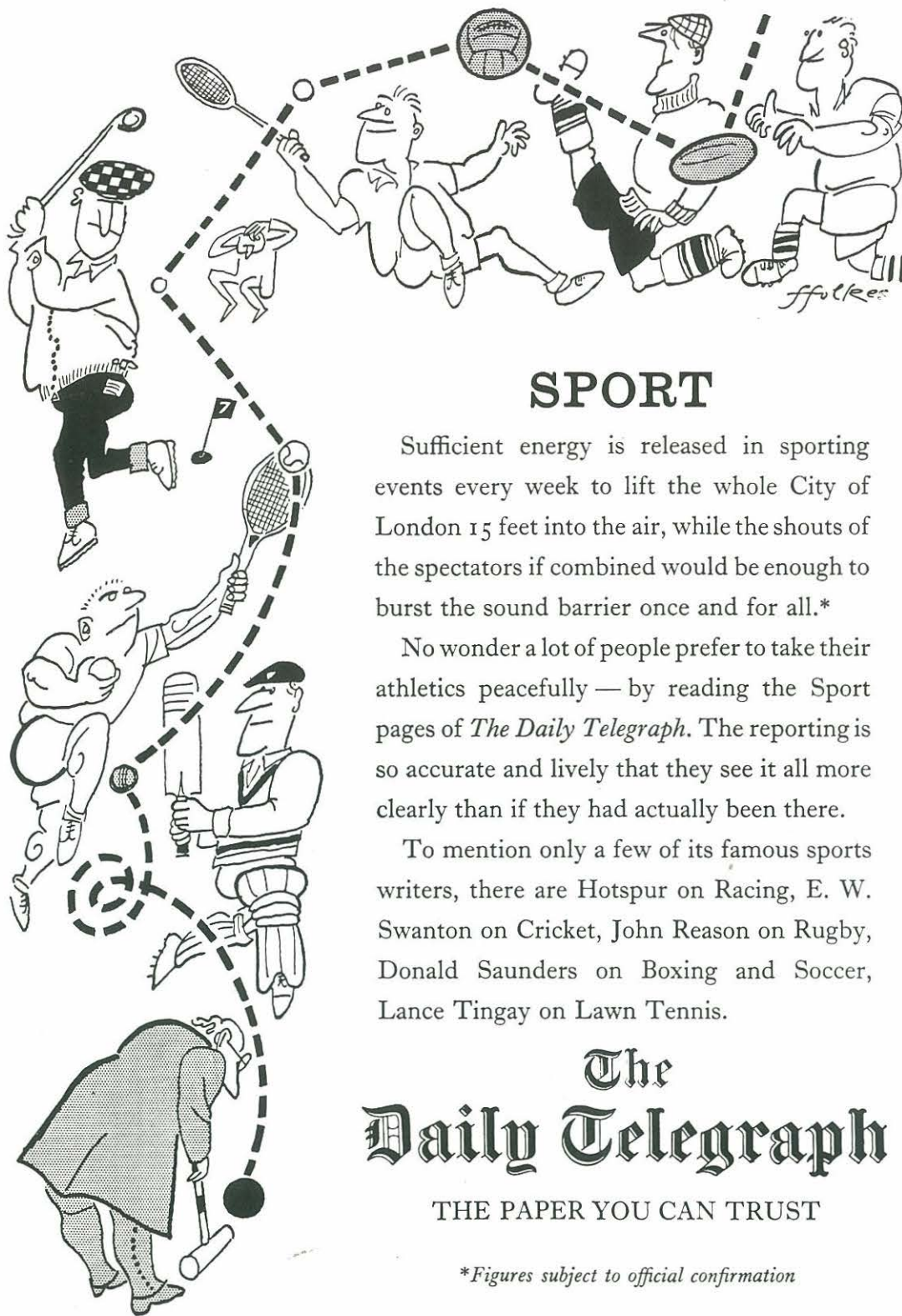
Team Rounds— 5

Rank	Country	Total Points
1	USSR	17.78
2	USA	18.21
3	Czechoslovakia	19.37
4	Poland	20.58
5	Switzerland	22.18
6	DDR	23.02
7	Britain	23.06
8	Bulgaria	23.49
9	Italy	24.29
10	France	25.06
11	Canada	25.41
12	Austria	25.55
13	Hungary	26.03
14	BRD	28.25
15	South Africa	29.82
16	Brazil	31.88
17	Norway	33.33

