

SPORT PARACHUTIST





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Front view of PATHFINDER Harness with the RFD-GQ PROTECTOR Reserve parachute assembly fitted.

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THE JOURNAL
OF THE BRITISH
PARACHUTE
ASSOCIATION

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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. 3
JUNE 1973

Parachutist

EDITORIAL

Many useful lessons were learnt at Stoke Orchard over the Easter Weekend during the British 10 man Star Meet. The judges had a thankless task in appalling weather conditions and it was credit to them that a result was achieved at all; the use of aerial judges must surely be an obvious requirement for future 10 man meets in this unpredictable climate. A detailed account of the competition appears in this issue.

I welcome Terry Day's article on 'drugs' as it's a subject about which we should all be acutely aware. Not only is the drug abuser a menace to himself and fellow jumpers, but if the law should find him suffering with drugs on a drop zone, that particular operation would more than likely be closed overnight. To the 'whuffo' policeman sport parachutists could easily be natural targets for suspicion of drug abuse; let us therefore ensure that the law and visiting overseas jumpers become aware that drug abuse is IN NO WAY tolerated on British drop zones.

Congratulations to Bob Hiatt on being British National Champion 1973, Cathy Burrows on being British Ladies Champion 1973, and to 'Sooty' Standing on being Army Champion 1973. The results of the Nationals appear elsewhere in this issue but, despite a number of requests from me, the Army have yet to produce anything on the Army Meet.

The Secretary General has a list of some 26 display teams with all manner of likely names, some of which are now defunct. We are trying to compile an up to date list of display teams and request all display team leaders to register with either Bill or myself as soon as possible, giving us all available information they can.

Happy Landings

CHARLES SHEA-SIMONDS

Cover:

Embassy Girl Teresa Ford touching down at Shipdham

—photo by Design Partnership

THE EMBASSY SKYDIVERS

Now as this is the first time that anything has gone in the magazine about our fantastic display team (?!), and just in case there is anyone left in the country who hasn't been pounced upon and indoctrinated by us, the Embassy team has four girl jumpers: Teresa Ford, Suzie Henderson, Diana Tuck and me, Sally Smith, team leader 'cos I've got the loudest voice. Our ground crew are Eleanor Koops (commentator) and Gaynor Avery.

We all jump bright red French Paps, and between us we have over 1500 jumps which gives us the confidence if not the ability!!

And about this sponsorship thing—good old WD and HO Wills bought us our equipment in return for us calling

ourselves Embassy Skydivers—but we're not employed by them—we get all our own displays and charge for them just like any other display team. And we don't get thousands of free cigarettes either—just for the record.

Anyhow, there are the facts—oh, and before they kill me,—I'd better put in that Teresa and Di are single—and open to offers.

Oh—and one other thing—you may have noticed how all our ages vary from one newspaper report to another. Well, next year we've decided on a standard team age to make things easier—we're all going to be 21!

Sally Smith



Diana Tuck on exit from Tony Moore's Cessna 206 over Duck End Farm photo courtesy The Press Association Ltd

VERGIN' PILOT – The truth about the Embassy Skydivers

by Mike (Captain Curly) Watts

It must have been about late March during one of my frequent visits to Meacock's Menagerie at Peterborough (known in uninformed circles as the Peterborough Para Centre) that Tracy Rixon asked me to have a quiet word with her. Thinking my luck had changed at last, I agreed.

NO such luck! It appeared that, after a considerable amount of research at Shell-Mex and Somerset Houses it had been decided to offer me the undoubted honour of becoming team pilot for the Embassy Ladies Parachute Team (Embassy skydivers — yuch!). Why had I been chosen? Having been frequently selected to receive "the treatment" by certain young ladies at Sibson, I was suspicious to say the least; but being weak-willed — I accepted.

On announcing my appointment in the bar, I was surprised to receive not congratulations, but condolences from the assembled throng, which included those staunch champions of the Ladies Team, Olly Prin and Paddy (whoops, sorry, Bob) Hull. I thought they were joking — I later found out that they weren't. So here's the story.

Display No. 1 — South Suffolk Show.

It transpires that apart from flying the aircraft, I had to provide one, easier said than done. An aircraft for four jumpers, Mmm, must be a Cessna 182 or Cherokee Six, or something bigger. It's a long story but we ended up with three 182's available — oh well!

We're going to lift from Sibson after three hours of publicity photos by the Sunday papers (no, not the News of the World — not yet!). Three hours to take off, wind 12 gusting 15 and no news of the DZ party who were travelling direct to the DZ from London led by that well known ex Girl Guide Diana (who's buying?) Tuck — who is reported to have been expelled from Notting Hill Gate Girl Guide troop as she couldn't find the Guide Hall.

Two hours to take-off, wind 15 — 18 and no news of DZ party.

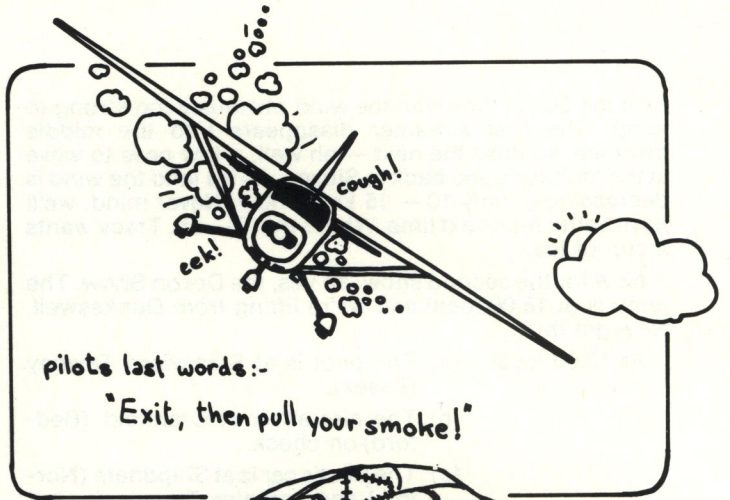
One hour to take off — no change.

Five minutes to take-off, DZ party phone in, they're in Suffolk but not yet at the DZ. It can't go on like this all year, can it? ?

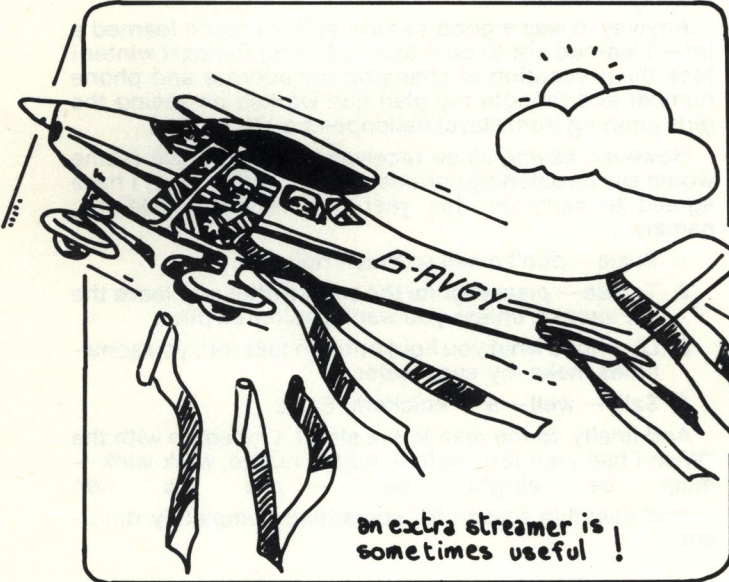
Four quiet lady parachutists climb uneasily into the 182 and we stagger into the air heading for Suffolk. We arrive



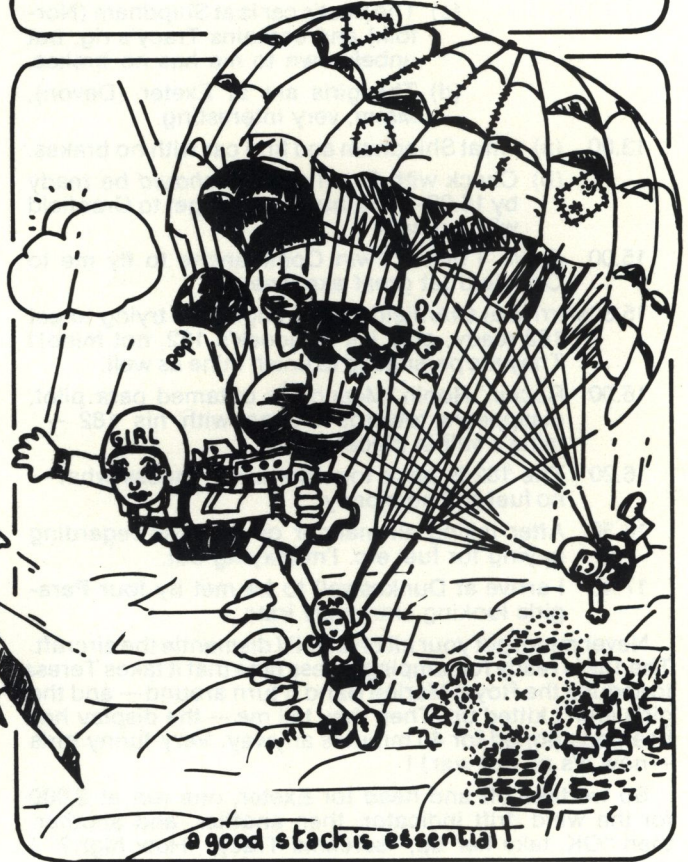
good DZ. kit is always needed!



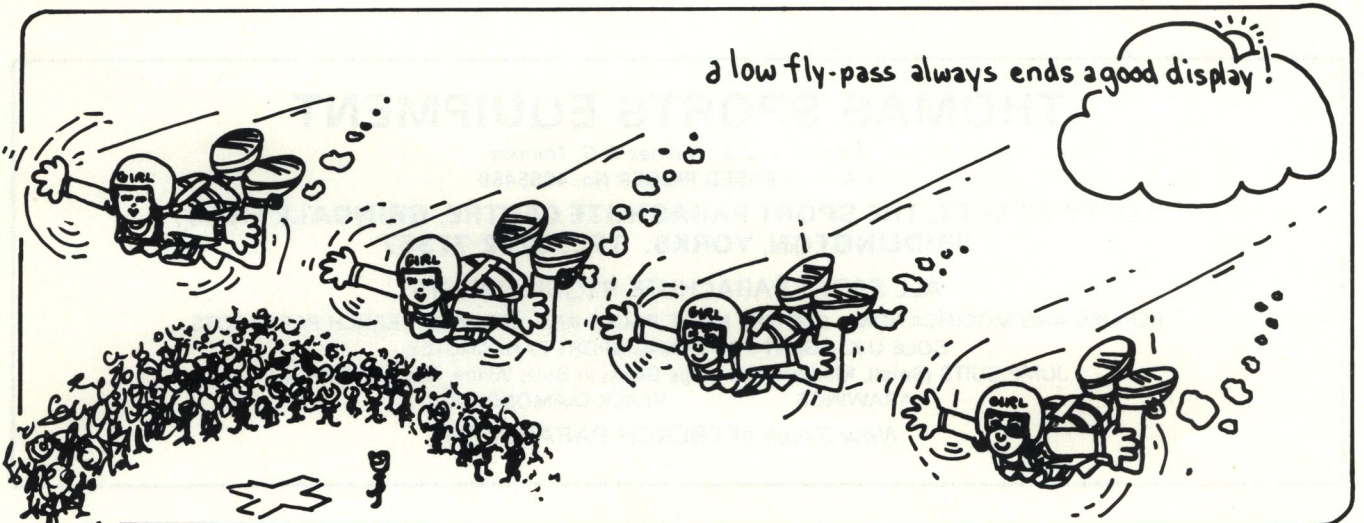
pilots last words:-
"Exit, then pull your smoke!"



an extra streamer is
sometimes useful!



a good stack is essential!



a low fly-pass always ends a good display!

over the DZ on time with the wind obviously too strong to jump. The first streamer disappears into the middle distance, so does the next — oh well, a low pass to wave at the multitude and back to Sibson. As we land the wind is decreasing — only 10 — 15 knots now. Never mind, we'll have better luck next time. What's that? — oh, Tracy wants a cup of tea.

Now for the second show, ah yes, the Devon Show. The jump is at 18.00 local and we're lifting from Dunkeswell. Now get this!

At 12.00 local; (a) The pilot is at Stapleford Tawney (Essex).

(b) The aircraft is at Cranfield (Bedford) on check.

(c) The pilot's car is at Shipdham (Norfolk) and contains Tracy's rig, but unbeknown to me has no brakes.

(d) The girls are at Exeter (Devon), Mmm, very interesting.

13.00 (a) I'm at Shipdham and find car with no brakes.

