



SPORT

PARACHUTIST



Rear view of PATHFINDER assembly - manuals containing packing instructions supplied with each canopy.

PROTECTOR 17ft Steerable Reserve. Conical shaped nil porosity steerable canopy. Rate of descent $17\frac{1}{2}$ ft per second with 220 lbs., forward speed of 6-7 miles per hour and rate of turn 360° in 7 - 8 seconds. Canopy in 1oz. ripstop nil porosity fabric with the blank gores of nylon net for additional safety during deployment.

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

PATHFINDER Nil porosity 1.6 oz. fabric canopy with forward speed of 10-12 miles per hour, a descent rate of 15ft per second and a rate of turn of approximately 4 seconds per 360° . The stall action of the canopy - an essential part of the performance of any competition or advanced display canopy - is extremely stable and recovery after the stall is immediate with minimum 'surge' and instability.

ON THE DISC AGAIN

RFD-GO



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Editor's Note —

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

Sport Parachutist

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EDITORIAL

I am extremely grateful to all those BPA members who have contributed so much material for the magazine in the last three or four months. I have tried to write and thank each contributor individually but I am aware that one or two may have slipped through the net — my filing system is something else! With such an amount of material forthcoming my job as editor becomes much easier and I can afford to be more selective in order to produce a really top quality magazine. So if your article doesn't appear in print please don't allow it to deter you from contributing again — next time with a profusion of photographs to really bring it to life. I would also like to thank in advance John Partington Smith, who designed our BPA badge, and who has agreed to put his talent to good use in helping to brighten up the magazine's lay out — the results of this will be seen in future issues. Essentially, however, it's your magazine and it's good to hear from you saying what content you want; I'll do my best to meet the order.

On the more sombre note, a very experienced BPA member was fatally injured recently after his Para-Sled malfunctioned. It has been discovered since, that the last page of the Sled's Instruction Manual contains the following paragraph, which is normally only seen after purchase:

In purchasing this very sensitive gliding device from Aero Foil Systems, Inc., the Buyer hereby acknowledges that certain control maneuvers, particularly if executed at too low an altitude by the Buyer or any subsequent user of this device, may result in serious injury or death, and the Seller will in no way be held liable or responsible. This device is sold with all faults, imperfections and without any warranty, expressed or implied, to the Buyer or any subsequent user.

The manual for the Para-Plane contains a similar 'disclaimer'. As a result of these disclosures it must be emphasised that the BPA in no way underwrites the use of these canopies. Question: Would you purchase a car purported to be sold with the same disclaimer?

Finally I would like to thank all those of you who entered my Christmas competition, but Lowe Puller's identity remains a mystery — see page eleven!

Let's make 1974 an ultra-safe year for our sport,
Soft Landings,
CHARLES SHEA-SIMONDS



Cover:

A good one by National Champion Bob Hiatt photo — Dave Waterman

THIRD ANNUAL CHARLES WELLS ACCURACY MEET

Duck End Farm, 22/23 September, 1973

There's no getting away from it. . . we do like routine and to prove it they came from all over to do the SAME thing at the SAME place and the SAME time exactly a year later. And it was great. Talk about creatures of habit. With a bit of luck we'll get into such a rut that we'll find ourselves really stuck with the habit for at least another ten years. Of course, to flip your lid about competitions (irrespective of events) in most countries is to invite that certain smile, but over here it is a VERY BIG DEAL. . . so pardon my enthusiasm but the more lids that are flipped the more meets may get off the ground and the merrier the pilot chutes will pop.

Re-capping at one of our Duck End 'floor board' meetings it seemed there were no scars after last year and many smiles so it was naturally expected and accepted that we would go ahead with the third Annual Charles Wells meet and take it through puberty to a fully fledged meet. Unfortunately, for me the nature of my duties this year gave me less opportunity to follow the jumping closely so I am unable to give you a blow by blow account of the rise and fall of things but simply hope to open a window on the general scene for those of you who were not fortunate enough to be there. (I was on the winning volley ball team which is of course the most important thing anyway).

As in 1972 we had a running battle with the wind and though we did not manage to finish all rounds it was not through lack of effort to use all available jumping hours. Friday 21st was practice day and the troops arrived to do battle in the freshly dug pit, bordered by a glistening white style harness frame and windsock pole topped by the new Goodyear windsock. But the battle that day was confined to frisbees only and the baling team who managed to trap the last of the hay crop. The anemometer paddles kept spinning till dark and the hopes of an early morning start began to flutter away speeded by Wayne 'Bleriot' Osbourne. Wayne—as always, forecast 'wain' as he arrived in the now familiar sight of the Bedford skies. . . his home made motorised glider. However, Chairman Styles after confusing us with meteorological facts and theories concluded with an optimistic forecast for the morning as a trickle turned into a torrent of people aimed at the Elephant & Castle in Wilstead for the registration and briefing.

The atmosphere was good. . . the big meet feeling with a rustic flavour well oiled by the crackling fire and a few jars. Optimism for the planned start at crack of sparrows burp was raised as the met. came through. In addition to a drink to absent friends—in particular Peter Sherman, who was unable to be a judge and the Freds who were seconded to displays to pay for Chris Simpson's wedding



Competitors, Pilots, Staff and Friends

photographs—MIKE WELLS

present—there was a welcome to new faces at the Charles Wells meet in the shape of two very enthusiastic teams from Halfpenny Green led by Gerry Jones and a lively representation from the RSA club at Thruxton.

More familiar faces on the comp. scene made up the rest of the competitors. . . two teams from the Peterborough Para Centre and the Duck End contingent in various disguises. Why, even 'Che' Slattery came out of the woodwork to shake off the cobwebs and have the audacity to claim a team silver medal. This was the crew making 11 teams that presented itself to have a general introduction and organisation briefing from myself, with Doug Peacock as chief judge giving the comp. briefing. Aply assisting Doug with the judging tasks were Bill Paul performing the painstaking job of delay judge thro' the telemeters and observing the wind—(a special thanks Bill for your practical help in other areas of the meet), while in the pit were Alistair McCreath of South Africa and Terry Porter of Great Barford whose aching backs at the end of the day testified to a job well done. The scoring was computed and recorded with no problems at all, giving jumpers official scores and standings before the pilot chutes were squashed into place. . . a great aid to atmosphere, perfectly handled by Les Leader, Sally Smith and Robbie Moorecroft.



The Meet Director lays down the law!

Saturday morning. Anxious, gummy eyelids were prised open to peer at the dark sky and it looked good. So, pretending to enjoy creeping out of a warm sleeping bag and pulling on damp socks to run around at five a.m. like it was fun (it was really), it was a case of making everyone else equally uncomfortable, shatter dreams and check that all would be down to do justice to the pre-arranged breakfasts in the village. But it was no effort. . . all were raring to go. Eggs and bacon never tasted better and as the last swigs of steaming tea joined the first streaks of dawn, the doubt about sleepy competitors vanished. They WERE asleep. Well how do **you** feel after beating the early morning cowman to the off and then filling up with eggs and bacon in the warm?

The dozziness vanished instantly on arrival at the DZ as it was plain that the 3rd Charles Wells meet would get airborne on time. It was all action from then on. Pilots geared up and after a favourable streamer run there came the steady crack of opening canopies as the eleven teams kept a good flow into the pit. Although the streamer showed conditions to be more than reasonable for finals it also showed very high upper winds with an unhealthy dog leg which sadly took some adjusting to and caught the early lifts, but come the end of the first round all had realised the importance of a constant eye on the wind via other canopies and prepared for frequent minor adjustments of the spot. From the onset the Duck End team took the lead albeit marginally at times and gave a good standard to aim at. Excellent performances were recorded by the more experienced competitors as all settled into what was obviously going to be a good uninterrupted day of jumping. Those less experienced in competition were steadily improving and deserve much credit for jumping well against stiff opposition and taking the opportunity of learning from those with a lot to teach.



Gerry McCauley gets a D.C.

The lulls for refuelling were hardly noticed as Chief manifestor Bob Styles kept all on their toes with nimble use of the two way tannoy system and the superb telephone link installed by Dave Stenning. Much valuable assistance was given with the fuelling by the A.T.C. from Wilstead who performed many necessary tasks with willingness and good humour.



Bernie Dierker got a D.C. with this salvage job (see windsock!)

As the rounds progressed the bulging breakfast bellies shrank to memories but help was close at hand in the heart of the Bedfordshire countryside in the comely shape of Nadia Abisch. From out of the side of the marquee steam began to rise as 'Chez Nadia' was declared officially open. A canteen as good as one could wish for... forty metres from the pit giving us a constant supply of soup, coffee, tea and sandwiches all day to revive flagging energy. Four rounds became entries in log books that day as with no time to complete the fifth, a halt was called. With this good day beneath our belts, the coming barbeque could now be enjoyed to the full.

As the dark closed in so the hangar glowed more brightly with the coloured lights seasoned by the mouth-watering smell of steaks sizzling over a charcoal fire. The floor was strewn with straw bales and pretty soon they were filled with plates of steak, baked spuds and all the goodies being attacked. They lost. In addition to being a get-together for the competitors the evening was also a gathering for Gordon Maskell's staff and friends in the village to celebrate the meet, so when all had arrived there was more than a crowd to listen to Ray Foster's group 'Morgans Orchard' from the village give the old timbers a rattling. Soup plus a well stocked bar was the constant fuel for not an easily forgotten evening. Not only did everyone have a good time but the raffles collected £30 for the 'White Horse' Lifeboat fund.



They even had a band!

All too soon it was time to scan the prospects of Sunday's jumping and with the Met. man smirking at his historic single success for months, we embarked on the watch and wait lark. Soon after eleven we had the conditions to start the fifth round but our hopes were short lived as the gusts grew stronger after the tempting lull. Not to be outdone by the promised wind the volleyball championships swung smartly into action punctuated with quick bursts at Nadia's canteen and when a natural break was declared we had the rare pleasure of being entertained by an excellent performance from the A.T.C. band which coupled with some fine precision marching soon evaporated those windy hours. It gradually became plain that we were destined to be grounded for the remainder of the day and reluctantly the meet was officially declared at an end. To signal the close and do justice to the faithful spectators the band again gave a lusty rendering while two lifts got quickly airborne... one of square canopies and one of round ones and as the last jumper landed the clouds burst with their last flourish to confirm the close of the event.



'Woof' presents Chief Judge Doug Peacock with the highly coveted Duck End 'T' Shirt.

The close that is, all bar the prizegiving, which was promptly changed from under skies to under canvas as raindrops big as discs plopped down, confirming the decision to call the meet. When all were assembled in the vast candy striped marquee and I had done with my introductory preamble, we were honoured to have Mr. H. J. McRae, Managing Director of Charles Wells the Bedford Brewers who donated the challenge trophy and medals, step forward and make the presentations on behalf of his company. A particularly fitting gesture as Mr. McRae is known to have a keen interest in parachuting. Once again the first three teams and the first three individuals received superb medals (it rumoured that these will be introduced at the Nationals '74). First place team receiving the Challenge Trophy and gold medals were Bernie Dierker, Alan Layton and Bob King of Duck End: Second place team for the silver were Pat Slattery, Bob Hiatt and Dave Moody of the Nomads (survivors branch) and Third place for the team bronze, John Meacock, Freddie Bremer and Gerry McCauley of the Peterborough Parachute Centre. Individual gold—Freddie Bremer; Individual silver—Bob King—and Individual bronze—Bernie Dierker. Then followed a special presentation for the top



Medal winners—Charles Wells 1973

Front row: Alan Layton, Bernie Dierker, Bob King.

Centre row: Annie McKie, Cathy Burrow, Tracy Rixon.

Back row: Pat Slattery, Bob Hiatt, Dave Moody, Gerry McCauley, John Meacock, Freddie Bremer.



Individual Champion: Fred Bremer, receives his Gold Medal from Mr. McCrae.



Ladies' Champion: Cathy Burrows with Gordon Maskell.

three female jumpers by the man who has done more than most to keep parachuting consistently available on the map of the South East by enabling one of the few non-airfield clubs to operate an unhindered, established facility—Gordon Maskell. Gordon presented fully equipped weekend cases to Cathy Burrow 1st place; Tracy Rixon 2nd place and Annie McKie 3rd place.

One notable guest we were delighted to have take more than a passing interest for the whole weekend was Mr. 'Taff' Rees of the Sothern Div. C.A.A. taking a busman's holiday from displays to the benefit of us all, and I quote from his letter 'Furthermore, I learned considerably more about the art of parachuting and I feel now that I am more able to discuss the sport with participants on a more knowledgeable basis, which I think is essential if I am to carry out my work efficiently and to the benefit of display teams'. Five star ratings must go to the winning team who all scored dead centres in the fourth round . . . and Libby Davies who scored her first DC during the meet with a faultless approach unfortunately in the half completed 5th round. So it's back to the drawing board to prepare plans for the Fourth Charles Wells meet and a call goes out to all you lovers of routine and habit. See you later this year down at Duck End Farm . . . but book early!