18	Netherlands	33.63	6	USA	6.53
19	Australia	34.95	7	Italy	9.56
20	Finland	35.00	8	Hungary	13.74
21	Sweden	35.93	9	Austria	13.78
22	New Zealand	37.81	10	BRD	13.83
23	Argentina	40.45	11	South Africa	14.19
24	Rhodesia	46.15	12	Brazil	15.33
25	Peru	47.51	13	DDR	17.91
26	Mexico	57.24	14	Bulgaria	18.83
27	Japan	59.98	15	Canada	19.19
28	Venezuela	60.34	16	Finland	20.41
29	Chile	71.87	17	New Zealand	24.37
			18	France	25.07
			19	Netherlands	25.36
			20	Argentina	26.65
			21	Norway	27.97
			22	Peru	36.34
			23	Rhodesia	37.81
			24	Australia	46.22
			25	Sweden	50.92
			26	Mexico	54.36
			27	Venezuela	83.88
			28	Japan	93.13
			29	Chile	103.76

TEAM ACCURACY STANDINGS— MEN

Rank	Country	Total Dist
1	Switzerland	3.79
2	USSR	4.84
3	Czechoslovakia	5.66
4	Britain	5.80
5	Poland	5.82



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*

An interview with Roy Johnson

During the World Meet I took the opportunity of asking Roy Johnson, the current U.S. Style and Overall Champion, if he would be prepared to allow me to interview him for an article for Sport Parachutist.

Johnson has the reputation of being of rather uncertain temper, and having recently broken his leg training for the World Meet I wasn't too sure what to expect. Anyway, he was quite friendly and answered all my questions in full and without hesitation.

Roy Johnson possesses the most outstanding competition record in the history of U.S. sport parachuting. His style is without doubt brilliant, and as his times have shown over the years, easily of world standard. At this year's U.S. Nationals his average time over five jumps, including penalties was 6.98. A remark from a U.S. relative worker that one reason for so many people doing big relative work in the U.S.A. is that sooner or later the competitor has to compete against Johnson, possibly has a grain of truth in it.

With his 1972 form Johnson would almost certainly have been in the running for a medal. Not only was he fast, he was clean. At the British Team training camp at Raeford, Gene Thacker confirmed that Johnson had been down to six seconds, and that the vast majority of his style was without penalty. His accuracy is also impressive. Although dropping short for over five metres on one jump he was consistently around the disc for the remaining nine.

Roy Johnson is 32. He started parachuting in 1961. He has 3947 descents.

Question. Why did you stop parachuting between the years 1969 to 1971.

Answer. You want the truth? At team training for the 1968 World Meet I had an argument over equipment to be used. All the U.S. team had been issued with new equipment, Pioneer equipment. I had been used to jumping my own gear, and was unhappy about changing. As you know, the pack and harness you get used to is important in style. My style got worse and faced with the alternative of jumping Pioneer or going home, I chose to go home. After all the work and effort I had put in getting myself ready for that meet I just didn't feel like continuing.

Q. Did you stop parachuting altogether?

A. No, I jumped now and again to keep in form.

Q. What ground work or preparation do you make for style?

A. I use the suspended harness, and for relaxation and concentration I use self-hypnosis.

Q. Do you have any help in the harness, that is, does someone put you through the turns?

A. No I don't. I find concentration difficult with someone watching.

Q. Well what do you do in the harness?

A. I can practice the body position and leg control and concentrate on staying tight.

Q. That's the real secret isn't it? Staying tight.

A. It sure is.

Q. In Britain we get a lot of cloud so it's important to take advantage of whatever there is going in the way of altitude, what advice would you give to a style jumper keen to learn?

A. Get as high as you can. Do everything slowly and correctly. Practice each movement as a separate thing. When you can master each movement and stay tight put them together as a series. Develop your technique slowly and when the good habits are developed you can use your technique to build up your speed.

Q. Well could I summarise your technique by saying it relies upon:

1. Complete control of the legs, and
2. Making the turn by throwing the head and upper body into the turn with a minimum arm movement?