(b) Check with Cranfield, *a/c should* be ready by 16.00 — yes, but how do I get to Cranfield with no car?

15.00 *Panic.* I hire a Twin Commanche to fly me to Cranfield (at great expense).

15.30s Arrive at Cranfield to find engineers trying to get 182 ready, only it's Meacock's 182, not mine!! They are persuaded to finish mine as well.

16.00 Rockin' Robin, Meacock's untamed para pilot, disappears towards Sibson with his 182 — mine's still in pieces.

16.20 The 182 is back together but — guess what — no fuel and no money.

16.30 After telling all manner of untruths regarding paying for fuel etc. I'm taxiing out.

17.45 I arrive at Dunkeswell to be met by four Paragirls looking extremely irate.

Never mind, get your kit on and I'll dismantle the aircraft. The 182 is ready for jumping in less time that it takes Teresa to seduce the Royal Marine Band. I turn around — and the girls aren't kitted up. Then they tell me — the display has been postponed for 40 minutes anyway. Very funny girls — now it's all out war!!

So we take off and head for Exeter, one run at 2,000 for the wind drift indicator, then another, and another, then "OK, take her up," screams Tracy. "How high?" I reply. "To cloud base" says Tracy.

"Er Tracy — it's clear blue sky."

"Oh, er, 5,000 feet then."

"OK".

Better fly round and find them all, I suppose — oh, they're all in the arena.

Seriously though, much to my surprise, the girls were managing to get into the DZ's rather than the formation fly-pasts I'd been led to expect.

The season continued, the South of England Show, and the Wills Sports day at Bristol immediately springing to mind.

We had a virgin (unjumped!) 182 at the former and this necessitated a spanner or two, which we didn't have. No problem. Having seen Teresa seduce the entire Royal Marine Band in 1 min. 35 secs., we despatched her to obtain a couple of spanners. Three minutes later she was back with a complete tool kit and an engineer who would have happily dismantled the entire aeroplane had she only asked.

The highlights at Bristol were a midnight orgy in the Motel swimming pool (can't go there again!) and we're still trying to find out who locked the van keys inside the van the next morning — ever tried breaking into a VW Mini Bus? It can't be done, and you can't buy spare keys on a Sunday in Bristol.

Anyway, it was a good season and everyone learned a lot — I learned not to do it again! During the past winter I took the precaution of changing my address and phone number and thought my plan had worked on seeing the girls jumping from Naval helicopters at Biggin Hill.

However, having since received some plaintive (some would say threatening) phone calls from the Navy, I have agreed to carry on this year, on certain conditions; namely: . . .

1. Suzie — don't make so much noise.
2. Teresa — please ignite the smoke after you leave the aircraft, unless you want a coloured pilot.
3. Di — mind what you hold onto on take-off, you sometimes make my eyes water.
4. Sally — well — er — knickers, Sally.

And finally, to the man in the street, I'm fed up with the "Wish I had your job, mate — nudge nudge, wink wink — must be alright, hey," — cos it's not.

And now this season for something completely different . . .

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AT THE DROP INN

Actually heard on the D.Z. after the show . . .

"How do they keep going when their rockets have gone out?"

□ □ □

The B.P.A. has two medical advisers who are both familiar with the sport and its associated injuries. If you want sympathetic advice about a medical problem connected with parachuting instead of the usual 'you've got to be bloody mad' attitude, then contact either:

North: A. G. Quinlan, FRCS, Orthopaedic Dept., Scarborough General Hospital, Scarborough 'phone 0723-61072.

South: Dr. C. F. Murray-Leslie, Westminster Hospital, Dean Ryle Street, Horseferry Road, London SW1.

□ □ □

No news from the Sunderland Club recently, are you guys still jumping up in Geordie land? Perhaps this will prick someones conscience into letting us know what's going on up there!

□ □ □

Fame comes at last to Billy Boot and Jon Williams, of whom a photograph appears in Uncle Roger's column, Straight and Level, in the 10th of May edition of Flight International. What higher accolade for a sport parachutist can there be?

□ □ □

John Sudbury is a notorious jump pilot in the North West; we've just received this riddle . . .

What is the difference between John Sudbury and a coconut?

Answer: You can get a drink out of a coconut! !

□ □ □

In the latest edition of the USPA journal 'Parachutist' there is an advertisement for a 'Custom made leather belt with reserve ripcord handle as buckle — cost \$12.50' . . .

We can visualise the jumper sporting this belt having a malfunction, pulling his reserve ripcord handle . . . and finding his trousers in an untidy heap around his Paraboots!

□ □ □

Potential Instructors Course— Programme

0800— 0900	Grovelling Techniques
0900— 1100	Saluting Practice
1100— 1200	Correct Terms of Address to Instructors
1200— 1400	Lunch—How to Buy Food and Drink for Instructors
1400— 1600	Listening to Instructors' Previous Parachuting Experiences
1600— 1800	Wind—How to Give it and Make it Sound Convincing

Any remaining time will be used for practical parachuting.

□ □ □

Congratulations to Sheila Luker, who, parachuting as the sole British representative at the recent Pan Am Championships in Argentina, won the Silver medal in the Ladies event, having the misfortune to be beaten by 2 cms over 10 accuracy jumps. She has promised a full report for the next issue.

□ □ □

Farmer near the Drop Zone:

"Will 'ti ask yore driver not to keep droppin' 'em in yon felt wir mi sheep are lambin'!"

□ □ □

WANTED: One man in good condition, (not one of yer usual orthopaedic wrecks!) fat wallet essential — apply Diana Tuck, Embassy Skydivers.

□ □ □

Overheard after the display . . .

"How could that tall handsome gentleman with the clear grey eyes, sexy smile, shiny boots and red P.C., possibly be a grandfather, he doesn't look old enough!" (Cookie, you've gotta be kidding!— Ed.)

□ □ □

In 1972 the Elsinore Drop Zone in California made a World Record 35,319 descents of which 1700 were first timers . . . sickening isn't it!

□ □ □

Bob Rogers of Manvi Taluka Co-operative Land Development Society Ltd., MANVI PO, Raichur. Dist. Mysore State, INDIA is keen to contact any sport parachutist travelling through that country or any who can help him get more jumping.

□ □ □

Instructor to Chief Instructor, (whom he had just observed dispatching some static liners from what appeared to be too low an altitude,) "What height did you dispatch those students?"

Chief Instructor, suspiciously: "2,500 feet".

Instructor: "How come I timed them with a stop watch at 90 secs or in other words 1800 feet?"

Chief Instructor: "Er . . . must be a fast canopy."

Instructor, (having done more sums): "Must be dangerous too at 27½ feet a second rate of descent." Whereupon he produced a pair of scissors and cut off the rigging lines just below the periferal hem.

MORAL: You can fool some people all the time and all people some of the time, but never all people all the time!

□ □ □

The Jim Fairweather Memorial Trophy will be competed for at Halfpenny Green on Saturday and Sunday 28th/29th July 1973. It will take the form of an accuracy competition organised by the South Staffs Skydiving Club. All are welcome, and details are available from Geoff Webster.

□ □ □

Whilst on the subject of Halfpenny Green, Geoff is after some extra instructors for the summer season . . . any takers?

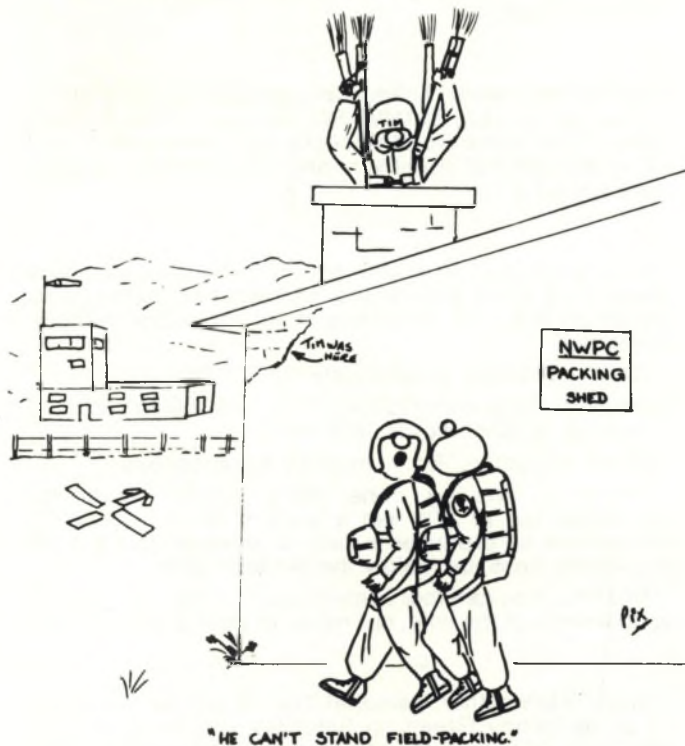
Thanks to Mr. Smith of New Cross, London, who wrote and pointed out that photo No 1 illustrating Military Memories in the February edition of the magazine shows a Beverley Boom exit, and not a Balloon cage exit as described. As he so rightly says the RAF haven't yet installed 'bogs' in Balloon Cages!

□ □ □

AVEZ VOUS UNE "CUPPA" ?

Peace and quiet ruled inside
 Students pack their rigs with pride
 Eggs and bacon being fried.
 Tin "Crasher" Kniveton on C;9
 Biggles spotted him, the swine.
 Toggling his heart out, left and right
 No one knew of "Crashers" plight
 As packing shed roof looms into sight.
 Mouldy asbestos or is it concrete?
 Shiny new paraboos, quivering feet!
 Thinks this is not to be my day
 Have faith, we've always got the B.P.A.
 It's Joyce's wrath and what she'll say.
 Plunge through the roof, asbestos flying
 Thinks! 'A Friend' dropping in on girls who
 who are frying.
 Pots and pans and teacups broke
 There hangs "Crasher" in a cloud of smoke.
 There he is for all to see
 First in the queue for a cup of Tea.

GRAHAM KIRKHAM.



□ □ □

Overheard on the Drop Zone —

Irate Parachutist: "Where the f***** hell's the next edition of the magazine got to?"

Editor: "When did you last write something for the magazine?"

Pause silence

Editor: "When did your club last produce anything for the magazine?"

Pause silence

Editor: "Well then?!!"

□ □ □

COSTS AT CARK

8½p, per minute, per man!!!
 Who has conceived of this devilish plan? . . .
 Could it be Alan or might it be Dave?
 No wonder, no jumping, as quiet as the grave.

Prices increasing, this dreaded disease,
 The law of the land says our prices we freeze.
 I would not have thought it but yet it might be
 The cost of the jump is now plus V.A.T.

When charged by the minute and all's said and done,
**Make sure you're not caught on the First
 Streamer Run.**

Cookie

□ □ □

AS I SEE IT

Kit on and waiting to do your jump's,
 No time allowed to be down in the dumps,
 The Jumpmaster say's, "Ready, lets board the
 'Plane,"
 I look at you all and think your insanè.

You've boarded the 'plane and eager to go,
 I think to myself, "how many 'll say no,"
 You're up in the sky and circling around,
 I bet you all wish you were down on the ground.

You're up two grand, well maybe more,
 The first one is waiting at the door,
 He's off the wing and falling fine,
 "thank God", say's he, "I'm on static line".

His 'chute is open,
 The crowd heaves a sigh,
 As we watch you Dare Devils,
 Having fun in the sky.

ROSE BROOMFIELD

□ □ □

Flight One's Twin Pioneer G-APHY is operating at Cheltenham most weekends and any General Permit holder is most welcome. 12,000 feet works out at about £1.50 and details are available from Flight One Ltd., Staverton Airport, Cheltenham.

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THE BRITISH TEN MAN STAR MEET

If you are one of the unlucky thousands who were unable to attend the first British Ten Man Star competition held at Easter, then what follows might make you more determined to stick to style and accuracy competitions. The competition, staged at Stoke Orchard, near Cheltenham, was more a test of the contestants perseverance than parachuting skills. All four days were dominated by low cloud, rain and strong winds and were punctuated by only occasional periods of jumpable weather. In such conditions the participants gathered; the Endrust Skydivers (nee Hard Ass Star Team), the Chuting Stars (alias Save the Children team) who, with no disrespect to the others, were the main contestants, and the S.O.S. team (the Sibson Odds 'n Sodds). The judges for the event were Pete Gruber, Peter Schofield, Gus Martin and John Beard. The 'prize' apart from the Championship title, being a trip to the World Championships in U.S.A. later this year as the British 10 Man Star Team.



