



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 17½ft 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-GQ 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-GQ



**RFD-GQ Limited, Godalming, Surrey, England.
Tel: Godalming 4122 Telex: 85233**

SPORT PARACHUTIST



THE JOURNAL OF THE
BRITISH PARACHUTE
ASSOCIATION

(A company limited by guarantee)

THE BRITISH PARACHUTE ASSOCIATION LTD,
ARTILLERY MANSIONS,
75 VICTORIA STREET, LONDON, SW1H 0HW
Phone 01-799 3760

BPA COUNCIL

L. N. E. St. John *Chairman*
G. C. P. Shea-Simonds *Vice-Chairman*
M. Batchelor *Treasurer*
J. T. Crocker *Chairman Safety and Training Committee*

Other Members:

R. S. Acraman
W. G. Boot
A. J. N. Cole
J. Forster
W. J. Meacock
M. O'Brien
R. C. O'Brien
J. L. Thomas
D. Waterman

Co-opted Members:

Sir Godfrey Nicholson, Bart.
Wg. Cdr. G. F. Turnbull, OBE, AFC, RAF (Ret'd)
I. Wright
P. Prior

BPA JOURNAL

Charles Shea-Simonds *Editor*
60 Easterly Crescent, Leeds LS8 2SG

BPA STAFF

Sqn. Ldr. W. Paul, BEM, RAF (Ret'd) *Secretary General*
Mrs. Dorothy Paul *Assistant Secretary*

Vol. 11 No. 4

AUGUST 1974

EDITORIAL

The 1974 National Championships (Style and Accuracy), were held during the first week in June at Weston-on-the-Green by kind permission of the Royal Air Force, to whom we are most grateful for all their splendid support. It was a very enjoyable meet with usual English extremes of weather. Congratulations to Bob Hiatt, who for the second year running was a worthy National Champion. John Meacock did well on a long hot day to once again win the Style Event. And special mention must be made of Jackie Smith, who not only did so well to become Ladies Champion, but was third overall in the Accuracy Event. This year the BPA are fielding a Ladies' team at the World Meet in Hungary and we wish them (and of course, the Men's team), the best of luck.

For the second year running the powers that be in Army sport parachuting circles have failed to support this magazine in producing an article or results for the Army Championships — a sad state of affairs. All I have found out is that Scotty Milne was Army Champion 1974; well done Scotty, I'm sorry that I can't make more of your achievement by publishing all the details.

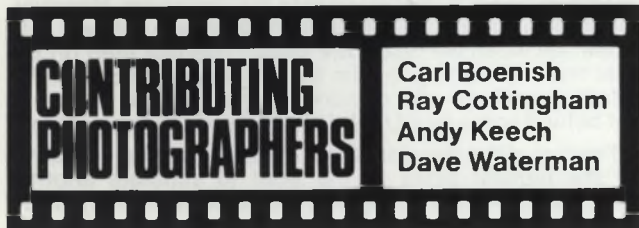
Flight One have sold the Twin Pioneer that we used for parachuting, and one of the reasons was lack of utilisation. For this the Relative Workers must take their fair share of the blame — to make a large aircraft work it must be supported. Thanks to Flight One for keeping large star RW alive in this country over the last two years and we hope we have the opportunity to use another Twin Pin in the future.

Next issue will contain news of the World Meet in Hungary and the World RW Cup in South Africa, the latter being attended on behalf of the BPA by the Endrust Team.

Until then,
Blue Skies and Soft Landings,

CHARLES SHEA-SIMONDS

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.



Cover — "Extraction"

photo — Tony Dale

Fallen Angels – filming with the Embassy Skydivers

It was a quiet, really rather a nice day at work. No problems, just that lovely peace when you know in two hours you will be finished, free to tear off to the dz for the weekend.

And then the phone rang.

"Darling," boomed the voice. "How would you like to be a star... a big MOOvie star?"

"Great," I said, "How much?" For the uninformed, the answer should have been No, Not At Any Price. But this was in our naive days of autumn '73.

The victims, Diana, Suzi, Teresa and I, got together with the Paragrump film company in their small Wardour Street offices a week later.

"I see you," said the director, with his eyes tight closed and spilling his cup of coffee. "I see you floating in flimsy creations. Yards of organdy, flowerprinted and flowing as you freefall round the sky. I see you smiling and waving to each other, throwing flowers to each other."

We left while the producer was still enjoying his visions, and drafted a rough script between us which we posted off. We explained the need for good weather for the freefall stuff, and Bob Card in Cyprus said we would be very welcome to go over there to do some filming. Then the phone rang again.

"It's all set, darlings. We're off." It was the producer this time. "We're going to Singapore." Then the phone rang again. "No, it's all decided. We're leaving for Hawaii on Tuesday." The director added a couple of Spains, Libya and an Isle of Wight, and eventually we left for Istanbul on the following Sunday. The fact that the weather would be appalling, jumping was non-existent except at the military base, and a few other minor details were totally disregarded. The director thought a mosque would be nice in the film, so off we went to Turkey!

Istanbul was warm, cloudy and as crowded as ever. While our parabags stayed under our beds, we spent day after day walking the sights of Istanbul while the cameras took twenty takes of each shot. However, promises of the fantastic jumping that has been laid on for us at the end of the week kept us going through 4am nightclub scenes; 6am sunrise scenes and a complete lack of food, drink and all the trimmings that are traditionally meant to accompany film-making.

We took off for Ankara early in the morning and had a pleasant trip to the capital. Next to the military airfield outside Ankara to link up with Dave W who was to do the freefall photography, and to start jumping! We met the lovely Ali and one or two other jumpers who knew Teresa and others when the Nomad team visited Turkey a few years back, and they all confirmed November was the worst possible month for weather. They knew what they were talking about too. One week and twelve jumps later the film company tentatively agreed that perhaps they should have listened to us!

It was a nice DZ, though, and if you can get permission from the authorities to jump there, it would be a great place to visit in better weather conditions.

"Never mind, darlings," boomed the director as we closed our kit firmly for the last time in 47 knot winds at Ankara. "All is not lost. We've laid on a fantastic water jump for you at Izmir. It will make the film, make you — it will make everything."

Typically, the one thing it didn't make was sense!

"Darlings, you *must* jump in swimsuits. Oh, you're going to look fantastic." Another gear-hauling time, this time

back to Ankara airport for the flight to Izmir on the coast. The new schedule had given us literally two hours to get packed and organized again. Consequently Suzie lost a shirt and trousers that she had put in the cleaning system at the hotel and couldn't retrieve in time. Teresa had already had her jewel box stolen. A film cameraman had already picked up and dropped Suzi's altimeter to smash it completely, and of course the ever helpful technicians regularly picked up the reserves by the now not so shiny handles!

Getting the hang of filming by now, we set down in triplicate everything we would need for a water jump. We mentioned the need for a small dingy or similar to haul us out of the water, and somewhere nearby where we could get to, to warm up. This wasn't a request, but a medical necessity. The temperature was — 3° C on the ground!

After much preparation, the day of the jump dawned. Diana, with a high temperature and tonsillitis, stayed in bed while we went to check the DZ. As the nearby beach was not inhabited, a cabin cruiser had been laid on to stand by so that we could immediately be transferred to it to warm up. Cabin cruiser? It was a thousand ton 200 foot Turkish Navy cruiser! Fifty foot high, straddling right across the middle of our little bay!

"Well," said the director. "I told them we needed a cruiser with plenty of warm rooms. The Turkish authorities were awfully helpful".

Oh well. Back to the airfield to kit up. The plane had flown into one airfield, we were waiting at another, and of course no one spoke any English at all. Eventually we all linked up, and we girls whizzed off to the ladies to change. When we left the office to change, there had been two colonels sitting there (everything is military in Turkey); when we came back about 37 men were squeezed into the room. Word had got around the mad English girls were about to leap out of a plane at minus goodness knows what degrees in just a swimsuit!

Mad was the word. Huddled in blankets, we crept over to the plane, a nice little 206, to embark. Inside was a pilot and co-pilot. We got in behind them, then Dave got in to film our exits and behind him got in a uniformed bloke who said he was a navigator and had to go by law. Needless to say the plane didn't get off and eventually we chucked out the navigator, co-pilot and one or two other bods that were trying to squeeze in round us to witness the spectacle of us jumping in swimsuits. Still tucked behind blankets, we took off and headed for the coast, with the far too close accompaniment of an unidentified plane doing rolls under each of our wings. At 800 feet we were blue. At 2,000 feet we didn't care whether we were over mountains, water or the town, we were going to get out!

Eventually we were over the right spot and got out. We were so numb with cold we didn't think we would feel a thing, but hitting the water was like jumping into a hot bath. Then of course the awful pain of the circulation getting going again, and the incredible problems of transferring us and our sodden gear to the destroyer. However, it was all done and we were just feeling quite pleased with ourselves when we heard the news. The film men on the boat that were going to film the whole thing from exit to splash down had — for goodness sake don't ask us how — got behind some bit of metal and missed the whole thing!

The rest of the day was spent lovingly flinging ourselves off the highest point of the boat to simulate another water jump. At one point, just as Suzie flung herself off bravely 20 feet above the water, the cameras jammed,



Dave (complete with 12lbs of cine camera) briefs Teresa

and the director said firmly: "Hold it, Suzie." There is not a lot you can do to stop yourself 20 feet up in the air with no support, but it created a lovely splash, even if it wasn't on film!

Well, time and money were running out (thank goodness!). But before we could fly home, the film people had a few nice little surprises up their sleeve. Like the 6 hour drive to an old village for a scenery shot, only to arrive there as the sun set, so it was a straight about turn and a 6 hour drive back. Really! Then we hit snow on the route home and were delayed for another hour. The next day we spent in an outside swimming pool trying to sink down to the 10 foot mark where there was a reinforced window into a patio where guests could watch underwater swimming. The film crew had poked their camera up against the glass to get some "Fantastic underwater shots for the water jump sequence. "Ever tried swimming 10 foot underwater with a half inflated life-jacket on, and trying to look as if you has just landed by parachute? As poor Diana, tonsillitis and all, plunged in for yet another take, the director yelled: We're meant to be in a sunny climate, Diana. For goodness sake try and look WARM!"

Flight back to UK was uneventful except that there was some problem with the wheels of the Turkish Airline DC10 and we had all the fire engines out to meet us at Heathrow.

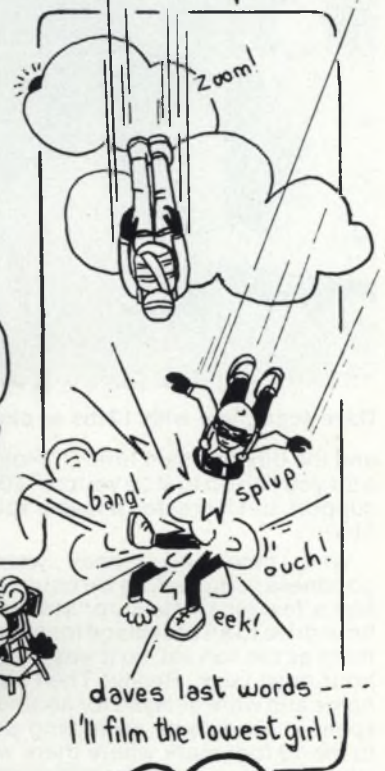
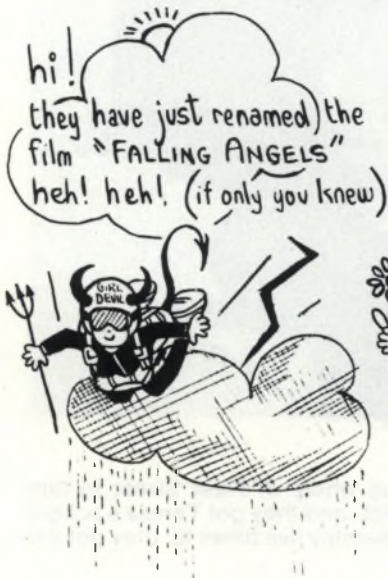
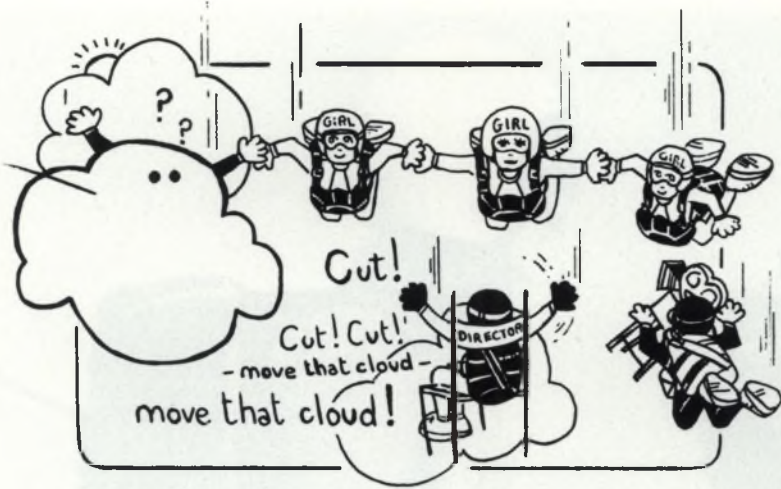
It was great to be back home, but not for long. The embarrassment of filming in a strange country was nothing to the embarrassment of filming here! They fixed up lights to take shots of Diana at work, and pulled the ceiling down. They totally disrupted the whole of the airport when they insisted on filming airhostess Suzie walking across the

tarmac. They stopped the whole of Fleet Street to film me walking into the Express; and they got Teresa's school to go through morning assembly five times till they got the shots they wanted!