A. Yes.

Q. We have seen on the video some very fast style jumps in the practice session, with the jumpers using what I would call the 'Soviet' technique, that is with the jumper using the big arm movement to initiate the turn, this seems to be a fairly standard technique, not only with the Eastern European jumpers but also with your American team. The Czechs seem to be using their legs to help stop the turn by throwing them out at the end of the turn, and Alain Papazov, the French trainer tells me that they are using their legs to help the turn, that is if they want to go to the left they swing the legs to the right, and vice versa. All these techniques are quite different to yours.

A. Sure there are more ways to turn style than mine. There is nothing 'Wrong' with some of these techniques although from what I have seen there are likely to be a lot of penalties because of poor control rather than errors of technique.

Q. From what we have seen so far the big surprise of the meet has been the Frenchman, Jean Claude Armaing. Parachuting only five years and with only 1,700 jumps I have timed him at 6.3. But it does seem to me that as he goes for the turn the body lifts and he appears to do most of the set in an upright position, and I think he could be in for a lot of penalties.

A. Yes quite definitely. We call these turns 'pencil turns' and Armaing seems to be trying to cut corners. Turning this way the transition to the loop is fast because you are in a semi upright position. He could catch a lot of penalties for that.

Q. It looks as though the only Para Plane Cloud to be used in the meet will be by Bill Hayes, the U.S. alternate. As the first three places in the individual accuracy event at your nationals went to jumpers using Clouds, have you any plans to use one?

A. No. But if it is what it will take to win then I will. I feel the emphasis must be on an overall performance, style and accuracy and I think the Cloud could be too big and bulky for style. I'm also a bit suspicious about its openings and if your mind isn't totally concentrating on your style then the whole thing is pointless.

Q. What are your plans now?

A. Right now I just want to get this cast off my leg. I'm not too sure about future competition plans. I would quite like to go to the 74 World Meet as a trainer or something.

N.B. Armaing went on to win the Style with an average time of 7.18. Hayes jumped in only six of the seven rounds that the alternates were allowed to jump in and scored 0.26, 0.44, 0.00, 0.71, 2.55, 0.10.

Sheila Luker was kind enough to take the Interview in shorthand.

J.M.

Will 1974 see the end of the Soviets' supremacy in style?

Looking back over the three World Championships, leaving to one side individual performances, but taking a team performance for each country, that is to say the best four style competitors out of five (which is also the method for computing the overall standing for nations: the best four in style, the best four in accuracy, plus the total score for the team accuracy event), we find that the USSR and other socialist countries, Czechoslovakia, Bulgaria, Poland — have been dominating the scene, until this year, as the results from Tahlequah show. Only the DDR has continued to make any improvement. Whereas the USSR and Czechoslovakia have made no progress since 1970, Bulgaria and Poland having lost 5/10 sec. per man, America and France are in constant progression, especially France who, after many years of stagnation, have this year produced both World Style Champions.

The way the following style charts have been computed, was to take all the jumps from each team (5 jumps per man in 1972, 3 jumps per man 1970 and 1968) 4 x 5=20 style jumps, and the high time was taken, which in the case of Great Britain was 14.6 and the low time 8.6 (by J. Kemley 1972 and A. Charlton 1970), then all the jumps were averaged, giving 9.8.

In the case of two or more countries having the same average, preference has been given to the team with the best low time.

Dave SAVAGE.

GRAZ 1968

Place	Country	High time	Low time	Average
1	USSR	9.9	7.2	8.2
2	BUL	10.8	7.9	9.4
3	CZEC	10.4	8.4	9.4
4	USA	12.6	7.6	10.0
5	POL	13.2	8.2	10.2
6	DDR	11.1	9.1	10.2
7	FRA	13.6	8.1	10.3
8	CAN	12.1	8.6	10.4
9	BRIT	12.6	9.4	10.9
10	HUN	13.7	10.5	11.6
11	SWIT	16.0	9.3	12.0
12	RUM	13.2	10.4	12.0
13	AUT	14.0	10.8	12.0
14	YUG	15.1	10.1	12.4
15	BRD	14.6	11.3	12.6
16	FIN	16.0	9.5	13.2
17	ITALY	15.3	11.3	13.2
18	AUS	16.0	11.1	13.4
19	SAFR	16.0	9.7	13.5
20	SWE	16.0	10.6	13.6
21	BEL	16.0	12.4	13.8
22	MEX	16.0	8.5	14.5
23	ISR	16.0	12.1	14.6
24	BRAZ	16.0	13.3	14.8
25	TUR	16.0	13.4	15.4
26	NETH	16.0	16.0	16.0