Meet Director, Peter Schofield, anxiously searching the gaps in the cloud for the Twin Pioneer

Before the event started it was decided to change the rules—not as drastic as it sounds as the original ones were based on the FAI rules which contain the rather ridiculous provision that the largest star wins—so a ten and five twomans would have beaten six nine man stars. Whatever may be the FAI's objections to California rules they were not shared by the assembled judges and competitors and the latter rules were adopted. The judges wisely decided against any practice jumps in view of the weather. Even so the first day was a write-off, only at 7.30 p.m. after every-



Aerial Judge, John Beard, checks out his stop watches

one had given up for the day did it become suddenly jumpable—one round could have been completed then. On Saturday morning in very doubtful conditions the Endrust Team were despatched in the Flight One Twin Pioneer to see if they could reach 12,000 feet. It was managed only after much cloud dodging. The judges, manning telemeters, stop-watches and a video-system specially hired for the occasion, watched from the ground as the Endrust team began a steady build-up and had a seven-man star in 25 seconds. Then, however, the trouble started, because of a cloud the judges lost sight of the group and when they picked it up again at 32 seconds the seven-man had become a seven man line plus three others. A ten-man had been built and flown for 4 to 5 seconds before a grip was lost, the three on one end of the line were in a bad re-closing position so let go and although two closed on the re-formed seven-man the judges decided that only an eight man could be scored due to time. After having flown from Australia for the competition and then only in the team because Sally Cain was injured John Middleton had suffered one of his rare lapses of form to lose the grip.

The decision of the judges to only award a seven-man caused the almost inevitable protest — on the grounds that the judges had not witnessed the complete jump. The protest gave rise to a lot of what shall be called, in the name of charity, friendly debate — all of it totally unnecessary as the rules were quite explicit. While the



5 despondent Endrust Skydivers led off the DZ by Jim Crocker and ground bound Sally Cain, watched by Team Mascot, Boomerang

weather held, up went the Endrust team on their re-jump, but still jumping below their best form they again could only manage an eight-man, this time seen all the way.

Before the Chuting Stars could get airborne it started to rain and things looked set for the day. The spectator drove off in his car, more tea was brewed, the RW Debating Society held another meeting and the day dragged on. Then at 7.30 the cloud cleared again, but fortunately the wind was just a bit too strong. Fortunate that is for the Chuting Stars, all but four of whom had gone to the pictures and so came very close to re-learning a lesson that has been learned many times in various types of competitions, always be ready and waiting for your turn.

On the third day the Chuting Stars at last took off for their first round. With a slow but steady build up they put together a nice nine-man with their least experienced member, Robin Mills, under instructions to 'hang out' for the five seconds necessary to score before attempting to dock. He did so and then docked beautifully anyway, but unfortunately the ten was timed at 46 seconds, one second over the maximum working time. The S.O.S. team then managed a very creditable seven-man considering their few attempts at this type of relative work. So round one was at last completed with the Chuting Stars holding an unexpected 1 point lead over Endrust and S.O.S. third with 7 points.

The intermittent outbreaks of non-raining unjumpable weather for the rest of Sunday proved to be a test of RW jumpers patience and not much happened to relieve the boredom. Dave Fiddler had his newly acquired van modified by a colonial visitor. John Shanklands birthday was celebrated and there was talk of planting paddy-rice on the D.Z. But no frizbees took to the air, no volley-ball was played, no miscellaneous sports competitions were staged; in short it seems that RW competitions lack the

ingenuity of their counterparts in the "funny jumping" competitions. Perhaps they lack the competitive tradition of British Sport Parachuting.

On Monday morning it was obvious that drastic measures would have to be taken if the competition was to be completed. The long overdue decision was made to use aerial judges on all jumps and Peter Schofield also installed his men in the aircraft with radios so that the pilot could be directed to suitable holes in the cloud where the two remaining ground judges could see the jump. Without these measures the competition could not have been completed. Round two started when the Endrust team, having circled at 12,000 feet, finally jumped from 8,500. In spite of having put ten men together from lower heights, this time they could only manage a nine-man, but scored only 8 points because this time Neville Hounsome was one second outside scoring time. With the pressure really on at at this height the Chuting Stars began slowly, but then built up very rapidly to a 20 second eight-man, a slight pause then Guy Sutton, who wishes to remain anonymous, closed too fast and took the star out. On the ground the tension for both teams was considerable as the judges deliberated before announcing that the Chuting Stars had maintained their lead by scoring eight points. The S.O.S. team next managed a four-man — smash — four-man on a spot that the Ramblers Association would have been proud of. The rain resumed before they had all got back.

By four o'clock the discussion was about whether the competition would be resumed or restarted the following week-end, the preference of each team being strongly influenced by the score-line. Suddenly the cloud began to clear and it became possible to hold the third round necessary before the competition could be considered completed. Knowing they needed a ten man to even have a chance the Endrust team, also without regular pin-man

Dick Reiter, still failed to find the necessary form and although they made a ten-man, which the large crowd had a good view of, the judges only scored it as a nine. Even knowing they only required a nine-man to win didn't make the task easy for the Chuting Stars, but they were good enough to put together a nice ten-man. Then, as if someone on their team had contacts in very high places, the cloud rolled in again and at 7.0 p.m. the Chuting Stars were declared the British Ten Man Star Champions.

Thus ended the first British 10 man Star Meet with regrets from at least one team that only three of the six rounds had been completed to produce a result. Thanks must go to Pete Schofield and his team for the organisation and judging, to Flight One for their excellent flying of the Twin Pioneer and, last but not least, to the competitors who endured so much! We wish the new British 10 man Star Team the best of luck in the World Meet later this summer.

CLIVE RUMNEY.

It is with great sadness that we learnt of the death of Angela Cole on the 14th May, as the result of a car accident during the middle of last year. Apart from being the wife of our Treasurer, John Cole, Angela was herself an enthusiastic sport parachutist and her loss is a tragic one for the B.P.A. On behalf of the membership we send our deepest sympathy to all her family and friends.

Bob Card exits a 172

photo Pete Dickerson



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DRUGS

The subject of the misuse of drugs was raised at the Annual Instructors Convention on the 13th January. Apparently there was some cause for concern at the possible use of certain drugs at one Drop Zone at least.

In the ordinary way few people come into contact with toxic substances that may be subject to legislation controlling their supply and use. In view of the remarks made at the Instructors Convention, I think it may become important for *all* active parachutists to be able to recognise firstly those dangerous drugs more commonly used, and secondly the signs and symptoms shown by the abuser.

We should first consider what constitutes a *dangerous drug*. This legislative term refers to those poisonous substances that are habit forming or addictive, in that the regular use of them promotes a craving which can only be satisfied by further recourse to the drug.

For the purpose of recognising the effects of various dangerous drugs, and identification of the more widely used varieties we can separate them into 3 basic categories— Stimulants, Depressants, and Hallucinatory drugs. The hard drugs we will look at separately.

STIMULANTS

The stimulants most familiar to us are the amphetamines, mostly available in the form of tablets or capsules, occasionally as a powder but rarely in liquid form. The tablets or capsules, occasionally as a powder but rarely in liquid form. The tablets or capsules vary so much in shape, size and colour depending on the manufacturer or the specification laid down by the medical authority supplied, that positive identification is impossible without a chemical analysis being carried out. The shapes and colours of the more common varieties have given rise to slang names i.e., the rose or purple coloured and the heart shapes are known as 'peaches,' 'roses' or 'hearts'. etc. The medical profession use these drugs to treat obesity and mild depression. They have a direct effect on the central nervous system, causing increased activity, alertness and excitation, hence the term 'Pep Pills'.

Abusers tend to be accident prone, their behaviour tends to be irrational and illogical. The drugs' effects mask fatigue and the abuser will exceed his natural limits of physical endurance obviously rendering him a danger to everyone if he is involved in any function where he must operate any kind of machinery however simple it may be.

Methamphetamine is a far more powerful but widely abused stimulant, it has a more intense effect on the user being absorbed intently. Slang name 'Meth' or 'Speed'. The dangers of this drug include psychological dependence, hepatitis, psychosis, and death from overdose — 'speed' kills.

DEPRESSANTS

These are available on prescription only, and again mostly in tablet or capsule form, although occasionally as a white powder or solution for injection. Medically they are used to relieve anxiety, depressing the central nervous system, inducing sleep and having a calming effect, invaluable in the treatment of mild mental disorders, but again dangerous to the abuser, causing sluggishness and confusion. Accidental deaths from overdose are common because the abuser forgets how many he has taken. Sluggish reactions result in accidents particularly whilst driving. Barbiturates are a powerful depressant, and in fact can be addictive and a real *physical* dependence can

result from frequent large doses. Withdrawal symptoms are characterised by delirium, and convulsions. A combination of alcohol and barbiturate can be lethal. Slang names include 'bombs', 'phenies', 'blues'. Symptoms shown by the abuser include drowsiness, belligerence, depression, confusion, impairment of coordination, and the dangers include physical and psychological dependence, convulsions, unconsciousness, hepatitis, death from withdrawal, death from overdose. Although possession or use of the depressants is not of itself illegal, the means by which they were obtained may be unlawful.

HALLUCINATORY DRUGS

Hallucinogens include a wide variety of drugs capable of producing illusions or hallucinations. We have all heard of LSD (Lysergic Acid Diethylamide) this drug has had a great deal of publicity due to its severe and extreme effects on the abuser. It is manufactured legitimately for research purposes only and is very restricted even in that field. Difficult to recognise, it is often in the form of non-descript powders and liquids and is easily disguised as a common substance. It is colourless, tasteless, and odourless, and has been found on sugar cubes, sweets, blotting paper, vitamin pills, aspirin tablets etc. The abuser has no doubt obtained the drug illegally. The effects vary in nature and intensity, the experience of the 'trip' may be exhilarating or terrifying but totally unpredictable. The effect cannot really be determined, the 'tripper' is convinced he can see sounds, taste colours, and hear motion, the intensity of sensation can give rise to either unbelievable exhilaration or indescribable horror. The hallucinations produced by these mind effecting drugs can be real enough, producing panic, psychotic or anti-social reactions with unpredictable impulses towards violence and self destruction. Under the influence of hallucinogens the abuser's ability to distinguish fact from fantasy diminishes. He sees himself and his environment in a distorted frame of reference, symptoms include rambling speech, tremors, hyperactivity, excitation, hallucinations, panic, irrational behaviour, dilated pupils, and distortion of space and time. The dangers of abuse range from psychological dependence, psychosis, and possible chromosome damage. Normally it is taken orally, but this substance is so potent that it may even be absorbed through the pores of the skin accidentally. After one dose it is never certain when the trip will commence or end, or even be interrupted by a short period of apparent normality. The long term effects are cumulative, each trip terminating a little nearer the borderline between sanity and insanity.

CANNABIS

The most common of all dangerous drugs is cannabis in the form of resin, it is prepared from the plant Cannabis Sativa, or Marihuana, which grows freely in the mild climatic conditions of Africa, the Middle East, India and South America, and imported illegally into the United Kingdom.

In plant form the leaves have an odd number of serrated leaflets (5, 7, 9, etc) when prepared for smoking it is manicured into a finely ground green substance resembling some common herbs, in fact very much like thyme. It is generally packed into plastic containers or bottles for retail sale. The resin extract is a light brown, greenish brown, or black oblong block or cake, flat and ¼ in to ¾ in thick. These blocks are cut, into small irregular 'chunks', and sold by the gramme.

Cannabis in both forms is smoked generally in home made cigarettes, often thinner than the usual home made, with the ends twisted or crimped so as to prevent the particles of the drug falling out. Hookahs or pipes with small bowls are also used, some smokers make removable foil bowls to hold the drug. In order to smoke the entire cigarette wire clip is employed to hold the 'Roach', as the cigarette end is called. It is also sometimes taken orally in cakes or mixed with drinks.

The main effect of cannabis is a general distortion of space and time, degrees of effect depend on the strength of the drug which itself depends on the actual nature of the original plant and the manner in which it was prepared. It is slang named 'gunja' 'weed' 'grass' 'pot' 'shit' 'joint' 'reefers', 'roach' 'smoke'. The apparent physical effects vary but a generally intoxicated condition coupled with running nose, inflamed eyes, impaired co-ordination, drowsiness, slurred speech, panic and hallucinations are common signs of an abuser. Continued abuse can result in a serious psychological dependence. It is definitely illegal to possess or use this drug in any form.

HARD DRUGS

Opiates

Hard drugs are basically the opiates or the derivatives of opium, but include cocaine and synthetic drugs such as Methadone, Meperidine, and Hydromorphone which is a semi-synthetic preparation. Raw opium is seldom used in this country but its derivatives are frequently abused. Commercially manufactured and prepared *MORPHINE* is the principal derivative and is usually supplied in the form of a clear liquid for injection. *HEROIN* is a similar preparation being a derivative of Morphine available in powder form, as small white tablets or a clear liquid. The tablets and powder can be mixed with water for injection.