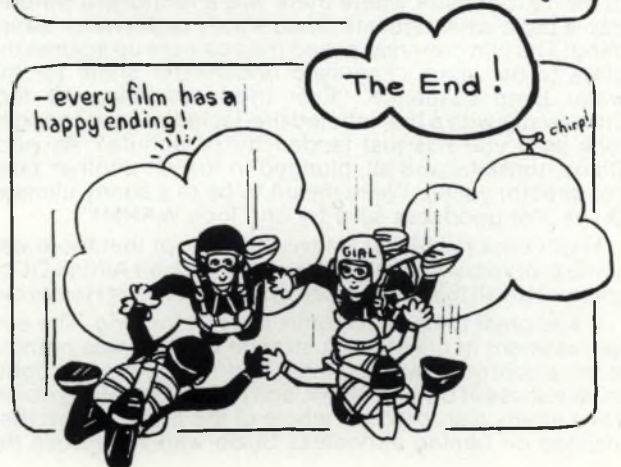
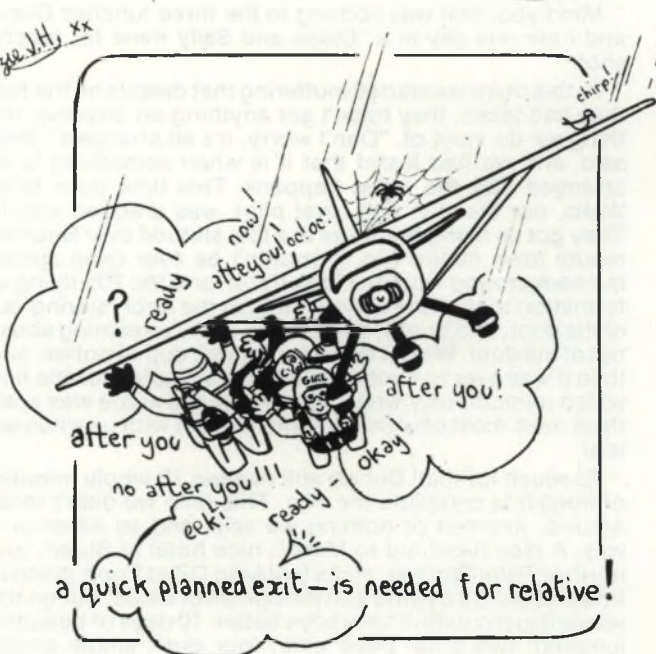
Mind you, that was nothing to the three lunches Diana and I ate one day in a "Diana and Sally meet for lunch" shot.

At this point we started muttering that despite all the film they had taken, they hadn't got anything on displays, the thing we do most of. "Don't worry, it's all arranged." they said, and we had learnt that it is when something is all arranged that the worst happens. This time poor Mike Watts, our staunch and loyal pilot, was dragged into it. They got us flying for hours at a low altitude over Bournemouth town centre (no, it couldn't be over open space, the background wouldn't look right), and the 206 flying in formation took shots of us smiling in the door, staring out of the door, and finally, some hours later, screaming abuse out of the door. We got down for a quick cup of coffee, and then it was over to Lydden Hill to do a display for the film which miraculously went okay except the arena was solid thick mud, most of which got into the van with us when we left!

So much for that. But we still needed 10 whole minutes of freefall to complete the film. This time we didn't mess around. America or nothing we said, and so America it was. A nice flight out to Miami; nice hotel at Stuart, just north of Palm Springs; and a fantastic DZ at Pop's place at Indiantown. Bit of wind and the odd bit of cloud, but on the whole it just couldn't have been better. 10 days of beautiful jumping; two girls; three girls; four girls; single shots;



Dave J.H., xx



fun shots; sequences to slot in with the display already shot. It was great; and we were all sorry when the film was finished and it was time to return.

We didn't hear the news till we arrived back in UK. The film had been processed in Florida, and then sent back to the UK. And somehow, on it's journey, it had been lost. Yes, LOST. All our work, all the freefall film, had gone! So now the film is still missing 10 minutes of freefall stuff! Mind you, the film company didn't take this lying down. The whole of PanAm and National Airlines have spent several happy weeks searching diligently for the film; from the back of grubby little hangars to the parcel collection point in Los Angeles. But to no avail. Six weeks later, and there is little hope left for that film!

So now we are just lying in wait to see what the film company will come up with next. I've heard rumours of us being suspended from wires from a blue ceiling, so they can shoot ten minutes freefall of us in one go. Also, as we have displays and so on now so our time is limited, they have vaguely suggested they could do a weekend with 4 men stand-ins, if we have to be away at a display. So if you see 4 big parachutists dressed in red, striding around

Weston with hairy legs and beards, you'll know the Embassy Skydivers are at it again!

But really, we are hoping to finish it ourselves when the Twin Pin is back in action; and the film should be on release in full glorious technicolour, late summer or so. It's only the second film, (you know, that bit of grot that goes on before the main film to give you time to buy your ice-creams etc.), but the music that goes with the film is really great (well, on the law of averages something had to come out okay).

The working title for the film at the moment is Falling Angels (urgh!) but we're desperately trying to get that altered. (No Mike, not to Mistresses of the Sky!).

But when it does come out, just bear in mind the names haven't been changed to protect the innocent. And if anyone else is approached by a film company and wants some advice, well, remember those words of wisdom... No, Not At Any Price!

SALLY SMITH



German 18-Man (a European record) — Story over the page.

GERMAN RW NEWS

Four complete 10-Man Teams, and several teams just waiting for the missing 1 or 2 "flyers" to be complete, are pushing up the relative work standard in Germany.

At least the "Boogie-Woogies", the "Long Range Patrol Company", "Walter's Voegel" and the "Sternklopper Sued-West" are hoping to win the first German 10-Man RW Nationals. The winning team is to represent W. Germany at the first World Championship to be held in Warendorf near Muenster in 1975. This, of course, has led to tough competition and great efforts are being made by every team to fly safe and fast 10-Man Stars. The results have been very satisfying.

On the 19th May "Walter's Voegel" made a nice 12-Man Snowflake in Huettersdorf/Saar. Jumping from a Bell UH 1D helicopter using both doors, it took them 3 attempts to complete what they believe has not been achieved in Europe before.

On May 30th the "Long Range Patrol Company", "Boogie Woogie" and "Walter's Voegel" attempted a new German record. 18 jumpers, judge Uwe Beckmann and photographer Ruediger Wenzel took off with two helicopters. Single file exits and safe flying had been stressed in the briefing. But No. 15 lost control and took out the first attempt. With another No. 15 the second try ended up in a nice safe 18-Man Star. Even the judge could not resist attempting a link. Unfortunately this makes the Star look incomplete! However everybody was in the Star, a successful piece of team work. The Star was built in about 40 seconds and held for 7.5 seconds.

JUERGEN HABERMANN.

**PARA-COMMANDER MK 1,
"Competition" & "Russian"**

PIONEER VOLPLANE
and wide range of free-fall
equipment in stock

Fully illustrated PARACHUTES
INC CATALOGUE (send 70p)

PARAGLIDE LTD.

**2, Churwell Avenue, Heaton Mersey
Stockport, Cheshire SK4 3QE
061-432-7315**

**Sole U.K. agents for PIONEER and
PARACHUTES INC.**



12-Man Snowflake

photo — Rudiger Wenzel

THE CAA POINT OF VIEW

— or —

All members will have experienced something of the intricacies, trials and pleasures of the ever-growing sport of parachuting. Members are also aware of the paper work involved before parachuting may be carried out whether for practice or display purposes. Exemptions must be obtained but where do they come from, and what is involved in their preparation? They come, as most of you will know, from the Civil Aviation Authority, but I feel quite certain that the knowledge of many members does not go beyond that point.

Certain tasks of the CAA are decentralized and delegated to the Divisions of which there are three. Scottish Division is responsible for aviation matters north of the border. Northern Division is responsible from the border down to a line which follows County boundaries from the Wash to the Severn. Southern Division is responsible for the remainder of the country. For the benefit of new members the address and telephone numbers of the Divisions are:-

Scottish

Civil Aviation Authority, Scottish Divisional Office, Broomhouse Drive, Saughton, Edinburgh EX11 3XE, Tel: 031-443-8971.

Northern

Civil Aviation Authority, Northern Divisional Office, Mersey House, The Strand, Liverpool 2. Tel: 051-236 5354.

Southern

Civil Aviation Authority, Southern Divisional Office, Heston Aerodrome, Hounslow, Middx TW5 9NF. Tel: 01-897 0091.

Applications for block exemptions to permit teams, groups or clubs to jump at Government or licensed airfields or at sites notified in the United Kingdom Air Pilot should be sent to the Division in whose area of responsibility the team is based. These are period exemptions normally expiring at the end of a year.

Applications for display exemptions at sites other than the above must be sent to the Division in whose area the display is planned to take place. We now require a minimum notice of 28 days for two reasons. Firstly, this enables us to cope with the volume of applications in the peak display months, and, secondly it allows us to give as much notice as possible of approval or refusal. Organisers often put pressure on us, through the applicants, to find out whether the display has our approval or not, as they wish to know if publicity notices may be prepared. We are aware that in some cases organisers have had notices printed before an application has even been considered, which in the case of a refusal does cause repercussions. For this reason we suggest to teams that when taking bookings they impress upon the organisers that, if publicity notices are prepared in advance of confirmation of the display, these notices must include the words "subject to the approval of the Civil Aviation Authority".

When an application is received its details are recorded for quick reference and it is then placed in an individual folder. Most applications are clear and concise—but not all. Typical conversations that arise in the office are:-

1st Operations Officer: "I cannot pinpoint the DZ—can you?"

2nd O.O.: "No I cannot find it either".

1st O.O.: "Let me have another look at it. That's it. I have found it. I wish people knew their Easting from their Northing".

1st O.O.: "Have you got a 1 inch sheet 141? I cannot find mine".

2nd O.O.: "We don't have sheet 141. That area comes under Northern Division".

1st O.O.: "That's strange. This drop is supposed to take place in Northamptonshire. I know there have been recent County boundary changes but I did not know that Northampton now comes under Breconshire. Obviously the wrong sheet number".

Having established the correct site of the DZ the area is examined to see if the drop is to be made from, through or into Controlled Airspace, a Special Rules Area or a Special Rules zone. If this is the case details of the event are sent to the London Air Traffic Control Centre (LATCC), West Drayton, for their consideration and approval. One point must be established here. Due to the ever increasing commercial aviation traffic in the London Control Zone, ATC have regretfully had to decide on a policy of no parachute displays in this area. Most other locations are likely to be approved, however, and a Parachute Display Number allocated to the event. This, together with other relevant information, is passed back to us. In the meantime, we at Heston have been examining the maps or plans covering the DZ to see if, in our opinion, it appears that the display can be carried out without danger to the parachutists and spectators. This includes adequate overshoot areas and the size of the DZ. Most members will know that we now include in the exemptions the FAI certificate ratings for which we consider the DZ suitable.

If we are not satisfied with a site we do not immediately turn down an application but contact the applicant in order to discuss the situation with him. In very few cases have we refused an application on other than ATC grounds. The exemption and covering letter are then typed out, signed and sent off.

The above procedures are those used in Southern Division, but the requirements and procedures of Scottish and Northern Divisions are basically the same.

When set down in print the procedure we follow does not seem to amount to much but each application is time consuming, and when considering that in Southern Division alone we dealt with 400 applications in the peak period March to October 1973 inclusive it will be seen that the average is 50 per month. In addition 38 block exemptions have been issued to cover 1974. The work involved is made worthwhile by the spirit and co-operation of all teams and the fact that at weekends we are able to meet them and witness their displays.

L. G. M. REES,
Operations, Civil Aviation Authority,
Southern Division.

**CHARLES WELLS ACCURACY MEET
DUCK END FARM
12th/13th OCTOBER, 1974**

Contact —
DAVID WAUGH
27 Dury Road, Barnet, Herts.

AT THE DROP INN

Overheard on the DZ: "I've attended more Council Meetings than J**n C*I* this year, and I'm only an associate member!"