Acknowledgements and special thanks

Gordon Maskell. . . and also for arranging the barbeque. Charles Wells Ltd. for first rate trophies and a firkin of beer.

Dave Stenning for the telephone link.

Terry Day for the tannoy system.

Alan Deacon for the tailor made anemometer.

The ATC for the band and many willing hands.

Harry Burrell for two magnificent loo shelters.

Flying by the Group Shareholder Pilots. Derek Squires,

Wayne Osbourne, Ron Burgess and John Seamson.

And the many others who painted, carried, planned and worked unsung for the good of all-in and out of the pit.

DAVE WAUGH, D.634

CHARLES WELLS MEET 1973—RESULTS

Team Pos.	Rounds				Ind. Total	Ind. Pos.	
	1	2	3	4			
Duck End Farm							
1.	King	0.20	0.55	0.00	0.00	0.75	2
	Dierker	0.61	0.28	0.00	0.00	0.89	3
	Layton	0.15	0.03	1.71	0.00	1.89	5
Nomads							
2.	Hiatt	0.00	0.00	1.63	0.13	1.76	4
	Moody	3.01	0.72	1.01	0.34	5.08	8
	Slattery	3.11	2.29	1.84	1.68	8.92	9
Peterborough 'A'							
3.	Meacock	1.75	0.69	0.00	0.00	2.44	6
	McCauley	4.58	1.78	10.00	0.00	16.36	16
	Bremer	0.00	0.00	0.07	0.09	0.16	1
Old Warden							
4.	(L) Burrow	1.62	0.74	1.69	0.00	3.05	7
	(L) Cain	4.82	10.00	1.95	4.20	20.97	23
	Slaughter	6.37	0.51	3.93	2.19	13.00	13
South Staffs 'A'							
5.	Jones	10.00	10.00	10.00	0.55	30.55	29
	McKenzie	5.80	0.12	7.37	2.03	15.32	15
	Shankland	2.14	0.74	5.04	3.68	11.80	11
Peterborough 'B'							
6.	(L) Rixon	4.37	0.18	6.75	1.58	12.88	12
	(L) Davies	10.00	10.00	10.00	2.40	32.40	32
	Unwin	3.89	1.38	1.40	2.95	9.62	10
Wilstead							
7.	Smith	10.00	3.43	0.96	7.85	22.24	24
	Hull	5.17	3.03	2.39	9.74	20.33	12
	(L) McKie	10.00	1.63	8.15	0.87	20.65	22

Zappers							
8.	(L) Tuck	5.48	10.00	10.00	10.00	35.48	33
	Stenning	3.54	2.43	4.40	2.71	13.08	14
	Becker	8.58	5.07	2.75	1.69	18.09	18
R.S.A. Para Club							
9.	T. Morgan	10.00	7.66	10.00	1.29	28.95	28
	B. Morgan	4.82	0.88	10.00	1.95	17.65	17
	Cotano	10.00	1.82	9.67	3.12	24.61	26
Brunel							
10.	Batchelor	10.00	10.00	1.31	10.00	31.31	30
	McGuire	10.00	10.00	0.11	0.10	20.21	20
	Meysner	10.00	10.00	0.48	3.92	24.40	25
South Staffs 'B'							
11.	Wolhuter	10.00	5.23	10.00	3.10	28.33	27
	Mathews	10.00	5.25	10.00	10.00	32.25	31
	Finney	10.00	4.27	3.25	1.95	19.47	19

(L)—Ladies.

I LEARNED ABOUT PARACHUTING FROM THAT

Sunday, 28th October 1973—the usual routine day; dispatching students, debriefings, giving packing checks in between briefings for first free fall, answering the usual questions from early jump students etc., and then finding you have about 5 minutes to literally throw your own rag in the bag, before dispatching the next lift.

As soon as it's in the bag, kit up, check off student lift and away we go again without a thought about one's own kit. It gets to be a habit—give it a good lookover at the end of the day when you get time to relax. 'It always opens okay anyway'.

The 172 struggles off the end of our none too smooth grass strip and very slowly gains altitude. At 2,800' the first student exits on a 5 sec. delay—not bad, slightly on side, take note as we climb to 3,200' to dispatch old faithfully, Charles Henley, on his something like 145th jump for a 10 sec. delay, or will it be an 8 sec? or even a 5 sec? It could even be a clear and pull, one never knows with Charles.

Running in, cut, okay Charles, and Charles climbs out on to the wheel and after 2 secs. of mental preparations for this traumatic 10 sec. delay attempt, does his usual self dispatch. The strain proves too much for Charles' pack bursts open after 5 secs. The spot is getting a bit on the deep-side now, so I quickly dive through the door, see something silver flash over my right shoulder and grab for it, to find that it is not just the ripcord handle but the housing as well. I look and reach again, 'xxxx, can't reach it. Think—turn on back they say and it will float up within reach, or will it,—or call for Talisman before I reach T.V. By this time instinct has taken over, turned me over my back and left me with reserve handle in hand and a good view of Talisman streaking through my legs before deploying.

They tell me it took 5 secs. from exit to opening—must remember to keep those legs together. The ride down was rather unenjoyable as I was drifting towards the woods and no good old P.C. to get me out of trouble. BUT apart from a good deal of oscillation, I found that the canopy responded well on turns and to the disappointment of my friends on the ground I managed to clear the trees, getting a soft landing in a field in the middle of the woods.

Sitting there searching my jump-suit for a soothing cigarette, I thought 'things like this shouldn't happen and they wouldn't if we took time out to check over our own rigs as thoroughly as we do students' and other jumpers', I certainly check mine more regularly. Well I learned something about parachuting from that.

Safe landings,

MIKE ASHFORD, D.1083

BIG JAKE AT THE CHAMPIONSHIPS by Lowe Puller

Most times when I open my pee cee these days there is a rain of pea gravel on my helmet. The reason is that Big Jake has decided to enter the Bee Jays for the Accuracy Meet and is training us in a frenzy; fifteen jumps a day, no time to eat never mind clear gravel.

High winds, low winds, rain or shine, mostly rain, there we are ploughing the peas from dawn till dusk. B.J. will not let up, apart from the occasional sorties into the undergrowth with Voice and Tits to get the gravel out of his boots. His mind is set on the Bee Jays beating all comers to show that missing that oil rig platform and going down the funnel of the supply boat was the kind of thing that could happen to anyone and was no reflection on the high capability of Big Jake's team.

The great day arrives and the teams assemble at the deezed to register for the meet. It would surprise you who turns up. The main opposition is the Soft Ass Queers Team from down south. They twitter about in satin jumpsuits, clustering around Big Jake ogling him and pawing at his sleeve, with an enraged V & T hovering nearby ready to strike. B.J. does not notice these various attentions however, because he is viewing with a mixture of bridled lust and horrified fascination the team of female gorillas from the College of Subnormal Cookery. They may be no beauties but they know how to pull a steering toggle when they see one. Finally there is a team of oldies with oscillating things that look like Guardian Angel canopies. It seems they tour the fetes with this authentic old time kit and with much puffing and tugging at liftwebs can actually guide them into a pit now and again.

The draw takes place and we are last in the line up. First is the Soft Ass team followed by the female gorillas and third the oldies. The jumpship will lift four teams of three if they can get it started. It is a big, long old biplane with canvas hanging off it and three engines leaking oil.

We climb in and with much farting and grunting and popping the engines start one by one. It is an old grizzer at the controls who is almost as oily and tattered as the plane. He clearly disapproves of the Soft Ass crew at the tail end and fishtails around after take off to screw them up some.

We are on the run in, the engines cut or partially fail, hard to tell which, and with a final smoothing of the eyebrow and a coy grin the Soft Ass leader capers out of the door followed by his buddies.

We hear later that their stack fails to materialise and they all open level. This sets the scene for what is to follow: The chief judge is squinting keenly in three directions at once wondering which one to pick as they come in on finals. They plough in all round him immediately generating great confusion and bickering, with canopies draped over judges and jumpers and everybody blaming everybody else.

Meantime, where we are, old grizz the pilot wants it over quickly and hauls his ship round the circuit in a rate nine turn that pulls our goggles down over our chins. When the gee subsides and we can look up again the female gorillas team have lumbered out of the door and gone.

Down below nobody has the presence of mind to pull the cross in and the centre disc is still visible in the middle of all the lines and canopies. It is into this mess that the Subnormal Cookery girls descend, perfectly stacked, and knock out cold two Soft Ass guys and a judge. The girls canopies start to get threaded through the others so it is not too easy for helpers to get to the flattened ones.

By this time they have pulled the cross, but the oldies team leader, eyeballs elongated pear shape by the gee force and weakened through long years of self abuse, is

not aware of the fact. So out they go. Big Jake and Voice and Tits actually have to lift the last old guy over to the door whence he rolls out cackling loudly with gnarled old mitt fumbling for ripcord ring.

The oldies do not have the precision control over their oscillators that a guy on a pee cee does, but they are not going to let the public think that they cannot hit a pit no matter what is writhing around inside it, which happens to be at this precise time six jumpers, and three judges. In they come swinging wildly, two on a level and one higher up, screeching and yelling at everyone to get out of the way, which is a stark impossibility. They tumble and roll into the chaos in the pit and their canopies add another layer to the pile.

Last time round old grizz nearly tears the wings off and even B.J., usually immune to gee forces, remains seated in case portions of his anatomy get elongated beyond belief and perhaps beyond repair. As we tumble out and the focus returns it is evident even from opening height that all is not well below. We hold off and land close by the pit ready to give assistance.

B.J., first down, drops his kit off and goes diving under the pulsating mass of canopies like a stoat down a rabbit hole. V. and T. views this feat with consternation wondering what B.J.'s motive and objectives might be. There are too many bodies struggling around in there to keep track of B.J.'s progress.

V. and T. gets frantic and I join her in peeling off layers of canopy and hauling out victims of the disaster. We get a number of them out, the babble starts to subside and finally silence falls. We realize that all work has ceased and rescued and rescuers alike are staring in wonderment at the remaining canopies in the heap. It is unmistakably evident to those who have an eye and an ear for such things that someone is on the hump right there in the middle where the disc should be.

Who can it be? Could it be two of the Soft Ass team? No, because two are out and only one left in there. Might it be that the latter has perpetrated a dastardly assault on a defenceless oldie, because two of them are still missing? Or is it, as V. and T. fears judging by her stream of oaths and threats, Big Jake, who has nobbled one of the female gorilla team hoping to get away with it in the confusion?

A few more layers are peeled off like onion skins and B.J.'s head pops out at the edge, while in the centre the disturbance continues. V. and T. is delirious with joy and greets B.J. "You great dumb barstid. Why didya burrow off under there?" Before B.J. can reply the third Soft Ass guy is unearthed still out cold. Then the final layer is delicately eased back to reveal, would you believe it, one of the Subnormal Cookery girls lying back in a swoon, - - - - ed out of her mind by the team leader of the oldies, who is just concealing the last evidence of this feat as the daylight hits him. Now you know what these long zips are for. He is the only guy to score a dead centre that day because the meet is abandoned and with it Big Jake's hopes for his name in print . . . for the time being at any rate.

The teams retire to the bar for a convivial jug, all except the Cookery girl who has to get oxygen to revive her and is too weak to hold a glass. The oldies team leader is the centre of attention and for once even B.J. is envious of someone else's prowess and later claims to be related to him in a distant sort of way.

So ends another day of good clean sport. Author's note: 'Sport' . . . To play, to frolic (also v.t. with it) to make merry, to practice field diversions, to trifle, to deviate from the normal—*Chambers Twentieth Century Dictionary*.

AT THE DROP INN

G.P. Holder to Instructor: "What are you going to do with that spare pilot 'chute?"

Instructor: "Burn it. The spring is beginning to penetrate the net, so I've just removed it from my main."

G.P. Holder: "Don't do that—it'll do for my reserve! !"

The instructor's reply has been censored!

□ □ □

Regular Halfpenny Green jumper to member of the Endrust Team: "Please may we have Meatball back—with all this winter fog about, one good suck and it's gone! !"

□ □ □

Derrick Orton writes to say that the newly BPA affiliated Peak District Parachute Club is going great guns at Ashbourne and that they've got a steady flow of students. Visitors are most welcome to come along and sample the jumping and great atmosphere of the place.

□ □ □

Parachutist lands in an untidy heap and is approached by a small boy: "Why don't you wear goggles like the rest of them?"

Lightning reply: "Because I always keep my eyes shut!"

□ □ □

Elderly spectator to female parachutist in jump suit: "Excuse me Miss, but are you in the A.T.S.?!"

□ □ □

Instructor to coloured student: "What are you going to do on this jump Eddie?" Came the reply: "Oh I don't know — I shall be quite happy to survive!"