BLED 1970

Place	Country	High time	Low time	Average
1	USSR	8.7	7.2	8.0
2	CZEC	9.5	7.2	8.1
3	BUL	9.4	7.7	8.4
4	POL	9.4	7.6	8.6
5	USA	11.0	7.5	9.1
6	FRA	11.5	7.7	9.1
7	DDR	10.3	8.4	9.2
8	CAN	10.1	7.9	9.4
9	HUN	11.1	8.1	9.9
10	BRIT	13.5	8.6	10.0
11	SWIT	16.0	8.4	10.1
12	ITALY	12.1	9.2	10.3
13	AUT	11.8	9.7	10.8
14	DDR	12.0	9.5	10.9
15	AUS	13.1	9.8	11.1
16	YUG	15.2	9.2	11.6
17	SWE	12.8	11.1	11.8
18	FIN	16.0	9.2	12.1
19	NETH	16.0	10.0	13.1
20	BEL	16.0	11.8	13.6
21	MEX	16.0	9.8	14.0
22	BRAZ	16.0	12.6	15.0
23	TUR	16.6	14.1	15.6
24	PER	16.0	15.9	16.0
25	JAP	16.0	16.0	16.0
26	RUM	**		
27	SAFR	**		
28	ISR	**		

** No team

TAHLEQUAH 1972

Place	Country	High Time	Low Time	Ave.	Gains per man since 1970	since 1968
1	USSR	9.6	7.2	8.1	+0.1	-0.1
2	USA	9.5	7.4	8.1	-1.0	-1.9
3	FRA	9.7	6.5	8.2	-0.9	-2.1
4	CZEC	10.0	6.8	8.2	+0.1	-1.2
5	DDR	10.1	7.6	8.6	-0.6	-1.6
6	BUL	9.6	8.1	8.9	+0.5	-0.5
7	POL	10.5	8.3	9.1	+0.5	-1.1
8	SWIT	12.0	8.3	9.5	-0.6	-2.5
9	CAN	11.1	8.6	9.6	+0.2	-0.8
10	BRIT	14.6	8.6	9.8	-0.2	-1.1
11	HUN	11.8	8.0	9.9	0.0	-1.7
12	SWED	11.4	9.3	10.1	-1.7	-3.5
13	AUT	11.9	8.6	10.2	-0.6	-1.8
14	AUS	16.0	8.6	10.2	-0.9	-3.2
15	ITALY	11.4	8.0	10.3	0.0	-2.9
16	BRD	13.0	9.0	10.7	-0.2	-1.9
17	SAFR	12.5	8.6	10.9	**	-2.6
18	NORW	16.0	9.4	11.4	**	**
19	FIN	16.0	8.7	11.9	-0.2	-1.3
20	NEWZ	16.0	9.6	11.9	**	**
21	BRAZ	13.0	11.3	11.9	-3.1	-3.3
22	NETH	16.0	8.4	12.1	-1.0	-3.9
23	RHOD	16.0	10.8	13.2	**	**
24	ARGE	16.0	11.6	13.7	**	**
25	PER	16.0	11.4	14.5	-1.5	**
26	MEX	*				
27	JAP	*				
28	RUM	**				
29	YUG	**				
30	BEL	**				
31	TUR	**				
32	ISR	**				

** No team

* No Style team

MINUTES OF THE MEETING OF THE SAFETY AND TRAINING COMMITTEE OF THE BRITISH PARACHUTE ASSOCIATION Held on the 10th AUGUST 1972 at Artillery Mansions, 75 Victoria Street, London S.W.1

PRESENT

J. Crocker	<i>Chairman</i>
L. St. John	<i>British Parachute Club</i>
E. Lewington	<i>A.A. Parachute Club</i>
B. Jerstice	<i>Black Knights Skydiving Centre</i>
J. K. McCauley	<i>Peterborough Parachute Centre</i>
P. Slattery	<i>Nomads Skydiving Team</i>
B. S. Schofield	<i>Red Devils</i>
M. A. Martin	<i>J.S.P.C. Netheravon</i>
R. Perkins	<i>Martlesham Heath</i>
T. Day	<i>Metropolitan Police Parachute Club</i>
D. Price	<i>North West Parachute Club</i>
P. Sherman	<i>Old Warden Parachute Club</i>

In Attendance

D. Waterman

Apologies for Absence

Messrs. Boot, M. O'Brien, Shea-Simonds, Sawyer,
R. O'Brien and Cooper.