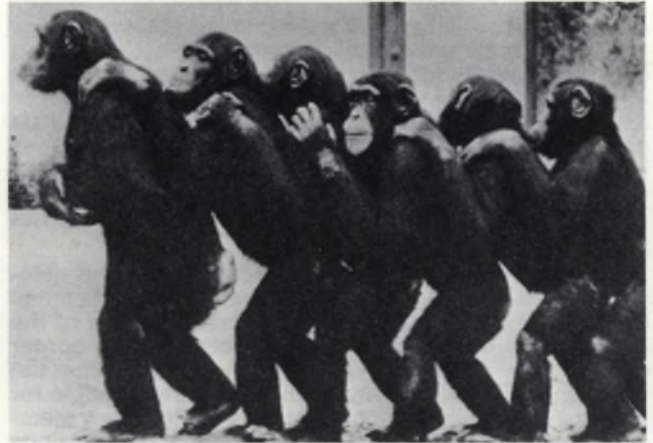
□ □ □

The 1974 RW Championships will be held at Weston on the Green over the weekends: 21/22 Sept., 28/29 Sept. and 5/6 Oct. Details and entries from Bill Paul at the BPA office.

□ □ □



Jim and Wendy Sharpies celebrate their recent matrimonial hook-up on the DZ.



"OK lads let's practice tightening up this exit!"

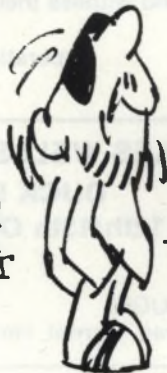


Kevin Abraham, having been first member of Leeds/Bradford Free Fall Club to gain a General Permit, receives it from Airport Director Geoffrey Seller.

photo — Nick Cullum

SUPERFLY

MM! MM!
- LOOKS A
NICE SORT
OF DAY!



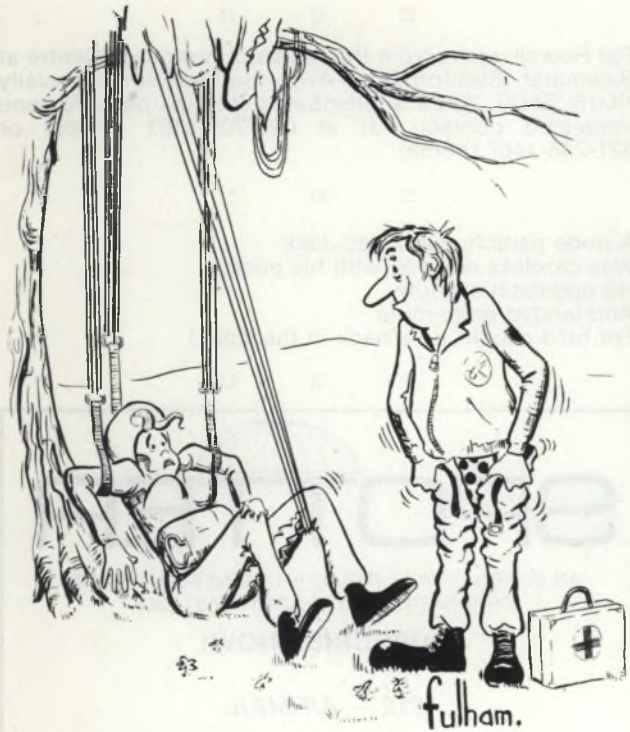
PLENTY OF
ALTITUDE
THERE
ALRIGHT...

- PICTURESQUE
PUFFY WHITE
CLOUDS...



GOOD
VISIBILITY
- LOOKS SETTLED
ENOUGH TO
LAST A
FEW DAYS.





More of Shakespeare on parachuting

Streamer Run: "To take up a paper that I let fall."

Two Gentlemen of Verona I (ii) 77

Accuracy: "The circle of my glory"

King John V (i) 2

Expertise: "Less than an Ace, man; for he is dead"

A Midsummer Nights Dream V (i) 305

For any complete novice who can take a week off work, John Boxall and the Hereford Parachute Club are running a week's course starting on 19th August, 1974, at Shobdon. Details from John at 15, Kings Acre Road, Hereford, phone 67465.



Cliff Lloyd on exit — a first go at f/f photography by Roger Marsden

John Middleton reports from Australia that they made a 22-Man Star over Pakenham DZ from two Navajos in mid-May. Congratulations to all concerned; this must be the biggest star outside the States.

It has been pointed out to Sport Prachutist by the CAA that it has become obvious to them that certain display teams are not carrying out DZ inspections before applying for special exemptions. If you're guilty of this, please ensure that in future you do carry out DZ inspections, before you screw it up for the teams who do operate according to the rules.

Overheard at a Star relative work de-briefing: "I started my reduction as I went through the door . . . !!"

AH!
A LIGHT
AIRCRAFT
DRONING
OVERHEAD
- QUITE
HIGH ...
LOVELY!!



GENTLE
STEADY
BREEZE...
- COOLING..
COMFORTABLE
SOFT
LANDINGS!!



... FAIRLY
NORMAL
AVERAGE
SORT OF
MONDAY
MORNING!!

JPS.!!





Boots at large!

During a recent night jump, one of the club involved mistook a well lit residential area for the target area. Festooned with a flashing red light and white altimeter light, he landed in a back garden. He made for the door of the house, complete with lights still shining brightly. An old lady opened the door and he immediately asked where he was. Taken aback by the sight she said "Earth!!"

We've just heard the results of the U.S. 10-Man Star Nationals which were held at the end of June. First place went to West Coast team 'Captain Hook's Sky Pirates', who built a 14.7 second 10-Man from a small door Twin Beech during the Meet. Second place went to 'The All Stars' and third went to Jerry Bird's new P.I. sponsored team 'Wings of Orange'.



Captain Curly showing off his extraordinary profile

Pat Howell writes from the Midland Parachute Centre at Bickmarsh, Stratford upon Avon, any weekend especially 14/15, 21/22, 28/29 September, expenses paid. Anyone interested contact Pat at 021-705-8151 (office) or 021-745-1407 (home).

A nude parachutist called Jack
 Was careless one day with his pack,
 He opened his 'chute,
 And landed quite mute
 For he'd caught up a nack in the slack!

AN INTERNATIONAL PARACHUTING NEWSMAGAZINE
 ORIGINATING IN THE NORTHEAST USA

SUBSCRIBE NOW!

\$12 — AIRMAIL

**109 PARK STREET, DORCHESTER,
 MASSACHUSETTS 02122 U.S.A.**

PARAPOL PARABOOT



In Stock —
COMPETITION BOOTS Black only Sizes 5-11
STYLE BOOTS With Black, Blue* or Red* Trim Sizes 5-11

Also made to order in wide or narrow fittings and other colours.

Price £16.40 incl. VAT and postage
 * Colour trim £1 extra

Send for details or cash with order to
POLLARD & SON
 St. Michaels Road Northampton
 Phone 0604 39121

The Sport Parachutist's answer to the Fuel Crisis

The bar. Halfpenny Green. Sometime in October.

"Have another drink Richard. Now, About this balloon of yours".

"Well I don't know. There could be problems".

"Another drink Richard?"

"Losing all that weight so suddenly".

"I'm only nine stone. Another drink?"

"Hic. But it could be done".

"What height do you think we'll get".

"Twelve hic grand if you want it".

"Do I? When? Another drink?"

"I'll put it to the syndicate next week".

Let me explain that Richard Barr is a member of a hot air balloon syndicate, and is game for just about anything, he unfortunately suffers from a rare disease unknown to sport parachutists called common sense or rationalism, even under heavy fire from "Scotch on the rocks".

However, having analysed the problems involved, he was soon hooked on the idea of dropping 180 lb of sport parachutist from 'Salamander'. From then on, there was no stopping him. He discussed it with "The Man" of the syndicate, Gron Edwards, who was as keen as ourselves. The date was fixed for the following Saturday.

Geoff Webster immediately put the wheels in motion for television coverage and C.A.A. approval, while I worked on the newspapers. We felt that this venture could give good publicity to our sport and hot air ballooning.

Alas, came Saturday, 1500 ft. cloud base, rain, you name it. Postponed until following Saturday. A week later, clear blue skies, twenty grand if you want it, also 25 knot winds. Postponed until following Saturday. Saturday November 17. Halfpenny Green, the weather — beautiful but for a little bit of cloud at around seven grand.

All is well except for two problems, first, a risk that the balloon would pop up like a cork from a bottle as soon as I left, causing the "envelope" (balloon) to collapse. Second. The spot. As the only corrections I could give would be five up or five down (some chance), the wind directions at all levels would have to be plotted very accurately to enable me to land on "The Green)".

In view of the first and most important problem, it was decided that the two balloonists, Gron Edwards and Richard Barr should wear parachutes, just in case. (Would you believe that someone suggested static line rigs. The thought of two balloon pilots towing a malfunctioned balloon all the way in, somehow did not appeal). So Gron and Richard had a thorough briefing on the operation of the ripcord, canopy handling and landings, we were then all set to go, except for one small point, finding a suitable launching site.

The balloon team has plotted the wind direction, and soon found a suitable field upwind which belonged to 'Harry'. Unfortunately, 'Harry' was nowhere to be found, but we were assured by the household that he would not mind. Cheers Harry.

Once the balloon and all the gear was rigged up, it was not long before we were airborne, having been carried by the balloon team almost the length of the field. We ascended to about 400 ft and to my dismay, Halfpenny Green was only a mile or two away. "We won't get any height" I scream (with visions of having to land with the contraption).

"Patience" retorts Gron. "Great" shouts Richard. "oh bollocks" say I.



I am at this time pondering over what is the lowest altitude I will take . . . but fear not, for as soon as the balloon gets into top gear, we are away, bang on heading for Halfpenny Green. "Unbelievable" I say "At this rate I'll get in the pit".

We see the Rapide (loaded with cameramen) taxi up the runway and finally take off. The Rapide had been held up by A.T.C. (no more tea and sandwiches for Sean) and by this time we are almost over the D.Z. at 500 ft. as the Rapide disappears under a bank of cloud, we see that we are now drifting in a different direction, and it occurs to me that if I do not exit soon, instead of being in the pit, I might well be in the shit.

"You had better go now" says Gron. "No chance" I reply. I explain that as I have lost sight of the Rapide, and know how touchy Mike Bolton and Mike Taylor are about their exclusive club, I would rather stay put.

We are now over 6000 ft. and I see the Rapide. "it's now or never, with a bit of a track, I might just "get in".

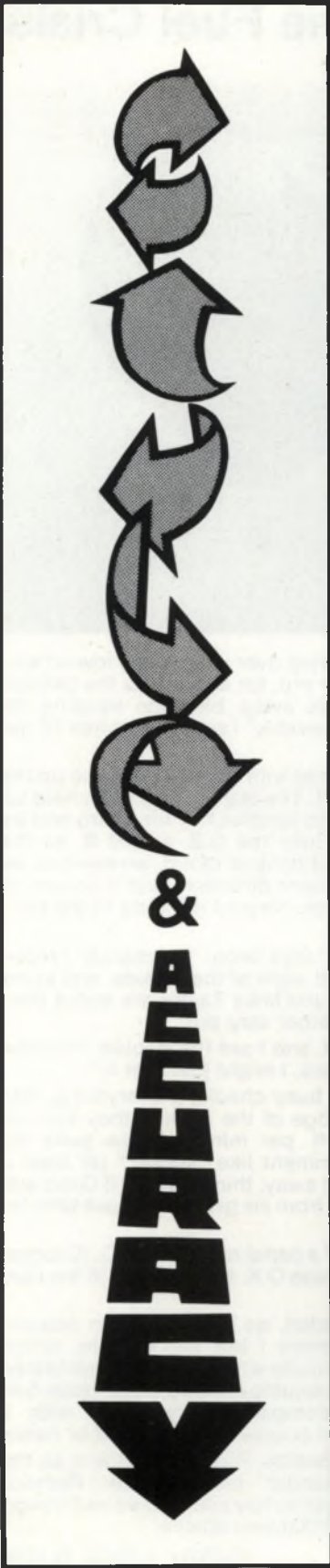
Richard and Gron are busy checking everything, and while I climb on to the edge of the basket, they turn on maximum descent, 600 ft. per minute. Gron pulls my smoke, makes some comment like "sucker" (at least it sounded like sucker), and away, thinking that if Gron and Richard have to abandon from six grand, we have time for a quick three man.

Apart from blowing half a panel out of my P.C. (Crocker please note), the descent was O.K. and I landed in the next field to the D.Z.

For the technically minded, we had maximum descent of 600 ft. per minute before I left the balloon, which decreased to 100 ft. per minute when I exited. It remained perfectly stable. For the fun-jump minded, it was great fun, and the actual jump compared very much with a "cutaway" as there was of course no slipstream or noise.

Our thanks to Gron Edwards, Richard Barr and all the members of the "Salamander" balloon team. Perhaps the B.P.A. can be persuaded to buy a few to see us through the fuel crisis, only about 2000 quid apiece.