□ □ □



"Air-Bourn"—.

photo Eddie McBride



Hilda Peters, Stewardess of the Yorkshire Aeroplane Club, recently made her first descent at 48 years old.



Not to be outdone by Hilda, Amy Healeas, who is 59 and is seen regularly behind the bar at the Yorkshire Aeroplane Club, made her first sport parachute descent on 27th November. She is seen here being congratulated by her instructor, Frank Peel.

Instructor to student: "How did you get on on that jump?"
 Student: "Once again science and skill were overcome by stupidity and good luck!"

□ □ □

Jumpmaster to pilot, on the run in: "I've lost sight of the DZ—take it round again."

Pilot: "It'll cost you another four quid if I do."

Jumpmaster: "CUUUT!!"

□ □ □

THE FIRST TIME

An air of quiet expectancy—
 Descends upon the field,
 The clouds are moving—drifting, rising,
 Will they lift their shield?

The jumpers move—
 The suits are zipped,
 The pilot waits,
 The engines roar,
 The stage is set!

Climbing, Weaving, the plane ascends,
 The patchwork quilt drifts by unseen,
 You know—it all seems so unreal!

CUT—GET OUT—GO!
 The command shakes the marrow,
 Limbs start flailing—
 Falling, falling—

The canopy blossoms,
 A glorious sight,
 Another one's got the para-bite!

HELEN BELSON

□ □ □



Yes, this bit of canopy handling did produce a broken ankle.



BPA 16200

Lowe Pullers identity, I've been told,
 They carefully evade.
 But I'll be bold and now unfold
 This curious masquerade.

Bill Paul's the one who comes to mind,
 With wit and saucy whim,
 But with the language that I find
 It really can't be him.

We'll have to sink, our minds still reeling.
 To the bowels of the B.P.A.,
 Turn every stone and spare no feeling,
 — It must be Charlie Shea.

It seems to fit, each single bit,
 Each joke and pun so grim.
 Simonds wrote each part of it
 And signed that pseudonym.

So our Editor stands accused,
 The evidence I call,
 Of making news and being amused
 Because of Jakes downfall.

But wait, the charge I don't think fits,
 The Mag. it could be fuller
 Of 'Voice and Tits' and amusing bits,
 So keep it up Lowe Puller.

DAVID ROWELL

□ □ □

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FLORIDA ENDRUSTED!

THE CIRCLE T RANCH

There can't be many BPA members who haven't dreamed of a sport parachuting trip to The United States, and to 15 it started to become reality when we gathered at London Airport on 10th November. Jim Crocker, Sally Cain, Mike Bolton, Jon Williams, John Thomasson, Charlie Shea-Simonds, Dick Reiter, Mike Chapman, Neville Hounsom, Bobby Francis, Clive Rumney and Bob Higgins were the lucky 12 comprising the Endrust Team, with financially self supporting supporters, Bobby (Biff) Burn, Nod Bourn and John (Yarpy) Pullin, together with Thommo's wife Anne and Little John. Robin Bolden kindly saw us through the weigh in, whilst Alan Skennerton had turned up, green with envy, to see us away. Even Jumbos are subject to headwind and the flight of 10½ hours direct to Miami was enough time for us to drink the aircraft out of beer! Dick's brother Bill met us at Miami and it was with his help we sorted out the hire cars which weren't readily available as had been arranged. Having had a beer with Bill and his family at the USAF Base, we set off for Indiantown at about nine p.m. Dick led the way in his brother's car with Jim and Neville driving the two massive station-wagons behind. It's about 100 miles via the Florida Turnpike, and 710 to Indiantown where we finally located the Circle T Ranch and the South Florida Parachute



Watch out for this sign

Centre soon after midnight. Here we were met by Paul Poppenhager, who's been running the Centre for 13 years. 'Pop' is one of the characters of American Sport Parachuting, having started in 1954 he's now clocked up five and a half thousand descents, about the same number of hours flying, is a qualified aero engineer and parachute rigger; and apart from that both he and his wife Carole are kindness and hospitality itself. Soon after arrival 'Pop' had shown us the bunk type accommodation, and had seen Thommo and family taken to the Seminole Inn in Indiantown. I don't think any of us slept well that night, the excitement was already building up!

Sunday dawned and all were up early to have a look at the Circle T Ranch in daylight. At first glance it seemed a bit spartan, but everything is there; bunkrooms, showers, rigging room, lounge, hangarage, a fantastic 7000 ft. by 300 ft. grass strip and the softest pit you will find of sawdust and sand. And there were the two jump ships, the Cessna 180 and the Twin Beech. We'd heard all about the small door on the latter, but it didn't look too bad—how

wrong we were! This was the only day during our trip which was winded out, but we took the opportunity to meet and make new friends; Smitty, Joe, Dee, Pam, and those three way out characters 'Rod' Rodriguez, John Coppe and 'Flash' Gordon each trying to out-jump-story the other two! Half way through the afternoon the wind dropped and jumping started. We witnessed the students being dispatched on PC's (bag deployed) with KAP 3's, Sentinels on reserves, and each equipped with a small radio receiver enabling him to be talked down from the ground or from the aircraft. The final lift of the day saw Dick, Biff, Yarpy, Charlie and Jim, (yes, Pop puts 5 in his 180!), on a near night jump. In the fading light all the orange groves looked alike to Dick and we got an interesting spot! Jim took out the 3 man as Charlie was closing fourth—excuse No. 14(a) was given—goggle trouble!



The emplaning area at Pop's Place complete with his Twin Beech

Monday morning dawned fine and at 07.15 we were off to 10,500 ft. for the first of our 39 training jumps which were spread over the 8 days we had at Pop's place. On all the training jumps, we used the team of 10 plus the two reserves from the Twin Beech. These jumps resulted in 12 x 12 man, 12 x 11 man, 9 x 10 man, 1 x 9 man, 3 x 8 man; and a 7 man and 6 man from 8,000 ft. and 7,000 ft. respectively because of cloud. Our initial problems were undoubtedly concerned with the exit from the Beech, but after a good deal of sweating on the ground we got the time for the 12 to consistently between 3.5 and 4 seconds. The very first jump resulted in Sally being pushed onto the floor on exit, tumbling out and popping her reserve at 10,500 feet—she managed a safe landing some 6 miles away! During training we gradually speeded up our front 8 who remained unchanged with Thommo (base), Dick (pin), Willy, Clive, Charlie, Neville, Mike Chapman and Jim. 9 and 10 proved the stumbling block, initially Sally and Mike Bolton filled these slots, but both weren't jumping on top form and half way through the training Jim was forced to replace Sally with Bobby. By the end of this phase of the training our 10 man times were averaging around 30 seconds.

On the lighter side we certainly had our share of laughs. Around the drop zone were, on one side, hundreds of square miles of orange groves, and on the other, large areas of swamp land inhabited by parachutist-eating alligators and parachutist-biting snakes! On the long hike back from a swamp spot, with Pop flying overhead directing us from the 180, Jim and Thommo came to a narrow stretch of water. Jim, who was leading the way announced: "We'll cross over here". At which moment a snake slid out of the long grass into the water whereupon Jim, showing great presence of mind, said "After you Thommo!"



**Back Row: Neville, Rod, Thommo, Jim, Pop (in the door), Dick, Charlie, Hig, Clive
Front Row: Bill, Boddy, Mike B, Sally, Yarpy, Nod, Mike C, Willy**

On the return from a similar spot Mike Chapman out of the corner of his eye caught some movement by his feet. He stopped stock still and, hardly daring to breath, looked slowly down. A tortoise lay happily in the grass!



**Pop's family packing student rigs—
Carole (Mrs. P)—Paul Jnr.—Lori**

Every morning the first lift was airborne by soon after seven and thus the social side of the trip was not as hectic as it might have been. Both Willy and Mike Chapman managed to win a fair amount of Schlitz by showing the locals the way home on the Pool Table; whilst Thommo kept in with the law by having social breakfasts every morning with the Sheriff! Dee Griffin, one of the local jumpers, and her mother invited the whole team around to

her home for a meal on the second Sunday and the 100 mile round trip to West Peter Beach was well worth it—thank you both. This was the same day that Clive became the 4th member of the team to make his 1000th descent and this was suitably celebrated.

It would be wrong not to make mention of the fabulous support the team received from Biff, Yarpy and Nod. Having paid for their own trip they then went out of their way to pick us up from way out spots, (actually there weren't that many, Hig!), to help retrieve lost sleeves, to assist us packing, to collect cool drinks when they were badly needed, and above all to give us their moral support. The latter which was typified by Nod's famous down wind landing into the pit when we were positive that his 16 stone



Pop signs log books after his memorable jump with the team

shifted the whole thing a good three feet! Most of their jumps at Pop's Place were done from the C.180, but we did a few jumps with them in the Beech and thus both Nod and Biff (at last!) qualified as SCR.

The Twin Beech was flown either by Pop himself or by Rod and we were determined to have both of them do a jump with us. Pop was the first and closed 11th on a 12 man, he followed this by scoring a DC—the trouble was that he made it all look so easy! When Rod jumped with us, however, we pulled off our worst jump so far—he was just closing on an 8 man when it went down the pipe. Both thoroughly earned their Hard Ass 'T' Shirts, however, not only by jumping with us but by the superb flying and support they both gave us throughout the first phase of our training.

Monday, 19th November, was our last day at Pop's Place and the finale was a simply fabulous barbecue laid on for us by Carole Pop. The steaks were quite the largest we'd seen and it has to be admitted that we made complete pigs of ourselves! It is difficult to express in words the wonderful way we were looked after at the Circle 'T' Ranch and the barbecue was the climax to our stay. Thank you all—it was quite unforgettable—we'll most certainly see you all again.

Zephyrhills

Having said our farewells we set off in convoy for the 150 odd miles to Zephyrhills the following morning and arrived soon after midday. Jeff Searles runs the Zephyrhills Centre and was responsible for the organisation of what proved to be the biggest parachute meet ever held. The afternoon was spent looking for accommodation, with the result that half the team decided to camp on the airfield and the remainder found some very reasonable accommodation in Zephyrhills itself. Back at the airfield we started to meet many of the other jumpers already gathered; principally Jerry Bird who was to give the team so much help and advice before the competition started.



About half of the C46's complement of 60 jumpers

Our first training jump at Z'Hills was early on the Wednesday morning out of the Lockheed Lodestar. The 12 were followed out by Bird — it was a 28 secs 10 man before becoming a 12 man (Hig didn't get in). Before the next jump we witnessed Yarpy get his SCS and 16 man patch on a 30 man attempt that got to an eighteen before being taken out. Our second jump, also from the Lodestar, resulted in another 12 man, the 10 was slower however, but the tragedy was Mike Chapman injuring his shoulder on exit. All through training Mike had been jumping excellently and his injury couldn't have happened at a



Exit from the C46

photo—Andy Keech

worse time. Our third jump was from the DC3 (complete with blue tinted windows and way out stereo). On the way up Jerry had the team (now without Mike) practising exits. A terrible jump—Clive went below and Bobby took it out closing 10th. Jim decided on a major change before the final jump of the day, putting Hig instead of Mike and Sally instead of Bobby; this jump was a 31.8 second 10 man which became a 12 man with Bob and Jerry. Later that afternoon we were delighted to see the unscheduled arrival of John Partington Smith and Ian Merick who had no difficulty fixing themselves up with teams—The Adams Family and The Butterfly Bang Gang South respectively. By this time Yarpy had been recruited into the X-Rated Team, whilst Nod and Biff were making a big hit as base and pin with The Pot of Gold.

Thursday was the final practise day and saw the presence of all the jumpships—One C46 Curtis Commando (60 jumpers)—One Lockheed Lodestar (20



The C46 at the end of its landing run

jumpers)—Three DC-3's (30 jumpers each), one of which had a right hand door. Our first jump of the day was out of the latter aircraft, and was a 6 man when bust by Sally but Charlie and Hig flew it together and it became an 11 man with Jerry. Our final two jumps were 10 mans from the large doored C46; Hig didn't get in on the first, and Sally didn't make the second, (the result of a nose bleed which completely covered her glasses!)

At seven o'clock on the Friday morning the briefing was held under the guidance of Meet Director, John Sherman and Chief Judge, Si Frazer. Nothing startling came out from the briefing and single file exits with only one person having any part of his body outside the aircraft, were the order of the day. Because of low cloud the start of the meet was held up but gave us the opportunity to meet more of the opposition.



John Sherman produces this neat little harness and container; the whole thing complete with PC weighing only 19lbs.

Dave Adams, the English editor of Spotter Magazine led the Adams Family team and, whilst still in the magazine business, Pat and Jan Works, co-editors of RW Underground, were also competing. T shirts, patches, etc., were purchased by some, both from Bill Newell, custodian of the Bob Buquor SCR and SCS, and from that apparently eternal supporter of American Sport Parachuting—Chet Poland. But highlight of the morning, (and for my money highlight of the trip), was the arrival of both Pop and Rod, both wearing Team 'T' shirts, plus their wives and Smitty, who had closed Pop's Centre for the day and driven 150 miles to give us their support—a really fantastic gesture.