Minutes of Previous Meeting

It was proposed by L. St. John and seconded by T. Lewington
that the previous minutes be accepted.

Carried unanimously.

Letter from Peter Schofield

A letter from Peter Schofield was read to the meeting and
discussed at length. It was eventually proposed by Mr. T. Day
and seconded by Mr. P. Sherman that:

*"D Licence Parachutists be permitted to jump ram air para-
chutes only after receiving their Club Chief Instructors written
recommendation by way of entry in their log books and also
only after they have received a written certificate by way of
entry in their log books by a Ramair Instructor recommended
by the C.C.I. that they have been instructed in the packing and
handling of such parachutes".*

Eleven votes were made in favour of the proposition and one
vote against.

Proposition carried by a majority.

Riggers Report

The minutes of the Riggers Sub-Committee meetings on the
20th May 1972 and 17th June 1972 were read to the meeting.

A complaint was made by Mr. St. John concerning a Riggers
workmanship. It was agreed that Mr. St. John would communi-
cate with the Rigger concerned to draw his attention to the
particular piece of workmanship in question.

Renewal of Instructors Ratings

Mr. N. F. Addison's Approved instructors rating was renewed.
Mr. T. Day was approved as an Advanced Instructor.

The Committee ask that John Cole provide proof of a night
descent before his application for an Advanced Instructor rating
can be considered.

Incident Reports

The Chairman read a written report from the file relating to an
incident at Halfpenny Green on the 15th July 1972, when two
parachutists leaving a BN Islander struck a De Haviland Rapide.
The report was incomplete insofar as the flying aspect of the
matter was concerned, but this was being investigated by the
Department of Trade & Industry's investigation Branch and their
result should be known soon.

Mr. St. John produced a News Letter from the Cinque Ports
Flying Club which prima facie gave cause for concern. It was
requested that a copy of the News Letter would be sent to Mr.
Boot who would be required to submit a report.

Incident reports and covering letters received from Messrs.
M. O'Brien and D. Waterman were read out in full to the meeting.

Mr. T. Sawyer

Considerable discussion took place concerning the Parachute
Centre at present operated by Mr. Sawyer. The Chairman's
correspondence with Mr. Sawyer was read in full to the meeting.
The Chairman informed the meeting that Mr. Sawyer had spoken
to him through the telephone and expressed regret for the
manner in which his letter had been written. The Chairman
reported fully on his telephonic discussion with Mr. Sawyer.

The Committee were extremely concerned at Mr. Sawyer's
admitted disregard for the rules and regulations governing sport
parachuting under the auspices of the B.P.A.

Finally it was proposed by Mr. Schofield and seconded by
Mr. St. John that:

*"A letter be sent to Mr. Sawyer deploring his disregard for
the rules, but that in view of the fact that he had given an
undertaking to the Chairman not to operate outside the rules
again and also to attend the next Potential Instructors Course,
no disciplinary action would be taken in connection with the
admitted breaches of the regulations. However if there were
any further breaches of the regulations, the Committee would*

THOMAS SPORTS EQUIPMENT

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F.A.A. LICENSED RIGGER No. 4085459

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PARAWINGS

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not hesitate to take all steps considered necessary in order to stop parachuting taking place outside the rules".

The proposition was carried unanimously.

The Chairman agreed to write to Mr. Sawyer as instructed.

Any Other Business

A letter concerning Instructor ratings was received from Captain T. Oxley of Rhine Army Parachute Association was read to the meeting. The letter was discussed at some length and it was unanimously agreed that RAPA would have to run a potential instructors course if Sgt. O'Brien and others like him were trained as Instructors. The Committee felt that there could not be any relaxation of the rules in this regard.