GERRY JONES, D.1250



NATIONAL



1974 National Champion Bob Hiatt 6 inches away from planting another disc

CHAMPIONSHIPS



The Prize Winners with Group Captain Jenkins, Station Commander at R.A.F. Abingdon.



Style Judges, left to right, Ken Mapplebeck, Davy Waugh, Sooty Standing and Dougie Peacock — be-plastered Annie McKie records in the foreground!



Twin Pioneer exit in the Accuracy Event

RESULTS

MEN'S OVERALL CHAMPIONSHIP

Helmet No.	Name	Club	Total Score	Position
1	Layton	RAFSPA	7.51	7
2	Smout	RAFSPA	8.14	13
3	Bennett	RAFSPA	11.28	18
4	Pierce	RAFSPA	15.06	24
6	Payne	Paraclan	16.45	25
7	Phillips	Paraclan	14.22	23
9	Dodd	Paraclan	12.32	20
10	Meacock	Peterboro 'C'	5.68	3rd
14	Kenny	Para Regt	5.70	4
15	Milne	Para Regt	6.92	6
16	Wright	Para Regt	6.05	5
17	Sinclair	Para Regt	8.04	12
18	Meysner	Peterboro 'A'	16.71	26
19	McGuire	Peterboro 'A'	12.57	21
26	Hiatt	Duck End 'A'	4.65	National Champion
27	King	Duck End 'A'	5.62	2nd
29	Mills	Duck End 'A'	8.25	14
30	Savage	Duck End 'A'	7.83	9
31	Murden	Peterboro 'B'	13.33	22
33	Moss	Peterboro 'B'	9.19	17
35	Batchelor	Duck End 'B'	9.03	16
39	Morgan	RSA	7.59	8
40	Uragallo	RSA	7.92	10t
43	Slater	Para Regt	7.92	10t
59	Harman	Para Regt	8.80	15
60	Byrne	RAFSPA	11.76	19

LADIES' OVERALL CHAMPIONSHIP

Helmet No.	Name	Club	Total Score	Position
5	Jones	RAFSPA	11.84	4
11	Rixon	Peterboro 'C'	8.71	2nd
20	Davies	Peterboro 'A'	12.60	5
25	Smith (J)	RSA 'B'/Para Regt	5.94	National Champion
36	Cain	Duck End 'B'	9.63	3rd
37	Smith	Duck End 'B'	13.67	7
41	Tuck	RSA	12.98	6
48	Anderson	RAFSPA	16.74	8

TEAM OVERALL CHAMPIONSHIP

Team	Overall Score	Position
Duck End 'A'	29.13	National Champions
Peterborough 'C'	29.59	2nd
Para Regt	30.61	3rd

photos Dave Waterman

INDIVIDUAL ACCURACY CHAMPIONSHIP

Helmet No.	Name	Club	Jumps					Total	Av.	Pos.
			1	2	3	4	5			
1	Layton	RAFSPA	0.01	1.63	0.93	0.00	1.62	4.19	0.83	8
2	Smout	RAFSPA	10.00	0.29	0.25	1.56	0.12	12.22	2.44	21
3	Bennett	RAFSPA	2.98	2.65	3.40	10.00	10.00	29.03	5.80	38
4	Pierce	RAFSPA	0.10	10.00	8.44	10.00	10.00	38.50	7.70	44
5(W)	Jones	RAFSPA	3.76	4.50	0.62	10.00	0.32	19.20	3.84	28
6	Payne	Paraclan	10.00	10.00	3.32	10.00	10.00	43.32	8.66	45
7	Phillips	Paraclan	10.00	7.09	10.00	0.30	3.71	31.10	6.22	39
8	Norrie	Paraclan	6.30	2.19	9.27	10.00	10.00	37.76	7.55	41
9	Dodd	Paraclan	3.88	1.74	1.99	10.00	7.29	24.90	4.98	32
10	Meacock	Peterboro 'C'	0.01	0.22	2.32	3.69	0.00	6.24	1.24	10
11(W)	Rixon	Peterboro 'C'	1.01	10.00	0.00	0.62	1.09	12.72	2.54	24
12	Bremer	Peterboro 'C'	0.87	0.00	0.94	0.81	0.00	2.62	0.52	4
13	McCauley	Peterboro 'C'	3.97	0.00	0.41	0.35	0.20	4.93	0.98	9
14	Kenny	Para Regt	0.00	1.65	0.12	0.45	0.71	2.93	0.58	6
15	Milne	Para Regt	0.00	0.00	0.48	10.00	1.34	11.82	2.36	19
16	Wright	Para Regt	0.86	2.00	0.06	0.11	0.89	3.92	0.78	7
17	Sinclair	Para Regt	4.25	1.17	5.16	1.35	0.05	11.98	2.39	20
18	Meysner	Peterboro 'A'	10.00	10.00	3.58	10.00	10.00	43.58	8.71	46
19	McGuire	Peterboro 'A'	0.22	0.71	5.74	10.00	10.00	26.67	5.33	36t
20(W)	Davies	Peterboro 'A'	5.67	4.86	2.08	10.00	2.42	25.03	5.00	35
21	Tilley	Peterboro 'A'	0.46	3.90	10.00	0.27	10.00	24.63	4.92	31
22	Togher	RSA 'B'	0.02	1.02	0.43	0.00	1.33	2.80	0.56	5
23	Berry	RSA 'B'	0.00	10.00	2.33	2.93	4.07	19.33	3.86	29
24	Hogg	RSA 'B'	0.66	0.81	4.96	10.00	1.21	17.64	3.52	27
25(W)	Smith (J)	RSA 'B'	0.67	0.84	0.80	0.05	0.00	2.36	0.47	3
26	Hiatt	Duck End 'A'	0.05	0.00	0.00	0.07	0.00	0.12	0.02	1st
27	King	Duck End 'A'	0.37	0.00	0.53	0.06	0.33	1.29	0.25	2
28	Smith (JF)	Duck End 'A'	1.37	10.00	10.00	6.66	10.00	38.03	7.60	42
29	Mills	Duck End 'A'	1.90	1.95	7.47	1.03	0.65	13.00	2.60	25
30	Savage	Duck End 'A'	0.04	6.08	0.52	0.32	3.21	10.17	2.03	15
31	Murden	Peterboro 'B'	5.16	1.97	10.00	7.71	1.87	26.66	5.33	36t
32	Cullum	Peterboro 'B'	2.12	1.39	2.15	1.27	1.86	8.79	1.75	12
33	Moss	Peterboro 'B'	1.72	1.62	0.32	3.12	1.07	7.85	1.57	11
34	Ratia	Peterboro 'B'	5.44	10.00	10.00	10.00	10.00	45.44	9.08	48
35	Batchelor	Duck End 'B'	1.84	0.96	3.42	2.49	2.84	11.55	2.31	18
36(W)	Cain	Duck End 'B'	1.01	1.38	6.13	3.30	0.72	12.54	2.50	22
37(W)	Smith (S)	Duck End 'B'	10.00	7.05	6.53	0.72	4.05	28.35	5.67	34
38	Slaughter	Duck End 'B'	0.14	2.05	2.51	1.52	4.80	11.02	2.20	17
39	Morgan	RSA	4.69	1.23	0.43	0.30	2.25	8.90	1.78	13
40	Uragallo	RSA	10.00	0.00	0.11	0.00	0.15	10.26	2.05	16
41(W)	Tuck	RSA	1.02	4.92	1.21	10.00	7.79	24.94	4.98	32
42	Cotano	RSA	—	—	—	—	—	—	—	—
43	Slater	Para Regt	0.28	0.84	0.00	3.13	8.27	12.52	2.50	22t
48(W)	Anderson	RAFSPA	10.00	7.72	10.00	7.37	10.00	45.09	9.01	47
56	Grut	RSA	10.00	10.00	10.00	7.64	0.77	38.41	7.68	43
57(V)	Rickwood	(Australia)	1.08	0.32	1.86	10.00	3.51	16.77	3.35	26
58(V)	Callaghan	(Australia)	6.39	10.00	10.00	7.87	3.22	37.48	7.49	40
59	Harman	Para Regt	0.00	6.23	0.00	0.00	3.56	9.79	1.95	14
60	Byrne	RAFSPA	5.24	0.37	0.69	3.65	10.00	19.95	3.99	30



Jackie Smith hits with her trailing foot first

STYLE CHAMPIONSHIP

Helmet No.	Name	Club	1	2	3	4	5	Av.	Pos.
1	Layton	RAFSPA	13.1	14.9	16.0	11.3	11.5	13.36	20
2	Smout	RAFSPA	11.6	11.0	12.1	10.8	11.5	11.40	14
3	Bennett	RAFSPA	10.7	10.2	11.0	12.0	10.9	10.96	11
4	Pierce	RAFSPA	14.4	14.4	14.7	15.1	15.0	14.72	26
5(W)	Jones	RAFSPA	16.0	16.0	16.0	16.0	16.0	16.00	32†
6	Payne	Paraclan	14.2	16.0	16.0	15.7	16.0	15.58	31
7	Phillips	Paraclan	16.0	16.0	16.0	16.0	16.0	16.00	32†
9	Dodd	Paraclan	16.0	16.0	14.1	14.1	13.2	14.68	25
10	Meacock	Peterboro 'C'	9.1	8.7	9.6	8.6	8.4	8.88	1st
11(W)	Rixon	Peterboro 'C'	12.2	12.8	13.2	11.1	12.4	12.34	18
12	Bremer	Peterboro 'C'	10.4	10.5	10.3	9.9	9.9	10.20	4
13	McCauley	Peterboro 'C'	10.4	11.3	10.8	10.7	10.7	10.78	8
14	Kenny	Para Regt	10.0	9.7	11.1	9.9	10.5	10.24	5
15	Milne	Para Regt	8.7	8.9	8.6	10.1	9.3	9.12	2
16	Wright	Para Regt	9.3	11.6	10.7	10.6	10.5	10.54	6
17	Sinclair	Para Regt	10.6	11.2	10.3	12.3	12.1	11.30	12†
18	Meysner	Peterboro 'A'	16.0	16.0	16.0	16.0	16.0	16.00	32†
19	McGuire	Peterboro 'A'	16.0	14.3	12.5	16.0	13.6	14.48	24
20(W)	Davies	Peterboro 'A'	14.9	14.2	16.0	16.0	14.9	15.20	27
25(W)	Smith (J)	RSA 'B' (PARA)	11.3	11.0	10.8	10.5	11.1	10.94	10
26	Hiatt	Duck End 'A'	9.7	9.1	8.9	9.3	9.3	9.26	3
27	King	Duck End 'A'	10.0	10.8	11.0	10.9	11.0	10.74	7
29	Mills	Duck End 'A'	9.9	16.0	10.6	9.3	9.7	11.30	12†
30	Savage	Duck End 'A'	9.6	9.3	10.7	12.4	16.0	11.60	15
31	Murden	Peterboro 'B'	16.0	16.0	16.0	16.0	16.0	16.00	32†
33	Moss	Peterboro 'B'	15.2	15.5	15.1	14.4	16.0	15.24	28
35	Batchelor	Duck End 'B'	14.5	11.8	11.6	12.9	11.9	12.54	19
36(W)	Cain	Duck End 'B'	13.8	13.6	12.6	15.3	16.0	14.26	23
37(W)	Smith (S)	Duck End 'B'	16.0	16.0	16.0	16.0	16.0	16.00	32†
39	Morgan	RSA	12.0	10.7	13.9	11.0	10.5	11.62	16
40	Uragallo	RSA	10.6	16.0	11.7	10.1	10.3	11.74	17
41(W)	Tuck	RSA	16.0	16.0	16.0	16.0	16.0	16.00	32†
43	Slater	Para Regt	10.8	11.2	10.9	10.8	10.5	10.84	9
48(W)	Anderson	RAFSPA	16.0	15.6	15.9	14.7	15.1	15.46	29
57(V)	Rickwood	(Australia)	15.0	12.8	13.6	13.3	14.1	13.64	21
59	Harman	Para Regt	14.1	14.6	13.2	13.3	13.3	13.70	22
60	Byrne	RAFSPA	15.4	14.8	15.5	16.0	16.0	15.54	30

SOUTH STAFFS ANNUAL ACCURACY MEET 1974

Sat/Sun 14th/15th September

BIG STAR ATTEMPTS FROM A DC3

For details contact:

Geoff Webster
2 Brake Lane, West Hagley, Stourbridge, Worcs.
Bobbington 295 or Hagley 3993

