

# SPORT PARACHUTIST



# 2 FROM GQ



## 'PATHFINDER'

### Flight Data

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

### Canopy

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

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

### Harness

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

### Pack

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

### Sleeve & Auxilliary

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

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

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

### Flight Data

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

### 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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OF THE BRITISH  
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ASSOCIATION

(A company limited by guarantee)



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**Editor's Note —**

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

# Sport

# Vol. 10 No. 1

# Parachutist

FEBRUARY 1973

The BPA Annual General Meeting gave attending members the opportunity to meet old friends and have a few beers in addition to sorting out the problems of the Sport. This years problems included the final solution to the Ascending problem, and Mike's monologue.

Mike (Batchelor) is well known to past AGM attenders for his brilliant attacks on the leadership of the BPA and the Council in particular. This year it was the Council's turn for a hammering on paying Major Schofield's legal expenses come about by the publication in 'Sport Parachutist' "Shape of things to come".

The reason the Council paid Major Schofield's expenses was because his article "Shape of things to come" was printed in the Association's magazine by an Editor appointed by the Council, and although some people saw little to offend in the article, nonetheless, legal advice obtained by the Council advised that if certain parts of the Article were not in fact libellous, they were very close to it.

So, as the Major had contributed an article for publication without payment, and had incurred legal expenses in deciding to publish an apology in the magazine, then it was thought fair to reimburse him the expenses.

Mike Batchelor's point was that it was wrong to use B.P.A. funds to make payments of this sort. Lawrie St. John's reply was that it was a payment to meet expenses and NOT a payment of reward and that the Council was perfectly within its rights under the Articles of Association.

The general feeling of the A.G.M., if one can talk of such a thing, was that the whole thing might have been settled earlier, and that could be so, but there are two sides to every argument and it seems to me that in this case one side may have been treated a little unfairly.

Imagine reading an article that you felt libelled you. Your legal adviser agreed it was so, and the publishers advisers said it was a libel. You settled for an apology only to find that the publishers had paid the legal expenses of the person who had made the offending remark. Yet you were both members of the Company that published the article, and both contributed to that Company by advertising your goods in the same magazine.

Wing Commander Turnbull had already objected to the payment as "Unethical" in that Council had sided with one B.P.A. member against another (Sport Parachutist) Vol. 9 No. 2 and with the staggering wisdom of hindsight, I now feel inclined to agree.

# 'JUST GET DOWN AND IN' ... How to do it

Ted Taft, D-2739, SCR-919, SCS-64

Reprinted from Sky Diver magazine

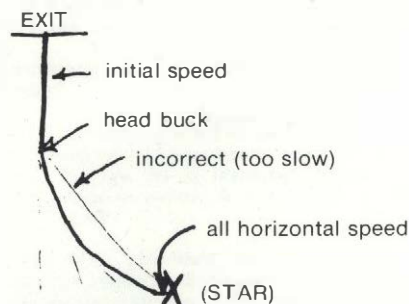
Whenever large star relative workers get together, they generally agree that everyone should "just get down and get in". This assumes, of course, that everyone understands the best way to do that, but I have never seen or heard a good explanation of what is entailed. This article will discuss that special skill which I feel has never been adequately explained. While, hopefully, some experienced jumpers will learn something, this article is largely directed to the many people who are just getting into large star RW and who still have much to learn. There is a definite shortage of RW articles, and, hopefully, this one will encourage more to be written in the future.

I am writing this from the point-of-view of a 'flyer', or more specifically, what I do as the tenth man out on the "Pieces of Eight" (Pepperell, Mass.) 10-man star team. The farther back you go in the exit order, the greater the distance between yourself and the base, and the more important your technique becomes when building a star for time. In the exit alone, a team can do many things to quicken its exit. When added up, these things make a considerable difference. First of all, we have found a single-file exit (instead of double-file) has important advantages which become increasingly important on larger attempts (16, 18, 20). A good single-file exit gives a spacing of about 60 feet between jumpers, which is ideal because it still allows for speed while minimizing the old problem of traffic jams around the star. A double-exit doubles the chances of creating a traffic jam if someone has trouble getting in or is forced to wait if the star becomes momentarily unstable. Furthermore, it is easy for the 10th man to arrive when the star is only 4 or 5, and this can create havoc in the building of the star. Thus, if you have access to a plane with a wide door like a Twin Otter, I would recommend the single-file exit. On the other hand, if you use two or more planes, you should try to stagger the exits so you will get the same effect as a single-file exit out of one plane.

Using a single-file exit, you want to avoid the extreme of stringing people out too far. As we are getting ready to go, we have the base man sitting in the door with the pin man poised and leaning over his shoulder so that as soon as No. 1 leaves, No. 2 is already in his dive and the distance between them is minimal. From the third man on back we stay pressed closely together, for losing just one second on the exit will mean another 200 feet that the flyers have to travel. When the base men are ready, they begin a countdown which everyone calls out together . . . 5, 4, 3, 2, 1, GO! At "Go", the base and pin man are out almost simultaneously. Unless the remaining eight are moving towards the door, time has already been lost. In order to stay close together, everyone should lead off on the same foot (e.g. left) at the word "Go". Thus, the third man will already be in motion towards the door before the second man has completely left the plane, and likewise the fourth man, fifth, etc. It is not too difficult to have all ten out within 3-4 seconds.

One final point: you should try to dive through the door instead of running up to it and going out more or less upright. Diving out will prevent things from getting hung up and will also keep the line moving quickly towards the door.

Now, what to do once outside the plane? The first thing you want is to gain speed, and to gain it as rapidly as possible. Some people keep their arms by their side once out of the plane, and thus are already in a track position. However, I have seen many of these people do turns or flips (due to the prop blast) before they straighten out and start moving. Since your initial goal is to lose altitude and pick up speed as fast as possible, the best way to do this is with a vertical, head-down dive. As I leave the plane, I throw my arms out over my head to counteract the tendency of the windblast to flip or turn me in some way. Your arms can be very important in this first split-second to insure that you are in the best possible body position for losing altitude and gaining speed, as well as staying on line with the star. After the initial windblast is compensated for, you should quickly pull your arms back to your sides, for keeping them in front of you for more than 1-2 seconds will cause you to start to flatten out from your vertical position. Arms drawn back, you can now concentrate on making your body as streamlined as possible, keeping your arms and legs in tight, your head DOWN, and your legs perfectly straight. In other words, try to offer the smallest amount of surface area possible, in order to lose altitude and to gain that all-important speed.



Assuming a good exit and vertical dive, at about 8 seconds out from the plane you should pull your head back (while maintaining the same body position) to locate the star. Putting your head back will cause a slight change in the angle of your dive, so that you are not quite vertical, but are heading towards the star. It is at this point where many people make the same mistake and lose several seconds. Seeing the star, their tendency is to track directly towards it, considerably flattening out the angle of their dive and losing both speed and time. While keeping the star in sight from this point on, you should change your vertical angle only slightly so as to track towards an imaginary point about 100 yards short of the star (see diagram). This will prevent you from sacrificing speed and will enable you to get the most out of gravity. A straight line is the shortest distance between two points, but not the fastest way because you can move along the curved approach at a much greater speed. I have seen this happen countless times and can often pass 2-3 people while tracking for the star because I am taking greater advantage of gravity. Someone who tracks directly for the star right after exiting from the plane would take all day to get there, even though he would be moving in the straightest possible line.

You should track for a point short of the star in order to be more vertical and thereby gain as much speed as possible and arrive as quickly as possible. After tracking for a few seconds toward a point about 100 yards short, you must gradually keep moving this imaginary point closer to the star, while still not heading directly towards

it. Moving this imaginary point nearer to the star will involve slight changes in the angle of your body to the earth. These changes can be accomplished by using your head only. The farther you throw your head back, the more air is caught and the more your body position flattens out. Bending back at the waist will also flatten out your angle, but this common practice is not advisable because it exposes your whole body (rather than just your head) to more air, thus slowing you down considerably. I try to keep my body literally as streamlined as a bullet, keeping it straight with arms, legs, and feet in very tight. The only angle corrections that I make are with my head, for this changes my body angle while losing an absolute minimum of speed. Whoever heard of a bullet with a bend in the middle, which is precisely what you are if you change your angle by bending back at the waist.

As you near the star by the curved approach, another advantage of this technique becomes obvious. You are in the ideal position for entering the star, (i.e. you are coming in from the side and on very close to the same level), and therefore you never have to radically change your angle of approach or radically reduce your speed. It eliminates "tucking up" to come down to the level of a star, by far the slowest way of closing a distance. By the curved approach, your angle is already flattened out, with vertical speed shifted into horizontal speed.

Still about 100 yards out, you should be looking at the star, but more importantly for where the flyers in front of you are going and what slots they are taking. This will enable you to decide what slot you will be heading for long before you are really near the star and might have to make a major correction which would cause you to lose speed and time, and possibly complicate things for people behind you. Once you pick your slot, you should

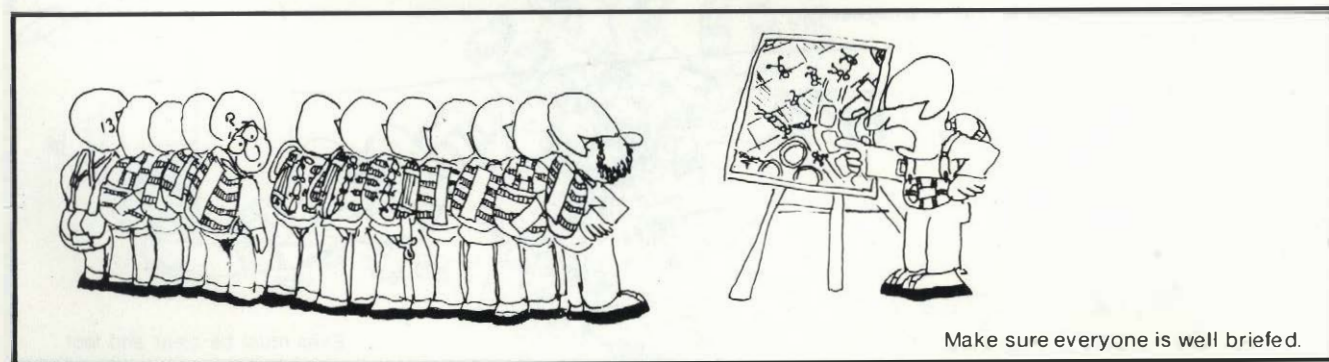
look at nothing else and concentrate on closing that distance. You should still be shooting for a point short of that slot, but this imaginary point will be progressively moving closer to the actual slot. At about 50 yards out one should be at a level only about 50 feet above the star, still closing very rapidly. From this point until you enter the slot, you should begin moving directly towards the star rather than towards a point short of it. The reason for this is that in making your entrance into the star, you no longer have an interest in maintaining vertical speed (with relation to the star). By gradually flattening out your angle, you are coming in on the same level and can shift your vertical speed into a horizontal glide towards the star.

This curved approach resulting in a horizontal glide for entry avoids many problems which can arise from tracking directly towards the star. First of all, it is virtually impossible to someone to fly over the star, and highly unlikely that he will go under it or off to one side because of the gradual reduction of vertical speed in shifting to a horizontal glide. Making a curved approach allows one to go as fast as possible by staying in a track position until only about 20 yards out. Horizontal speed is much easier to judge and to stop because it does not involve a force such as gravity, which works against one's braking attempts. Furthermore, coming into the star at an angle forces one to judge both vertical and horizontal speed, making the potential for error much greater.

By the time you are 20 yards out, your vertical speed should be entirely shifted into a horizontal glide. It is only at this point that you should begin slowing down and leaving the track position. Your momentum is the only thing which you must overcome. Because people are often unaware of the different forces involved in vertical and horizontal speed (i.e. that horizontal speed is not encouraged by a gravitational pull), there is a strong



First, get a bunch of good guys.



Make sure everyone is well briefed.

And the equipment required.

Cartoons by Steve Moran

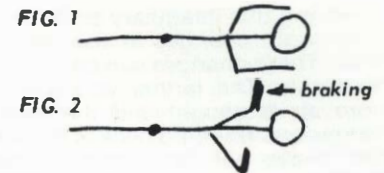
## 'JUST GET DOWN AND IN' continued

tendency to stop the horizontal glide too early, forcing the jumper to build up speed again in order to enter the star, or causing him to enter the slot with inadequate speed to break through the burble. This is a common weakness among many experienced jumpers because they fail to recognize this important distinction, and the result is approaches which are sloppy and slow.

Now, then, what are the ways of braking against horizontal momentum? When 20 yards out, you should place your arms on either side of your head with about 6 inches between each hand and your head. This provides a small degree of braking, but more importantly it frees your hands to give a much more precise means of steering your final few yards into the slot (see figure 1). Notice that the legs are still kept straight, for it is this position that still allows for a considerable rate of glide, necessary for a smooth entry into the slot. From the position in figure 1, a considerable degree of braking can be accomplished by using your hands and forearms (see figure 2) as braking surfaces. Again, the rate at which horizontal momentum is slowed is much faster than vertical speed, and the position in figure 3 will cause a very rapid rate of deceleration which may, if done too early, result in a sloppy entry because of insufficient speed to break through the burble.

As you pass into the slot, you should be on the same level as the 2 people making up the slot because (1) people cannot catch each other's air when on the same level, and (2) settling down into a slot or rising up into a slot creates the possibility of pulling that side of the star up or down with relation to the other side of the star.