Sergeant B. Rees

It was agreed unanimously that Sergeant Rees' instructor rating be renewed, even though due to injury he was unable to physically make parachute descents himself.

Date of next Meeting

The next meeting will take place on the 28th September 1972 at the Yorkshire Aero Club, Leeds/Bradford Airport at 19.00 hours.

*James Crocker
Chairman. S.T.C.*

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Mark 1 P.C. Black and White Checkerboard. 250 Jumps.

White Three Pin Pioneer Pack and Harness Good Condition.

White "Parasport" Reserve Container 3 Months old "New Condition".

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Instructors for week-ends.

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Contact **Geoff Webster** at club address



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Thunderbow canopy 30 jumps blue and red complete.

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PACK CLOSURE

Some of you may have read in past issues of Safety and Training Committee minutes, published in Sport Parachutist, of reports and subsequent debate on pack closures with Pioneer Super Pro Main containers. Nothing came of it all, Pioneer had received no reports of pack closures with the Super Pro, and the United States Army Parachute Team could offer no suggestions.

I myself had witnessed several pack closures, Dave Witney's at team training at Weston-on-the-Green for the 1970 World Meet. Bob Hiatt at Wilstead, and Dave Waugh at the 1971 Nationals at Halfpenny Green. Notwithstanding, earlier this year, I bought a complete Super Pro main and reserve and started using it, the first jump being on the 2nd March. Initially the harness was most uncomfortable, causing friction burns, to the thighs and breaking the skin. Additional comfort pads solved this problem.

I did find I had to be very careful with the "Alligator Clip" reserve tie-down. Unless clipping both parts on to the ring it is possible for one side of the tie-down to free itself. It happened to me half way through a style jump and the result was alarming. The entire reserve lifted to my face, and I went head down. I had to push the reserve down with one hand and bring the legs up to stay stable for the pull. If you use a Super Pro be sure that both ends of the clip are in place on the tie-down ring, or change the Alligator clip to the much superior snap ejector.

After using the Super Pro for some 244 trouble free jumps, (you pull the handle and the parachute opens) I had almost forgotten the pack closure stories, until at Team Training in Raeford, North Carolina — you guessed it. Top man in a four man team stack on a clear



Mike Benyon relaxes over Compton Abbas.

Photo: Bob O'Regan

and pull from 3,300 ft and I am reaching over my back heaving on the risers. This trick opened the pack but ruined the stack not to mention spoiling my day.

I put this down to 'just one of those things', a situation that all of us should be ready to deal with. However seven leaps later and its Pull time again, pulling ripcord and pulling risers. After number two, I examined the main pack with something more than casual interest, but the only indication of wear that could have contributed to a closure was a very slightly worn top cone. I changed this and continued jumping. So far neither closure had put me in a dangerous situation, that is, low. Both had occurred as top man on a team stack. Unfortunately the sad saga continued with a third closure, but this time after a style jump, going quite fast after a decent series. After pulling on the risers I was in quite a head-down position for the opening. After landing I examined the pack with the Raeford owner Gene Thacker and his rigger, and tried to decide what to do.

My immediate feelings were to sling the whole thing, but after talking it over I decided to try inserting the two MA1 pilot chutes differently. I had always inserted the pilot chutes tandem fashion. Inserting the first under the middle cone, pinning the middle cone, then pinning the top cone, transferring pins and inserting the second pilot chute in line behind the first. This may possibly have put too much pressure under and against the cones, with the resultant closures. I tried inserting the pilot chutes to the sides of the cones, one pilot chute each side, and after 150 jumps the problem appears to be solved. This apart the equipment is well up to the usual Pioneer standards and is wearing well after over 400 jumps.

J.M.

1973 SEASONAL PARACHUTE INSTRUCTOR

There is a possibility of a vacancy for a full time parachute instructor for the 1973 season, April to October inclusive, at the Peterborough Parachute Centre.

Applicants should hold B.P.A. instructors rating, D licence, and have the ability to instruct relative work. The successful applicant could expect to make up to 400 descents a year. Apply in writing to the Chief Instructor.