TEAM ACCURACY CHAMPIONSHIP

Team	Name	1	2	3	4	Total	Av.	Position
RAFSPA	Layton	0.53	1.26	0.89				
	Smout	2.02	1.93					
	Bennett	0.79	1.53	1.16				5
	Pierce	0.82	2.41	1.11				
PARACLAN	Payne	10.00	5.56	7.78				
	Phillips	10.00	5.05	7.52				
	Norrie	10.00	4.20	7.10				10
	Dodd	10.00	6.29	8.14				
PETERBORO 'C'	Meacock	0.06	0.18	0.12				
	Rixon	0.13	2.63	1.38				
	Bremer	0.33	2.00	1.16				2
	McCauley	0.00	1.10	0.55				
PARA REGT	Kenny	0.00	3.01	1.50				
	Milne	0.14	0.00	0.07				3
	Wright	0.00	1.96	0.98				
	Sinclair	2.70	0.47	1.58				
PETERBORO 'A'	Meysner	1.11	2.01	1.56				
	McGuire	0.15	4.28	2.21				6
	Davies	8.00	7.39	7.69				
	Tilley	1.60	0.70	1.15				
RSA 'B'	Togher	0.22	0.11	0.16				
	Berry	0.53	2.73	1.63				4
	Hogg	0.00	2.55	1.27				
	Smith (J)	0.11	2.46	1.28				
DUCK END 'A'	Hiatt	0.00	0.00	0.00				
	King	1.69	0.07	0.88				1st
	Smith (JF)	2.89	0.82	1.85				
	Mills	0.00	0.11	0.05				
PETERBORO 'B'	Murden	10.00	5.10	7.55				
	Cullum	2.50	0.15	1.32				8
	Moss	2.05	5.15	3.60				
	Ratia	5.20	3.51	4.35				
DUCK END 'B'	Batchelor	10.00	0.64	5.32				
	Cain	3.46	2.62	3.04				9
	Smith (S)	3.59	3.22	3.40				
	Slaughter	10.00	0.42	5.21				
RSA	Morgan	0.00	1.21	0.60				
	Uragallo	0.77	0.03	0.40				7
	Tuck	10.00	10.00	10.00				
	Cotano	10.00	4.60	7.30				

INDIVIDUAL ACCURACY—NOVICES

Helmet No.	Name	Club	1	2	3	4	Total	Av.	Pos.
44	Grierson	Paraclan	25.00	10.78	12.20	5.88	53.86	13.46	1st
45	Griffiths	Peterboro'	22.41	20.41	9.74	25.00	77.56	19.39	5
46	Cornell	RAFSPA	—	—	—	—	—	—	—
47	Murray	RCT	—	—	—	—	—	—	—
49(W)	Lear	RSA	25.00	25.00	2.00	13.49	65.49	16.37	2
50	Geraghty	Peterboro'	25.00	25.00	25.00	25.00	100.00	25.00	9
51	Hinsley	Peterboro'	25.00	7.57	25.00	25.00	82.57	20.64	6
52	Bruce	Peterboro'	17.05	5.45	24.25	25.00	71.75	17.93	3
53	Suckling	Peterboro'	25.00	12.61	9.96	25.00	72.57	18.14	4
54(W)	Philip	Peterboro'	9.18	25.00	25.00	25.00	84.18	21.04	7
55(W)	Killeen	Peterboro'	25.00	12.00	25.00	25.00	87.00	21.75	8

THE BOB HIATT ACCURACY INTERVIEW

Bob Hiatt is the 1974 National Champion. This interview was taped at Weston on the Green during this year's Nationals where he also won the Individual Accuracy Event. For two years he has been using a 'Cloud' for accuracy, and it is in this event that he excels. He has been dedicated to competition for the last six years.

Sport Parachutist: When interviewing John Meacock on Style, I asked him what qualities go for making a good style jumper, so I'll start by asking you the same question with particular reference to accuracy.

Bob Hiatt: Basically to be a good accuracy jumper you require plenty of accuracy experience, coupled with an aggressive attitude. Also you need a 'good eye' — the last thirty feet is the difficult part especially to get in right every time. Judgement and co-ordination are part of having a 'good eye'.

S.P.: What are the dangers to the novice accuracy jumper of being too aggressive, isn't he more likely to sustain injury?

B.H.: I think that one must take a few knocks in gaining experience, but this must be coupled with guidance from someone who knows the game. Additionally one must keep fairly fit.

S.P.: You've a relative light weight — does this help?

B.H.: Yes — in fact I'm only 10 stone, but if you are a heavy bloke and you're fit, then your heavier bones and muscles will help you to absorb greater knocks.

S.P.: In 1971/1972 you tended to be an inconsistent accuracy jumper, pulling off good ones one minute, then having the odd out jump; how much of your current consistency do you attribute to jumping a square canopy, and how much to your gaining more maturity in accuracy?

B.H.: I think it's a bit of both, certainly in competition at that time I was very up and down, either very nervous or with no nerves, and I think I perform better with a lot of competition nerves.

S.P.: That's unusual isn't it?

B.H.: It appears that way, but I made a complete fool of myself in the British Team in 1970 in the individual accuracy event — I was on the edge of the 50 metre pit on one occasion but in the Team Event I was so nervous it wasn't true and came out with 3 D.C.'s! It seemed to me then that nerves played a big part in my approach to competition; so now I try to cultivate a nervous tension within myself.

S.P.: This nervous tension you require is a very personal thing, how do you cultivate it for a competition?

B.H.: I try and think how much the particular competition means to me, for instance in this competition it means a place in the British Team in Hungary, or not! I am trying to think of this aspect of it, if this particular jump goes badly I may not get a place in the Team.

S.P.: Watching you jump yesterday it was obvious that you're very happy with the canopy.

B.H.: I was also very happy with the conditions yesterday! (All his jumps were D.C.'s—*Ed.*)

S.P.: The problem with square canopies would seem to be how far down wind you can go.

B.H.: That's right — it took a bit of learning obviously, and I thought initially that the canopy was better than it was. The canopy is not magic by any means and it has taken 280 jumps for me to be happy with the setting up of the approach.



'H' collects another disc

S.P.: If a relatively inexperienced parachutist approached you for advice on becoming an accuracy jumper, would you advise him to start on a round canopy before progressing to a square one?

B.H.: Most definitely — yes. The 'Cloud' has to be handled very close to the stall, in the full brake area and this a potential danger, as the stall characteristic is very vicious which everyone has seen! This can be utilised in good canopy handling; it is very quick off the stall which can be dangerous but which to me is a saving grace. Because I have done so much jumping on round canopies in the full brake and stall area I have a very good appreciation of where the canopy is overhead. I went onto the Ram Air canopy after 1,250 jumps, a great many of which were accuracy approaches.

S.P.: Some Parachutists may tend to think, because of your success with the 'Cloud', that all they have to do is get one themselves and they will have similar success.

B.H.: This, of course, isn't necessarily so. The canopy has to be handled in a potentially dangerous configuration which is trying to stop it flying. The basic thing with accuracy is to stay safe in overshooting the disc, and then when you feel the time is right, drag the canopy down. This is how I've learned to use it but in a stall situation the canopy will undoubtedly beat you to the ground!

S.P.: Why did you choose the 'Cloud' in preference to other Ram Air canopies?

B.H.: Reputation, I suppose. I tried the Sport 200, (the 'Foil'), I tried the original 'Para-plane' which I quite liked; so I decided to buy one. In the meantime the new 'Para-plane', (the 'Cloud'), came out, which I bought. It was then a question of trying to teach myself accuracy on it.

S.P.: On the subject of malfunctions with Ram Air canopies, how much is myth and how much fact?

B.H.: Personally I've found the Cloud quite reliable, however often liable to foul the extractors over the trailing edge around the steering lines which creates tension on the reefing system closing the end two cells. This makes the canopy very unstable and increases the rate of descent but, handled properly, landing under it is very acceptable. I did cut away once from a fast rotation after 25 jumps, but I have learnt to handle the canopy with the end cells closed even if I lose 50% of the canopy's performance.

S.P.: What are you going to do if this happens in a competition?

B.H.: It happened to me in the Rhine Army Meet last year and I got a re-jump. Judges now are much more aware of canopy distortion and if the jumper has a distorted canopy he is not being allowed to show his true ability.

S.P.: As a result of your experience do you think the future of accuracy competition will hinge around Ram Air Canopies?

B.H.: I am almost certain it will. As far as I'm concerned in light or no winds the canopy is unbeatable; in higher winds not so good. In higher winds the canopy has to be flown and this makes it more unstable and you tend to get a slide effect; this is why I use it in very deep brakes.

S.P.: With accuracy becoming more consistent through the introduction of Ram Air Canopies what is the future of the accuracy event?

B.H.: The amount of jumps will obviously have to go up to sort out the best in all kinds of conditions.

S.P.: The Ram Air Canopy is an expensive piece of kit, apart from that what other disadvantages are there to someone who wants a versatile canopy; for instance you don't use it for style?

B.H.: I don't use it for any terminal jumping. I've found beyond about 8 seconds I get canopy damage and it opens hard. To me it's purely an accuracy canopy; I did do one style jump with it and I found it very heavy, and the opening very hard.

S.P.: Apart from setting up for an upwind approach how much difference is there from then onwards?

B.H.: Basically none; the deep brake technique I use was mastered on round canopies. I set the canopy up to overshoot on about half brakes then sink it onto the disc from there. The canopy is therefore going slowly giving you more time to think. Nothing can be salvaged from an undershoot, howling in with no brakes; the salvage can only be done from the overshoot. The sink and the salvage from the overshoot was learnt on round canopies.

S.P.: When watching accuracy it is very clear the good parachutist's hands hardly seem to move but the character whose hands are constantly up and down isn't achieving anything. What are your views on this?

B.H.: This is right. The canopy must be given time to react and settle and constant movement of the hands prevents this. Additionally, it is important to make elevation turns (raising the opposite hand to the required direction) rather than depression turns which tend to cause oscillation; this is natural as from student days the latter type have become second nature. So stay cool, make a decision, carry it out and then pause to see how the canopy reacts; only then can you re-assess the situation.

S.P.: How difficult is control of your feet within the last thirty or so feet?

B.H.: I think it very difficult indeed. You just have to discipline yourself to sit there and wait. Don't start sticking your legs out and reaching because this will upset the canopy and cause it to slide. If you stick a leg out far enough, you can slide off 5 metres, so movement of your feet must be kept to the last ten feet or lower. I try and keep myself under control right to the ground.

S.P.: What are your own targets other than getting in the British Team?

B.H.: I would like to stay as an active competitor as long as I can, and I'd also like to pass on my experience to others. It might be that we can run seminars on accuracy not restricted to Ram Air but to include round canopies

also; I certainly don't want to preach square as I'm convinced that round is the best medium for initial experience.

S.P.: How about a prophesy on your own performance for the remainder of the Nationals?

B.H.: Difficult one but providing the winds don't get too excessive I think I've a fair chance of pulling off the Individual Accuracy.

S.P.: Bob, thank you very much and best of luck for the remainder of the season.

BUZZ'S CANADIAN COLUMN

Having digressed at great length a couple of issues ago on the Ministry of Transport, and the lack of parachuting regulations, the end of that story is somewhat disappointing. After considerable effort by CSPA and its directors to persuade the Ministry to introduce some enforceable regulations (based on CSPA Basic Safety Regulations), that worthy body, in its wisdom, (and no doubt as a result of some political pressure), has decided that it has no intention of introducing any parachuting regulations. I quote from a letter, sent by the Ministry to a Member of Parliament, who had been asking questions.

'The Ministry recognizes that parachute jumping could present hazards to individual jumpers, but persons who contemplate engaging in the sport also are aware of the nature of the activity. Parachute jumping is not unlike other sporting activities where government regulation is limited, which in a similar fashion, present an element of risk that the individual voluntarily accepts or rejects. Among these activities are ski jumping, scuba diving, and mountain climbing. We do not believe that every individual who wants to indulge in activities of this nature should be required to undergo examination by the Ministry (or other agency), as would be the case if regulations were introduced in respect to parachute jumping.

The general purpose of present federal controls is to protect air traffic, and persons or property on the ground from parachutists and their activity. It is our view that existing Air Regulations are adequate for this purpose. On the other hand for the Ministry to undertake a program designed primarily to protect the parachutists would involve a basic change in the stance of federal responsibility in this area'.

I leave you to draw your own conclusions. As I have pointed out previously CSPA has no power or authority to impose its regulations on anybody, and with the Ministry opting out as it were, the mercenary (used in its most derogatory sense) student training operations can continue their unhealthy existence, and can continue to do much harm to the sport of parachuting in Canada.

The introduction of a ten man star event at the National Championships has caused teams to form across the country. It is expected that there will be two teams from Abbotsford, one from Alberta, three from Ontario and possibly one or two pickup teams. This increase in activity is most welcome and may well galvanise the jumpers into some large star work.

The annual 'skydivers holiday' at Abbotsford was largely ruined by some of the worst May weather ever. Consequently relative work activity was somewhat curtailed, but none the less several Canadian ten man patches and Buquor Star Crests were earned.

See you next issue,

BUZZ.

Big Jake – Potential Instructor ?

"Potential Instructors Course," Harry the Slime is heard to state glomily. "Potential - - - up if Big Jake is on it." Harry has reason to be worried. B.J. as is well known is a mortal enemy of Harry the Slime, who has conned his way by devious means into being one of the guys who conducts examinations for other guys, who for some crazy reason want to become instructors. Big Jake's reason is neither crazy nor uncommon. He wants the free jumps and to see their faces as they go out the door; a laugh a lift.