The competition finally started soon after lunch with 42 ten man teams having registered, an increase of 12 from 1972. We were drawn first team out of the C46 and it's not long before we're airborne. All spotting for the meet was given from the ground by the judges as was the exit command; the team then had 30 seconds to exit the aircraft. There were two signals in the C46, a red light meant sit tight and the sounding of a Klaxon was the exit command. Unfortunately we got both together which caused slight pandemonium and resulted in a 7 man taken out by Hig. On landing we discovered another tragedy—Thommo had injured his spine, the result of an unusual PC opening; so we were without a base man. On Pop's advice we lodged a protest on the grounds of the chaos in the aircraft and were granted a re-jump. Our thanks here to John Sherman, Meet Director, who was in the aircraft, saw the whole incident and supported our request. Thanks also to Chief Judge, Si Frazer, who kindly offered to find us a substitute base man; this wasn't necessary, however, as

after a re-shuffle Hig would go as base and Mike Chapman looked like being fit again for the following day. That evening we all went out for a meal taking with us our 5 loyal supporters from Indiantown—an enjoyable evening to end a rather depressing first day!



Si Frazer (centre) with his team of judges

At the end of the first round the local Z'Hills team, The Himalayan Rope Company, were leading with a 19 second 10 man, closely followed by the Beechnuts with a 21.9 second 10 man. Jerry Bird's scratch team, The Northern Turkey Stars, which included only 3 of his World Meet winning team, were lying 4th with a 27.5 second 10 man.

Our re-jump was early on the Saturday morning from the C46 and included Mike Chapman. Jim stressed in his briefing the need for a 10 man, never mind how slow. Clive didn't have a very good jump but we got a 10 man in 41.1 seconds. After this jump Jim swapped Bobby for Clive, and our next jump (from the DC3) had a good 8 man, but a rough docking by Sally; Mike Bolton came in a hard No. 10 and took it out. We scored a 9 man and Mike Chapman's injury was playing him up again, facing Jim with yet more juggling with places. The order for our last three jumps became: Hig (base), Dick (pin), Willy, Clive, Charlie, Neville, Bobby, Jim, Sally and Mike Bolton.

At the end of the 3rd round The Beechnuts had taken the lead averaging 24.4 secs for their three 10 mans; the Himalayan Rope Company having dropped out of the contest with a 9 man on their 3rd jump—this mistake cost them the Meet and dropped them to a final placing of 11th. The US Army Parachute Team were now lying second and Jerry Bird's team had moved up into 3rd place. Our 3rd jump of the day was a steady 10 man in 40.9 seconds. Thus ended the Saturday with over 1300 competition jumps having been made! That evening our sponsor, and Managing Director of Endrust, Arthur Haycox arrived with his wife Lorraine—they added their valuable support to that of Pam, Dee and John Coppe who had also appeared. Our last two competition jumps were on the Sunday, the first from the Lockheed and the second from the DC3. We scored a 9 man on the first, (Clive having gone below—a problem that had dogged him throughout the last few training jumps), and a fair 34.5 second 10 man to finish with. This put us in 15th place—the first ten teams having scored five 10 mans. Jerry Bird's team had steadily improved their times to win with an average of 24.38, with the Beechnuts second and Delray Aerial Circus third. The US Army Parachute Team had bad luck to blow their 4th jump at a 7 man and this dropped them to 16th place. The Meet had been really well organised and credit must go to

the judges, both aircraft and ground, for making it a really enjoyable competition for all competitors. Particular mention must be made to Jim Hooper (one of the a/c judges) and Jan Cooper, his wife, who was responsible for manifesting, for all the help they gave our team — it was much appreciated.

Highlight of the day for Sally was her participation in a 19 girl attempt. She closed 6th on what proved to be an 11—girl star thus qualifying her as a Womens Star Crest Recipient.

Our final jump at Z'Hills was a big star from 15,000 feet made with Leon Riche's team, Trans Boogie Airlines; regrettably it got taken out around 13 or 14 at 7,000 feet—too bad! On landing from this jump we learnt that, tragically, there had been a fatality on another load and naturally enough this was a sad ending to the Meet. The prize giving became an anti-climax also, especially when the winners had so thoroughly deserved their trophy. John Partington Smith was in the prizes, having been a member of the Adams Family who won the Meet Director's prize for the best RW sequence made *after* the 10 man.



Jerry Bird's team, The Northern Turkey Stars, collect first prize

We witnessed this jump and they deserved to win—after the 10 man, they built a 'French Connection', (a four man with two three mans attached); the three mans then backed away while the 4 man rotated fast between them!

It all ended too abruptly; the following day we drove South, stopping at Pop's place to say our final thanks and farewells, and then the Jumbo flight from Miami, arriving in London early on Wednesday morning to a temperature of -1° (it hadn't dropped below 82° in Florida). In conclusion we'd like to thank the BPA for allowing us to be designated the British Team at the Meet, to John Fenton for his contribution, and, of course, very special thanks to Arthur without whose sponsorship it would not have happened.

Story and Photos — G.C.P. S-S



The girls (Sally on extreme right) about to emplane for their big star attempt

RESULTS

	No. of		Average				No. of		Average			
	10 Man	Stars	Star	Fastest	10 Man		10 Man	Points	Star	Time	10 Man	
Northern Turkey Stars	5	50	21.3	24.38	1	Humbolbt Express	1	33	43.6	43.6	22	
Beechnuts	5	50	21.9	24.84	2	X Rated	—	32	—	—	23	
Delray Aerial Circus	5	50	21.6	25.22	3	Star Wreck	1	30	27.7	27.7	24	
Get It Together	5	50	24.7	27.78	4	Wild Bunch	—	30	—	—	25	
Arm Grabbers	5	50	22.1	28.62	5	Stormville Connection	1	28	31.0	31.0	26	
North Carolina	5	50	25.2	29.08	6	Trans Boogie Airlines	1	27	33.7	33.7	27	
Humbolbt Hummers	5	50	28.0	30.44	7	God, Guts & Go Power	—	27	—	—	28	
Swamp Hollow	5	50	29.7	33.82	8	Roach Pile	—	21	—	—	29	
Nuts & Bolts	5	50	27.7	33.96	9	Hot To Go	—	21	—	—	30	
Pittsburgh Pollution	5	50	30.7	35.48	10	Oswegos Amigos	—	20	—	—	31	
Himalayan Rope Company	4	49	19.0	20.25	11	Ye Olde Scratch Team	—	19	—	—	32	
Pelicans	4	49	26.9	33.07	12	Best Of Ten	—	19	—	—	33	
Ba Deah, Ba Deah, Ba Da	4	49	26.6	33.4	13	RW Underground No. 2	—	18	—	—	34	
Delray Donut Factory	4	49	33.2	34.73	14	Commodore	—	17	—	—	35	
Endrust Skydivers	3	48	34.9	38.9	15	Clydes Sky Eels	—	16	—	—	36	
USAPT (Golden Knights)	4	47	21.0	25.00	16	Butterfly Bang Gang South	—	16	—	—	37	
Adams Family	3	47	23.4	25.3	17	Godfrogs	—	16	—	—	38	
Circle of Fear	4	47	30.7	33.8	18	Pot of Gold	—	16	—	—	38	
Bounty Pot Pourri	2	37	31.7	34.7	19	Random Sample	—	14	—	—	39	
Grafton Scrode Load	1	35	34.0	34.0	20	R W Underground No. 3	—	13	—	—	40	
Clockwork Banana	1	34	36.6	36.6	21	U/S Star Team	—	13	—	—	41	
						The Last Pickup Team	—	13	—	—	42	

JERRY BIRD – A PROFILE

I had intended that this profile should be in interview form, but the gathering of this material by talking to Jerry Bird on a number of occasions precluded this. The free fall times of his twelve hundred odd jumps averages over 45 seconds a descent and he was in his first 10 man star in July 1967. From that time the perfection of competitive star relative work has become synonymous with his name. Until early 1973 his team, which dominated star competitions, were his well known "All Stars". Then his moving from California to Arizona forced him to leave the All Stars and many reckoned it would be a long time before he could form a new team and get back into the competition scene.

It took him three months to select and train The Columbine Turkey Farm for the U.S. Nationals. He selected the team primarily for their ability to get on with each other and relative ability was a secondary consideration—one member of the team had less than 200 jumps and the average was about 400. It was exclusively *his* team and he expected, and got, their loyalty and attention, for he believes it impossible to run a team as a democracy. In return for their loyalty he convinced them that not only were they going to win the U.S. 10 man Nationals, but subsequently the first World 10 man Meet as well.

One hundred jumps and much sweat on the ground resulted in his squashing the opposition at the U.S. Nationals; how he then won the World Meet and, more recently the Zephyrhills meet has already been related in Sport Parachutist. His ability to achieve these consistent successes can be summed up in the word—leadership. This leadership is based on two qualities, first his own outstanding Relative Work example, and secondly his ability to have his team believe utterly in him and his methods. He readily admits that the second quality becomes easier with his continued success! He is also a sportsman in the truest sense of the word. All who have met him will confirm that he is always willing to give his time in constructive help and advice to anyone who asks of it. He has unlimited energy and infectious enthusiasm—and during competition, between jumps, when most are grabbing a few well earned moments of rest, Bird is either practising exits with his team or advising some rivals on how they can improve their times.

Technically his ideas are not revolutionary, they are based on what are logically the simplest methods. He spends hours on the ground practising exits with his team and reducing of distance between individuals is achieved by an interlocking of bodies and kit until there are no gaps in the line. This makes for much discomfort but he will not accept this as a reason for a poor exit—"can't" is not a word he will allow. Once clear of the aircraft do not take your eyes off the star, even for a moment. "How can you do relative with something you cannot see?" He doesn't believe that bells and flares on jumpsuits are very much help, but stresses that underarm "bagginess" will give greater float. The speed of his stars is gained in the reduction to an imaginary point 10 feet from the star; from



Jerry Bird giving a briefing for a large star attempt

here on in he stresses the need for a gentle approach and docking. On the debrief he requires his team members to be self critical—"I had a good jump" is not enough—he wants to know *exactly* what they did.

What does he reckon is the future of big star competition? He believes that the popularity and success of 10 man star competition is a result of a completely natural evolution: (in comparison with 4 man sequential RW which he believes is too contrived) In this respect he is not an advocate of 10 Man sequential RW and he feels it will be sometime before we see a sub terminal 10 man. There is no doubt that The Columbine Turkey Farm, representing their Country at the World Meet, were poorly supported by USPA in comparison with the latter's support of their style and accuracy teams. This obviously saddened Bird and confirmed his non-involvement in USPA politics—in fact in all the conversations I had with him, this was the only matter on which we spoke where I detected a note of bitterness. 10 Man Star Competitions have forced the Team Leader to be individually the most important man in the team. In this respect Jerry Bird excels. Apart from this he is a generous sportsman and it was a privilege to meet him and learn from him.

G.C.P. S-S.

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MORE ON RELATIVE SAFETY

"On an occasion of this kind it becomes more than a moral duty to speak one's mind. It becomes a pleasure".

Oscar Wilde.

John Beard's recent article on Relative Safety brings up a subject which concerns us all in Sport Parachuting, whether we actually participate in Relative work or not. This aspect of the sport is undeniably the most *potentially* dangerous and any casualties or fatalities reflect on us all as members of the B.P.A.

Having devoted a good deal of time and thought to the subject, I have at least concluded that its time we made it quite clear in our own minds as to exactly where we draw the line on safety. Anyone who has witnessed relative work on a number of occasions will certainly have seen one or more incidents when free-fall working time has been "stretched" in order to achieve the aim of the jump—even then rarely successful. Unfortunately the attitude of "oh, it's O.K. for me to burn it down once in a while" prevails most often amongst the very people who should know better, and I don't pretend not to be guilty of the offence myself during my jumping career.

The hard truth about it all is that it's not always, or even often, your mistake which puts you on the spot in R.W. and its just like being on the receiving end of a bloody great snowball—the further down the hill you are the bigger the problem is when you get it! Which brings me to the one point I really do want to get over, which is that of the problems associated with a star which is taken out at or near break-off height.

One's first instinct at such an occurrence is to reform and rebuild the star. A great attitude at the *right* altitude, but how many people stop to check their height first? Even then, when Mr. Right has done just that and is putting space between him and the others like tracking was going out of fashion, who is doing the wave-off for the remainder, totally absorbed in the relative?

The next awful step, of course, is the double-base trick. It often happens when a large star is demolished. With bodies all over the sky and at varying levels the star reforms into two groups each oblivious of the other. Great potential this for a disaster, 'cos once the star goes "down the funnel" the briefing goes with it, and the man-on-the-altimeters could be anywhere in or out, but he sure as hell won't be in both groups, so here's *hoping* someone in each star is switched on to take in the height. I wonder if hope is sufficient at such a time? In continuation of the situation, assuming that both stars break on the right altitude, we have the awesome situation of the guys on the side nearest the other star, turning and tracking clear of their own group—straight towards each other! Clearly this sort of situation is fraught with danger and should be avoided at all costs.