For Sale — PARA COMMANDER

Less than 100 jumps. Mk.2 modified to Don Strickland's spec. complete with sleeve and risers. **£95.00**

Main and reserve pack and harness. 3 pin main container custom made. 1½ shots complete with ripcords. **£45.00**

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Revised Instructors/Clubs Lists

BRITISH PARACHUTE ASSOCIATION INSTRUCTORS ADVANCED RATINGS (EXAMINERS)

Name	Club	BPA No
Acraman, R. S.	R.A.P.A.	444
Anderson, B.	A.P.A.	4590
Boot, W. G.	T/Valley	3930
Catt, W.	A.A.C.	415
Card, R. G.	A.P.A.	1927
Crocker, J. T.	South Staffs	2066
English, J. A.	Northern Para	3767
Gardner, E. A. J.	Parachute Regiment	178
Griffiths, R.	Green Jackets	115
Hounsoms, 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
Slatery, 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, J. A.	Peterborough	4416
McGill, J. A.	7 R.H.A.	2066
MacLennan, W. M.	Golden Lions	4060
McNaughton, D.	Parachute Regiment	417
Morrison, A.	A.P.A.	4848
Noble, K.	Northern Para	4298
Noble-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

BRITISH PARACHUTE ASSOCIATION LTD FULL TIME CLUBS

Peterborough Para. Centre Sibson Airfield, Peterborough	W. J. Meacock (at club address) Sibson Airfield Tel: Elton 289.
Thames Valley Airsports Club Compton Abbas Airfield, Nr. Shaftesbury, Dorset.	M. de Cartier, The Cottage, Parhams Hill, Ludwell, Shaftesbury, Dorset. Tel: Donhead 482.
The Sport Parachute Centre Grindale Field, Bridlington, Yorkshire.	R. O'Brien, (at club address). Tel: 0262-77367.
Yorkshire Parachute Club Great Carr Farm, Kirby Misperton, Nr. Malton, Yorkshire.	M. Reed (at club address). Tel: Kirby Misperton 256.

WEEK-END CLUBS

British Parachute Club Headcorn Airfield, Ashford, Kent.	
Brunel University Skydiving Club c/o Students Union, Brunel University, Uxbridge, Middx. (Brunel Students only)	The Secretary (at club address).
Hereford Parachute Club Shobdon Aerodrome, Shobdon, Leominster, Hereford	I. Loutitt, 36 Park Street, Hereford.
Independent Skydivers Swansea Aerodrome, Swansea.	G. Walsh, 32 Longfellow Gardens, Machen, Newport, Mon.
Lancastrian Parachute Club	B. Jerstice, 181 Bradley Lane, Standish, Wigan, Lancs. Tel: Standish 3356.
Manchester Free Fall Club Tilstock D.Z. Twenlows Hall Farm, Whitchurch, Shropshire.	R. W. Dyson, 25 Woodbridge Road, Flixton, Manchester, M31 2RH.
Manchester Parachute Club	A. E. Cooper, 8 Longford Avenue, Stretford, Manchester, Lancs.
Martlesham Heath Para Club Martlesham Heath Aerodrome, Nr. Ipswich, Suffolk.	R. G. Perkins, 30 Mons Way, Bromley, Kent.
Metropolitan Police Parachute Club Nuthampstead Airfield, Herts.	D. Anderson, 69 Monkham Lane, Woodford Green, Essex.
North West Para Centre Cark Airfield, Flookburgh, Nr. Grange over Sands, Lancs.	J. D. Prince, 21 The Coppice, Ingol, Preston, Lancs, PR2 3OL. Tel: Preston 720848
Paraclan Parachute Club Charter Hall, Nr. Berwick.	D. C. Payne, 13 Boswell Drive, Kinghorn, Fife.
Southern Skydiving Club Sandown Airport, Sandown, I.O.W.	C. E. Mitchell (at club address).
Scottish Parachute Club Strathalan Castle, Auchterarder, Perthshire.	Miss A. Mundell, 6 Coltpark Avenue, Bishopbriggs, Glasgow C64 2AT.
South Staffordshire Skydiving Club Halfpenny Green Aerodrome, Bobbington, Worcs.	G. Webster, Brake Lane, West Hagley, Stourbridge, Worcs. Tel: Hagley 3993.
Northumbria Parachute Club Sunderland Airport, Washington Road, Sunderland, Co Durham.	Chief Instructor (at club address). Tel: Boldon 7530.
Vauxhall Skydiving Club Halfpenny Green Aerodrome, Bobbington, Worcs.	G. E. Mitchell, 9 Kennedy Close, Newton, Chester CH2 2PL