Mighty arguments have surrounded B.J.'s application to the course. On paper he has the qualifications but many a sage counsel leans to the view that if the up and coming model themselves on B.J. then sport parachuting is finished within six months. Others argue that while B.J. cannot be said to be orthodox, there is nothing to show that he is likely to cause anyone to bounce and much of the furore arises through jealousy of his public successes not least of which is his enduring association with Voice and Tits after whom many of the power wielding pundits lust in vain.

Finally, it is ruled that B.J. gets the chance. What decides it mainly is interest in what may happen on the course and in the end several advanced things are vying with each other as to who will have the honour to partner Harry the Slime through it and get the copyright on B.J.'s antics. A photographer is hired for the occasion.

I am on the course too, partly as Big Jake's minder, but also because I can now get stable and want to pass on the knowledge of how I do it to the beginners. (Much kicking is involved).

Voice and Tits has come along to do the cooking for the motley throng and to see that B.J. does not miss his home comforts all of which are in evidence as usual.

Hairy Mary, so called on account of her moustache and deep voice is the only girl on the course, but she could pass for a man and often does. B.J. has only shown vague interest in her in a half hearted way, more to keep in ogling practice than with any serious intent. V & T who knows her man is unworried.

Harry the Slime's partner in the exercise is finally decided. It is Quaffer Jim, he of the rubicund physog and beery belly of a girth so great that only he and one other can get into a 172, which is why the course has to use a 206. He wears a hogback because with his T-10 reserve front mounted he would fill the full width of the plane.

Three other members make up the course. One is a Scots guy in a kilt. He has a tartan jumpsuit and contrives to look like a free falling bagpipe. V & T urges him to jump with his kilt on, but he explains it would impair his relative work as the slipstream up his kilt would come out his collar and make his eyes water; this would cause docking difficulties. The remaining two are quiet guys in black jumpsuits. Their short hair suggests a military background, or perhaps they are just out of the pokey. They have a tough hard assed look, so nobody asks.

The first day is very boring. It is all talk, mostly by Harry the Slime indicating what a hotshot very advanced instructor he is, with occasional snorts, grunts and farts from Quaffer Jim who uses the lunch break to fortify himself for a tedious afternoon. Result is he falls asleep snoring so that Harry has to increase his nasal whine to a continued shout and between the two of them we are near deafened.

The next day sees the start of the action. We have some tame students swinging up on the Nutcracker to demonstrate free fall technique. B.J. drops his altimeter on the concrete while pontificating on its uses and how it works. The Scots guy gets a round of applause for an impassioned harangue that nobody understands but we think it is something about canopy control. He is high on panache but low on intelligibility. Hairy Mary, squinting furiously for defects, checks out a guy as okay to jump then finds she has overlooked a bunged up reserve handle. Missing the point of the exercise she asks Harry the Slime if he is trying to be - - - ing funny setting it up like that to make a fool of her. Harry backs off in alarm thinking she may dong him one with the beefy mitt she is waving under his nose. We calm her down and the course continues.

On day three we are ready to put static lines on our main chutes so that we can despatch each other. Unknown to us at the time, Hairy Mary misunderstands Quaffer Jim's garbled instructions and puts four turns of 50 cord on her pilot chute assist. Quaffer misses this on the checkout. *Quis custodiet custodiens?* (Which for non-Latin speaking barstids is who guards the guardians?) Answer: nobody. And who is to be Hairy Mary's jumpmaster folks? Yes, you guessed it: to B.J. falls this honour.

It is an odd arrangement — we are all to despatch each other in sequence. The Scots guy will be sent on his way by Hairy Mary, she by Big Jake and B.J. by yours truly, the only one without a static line. When all have gone Harry the Slime will put me out on the last pass and follow to scrutinise my stabilising technique at close quarters, risking a boot in the teeth in the cause of free fall science. We take off.

Known to us, but unbeknownst to the victim, a simulated engine failure is planned for 1200 ft. Harry is stationed next to Mary to observe her reaction to the crisis and to avert any intemperate action on her part. But there is insufficient allowance for Mary's amazing reflexes. As the engine dies away and the nose pitches down the Scots guy is bulleted out the door by herself before he can blink. The static line is still trailing as she lunges for B.J. to send him on his way. Harry is screaming at her that it is a practice and I am holding on to B.J. to prevent his unscheduled exit. The pilot reckons it has gone far enough, guns the engine and settles back into the climb. The panic subsides. Mary's language, seldom for garden parties, degenerates into a monosyllabic stream of oaths that threatens to melt Harry's goggles, but she quietens enough in the circuit for the plan to go ahead.

We run in over the pit at 2500 ft. Mary is in the door. Big Jake kneels beside her with the static line in his mitts. Cut! Go! Whap — the 200 lb. snatch force whips the static line out of B.J.'s grasp. It goes zizzling down the side of the plane and flicks up between the elevator and the fuselage. B.J. anxious to retrieve the static line pulls hard on it. It comes free all right, but causes a full depression of the elevators. The control wheel tears out of the pilot's hands and we all go into free fall inside the aircraft. Harry the Slime hits the roof just before I do. We collapse in a heap behind the pilot's seat as the gee comes on and plane does a kind of switchback until the pilot wrestles it under control again. We are down to 1500 ft. and descending. B.J. is nowhere to be seen.

Then we notice there are two static lines trailing out the door. Only they are not trailing, they are taut and there

rotating in in the slipstream in great embarrassment is B.J. in a kind of a festoon.

The pilot has to gun the engine to keep us flying. When appraised of the fact that B.J. is still with us in satellite form he just nods in a resigned way and his knuckles whiten further on the wheel.

Harry and I have a shouted conference about what comes next. "Cut the bugger loose," cries Harry producing a bayonet from below the pilot's seat. We both move back to study the problem. This shifts the cee of gee and the stall warning comes on. Harry giving me the bayonet rapidly shifts back up beside the pilot. If I get through this okay I should rate for immediate promotion to advanced instructor.

I wave the bayonet at B.J. expecting to get the hands on helmet sign that he is ready. The sign he gives denotes something entirely different. Then I see why. One of the static lines is wrapped round his reserve so he fears the worst. He has his hands free and I have to lean way out of the door to pass the bayonet handle first as B.J. gyrates and spins below. He takes it on a turn and starts slicing slowly at the line across his reserve. It parts and with one big slash B.J. chops through both lengths of static line above him. He falls away reaching for his reserve handle and out comes the canopy cleanly at 1000 ft.

I flop back into the plane and lie panting on the floor. Harry who has gone into an apathetic stupour beside the pilot is crooning softly to himself. The pilot throttles back and carefully brings it into the circuit for a very cautious landing. He and Harry have subsequently to be carried from the plane. I crawl over to the packing mat to unwind.

B.J., Hairy Mary and the Scotsman are scattered over five miles of countryside so it takes a while to round them all up in the van. By the time they get back Hairy Mary has fallen in love with the Scots guy who bursts out of the van door and disappears round the back of the hangar with Mary in hot pursuit clawing at his tartan jumpsuit.

B.J. is unabashed by it all. He reckons he is now a world authority on hang ups and offers to do it again under controlled conditions with anyone bold enough to try it. Harry has been led away protesting feebly for a nice lie down while the pilot is getting stoned at the bar. The aircraft has had its framework twisted by the gyrations and is off the road for some time to come. It is the only 206 for miles around, so Quaffer Jim envious of the commotion at the bar where the pilot is gargling himself into oblivion, declares the course finished and goes off to the bar to join the fun.

A terrible row ensues at the Bee Pee Ay as to why the course was completed in three days and it finishes up with Harry the Slime and Quaffer Jim being declared unfit to examine their own belly buttons for fluff much less conduct an instructors course.

B.J. and the rest of us are to be fitted into other courses later to complete, but by the time it is arranged B.J.'s enthusiasms are moving in other directions and he is off to South America on the Axolotl trip thereby saving a mighty tough decision for the top brass.

LOWE PULLER.



Golden Knights 10 man team (Pins and Needles)

photo—Jerry Irwin

DOWN UNDER AGAIN

It's difficult to know where to start writing an article about jumping down under because not only have six months elapsed while I've been mentally conditioning myself to getting it together (it's the sun that does it!), but as the number multiplies, viz. Jennie Thomas, Dave Moody, me, Bob Hull, Tony Engbarth, Clive Rumney, Steve Marrezeki, Oli Prin and John Harrison, so does the complexity. So I shall just restrict myself to a first hand account.

Our stay in W.A. was both short and sweet, jumping with Tony Dale and Mike Deakin and respective marital partners, Gloria and Judy, primarily at wind swept Rockingham, which hosted the W.A. State Championships, and just long enough to witness the birth of Mike and Tony's new club 50 miles out of Perth.

Our departure eastwards to the Nationals coincided with the bursting point of our one bedroom flat as the first six mentioned above set out to face the Nallabor plain in three contingents by road, with Clive, demonstrating his superior knowledge of Australia, travelling by air!

The 3,000 miles journey, 2,000 miles of which is across flat scrubland with a "typical town" comprising of school, church, milk bar, stores and about three pubs, interspersed with remote gas stations doing a roaring trade in repairs as battered vehicles crawled in. Bob and Steve had a fairly uneventful journey with their West Australian chauffeuse, as did Dave and I with two nutty jumpers in a landrover, both having our share of mechanical problems, but nothing compared to those of Tony and Jennie who found themselves with a breakdown of car and driver who eventually having pulled his hair out and put himself on the coronary list hot footed back to Perth leaving his car and passengers in the middle of the Nallabor to fend for themselves!

After a day's unsuccessful hitching Jennie had a brain-wave and 'phoned up Travel Mate — the organization that had arranged the lift — and by some miracle a second lift was arranged to pick them up en route.

So, we were all reunited on Xmas morning at Labertouche D.Z. as they awakened our tentfull of cold, hung over jumpers having spent Xmas Eve at Melbourne station and walked two miles from the local station across fields in the pouring rain! Happy Christmas!

The Nationals were a bit disappointing to most people as at first the weather was against us and so the inadequate facilities were under a lot of strain, but once jumping got going and style and accuracy were under way, apart from some disagreement about rules regarding wind strength, there were no major disasters. Bob entered style and accuracy, and Dave just accuracy, with Tony passing the point of no return by joining Compton Abbass' Bob and Lee O'Regan and Chris Burrell and a selection of suitably certified Aussies in a ten man rel. team called "True Trash". They provided light entertainment for opposing teams with their team songs, and exit practices could always be depended upon as a source of amusement! In between times they competed with the other six teams for last position by doing some good jumping and ended up sixth.

The ten man comp. really showed some good hot rel. work, particularly by "Valley Rats" and John Middleton's "Star Pact" who would have been fighting it out for first place on times had "Valley Rats" not had bad luck and blown their first jump by getting a nine man. Times on average were late 20's, early 30's.

The standard of rel. here is impressive, as student train-

ing is generally short and the jumpers are relly orientated leading to guys with 80-100 jumps closing expertly from the back end. Being born and bred on BPA student progressions and having taken my time struggling through that, I viewed their 'new' attitude to jumping, particularly extended to rel., with scepticism as I felt that jumpers with such a low number of jumps could not be sufficiently experienced to partake in rel. loads, but by investigating further I'm beginning to have a change of heart. The whole attitude towards jumping is that it's a cinch, and so students progress with confidence, but within safety confines and few students have psychological barriers.

Now, maintaining an open mind, it would seem that the Aussie system produces good rel. workers at a much earlier stage than U.K. although, unfortunately, there will always be some low pullers and bad separators, which sneak past the Area Safety Officer and give the Aussies a bad name.

Having just ex-communicated myself I shall hurriedly carry on with the facts and forget the opinions.

After the Nationals Clive, Dave and I stayed on in Melbourne, whilst the others went straight up to Sydney.

Melbourne proved to be friendly and lively and the social side of the jump scene very active, so there were parties every week, and as most of the jumpers live on the same side of town there was always plenty going on.

Around Melbourne there are about five D.Z's, but we spent most of our time at Pakenham and Labertouche, about 50 and 70 miles respectively from town.

Jumping was mainly from Cessnas with odd weekends when the Navajoe or Beech was available. Jumping is fairly slow as weather allows for some complacency, and so no-one breaks their necks to get up and cloud dodge, although the last few months' grotty weather has made for a bit more activity on good days. Australians have got the right idea about work so there are public holidays for every conceivable occasion, and the jumpers make good use of these to have a long weekend away. Victoria Parachute Club has arranged two weekends already this year, one for water jumps and one for glider and tiger moth jumps, and apparently at Meredith, where Colin Holt hangs out, they've had a night jump weekend.