Just as your hands hit wrists, your arms should act as shock absorbers to avoid jarring the grip or pushing the star in. At this same instant of contact, you must tuck your legs up so that you are in a sitting position (see figure 4), and your entire body is acting as a brake to instantly stop what is left of your horizontal glide. When



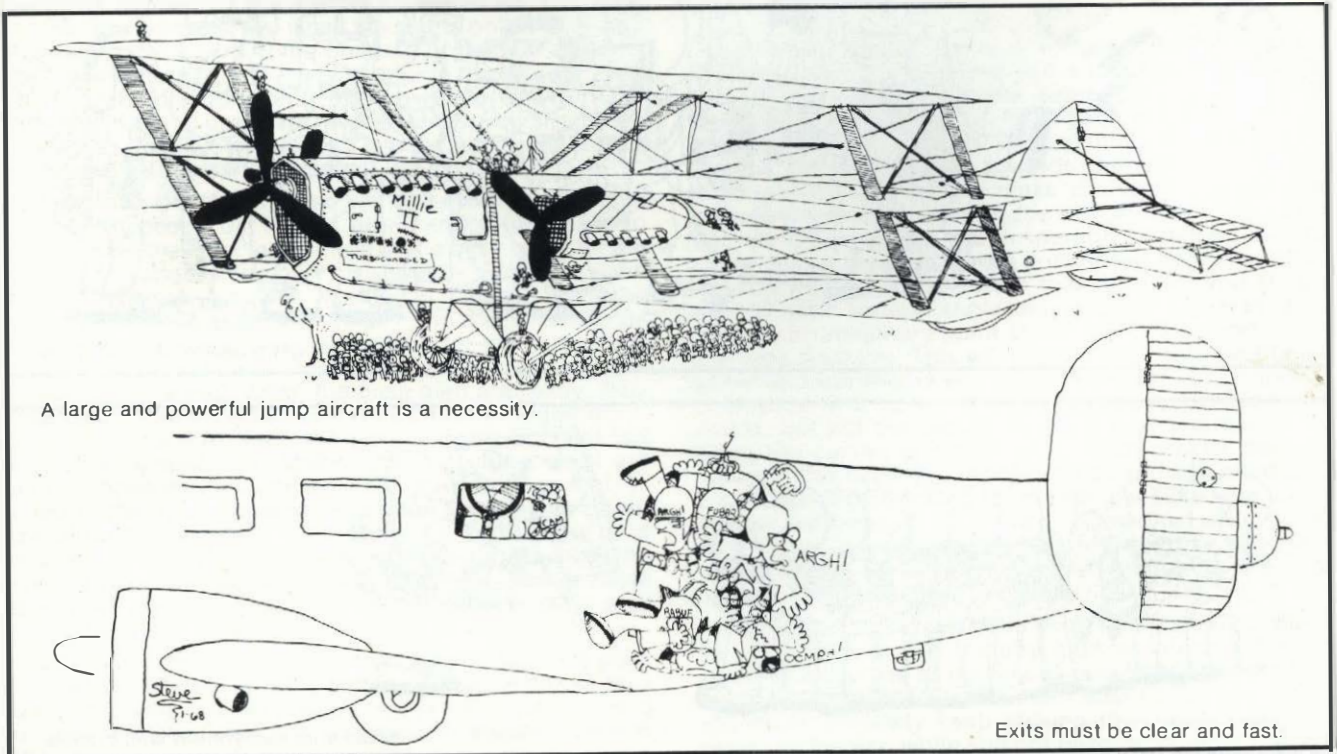
done correctly, this entire process (figures 1-4) should take only 20 yards and 2-3 seconds.

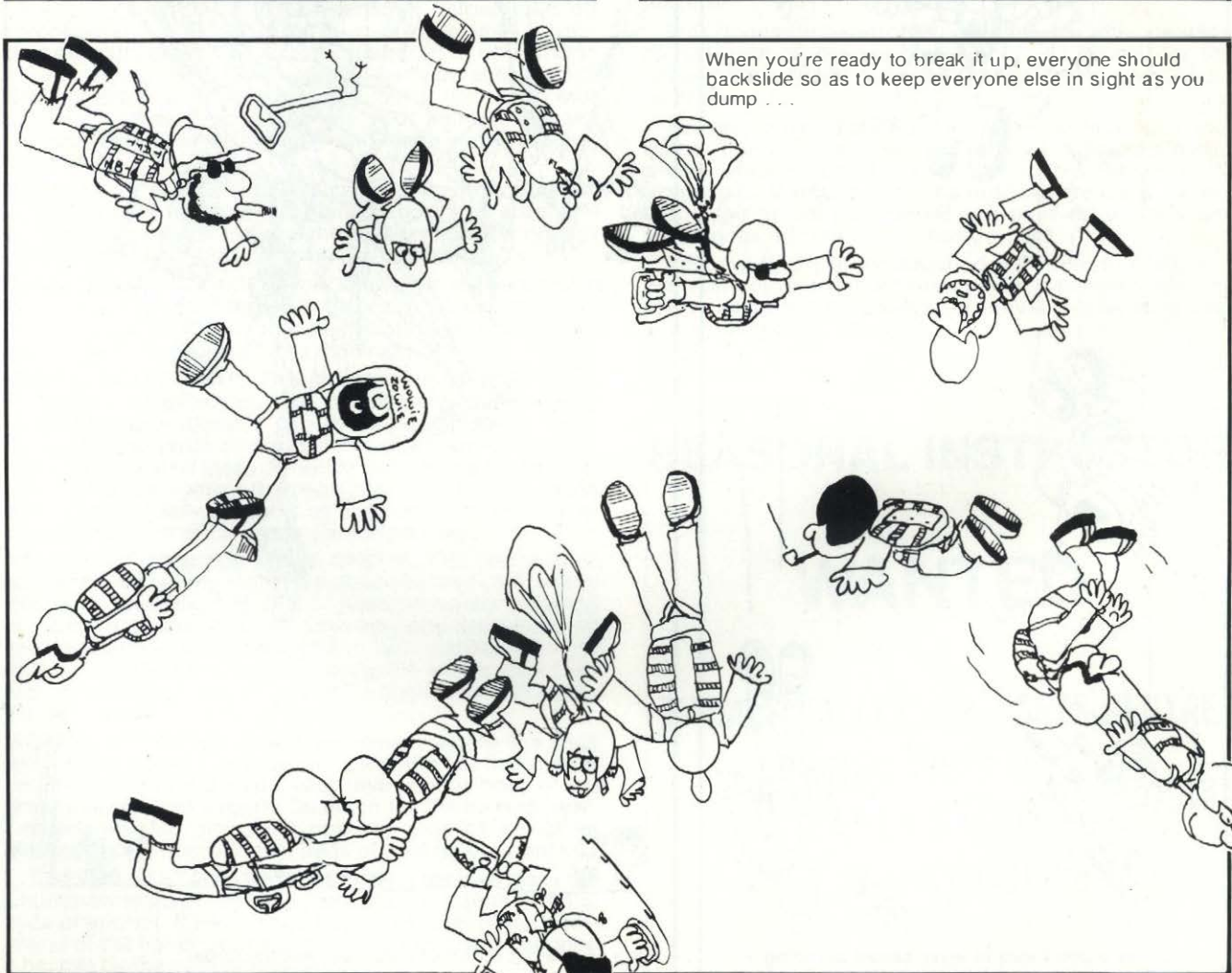
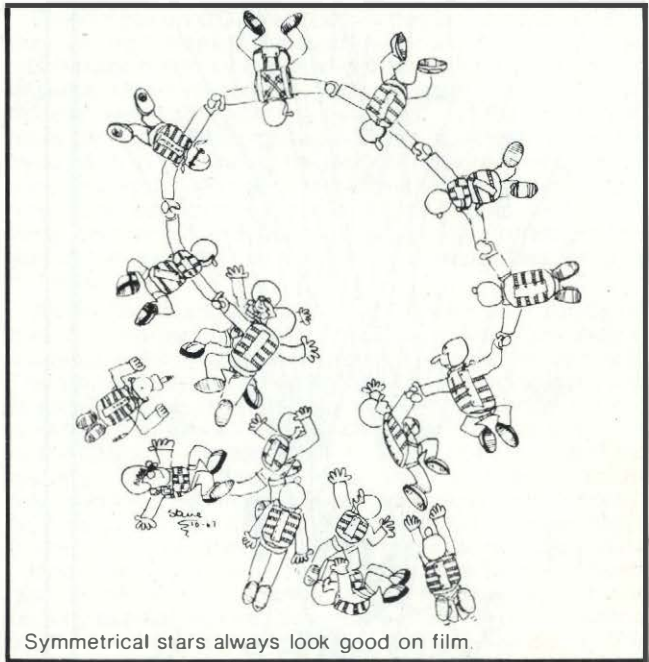
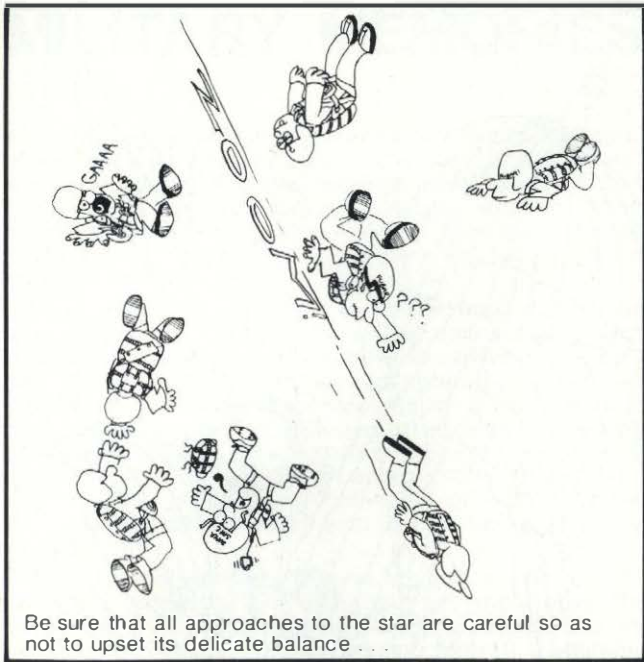
Once inside, then what? Everyone knows that you must fly on the same level as the side across from you. However, too often flyers get into a star and start floating in it. To prevent this, your arms should be semi-rigid and bent at a 90 degree angle; but more important, your legs should be tucked in as if you were trying to backslide away from the star. In fact, this is exactly what you are doing, for it makes the star fill out and more evenly distributes the tension throughout the star. Perhaps more importantly, it makes a much more solid star which is less likely to float in any given area.

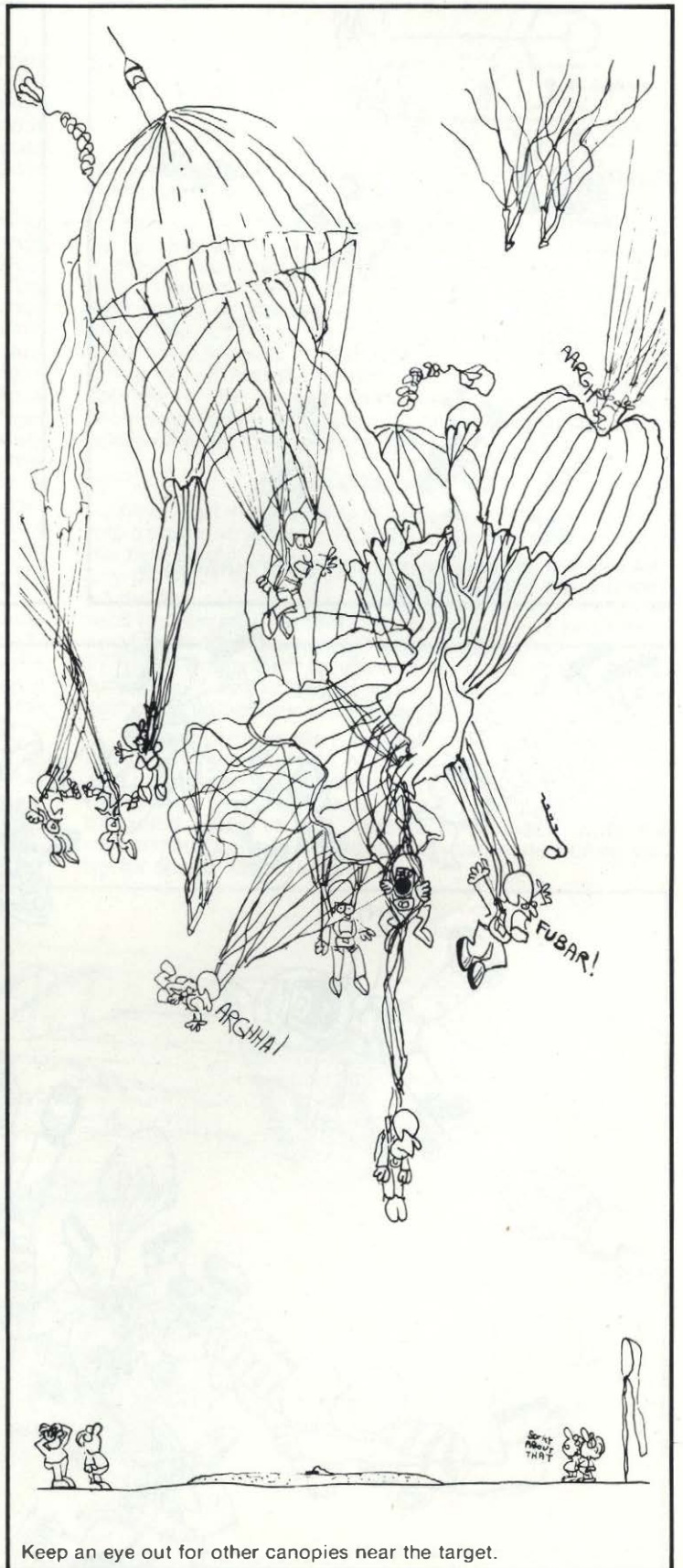
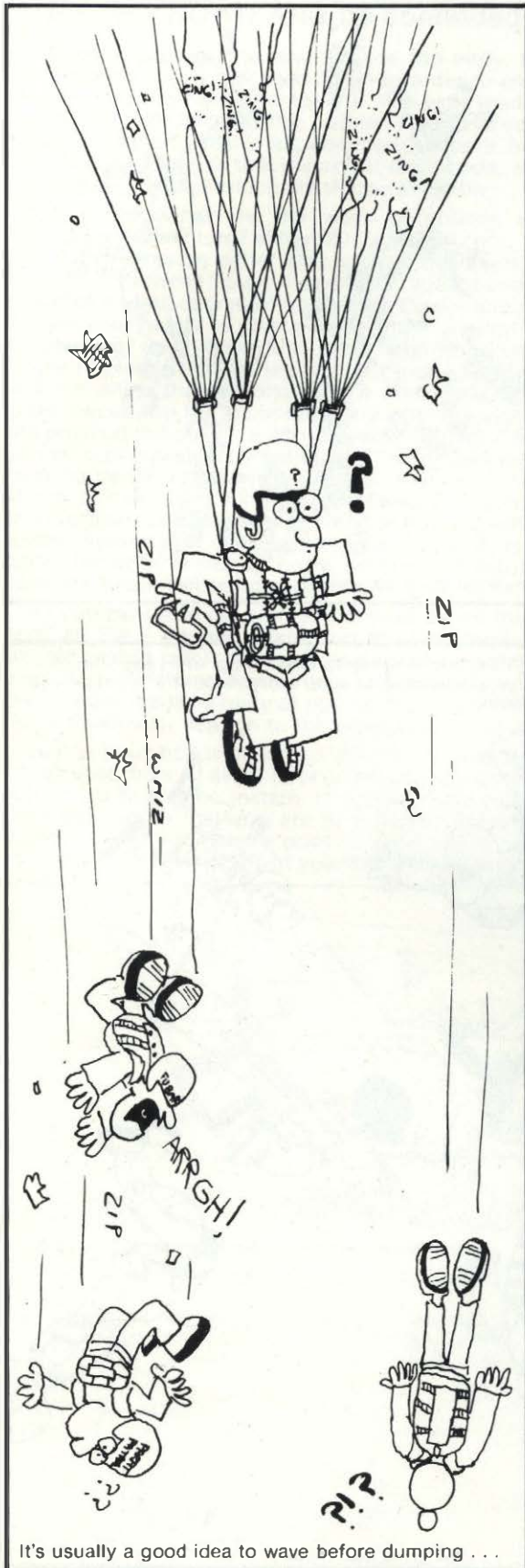
### AN OVERVIEW

I have tried in this article to describe one way of getting into a star from a flyer's viewpoint. I do not claim that it is the best or the fastest way, and I invite any criticisms of any phase of this technique. I wrote it because we need all the RW articles we can get. This article is meant as food for constructive thought; it is meant as a beginning, and not as the final word. Please address any letters to 77 Ridge Road, East Longmeadow, Mass. 01028. Hopefully, then, I will be able to write a revised and improved edition by using your ideas and criticism of this article.