The apparent effects of both of these opiates are similar but vary in intensity, from drowsiness, slurred speech, anxiety, impairment of co-ordination, depressed reflexes, constipation, and constricted pupils; to the dangerous stages of addiction and abuse, i.e. physical dependence, psychological dependence, convulsions, unconsciousness, hepatitis and death from overdose.

Slang names for Morphine include 'hard stuff', 'white stuff', 'morph' 'dreamer', 'M', and for Heroin 'snow', 'H', 'joy powder', 'salt', 'white stuff' etc. The abuser uses the expression 'jacking' or 'Jack Up' meaning to inject any of these drugs.

Cocaine

This is a 'hard' drug but in fact a stimulant, processed from the leaves of the *COCA* bush which grows in the Andes Mountains of South America. The leaves are processed into a paste and then refined into cocaine, in the form of a crystalline substance resembling epsom salts or snow flakes hence the nickname 'snow'. Medically it has many uses directly stimulating the central nervous system, however, the abuser again finds a way to misuse an otherwise beneficial substance. He will inhale the crystals (snort) or mix it with Heroin and inject it.

Its effects again vary but the symptoms are similar to other stimulants, i.e., hyperactivity, irritability and restlessness, anxiety and euphoria, hallucinations, talkativeness, tremors, hyperactive reflexes and constricted pupils. The dangerous stages of addiction or abuse culminate in psychological dependence, convulsions, hepatitis and death from overdose.

It can be clearly seen that the drug or the abuser cannot always be recognised by outward appearances, but behaviour patterns are a dead giveaway, and suspect individuals should be observed very closely. I would

advise any parachutist to steer well clear of any person he believes to be misusing or even correctly using **any** kind of drug or medication.

Obviously the dangerous drugs described briefly here are toxic substances of a very potent and poisonous nature, abusers are really sufferers and generally require some sort of medical or psychological attention. As a parachute instructor my own view is — let them go suffer somewhere else and don't contaminate my operation. In many cases the only significant medical treatment the addict receives is administered by the local pathologist and he is no longer a matter of concern for either the medical profession or the STC.

In thinking about the effects of poisons and dangerous drugs of this nature we should not totally dismiss or forget the possibility of the misuse of the common domestic drugs i.e., aspirin, codeine and other mild analgesics. The mild depressants in certain cough mixtures etc. are often tinctures of opium and can be misused. In other words any medication whatsoever and howsoever absorbed into the body will have some toxic effect. These effects will be accentuated by the mild and sometimes not so mild symptoms of hypoxia often experienced by parachutists.

Students working under physically unfamiliar conditions and psychologically difficult circumstances would be secreting considerable quantities of adrenalin aggravating the effects of the toxicant he has used. The effects of alcohol are easily recognisable and we are all familiar with the appearance of a drunken man, but the effects of a couple of gallons of beer or a bottle of scotch are long lasting and psychologically destructive, despite our undying conviction that we have an unlimited capacity for alcoholic beverages.

In all this we must not allow our judgement to be effected by possible moral issues with regard to the availability and use of dangerous drugs relative to the accepted use of alcohol. With the exception of some depressants, existing legislation caters for all dangerous drugs. The possession and use of amphetimes is covered by Drugs (Prevention of Misuse) Act, and other dangerous drugs are covered by The Dangerous Drugs Acts of 1965 and 1967 and Dangerous Drugs Regulations of 1964. This of course recent legislation and is no doubt sufficient for the time being.

It must be clearly understood that all the drugs mentioned here are 'DANGEROUS' drugs and therefore should be used, only by the medical profession and not misused by inadequates.

The effects of these toxic substances can cause direct physical and psychological harm — moreover for the most part possession or use of them is illegal, and our sport can well do without any connection with drugs and the inevitable scandal surrounding a prosecution in the Criminal Courts for some offence under the Drugs Laws. Therefore it is in the interest of parachutists in general and instructors in particular to watch for any signs of drug misuse. The signs and symptoms mentioned here are indicative of the drug abuser, most significant is the general lack of intelligent thought and impaired co-ordination. Although we can all think of some individual whose normal behaviour patterns may be so described, we do not accept them as prospective parachutist.

Suffice it to say the use, misuse or abuse of any drug or medication is not synonymous with safe parachuting, indeed we must see to it that the two are never associated in any way.

TERENCE DAY D509.



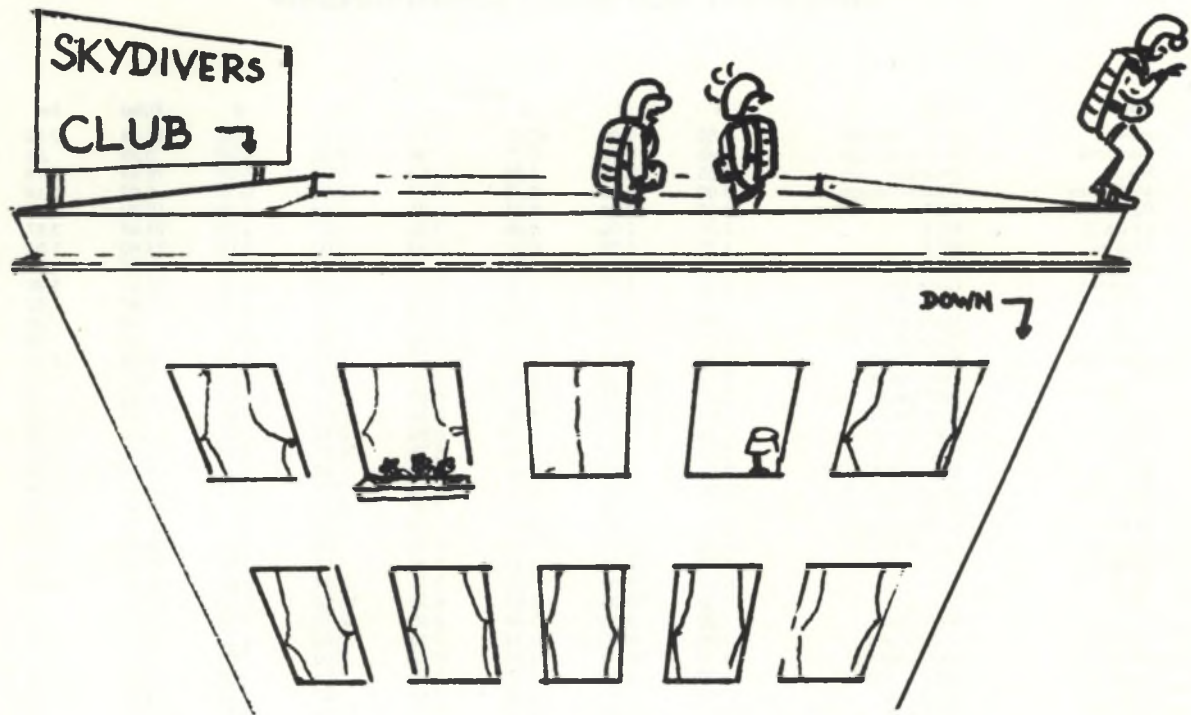
George Quick over Platts Fields, Manchester

photo Graham Kirkham



The Ark Display Team—John Cooke, Jeff Illidge, Ken Holt, Alan Morris, Tony (Porky the Pilot) Moore, Dave Prince, George Quick, Graham Kirkham, Brian Laithwaite

"DON'T YOU THINK IT'S ABOUT TIME WE HIRED A 'PLANE'?"



WATER, WATER EVERYWHERE

It had to be a bloody good idea . . . to do a water jump into Lake Coniston. After a few more jugs of Hartleys Home Brewed, it seemed an absolutely fantastic idea. Surprisingly enough, next morning when we were quite sober, it still seemed to be a good idea.

After all the lake is about eight miles long and nearly a mile wide, even with Pringey spotting!!!

It would certainly introduce the North West Parachute Centre to the people of Lakeland. We might even get the T.V. people up there. At least it might bring in a few students for the Centre, we might even get one or two displays for the Tiger Moths (PREMIUM DISPLAY TEAM IN THE NORTH). We'll invite all the 'Toms, the Harrys and the Dicks, even the small ones, we'll even invite the real 'Black Knights'.

The 172 and the 182 were laid on, we would run a shuttle service.

At 12 noon on October 8th, under a cloud base of 2000 feet, the motley collection gathered. Two 'Flash Harry's' actually wore wet suits, Ken Holt decided to go fully booted and spurred, minus only his 'Crown Topper' and altimeter . . . Track suits and pumps, some 'with', some 'without'. Bright yellow flotation gear, 'Mae Wests' inflated like grotesque mammary glands . . .

"More people get killed on water jumps" . . .

"be sure to cut away one capewell when you hit the water" . . .

"you can't wear your wellies on a water jump!! . . .

The roaring of the engine, hair lashed by the slipstream,

without helmet or goggles, a strange awareness of sight and sound. Hillhopping up to Coniston, a breathtaking view of the lakes and hills in all their autumn glory. There he is, the Old Man of Coniston, 2600 feet to the top, now garlanded with a wreath of cloud.

A streamer run at 2000 feet, hardly any wind, a quick 'hop and pop', the lake below covered with scores of boats, hills and lakes as far as the eye can see, suspended in silence.

Steer for the target area, a sudden movement of boats, the sparkle of the water, almost in now, pop the capewell, a surprisingly gentle splashdown. Green and cool . . . like having a bath with your socks on . . . snap releases and soon into the dinghy, three dolly birds in wet suits, transfer to the power boat, a quick change of clothes and out to see the rest of the lads come in . . .

Pringey going for the wooden target, (and hitting it)

Graham doing a cutaway from about 50 feet.

Ken Holt going para sailing

Cav on the Paraplane . . .

The Press photographer was there with a brace of cameras, one of them with a telescopic lens as big as a howitzer, he got so excited that he didn't get one single photograph, he had forgotten to take the lens cap off . . .

It was later reported in the press;

. . . fourteen members of the North West Parachute Centre jumped from a Tiger Moth aircraft into Lake Coniston . . . some lift!!!

COOKIE.