The water jumping was a weekend to remember at a huge lake called Eildon, 80 miles N.E. of Melbourne, as the sun scorched down all day which meant there were more water fights and strategic air bed battles than jumps, and also created an unquenchable thirst which was administered to every night in the shearing quarters where we were staying. The true Clive Rumney emerged while Dave and I watched him cast off the last vestige of respectability along with his socks and 'Y' fronts to join the first Aussie nude five man water jump. (Like I said, it's the sun that does it!)

In between water jumps which were well organized with ample pick up boats, if you chatted up the right people there was an opportunity to go water-skiing which most people took advantage of, making an interesting spectacle for those on the bank.

The next holiday weekend we went along with the V.P.C. again to a sheep farm west of Melbourne to jump from a Blanik glider. First of all we went up for an acrobatic joy flight which determined me to take up gliding next time I break a leg jumping because it was so much like slow motion free fall manouvres, and much more comfortable and warm so it would be a pretty good substitute.

Then followed another rowdy night in sheep shearers quarters with the inevitable streaks, moons and a new sight to me "The dance of the flaming arseholes" which can be left to the imagination.

The next morning Dave, Clive, Brian Stanley and myself were manifested for the Blanik jump. The perspex canopy was removed and the aumper knelt behind the pilot until the winch tow got the glider to about 2,000 feet in about 15-20 seconds! Oh for a winch towed Twin Pin! At the signal from the pilot the jumper wriggled up, stood on the side and... Geronimo!

It was a fantastic feeling because rather than being like falling from a 20 storey building and leaving your stomach at exit point which I had envisaged, it was like silent free-fall.

Brian Stanley, having a record seeking mania performed the first Aussie nude glider jump and was fervently planning his second record breaking attempt as first Aussie nude tiger-moth jumper, only to be beaten to it at the eleventh hour by the infamous nude Clive Rumney.

The last holiday was Easter and a five man scrambles comp. which was delayed for two days by gale force winds and down-pours of rain, leaving everything fresh and clean for the beginning of the comp. Dave and Clive, along with two members of Star Pact — Tony Holtham (expert free fall photographer) and Greg Graham and Alan Ebel from the Valley Rats, formed the odds-on team.

There was some good jumping and pleasant surprises from some of the combinations and overall everyone enjoyed and benefitted from the meet.

Other snippets of news which might be interesting :-

Star Pact are hoping to go to the world cup meet in South Africa if they can all manage to finance themselves.

There is a lot of concern about G.Q. reserves blowing up, and the National Safety Officer has recommended that they they are withdrawn from service while investigations go ahead.

Protectors have been one of the most popular canopies here and so the high incidence of mals. could just be through weight of numbers, although evidence points to the fact that they have a tendency to B.P's.

On some occasions, at least one fatal, the reserve has been roll packed which a lot of Aussie jumpers favour on the grounds that it's safer to be able to throw a reserve in cases of canopy collision or if unable to cut away for any reason and that the advantage of speed with a pilot chute in a routine deployment is minimal.

This question of pilot chutes carries on with both exponents sticking to their claims, although Graham Hill's recent experience has caused an increased number of jumpers turning to the compromise of a ring device attached to the pilot chute by a slip knot so that in a situation such as his when the pilot chute caught up on his capwell he was able to detach it in time to allow deployment.

A lot of jumpers will be familiar with this system and I think Bob King and Hiatt have been using this device for some time.

A thirty man attempt is planned for sometime in May at Pakenham.

Alan Jay is making harnesses with no hardware except capewells and reserve 'D' rings, and light weight flat reserve and back packs for rel. work which are pretty cheap and popular.

Square canopies are in abundance and almost all experienced accuracy jumpers use them and there are no restrictions on using them on big rel. loads.

Tony and Mike's D.Z. at Dale River, W.A., (genuine name — must have been fate) has grown at a terrific rate and within the first few months they had showers, club hut, loos, kitchen, pit and an opening competition which received a lot of favourable publicity.

JUDY BRADLEY.

PARAQUIP

French St. Christopher helmets, the most popular Skydiving helmet.

- Light weight.
- One piece white polyester moulding.
- Black leather trim and fittings.
- Goggle retainer strap.
- Ear vents and covers.
- Chin cup.

INCLUSIVE PRICE £12, discount on large orders.

Introducing the most comfortable and lightest weight system on the market. Manufactured and designed by Skydivers by Parachutes Australia Pty. and now selling in over 6 Countries.

New model features:

- Split/solid saddle, high D rings, full padding.
- Compact main container available
- in choice of sizes.
- Small reserve container, 1 pin ripcord centre pull and adjustable risers.
- Range of colour schemes and options to ensure system meets individual requirements.

We offer the widest range of Sport Parachuting equipment and rigging services to customers at the most competitive prices.

- Student assemblies.
- Mk 1 P.C. and Pioneer reserve canopies.
- Security Thunderbow conventional systems.
- Used equipment.

NOW IN STOCK

Send S.A.E. for price list of the complete range of equipment and accessories.

STEVE TALBOT

71 OLD HAWNE LANE, HALESOWEN,
WORCESTERSHIRE B63 3TB

Telephone 021-550 6868 (Evenings)

BOOK REVIEW —

'SKIES CALL'

by ANDY KEECH

The physical act of jumping with a camera is really not much fun; the satisfaction is gained from the resulting photographs. Andy Keech has gone one stage further and has produced a photographic essay on our sport of startling beauty. Both he and John Partington Smith, who designed it, can be justly proud of having produced an eye-catching experience which will be an absolute delight to every sport parachutist. The 130 pages of colour describe, for the first time ever, what our sport is all about — something that many others have tried to do and failed dismally in the attempt. No matter what your sport parachuting experience, this is a book that you simply must have — I promise you hours of enjoyment.

It is available from John Partington Smith, price £6.50 (including postage), Dept. 436, The Old Pines, Epsom, Surrey.

G. C. P. S-S

Scottish Parachute Association Championships 1974

The meet was held at Strathallan-Auchterarder on 18/19 May, 1974. John Kemley was trying his hand as Meet Director and Chief Judge (plus general-dogs-body). As camp follower of more years standing than I care to remember, it was decided that I should now earn my keep and manifest, Bob Thompson filling the role of Assistant Judge and Chief Peacemaker.

The Saturday was of course usual competition weather — wet, foggy, cold and, worst of all, a ceiling of 400 ft.; even the aircraft in Edinburgh refused to leave cover. Stand-down came at 5.00 p.m. with an extremely bad met. forecast for the following day. Only one thing to do — drown our sorrows — as it looked as if we'd all have to spend the night on our prayer mats if there was to be any chance of jumping.

First light Sunday saw clear blue skies, not a breath of wind, and John dragged me and anyone else he could find from our beds, and we were in business. At 7.30 four sleepy Style Competitors were in the air, and two rounds of Style completed by 9.00.

Mid-day saw a lot of half naked parachutists trying to get a sun tan, not that they had much chance with John and I nagging at them.

Rod Stuart was having an off day — our dog bit him! On his second jump he injured his knee — the only casualty of the meet.

Late afternoon and the exhausted novices could relax, their three accuracy Jumps completed. Two more rounds of Advanced Accuracy and we had completed the meet.

Ian McLennan won the Style event, the runner-up being Alistair Campbell. Individual Accuracy winner Tony Smith, runner-up George Phillips, third George Norrie. Novice Accuracy Stewart Robertson, runner-up R. Hasted. Overall Champion Tony Smith, with Ian McLennan a close second, third Alistair Campbell.

The 1975 championships will be an Open Meet, the date yet to be arranged. It is hoped to hold an Accuracy Competition in the Autumn, probably at the beginning of October — details to be published later.

SANDY KEMLEY



George Norrie landing in the hidden pit—
photo— Andrew Swanston

THOMAS SPORTS EQUIPMENT

Directors J L Thomas & G Thomas
F A A LICENSED RIGGER No. 4085459

“LOFTY’S” LOFT, THE SPORT PARACHUTE CENTRE, GRINDALE FIELD,
BRIDLINGTON, YORKS. TEL: 0262-77367

ALL SPORT PARACHUTE REQUIREMENTS

REPAIRS AND MODIFICATIONS, CUSTOM MADE PACKS AND HARNESS, FRENCH PARABOOT

SOLE U.K. AGENT FOR IRVING SPORT PARACHUTES

JUMP SUITS (Small, Medium and Large Sizes) in Blue, White, Red and Yellow

PARAWINGS

BLACK DIAMOND RIGS

New Stock of FRENCH PARABOOT

WANTED! GIRL FRIDAY to work full time in the BPA Office — *Good wage for the right person.*
Apply Bill Paul 01-799-3760

'THE ALBERTS HAVE MUTINIED'

Once upon a time the last of the good guys — and yours truly, Annie McWhatsit — set off on a long trek across sunny ole England, over the sparkling English Channel and promptly lost ourselves in the fogs of France.

When it lifted five days later, we found ourselves wandering, dazed and still a trifle inebriated, from the 36 bottles of delicate red (in which we had drowned our sorrows) in the middle of the DZ, stumbling around in a Pea Souper that awed even the Englishmen amongst us.

Six of us from the Duck End Farm Parachute Group and 2 from from Peterborough Para Centre, had arrived for a week of Video/Style training at Lille. At the end of the week, we all wished we'd heeded Tracy's advice on the weather and stayed at home.

Arising at the crack of eleven on Monday morning, we groped our way through the fog to Chez Marie Lou's, home away from home for all parachute bums, for the luncheon initiation ceremony. It was a light repast, lasting 3 hours, 4 courses and 6 bottles of wine. It was also our last. We crawled back to the airfield to either sleep it off or regurgitate the lot.

Visibility cleared around early evening and the first lift went up, comprising Dave Savage, Bob Hiatt, Bob King, Alan Layton, John Meacock and Freddy Bremer. The light was poor and though visibility was reasonable (the telemeters were able to pick us up quite adequately) clarity was lacking. The figures on the screen were somewhat fuzzy and the detail that was present on the tapes of the French Military Championships, that we were shown, was totally non-existent on ours. By the time the second lift, with Bob Hull and myself had jumped, the light was so poor that the video missed us altogether. Again, however, the telemeters were still able to pick us up. For poor images such as we were getting, the answer, we thought, would be slow motion. When we tried this, the falling figures became a jerky blur of vague, almost indeterminate outline, so that suspect manoeuvres remained so and positive ones were worsened.

The Video Man (apologies — I have forgotten his name), showed us tapes of the French Military Nationals, at which top Russians and East Germans competed. What became immediately apparent were the very distinctive styles collectively adopted by people jumping together; e.g. the French jumpers who all jump with or are influenced by Armaing, all adopt a very similar position in their style to his. Similarly, the Russians and East Germans have a particularly distinctive style of their own, which is very gymnastic in its concept, spectacular in its application and beautiful to watch. Sickening fast too — low to mid 6's and 7's. Interesting to note that Armaing, (current World Style Champion) timed on a 5.9 and consistently in the low to mid 6's has lost at two big international style meets this year.

With one jump behind us and four days to go, it was back to Chez Marie Lou's for a trial run on an evening meal. A quiet affair this — similar to the midday gastronomic orgy, but with the alcoholic intake upped to 10 bottles of the House Delicately rough red (My God, we must have been mad!) and aided and abetted by aperitifs and cognacs. Let it be known that though we all managed to make it back to the D.Z. Freddy Bremer made something of a pig of himself, and zapped out the following night. Shame! Shame! The Yanks rallied well however, with the arrival of Bernie Dierker from the European Conference League in Germany. He made an even greater pig of himself! But he made it back the following night — we breed them tough down at Duck End Farm.

Tuesday just didn't bother dawning. It was cloudy, windy and rainy. But the fog had gone. We tethered Bob Hiatt's Cloud to a fence and took turns at hanging 30 ft. up, playing at parascending, silly-buggers, under a bucking, temperamental square thing. The Frenchmen watched from a safe distance, no doubt convinced that mad dogs and Englishmen don't necessarily restrict themselves to the midday Sun.

So roll on Wednesday, but still we didn't jump. By Thursday, we were like zombies and the strain was beginning to tell. Bremer without jumping or sex was like Errol Flynn at a Stag Party. "Ah've gotta find a ping-pong table — c'mon Bernie, lets ask Savage what Y.M.C.A. is in French and go play ping-pong!" Kingy spent his days mooning about on the prowl for non-existent French virgins. To the ultimate security of all fair damsels, the moon was obscured by cloud for the entire duration of our stay, and Kingy spent each night gnashing his teeth over "A History of Roman Roads in Britain".

Bob Hull edged Kingy into second place for the Sleeping Stakes, but understandably so. The amount of energy he expended, trying to crawl into wardrobes and foot-lockers in his sleep was enough to turn anyone into a sleeping beauty for life!

That afternoon the weather cleared briefly and permitted eight irritable, bitchy jumpers to again try their luck with the video. We managed just one jump each, before the weather stopped us. There was a major upset when we went into the Video Unit for the replays, and it was discovered that I had turned an 8.9. One or two males were beginning to mutiny: "Beaten by a bloody woman — it's time we took up Relly Work!!"