I should perhaps also include a word of warning for novices in large star RW. A novice jumper who reads this and jumps with other inexperienced jumpers, and who tracks for 8 seconds without looking up, could very well be killed. You should familiarize yourself with the tremendous speeds and stopping distances before you try for speed. Good luck.









# MILITARY MEMORIES

Although I am an addicted Sport Parachutist (S.P.) I quite often look back nostalgically to the distant days when I was paratrooping, and after hearing misinformed remarks from a S.P. (who was duly enlightened) such as "Strap Hangers" and "Like stepping off a bus" I felt that it may fill a space in our magazine to go over the type of effort required in Military Parachuting.

Remember that an airborne soldier must survive on what he can carry on that 40 second descent until such times as the conventional services can relieve or resupply him. All his personal survival and fighting equipment is stowed into a canvas container in such a manner as to pass a R.A.F. inspection. This is an art equal to the packing of most parachutes. I have seen containers carrying a 3" mortar bipod or a wireless set and personal kit weighing over 100 lbs. and although officially grounded by the R.A.F. as too heavy, jumped with just the same. "The War must go on!"

After donning main and reserve, which I am sure all S.P.'s will agree dispenses with any agility we might have, the container is carried, manhandled, or dragged the inevitable half mile walk to the waiting aircraft. Enplaning usually took place at least one hour before take off (probably an R.A.F. trick to cut down our free time). Transport Aircraft are not the smoothest aircraft to ride around in and flying time was usually considerable, which brought about other problems like, "What do you do with the bag?" "Where do you empty your helmet?" or just "Siippy floors." Half an hour before 'P' hour comes the first command.

**PREPARE FOR ACTION.** This involves the first phase of attaching your container for parachuting. It is a definite drill and although the dispatcher supervises, the onus is on the individual during the hustle of activity.

**STAND UP.** Again a drill, but once finished, the parachutist will have completed the second phase of attaching kit, the hooking up of static line to aircraft strong point, and generally getting himself into readiness.

**CHECK EQUIPMENT.** This speaks for itself and it is necessary remembering that the parachutist has been involved in considerable activity since enplaning. I can remember upwards of ten articles of kit and clothing I used to check, and these do not include things like turning one's collar up against the possibility of a strap or static line burn (virtually unheard of in Sport Parachuting) or rechecking your stick mates parachute ties.

**TELL OFF FOR EQUIPMENT CHECK.** The last man of say, a stick of twenty men, then absolves the R.A.F. of any blame by shouting "20 O.K.!!" simultaneously slapping number 19 on the shoulder, (the intensity depending on the adrenalin level). Number 19 in turn, carries it on "19 O.K.!!" until the stick leader reports the whole stick O.K. If any parachutist fails to "tell off", a dispatcher will investigate the reason and correct it.

**ACTION STATIONS.** This a movement where the stick moves as a squad to a position where the the first man is two paces from the door, each man firmly hold of his static line on most aircraft. So much for "Strap Hangers". Imagine walking along the upstairs aisle of a moving double decker bus with two bags of coal on your back!

Red light on **STAND IN THE DOOR.** This is virtually the cautionary word of command and the drill differs with the type of aircraft. It also brings the stick under direct command of the lights situated above the door, and operated I believe by the pilot or navigator.

Green light on **GO.** We all know this one. I'll grant S.P.'s that leaving a transport aircraft is not as cold blooded as climbing out onto a wing or wheel of a light aircraft but the physical effort is greater. Bear in mind that the paratrooper has stood with the full weight of his equipment (plus two parachutes) hanging from upwards of twenty minutes. It is imperative for tactical reasons that all drills are completed before the aircraft makes its "run in" therefore some cautious dispatchers give "Stand Up" rather early. I remember one occasion when our aircraft made a number of dummy runs and we were on our feet for forty minutes.

As the first man leaves, the stick moves as a squad (in theory), clearing their own static line to one place nearer the door and it is carried on until the last man disappears. The aircraft speed is in the region of 115 knots and the slip stream is usually supported by four very powerful engines which combine to give the paratroopers an almighty kick in the pants. A few seconds of violent buffeting and the canopy deploys. Assuming a good exit and canopy deployment, can he then relax and enjoy the descent? NO! He's still got a load of work to do. On a "mass drop" the proximity of other deployed chutes is always a potential danger, so he steers away. Once clear he then lowers his container which hangs fifteen feet below him and usually oscillating like Big Ben's pendulum is no comfort at all when he is trying to get himself into a good landing position.

This done, the paratrooper selects what little steerage he has on a plain canopy and prepares himself for the landing that fate has ordained for him. It's no good going for the pit!!

The very make up of British Airborne Forces is such that Bull or Patter stories are ridiculed by the soldiers themselves, which may fool the unknowing that military paratrooping is "Like stepping off a bus" but the facts remain, that a fair amount of mental and physical effort under stress goes into an injury free descent.

I believe that if every doubting S.P. were to make one plain canopy descent, with equipment in border line winds (a favourable R.A.F. expression), they would be more than a little humbie.

## SEASONAL INSTRUCTOR

# WANTED

THAMES VALLEY AIRSPORTS CENTRE

COMPTON ABBAS AIRFIELD

'D' LICENSE REQUIRED

APPLY TO CHIEF INSTRUCTOR

The Royal Air Force station of Weston on the Green is, as I am sure you know, the home drop-zone of the R.A.F. Sport Parachute Association. However, the station's main task is to provide the drop zone for the No. 1 Parachute Training School based at R.A.F. Abingdon, Berkshire.

The Parachute School undertakes all the training of the British Army's regular and reserve parachute brigades, as well as training the Royal Marine and Special Air Service parachutists. In fact all Britain's parachute troops do their parachute training at Abingdon. The pre-jump fitness training is the responsibility of the soldiers unit, and the school concentrates on parachute training alone.

The duration of the course depends upon the soldier being a Regular or Reserve. The regular troops normally do a four-week course of seven day and one night descent. For Reserve troops the course lasts two weeks but does not include the night descent.

The initial descent for both Regular and Reserve soldiers is from a static balloon from an altitude of 800 ft. From this the soldier graduates to jumping the C130 Hercules from heights in the 1,000 ft. to 1,200 ft. range.

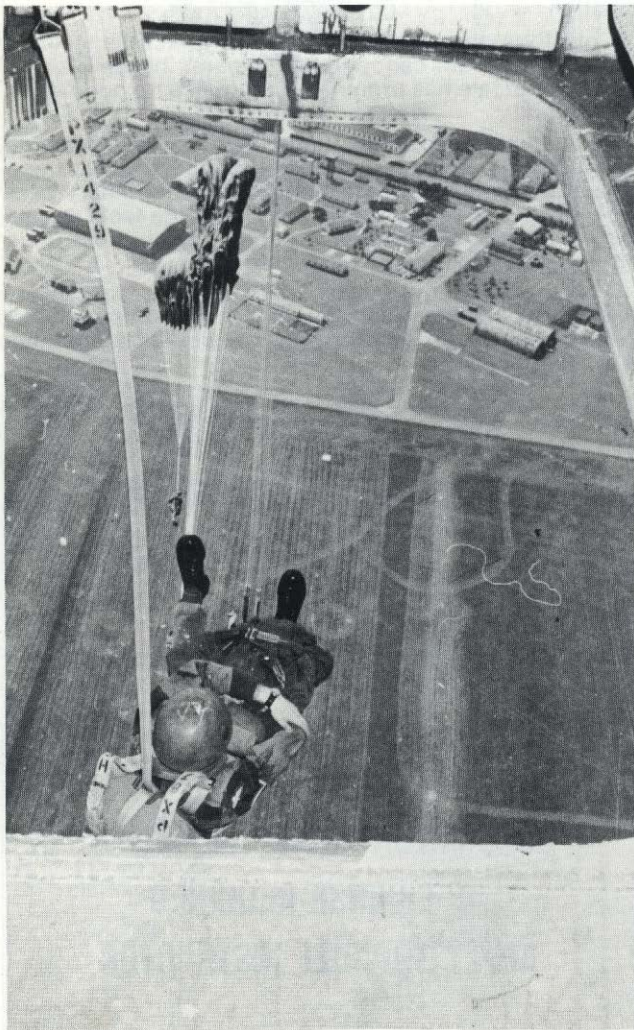
All descents are of course static line bag deployed using a system that has changed very little in the past 30 years. The main parachute is the 32ft. PX, which in the past few years has been modified to include a net periphery. This has almost entirely eliminated the blown periphery malfunction. Reserve parachute is the standard 24ft. British oscillator.

Photo 1. Shows a fast exit of a stick of four through the hole in the floor of the balloon cage. The snaphook can be seen attached to the static line and the line is being pulled from the pack.

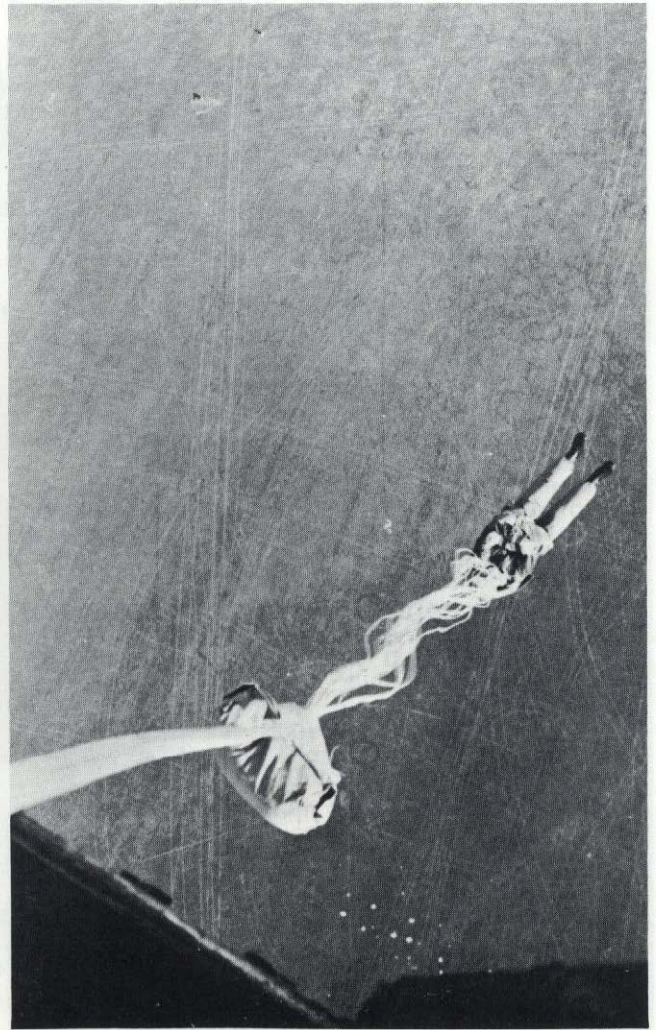
Photo 2. Shows the bag with the rigging lines paying out from the base of the bag. Parachutist is in the standard military position for a 'clean fatigue' descent, that is a descent without equipment.

Photo 3. Is a port exit from the Hercules, with photo 4 a starboard exit. Both men are carrying equipment. The equipment container fits on two 'D' rings below the reserve parachute, and the container is lowered to the end of a nylon line after deployment.

Photos 5 and 6 show a port exit from the Hercules with the weapons container clearly visible.



1



2



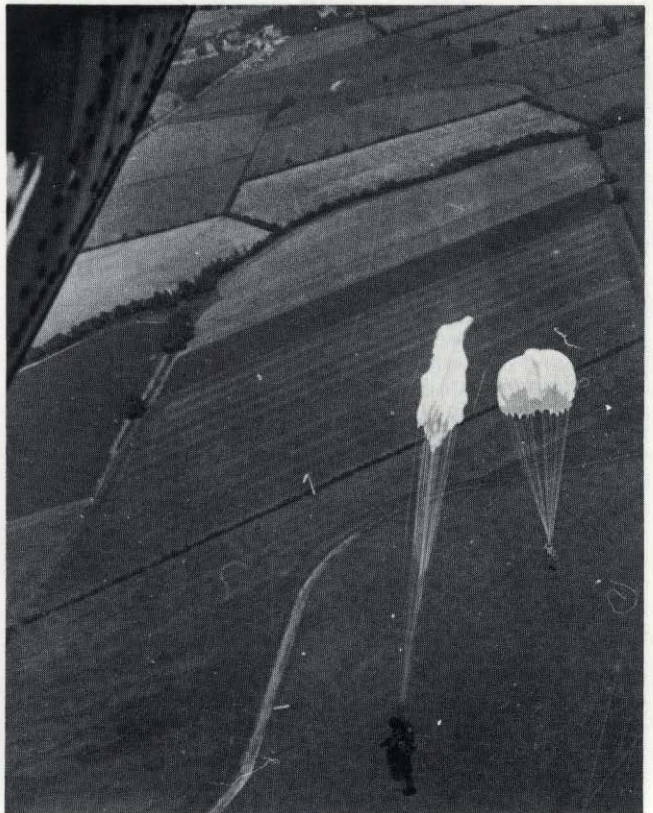
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6

*Photographs supplied by Mike Byrne*

## A Brief Look at Do-It-Yourself Ram Air Parachute

and The Saga behind the 'Becker Counter-Foil'

When I say 'brief' it poses the problem of condensing hundreds of hours of scalp scratching and mental and physical jerks into a digestible size which won't have you looking for the cartoons. We'll give it a whirl anyway. It all started many moons ago with the appearance of a rare (but soon to be popular) species which began to be found with increasing frequency in the hedgerows and byeways of Wilstead — in particular the vicinity of Duck End Farm . . . The Great Haired, Nimble Fingered, Blue Jumpsuited H. Becker. Soon to be a pioneer and avid devotee of the 'Flying Khazi' brigade (them what jumps the square things). After cutting his teeth so to speak on a tame old Mk 2 PC by lopping off a panel here and a panel there our Howard was not satisfied. He could be found on windy days gazing skywards with that glazed look in his eyes. We do it as well — but he had different reasons. Style weather . . . and all eyes clapped to the binos. Did I say ALL eyes. Well H.B.'s were clapped to the binos ok but he'd been watching seagulls and things swooping effortlessly through the air . . . then wander off muttering to himself. We definitely knew something was up (apart from his jump bill). H.B. had taken on the appearance of a mad inventor — hair flying in the wind, boot laces undone . . . you know. Our suspicions were soon confirmed. We heard he'd sold his train set — auctioned his roller skates — crushed his conkers and, we thought, sold his marbles. All this was topped off by a violent assault on his piggy bank. Our Howard was maturing. Then one weekend it happened . . . out of our aircraft came the familiar flash of blue followed by — Great Scott — an explosion of red! I have to admit it . . . we panicked. Hiatt leaped into the windsock, Kingy, Bernie and Al were seen disappearing into the pit headfirst, and I pretended to be a tree. There was H.B. soaring magnificently above all this confusion driving his new possession . . . clambering among the cumulus smiling blissfully. Becker the Boffin was born. There followed the formative months during which H.B. and his Sport 200 Para Foil grew closer and closer together. We saw very little of him around this time. Oh he was around all right . . . somewhere. Into the aircraft we'd climb gripping our streamers — then in would nip our Howard clutching Ordnance Survey maps. Three style jumps later — a red splash on the horizon. 'Sunset' cried Smithy and took off his jump boots. Oh no! just little old H.B. careering around the skies murmuring to his Foil after another hop and pop from over the Irish Sea or somewhere. This became the pattern. Three jumpers in the aircraft . . . two seen to leave. Then later, much later, H.B. would silently glide over the DZ after extending his glide path yet again.