BRITISH NATIONAL PARACHUTING CHAMPIONSHIPS - 1973

INDIVIDUAL ACCURACY CHAMPIONSHIP

Helmet No.	Name	Club	Jumps						Total	Av.	Pos
			1	2	3	4	5	6			
1	Hull	Peterborough	1.55	1.66	10.00	1.72	0.21	0.00	15.14	2.52	20
2	Meacock	Peterborough	0.45	0.07	0.75	1.98	0.00	0.00	3.25	.54	6
3(W)	Rixon	Peterborough	0.58	2.98	1.36	10.00	0.97	0.53	16.42	2.73	23
4(V)	McCauley	Peterborough	0.00	0.13	6.46	0.00	0.12	0.18	6.87	1.14	10
5	Raine	RCT	5.07	0.48	0.75	2.21	1.59	0.10	10.20	1.70	13
6	Cotterill	RCT	7.20	2.09	4.86	3.20	1.07	3.02	21.44	3.57	27
7	Togher	RCT	1.25	0.09	0.51	0.04	10.00	0.00	11.89	1.98	16
8	Berry	RCT	1.68	4.88	1.52	0.40	2.81	10.00	28.29	4.71	37
9	Sherman	Duck End "A"	0.85	1.11	1.85	10.00	10.00	10.00	23.81	3.96	32
10(V)	Dierker	Duck End "A"	0.03	0.00	0.00	1.14	3.80	0.00	4.97	.82	7
11	King	Duck End "A"	0.00	0.00	0.00	0.00	0.22	0.10	.32	.05	1st
12	Hiatt	Duck End "A"	0.00	0.33	0.17	0.00	0.00	0.00	.50	.08	2
13	Standring	Red Devils	0.85	0.97	0.33	0.00	4.53	0.00	6.68	1.11	9
14	Milne	Red Devils	0.72	0.40	0.38	0.78	0.09	0.04	2.41	.40	4
15	Sinclair	Red Devils	2.07	0.04	0.61	0.00	3.91	0.00	6.63	1.10	8
16(W)	Smith	Red Devils	0.54	10.00	1.06	0.63	0.37	0.82	13.42	2.23	17
17	Kenny	Red Devils	0.24	0.81	1.10	0.00	0.59	0.00	2.74	.45	5
18(W)	McKie	Duck End "B"	2.70	2.38	3.54	6.79	4.41	0.78	20.60	3.43	25
19(W)	Burrow	Duck End "B"	2.64	0.17	0.40	1.13	3.66	0.06	8.06	1.34	11
20	Batchelor	Duck End "B"	10.00	0.39	3.14	5.76	2.07	0.12	21.48	3.58	28
21	Smith	Duck End "B"	0.10	0.56	0.21	0.32	0.00	0.34	1.53	.25	3
22	Beynon	Spreadeagles	1.82	3.18	0.85	1.53	5.25	2.01	14.64	2.44	18
23	Hughes	(TVAS)	10.00	10.00	10.00	10.00	1.84	7.58	49.42	8.23	46
24	McBride	"	4.58	5.21	10.00	1.20	1.01	10.00	32.00	5.33	40
25	Ashford	"	10.00	0.80	10.00	3.31	3.04	2.94	30.09	5.01	39
26	Pullin	"	7.30	10.00	3.87	4.39	10.00	5.08	40.64	6.77	44
27	Forge	Mercurians	7.20	0.08	1.44	0.85	2.16	9.25	20.98	3.49	26
28	Ritchie	Mercurians	10.00	0.00	0.33	0.13	2.62	2.30	15.38	2.56	21
29	Shone	Mercurians	0.13	10.00	0.00	3.23	0.60	1.69	15.65	2.60	22
30(V)	Haley	Mercurians	3.00	3.40	1.37	6.59	7.31	1.64	23.31	3.88	31
31	Smout	RAFSPA	0.05	0.00	3.08	4.84	1.62	1.29	10.88	1.81	14
32	Bennett	RAFSPA	0.58	2.12	10.00	2.21	10.00	2.60	27.51	4.58	36
33	Pierce	RAFSPA	2.97	2.63	10.00	6.85	10.00	0.50	32.95	5.49	41
34	Layton	RAFSPA	4.38	0.11	0.11	3.72	2.82	0.10	11.24	1.87	15
35	Dickerson	Peterborough	3.16	10.00	8.87	0.21	10.00	1.42	33.66	5.61	42
36	Byrne	RAFSPA	1.55	3.44	0.11	2.10	1.71	0.16	9.07	1.51	12
37	McGill	RAPA	6.66	0.93	0.70	3.34	1.38	10.00	23.01	3.83	30
38(W)	Davies	Eagle	10.00	0.33	4.55	4.56	1.44	3.07	23.95	3.99	33
39(W)	Edwards	Peterborough	3.91	0.00	10.00	10.00	0.97	1.08	25.96	4.32	35
40(N/0)	Sutton	R.N.	25.00	25.00	10.64	25.00	25.00	16.70	127.34	21.22	48
41	Slaughter	Metro Police	5.96	10.00	1.17	3.01	4.06	0.43	24.63	4.10	34
42	Green		—	—	—	—	—	—	—	—	—
43	Savage	Nomad	0.56	0.06	0.00	0.12	4.37	10.00	15.11	2.51	19
44	Simpson	Red Devils	0.15	0.55	0.00	1.16	10.00	10.00	21.86	3.64	29
45(V)	Higgins	S. Africa	1.34	0.00	1.80	5.54	10.00	10.00	28.68	4.78	38
46(N)	Mainland	95 Cdo	4.48	2.65	7.00	3.57	4.64	25.00	47.34	7.89	45
47(N)	Worthing	RAC	25.00	3.25	25.00	25.00	25.00	25.00	128.25	21.37	49
48(N)	Wilkinson	RAC	25.00	25.00	25.00	10.05	25.00	25.00	135.05	22.50	50
49(N)	Littlewood	RAC	15.38	15.48	18.99	4.97	25.00	25.00	104.82	17.47	47
50	Patrick	95 Cdo	1.10	0.19	0.05	5.22	2.84	10.00	19.40	3.23	24
51	Rose	95 Cdo	10.00	0.53	8.66	6.54	3.18	10.00	38.91	6.48	43
52	Collins	95 Cdo	—	—	—	—	—	—	—	—	—
53	Gorham	95 Cdo	—	—	—	—	—	—	—	—	—

(W) indicates Womens Event

(N) " Novice Event

(V) " Visitor

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STYLE CHAMPIONSHIP

Helmet No.	Name	Club	Jumps					Total	Av.	Pos
			1	2	3	4	5			
1	Hull	Peterborough	11.7	11.6	13.9	12.3	11.9	61.4	12.28	13
2	Meacock	Peterborough	8.6	9.2	9.0	9.1	8.5	44.4	8.88	2
3(W)	Rixon	Peterborough	12.5	11.9	14.5	11.9	16.0	66.8	13.36	20
4(V)	McCauley	Peterborough	11.8	12.1	10.2	12.3	10.8	56.4	11.28	11
9	Sherman	Duck End 'A'	9.8	10.3	12.0	11.8	12.4	56.3	11.26	10
10(V)	Dierker	Duck End 'A'	10.9	10.3	10.5	10.0	11.3	53.0	10.60	6
11	King	Duck End 'A'	9.7	10.0	10.1	10.1	10.3	50.2	10.04	5
12	Hiatt	Duck End 'A'	9.3	9.4	8.9	9.2	8.5	45.3	9.06	4
13	Standing	Red Devils	8.8	8.5	8.7	8.5	9.4	43.9	8.78	1st
14	Milne	Red Devils	9.5	10.3	9.9	9.8	16.0	55.5	11.10	8
15	Sinclair	Red Devils	10.5	11.3	10.7	11.2	12.1	55.8	11.16	9
16(W)	Smith	Red Devils	11.0	10.9	14.3	11.7	11.4	59.3	11.85	12
17	Kenny	Red Devils	10.9	10.6	10.5	10.7	10.6	53.3	10.65	7
18(W)	McKie	Duck End 'B'	14.7	16.0	16.0	14.3	12.3	73.3	14.66	24
19(W)	Burrow	Duck End 'B'	16.0	12.3	12.0	13.0	12.3	65.6	13.12	18
20	Batchelor	Duck End 'B'	16.0	12.0	14.2	12.7	16.0	70.9	14.18	23
22	Beynon	Spreadeagles	16.0	14.1	13.0	13.9	12.8	69.8	13.96	22
26	Pullin	Spreadeagles	16.0	16.0	16.0	16.0	16.0	80.0	16.00	27(T)
31	Smout	RAFSPA	12.4	12.3	12.5	16.0	12.3	65.5	13.10	17
32	Bennett	RAFSPA	12.2	16.0	11.7	12.1	12.1	64.1	12.82	16
33	Pierce	RAFSPA	15.3	16.0	14.5	16.0	14.2	76.0	15.20	25
34	Layton	RAFSPA	11.9	12.0	13.4	14.0	12.4	63.7	12.74	14
35	Dickerson	Peterborough	11.1	14.5	13.1	11.5	16.0	66.2	13.24	19
36	Byrne	RAFSPA	16.0	16.0	16.0	16.0	16.0	80.0	16.00	27(T)
37	McGill	RAPA	12.0	12.6	14.9	12.6	12.6	64.7	12.94	16
38(W)	Davies	Eagle	16.0	16.0	14.5	16.0	14.1	76.6	15.32	26
39(W)	Edwards	Peterborough	16.0	16.0	16.0	16.0	16.0	80.0	16.00	27(T)
43	Savage	Nomad	9.1	8.3	8.4	9.3	9.6	44.7	8.94	3
44	Simpson	Red Devils	11.6	13.1	11.6	16.0	16.0	68.3	13.66	21
45(V)	Higgins	S. Africa	12.7	12.7	12.4	13.1	13.1	64.0	12.80	15



John Meacock places his feet on either side of the disc to score 0.29 in the Team Accuracy Event



A DC for Dave Kenny

MEN'S OVERALL CHAMPIONSHIP

Name	Club	Total Score	Position
Hull	Peterborough	8.66	11
Meacock	Peterborough	4.98	2
Sherman	Duck End	9.59	14
King	Duck End	5.07	3
Hiatt	Duck End	4.61	National champion
Stranding	Para Regt	5.50	4
Milne	Para Regt	5.95	6
Sinclair	Para Regt	6.68	7
Kenny	Para Regt	5.78	5
Batchelor	Duck End	10.67	17
Beynon	TVAS	9.42	12
Pullin	TVAS	14.77	21
Smout	RAFSPA	8.36	10
Bennett	RAFSPA	10.99	18
Pierce	RAFSPA	13.09	20
Layton	RAFSPA	8.24	9
Dickerson	Peterborough	12.23	19
Byrne	RAFSPA	9.51	13
McGill	RAPA	10.30	15
Savage	Nomad	6.98	8
Simpson	Para Regt	10.47	16



Bob Hiatt was awarded a DC for this one

LADIES' OVERALL CHAMPIONSHIP

Name	Club	Total Score	Position
Burrow	Duck End	7.90	National Champion
Smith	Para Regt	8.16	2
Rixon	Peterborough	9.41	3
McKie	Duck End	10.76	4
Davies	Eagle	11.65	5
Edwards	Peterborough	12.32	6

TEAM OVERALL CHAMPIONSHIP

Team	Overall Score	Position
Para Regt	26.89	National Champions
RAFSPA	53.45	Runners-up



Sex in the Plt?
Jackie Smith and Dave Kenny of the Red Freds

TEAM ACCURACY CHAMPIONSHIP

Team	Name	Individual Points				Indiv. Av.	Team Av.	Pos.
		1	2	3	4			
'Red Devils' Parachute Regt	Stranding	0.00	0.00	0.00	0.00	0.00	2.98	1st
	Milne	0.91	0.44	0.56	0.85	0.68		
	Smith	5.41	1.90	0.00	0.03	1.83		
	Kenny	0.15	0.50	0.00	1.20	0.46		
RCT	Raine	0.63	0.34	0.56	0.25	.44	6.32	2nd
	Cotterill	0.13	2.30	0.92	1.35	1.17		
	Togher	0.19	0.00	1.60	1.2	0.77		
	Berry	3.39	10.00	1.18	1.21	3.94		
RAFSPA	Smout	1.78	10.00	3.17	3.00	4.48	12.77	3rd
	Bennett	10.00	1.21	1.19	4.55	4.23		
	Pierce	4.24	1.45	10.00	0.16	3.96		
	Layton	0.08	0.11	0.24	0.00	0.10		
Duck End 'B'	McKie	1.90	4.08	10.00	5.56	5.38	16.05	4th
	Burrow	10.00	3.21	1.80	1.64	4.16		
	Batchelor	10.00	0.40	1.64	7.49	4.88		
	Smith	2.02	3.47	0.74	0.31	1.63		
95 Cdo FOU	Patrick	4.70	10.00	4.67	2.64	5.50	18.97	5th
	Rose	0.00	3.08	8.88	7.42	4.84		
	Collins	0.30	10.00	4.31	0.54	3.78		
	Gorham	5.71	10.00	1.91	1.78	4.85		
'Spreadeagles' TVAS	Beynon	1.27	2.39	1.55	10.00	3.80	20.38	6th
	Ashford	0.42	2.51	10.00	2.35	3.82		
	McBride	0.97	5.69	10.00	6.34	5.75		
	Pullin	10.00	6.50	10.00	1.57	7.01		

VISITING TEAMS

Team	Name	1	2	3	4	Indiv. Av.	Team Av.	Pos.
Peterborough	Hull	0.91	0.10	0.00	2.66	0.91	6.36	1st
	Meacock	0.75	0.00	0.29	0.00	0.26		
	Rixon	0.27	0.17	2.07	5.83	2.08		
	McCauley (V)	0.04	10.00	1.43	0.97	3.11		
Duck End 'A'	Sherman	10.00	10.00	10.00	10.00	10.00	13.09	2nd
	Dierker (V)	0.62	0.74	0.34	10.00	2.92		
	King	0.01	0.66	0.00	0.00	0.16		
	Hiatt	0.00	0.04	0.00	0.00	0.01		
'Mercurians' R. Sigs.	Forge	3.06	10.00	3.75	2.58	4.39	23.10	3rd
	Ritchie	2.90	10.00	4.24	0.26	4.35		
	Shone	5.13	10.00	2.03	10.00	7.42		
	Haley (V)	3.26	10.00	4.56	10.00	6.95		



One of Sooty Standing's 6 DCs at the meet

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Isn't it time you gave it up Pete?!

photos by Dave Waterman

BUZZ'S CANADIAN COLUMN

Round about this time of year, the woodwork begins to open up, and all kinds of people whom nobody has seen for the last six months, put in an appearance. The cause of this phenomenon is that old man winter has breathed his last. So what is so unusual about that, you may ask? Well, for those who bask in the warmth of the Gulf Stream, winter presents no great problem, but on this side of the Atlantic, winter takes on a new meaning. The west and east coasts, do not fare too badly as regards cold and snow, but the five central provinces from Alberta to Quebec, do not have the tempering influence of the sea, and are open to the streams of cold air, which come sweeping south from the polar regions. All this gives five or six months of severe winter, and causes many jumpers to pack it in. Hence the spring rebirth. For those who do persevere, the rewards are there, providing ones enthusiasm is tempered with caution.

The main problem is of course to keep warm, and this usually means extra sweaters and/or thermal suits. These can affect one's manoeuvrability to a great extent and can also change one's flying characteristics and abilities, all of which may have drastic consequences on the next star you try to enter. One of the major problem areas is the fingers and hands; caught between the need to keep warm, and wanting to avoid bulk, a compromise is usually arrived at by wearing ski gloves. One should remember that gloved hands do not grip ripcords as well as bare hands and that canopy releases (for instance one and one half shot capewells) become much more difficult to operate. A little practice beforehand is advisable.