The advent of four-man (or ten-man?) sequential work introduces new problems by its intricate nature and demand for a high level of concentration. It is always very possible that in the final stages the man designated as altitude watcher may not be in a position where he can be seen by all or any of the others at the critical height. Furthermore there is a reluctance to put more than one jumper on the altimeters for fear of disturbing concentration to the detriment of performance.

All these factors considered I would like to offer to the relative workers a few possible rules, which, if not legislative, are at least a recognition of our responsibilities to the sport. (If you disagree, don't pound my ear, write in to Charlie, he needs the copy!)

1. *Altimeters.* At least 2 members of the group (of two or more) should be nominated as height watchers during

the briefing and *all* members should be reminded of the need to check their own height in the event of an unplanned occurrence.

2. *Traffic.* A definite traffic plan must be devised for each position in the star to avoid collisions outside the star—but often in close proximity to it.

3. *Team work.* The safety of the other members of the group should be the prime concern of each individual member and every effort should be made to safeguard the stability of the star in order to avoid its premature destruction. In plain language, if your getting in would take the star out—keep out!

4. *Once you are 'in'* If you feel the star is about to fold in and go down the funnel don't drag it down; let go and get out while there is still something to fly. That doesn't mean that a group shouldn't fight to fly a star, but when it's really on the way out, you know it!

5. *If it goes* Take the time to check your altitude and how much working time you have left. Resist the temptation to "ride it down" for the sake of a quick salvage job—every second of free-fall below break-off height is a second less for getting separation or sorting the mess out when canopy deployments go wrong. (Note: In my experience, the malfunction rate in group relative is the highest in the sport, largely due to opening positions being sloppy and *rushed* often after a low break-up. — *and hasty packing?* — Ed.).

6. *Break-off heights* Should be rigidly adhered to at *all* times. If the briefed height is 3000 ft. then *all* relative should cease by that height.

7. *Brief for the Break-up* If it's a 180° right turn then everyone should turn right regardless of personal preference, and go.

8. *Avoid Observers* Unless the team/group leader feels that they would be of significant benefit in the de-brief. If taken along, he (preferably) or they (preferably not) should be clearly briefed as to the exact duties he/they are required to fulfill and, in particular, how close to the star he is allowed to approach.

I believe that all but the most experienced observer should be instructed to remain at least 30 feet from the star and should begin putting horizontal distance between himself and the star, *whilst still watching it*, at least 500 ft. before the briefed break-off altitude. There are few things worse than doing your real smooth 180 turn out of the star, slamming into overdrive and being face to face with an "observer"!

9. *After your track away* Wave off and LOOK around and above before dumping. If that means you delay your dump a few seconds longer then that's the price you pay—it's clearly less of a shock to the nervous system than having someone come through your canopy at terminal.

10. *Once the parachute is open* Don't switch off and scream to the waiting World about how you made Jerry Birds Turkey Farm look like chickens—there's always someone around you making like a mid-air collision is his lifelong ambition. (Remember?)

11. Debrief as soon as you can after the jump, find out what went wrong, better still what went right—but above all try to be honest in your appraisal of your own performance,—it isn't easy.

Well, there are just a few ideas, none particularly new, all commonsense and obvious. They aren't too easy to stick to when you don't get the chance to jump too often, let alone build a star—but at least "he who by the rules doth play, lives to jump another day".

ALAN SKENNERTON

CORRESPONDENCE

F/6 60 Potter St.,
Dandenong, Vic 3175.

Australia.

Dear Charles,

I hope that you can find space in the next issue of Sport Parachutist to publish this letter.

The following malfunction happened to me at Pakenham, D.Z. (Vic.) at 6.10 p.m. on Saturday, 8th September 1973. After a relative jump from 7,000 ft. from a Cessna 180, the main canopy, a G.Q. Dominator, was deployed at 2,200 ft.; the rigging lines deployed in the proper sequence, and the sleeve came off with no problems. But for some reason the canopy failed to inflate, witnesses claimed the canopy seemed to be all knotted-up, the main canopy was cut-away and the reserve deployed. An inspection the following morning found the canopy in A.1 condition with no reason for the malfunction, not even any friction burns of any kind. Packing is carried out as per instruction manual, with line checks before and after packing.

If anyone has any ideas on what could have caused this malfunction I would be glad to hear from them.

Yours,

E. J. PADDON, B.P.A. 4022. Lic. No. C.837

Dear Charlie,

As you printed most things twice in the October magazine I assume you are pushed for material so I thought I might galvanize my ageing bones and write a few words on the throbbing Ulster parachute scene.

You have mentioned Dave Pusey in the same issue—the thing is there is an ad hoc display team over here run by Colin Wallace, UDR Officer, TAVR Officer and PR man extraordinary. He works on the PR desk at HQ Northern Ireland and organizes displays around Belfast at any function you care to name, from garden fetes through motor-racing meetings to school open days. He gets his jumpers from the merry band of odds and sods serving over here and only when the plane finally takes off is the actual composition of the team known. In my limited time over here the mainstays of the team have been Roger Ireson of Netheravon fame, Tony Morpheou (however you spell it) and that jump-hog of the decade Arthur Gibson. The normal jump-ship is a Beaver but on occasion we rate a Scout, though Scout hours are like diamonds they tell me. You really haven't lived until you've opened over the Ardoyne then run downwind like a frightened rabbit for some distant school playground—the old half-crown-sixpence-half-crown-sixpence routine really applies in those circumstances! My personal answer to this problem is to utilize one of my two human streamers, Rick Kelly and Richard Koldewey. I just give them their busfare kick them out (usually by stamping on their clutching fingers) and correct from where I see the stone-throwing mod forming.

Richard Koldewey commands the 1 RTR Air Squadron here in Omagh and is a dead keen novice with about 40 free-falls to his name. He's just got to be the most intrepid student ever—I'll spare the Safety Committee the more exciting details of his career in Showbiz so far!

Newtownards Flying Club and the local Air Traffickers have looked favourably on our activities so far, and on a couple of weekends we have hired a 172 and done a bit of fun-jumping there. We pay £12 an hour which compares quite well with some of the better known cut-purses around (ears burning Charlie?) and a good time is usually had by all. The gorgeous Liz Davis came over from Eng-

land last time to bring a bit of glamour into our dull military lives—Morpheou got so excited he actually spotted us on to the airfield!

Anyhow, the point is—all you service jumpers whom the Queen (God Bless Her) has signed up for an all-inclusive four month package holiday in your actual Emerald Isle—make sure you bring your rigs. The pressure of work is still fairly high here and quite often one or more of the Regulars cannot get off and a one-man display team never impressed anyone.

The name of the game is to prove to the local school kids—and others—that British soldiers don't have horns and a tail, and apart from that it's free innit?

ANDRE DENNISON, D1075

P.S. I enclose a picture of Batman 1973-style taking to the air over Omagh—not (only) because I want to get my piccy in the rag (oops, sorry mag) but because I think it's a rather good photograph—taken incidentally by Sgt. Mike Newton, the First Royal Tanks' PR king.



Lilac Cottage,
Flookburgh,
Nr. Grange over Sands, Lancs.
Tel: Flookburgh 445

Dear Charlie,

Following the recent parachuting fatalities, it has come to light that at least two of the men concerned, both married, did not carry any life insurance. In one instance, the deceased did not even have a mortgage protection policy. This policy is invariably low cost and covers the amount of the mortgage outstanding at the time of the death of the assured. It would seem sensible, to at least cover this one contingency.

You may or may not 'believe' in insurance but your dependents surely will.

Should any parachutist require advice on the subject of insurance, I can assure him of the very best advice available, free of charge.

Yours sincerely,
JOHN COOKE, D.671.
H. G. Harden Associates Ltd.
Insurance Brokers.

The contents of this letter are so important, I considered printing it in capitals. If you have a dependent family, I urge you to give this matter serious thought. G.C.P.S-S.

Calle 1327/28
Barquisimeto
Edo LARA
Venezuela

Dear Charles,

Just a line to let those concerned know where I am (Those I owe money to) and what's happening in this part of the world.

Well as you can see from the address I am in Venezuela with the most fantastic jumping weather every day. In the 9 months I have been here I have done 22 jumps, which for here is not too bad.

These include 12 jumps with the V.A.F. from C.123 and HUEYS, the most from 10,000 and above and free!!! The rest with the 206 of PARA CLUB CARACAS which is the civil club that we have just got going in the last two months.

My first jump here puts to shame THE LOTT, who are a dedicated bunch of jumpers back in England that perform such breathtaking acts as 4 LOTT members exit at 12 grand and just as they reach 2 grand have managed to form 4 stable one man stars etc., anyway back to the story, 11 grand in a C.123 of the V.A.F. with a tailgate the size of J.Cs. oral cavity, 5 daigos and I, filtee gringo, plus one small problem with communications; i.e. I don't speak Spanish and they don't speak English, all ready to try some relly. Have I caught your imagination? The word GO (or its Spanish Equivalent, which I still haven't figured out yet) and you have a Ven type relly exit. Base man goes, pin man walks to edge looks down at base man to check where he is, then a beautiful pirouette exit; No. 3 walks to edge, stops, has a look and sees what's happening to the base, then another beautiful pirouette exit, etc. etc. Meanwhile aircrew donning emergency rigs because of No. 6, a crazy gringo, is jumping up and down screaming GET OUT OF THAT DOOR!!! in a foreign language, (I still swear that I got out over Brazil.) But next time hope is at hand, 3 Ven civvies, all S.C.R. holders, including Marco Straziota, who wants to be remembered to all the friends he made while in England. So that now we have a nice club with regular jumping in Caracas, things are starting to move on the civvy side and the future looks good. If anybody gets on a wrong bus etc. and ends up here you can be sure to get a few jumps in. (The F.A.I. certificate is a must for foreign jumpers here). By the way the high standard of the MAG has had nothing but high praise from the jumpers over here and the opinion is that it is the best in the world!! Well done John and Charles.

My address is above, anybody who wants to drop a line or drop in (pun) is very welcome.

PETER J. BENNIGSON, D915 B.P.A.8975

Dear Charles,

With the reduction in the International Air Fares, more and more parachutists are able to afford to visit countries such as Australia and the U.S.A. Likewise, foreign parachutists are now visiting Britain in apparently increasing numbers; this of course is a very good thing, but it can with a visiting parachutist of unknown experience, put clubs and instructors in a difficult situation. My own recent experiences might be of interest.

A U.S. military qualified parachutist with over forty jumps of which over twenty had been from above twelve thousand feet, and several above twenty thousand, arrived at the DZ complete with Sport Parachute log book. The log book showed about ten relative jumps plus high altitude formation free falls.

I issued a parachute and told him to make a twenty second delay with two 360 degree turns. This he did and appeared

a little head down on the pull. He put this down to 'Unfamiliar ripcord handle'. On the second jump, relative work from 7,500 ft. his air work was almost non existent, was carried below 3,000 ft., with a pull at about 1,800 ft.

The second instance happened yesterday. A U.S. civilian parachutist with 71 descents, trained at a large Californian Centre, and with large star relative attempt experience was asked to make two alternate turns, made one, unstable on the second, but a stable pull. On his second jump again attempting turns, he was unstable on the pull. This particular parachutist was a product of a commercial centre that up to quite recently progressed jumpers off student 'status' after ten second delays!

Yours sincerely,

JOHN MEACOCK

Dear Charles,

It's not often that the Hereford Parachute Centre gets a mention in the magazine. After having spent a great weekend up there we'd like to put that straight.

For those of you who've never heard of the club it's situated at Shobden Aero Club. (Don't be put off by that, the bar, owned by the Aero Club sells Newcastle Brown for a mere 16p a pint).

The domestic facilities, though primitive were quite adequate both for us and the more experienced jumpers who were there. However, one of the most noticeable things about the place was the really hospitable atmosphere, everybody was out to help.

The weekend that we were there was a busy one for the Club (they had more than 20 first timers) but the warm hospitality remained, everybody got individual treatment.

I'm certain that every one who was there shares our feelings.

Yours,

PETE BRAYBROOK, OWEN BRISTOW

Dear Charles,

A quick missive from the depths of the apple country. In these days large scale commercial sponsorship in the sport, we take pride in being the first (we think!), to obtain such sponsorship. It all came about in 1971 when the old S.A.S. Skydivers were disbanded. We approached H.P. Bulmers Ltd., and thanks to Mr. Peter Prior the Chief Executive of the Company, agreement was reached. Incidentally, Peter took up parachuting at the age of 51!

Initially 4 Pathfinders were purchased, encased in G.Q. piggybacks and topped with Protectors. They have given Yeoman service this past 3 years and having been modified to MK II's have improved with age.