Higher and higher. Longer and longer . . . so it went on. Gone were the tranquil nights at Duck End. In their place came the restless thrashings with H.B. mumbling wildly of things yet undreamed about. Obviously there was more than a dormant PC up his sleeve. Then one day the swallows and chaffinches appeared once more at Duck End in command of the skies. H.B. flew no more. No longer did startled villagers shield their eyes against the glare of the sun to catch a glimpse of the intrepid Red Baron. The weeks flew by and life returned to normal. It's all too much for him we thought. We were wrong. Rumours began to circulate emanating from a confused sewing machine shop assistant. Occasionally we would catch a glimpse of H.B. scurrying to and from Duck End astride



his pinking shears, tape measure primed for action. The weeks grew to months and Tottenham residents began to wonder about the subdued hum of a sewing machine at all hours. Rumours increased . . . to be finally resolved by snaring the H.B. on a fleeting Duck End trip to hear the immortal words 'I'm making my own Ram Air Parachute'. Just like that. 'It's almost ready.' He could have been talking about an omelette. The atmosphere grew tense as the climax approached. The day was named. As Howard came down the track, Kingy on finals blew it and missed the pit. The excited hubub died down as the Beagle took off. Jump run . . . finger nails disappeared to knuckles — the cut — the familiar flash of blue . . . then WHAM! . . . the opening. The sun peeped from behind a bank of clouds — we peeped between squinty eyelids. No doubt about it, the Becker Mobile had arrived — it was definitely open and stayed that way. The gush of twelve sets of escaping breath held for five minutes kept him airborne for double that time. No trauma, no drama and also no holding him then. Leap followed leap interspersed with occasional dashes to the sewing machine in the car for the odd stitch or two. The eventual addition of a larger trailing edge has produced a canopy that has amazed all who have seen it and also transformed H.B. from a gliding machine into a disc stomper. We were privileged to witness this astounding achievement. The first jumper to make his own canopy in this country, and perhaps Europe. The determination easily outweighed the initial lack of experience. It would appear that the spirit of the Wright Brothers is not yet dead. Of course this story would be incomplete without Howard's own account. Easier said than done. 'No time to write' he said 'New projects in the wind . . . got to master the canopy and sewing machine!' etc., etc. So we pinched his canopy . . . threw his ripcord away . . . and tied him to a chair which produced from the reluctant writer his own story. If we may say so Howard, it is the most monumental understatement.

Dave Waugh D634

The idea of making my own canopy came to me nearly a year ago but with only evenings available to work on a project involving hundreds of hours, and with weekends being spent at Wilstead DZ it began to slip my mind. Then as a result of voluntary redundancy and being a single man having no responsibilities I seized the opportunity of having a go at my own thing.

Some time before I had bought a Sport 200 Para Foil from the Red Devils. The Sport 200 is quite a good gliding machine and I had achieved glides of over six miles on it, so I decided to build a Foil-based Sport 200 but make one of a higher aspect ratio and 20 per cent lighter to try and improve my glides.

The first job was to learn how to use the sewing machine so I decided to make a jump suit and see how it turned out. It turned out well! A rigging room was the next step so I cleared out a spare room at home and did a bit of converting. My do-it-yourself kit collected off Lofty Thomas consisted of 88 yards of 1.6 oz red fabric and 159 yards of yellow rigging line.

If you happen to have hundreds of hours to spare and wish to make one this is how you go about it. Cut two templates for the ribs from card or brown paper, mark off the templates onto the nylon with a ball point and cut out. The upper and lower surface panels are strips taken off the roll and cut down the centre. You now have fifteen ribs, twenty eight upper and lower surface panels. Now stitch twenty yards of tape to the front of the panels which will form the leading edge and stitch one hundred and ninety yards of centreless rigging line around the ribs to take the stress of the rigging lines. Stitch an upper and lower surface panel to the rib then stitch on another rib. You now have one cell completed and thirteen left to do. When all the cells are completed you square off the trailing edge so it runs parallel to the leading and for this you need plenty of room—200 square feet to be precise. When I wanted to square my trailing edge I planned on using the garden but as it was wet for several days and rather than waste any more time I hired a hall for an hour. They squeezed me in between the local judo club and the W.I. much to the amusement of the caretaker who had an easy time of it. You then tape the trailing edge and ring the canopy—the Foil is now completed. No note of the hours I spent on making my own was kept but I reckon it must have been over the three hundred mark. Naturally a lot of time was spent in planning and experimenting as is the case with most first attempts—which would be time saved with other projects in the future in the light of the experience I gained.

However, back to my own experience when I had finished mine. One weekend I arrived at Duck End Farm—the Foil was spread out, faced into wind and up she went looking fine. All that remained now was to jump it. I slowly packed it. Now it was ready to go. At six thousand feet I jumped and pulled—I looked up and saw a beautiful opening. With wide eyes I saw that it was a far cry from the do-it-yourself bundle of nylon and rigging line—it was a beautiful red canopy with yellow rigging lines. Some fifty eight jumps later a meet was being run at our own DZ. The Red Devils entered a Cloud team which I watched with great interest because the Cloud is fast with a slow rate of descent and excellent braking. Checking the measurements against my own canopy I found the main difference was an extra thirty square feet on the wing chord. So I decided to increase my trailing edge by this amount. A quick squeeze again between the Judo and the Women's Institute and I was in business. The following weekend I was still working on it. I should really have spaced out the reefing system and fitted an extra set of lines to accommodate the increased wing area but I was eager to jump it so I put everything in the car—including the portable sewing machine and drove to Duck End.

Up for a hop and pop . . . Bob King watched the opening from the aircraft and noticed a lot of trailing edge flapping about. It opened satisfactorily and handled like the Cloud. I stopped short of the disc by 25cm the first time but the second time the trailing edge did not clear. I was left with a right turn that threw me out at a steeper angle with every revolution. Pulling on the steering line didn't achieve anything . . . so 'Here we go' first cutaway in anger. I pointed my feet and did the necessary. The Protector gave a smooth ride down with no oscillation. The next weekend I arrived with spaced out reefing and an extra set of lines. This time I wore a hogback with an extra reserve on front. The first jump went well and that solved the trailing edge problems. Next jump it malfunctioned . . . cutaway . . . and another airing for the Protector with a soft landing (cheers, Pete). This new problem I could not solve until I suddenly remembered that the Red Devils always free fall at least five seconds with their Clouds. I had been pulling on two or three seconds which allowed it to open eventually, after six or so seconds. The extra couple of seconds made all the difference between a big mess and an instant canopy. I have now done over twenty trouble free jumps since using the longer delay and feel quite confident that the slow deployment was the problem. All the regular Duck End jumpers have now jumped the canopy successfully, watched eagerly by me to say the least. That was the true testing time I feel and it passed satisfactorily. I think I can safely say that my Protector can go back to its lazy days.

Howard Becker.

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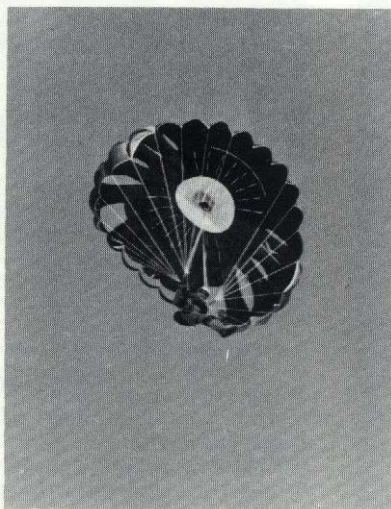
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Photos by Bill Mehr

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# Letters . . .

February 13, 1973

Dear John,

Thanks for the magazine, I enjoyed reading it. If you could see Raeford at this time! Would you believe 6 inches of snow and snow drifts 4 to 6 feet. My eleven years in N.C. and this is a first for me. (Unreal). I have the U.S. STC for your in flight door, hope it is of some help to you. We have our runway under construction as well as (snow). We are getting a paved runway 60 ft wide 3400 ft long, Apron 300 X 300, lights and beacon. We certainly enjoyed having the British team here, things were quite dull after the world meet was over, anyway, we got back in the groove as we had two council meets left for the year, which went quite well for the Hoke County gang and Thacker's. Paul Thacker cleaned up for the year (seven meets) 1st style, 1st acc., and naturally 1st overall, Kim took 1st intermediate style while the ole'man came in tied for 2nd place style, and a 3rd place team finish. We held our annual Christmas party and trophy presentation at Ft. Bragg this year. We conned the Army out of one of their new modern mess halls. Christmas cheer was a plenty and everyone had a super time. The Army Parachute Team has a videotape system for training now-a-days, and have volunteered the loan of it to Raeford for one week. All the Council members are really enthused about training under this new system for a few jumps. Our Council has grown so fast in its third year. The novice event is now 200 jumps with a style event— half set (8 B/L). The intermediate event has moved from 400 jumps to 600 jumps, and Advanced is 601 and up. For the year, '72, we averaged 76 contestants per meet for seven meets. The Carolina Council consists of North and South Carolina and seven different clubs all banded together and called it CAROLINA SPORT PARACHUTE COUNCIL (CSPC). The success has been tremendous, exchanging ideas, training methods, safety (etc.) The competition is tough. One meet in '72 a 8.1 clean was good for a tie in 3rd place; but for most part a clean 8.1 will win style. The girls are really giving the men a run for the money, a male hasn't won style in the intermediate event for the past four meets, in fact in a couple meets it was 1st, 2nd & 3rd place for the girls in style.

But the guys (Blokes) are hard at work trying to regain their image. The advanced class has also had its problem as Conya Needles has been turning in the low 9's and hitting the disc and having a few guys worried, there is no separate class for women and they don't seem to mind. I still have hopes to visit England and Germany early fall. The U.S. will fill a team for the ADRIATIC CUP YUGO-SLAVIA this year four men, four women, coach, and team leader— ten people total. I turned down the job as team leader (business reasons) I can't afford the time this year. We gave the job of coach to Gary Lewis and team leader to Curt Curtis, last year's team leader. USPA had its annual Board meeting at Tampa Florida, which was quite a busy week-end. The U.S. will bid and try to Host a R.W. world Cup meet on the East Coast this year, hopefully at Ft. Bragg or New Jersey, (too early to know). Our Nationals will be held at Tahlequah, Oklahoma, June 23 through July 1, 1973. Billie sends her regards, hoping to someday have the opportunity to work with you and the team again. As you well know we are still waiting on the beer for the team jump. The best to you and B.P.A. Good Jumping.....

I'm sending some pictures of the Banquet and our (unusual) snow.

Sincerely,  
Gene Thacker

P.S. On January 12th, we tried to set a record number of jumps in a 24 hour period, the jumper was Woody Bennicker, from Barnwell S.C. We kicked off one minute after midnite and at 5.33 p.m. the following afternoon, we completed jump no. 201, 17.33 min. 201 jumps and our man was a little tired; but nothing serious, our goal was to make 250 jumps and we plan to try it again in the near future.



Gene and Billie

8 Washpool, SHAW,  
Swindon SN5 9PN,  
Wiltshire.  
18th January, 1973

Dear John,

I received a letter this morning from a friend in Australia who took part in the Australian Nationals, held at Labertouche, Melbourne over Christmas. He did not give the full official results, but made a few comments which I thought may be of some interest to your readers.

The conditions were not favourable, and practice jumps were prevented by high winds, which persisted throughout the meet, and stretched out the Accuracy for nearly a week. First place overall in accuracy was won by an American girl, Sue Raedemaker, flying a 'Para-Sled', a square paraglider with a split braking system: I have no details of her scoring. First four places in the accuracy went to 'Planes. The style event took two days to compete, and was won by "Doc." Tucker, with an estimated best of 9 seconds. The Australian Nationals include a relative event, which takes place a couple of days after the style and accuracy, and takes the form of a ten-man competition, the winners to represent Australia in the World Relative Championships. Seven teams competed, and each team made five jumps. The winners were the 'Gully Cats', with three tens, a nine and an eight, and a scratch team. 'Wilton's Wonderful Welworkers' beat the Army Freefall team into sixth place. All jumps were from 10,500 feet, and on one jump, the 'Gully Cats' split a ten-man into two fives, and were reforming the ten when they ran out of height, and that was even *without* Buzz Bennett!

I have asked my friend for further details, and will pass them on, when I receive them.

Yours faithfully,  
Ronald Branscombe, A.P.F.A667. B.P.A.

115 Heaton Moor Road,  
Stockport,  
Cheshire,  
SK4 4HY  
3rd February, 1973

Signalman R. A. Smith  
3 Squadron  
30th Signal Regiment  
Blandford Camp  
Dorset  
January, 1973

Dear John,

As I said I would try to do, I have strung together a few bits and pieces in the form of an article (see enclosed).

I hope they are of sufficient worth that you can find room in the next edition of Sport Parachutist for my article.

Yours sincerely,  
Mike Batchelor.

P.S. Presentation of the magazine is a first-rate professional job, so I hope the literary content submitted in my article is up to standard.