Snow obliterates all the landmarks that one uses during the summer, and that old yellow drift indicator is no longer any use. It can be seen, only with great difficulty against the white background.

Frostbite is an ever present danger, and you can imagine the chill factor of a 120 mph breeze, when the ground temperature is 0° F. Eye protection is a must, as the fluid in the eye or the eyeball itself can easily freeze. The facial skin can be protected either by vaseline or a balaclava. The latter tends to be a nuisance as it can restrict vision, and I prefer the former. A friend of mine who disdained the use of either, was rewarded with frostbite on the chin, which started while sitting in the cold seat of a Cessna 172 (jump door equipped) on a long jump run with the door open.

If you are lucky enough not to have to pack outside, then another precaution is to make sure that the canopy releases and pins are free of snow and water. Any snow in or on them will melt in the warmth, and on going outside will freeze again, making activation difficult if not impossible.

If all this is enough to make you give up for the winter, then don't. The simple precautions make winter jumping well worth it. Some of my most enjoyable jumps were made in January and February 1970, using a Cessna 180 with no jump door. Ground temperature was usually 5-10° and at altitude in the region of -20° F (-29° C).

After one had accepted the cold as being just another part of nature, the enjoyment of the cold still fresh sparkling air added immeasurably to the experience of parachuting.

That's enough of winter, summer is where it's at, and when things happen. A big happening is a \$3000 money meet in Fort Qu'Appelle, (for those who are not bilingual, that is Fort What's it called) Saskatchewan. As far as I know this is the biggest money meet yet held in North America. Sponsored by a tobacco company, it features three classes of accuracy—top prize in the senior class is \$1000. Also scheduled are four free star record attempts. It promises to attract the top accuracy men from all over Canada and the US. One hopes the famous prairie 15's won't be blowing.

Another big happening in May is the annual 'jumpers holiday' at Abbotsford, BC. This year it promises to be bigger and better than before. Three Cessna's and a Twin Beech will be available full time, with a DC3 to be used the last weekend. The emphasis this year will be on big stars.

What did the Hard Ass say to the Endrust, who flew by Crock Air? . . . Gotcha!

See yo next issue.

BUZZ.

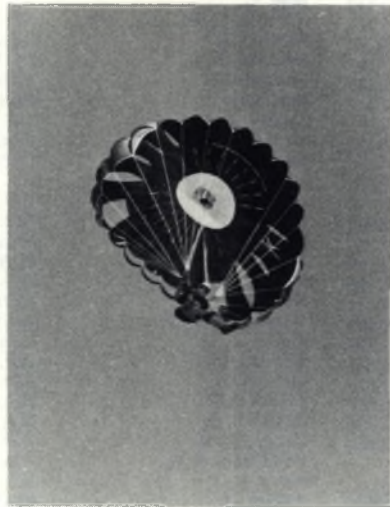


American (correct weight!) Teddy in a 5 man over Antioch, California

photo by Ray Cottingham

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Catt, W.	A.A.C.	415
Card, R. G.	A.P.A.	1927
Charlton, A. F.	R.A.F.S.P.A.	110
Cooper, A. E.	Manchester	3026
Crocker, J. T.	South Staffs	2066
Dale, A. J.		845
Day, T. J. W.	Met. Police	1705
English, J. A.	Northern Para	3767
Fernie, W. G.	Scottish	1859
Francis, R.	Hard Ass Star Team	3437
Gardner, E. A. J.	Parachute Regiment	178
Griffiths, R.	Green Jackets	115
Hounsome, N. C.	T/Valley	1598
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
Lewington, E. T.	Parachute Regiment	5382
McCarthy, D.	R.A.P.A.	949
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
O'Brien, R. L.	S.P.C.	3550
Peacock, D.	R.A.F.S.P.A.	125
Raine, G. P.	R.C.T.	2229
Reed, M.	Yorks.	596
Reiter, R.	Hard Ass Star Team	4931
Rumney, C.	Hard Ass Star Team	9492
Runacres, R. J.	R.A.P.A.	338
Schofield, B. S.	Para Regt	2332
Shea-Simonds, G. C. P.	Hard Ass Star Team	475
Sherman, P. W.	Old Warden	4757
Slattery, W. P.	Nomad	258
Stephenson, E. W.	S.A.S.	699

APPROVED RATING

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Beard, J. A.	Green Jackets	2050
Beavan, R.	South Staffs	6389
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.	237
Boxall, J.	Hereford	5455
Bremer, F.	Peterborough	7398
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
Coffey, J. P.	C.C.S.P.C.	662
Cole, A. J. N.	B.P.C.	346
Colgan, J. A.		6332
Cottrell, A.	Peterborough	8744
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
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Gray, I.	Golden Lions	8374
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Hagan, T.	Nomad	1930
Harper, I.	R.A.F.S.P.A.	5543

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Hill, A. V.		193
Holt, A. C.		2224
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Kemley, J. M.		1952
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Kirkman, G.		8145
Law, N.		2137
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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.

WHAT A WAY TO SPEND EASTER

It was Easter 1973, Good Friday, when eight eager parachutists arrived at an airfield where, it was rumoured, jumping took place.

We walked into the club house and met the assistant instructor who wore a para-smock and boots — Good omen! Then we met the CCI who examined our doc's and log books and asked us what we were on, so we explained enthusiastically while he nodded agreement — another good omen.

"Can we jump?" we asked.

"Yes, yes, no problem," he said.

So we went to see about kit. In the packing shed we were met by the mouthwatering sight of a long row of NEW parachutes.

"There's just one problem" he said conversationally, "there's no rip cord pockets on these rigs."

"Hmmm".

So out came the needles, thread and scissors
Snip snip. Sew sew.

Soon the eight of us were impaling ourselves on hemispherical needles and cursing.

Open the pocket out; cut a hole for the chest strap; run it onto the harness; sew it home; suck blood from needle punctured fingers; screw housing onto pack and top cone plate; place elastoplast over screwdriver hole in back of left hand; sew rip-cord end of housing onto harness; suck more blood; get freezing cold in unheated packing shed; go to cafe; drink hot coffee to warm-up.

Repeat repeatedly until:—

"When the — are we going to jump?"

"I don't know and don't get on to me."

"It was your idea to come here".

"Who rattled your cage".

"What's the weather doing?"

"— all."

"So cheerful young trucker."

"Watch what you're doing with that bloody needle".

"Who's had the thread?"

"Sod the thread, when are we going to jump?".

Just then in walks 'CCI'.

"How's it going lads?"

Silence.

Long malevolent silence.

"When are we going to jump?"

"Oh anytime now."

"What's the cloud base?"

"5 grand . . . or so!"

Eight pairs of eyes stare suspiciously up out of the door.

"Hmmm"

Three hours later with minutes to go before dark, four of us are plastered against the floor of a Cessna heading for 5 grand. At 2,600 feet we go into cloud, rain, sleet, snow, hysterics.

10 hours sewing rigs results in a clear and pull from 2½, and we have to pay for it!

Tomorrow will be better.

Tomorrow we arrive at 10.30 a.m. It's cloudy, but breaks are forecast.

"Is there a driver standing by?"

"Yes".

"Is the met hopeful?"

"Yes"

"Are all the rigs ready?"

"Yes"

"Hmmmm"

We sit and drink coffe. At 11.30 'CCI' walks over.

"How's it going lads?"

Silence. Long malevolent silence.

"Hope you won't mind standing outside for a half-hour at 12 o'clock" Then he's gone.

What does *that* mean?

A priest arrives — flowing robes, — medal ribbons — and tape recorder.

A parachutist has been killed in a car accident and there is to be a funeral service at the airfield.

12 o'clock arrives. The cloud starts to break up.

We troop outside and form a semi-circle. The preacher shifts uncomfortably from foot to foot. Hymn sheets are distributed. He calls us to attention still looking rather uncomfortably at the cut throat crew assembled before him.

The service starts. The tape recorder is switched on, we growl out a hymn. A talk follows "Fire and brimstone . . ."

"I flew in the RAF during the last war . . ."

The sun comes out. Sixty pairs of eyes are raised.

" . . . can't understand why you do it . . ."

Sixty pairs of eyes shift to the windsock.

"I wouldn't like to . . ."

The clouds clear and blue shows through.

We sing another hymn, "Hallelujah".

We finish two minutes before the tape recorder.

"While you are here you are in my parish, and if you have any problems, any . . . don't hesitate . . . do call . . ."

Thinks— "Drop' in sometime".

"Now we will proceed down to the church where we will hold another service"

Trying not to be irreverent sixty bodies try to make it through the car park door ahead of the mourners. They run back lugging and dragging kit to reverently scream abuse at the unfortunate erk who is attempting to chalk up the first lift.

The blue patch is only thirty-five minutes wide.

Foaming mouths shout for the driver.

He arrives and, trying to be dignified attempts to walk to the aircraft. He is dragged along amongst a gaggle of screaming parachutists and is thrust behind the joy-stick, the jumpers kneel on the floor.

The engine coughs.

Seventy yards away we lounge against the fence and watch jealously.

Suddenly they all leap out of the aircraft and jump up and

down waving joyfully at us.

"Fine". "Fine", they shout.
We wave back happily. "Fine". "Fine", we shout.
They turn apoplectic.

"FINE" "FINE"

"Oh. Fine". FINE! "FINE?" ???

"FIRE"!!

The aircraft is on fire, smoke curls upwards. Everybody runs around falling over each other and gibbering. Eventually the fire goes out from lack of interest.

The language is to be wondered at.

The aircraft goes to the hangar to be checked out.

The cold front rolls up.

Just before dusk the front clears. Plastered against the floor of the Cessna we head for ten grand. 9,500 we are running in. Suddenly we bank port, turn away, and lose height.

"What? What? What?"

The wind has risen. Jumping is scrubbed" — the pilot shouts.

"No". "No" we moan.

Four minds think, "I could fall out". Five minds think it and the pilot holds the bank with the door against the sky. You can't fall upwards!! Down. Down. Down. Four weeping jumpers gnashing their teeth.

We land.

That's it. The bar's open!

We head for the bar and drink with a determination that unnerves the more dignified. By about eleven p.m. we are sufficiently unwound to curse and mutter dark threats at 'Met' — men, pyromaniac pilots and rag-trade instructors.

Later, oh so much later we pour ourselves out into the night. Singing, weeping and belching we weave our way gracefully into the darkened lanes of Dorset, away from Boot camp.

L. J. POCOCK. BPA 4171

MINUTES OF THE INSTRUCTORS CONVENTION HELD ON THE 13th JANUARY, 1973 AT THE IMPERIAL HOTEL, BIRMINGHAM

PRESENT

J. Crocker—Chairman	G. B. Shone—MSPC
C. Shea-Simonds—YACSPW	A. E. Cooper—MSPC
P. Denley—WASPS	D. Bennett—RAFSPA
G. Fernie—Scottish	H. Parkinson—RAFSPA
G. Martin—JSPC/APA	T. Rixon—Peterborough
T. Lewington—Red Devils	G. K. McCauley—Peterborough
B. Standring—Red Devils	L. N. E. St. John—BPC
R. Robinson—Red Devils	B. Rees—JSPC/APA
P. Schofield—Red Devils	J. Williams—TVAS
E. Gardner—Red Devils	R. Higgins—RMSPC
R. Acraman—RSA	B. Jerstice—BKSC
W. G. Boot—TVAS	B. Parry—BKSC
T. Crawley—RGJ	J. M. Patrick—7th RHA
M. Bolton—South Staffs.	J. D. Prince—NWPC
R. Bevan—South Staffs	A. Morris—NWPC
I. Sharples—HPC	G. Kirk—NWPC
R. Perkins—M/Heath	J. Colgan—SPC
O. Prin—Peterborough	T. Day—Met/Police P.C.
M. Purves—M/Heath	N. Bowden—TVAS
R. Cottrell—Peterborough	K. Forsdyke—WASPS
F. Bremer—Peterborough	J. Boxall—Hereford PC
J. Meacock—Peterborough	D. Peacock—RAFSPA

APOLOGIES FOR ABSENCE

An apology for absence was received from Mike Taylor.

1. Riggers Sub-Committee

A report was given to the meeting on the recently formed Rigging Sub-Committee and its work over the past months. All Chief Instructors were aware of the Rigging Sub-Committee's work through the regular reports received through the Safety and and Training Committee. The meeting was reminded that anybody wishing to attend an approved Rigging course should contact the Secretary General as quickly as possible.