We can now call on no less than 9 assorted rags including a Wing, A couple of Clouds and a brace of P.C.'s.

The actual team consists of a shifting population, but we have a nucleus of sterling characters who are ready to perform anyplace, anytime.

We have a pretty crowded calendar and don't get any weekends off. I tell you, this parachuting wears me out. The worst weekends are those when jumping is clagged out. It means we've got no alternative but adjourn to the Grapes. Tony gets into a sort of stable position behind the bar stool. The rest of us just have hard pulls!

Keep up the good work and keep fighting for a better deal for jumpers.

See you around the drop zones.

BOB WALTERS, D804, STRONGBOW SKYDIVERS.

Dear Editor,
I get so much amusement reading "Sport Parachutist", I felt I must have a crack at contributing, although I can't hope to match the racy, not to say risqué, style of most of your correspondents . . .

I'd like to say what worthwhile people I think Parachutists are—energetic, trustworthy, berserk in every way except parachute safety, ruthless, extrovert, entertaining.

I'd like to say thanks to jumpmasters who kept their cool when I threw away a ripcord handle, came down on my reserve because I dislike packing (Note to C.C.I's: poetic licence!), made a hole in an asbestos roof, spotted the aircraft for Folkestone Racecourse instead of the D.Z. and tracked towards Bridlington instead of the pit. Also to the pilot who forgave me for leaning on the dual controls of his Cessna and, the fellow-parachutist who managed a smile when I reversed my car over his luggage and jump-boots. Also to Norman Addison, who was very sporting when my dog, which was chained to the "No Entry" sign at Weston, mated his.

My very best wishes to everyone at Headcorn, Lympe, Dunkerswell, Weston-on-the-Green, Thrupton, Sibson and Grindale, and special thanks to Alex Black and Doug Peacock for persevering with such a crummy student.

See you on the scaffold.

CAROLINE "MICKEY MOUSE" FRANKLIN.

Dear Charlie,

Please include this expression of our feelings in our magazine together with any other words you may wish to publish:

Brian Jerstice—"Jerstangs"—"Officer"—"Ball Bag"—"Team Leader 'Cos I'm the best", Remember him how you will, is now dead. Despite the hole left in the lives of the Team members he led, we'll not grieve over him or whisper his memory because he'd laugh at the very thought.

His effervescent nature and complete frankness could make him a formidable opponent, but if ever his arguments were suspect, his reasons for bringing those arguments never were. His sincerity could be shattering.

He was a born 'Story Teller' and his little embellishments and gesticulations could turn "Jack and Jill" into a comedy thriller. We all in turn can, and will, laugh at his past antics.

The thousand and one personal things that made him so close to us, tend to lose emphasis with their writing, so we'll just say our lives are the richer for having known him.

THE "BLACK KNIGHTS"

He was super safe, highly intelligent, active, dynamic, a mover, a man with a razor sharp wit, an effervescent sense of humour, an apparently endless capacity for 'brown and bitters'. He dominated any company, he stirred people, he would not accept the establishment, a rebel, an individualist, approachable.

He did all the right things at that split second when it really mattered but he is now dead.

He was B.J. of the B.K's.

CHRIST HOW WE WILL MISS HIM.

BUZZ'S CANADIAN COLUMN

I had never thought that I would want to write a column about the occurrence of fatalities, but the subject has become one of even greater concern than it normally is. During 1973 there have been seven fatalities in Canada, six in Ontario and one in Quebec. The statistics and brief information follow:

a) Six were students—four first jump students, one with seven jumps and one with eight jumps. Both the latter were still on static line.

b) The eight jump student did a door exit, i.e. a dive towards the tail of the aircraft, and was strangled when the risers wrapped around his neck, due to the unstable body position.

c) Two students were drowned.

d) One student died of burns received after landing on high voltage power lines. He apparently ignored all ground signals. Two other students on the same load landed well over one quarter of a mile from the same power lines.

e) One student failed to activate the reserve, when the main canopy streamered.

f) One student became entangled in the main canopy and/or lines, and failed or was unable to activate the reserve.

g) The one experienced jumper to die, broke away from a malfunctioned main canopy. He was unable to extract the reserve ripcord pins, due to an extremely tight 180° bend in the reserve ripcord housing. He was jumping a Pioneer Tandem Pack, with the reserve mounted on the front. Subsequent tests showed that it required 83lbs to extract the pins in that configuration, while with the housing in the normal position it required only 11 lbs.

The two drownings and the entanglement occurred at DZ's that are not affiliated with CSPA. As CSPA has 100% membership of jumpers in all provinces except Ontario and Quebec, and probably 80% membership of jumpers on a national basis, three fatalities of seven represents a far too high proportion in relation to numbers vis a vis CSPA—non CSPA affiliated clubs. This statistic becomes even more significant with the disclosure that both drownings could possibly have been prevented, as NEITHER STUDENT WAS WEARING ANY FLOTATION GEAR. In both cases the water was LESS than 200 yards from the landing area. This constitutes gross or criminal negligence on someones part. CSPA regulations require flotation gear, where the intended landing point is within one mile of open water. Both these non CSPA drop zones chose to ignore basic common sense regulations, and as a result we have two more statistics.

The reader should understand that membership in CSPA is voluntary. There is no law in Canada that requires anybody to be a member of any organisation before making a parachute jump. There is no law that requires anybody to abide by a set of safety regulations when making parachute jumps. There is no law that requires anybody to have any license or rating before setting themselves up as a parachute instructor. CSPA has NO POWER in law to do anything. Fortunately 80% of the jumpers in Canada realise that membership in a national organisation and adherence to its safety regulations is the only sane and sensible thing to do.

The occurrence of these fatalities has attracted a considerable amount of attention from certain federal and provincial politicians, as well as from members of the business community and the media. The movement is towards legislation, which while well intentioned, is

potentially stifling. These saviours seem to think that one can legislate parachuting fatalities off the face of the earth. This is as ridiculous as trying to make dying in a traffic accident illegal.

What is CSPA doing about all this? You can be assured that we are very concerned. I, as a Director of CSPA am very concerned, as is the rest of the Board, and we are doing everything in our power to make sure that our expertise and knowledge is used if any legislation is forthcoming. That subject will be covered in the next issue.

The October issue of Canadian Parachutist reprinted the article 'Drugs' by Terry Day. Many thanks to him for an excellent article on the subject.

BUZZ.



A nice piccy of that stalwart student canopy — The C9 '7-Gore 'TU' supplied by Nick Cullum

FOR SALE

Sport 200 Para Foil, modified to Sled spec. Will demonstrate at Duck End, £160.00.

Also B4 harness and three pin container £20.

Contact: Howard Becker
8 Riverside Road
Tottenham, London,
N.15 6DA

BOOK REVIEW

THE PARACHUTE MANUAL by Dan Poynter
(Published by Daniel F. Poynter, 48 Walker Street, North Quincy, Massachusetts 02171, USA—price £10.83—available from Sport Para Services.)

The Parachute Manual took Dan Poynter 8 years to prepare and this is reflected in the absolutely staggering amount of information that it contains. It is a purely technical reference book, designed basically as a sport parachuting riggers manual. Included is an amendments service which keeps the book up to date in its loose leaf binder. It covers everything from regulations and requirements for a riggers certificate to details of setting up a parachute loft, parachute materials and components, development, maintenance and modification of parachute assemblies, design, construction, inspection and packing. The book is well laid out and clearly presented; and in this case to use the phrase 'profusely illustrated' would be an understatement. Unfortunately it has an American bias, US regulations are quoted and only American parachute equipment is covered; this is, however, but minor criticism of a masterly work.

The author is well qualified—a USPA Instructor/ Examiner, Master Rigger and Gold Wing recipient, he has been on the USPA Board of Directors since 1966, and has been producing technical articles for USPA's 'Parachutist' in his column 'Parachuting Poynters' since 1963. No rigger can afford to be without this book and I believe that every club and instructor should have easy access to a copy.

G.C.P. S-S.

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SPORT PARA SERVICES

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BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

Thursday, 27th September, 1973

Royal Air Force Weston-on-the-Green

PRESENT

L. N. E. St. John (*Chairman*)
G. C. P. Shea-Simonds
W. J. Meacock
J. T. Crocker
Sir Godfrey Nicholson
Wg. Cdr. G. F. Turnbull
Fit. Sgt. D. Peacock

IN ATTENDANCE

Sqn. Ldr. W. Paul (*Secretary-General*)

APOLOGIES

W. G. Boot; D. Waterman; R. O'Brien; P. W. Sherman;
R. S. Acraman

Item 64

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: J. T. Crocker. Seconded: G. C. P. Shea-Simonds.
Minutes of 30th August be accepted—Agreed.

Matters Arising

a. **Martlesham Heath Para Club.** The £250 interest free loan had been paid over and the necessary agreement drawn up.

b. **25th Anniversary.** It was agreed that the cost of using Weston Manor was prohibitive, and in the absence of other suitable facilities in the area it was also agreed that consideration of holding a formal 25th anniversary celebration be dropped.

It was agreed that arrangements be made for the '1000 Jump Badges' to be presented at the A.G.M. and 'Dumbo' Willans be invited to make the presentations. A suggestion by Mr. Shea-Simonds that facilities for dancing be made available at the end of the formal AGM programme was discussed and rejected.

c. **Training Aids.** Mr. Meacock reported on a quotation from Messrs. Fishers for the production of Training Aid posters;

Based on 500 Sets (13 Posters per Set) — £18.00 per Set
Lamination — £35 per 1000 posters.

It was agreed that 50 sets be ordered and that Fishers be asked to quote in writing. It was appreciated that ordering only 50 sets may mean a slightly higher cost, but despite this a firm order should be placed and every effort be made to have the posters available at very latest by the AGM.

The Sec-Gen reported he had been in contact with the Educational Visual Aid Federation and quoted the cost of the Bell & Howell 301 BX Overhead Projector as £68.75. This quote allowed for VAT and a 20% discount—he had good hopes of getting a further discount. Orders would be placed in the coming week once he had completed his attempts at getting a further discount. Orders now stood at 9.

Mr. Crocker reported that members of the STC had expressed concern at the delay in getting the approved training aids to the clubs; he hoped the matter could now be speedily progressed.

d. **Affiliation—Intelligence Corps Depot Para Club**

Proposed: J. T. Crocker. Seconded: G. C. P. Shea-Simonds. Agreed.

e. **Parachute Canopies.** In the absence of progress in tracking down the source of the order that ex-MOD canopies had to be 'butchered', Wg. Cdr. Turnbull undertook to pursue the matter via his contacts. He believed the order may emanate from the Disposal Board and be related to the 'ten year lifing' of canopies.

Mr. Meacock suggested there may be a case for BPA considering the purchase of student canopies manufactured to a BPA approved specification. Wg. Cdr. Turnbull offered to have produced a canopy with rigging lines to be tested by BPA and to consider the supply of such canopies on receipt of a firm order from BPA. The meeting thanked Wg. Cdr. Turnbull for his kind offer and agreed that Mr. Meacock arrange for the appropriate specification to be passed on.

f. **Report on World Cup of Relative Work.** The official scores of the British Team at the World Cup Meet had not yet been received but an article for 'Sport Parachutist' was to hand. The article contained unofficial timings and would be quoted as such particularly as there seemed to be some doubt as to the accuracy. In the absence of official results from the team officials it was agreed that the Sec-Gen request these from the USPA.

g. **Insurance—Display Teams.** The Sec-Gen had spoken with the Insurance Brokers who had agreed it would be a wise step to take out separate cover for display teams and having checked the market were of the opinion that such cover would be forthcoming. The Sec-Gen had been asked to provide the brokers with details of the required cover and the number of teams and individuals involved. This would be done in the coming week.

h. **Sponsorship for Womens Parachute Team.** The Sec-Gen outlined the position to date. No final decisions had been made but discussions were still going on. The meeting agreed the Sec-Gen should continue along the lines he had been using to date and be free to act as he saw best.

Item 65

SAFETY AND TRAINING COMMITTEE REPORT

The Chairman of STC reported:

a. **Aerial Photography.** As a result of the recent fatal accident the STC had ruled that with immediate effect wing and ram air type parachutes should not be used by those engaged in aerial photography.

b. **Fatal accident—Mr. Kloneck (Shotteswell).** The report on the investigation into the fatal accident was received by the STC. It was a sound report which had obviously taken considerable effort by the Board, due in part to conflicting evidence and the difficulty of ascertaining the true sequence of events leading to the fatality. The Board's findings that the reserve parachute was activated first then followed by the main was supported by the RAE Farnborough report on the damage to the canopies. Two points commented on by the Board were that the packing cards had been made up after the event and that the sleeve had been cut from the main parachute.

c. Incident Reports

1. **Display Water Jump.** Two jumpers using TU's failed to reach the water. Result was, one jumper sustained damaged ankles and the other caused damage to a car—this is the subject of a claim against BPA insurance.