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## TOWARDS THE END OF THIS YEAR

M. J. Batchelor B.P.A. No. 3596

Now that the Council of the Association has been elected for the year 1973, are we, the members, to see new ideas and policies streaming forth?

This could be said for any new Council that is formed, but looking back over the last year, what great deeds were achieved? Mr. Wilson's letter to the Editor of Sport Parachutist (Vol. 9 No.1) could have been taken in part as a brief for Council, but even they seemed to respond very slowly to their function.

In fair acknowledgement, a Public Relations Officer was co-opted onto Council, but a mere gesture is not sufficient! His presence was considered totally superfluous to a meeting on the organisation and publicity for the 1972 National Championships. Too right he hit on the truth when he commented on the lack of publicity employed for the occasion; you had every chance of not knowing what was taking place at the time, unless you happened to be a competitor. A great event was achieved in the running of the 1972 Nationals, although for some competitors it was made into a non-event. Perhaps this year there could be present, a delegation from the F.A.I.'s "fair-play" division, so that the event can be favourably remembered, by all! For those who scoff, just think for a moment, this year it could be your year!

Whilst on the subject of competition, referring back to the Editor's reply to Mr. Wilson's letter, he mentioned that with more clubs adding pits, the interest in accuracy has grown. But this is hardly effective in encouraging more jumpers to be interested in competition. It would be more to the point to say that perhaps this year, we may see more clubs with pits, organising competitions. Then the sport would be producing not just good accuracy jumpers, but good competition jumpers!

Moving on, or back, to the B.P.A., I ask of both the Council and the S.T.C. during the coming year, to display a greater willingness to communicate to the members of the B.P.A. Are we not entitled to view the evidence on which a decision has been made? As it is at the moment, the individuals of these bodies can never be held accountable for any action, in the eyes of the members. It is up to you as members of the B.P.A. to measure the performance of your representatives on Council, in Council and not on the D.Z., and bear in mind what both Mr. Shea-Simonds and the Chairman's Report asserted, that members are elected to Council, to attend Council!

Finally in conclusion, I would cast you back a few years and draw on an article in Sport Parachutist by Jeff Orchid — we've got a Sec-Gen with knobs-on, what we want is a dynamic Council with ditto!

Dear John,

Just a word to let you know about the proposed 30th SIGNAL REGIMENT FREE FALL PARACHUTE CLUB.

Our aims are:—

- a. To co-ordinate the interests of any Blandford Camp personnel interested in parachuting.
- b. To provide training facilities, rigs, aircraft and DZ.
- c. To advertise parachuting as a hobby and form a Display Team.

Our Key man is Lt. (Mick) Telfer, Royal Signals, who's going to do all the scrounging.

Anyway, watch out, all you would be Star Teams, (i.e. BIFF BURN, RON O'BRIEN), here come THE GOLDEN ARROWS.

R. A. Smith (12575)

P.S. Enquiries invited, write to above address.

6 SOMERVILLE DRIVE,  
MILTON MOUNT, POUND HILL,  
CRAWLEY, SUSSEX.  
30th November, 1972

Dear Sir,

The enclosed photograph might be of interest to you, possibly for inclusion in the Sport Parachutist.

It was taken during the summer over Compton Abbas and depicts Boot just about to land. Need I say more?

Yours sincerely,  
Dave Dulborough.





## AN APPEAL FROM THE CHAIRMAN

Dear Members,

As you may already know, the BPA is sending a British Team to the First World Relative Championships which will be held in Europe in early July this year.

The BPA intends to send a party of approximately 15 members to the Championships and this will comprise 12 Competitors (team of 10 and two reserves) plus a coach, Head of Delegation and possibly one other who would cover PR, photography and if necessary be a third reserve team member.

Provisional estimates of costs involved are in excess of £6,000 with three-quarters of this being taken up by training costs (assuming good weather prevails at each training session).

A similar amount was spent in training, transporting and equipping the 1972 British Team, but it must be remembered that the bulk of this cost was supplied from sponsorship, grants, our raffle and donations etc.

Your Council will be actively seeking sponsorship, plus a grant from the Sports Council for training, but I would also like to take this opportunity of asking for your help in raising funds to send your Team to these World Championships.

You can help in several ways, either by personal donation, offering a percentage of display receipts, organising special jumps such as one man going for 100 jumps in a day with sponsorship based on so much per jump, barbecues, raffles and even approaching your own local businessmen for a donation.

Every member of your Council believes we have a good chance of winning a medal in this First World Relative Championships. Please send whatever you can to Bill Paul, our Secretary-General at Artillery Mansions, and so help us to send a well trained team.

Sincerely  
L.N.E. St. John,  
Chairman BPA.

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6. Infra Red Grill	016692	S. Riddle
7. Stereo Record Player	118259	M. J. Stapp
8. Camera	105953	K. Collingwood
9. Polaroid Camera	004493	M. D. Hudson
10. Jump Suit†	091302	M. A. Wyatt
11. Silver Tray	005834	N. Day
12. Radio	060929	S. Jones
13. Gents Watch	066433	R. Peace
14. Ladies Watch	004205	G. N. Henry
15. Tape Recorder	066113	A. J. Cheal
16. Pair S/Steel Dishes	052096	W/O Greenan
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18. Radio/Clock	110196	M. Taylor
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† Jump Suit donated by the supplier Tom Sawyer.

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# FIRST INTERNATIONAL 12-MAN STAR

Ever since the first hook-up in 19? relative work has become increasingly popular, the number of Star Crest recipients reaching the 2,000 mark. The high standard the Americans have set is rapidly being approached throughout the world. Ten-man stars are becoming a much more common sight in the sky and this has lent itself to the speed Star. Both England and Australia have sub-19 second 8-man stars and so the record held by JERRY BIRDS ALL STARS from the KEN DOBELL TEN MAN STAR MEET in OTAY, CALIFORNIA, of a sub-19 second 10-man star may soon be broken . . . maybe!

This September, during the TED WEBSTERS S.C.R. Scrambles at ELSINORE, CALIFORNIA, a new record of a slightly different nature was set. It was the first INTERNATIONAL 12-MAN STAR. If nothing else it was a practical demonstration of the unity among countries and showed everybody that the world really has "turned on to Relative Work". This is how it happened . . .

While all the style and accuracy 'freaks' (sorry about that), were doing their thing at the XI WORLD PARACHUTE CHAMPIONSHIPS, the Relative workers were jumping on to a field about 5 miles from TAHLEQUAH, OKLAHOMA (thanks to a very friendly farmer), I mentioned to Pete Gruber that seven of the jumpers out of our Beechcraft load were from countries other than the U.S.A. This sparked off an idea in Pete's mind. As it was an international meet wouldn't it be appropriate to put a 10-Man Star over the Championships, with each participant coming from a different part of the globe. (Well it would, at least, take the competitors' mind off trying to hide a 10 cm disc in the peagravel.)

Tony Dale, an excellent Relative Worker, who now lives in Australia, was to represent England and, in order that I could join the load I thought of trying to get the Lord Mayor of Liverpool to proclaim Merseyside a separate dominion!! In any event, despite extremely hard work done by Pete Gruber, the International Star Load never got off the ground. Mr. Norm Heaton just wouldn't do it! A decision which has not endeared him to jumpers of other countries, but I don't suppose he'll lose any sleep about that. Anyway, indirectly, he may have averted a civil war between Liverpool and England! !

It was not until we arrived in ELSINORE that we were able to have another crack at an International Star. We only had eight countries — SOUTH AFRICA (Ruben Knoetze), SWITZERLAND (Hans Willi), VENEZUELA (Mario Strazioto), CANADA (Walter Eichorn), GERMANY (Karl Heinz Kopp), AUSTRALIA (Ian Swinbourne), U.S.A. (Pete Gruber), ENGLAND (myself); and after one practice jump we made an 8-Man Star. We then broke it into a line and re-formed it into two 4-Man Stars. Before we exited the Beechcraft someone suggested breaking one of the 4-Man Stars up to re-form with its twin star into a snowflake This was met with a bit of sceptism from us all but we eventually agreed to give it a go. We broke up the 4-Man but, because they were flying so close together, when the guys turned to come in on legs they hit our boots with their helmets. It built to a 6-Man snowflake before we called it for height. Oh for some more countries for something bigger.

We were lucky. The patron saint of Relative Workers — 'St. Willi Burnimoff' smiled from above from his gossamer skyvan and did the right thing. The word was out — and the Relative guys consulted their passports and checked their dubious parentage to see if they qualified; so when the time came for the scrambles we reached our quota

with the addition of AUSTRIA (Herbert Pello), MEXICO (Hector Nunez), PUERTO RICO (Hector L. Aponte) and the very attractive Yolanda Hustinx from BELGIUM and Sheila Luker (nee Scott), jumping for KENYA. Bill Smith stood in for CANADA as Walter Eichorn had to fly a 707 to Germany.

Communication was no problem as we all spoke English (I managed to bluff my way through with a scouse accent) and after a few words from Pete Gruber and Ray Cottingham, who had lent his services to take photographs, we were on our way.

For the International Star attempt we used a Howard and a Twin Beechcraft. From the Twin Beechcraft Mexico and Austria were to form the base, with Switzerland, South Africa, Belgium, Kenya, Germany, Australia and U.S.A. following. We were in the Howard trailing with Ray Cottingham going first to take photographs, then Puerto Rico, England, Canada and Venezuela to fill in the slots as they came.

There was much laughter and waving between the two aircraft on run-in and when the cut was given the guys in the Howard started to climb out on to the strut and watched the Beechcraft load start their countdown — 5, 4, 3, 2, 1, GO. Despite the fact that everybody had been told to take their time (as this was the first time we had tried out as a team), we were all moving in very fast. MEXICO and AUSTRIA formed the base, PUERTO RICO closed third, SWITZERLAND fourth. I was on wrists, fifth, with SOUTH AFRICA, CANADA and VENEZUELA already picking their slots. As soon as I broke wrists and looked up, it blossomed into an 8-Man Star, with KENYA, AUSTRALIA and U.S.A. just a couple of seconds away. An unfortunate thing happened when Yolanda from BELGIUM — a very good Relative Worker — went below the Star and had to track away when Carl from GERMANY stole her air on her final approach. They both went low and only Carl was able to get back up and close twelfth.

With still plenty of time left everybody started screaming. I could see Pete Gruber's tonsils turning a strange colour across the Star.

And that's all . . . By now 12 people from 12 countries have told the same story 12 different ways in about 8 different languages but in only one language did they say it best . . . FAR OUT! OUTA SIGHT!

*John Meacock is writing a book 'Parachuting International', and would welcome any information and photographs on parachuting in Britain up to 1960.*

## PETERBOROUGH PARACHUTE CENTRE

CESSNA 180

CESSNA 182

Catering

Free Caravan Accommodation

Open Full Time

No Membership Charges

Sibson Airfield,  
Peterborough



*Photographs by Ray Cottingham*

## Thoughts after the XIth World Parachuting Championships

There is always a feeling of tremendous anti-climax after any competition. This was true at Tahlequah, Oklahoma, U.S.A. after the World Meet was over. The heat had been uncomfortable and the humidity worse. People just wanted to go home.

However, I am able to look back on those two weeks of competition with happiness. First of all, I had been accepted by the team and given the honour and pride of being with them. They made me feel as though I belonged with them.

As we settled down at the beginning of the competition, I found these were the assets:

Doug Peacock — Best teller of where the spot is, keeper of order around the tent and all-time best team spirit maker. Also the best pretender to be the strictest but really one of the kindest.

Doc Johnson — Best sympathiser on the team and always in stock of such medicine as fresh fruit (vitamin C) and early morning (5.00 a.m.) coffee.

John Meacock — Great encourager for the future and things to come. Offerer of sound advice and watcher of all my style jumps — more sound advice.

Dave Savage — Best bringer of girls to the tent to keep the team morale "up". Best alternate at the World Meet.

Ken Mapplebeck — Best masseur and tension holder and helper to pack. Most comfortable knee to sit on in the overcrowded van travelling to and from D.Z.

Sooty Standing — Best teller of good stories and best teller of the other kind of stories. Best imitator of the Oklahoma drawl and best flue case at the World Meet and best ability to smile anyway. Ultimate scrounger of cigarettes.

John Kemley — Best water bed bouncer and swatter of flies.

Bob King — Best jumper before my turn to go and therefore best reassurer and noisiest person on the team.

With all these TREMENDOUS assets, how could it have been easier for me to look back on the World Meet with anything but good thoughts.

On a more serious note, when the team was leading the team event after the third round with two more rounds to go, they were quiet leaders, determined to hold their lead and, although they felt encouraged by that lead, they did not take anything for granted and were prepared to give all they had for those medals. After the final round, after some excellent jumping, when the results became known, the members of the British team were among the first to congratulate the winners. Their disappointment was immense, but not once did it show. However, one thing will be obvious at the next World Meet — other countries are going to remember that Great Britain is a country to reckon with!

On a personal note, I feel encouraged to work hard with my jumping. Now there is something to strive for, now I have experienced the feeling of marching behind the Union Jack and now I have had a taste of international competition. Nothing would have meant more to me than to have had Tracy Rixon and Sally Gardner right there with me in Oklahoma. To all the girl-jumpers in England — let's do it — let's get together a women's team that would be reckoned with too. The rewards are all there.

To the 1972 British Team in Oklahoma, U.S.A., thank you for letting me join you.

## MINUTES OF ANNUAL GENERAL MEETING HELD AT IMPERIAL HOTEL, BIRMINGHAM AT 1600 HOURS ON SATURDAY 13th JANUARY, 1973

### PRESENT

L. N. E. St. John — *Chairman*  
and 274 other members.

### IN ATTENDANCE

Sqn. Ldr. W. Paul, BEM, RAF(Ret'd) — *Secretary-General*.

### APOLOGIES FOR ABSENCE

Sir Godfrey Nicholson, G. Webster  
Bart. I. B. Wright  
and K. Dinneen.

### ANNOUNCEMENTS

The Secretary-General reported that:

- Kevin Dinneen had been taken ill in Scotland and that further news of his condition was awaited.
- News has been received that James Fairweather had been lost at sea when the ship 'Royston Grange' went down with the loss of all hands.
- A telegram had been received from Mike Taylor, now convalescing in Jersey, wishing all his friends a successful year's parachuting.

#### Item 1

### CHAIRMAN'S REPORT

The Chairman outlined his Annual Report which had been previously distributed to the membership via 'Sport Parachutist'. There being no matters arising from the Report, a proposal by Mr. J. T. Crocker and seconded by Mr. R. Miskin that the Chairman's Report be accepted was unanimously carried.

#### Item 2

### ACCOUNTS and BALANCE SHEET

Mr. John Cole, the Treasurer, outlined the Accounts and Balance Sheet for the year ending 31st March, 1972. There being no observations or questions from the meeting, a proposal by Mr. Charles Shea-Simonds and seconded by Mr. J. L. Thomas that the Accounts and Balance Sheet as presented be accepted was unanimously carried.