2. Reserve Procedures

The meeting was referred to the discussion which had taken place concerning the standardisation of reserve procedures throughout the past year and in particular the minutes of the meeting held on the 4th May 1972 which reported fully on the Instructors convention on emergency procedures. The Instructors Convention recommendation of the 11th April 1972 was read to the meeting, and after considerable discussion it was proposed by John Meacock and seconded by George Shone that one reserve drill could be taught to students to cover all categories of malfunction. This drill to be as follows:

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

This proposal was carried unanimously and therefore takes effect as a mandatory rule immediately.

3. Lifting of Reserves

It was unanimously agreed that a mandatory ruling be brought into effect immediately that reserves with a life greater than twenty-five years be banned from use in sport parachuting.

4. Training Aids

The first few Art works received from the Artist commissioned by the BPA were produced. It was agreed that subject to one or two minor amendments these first art works were very good indeed and when the whole set was completed would form a very sound basis in the drive to standardise student training throughout the country. It was hoped to have more art works available at the next STC Meeting.

5. Reserve Ripcord Handles

A considerable discussion took place concerning the positioning on the reserve pack of the ripcord handle. Finally it was proposed by Ray Perkins and seconded by J. Williams that:

"The Instructors Convention endorse a strong recommendation that centre top pull handles be fitted to all student reserve parachutes during 1973 and further that as from the 1st January 1974 there be a mandatory ruling that all student reserves be fitted with centre top pull handles". This proposal was carried in its entirety unanimously.

The recommendation therefore takes effect immediately and the mandatory ruling will come into effect without further notice on the 1st January 1974.

6. Main Ripcord Handles

Discussion took place concerning the siting on the main harness of the main ripcord handle. After considerable discussion, it was proposed by Dave Bennet and seconded by Peter Denley that;

"The Instructors Convention endorse a strong recommendation that all main student parachutes be fitted with a right outboard ripcord handle, and that such strong recommendation be converted into mandatory ruling as from 1st January 1974".

This proposal was carried unanimously. Therefore the recommendation takes effect immediately and the mandatory ruling will come into force without further notice on the 1st January 1974.

7. White Jump Suit Ruling

Discussion took place concerning the ruling relating to Student Parachutists only being permitted to wear white jump suits. It was proposed by C. Shea-Simonds and seconded by P. Schofield that Students up to category 8 wear brightly coloured jump suits. This proposal was carried unanimously.

8. Student Main Pulling Position

Considerable discussion took place concerning the standardisation of the position to be adopted by Student parachutists when activating the main parachute. Two schools of thought existed. One for the left arm and hand to be raised above the head as the right hand came in for the ripcord handle, and then as the right arm was extended again so the left arm would be extended until both arms were in the position of the basic spread position.

The other method is where the left hand is brought into the left hand main liftweb as the right hand is brought into the ripcord handle. The left hand is then pushed outward again as the right

hand pushes outwards with the main ripcord handle, until both hands and arms are back in the standard spread position.

After considerable discussion, a vote in favour of the first technique was carried by 32 votes in favour against 16 votes in favour of the second technique. Therefore the standard pulling position of the main ripcord handle for students will henceforth be that shown under the first technique described above.

9. Drugs

The question of drugs was raised by Bill Boot who was concerned that they might be able to be brought onto drop zones without Instructors recognising either the substances or their effects.

Terry Day who is a Metropolitan Policeman agreed to prepare an article on the basic detection of drugs which might be of use to all Instructors.

10. Conclusion

It was generally agreed at the meeting that a considerable amount of progress had been made in standardising not merely the methods of student instruction and their training aids, but also in the standardisation of the techniques to be used by the students in flight.

BRITISH PARACHUTE ASSOCIATION EMERGENCY COUNCIL MEETING ARTILLERY MANSIONS, 75 VICTORIA STREET, LONDON SW1H 0HW THURSDAY 1st FEBRUARY, 1973

PRESENT

L. N. E. St. John—Chairman BPA
G. C. P. Shea-Simonds—Vice-Chairman BPA
W. G. Boot
R. S. Acraman
D. Waterman
J. Thomas
J. T. Crocker
A. J. Unwin

IN ATTENDANCE

Sqn. Ldr. W. Paul—Sec-Gen BPA and six observers

APOLOGIES

T. J. Day
R. C. O'Brien
W. J. Meacock
P. W. Sherman

Mr. G. C. P. Shea-Simonds took the Chair in the absence of Mr. L. N. E. St. John who had been delayed. The Chairman informed the meeting that it had been called to consider World Relative Championships. Information had been received that the FAI had agreed to World Relative Championships being held bi-annually with the first Championships to be held in July, 1973, in either Austria, France or Sweden—the final decision on the venue was awaited.

It was agreed that the Sec-Gen contact the FAI to establish (a) the decision as to the venue and (b) full details of the competition.

Finances

The Sec-Gen reported that the National Team Fund was approx £1,300, made up of £1,000 from the Raffle and £300 credit balance from the 1972 World Championships. Grants would almost certainly be available from the Sports Council; towards travel costs and preparation training. There was general agreement that if necessary, Team Members would be invited to subsidise the cost of clothing.

It was suggested that another Raffle be held and that an appeal could be sent to members. Mr. Waterman undertook to contact clothing manufacturers and Target Unit Trust. Major Schofield suggested Teams could be asked for donations.

Mr. L. N. E. St. John apologised for his late arrival and took the Chair.

Team Entry

It was proposed by Mr. D. Waterman and seconded by Mr. G. C. P. Shea-Simonds that: A British Team be entered for the 1st World Relative Championships and that in financing the entry money must not be taken from the Deposit Accounts.

Unanimously agreed

Team Selection

It was proposed by Mr. A. J. Unwin and seconded by Mr. J. Thomas that: Selection be by Teams and that a Team Jump-off, framed on the lines of the World Championship Events. The jump-off be open to any team conforming to requirements to be drawn up by a Sub-Committee.

Unanimously agreed

Sub-Committee

The following were invited, and accepted, to form the Sub-Committee:

Major B. S. Schofield (Chairman), Mr. D. Waterman and Mr. J. T. Crocker.

Mr. P. Gruber kindly agreed to act as Team Coach and to serve as a co-opted member of the Sub-Committee.

It was agreed that Rules for the Jump-off Selection be ready by the end of February, that the jump-off be held on 20/21/22/23 April and that clubs be informed immediately.

HAVE YOU REPACKED YOUR RESERVE RECENTLY?

**MINUTES OF THE SAFETY & TRAINING COMMITTEE
OF THE BRITISH PARACHUTE ASSOCIATION
HELD ON 22nd FEBRUARY, 1973
AT ARTILLERY MANSIONS, LONDON**

PRESENT

J. Crocker—Chairman
K. Forsdyke—WASPS
W. Boot—TAVS
R. Acraman—RSA
P. Schofield—Red Devils
T. Lewington—A.A. Paraclub
G. P. Raine—RCT Free Fall Club
D. Peacock—RAFSPA
R. Perkins—Martlesham Heath
A. Cooper—Manchester Sport Parachute Club

IN ATTENDANCE

A number of observers

APOLOGIES

W. J. Meacock
G. C. P. Shea-Simmonds
L. N. E. St. John
M. A. Martin

**MINUTES OF THE PREVIOUS MEETING:
AND OF THE INSTRUCTORS CONVENTION**

It was pointed out by Peter Schofield that under paragraph 5 of the minutes of the Instructors Convention, it is recommended now and becomes mandatory on the 1st January 1974 that all student reserve parachutes be fitted with centre top pull handles. P. Schofield made the point that where a reserve was to be fitted with an automatic opening device, top pull handles could not be used. After discussion it was agreed to amend the recommendation and mandatory ruling under minute number 5 of the Instructors Convention to read as follows:

"There be strong recommendation that centre pull handles be fitted to all student reserve parachutes (except those student reserve parachutes to which automatic opening devices are fitted) during 1973 and further that as from the 1st January 1974 there be a mandatory ruling that all student reserves be fitted with centre top pull handles."

This amendment was carried unanimously.

Paragraph number 3 of the Instructors Convention was referred to and Chief Instructors are reminded to maintain a careful watch for reserves containing silk stitching, which might well be under twenty-five years old. Any reserves containing silk stitching ought to be withdrawn from use.

It was proposed by P. Schofield and seconded by W. Boot that the previous minutes and the minutes of the Instructors Convention be accepted.

Carried unanimously.

Renewal of Instructors Rates:

(i) The following Instructors ratings were renewed:
Messrs. R. Robinson, M. Taylor, M. R. L. Ward, M. P. Berry, W. Coffey, W. Maddy, K. Cameron, and M. O'Brien, F. Peel.

The following had their Advanced Instructor ratings renewed:
Messrs. Shea-Simonds, T. Lewington and G. Raine.

(ii) It appeared to the meeting that some examiners are not fulfilling the requirements when certifying applications for the renewal of instructor ratings, and in particular applications for the advanced instructor rating. Examiners are reminded that the continuance of the very high standards being demanded from new Instructors is very much in their hands and they must without fear or favour completely satisfy themselves that Instructors seeking renewal of their rating have fully complied with the regulations and if they have, the certificate must be signed by two Examiners. Henceforth applications for renewal will not be considered unless supported by a certificate from two Examiners.

(iii) Insofar as applications for an advanced rating are concerned, the Instructor wishing to apply for the upgrading must attend at an S.T.C. meeting with his personal parachuting documentation and henceforth applications for an upgrading will not be considered unless the Instructor attends an S.T.C. meeting with his log books etc.; and a certificate signed by two Examiners.

(iv) Applications were received for upgrading to Advanced Instructor rating on behalf of Messrs. A. Jones and W. H. Elliott and both gentlemen are requested to attend an S.T.C. meeting before their applications can be dealt with.

(v) Applications for renewal of Instructors ratings on behalf of Messrs. J. A. N. Goldsworthy and D. Hackett were received. Neither of these Applications were signed by an Examiner and the Committee would have to wait until the appropriate certificate signed by two Examiners were received.

(vi) A letter had been received from Major J. V. Dent, Headquarters, the Scottish Division, concerning a request for Messrs. Hindley, Charters and Mackinnon to attend Potential Instructors Courses. These parachutists did not fulfill the qualifications required and in view of the fact that the qualifications are under review and are likely to be increased at the next S.T.C. meeting, it was unanimously agreed that the waiver of the rules for the three parachutists concerned could not be granted. It was very much regretted if this caused difficulties for the Scottish Division, but the high standards called for must be maintained.

INCIDENT REPORTS

Incident reports were received from Messrs. Ward and St. John on behalf of the Royal Marines Sport Parachute Club and British Parachute Club respectively.

Training Aids

Mr. Cooper produced twelve of the Art works prepared by Mr. Hinton.

Amendments were made to a few of the Art works but nonetheless it was unanimously agreed that they were absolutely first class Art works and would form sound basis for student training.

As soon as the amended art works were received from the Artist the matter could be placed before Council so that it could take steps to arrange for the printing of the posters. It was mentioned that perhaps the printers of the magazine 'Sport Parachutist' would be worth approaching for a quotation as they had proved reasonable in the past.

ANY OTHER URGENT BUSINESS

(i) Bob Acraman produced his own static line bag system for inspection by the committee. It was mentioned to the meeting that Irvin's hoped to produce a static line bag system within the next few weeks and this would be produced to the S.T.C. as quickly as possible.

(ii) Bob Acraman reported the case of an Instructor having carried out a considerable amount of student despatching during the course of a day, subsequently jumping on the last lift of the day without wearing the reserve parachute which had been removed in order to facilitate the student despatching. Instructors ought to be very careful in this regard particularly towards the end of a hard days student despatching.

(iii) It was unanimously agreed by the meeting that henceforth packing cards should be initialled by the parachute packer responsible for supervising packing after each and every check, and not merely on completion of the packing of entire parachute.

(iv) Jump Masters are reminded that when checking reserve parachutes prior to emplaning, they must check that the swaging is correctly placed under the elastic keeper.

DATE OF NEXT MEETING

22nd March, 1973 at Leeds/Bradford Airport.

**BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING
WEDNESDAY 14TH MARCH, 1973
ROYAL AIR FORCE WESTON-ON-THE-GREEN**

PRESENT

G. C. P. Shea-Simonds—Vice-Chairman BPA (In the Chair)
W. J. Meacock
J. T. Crocker
W. G. Boot
R. O'Brien
D. Waterman
J. Thomas

T. J. W. Day
A. J. Unwin
R. S. Acraman
P. W. Sherman
Major B. S. Schofield
Wg. Cdr. G. F. Turnbull

IN ATTENDANCE

Sqn. Ldr. W. Paul—Sec-Gen BPA
Flt. Sgt. D. Peacock—RAFSPA
K. Forsdyke—WASPS

APOLOGIES

L. N. E. St. John
A. J. N. Cole
Sir Godfrey Nicholson, Bt.

Item 24

PREVIOUS MINUTES AND MATTERS ARISING

A proposal by J. T. Crocker seconded by W. G. Boot that the Minutes of the Council Meeting of 15th February be accepted was unanimously agreed.