2. **Display in Newcastle Area.** A jumper on a Wing failed to reach the arena and ploughed into the spectators. Seven spectators received injuries and a number of claims against BPA insurance were currently with the insurance brokers.

d. **Bag Deployment.** A bag produced by R. S. Acraman for use in a bag deployment system was given the approval of the STC.

e. **Training Record Log.** A Training Record Log was presented by Mr. Acraman and approved by the Committee—the log was intended for students so that should it be necessary for the student to transfer to another club, he could present a record of his training to date. A copy of this would go out with the Minutes of the STC Meeting.

f. **Training Aids.** Concern was expressed at the delay in getting the approved training aids to clubs (See Item 64c).

g. **Additional Incident Report—Display at Aldridge.** A jumper was caught up on power cable and subsequently injured during rescue attempt. Reports so far received indicate that the jumper was not qualified to display standard. A detailed report was still awaited from the Team Leader. The STC expressed concern at the absence of a detailed report and would consider the matter at the next meeting.

h. **Next STC Meeting.** Wednesday, 24th October at The Air Centre, Leeds/Bradford Airport.

Item 66

NATIONAL CHAMPIONSHIPS—1974

a. **Dates:** 31st May to 9th June.

b. **Venue:** It was agreed that the Sec-Gen send out to clubs the application form for bids to host the National Championships. Applications to reach BPA before 7th November 1973.

c. **Sub-Committee:** Flt. Sgt. D. Peacock—subject to approval by Unit; David Waugh—subject to acceptance of invitation; Sqn. Ldr. W. Paul.

d. **Relative Work:** It was agreed to consider requirements for the Relative Work National Championships and the following was agreed:

1. **Dates and Venue:** A sub-committee would consider recommendations that the dates be the two week-ends following the Style/accuracy Championships and that if possible the same venue be used.
2. **Sub-Committee:** M. Chapman—subject to acceptance of invitation; M. Miller—subject to acceptance of invitation; Sqn. Ldr. W. Paul.

OTHER BUSINESS

Item 67

Loan to R.S.A. Parachute Club. In response to a letter from the R.S.A. Parachute Club, it was proposed by Mr. Shea-Simonds and seconded by Mr. Crocker that:

- a. £100 of the current £500 loan be repaid immediately, and
- b. The balance of £400 be held over for a further six months. Agreed.

Item 68

Appointment of National Safety Officer/Coach. The Sec-Gen reported that he now had the Sports Council's approval for a grant towards the employment by BPA of a Full Time National Safety Officer/Coach. The effective date of the appointment would be 1st April 1974. The meeting agreed that a sub-committee be set up to draft the terms of reference and financial agreement. It was agreed that the sub-committee be:

L. N. E. St. John—Chairman; J. T. Crocker; The Sec-Gen.

Item 69

Request for British Team Title. Mr. Crocker reported that his ten-man team would be attending the Zephyr Hills 10-man Relative Meet in November. It was understood that 47 teams would be attending what would be a major International Meet, although predominantly American. The team would be completely self supporting and would not expect any financial assistance from the BPA but would appreciate if it could be permitted to attend the meet as a British Team.

Having been given the assurance that there would not be a similar request from any other team, the meeting agreed to the title of British Team being used at the Zephyr Hills Meet and that the team be permitted to wear British Team Badges.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

**Wednesday, 7th November, 1973,
Artillery Mansions, London**

PRESENT

L. N. E. St. John—Chairman
J. T. Crocker
R. S. Acraman
T. J. W. Day
W. G. Boot
A. J. Unwin
P. W. Sherman
Wg. Cdr. G. F. Turnbull

IN ATTENDANCE

Sqn. Ldr. W. Paul—Secretary-General BPA
Lt. Col. G. M. Hawtrey—Sec APA
P. A. Howell and 7 other members

APOLOGIES

W. J. Meacock
A. J. N. Cole
G. C. P. Shea-Simonds

Item 70

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: J. T. Crocker
Seconded: R. S. Acraman

Minutes of 27th September be accepted—Agreed.

Matters Arising

- a. **1000 Jump Badge.** Application forms were now available and details had been published in 'Sport Parachutist'.
- b. **Training Aids.** Ten projectors had been ordered and delivery to clubs had begun. BPA holds two spare projectors which may be purchased by clubs—further supplies can be arranged on receipt of firm orders from clubs.

In the absence of Mr. Meacock, the Sec-Gen reported that he had been in contact with the printers on the matter of the training posters. Work has not yet started on the posters but the printers has arranged to collect the art work from Mr. Meacock and would give the order some degree of priority. No date for delivery had yet been quoted.

c. **Parachute Canopies.** Wg. Cdr. Turnbull reported on the matter of Service parachutes and confirmed his previous comments on why such parachutes are 'butchered' before being released to the civilian market. He emphasised that these parachutes had a life placed on them for safety reasons and when that life expired it was understandable that the Services could not release them intact to be used by civilians. The possibility of having such a ruling changed was indeed remote and at best would mean a long drawn out process with little chance of success. Mr. Sherman reported that after discussion, it had been agreed to produce a cheap safe parachute which would be a 28 ft. flat block constructed hem rigged canopy which should be available within the next two months.

d. **World Cup (Relative).** The official results were not yet to hand from the USPA. A report by Dave Waterman had been distributed to Council Members and would be the subject of discussion at the next meeting.

e. **Insurance—Display Teams and Instructors.** A quotation was awaited for a policy to cover all display teams. The total cover asked for was £100,000 which seemed to be an acceptable amount. Wg. Cdr. Turnbull pointed out that should a display team be considering performing abroad, £250,000 cover would be necessary. In accepting this very relevant observation the Sec Gen commented that it should be an easy matter to have the total cover increased for the period of such a display.

f. **Sponsorship for Womens Parachute Team.** As yet there was nothing final on this sponsorship but the Sec Gen had set a dead-

line with one of the organisations concerned and in the absence of a final offer he would be asking the other possible sponsor to progress the matter.

g. **Safety and Training—Incident Report on Display at Aldridge.** Mr. Crocker, Chairman Safety and Training Committee, reports that he still has not received a detailed report on this incident. It was agreed that in view of Mr. Crocker's pending departure to the USA, the Sec Gen would write to Sgt. Anderson expressing concern at the absence of the detailed report and request it be submitted to Council as soon as possible. This correspondence would be copied to Messrs Bulmers who sponsored the team concerned. Sgt. Anderson would be invited to attend the next STC meeting.

h. **National Championships—1974.** The venue was not finalised but this should be cleared by the next meeting. The sub-committee would meet once the availability of Fit. Sgt. Peacock had been confirmed and it was known when he could be available to travel over from Germany.

The Sec Gen raised the matter of introducing Gold, Silver and Bronze medals for the Championships and produced samples with the following quotation:

Original Die (BPA property):	£54.00
2½ in Medal with ring and necklet:	£1.50 each

It was proposed by Mr. Crocker and seconded by Mr. Sherman, and agreed unanimously that medals be produced for the National Championships (Style/Accuracy and Relative) and that the Sec Gen arrange the purchase to cover requirements for the 1974 and 1975 Championships.

j. **Loan RSA Club.** The £100 part repayment had now been made to BPA by the club.

k. **National Coach/Safety Officer.** A tentative date of 4th December was set for the meeting of the sub-committee to meet—the members would liaise and arrange time and venue.

Item 71

SAFETY AND TRAINING COMMITTEE REPORT

The Chairman of STC reported on the meeting of 24th October:

a. **Instructors Convention—AGM.** Members of the STC had been asked to submit items for the Instructors Convention Agenda and only such items as were received would be discussed. The Agenda would be sent to all instructors.

b. **Bag Deployment Trials.** These were being carried out by Mr. Meacock with a bag supplied by Irvin. Static line length was currently a subject of discussion and progress reports would be made to STC.

c. **Pilot Authorisation to Drop Parachutists.** A case of a Pilot with less than specified 100 hours was considered and approved. This was not to be considered as a precedent and any such cases would be considered on their merit and would have to be supported by the strongest possible recommendation from a CFI.

d. **Fatal Accident—Mr. Lou Johnson (Halfpenny Green).** The Chairman of the Board of Inquiry into the fatal accident had reported to STC and it was decided that no further action was necessary. However, correspondence on the matter had been received from Major Schofield who made observations and in the absence of satisfactory explanations he had given notice that unless such explanations were forthcoming he will wish the matter to be included under 'Special Business' at the AGM. Additionally Cpl. D. Wright who was a member of the Board of Inquiry had observed that the final report had been submitted without he having seen it.

It was agreed that the STC would consider the observations of Major Schofield and Cpl. Wright at the next STC meeting to which they were to be invited. The outcome of this meeting would be placed before Council.

Item 72

MANCHESTER FREE FALL CLUB

a. **Grounding of Mr. Peter Evans.** The Sec Gen produced correspondence from Mr. Norman Law which informed Council of his grounding of Mr. Peter Evans from jumping at Tilstock DZ, and from Mr. Evans complaining of the decision made by Mr. Law. The content of this correspondence was read to Council and in

addition the Sec Gen gave a verbal account of Mr. Law's reasons for his actions. Mr. Law had hoped to be at the meeting but this had been impossible and he had authorised the Sec Gen to speak for him. Mr. Law's decision had since been endorsed by an extraordinary meeting of the Manchester Free Fall Club.

The Council having considered the submissions unanimously agreed that the matter was one for the club and that it would be retrograde step for Council to interfere. It was noted that Mr. Evans was in fact not grounded in the true sense but prohibited from jumping at the Manchester Free Fall Club and that this decision had been put before a meeting of the club members who had endorsed it by a majority in the order of 18 to 5.

b. **Instructor Rating—Mr. Norman Law.** Certain allegations had been submitted to Mr. Charles Shea-Simonds concerning the Instructor Rating held by Mr. Law. Because of the absence of Mr. Law and Mr. Shea-Simonds, it was decided to defer this item till the next meeting of Council.

Item 73

SOUTH STAFFORDSHIRE SKYDIVING CLUB—Mr. P. A. Howell. A letter from Mr. P. A. Howell (read to the meeting) complained that having visited Halfpenny Green on 27th October, the first time in over a year, he was told rather unpolitely by Mr. G. Webster to clear off. A request to be put on a lift was met with a blank refusal. It was clear the situation was out of the hands of the two instructors, including the CCI, to whom he spoke. Here was a BPA Affiliated Club refusing to allow a BPA member and approved instructor to jump at the club without any reason being given. There was certainly no question of having been barred for safety reasons. It was Mr. Howell's view that whilst on the face of it this may appear to be a personal affair, there were wider implications. He asked, is the BPA going to continue to allow the affiliation of a club which:

- a. Is not constitutionally run.
- b. Is run under the directions of a non-parachutist and where the CCI does not have the final say.
- c. and where the objects of the BPA are not subscribed or adhered to.

He pointed out that the situation had been exacerbated by difficulties with aircraft at his own club which had necessitated a number of his students going to Halfpenny Green for the time being but without him being able to follow them and to give them continuous instruction. His students find it difficult to understand this situation.

A reply by Mr. G. Webster was read to the meeting by the Chairman. In this Mr. Webster claimed that Mr. Howell had some time ago been banned from the Flying Club lounge for infringement of the Club rules and was later banned from the airfield for an infringement of air discipline. Mr. Webster, in his capacity as Airport Manager, had simply implemented these rulings and, as Chairman of the South Staffs Club would continue to run the club as he had done in the past.

Mr. Howell disputed Mr. Webster's countercharges.

It was the view of Council that this was a club matter in which it would be unwise for BPA to try and intervene.

Item 74

INSTRUCTOR INSURANCE (PROFESSIONAL NEGLIGENCE)

The Sec Gen reported that a quotation for an Instructor Professional Negligence Policy in the sum of £100,000 had been received. The premium would be at a rate of £2.00 per instructor and on current numbers this would mean a premium of £350. A suggestion that each instructor pay £1.00 per year and an alternative suggestion that BPA pay the full premium would be put to the Instructors' Convention at the AGM. In the meantime the Sec Gen was authorised to progress the policy under a proposal by Mr. Crocker seconded by Mr. Acraman and unanimously agreed by the meeting. The Sec Gen would also investigate the possibility of extending the cover to take in other persons such as despatchers.

Item 75

SUBSCRIPTION TO THE AVIATION COUNCIL

The Sec Gen outlined the function of the Aviation Council on which BPA was represented by two seats (votes). An Appeal had been made to all constituent bodies to pay a subscription to the

Council and the Sec Gen recommended a subscription of £50 per year but subject to annual review. A proposal by Mr. Sherman seconded by Mr. Acraman that the payment of £50 be made for the current year was carried unanimously.