#### Item 3

### APPOINTMENT OF AUDITORS AND APPROVAL OF REMUNERATION

Mr. Cole informed the meeting that the proposed Audit Fee for the current financial year was £200, exclusive of Accountancy charges — this was an increase of £50 on the previous year. Mr. Cole felt this was a reasonable charge and was confident that the Accountancy charge of £65 for the previous year would show a reduction for the current year. In answer to Mr. Ken Forsdyke, the Treasurer was satisfied that the proposed increase was perfectly legal. It was proposed by Major Peter Schofield and seconded by Mr. Mike O'Brien that Messrs. Edward Moore & Sons be appointed Auditors for the year ending 31st March, 1972, and that their remuneration be £200 exclusive of Accountancy charges. Carried unanimously.

#### Item 4

### ANNUAL SUBSCRIPTIONS

The Chairman reported that there was no plan to increase the basic Annual Subscription for new memberships and renewals but that account would have to be taken of Value Added Tax due to come in on 1st April. Certain elements of the subscription may not be subject to VAT and the whole question of VAT as applicable to Sport was currently the subject of a letter to the Chancellor from the Chairman of the Sports Council.

The Chairman referred to Provisional Membership and explained that this form of membership was originally introduced as a secondary offer to be made only in exceptional cases. It was now evident that some clubs were using this form of membership as the primary offer and were advertising to this effect. The Chairman believed he was voicing the view of a large part of the membership when he said that someone joining the sport should join as Full members. Mr. Meacock, whilst agreeing with the Chairman that people coming into the sport and intending to remain as sport parachutists should be expected to become Full members,

was of the opinion that the many individuals who came in specifically to do only one, two or three jumps would not be receiving value for their money if they were to be charged the Full membership rate of £4.00 as against the Provisional rate of £2.50. It was Mr. Tony Unwin's view that with money being spent, and much more about to be spent, on publicity and training aids, it was wrong that Full members should be expected to subsidise such costs for the benefit of Provisional members. Mr. Meacock replied that clubs provided their own suspended harnesses and other aids and that the question was one of value for money for the many people who had no intention of going beyond three jumps, and in many cases less. Mr. Jim Crocker was in favour of everyone being Full members and pointed out that of the £2.50 paid for Provisional membership only 65p was left for BPA to cover the administrative costs. Mr. John Cooper suggested that instead of providing a years supply of 'Sport Parachutist' to Provisional members, only one issue should be sent and with the fee remaining at £2.50 a larger element would be available to BPA Funds.

The following proposals were subsequently put to the meeting:  
(1) Proposed by Mr. Guy Douglas and seconded by Mr. Ken Forsdyke that:

"New Full Membership and Renewal of Full Membership remain unchanged at £4.00 and £3.50 respectively (not allowing for VAT which would be passed on to the member). *Carried by an overwhelming majority.*

(2) Proposed by Mr. Lawrie St. John and seconded by Mr. Mike O'Brien that:

"Provisional membership be discontinued and all entrants to the sport be Full members of the BPA." *Defeated by an overwhelming majority.*

(Note: In view of the defeat of this proposal, Provisional membership will continue to be issued at a rate of £2.50).

At this stage Mr. John Cole requested the Chairman's permission to leave the meeting because of a previous business appointment. Mr. Charles Shea-Simonds took this opportunity to propose a vote of thanks to Mr. Cole for his work as Treasurer during the past year — this was unanimously endorsed by the meeting.

Item 5

### SPECIAL BUSINESS

**Motion No. 1** Proposed by Mr. M. J. Batchelor and seconded by Mr. R. A. McGuire that:

"With reference to the awarding of money from BPA funds to a member of the BPA, this meeting censures the last Council of office for acting outside its terms of reference as specified in the Articles of Association of the BPA and furthermore, acting in contradiction to paragraph 4 of the Memorandum of Association of the BPA, which is as detailed in the Companies Act 1948."

Mr. Batchelor addressed the meeting and elaborated on the Motion. The Chairman and Mr. Meacock, Editor of 'Sport Parachutist', in reply to Mr. Batchelor, presented the background leading to the payment of £57 to Major Schofield to show that this was not in the form of bonus, dividend or profit as defined in para. 4 of the Memorandum, but was in fact a payment in respect of expenses incurred in seeking legal advice which was in the event to the benefit of the BPA. Additionally, the Chairman presented evidence submitted by Mr. M. J. W. Locke which showed that the Council had in no way contravened the Memorandum & Articles of Association and had in fact acted in the best interests of the BPA.

Mr. Batchelor accepted the evidence submitted and withdrew the Motion but in so doing pointed out that had more specific supporting information been made available to members at the time of Council's decision, he would not have had to resort to his motion of censure.

**Motion No. 2** Proposed by Mr. M. J. Batchelor and seconded by Mr. R. A. McGuire that:

"It is the feeling of this meeting that the fullest support is given to the expressed opinion of Council Member of the time, Wg. Cdr. G. F. Turnbull, as recorded under Item 5 in the Minutes of the Council Meeting held on 10th February, 1972."

In view of the information provided in the discussions associated with Motion No. 1, Mr. Batchelor withdrew Motion No. 2.

**Motion No. 3.** Proposed by Mr. M. J. Batchelor and seconded by Mr. R. A. McGuire that:

"Article 20 of the Articles of Association be amended as follows: after 'in accordance with Article 23' add:— *of the electees persons at least five in number shall be non-instructors of the BPA at the time of election.*"

In addressing the Meeting Mr. Batchelor gave examples to show that non-instructors on Council had served the membership effectively by trying to bring a sense of urgency into Council. He referred the 'write-ups' on nominees for Council to show that the emphasis was towards the expertise and experience of the candidate—this was not intended as a criticism of the candidates concerned but rather to point out the type of information given to the membership. He appreciated that the information was provided by the members submitting the nominations but felt there should be some emphasis on other qualities such as sense of responsibility to the membership. It would seem that the only way to overcome the trend of nominating and having to vote for individuals just because they are instructors, was to amend the Article as proposed.

Various speakers defended the existing arrangement and pointed out that being completely non-restrictive it allowed members to nominate and vote for whoever they wished. If members wanted non-instructors on Council they were at liberty to nominate them.

Wg. Cdr. Turnbull outlined the history leading up to the present democratic nature of Article 20 to show how past restrictive modes of representation had been removed by the wish of the membership. In his view it would be a retrograde step to bring in what was in effect a restriction on representation.

On being put to the vote *Motion No. 3 was overwhelmingly defeated.*

**Motion No. 4.** Mr. Batchelor stated that he had not intended his statement as published to be placed before the Meeting as a Motion and in view of this the Chairman withdrew the matter from the Agenda.

**Motion No. 5** Proposed by Mr. W. J. Meacock and seconded by Mr. G. C. P. Shea-Simonds that:

"The BPA enforce the original 1967 Parachuting Regulation, Section 8, Equipment, Para 10 — 'The use of ascending parachutes by ground launching does not come within provisions of BPA regulations. The Association does NOT associate them with SPORT PARACHUTING, and it recognises that they have their own characteristics which require special training by those who use them and those who instruct others in their use.' and:

The BPA should accept no additional ascending members, and should phase out its present ascending members."

Mr. Meacock in outlining the background leading to his proposal, stated that despite Section 8 para 10 of the BPA Regulations, Parascending was in fact associated with sport parachuting. This had been done with the two-pronged hope that it would provide encouragement for more parascenders to come over to free-fall parachuting and that the dire need for DZ's may in part be met by those areas used for parascending becoming available to sport parachuting. Neither of these hopes had been fulfilled. He drew attention to the BPA Council's resolution of October 1971 in which it was agreed that Parascenders be encouraged and assisted to form their own National Body—there had been little or no progress in this direction and parascending continued to take up much of Council's time. A series of pictures published in a national newspaper had caused him to raise the matter in Council and to present the Motion now before the Meeting. It was his view that such pictures were bad publicity which did sport paraders used parachutists they should not automatically be grouped with sport parachutists. It had been said that free fall parachuting was not free of bad publicity but this was surely a weak argument since the parascending bad publicity had been from a planned publicity stunt. Mr. Meacock agreed that Parascenders had shown some progress in they they now had a Panel of Examiners and Safety Committee and were about to form an Executive Committee — they should now go the full step and set up their own Governing Body and free the BPA Council from having to spend considerable time on a subject which does not effect the vast majority of BPA members.

The Chairman read extracts from a letter from Sqn. Lrd. John Ellerton in which it had been pointed out that although Parascenders had been actively engaged in getting their activities under control, it was their wish to remain within the BPA. The Operating Procedures in use had been vetted by a Select Committee of the BPA Council and after being amended to conform with BPA safety requirements had been issued under the stamp of BPA approval. An effective Instructor Rating system had been set up and the names of Instructors were available to all. A Panel of Examiners had also been set up and forms a Safety and Training

Committee which deals with general matters affecting Parascending. All Instructors are Full members of the BPA and all parascenders were being encouraged to become Associate members and to subscribe to the magazine "Sport Parachutist". Had the promised space in the magazine been forthcoming, many more parascenders would have joined the BPA. A Parascenders Executive Committee was being formed and it was hoped to announce the name of its Chairman soon — it would be someone well known in parachuting circles.

The Chairman went on to say that Parascending was a rapidly expanding sport which was becoming well known. He invited the meeting to ask itself one question — "Does the sport of Parascending use Parachutes?" If the answer is yes then surely the sport must come within the embracing title of Sport Parachuting of which the BPA is the recognised Governing Body and surely it was to our mutual advantage to speak with a common voice.

Mr. T. Crawley asked how many Parascenders there were in the country. In response Sqn. Ldr. Ellerton replied there were 55 clubs with a membership of between 30 and 40 each. Mr. Crawley pointed out that of the total number of parascenders only 110 were members of the BPA. Sqn. Ldr. Ellerton pointed out that had the promised space in the magazine been forthcoming more parascenders would have joined the BPA but as it was the number was increasing.

Mr. W. G. Boot outlined the history of Thames Valley Airsports Club to show that it began with Parascending and progressed to the present stage of successfully catering for both parascenders and freefallers. To date some 9,000 jumps had been made at Compton Abbas and some 900 students had gone through. It was his view that this could not have been achieved but for the feeding ground of parascending. Whilst agreeing that the recent pictures in the press of a four year old boy doing parascending was not good publicity, he felt it was wrong to use this as a reason for disowning parascending — rather it should be a reason for keeping the activity within the general control of the BPA. He reminded the meeting that BPA had its share of problems in the early days and it was only with control that it became the organised sport that it is today. He was strongly against the motion.

Mrs. Birkett, a Parascending Instructor, introduced herself to the meeting as the mother of the four year old boy shown in the pictures now being quoted as bad publicity and used as one reason for the Motion now before the Meeting. She stressed that the pictures were not part of a publicity stunt — she hadn't asked for the pictures to be taken. She made the point that if someone wants to take a child for a run in a car it was their responsibility — she as a Parascending Instructor considered it safe for her four year old son to be on the end of a parachute under her control from the ground. She stressed that it was impossible to say from the pictures at what height the child was or what the weather conditions were at the time.

Sqn. Ldr. Ellerton referred to the pictures and pointed out that this was the sort of thing that should be passed to the Parascending Safety & Training Committee — instead it had been placed before BPA Council by Mr. Meacock as an item of 'other business' and having presented the matter he chose to walk out of the meeting without allowing discussion or reply to the matter he had raised. He went on to stress that the numbers of Parascenders he had quoted were very approximate. He urged the meeting to appreciate that Parascending was a young and growing sport which should be given time to develop under the experienced and watchful eye of the BPA.

Wg. Cdr. Turnbull suggested that as Motion No. 6 was so inextricably tied up with Motion 5, these should be taken together. The Chairman read Motion No. 6 to the Meeting:

**Motion No. 6.** Proposed by Wg. Cdr. Turnbull and seconded by Sqn. Ldr. Ellerton that: "The BPA Council's resolution of 12th October, 1971 be reconsidered and that this meeting recognise that Parascenders have established an acceptable Organisation which, with the formation of an Executive Committee under an appointed Chairman, be accepted as an Affiliated Body to the BPA and that a member of that Executive Committee be a co-opted Member of the BPA Council."

Wg. Cdr. Turnbull appealed to the meeting to consider the matter without emotion. It was his contention that to use the pictures of the four year old boy on the end of a parachute was simply a 'red herring' which had no bearing on the Motions before the meeting. He agreed that some of the criticism levelled at Parascenders in the past was perfectly valid — he agreed they paid

very little to the BPA but then they have had very little encouragement from the BPA. Very active encouragement was given by people like Bill Boot, a well known freefaller, and John Ellerton who is a Master at a large Public School. Their efforts were bringing Parascenders across to freefalling and given time the numbers would increase. He stressed there was no place for emotion when we are talking about allied sports. The BPA is now a very respected Body which had passed through difficult times and had some nasty incidents — it was unfortunate that only a few days before, we saw on television a jumper break his leg when jumping for a bet; this is bad publicity. All these problems can be taken in our stride and more so if we can agree to keep parachuting under one roof.

Mr. Charles Shea-Simonds instanced the BGA and the BLAC, both had aeroplanes, albeit one group with engines and the other without, but there was no question of them coming under one controlling body. He was of the opinion that since Parascenders had now developed a working Organisation and were better placed than BPA was when it was formed, they should now set about controlling themselves. If, as everything seemed to indicate, parascending continues to grow, this will mean more and more of BPA Council's time spent on Parascending affairs — time which it can ill afford. If Parascenders are keen enough about their sport they will see that it is in their own interest to set up their own Governing Body.

The Meeting was addressed by a number of speakers in favour of one or other of the Motions which were subsequently put to the vote:

*Motion No. 5 was carried by 137 votes to 45.*

Item 6

#### ELECTION OF COUNCIL

The Chairman invited the Secretary-General to announce the results of the election and to name the Members of the New Council:

**Total Ballot Papers received: 429**

W. J. Meacock	— 305	D. Waterman	— 228
G. C. P. Shea-Simonds	— 293	A. J. N. Cole	— 195
R. S. Acraman	— 271	A. J. Unwin	— 195
L. N. E. St. John	— 262	J. Thomas	— 177
J. T. Crocker	— 257	B. S. Schofield	— 155
W. G. Boot	— 253	R. C. O'Brien	— 154
P. W. Sherman	— 234	T. J. W. Day	— 153

The above named form the new Council and remaining votes were:

K. Dinneen	— 136	W. O. McCarthy	— 118
J. Beard	— 129	J. Boxall	— 98
A. V. N. Hill	— 128	E. Lewington	— 82

**Total Votes: 3823**

There being no further business the meeting closed at 19.30 hours.