R.S.A. Parachute Club

R. S. Acraman,
7 Chartwell, The Hatches,
Frimley Green, Surrey.
Tel: Deep Cut 5170.

EXPERIENCED PARACHUTISTS ONLY

Nomad Skydiving Team	R. O. King, 66 Westbury Crescent, Oxford.
Old Warden Flying and Parachute Group	R. O. King, 66 Westbury Crescent, Oxford.
The 'Chuting Stars' Display Team	D. Waterman, 94 Hamlet Gardens, London, W.6.
The Embassy Womens Free Fall Team	Miss Tracy Rixon, 11b Keswick Road, East Putney, London, SW15 Tel: 01.874.0385
Boughton Aluph Skydivers	L. N. E. St. John, 'Malthouse', Pilgrims Way, Boughton Aluph, Nr. Ashford, Kent.

SERVICE ASSOCIATIONS, CLUBS AND TEAMS

Army Parachute Association	Chief Instructor, A.P.A. Centre, Airfield Camp, Netheravon, Wiltshire.
Rhine Army Parachute Association	Chief Instructor, R.A.P.A. Centre, . S.T.C. Sennelager, B.F.P.O. 16.
Joint Services Sport Para Association	Mr. C. Herbert, J.S.S.P.A., G.P.O. Box 2285, G.P.O. Singapore, B.F.P.O. 164
R.A.F. Sport Parachute Association	Flt. Lt. P. Burgess, Hon. Sec. RAFSPA, R.A.F. Weston on the Green, Nr. Bicester, Oxon.
Parachute Regiment Free Fall Club	Major B. S. Schofield, Para Regt. Free Fall Team, Browning Bks., Aldershot, Hants. Tel: Aldershot 24431 Ext 2446.
Royal Marines Sport Parachute Club	Chief Instructor, ITC, Royal Marines, Lymington, Exmouth, Devon. Tel: Topsham 3781.
Cyprus Combined Services Sport Parachute Club	S/Sgt R. G. Card, R.A.F. Dhekelia, B.F.P.O. 53.
7 Parachute Regiment R.H.A. (The Black Knights)	Capt. J. M. Patrick, R.H.A., 7 Parachute Regiment RHA., Lille Bks., Aldershot, Hants. Tel: Aldershot 24431 Ext 3542.
R.E.M.E. Free Fall Team	W.O.II. R. C. Lonsdale, 16 Para Workshop R.E.M.E., Arnhem Bks., Aldershot, Hants. Tel: Aldershot 24431 Ext 3520.
Royal Green Jackets Free Fall Team	Mr. J. A. Beard, 40 Brill Close, Cox Green, Maidenhead, Berkshire. Tel: Maidenhead 25195.
22 Special Air Service Parachute Club	Sgt. B. Anderson, 'D' Sqn., 22 S.A.S., Bradbury Lines, Hereford.
Golden Lions Parachute Club	Cpl. I. Gray, Glencorse Barracks, Milton Bridge, Penicuik, Midlothian, Scotland.
Lincoln Pathfinders Free Fall Club	Mr. I. G. Miller, 14 Copse Road, Ashby, Scunthorpe, Lincs.





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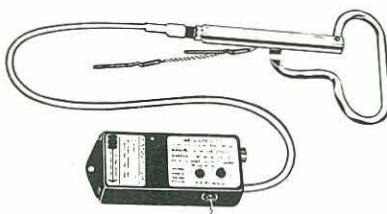
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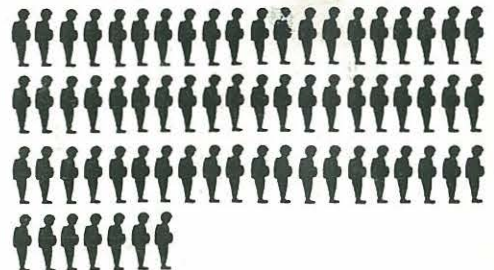
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