Matters Arising

a. **Editorship of 'Sport Parachutist'**. (Item 7). a letter from Mr. David Waugh was read to the Meeting. Mr. Waugh informed the Council that whilst he was interested in the possibility of taking over the magazine he felt that the discussion at the previous Meeting had been premature. Because of personal circumstances he could not at this time offer his services but would be pleased to do so when circumstances allowed. Mr. Meacock informed the Meeting that Mr. Shea-Simonds had offered his services as Editor providing this received the full support of Council. The Meeting unanimously endorsed the appointment of Mr. Shea-Simonds as Editor of the magazine.

b. **Article for Sport and Recreation** (Item 10a). Mr. Waterman had handed over copy for the article.

c. **25th Anniversary of Sport Parachuting** (Item 12). Mr. Waterman regretted that due to pressure of other activities he was unable to report any progress. It was agreed that the Sec-Gen would take over and establish contact with Denham.

d. **Rotation of Venue for Council Meetings** (Item 13). A letter from Mr. St. John (Chairman BPA) expressed regret that he had been unable to attend the present meeting because of the time involved in travel. He suggested that Council may consider the possibility of the Vice-Chairman being in the Chair at Meetings outside of London with he taking the Chair at the London Meetings. The meeting appreciated Mr. St. John's difficulty and suggested that if there was a question of choice between attending the STC Meetings or Council Meetings, they would prefer to have him in the Chair at the Council Meetings. It was agreed that the next Council Meeting be in London and that meetings be rotated between London and Weston-on-the-Green, at least till later in the year when the position be reviewed in the light of experience gained.

e. **Loan to Flight One Ltd.** (Item 15a). The Sec-Gen reported that phase one of the loan agreement had been completed with £1,000 having been paid over. The second £1,000 would be paid over when an aircraft was available for the 'relative Workers'. Mr. Crocker reported that the aircraft was in fact ready and only awaited registration by CAA.

f. **World Relative Championships—Sub-committee Report** (Item 15b). Major Schofield reported that, as suspected, the rules had been quite radically changed. There would now not be an overall champion but a champion in each event, i.e., in the Ten-man and Four-man. On the assumption that there was to be an overall Champion Team it had been agreed in sub-committee that the overall winning team at the Nationals would be

selected as the British Team and would take part in the Ten-man and Four-man events. Now that there was to be no overall Champion Team and each event was to be determined separately we now have to rethink the situation. The sub-committee is divided in that one member has a Ten-man team which has recently won a Ten-man championship and one member whose team has been concentrating on Four-man training. The meeting having heard the views of members of the sub-committee agreed that the best Ten-man and the best Four-man from the National Championships would go to the World Championships and that a second Four-man team may be entered from the Ten-man team.

Major Schofield reported that Mr. Ness of Norway had offered his services as Chief Judge at the Relatives Nationals. It was proposed by Wg. Cdr. Turnbull and seconded by Mr. Crocker that a reply be sent to Mr. Ness thanking him for his offer and stating that we would be delighted to have him but that we would not be in a position to meet the costs.

On the question of Head of Delegation, Major Schofield was proposed by Mr. Waterman and seconded by Mr. Crocker. Mr. Meacock suggested Wg. Cdr. Johnson. Major Schofield was unable to give an immediate answer as to his availability. It was agreed that Wg. Cdr. Johnson and Major Schofield be approached before the next meeting when a final decision would be made. The question of a Judge to travel with the team was discussed and it was agreed to wait till after the Nationals before making a decision.

In discussion concerning finance for the Relative Team the Sec-Gen reported that the Chairman's letter to the membership would be in the next issue of the magazine and that a letter sent by the Chairman to The Lord Carmoys seeking his assistance had been acknowledged with a cheque for £25. Mr. Waterman asked if a request for donations could be sent out with membership renewals and the Sec-Gen replied that this method had been very successful in the past but as of 31st March with the introduction of the common renewal date there would be a very limited number of renewal reminders going out—in fact these would only cover the months of May June and July.

Mr. Crocker reported that he had been in contact with some of his friends and associates and was hopeful that some financial help could be forthcoming. However, he felt that some more general ideas ought to be tried. Mr. Waterman reported that he had written to Mr. Dunning (for Target Unit Trust) but no reply had been received. He also reported that he had spoken with Mr. Cox of Midland Bank Marketing who had pointed out that the Bank does not sponsor but that there may be a possibility of interest in 'co-promotion' where the BPA provided display outlets for Midland Bank publicity e.g. a jump into the River Thames in connection with the Plane Show at which the Bank was going to provide assistance. Mr. Waterman undertook to keep in touch with Mr. Cox on this matter.

Mr. Meacock suggested that clubs may be able to help by arranging demonstrations in conjunction with the local press on the basis that the paper would match the income which would be for the British Team. In addition to local immediate publicity pictures from the World Meet could be provided later.

It was further suggested that Shell Mex BP be contacted to see if fuel could be provided for training—the Sec-Gen would progress this. Mr. Sherman raised the question of Telemeters and reminded the meeting that previous approval had been given for the purchase if and when these became available. He understood that two pairs were available in France and undertook to establish contact with a view to purchase—the meeting endorsed the decision to purchase two sets at a cost of approx. £500.

g. **National Championships—Composition of Teams** (Item 16). Mr. Sherman referred to his previous proposal which had failed to get a seconder and sought permission to raise the matter again since he had been unable to attend the previous meeting and put his case for the proposal. Mr. Boot seconded Mr. Sherman's proposal as outlined in the previous minutes and on being put to the vote it was defeated by 7 votes to 4 with one abstention (Mr. Meacock).

Item 25

AFFILIATION POLICY

There was general discussion as to whether or not the existing affiliation requirements should be reconsidered so as to permit some form of grading according to the facilities available at clubs. It was generally agreed that there was nothing to be gained from such a grading system but that a more comprehensive club list would be an advantage. A proposal by Mr. Unwin seconded by Mr. _____ that "the BPA club list sent to potential students and published in the magazine show against each club the cost of training and details of facilities available, e.g. type of aircraft and training aids etc." was agreed. The Sec-Gen was instructed to draft an appropriate letter for approval by Council.

Item 26

BPA INSURANCES

The following proposals put forward by the Scottish Parachute Club were read to the Meeting:

1. "That all clubs are issued with a copy of the cover provided by the Insurance Policy (at present few members have seen same, or are sure what is and is not covered by it)".

Answer: Copies of the full policy had in fact been done and would be circulated to all clubs.

2. "That a Claim Form be formulated and copies given to clubs (at present there is no claim form available in case of accident, and this may tend to cause confusion and delay, as well as making it awkward to claim)".

Answer: Insurance Broker had agreed that BPA could produce details of a Claim Form which they would consider. This had in fact been done and would be passed to clubs when finalised.

3. "That members be given the option of an additional Personal Accident while Parachuting policy".

Answer; This matter was fully investigated some eighteen months ago and after getting quotations from the market the Sec-Gen asked Council to consider the situation which was; for a premium of £2.50 to £3.00 cover could be obtained for death, loss of limb and loss of earnings providing at least 75% of the membership could be guaranteed. Council decided that they did not have the power to make Personal Accident cover obligatory and could not therefore write the premium into the membership fee. It was this in mind that Insurance Brokers were encouraged to advertise in the magazine. The Sec-Gen would continue to seek details of appropriate policies available to members and would ensure that these are brought to their notice.

4. "That the present policy be made a Comprehensive Policy, if the additional cost is not too high (once costs are ascertained, a postal vote could be taken)".

Answer: as for 3. above.

5. "That any claims submitted be put in an Action File by the BPA, and followed through to prevent dragging-out of settlement, and that, should an Insurance Company give poor service, the BPA Council should change it as soon as practical" (In support of this two cases of considerable delay were submitted).

Answer: As a result of the delays experienced in the two claims quoted the BPA had already instituted a 'Bring Forward' system on any claim registered and this results in every registered claim being passed to the Sec-Gen on each Monday for him to check and follow up if necessary.

NOTE: All BPA policies are due for renewal on 1st April and other quotations will be sought before renewal is effected.

Item 27

NATIONAL CHAMPIONSHIPS—1973

a. **Sub-Committee/Officials.** The meeting agreed that the sub-committee comprising the Meet Director, the Chief Judge and the Sec-Gen be authorised to review the 1972 Rules in the light of experience gained and to issue the 1973 Rules. It was also agreed that the Meet Director be Mr. John Cole and the Chief Judge be Flt. Sgt. D. Peacock. The Judges should if possible be the same team as for the 1972 Meet.

Item 28

LOANS TO CLUBS

a. **Warwickshire Aviation and Sport Parachute School** requested a loan of £250 and a direct grant of £250. Mr. Forsdyke was invited to speak in support of the request. After consideration the meeting unanimously approved a proposal by Mr. Meacock seconded by Mr. Crocker that an interest free loan of £500 for a period of up to two years be given.

b. **Martlesham Heath Parachute Club** requested a loan of £200. A proposal by Mr. Boot seconded by Mr. Acraman that an interest free loan of £200 for a period of up to one year be given was unanimously approved.

Item 29

SAFETY AND TRAINING COMMITTEE REPORT

Mr. Crocker, Chairman of STC, outlined the business of the STC meeting held on 22nd February (copy attached to these minutes).

OTHER BUSINESS

Item 30

ISSUE OF FAI (BRITISH) CERTIFICATES TO OTHER NATIONALS

Mr. Meacock raised the matter of a recent refusal to issue a FAI (British) Certificate to an American national. It was his view that we should not be dictated to by some obscure ruling between FAI, the USPA and the BPA and that we should issue the British Certificate to anyone who joins BPA and fulfills the requirements for the Certificate.

The Sec-Gen pointed out that the agreement within the FAI was that no member country would issue its FAI certificate to another national without the agreement of the parent country. In the case quoted by Mr. Meacock, the American held a US FAI 'C' certificate but had applied for a British 'D' certificate. The USPA was approached and approval was refused because the individual did not hold a US 'D'.

It was agreed that the Sec-Gen seek clarification from the FAI and request that the ruling be changed.

Item 31

2nd PAN-AMERICAN PARACHUTING CHAMPIONSHIPS —Mrs. SHEILA LUKER

The meeting approved a request from Mrs. Sheila Luker that she be permitted to represent Great Britain at the forthcoming Pan-American Parachuting Championships. It was pointed out that Mrs. Luker who would be paying her own way had in the 1st Championships put up a most creditable performance and had been highly praised from a number of sources for the able manner in which she had represented this country.

Item 32

REQUEST FOR AFFILIATION—DUNKERSWELL INTERNATIONAL SKYDIVING CENTRE

A request from 'DISC' was referred back because of a lack of information about officers of the club.

Item 33

ADVERTISING

The Sec-Gen informed the meeting that he had received an enquiry for BPA to take advertising space in the magazine 'Middlesex Cricket'. He outlined the rates and circulation data which in his view were expensive. Mr. Waterman reminded the meeting that nothing has as yet been done with regard to agreeing an Advertising Budget—the Sec-Gen would raise the matter with the Treasurer.

SPECIAL ITEM

The Chairman informed the meeting of the recent tragic loss of members of the United States 'Golden Knights' Team in an air crash. A telegram of sympathy had been sent and the text was read to the meeting.



“Lets down more people than any other aeroplane”

It seems the cost of getting down is going up— no, we mean the cost of going up is going down; yes, that's it— Or, is it the going up cost is on the way down?

**ANYWAY! If your Club wants to laugh all the way down to the bank drop into
NORTHAIR AVIATION . . . a 'no strings attached' embarrassing discount
off any of the big Cessna range.**

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1973 Cessna Skywagon 207

BOOTS

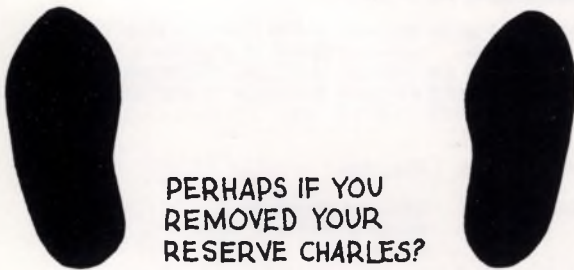
by Cooney



I SHOULD GIVE IT FIVE LEFT CHARLES.



A GOOD STAND UP.



PERHAPS IF YOU REMOVED YOUR RESERVE CHARLES?

PARACHUTISTS ARE SUCH FRIENDLY PEOPLE.



A GOOD BASIC SPREAD MISS BOOT.



SO THIS IS A PIGGY BACK.



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We now hold a comprehensive selection of SECURITY rigs,

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- CENTRE PULL reserve pack trays and centre pull reserve conversion kits.

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