*138, Sevenoaks Road,  
Orpington  
Kent.*

*Secretary General,  
British Parachute Association  
Artillery Mansions  
75, Victoria Street  
London, S.W.1.*

Dear Sir,

It is with deep regret that I have to inform you that my brother Alan Furby, a member of your Association died as a result of injuries received in a car accident at Chugola, Zambia on the 20th December, 1972.

My mother and myself are grateful to your Association for the tremendous interest parachuting gave my brother in the past few years.

I would be grateful if you would mention this in one of your bulletins as I know he had many friends in the Association whom we do not know personally. Many thanks.

Yours sincerely,  
P. Furby.

**CESSNA 182 for mid-week displays**

Four places — step — stripped out for parachuting

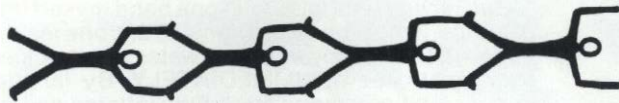
**Telephone: Elton 289**

# NEW 4 MAN RELATIVE WORK FORMATIONS

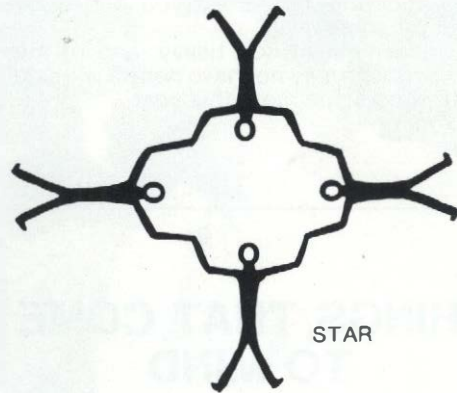
## NEW 4 MAN RELATIVE WORK FORMATIONS

Each jump consists of:

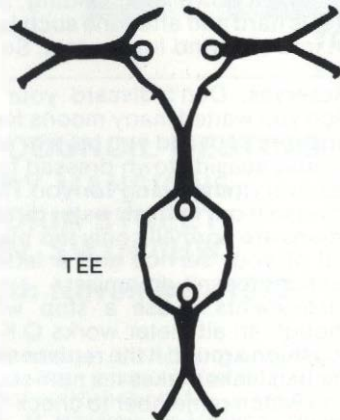
1. Star
2. Backloop
3. Formation



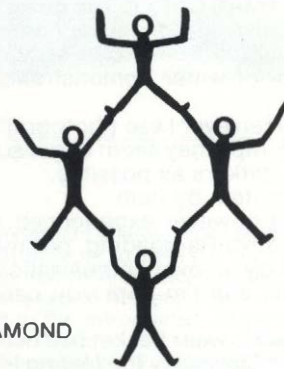
CATERPILLAR



STAR



TEE



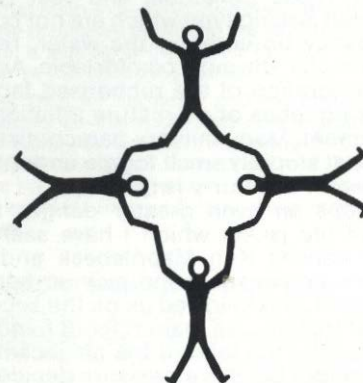
DIAMOND



TWO  
POINT  
SNOW  
FLAKE



SKIRMISH LINE



INVERTED STAR

WO II Dixon REMB,  
48 Command WKSP,  
BFPO 53.

Dear John,

Hope this article may be of use to you. The text has been on my mind for sometime.

I hope it doesn't seem too heavy, and of interest to B.P.A. members who may not have done a water jump yet.

Will try to send some more this year.

Tony Dixon.

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## THINGS THAT COME TO MIND

BY  
TONY DIXON

As in 'A CHRISTMAS CAROL' the ghost of jumping past visited me this festive season leaving me with these more summertime thoughts from experience gained over the last two seasons, of water demonstrations and student training.

Firstly dress; when ever I see photographs of parachutists doing water jumps they seem to get summer madness and get as near starkers as possible.

Let's take dress item by item.

Helmet, a must however experienced. Hitting the aircraft on exit, Relative Railroadng, not making the water DZ and being hit by an over enthusiastic boatman are all very real dangers, and I'm sure you can think of many more.

Footwear. I always wear basket ball boots and never go barefoot no matter how sexy the feeling is with slipstream going through your pinky's. Emplaning over rough ground, objects inside the aircraft or steps outside, not to mention splinters from the floors of some old and trusted Rapides all have their own dangers. Ask Mike Gellan of the RAF if he was glad he had shoes on when the wind dropped on us over FAMAGUSTA and had to put a C9 down in the town. He will leave you in no doubt, although missing the Mediterranean took some living down. (We now use PC's!)

Slacks and Tee Shirt seems to be about the best compromise for warmth in the aircraft and not soaking up too much weight of water when down.

Life Jackets must come in for much close scrutiny at this time. Of the two types (inflatable and vest type), I've found the Jack Holt Sailing type which are not bulky, give immediate buoyancy on entering the water, require no servicing and are by far, the most comfortable. Against the problems of deterioration of the rubberised fabric, CO2 bottles not inflating lobes or premature inflation on Exit Delay or Deployment. Many military parachutists will tell you that to find that stupidly small toggle under the water line when you need it in a hurry is no joke.

There is perhaps an even greater danger from the inflatable type of life jacket which I have seen on one occasion which caused Ken Mapplebeck and I a few missed heartbeats as we sat in the pick up boat, as we watched a Canadian who followed us on the second pass struggling to find that elusive main ripcord handle which was somewhere under the lobe of the life jacket that the press studs had under the extra pressure decided to part company allowing the uninflated jacket to flap around in the jumpers' face.

Harness. One variation in fitting of equipment which is simple but not often thought about is that if you adjust the Main Suspension correctly, then tighten up the diagonal backstraps it is extremely difficult to get well back into the seat strap when under the canopy, but by slackening the diagonal backstrap sufficiently the seatstrap can be drawn well forward towards the knees giving a much safer and much more reassuring ride down for any jumper especially when it is his or her first water descent.

Buckles. B.P.A. Regulations state that anyone doing a water descent will wear a harness with quick ejectors and/or with Capewells. I've heard quite a few of my fellow Instructors teaching landing hazards glibly tell a student to sit well in your seat strap, release the belly band, one side of the reserve, hold on with one hand across the harness, release the chest and leg straps and as you hit the water go into a spread to release from your harness.

But, having struggled with one hand myself on a number of jumps, it must be driven home to anyone making a water descent, that, if they enter the water with buckles done up they must capewell IMMEDIATELY. By far the greatest danger is being dragged by a fully inflated canopy not like a water skier on top — but *underneath!*

At this point a tip to boat crews. If a man is being dragged drive the boat into the canopy and collapse it, ensuring you don't drive over the parachutist. He may not necessarily be unconscious, but he could be badly winded if he took a down wind landing. Believe me, at speed the water is hard and after one such landing I am sure you will turn into the wind for the rest. So boat crews get him out quick.

Reserves. Don't discard your new steerable reserve which you waited many moons for, remember if you have an inshore spot and you have to unpack your reserve over a holiday seaside town dressed for a water jump, you will need everything going for you. Take the steerable along and wash it out in fresh water directly you get ashore. Fire Stations are normally only too pleased to put their equipment at your service and a letter of thank you in this direction doesn't go amiss.

Instruments. I use a stop watch in a plastic bag. Although an altimeter works O.K. as long as there is an air cushion around it the replacement of a ruined altimeter if the bag leaks makes it a non-starter for me. When using a stop watch remember to check the aircraft altimeter and brief the pilot on calling any variation on the run in. Leaving the aircraft religiously punching the stopwatch button and then realising you aren't sure of the height you left the aircraft is one more variation with this type of Demo you can do without. You can't use those trusty Mk I eyeballs if the spot is over the sea, you don't get ground rush (or sea rush) as you get down into 'God's Country' below 2000 ft.

Getting off my Water Demo Hobby Horse can I ask any jumper who is using an Altimeter/Stopwatch Plate to make this New Years resolution, **GET RID OF IT**, and invest in a hinge and Jubilee clip arrangement which clamps onto the Main Suspension or Chest Strap, many Pundits sport this kit. Remember, when you need your reserve anything that is in the way is just something you can do without, so in these cold dark days in England why not do that small job and while you are at it cut off the 2" tube that is still attached to your unmodified altimeter and Araldite a fine gauze screen to the base ensuring the hole is clear.

Happy Safe Jumping to you all in '73.

P.S. John, Photograph of yours truly presenting a baton carried on one of our water Demo's. It shows life jacket and dress in text. Bob Card is sending an article using some of my Air to Air photographs, if you want some more I'll send some in the next couple of months.

Tony.





TONY DIXON

**MINUTES OF COUNCIL MEETING  
ARTILLERY MANSIONS,  
75 VICTORIA STREET,  
LONDON, SW1H 0HW  
Thursday, 16th November, 1972**

Because of the absence of a quorum, there being only Wg. Cdr. G. F. Turnbull and Mr. W. G. Boot in attendance, supported by Co-opted Members Sir Godfrey Nicholson, Mr. J. Ellerton, Mr. D. Waterman and Lt. Col. G. M. Hawtrey, the Meeting scheduled to commence at 18.30 hours was cancelled.

The Meeting was subsequently reconvened with the arrival of Mr. G. C. P. Shea-Simonds (Vice Chairman) and other Members who had been delayed. The Meeting commenced at 19.10 hours.

**PRESENT**

Mr. G. C. P. Shea-Simonds (Vice Chairman) — in the Chair  
A. J. Unwin  
W. J. Meacock  
K. Dinneen  
W. G. Boot

**IN ATTENDANCE**

Sqn. Ldr. W. Paul — Sec Gen BPA  
Mr. D. Waterman — PRO BPA  
Mr. Bourn — (Observer)

**APOLOGIES FOR ABSENCE**

Mr. L. N. E. St. John  
Miss T. Rixon  
Mr. P. W. Sherman

The Chairman asked that his apology be passed to Wg. Cdr. Turnbull and the Co-opted Members. The delay in arrival had been due to a hold-up in traffic. The members now present decided that the Meeting should be held.

Item 55

**PREVIOUS MINUTES AND MATTERS ARISING**

A proposal by Mr. W. G. Boot and seconded by Mr. W. J. Meacock that the previous minutes be accepted was carried.

**Matters Arising**

(1) The Sec Gen presented a letter received from the Director of Flight Safety (DFS) in reply to BPA's letter of 12th September. The letter amplified that BPA, as was the case with other Bodies representing the interests of Recreational Aviation, would always be consulted prior to the introduction of new legislation. Such consultation is not intended to convey any kind of formal recognition. It was pointed out that the withdrawal of references to BPA in Exemptions issued by CAA was unconnected with any question of 'recognition' and arose as a result of advice from the Legal Dept. of CAA that what they had been doing lay outside the statutory powers vested in the Authority.

The letter pointed out that the rapid growth of sport Parachuting in recent years had convinced the Authority of a need to amend the Air Navigation Order (ANO) so as to give positive recognition to the sport and to avoid the need to issue exemptions. Suggested amendments to the ANO had reached an advanced stage and it had always been the intention of the Authority to consult BPA before introducing the suggested amended legislation — some positive proposals should be available shortly. The Authority regarded the BPA as a valuable source of advice on all matters relating to sport parachuting and the DFS would be happy to meet the Council for discussions. It was felt that such a meeting may best be deferred until Council had seen the proposals on which the Authority would be seeking their advice. It was agreed that the Sec Gen should reply to the DFS's letter in the following terms:

- (a) Thank DFS for his letter and the information concerning consultations on the suggested new legislation.
- (b) Seek advice as to what requirements CAA now lay down for the issue of a Block Exemption to a Club and what steps would be taken, and by whom, should evidence subsequently become available that such requirements were not being complied with.

**(3) NATIONAL COACH/SAFETY OFFICER**

The Sec Gen's final draft of the bid for Grant Aid towards the cost of employing a full-time National Coach/Safety Officer was presented. Three members of Council had submitted suggested amendments/additions which had been incorporated. The final draft was approved and would be sent to the Sports Council in the coming week.

# I LEARNT ABOUT PARACHUTING FROM THAT!

## You don't always come down

Sport parachuting can come easy for some and harder for others, but when it comes to choice of landings the preference is clear — or is it?

Many old hands will not need to bother with the following lesson for it is just too obvious but to the static line student fraternity just let it be said that here was a lesson that was learned the hard way, it would have been a lot less painful to read about it in the mag. instead.

It is surprising how some jumps always stick in ones mind for some particular reason and, on reflection, the many details however far back are as clear in memory as when they occurred. Such a one was the following jump.

The salient points in the log book entry read thus: Thruxton: Rapide: PBI.D/L: 2500 ft: S/Line: 100 yds: 0-5 m.p.h. and, following a cryptic comment about D/P's next time, the little words "bad landing".

Now listen all you eager static liners, the story goes like this. It was a beautiful summer afternoon at around three o'clock and hardly a cloud in the sky. Hot it was that even the shivers of fright were suppressed as the line up was called for check-out. Jump briefing was to do a stable exit in the prescribed manner following a run at 2500 ft. There were no special warnings about holding all the way for the wind was delightfully light, in fact so much so that it was permitted to "... get used to the canopy handling on this one if you can, just so long as you land on the airfield." The lift make-up put one at No. 1 in the first stick of two jumpers, No. 2 being a close friend with an identical briefing (although he was more experienced as this was his 6th jump!). He was also the same height, same weight and had an identical rig with an X-type Double L inside, in fact not quite heavenly twins, but near enough.

Are we happy? yes, up to now, so let's go. What a grand day too, ah! this is the life! The take-off and climb were routine and the run-in successfully produced that by now familiar dry mouth sensation and a firm inner conviction that one really ought to be gardening or such like instead of being right there in the door hole. However, with most things mainly under control the cut, exit, count and even "... look up, check canopy ..." went just as the governor said it should — and yes, there is No. 2 just opening above so he is O.K. too.

Well so far so good, a quick look round confirmed the confidence in the spot and thus now, surely, was the time to get the canopy handling exercise under way. "... turning left 180, turn right 180 — what a lovely view from up here, why yes there is Boscombe runway in the distance and, oh, isn't that where Stonehenge should be — turn 360 again full toggled down — this is fun — wonder how No. 2 is going on? (Look, pause) — where is he? (gasp) — what is he doing way down there — with a rate of descent like that its just got to be raspberry jam — what do I tell his missus ...". By now full attention is being paid to watching No. 2 hit the deck and much amazement, not to mention relief, is felt when he does a classic P.L.F. rolls over gets up and waves "and here we are still 'miles' above — now there's a funny thing but no matter better get paying attention to our own landing — but Uh Uh! what is this below our two toe-caps than, hard solid horrible-looking runway, now here is a fine pickle considering the jump 4 landing, that was hard enough on grass, but this lot? ..."