Item 76

APPLICATIONS FOR AFFILIATION

a. **Peak District Parachute Club:** Proposed by Mr. Boot; Seconded by Mr. Sherman. Carried unanimously.

b. **Leeds/Bradford Free Fall Club:** Proposed by Mr. Crocker; Seconded by Mr. Acraman. Carried unanimously but for one abstention (Mr. Sherman).

Item 77

STAFF PAYMENTS—CHRISTMAS BONUS

On a proposal by Mr. Acraman seconded by Mr. Boot the meeting unanimously agreed that a Christmas Bonus in the sum of £25 be paid to the Assistant Secretary.

MINUTES OF THE MEETING OF THE SAFETY & TRAINING COMMITTEE OF THE BRITISH PARACHUTE ASSOCIATION held at Leeds/Bradford Airport on the 24th October 1973

PRESENT

J. Crocker	<i>Chairman</i>
John Meacock	<i>Peterborough Parachute Centre</i>
C. Shea-Simonds	<i>Y.A.C.S.P.W.</i>
M. Reed	<i>Yorkshire Parachute Club</i>
D. Prince	<i>North-West Parachute Centre</i>
P. Schofield	<i>Red Devils</i>
R. O'Brien	<i>Sport Parachute Centre</i>
A. Cooper	<i>Manchester Sport Parachute Club</i>
J. Boxall	<i>Hereford Parachute Club</i>
J. Curtiss	<i>Lincoln Pathfinders</i>
B. Jerstice	<i>Black Knights</i>

IN ATTENDANCE

A Number of observers

APOLOGIES FOR ABSENCE

Messrs. Elliott and Hounsome.

PREVIOUS MINUTES

It was reported to the meeting that Council had now confirmed that orders had actually been placed for the overhead projectors and the posters were with the printers.

It was proposed by Mr. A. Cooper and seconded by Mr. J. Boxall that the previous minutes be accepted. Carried.

INSTRUCTORS RENEWALS

The following had their Instructor Ratings renewed:

Messrs. K. Noble, D. Prince (Advanced) and Mr. Reed (Advanced).

FATALITY REPORT—LOU JOHNSON

Mr. Meacock the Chairman of the Board of Enquiry into this fatality reported the Board's findings to the meeting.

After considerable discussion and heated debate, it was agreed that no further action need be taken.

ANY OTHER BUSINESS

Agenda for the Instructors Convention

All members of the Committee were asked to consider possible topics for the Agenda of the Instructors Convention. It was made plain that matters that were not on the Agenda would not be discussed at the Instructors Convention.

Irvin's Bag System

Mr. Meacock said that he had now received the deployment bag from Irvin's. Mr. Meacock pointed out that the length of the static line was critical. Mr. Meacock would be carrying out trials on the deployment bag and reporting his progress and findings in due course.

Aerial Photography—Tandem Parachute Systems

Mr. Boxall raised the question of whether it was safe to carry out aerial photography whilst jumping a piggy back system. It was not considered unsafe to carry out aerial photography with a piggy back system. Agreed.

Keith Miles

Mr. Boxall applied on behalf of Mr. Keith Miles a Pilot for an exemption from the 100 hours in command rule. Mr. Miles had only approximately 50 hours in command and he came very highly recommended by his Flying Instructor.

The matter was discussed in detail and it was agreed that the Committee did not want to set a precedent in giving pilots when under 100 hours in command the automatic right to have a permit for flying parachutists.

It was agreed that in this case Mr. Miles could be granted his permit.

Messrs. Meacock, Prince, Cooper and the Chairman abstained from the vote.

Aldridge Display

Certain Committee Members enquired when the Aldridge high power cable incident would be discussed fully. It was agreed that the matter would be brought up at the next S.T.C. Meeting and Sergeant Anderson would be invited to attend.

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MINUTES OF THE SAFETY AND TRAINING COMMITTEE OF THE BRITISH PARACHUTE ASSOCIATION

held at Sheldon, Birmingham, on the 5th December, 1973.

PRESENT

J. Crocker	<i>Chairman</i>
John Meacock	<i>Peterborough Parachute Centre</i>
T. Lewington	<i>Parachute Regiment</i>
P. Schofield	<i>Red Devils</i>
W. Elliott	<i>A.P.A.</i>
D. Prince	<i>North-West Parachute Centre</i>
A. Cooper	<i>Manchester Sport Parachute Club</i>
T. Crawley	<i>Royal Green Jackets</i>

IN ATTENDANCE

Number of Observers

APOLOGIES FOR ABSENCE

Messrs. Riddick, St. John, O'Brien and
Boxall, C. Shea-Simonds.

PREVIOUS MINUTES

It was proposed by Bill Elliott and seconded by T. Lewington that the previous minutes be accepted. Carried.

Instructors Renewals

The following had their Instructor Ratings renewed.

E. Gardener (Advanced rating) and Jim Smith.

Incident at Aldridge: 7th July 1973

The incident at Aldridge on the 7th July 1973, was discussed in considerable detail. Sergeant B. Anderson's report was read to the meeting as was the correspondence received from Squadron Leader E. W. Helsby at No. 1 P.T.S. Abingdon. It was pointed out to the meeting that Sergeant Anderson had been requested to attend two separate meetings but had failed to do so.

The Committee were extremely concerned to note the seriousness of the incident which involved a parachutist landing on national grid power cables, but they were even more concerned at the fact that the parachutist concerned namely Sgt. Kenneth Cornwell, although having 28 military free fall descents had made only four sport parachute descents prior to the incident, on the static line from the Rapide at Weston-on-the-Green under the auspices of RAFSPA. Sgt. Cornwell had not carried out any sport free fall descents and he had never jumped a para-commander prior to the incident. However he was instructed by Sgt. Anderson to jump from 4,000' on the demonstration and was given a para-commander as a main parachute.

It was considered that on the face of it, Sgt. Anderson's action was totally irresponsible and it was strongly felt that some disciplinary action ought to be taken. The following proposal was put to the meeting:

"That Sgt. Anderson's advanced and approved instructor ratings be suspended until the Safety and Training Committee Meeting in February 1974. If by the date of that meeting Sgt. Anderson had not made any representation and physically attended that meeting, then the suspensions of his two instructor ratings would remain in force permanently."

The above proposal was proposed by Mr. John Meacock and seconded by Peter Schofield. The proposal was passed unanimously.

Lou Johnson Fatality

A letter was read to the meeting from Deak Wright concerning his not signing the final report which went to the Coroner. Mr. Meacock replied to the letter received from Mr. Wright and explained the urgency of getting the report to the Coroner in time for the inquest and pointed out that had he waited until Mr. Wright had returned from Brazil the inquest would have had to be adjourned yet again which would have put the B.P.A. in a very bad light with the Coroner. Mr. Wright fully accepted Mr. Meacock's explanation.

Peter Schofield raised the question of the implication of the parachute in the fatality as against the actual physical side of the jump from which it appeared that the exceptionally low opening by the late Mr. Johnson of his main parachute was the main contributing factor to the fatality. It was generally accepted by the meeting that it was the low opening which was the prime cause of the incident and not the type of parachute being used.

Peter Schofield stated that he felt that the S.T.C. were not grasping the nettle as some action ought to have been taken against the other parachutists on the load with the late Mr. Johnson. Mr. Crawley said that his team had absolutely nothing to lose by a further investigation into the accident, but the B.P.A. would lose considerably. The Chairman pointed out that the question of disciplinary action against the other jumpers had been considered at the last S.T.C. Meeting and it had been decided that no action was necessary and the Chairman did not see how that decision could be revoked now. That side of the matter would therefore have to be discontinued. Peter Schofield felt that it was decisions like this which made the rules and regulations of the Association worthless as they could be broken by Senior Parachutists without fear of recrimination from the S.T.C. The Chairman pointed out that this was not the case and the matter had been brought before the S.T.C. last time round when it was decided that no action be taken. However, the Chairman warned that there must be a tightening up of the operation of the rules and regulations, and the S.T.C. would not hesitate to take action against serious offenders.

Agenda for Instructors Convention

1. Aerial photography—Ram air Parachutes (P. Schofield).
2. To cut away or not to cut away (C. Shea-Simonds).
3. Qualifications for Examiners.
4. Net vane reserve pilot parachutes.

The Chairman pointed out to the meeting that any subjects proposed for the Instructors Convention would be considered and if possible would be dealt with at the Instructors Convention. However the Chairman would take the matters in an order of importance and everybody at the meeting agreed that it was better to reach positive agreement and advancement in one or two particular matters than to have a brief discussion over many matters. If any instructor has an item for the Agenda of the Instructors Convention he must notify the Chairman of the S.T.C. by not later than Friday the 21st December.

The Chairman reminded the meeting that the Instructors Convention would commence at 11.00 a.m. and all instructors were urged to do their very best to be in attendance at that time. It was also pointed out that only instructors and potential instructors would be allowed into the meeting, and of those only the instructors would be entitled to vote.

ANY OTHER BUSINESS

Incidents at Peterborough

Mr. Meacock read copies of two incident reports relating to Colin Bruce and John Phillips. Mr. Meacock said that the reports had been sent into the B.P.A. office but they had not yet been received by the Chairman of the S.T.C.

Mr. Brian Jerstice—deceased

Mr. Lewington who was on the Board of enquiry into the death of Mr. Jerstice said that a full report would be available very shortly but in the meantime he on his own and on behalf of the other two members of the Board of Enquiry wanted to urge the S.T.C. to implement two very strong recommendations. They are:

1. After cutting away a main parachute following a malfunction, it is recommended that the reserve ripcord handle is grasped with the right hand. Place the left hand over the right capewell and at the same time covering the left capewell with the left upper and forearm. Then activate the reserve parachute.

2. That net vane pilot chutes do not be used on reserve parachutes. The Board of Enquiry are satisfied that the net vane on Mr. Jerstice reserve pilot chute was a substantial contributing factor to the fatality.

It was proposed by Mr. Lewington and seconded by Mr. Cooper that the Board of Enquiry's recommendations be adopted by the S.T.C. and recommended to the Membership. Passed unanimously.

It was agreed that the question of the use of net vane pilot chutes on the reserve parachute would be discussed at the Instructors Convention. The Secretary General would be asked to notify all clubs of the strong recommendations as quickly as possible.

JAMES T. CROCKER,
Chairman, S.T.C.

I LEARNED ABOUT PARACHUTING FROM THAT

I was to have my first crack at a FIG 8, from a height of 6,000 ft. There was a certain amount of cloud about, so my exit height is none too certain, though in the region of six grand (certainly no higher). Out I went, give it a few seconds to build up some speed, here goes. In to the left turn, stop, a bit slow but on heading, quick glance at the altimeter, still well over four grand.

In to the right turn, stop. Again a little slow but on heading. Look at the altimeter, 3500 ft. Ah, time, enough to look at the countryside, another look at altimeter 3500 ft. blink 3500 ft. gasp, groundrush, pull, close eyes, count and hope. Two seconds, bang, canopy open 1000 ft. Land, again look at altimeter, still reading 3500 ft.

The reason for this altimeter "Malfunction" is so simple and so easy to remedy, that after realizing the cause of my altimeter jamming, there would be no excuse for it happening again.

Almost all altimeters have a red marking which indicates either the pulling height of 2200 ft., or the height at which a canopy should be fully inflated 2000 ft. On the altimeter I wore on this occasion, the red marking was a piece of adhesive paper, stuck on the face of the dial, under the glass. Whilst climbing to altitude, this paper lost its adhesion at the centre of the dial by the needle spindle, and curled up sufficiently to prevent the needle returning. Had the paper come away near the figures, it would only have jammed when reading 2000 ft.

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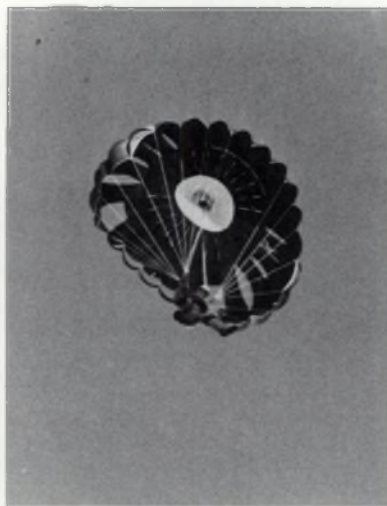


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Brunel University, Uxbridge,
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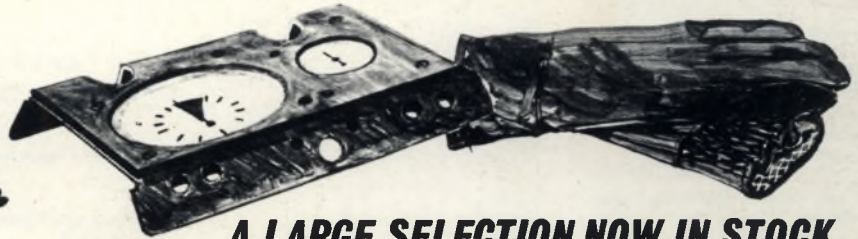
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