"... Where's the nearest grass in view of the wind direction? Ah yes, that's the way we want to go — gosh aren't these D-L things slow — still runway below — try pushing the rigging lines, well it might just work — only a few more yards and it'll be grass, — yes it's going to be grass but what the ...!"

At this point of the proceedings, after a normal approach with good canopy response from toggle movement, the canopy started to violently oscillate and parts of the skirt started to flap wildly whereupon, during the down swing of one of the oscillations, the landing impact occurred on grass. Although a last desperate attempt to get the feet and knees together head on chest shoulders rounded business into effect, touch down was a backward left with the side of the left boot touching first followed by the left hip being the next point of contact.

The damage produced, fortunately without fracture, and the extent of bruising, pain and recovery are a matter of medical record and not particularly pertinent at this point in the tale, apart from the testimony that "... it hurt like ... to sit down for months". The moral and bogey of the story? if you haven't already guessed, — Thermals! Anyone ever mentioned them to you?

All right then, the jump is over, get down to debriefing. Pick out if you can the time when you would have realised what was going on. But for those who have more, put yourself back in experience to when it was your fifth jump. What is your reaction to the observation that your fellow parachutist, whom you know to have the same type of rig as you and to be the same weight, is dropping fast out of the sky past you and happily surviving the landing? You would have realised that it was you who were going up, wouldn't you! (Ascending, at that time in the jump, some 200 to 300 feet then remaining stationary for about 30 seconds according to the C.C.I. on debriefing). Of course you would have guessed, from the facts that it was a very hot afternoon with nil to light wind and there were runways and grass areas mixed on the D.Z., that you were in a thermal — wouldn't you.

Thermals can be nice to ride in, if only that they can give you a longer ride for your money, but what goes up must eventually come down and that goes for air too. Of course you know that where there are thermals — air going up — there must be down draughts — air going down — and sitting quietly thinking about it, it is quite obvious that the airspace in between must be quite turbulent sometimes.

Then where do thermals start from you may ask, but nay you know don't you? — just where the sun can get a nice black smooth surface and heat it up more than the surrounding areas, things like runways and perimeter tracks and hard standings on airfields.

Come to think of it, if you were nearing the ground in such conditions you wouldn't go for the grass area where the down draught would be, would you? Then you wouldn't fly through the area of "sheer" turbulence between thermal and down draught, just the sort of thing to make your canopy oscillate and flap like an old bag of washing swinging you into the deck on landing. No, you would be a lot wiser and take a runway landing perhaps, but under full control instead of a dump on the soft (looking) grass — or would you?

Well, you are undoubtedly a lot wiser, but your unworthy scribe certainly learned about parachuting from that.

Ian Wright, BPA.3064

# Revised Instructors/Clubs Lists

## BRITISH PARACHUTE ASSOCIATION INSTRUCTORS ADVANCED RATINGS (EXAMINERS)

Name	Club	BPA No.
Acraman, R. S.	R.S.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
Dale, A. J.		845
Day, T. J. W.	Met. Police	1705
English, J. A.	Northern Para	3767
Gardner, E. A. J.	Parachute Regiment	178
Griffiths, R.	Green Jackets	115
Hounsome, N. C.	T/Valley	1598
Hughes, D.	A.P.A.	116
Jackson, M. L.	R.E.	343
Jacobs, K. E.	R.A.F.S.P.A.	471
Jerstice, B.	Lancs.	2101
Laing, J.	R.A.P.A.	1323
McLoughlin, J. E.	R.A.F.S.P.A.	175
Mapplebeck, K.	R.A.F.S.P.A.	1035
Martin, M. A.	A.P.A.	1444
McQueen, A. S.	R.A.P.A.	4318
Meacock, W. J.	Peterborough	578
Peacock, D.	R.A.F.S.P.A.	125
Raine, G. P.	R.C.T.	2229
Reed, M.	Yorks.	596
Reiter, R.	S.P.C.	4931
Rumney, C.	S. P. Centre	9492
Runacres, R. J.	R.A.P.A.	338
Schofield, B. S.	Para Regt	2332
Shea-Simonds, G. C. P.	S. P. Centre	475
Sherman, P. W.	Old Warden	4757
Slattery, W. P.	Nomad	258
Stephenson, E. W.	S.A.S.	7699

## APPROVED RATING

Name	Club	BPA No.
Addison, N. F.	R.A.F.S.P.A.	2566
Armour, A. M.	A.P.A.	5649
Aveling, M. F.	Parachute Regiment	7450
Beard, J. A.	Green Jackets	2050
Bennet, D.	R.A.F.S.P.A.	3024
Bennigson, P. J.		8975
Beynon, M. G. P.	T/Valley	4983
Birch, D. T.	R.A.P.A.	3036
Black, A.	R.E.	1106
Bolton, M.	South Staffs	5114
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.	B.K.S.C.	2817
Cockburn, A. M.	R.A.P.A.	2749
Cole, A. J. N.	B.P.C.	346
Colgan, J. A.		6332
Cooper, A. E.	Manchester	3026
Crawley, T.	Green Jackets	343
Daubney, J. E.	S.A.S.	2290
Deakin, M. D.	R.A.F.S.P.A.	4239
Denley, P.		113
Desoldato, D.	S. P. Centre	3764
Dinneen, K. J.	R.A.F.S.P.A.	3507
Dickson, T. G.	Scottish	472
Dixon, A. C.	A.P.A.	6174
Elliott, W. E.	A.P.A.	3432
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
Gray, I.	Golden Lions	8374

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.	Eagle S.P.C.	193
Holt, A. C.	Northern Para	2224
Jarrett, R. G.	Parachute Regiment	8370
Johnson, A. T.	R.A.F.S.P.A.	898
Jones, A.	Parachute Regiment	1886
Jones, D. J.	R.A.F.S.P.A.	6979
Kemley, J. M.		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.		4001
Maddy, W.	R.E.M.E.	1430
May, C.		2643
Melville, L. W.	7 R.H.A.	1016
Miller, I. G.	Lincoln P/F	772
Mitchell, C. E.	I.O.W.	1407
McCarthy, D.	R.A.P.A.	949
McCauley, J.	Peterborough	4416
McGill, J. A.	7 R.H.A.	2066
McGuire, P.	Golden Lions	5105
MacLennan, J. A.	Scottish	3128
MacLennan, W. M.		4060
McMillan, A.	S.P.C.	6099
McMillan, I.	S.P.C.	6099
McNaughton, D.	Parachute Regiment	417
Morrison, A.	A.P.A.	4848
Noble, K.	Northumbria	4298
Noble-Nesbitt, R.	Northumbria	6461
Norris, J.	R.A.F.S.P.A.	2363
O'Brien, M. J.	B.P.C.	332
O'Brien, N.	A.P.A.	4378
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.	B.K.S.C.	2735
Patrick, J.	7 R.H.A.	1781
Payne, D. C.	Paraclan	2370
Peel, F.	S. P. Centre	7096
Perkins, R. G. G.	Martlesham	7794
Price, A. J.	R. M.	5489
Prin, O.	Peterborough	6559
Prince, D.	N.W.P.C.	1880
Purves, M.	Martlesham	6882
Pusey, D. C.	Parachute Regiment	2598
Railton, K.	R.A.P.A.	5932
Reddick, J.	R.A.P.A.	349
Rees, B.	J.S.P.C.	874
Ritchie, W.	Sport Para Centre	6632
Rixon, T.	Peterborough	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.		1428
Scott, R. S.	S.A.S.	2899
Seeger, R. A. M.		495
Shone, G. B.		2245
Smith, E. H.	S.A.S.	759
Smith, J. F.	Nomad	3847
Souter, R. F.	R.A.F.S.P.A.	5594
Standing, B. R.	Parachute Regiment	2191
St. John, L. N. E.	B.P.C.	257
Taylor, M.	Old Warden	1982
Together, M.	A.P.A.	5077
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

**BRITISH PARACHUTE ASSOCIATION LTD  
FULL TIME CLUBS**

**Peterborough Parachute 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

**WEEK-END CLUBS**

**British Parachute Club**  
Headcorn Airfield,  
Headcorn, Kent.  
The Secretary,  
(at club address).

**Brunel University Skydiving Club**  
c/o Students Union,  
Brunel University, Uxbridge,  
Middx. (Brunel Students only).  
The Secretary,  
(at club address).

**Eagle Sport Para Centre**  
Lympne Airport,  
Nr. Ashford, Kent  
A. V. Hill,  
18 St. Leonard's Court,  
Westhill Road,  
St. Leonards-on-Sea,  
Sussex

**Hereford Parachute Club**  
Shobdon Aerodrome,  
Shobdon, Leominster, Hereford  
J. Boxall,  
15 Kings Acre Road,  
Hereford.

**Independent Skydivers**  
Swansea Aerodrome,  
Swansea.  
G. Walsh,  
32 Longfellow Gardens,  
Machen, Newport, Mon.

**Black Knights Skydiving Centre**  
Weeton, Nr. Blackpool,  
Lancs.  
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 Monkams 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**  
I.O.W.  
C. E. Mitchell,  
8 Northbourne Avenue,  
Shanklin, I.O.W.

**Scottish Parachute Club**  
Strathalan Castle,  
Auchterarder, Perthshire.  
W. Allen,  
47 Waverley Gardens,  
Glasgow, G41 2DW.

**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.  
(Vauxhall Motors only).  
R. Parry,  
7 Berrylands Road,  
Moreton, Wirral,  
Cheshire, L46 7TU.

**R.S.A. Parachute Club**  
Thrupton Aerodrome,  
Andover, Hants.  
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**

**Boughton Aluph Skydivers Display Team**  
L. N. E. St. John,  
'Malthouse', Pilgrims Way,  
Boughton Aluph, Nr. Ashford,  
Kent.

**SERVICE ASSOCIATIONS, CLUBS AND TEAMS**

**Army Parachute Association**  
Chief Instructor,  
J.S.P.C., 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**  
Hon. Sec., F/O P. F. Smout,  
R.A.F. Abingdon, Berks.  
Tel: Abingdon 288 Ext 485

**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,  
Lymstone, 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. C. J. B. Copeland, RHA,  
7 Parachute Regiment R.H.A.,  
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. P. McGuire,  
Glencorse Barracks,  
Milton Bridge, Penicuik,  
Midlothian, Scotland.

**Lincoln Pathfinders Free Fall Club**  
Mr. I. G. Miller,  
14 Copse Road, Ashby,  
Scunthorpe, Lincs.

**Royal Engineers Free Fall Club**  
9 Independent Sqn. R.E.,  
Rhine Barracks,  
Aldershot, Hants.  
Captain A. Black, R.E.,  
(at club address).  
Tel: 0252-14431 Ext 2408

**Royal Corps of Transport Parachute Club**  
Sgt. G. P. Raine,  
Depot Regt. RCT,  
Buller Barracks,  
Aldershot, Hants.

Those members due to renew BPA membership in MAY, JUNE, JULY and AUGUST 1973 will receive the usual reminder by post from the BPA office but those members whose membership has already been incorporated under the new renewal system, i.e. those due to renew on 1st APRIL, 1973, will NOT receive postal reminders and

should use the form provided below.

Certain information is requested on the reverse of form below and the co-operation of members will be much appreciated — it is emphasised that the information provided will be used only by the Secretary-General in the compilation of records and statistics.

**BRITISH PARACHUTE ASSOCIATION MEMBERSHIP RENEWAL  
THIS FORM TO BE USED ONLY FOR RENEWALS DUE 1st APRIL, 1973**

**Rates:** Full Membership — £3.66 (including 16p VAT)  
Associate Membership — £2.07 (including 07p VAT)

Name ..... (Mr.) (Mrs.) (Miss) BPA No. ....

I enclose the sum of £..... including VAT

Signature ..... Date.....

Cheques/P.O.'s should be crossed and made payable to BPA Ltd.

Please notify any change of address here .....

.....

PLEASE COMPLETE THE REVERSE OF THIS FORM



Photo by Peter Boettgenbach

Filmed over Switzerland

## PERSONAL DATA

1. Number of jumps: S/L..... F/F .....
2. Number of years a member of BPA .....
3. FAI Certificate: Class ..... No .....
4. FAI Comp. Licence : No.....
5. General Permit No. ....
6. Instructors Rating: Approved/Advanced: Expiry Date .....
7. Age .....
8. If you have your own rig(s) what type(s):  
Main .....Reserve .....
- Main .....Reserve .....

### JIM FAIRWEATHER

Jim Fairweather like so many other parachutists began his parachuting career in the Army whilst serving with the Service Corps in the early '50's. After a few years in the Merchant Navy he became land based and took up Sport Parachuting with the British Skydiving Club in 1967. His early student jumping was done at Thruxton and Halfpenny Green. He was one of the first members of the South Staffs Skydiving Club and for almost three years until his return to a seafaring life was a keen and regular jumper at Halfpenny Green. As his abilities as a parachutist improved he was the first from South Staffs to visit new D.Z.'s, Clubs, and attend Competitions both at home and on the Continent.

When he became a rigger for South Staffs he was meticulous in his work and would never attempt a job unless he had the tools or material to complete it properly. A member of the Nomads, he became a frequent visitor to Duck End Farm, Wilstead.

His absence from Wilstead will be equally regretted as it will from other Clubs and D.Z.'s. He returned to the merchant navy in late 1970 and on his frequent shore leaves he would be keen to jump and have a "wee try" as he described relative work.

He was a modest man who would go quietly about his business and who was acutely embarrassed by praise or publicity. Yet he had a dry sense of humour and was extremely perceptive in his observations.

His long trips away from England resulted in little news of his whereabouts until he would appear at a D.Z. Thus his connection with the "Royston Grange" tragedy was not known until a few months after the event.

Those who knew him will regret the loss of a good friend and parachutist.

*Editors Note. The "Royston Grange" was lost with all hands after being struck by a tanker.*

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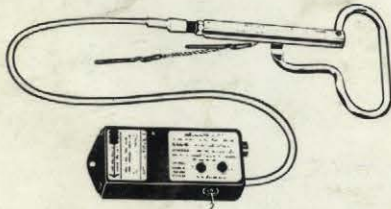
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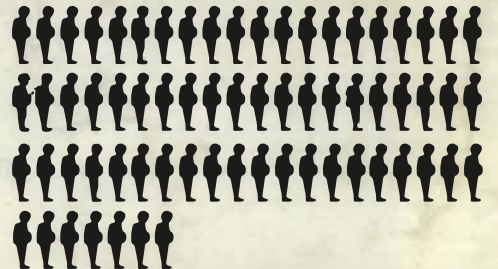
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