Savage's style which at the British Nationals earlier this year, had several people bamboozled, was now reputed to be even faster. He had been timed at 7.2 on two occasions, prior to our visit and both were clean. The style we saw on the Video was just as fast — low to mid 7's, but very very suspect and full of gigs. In the silence, our Evil H. was breathing freely again and muttering. "Dark and dirty

WEST MERCIA INSURANCE BROKERS

ORTON LANE, WOLVERHAMPTON TELEPHONE: WOMBOURNE 2661

EQUIPMENT

Insurance for equipment only £1 per annum per £100 worth. Accidental damage when in use included.

PERSONAL ACCIDENT

Expensive, but comprehensive. A must if you need weekly income.

LIFE INSURANCE

Usually at standard rates for parachuting — why pay extra?

HOLIDAY

Parachuting on the continent? We can offer holiday insurance.



INSURANCE BROKERS FOR ALL TYPES OF INSURANCE

Savage, dark and dirty. Zap you on all of them". For in the past, H. has been known to say that he'd quit style the day Savage beat him. . .

The 6 of us from Duck End were to depart on Friday evening, while Meacock and Freddy were flying out on Saturday. That morning we faced the only well nigh perfect day of the whole week. No wind, rain or cloud, but a heavy frost and a light morning fog, which gave us time to breakfast while it cleared. It had lifted, leaving a light haze, as the first lift took off for the drifter run. In the space of about seven minutes — up to the drifter run in, the mist which had virtually dispersed, reformed so rapidly that everything had totally disappeared. We sat looking down at the thick billowy blanket of ground mist, with a Church spire and a few tree tops just scarring the surface. We were called down by the Video and just managed to pick out recognizable parts of the airfield. The pilot made an approach which, under the circumstances seemed pretty good. We were about six feet above the ground, and, sitting in the back of the Broussard by the window, we could see an occasional white runway marker flash by. The plane levelled out, as if to touch down, when the pilot gave it full throttle.

He levelled a second time, then suddenly full throttle yet again, the nose went up, and we watched trees leering out at us through the mists, just feet away from the aircraft. We were in between them and below the tree top level! In what writers aptly call a pregnant silence, six stunned jumpers took seconds to realize that our trusty driver was really totally lost and had almost wiped us out in trees at the edge of the airfield. Kingy and Al took on a delicate but unbecoming hue of fish-belly white; I babbled something about Hail Marys; Freddy kicked in the door with one deadly karate chop and Meacock impressed us all with his cool: "I'm ***!! if I'm staying in this *!?!** aircraft with this ***! witted pilot, so he can have another *!?!?!!* go at annihilating us. Give us 800 metres garcon!"

The pandemonium was impressive. Six petrified jumpers all wanting 'Out' in English and one French pilot who didn't really give a damn, but who couldn't speak-dalingo anyway, and was thus reduced to explaining in sign language, that all we could have was 600 metres, while he radioed to the ground: "The Alberts have mutinied!" and gave us two passes. . .

Freddy, Kingy and I left the others with the maniacal pilot and had a lot of trouble finding the ground. In fact, terra firma made contact with us, before we saw it. Bernie finally found us wandering in circles, pointed us in the direction of the Video and went on searching for Bob Hull, Alan Layton and Meacock, who didn't reappear for nearly an hour — disoriented, lost little waifs in the fog. The Froggies gave us a round of applause when we eventually found our way back and the pilot flew to Calais. . . Amen.

The mist began lifting, the pilot was eventually called back from Calais while we all had another cup of tea. Time was fast running out and it became a swift routine of jump, into the unit to see the Video reply — pack and onto the next lift. Thus we each managed three more jumps that afternoon. Unfortunately, the pace was such that we weren't able to spend time thoroughly analysing our jumps before going up again. The tendency each of us showed, was to be more engrossed in fast times — which of course was rather erroneous; We were there to improve our style and benefit from seeing ourselves in freefall, thereby noting the mistakes after each jump and attempting to rectify them.

It is very difficult to give an accurate assessment of the Video, as most of us were only filmed 5 times — some more, some less. However, it is doubtful if the Video really assisted us on those five, because they just weren't enough. Had we been able to do 15-20 or more, we would without doubt, have benefited considerably. Some of us

turned some fast style, while others had times slower than they consider to be their average. As a result, we were pre-occupied about times — which Video itself can't assist in improving, in just half a dozen jumps. Neither, of course, did it improve anyone's time, of those whose times were faster than average. The general feeling seemed to be that the Video was a waste of time, as it wasn't able to give a fair showing to us through lack of utilisation.

A Style Training Camp of 2-3 weeks duration, at a time and place, where reasonable weather could be counted on, would prove the Video to the sceptics. The use of a unit such as the French one, appears to be an obvious way that flagging interest in Style (in this country) can be revived. And, more pertinently, possibly the only way that the faster style times will improve. One has only to look at the French times — low 6's and 7's. The best the British can offer at present is low 8's. Apart from style training, the French Video unit is used for training students in their basic free-fall positions; for relative work and for judging at meets, both style and rely. The unit moves around the French centres spending a week or so at each place.

The distinctive styles, prevalent to different areas or countries (as mentioned earlier) seems to have emanated through Video utilization where jumpers can see via the Video the best techniques and methods to imitate and use. Hence, Ossopov in the U.S.S.R. has set a style copied by other Russians and East Germans. The best French jumpers model themselves after Armaing while Chuck Collingwood and Charlie Hall in the U.S.A., have a growing school whose influence extends to Britain, in the Red Fred's Comp. team and the newer style jumpers currently working at Duck End. It is starkly obvious that without an aid such as Video, British jumpers are going to find it very difficult to lose those two extra seconds and bridge the widening gap between ourselves and the World's best.

ANNIE McKIE, Aust. D.193

BINDERS



in handsome leather cloth with gold blocked name plate on spine, to take copies of your SPORT PARACHUTIST and USPA PARACHUTIST magazines.

Copies open flat and can be removed unmarked as required.

£1.59 incl. p/p & VAT

Also available
DAN POYNTERS fabulous
THE PARACHUTE MANUAL
A complete encyclopaedia and Technical Manual invaluable to all Riggers Clubs and advanced technical parachutist in general.

SPORT PARA SERVICES

25 CROOKHAM ROAD FLEET HANTS Tel: Fleet 3793

NIGHTMARE, OR NOT SO MUCH A LANDING

Thunderstorms had been passing through the Midlands for 24 hours and the sky over Halfpenny Green was threatening. However, the news from the D.Z., at a rugby club fete some fifteen miles away, was encouraging — light winds and plenty of altitude. Taking account of the direction of the weather and the site of the D.Z. it was decided to "give it a whirl."

The short trip to the D.Z. was a somewhat turbulent ride, but on arrival over the D.Z. the weather was quite bright.

The first W.D.I. run showed a mean drift of 150 metres although it was noted that the surface wind and upper wind were opposed; a second drifter, thrown upwind, proved the line and distance of the first. It seemed ideal conditions for a demo prevailed.

Pete Evans exited, alone, on the first jump run at a little under 4,000 ft and was seen to be set up on a good approach. We then entered cloud whilst climbing to 5,000 ft. for Steve Talbot to perform a cut-away on the next pass. Downwind and in cloud the Rocket was buffeted severely. As jumpmaster I took the decision to scrub the cutaway, take what we had below the fast approaching cloud — all out on the next pass.

Ground signals gave indication of an additional 5 mph ground wind. Having modified the opening point appropriately, we exited at 3,500 ft — Steve Talbot, then myself, followed by Dick Sutton. Nothing unusual in free fall, but on opening I was to say the least confused to observe my smoke and Steve's streaming in the wrong direction. I had turned 180° in free fall opening facing the D.Z. Whilst opening my chest strap I was alarmed to see the D.Z. receding apparently vertically. I had pulled at 2,200 ft yet several seconds later my altimeter read 2,400 ft. Some proof that unseen forces had forced the canopy upwards was in the tension on the suspension lines. I found it physically impossible at this stage to depress steering lines with one hand. The drop zone was forgotten; the major aim was to negotiate a relatively safe landing — then all hell let loose. At times, it was difficult, if not impossible to determine the drift line, indeed if there was one at all; it appeared to follow a wildly changing pattern. One moment being towed almost horizontal on taut lines, the next being shaken back and forth, up and down. Sight of the canopy was awesome as every few seconds a giant unseen hand crumpled and battered it into unrecognisable shapes.

At 1,000 ft. I was being hurtled at incredible speed toward a golf course. My relief was shortlived since at 500 ft. I was travelling just as fast on an erratic path 90° to my previous course. The golf course was now behind me and to the right, yet still in full view beyond my now extinct smoke bomb as I was tossed and towed horizontally across the ground. Now close to the ground, I had lost sight of Steve who had been sucked into the depths of the town, but winced and said a short prayer as I caught a glimpse of Dick Sutton impacting on a roof in a housing estate.

At 100 ft. I appeared to be facing downwind, fast approaching a small clearing, backed by trees, a steep grass slope and more houses — again my feet were not in the place they should have been. In desperation I hauled down on my left toggle with both hands. The canopy came round reluctantly and I was feet to earth and falling fast. A glance upward revealed that the whole of the left side of the canopy was punched in against the centre line. Just before impact I observed my left steering toggle swinging crazily by my left boot.

It was strangely quiet sitting there on the ground tangled in 550 cord and draped in nylon. Even the excited chatter of local children, who had followed the latter part of my crazy flight, had ceased. Wincing from the pain which enveloped my left leg, I thrust my head through a steering slot to be confronted by a sea of silent urchins encircling me. A few stern words were required seconds later to stop them reducing my beloved P.C. to scrap.

Meantime back at the D.Z., the ground party, having got over the uprooting of a very large marquee as if it were a pocket handkerchief, set out to find the remains of the jumpers. All were quickly harvested and returned to the bar at the fete, where unbelievably the weather was calm if wet.

Dick Sutton had survived his roof landing unscathed although the roof wasn't feeling any too well.

It was at this stage that I learned that Pete Evans had caught the beginnings of this massive turbulence during the late stages of his approach.

Steve had experienced a similarly erratic descent to myself, but descended near the town centre. At one stage he contemplated a landing on the flat roof of a twelve storey multi-carpark, but the canopy, with a will of its own, dumped him from a great height on the concrete forecourt of the carpark. He lost consciousness on impact, recovering to find a coloured guy peering wonderingly at him. It wasn't until after his second double whisky that he accepted, on good authority, that J.C. was not a West Indian.

Later Steve and I were discussing the merits of differently shaped canopies and what their flying characteristics might have been in similar turbulent conditions. Since then, however, our chat has been confined to comparing the merits of under-arm crutches versus elbow crutches, but have no fear we will be back.

This was not a bad dream — it was definitely for real. Clearly we were fortunate to come out with relatively minor injuries. One thing is for sure — *We learned about parachuting (weather) from that.*

PETER DENLEY, D34.

(Cumulo Nimbus Clouds are potentially very hazardous — severe turbulence, updrafts, thunder, etc. are all associated symptoms. The more you learn about them, the more determined will you become to stay on the ground when they're about! — Ed.)

YOUR AVIATION LIBRARY IS NOT COMPLETE
IF YOU DO NOT REGULARLY RECEIVE
AND READ A COPY OF

„PARACHUTIST“

the world's largest monthly parachuting magazine and the official publication of the United States Parachute Association. First in the field with news of parachuting activities, skydiving equipment and techniques, safety procedures, advance notice of meets and results of competition jumping. Be up to date, know about the latest advancements in professional and recreational parachuting in the U.S.A. and around the world. Enjoy seeing prize winning photographs of parachutists in action. All this and more. Send check or money order for \$8 for a year's subscription (\$20 for air rates).

UNITED STATES PARACHUTE ASSOCIATION
Post Office Box 109 Monterey, California 93940

BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, THURSDAY 25th APRIL, 1974
held at The Post House Hotel, Leicester

PRESENT

L. N. E. St. John—Chairman
G. C. P. Shea-Simonds
M. J. Batchelor
N. J. Forster
J. T. Crocker
D. Waterman
L. J. Thomas
M. J. O'Brien

IN ATTENDANCE

Sqn. Ldr. W. Paul—Sec-Gen BPA
R. Gays

APOLOGIES

Wg. Cdr. G. F. Turnbull
P. J. Prior
W. G. Boot
D. I. Waugh
I. Wright

Item 24

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: J. T. Crocker
Seconded: M. J. Batchelor

Minutes of 20th March be accepted—Carried.

Matters Arising

a. **Training Aid Posters.** All posters ordered by clubs had been distributed. The Sec-Gen reported that he had received requests from Instructors wishing to purchase their own personal copy of the posters and sought approval to supply such instructors at the subsidised price (£1.20 per set). Unanimously agreed.

b. **National Coach/Safety Officer.** Two applications had now been received for the appointment — R. Hiatt and Flt. Sgt. D. Peacock. Proposed by Charles Shea-Simonds and seconded by Mike O'Brien that the following sub-committee interview the applicants and make its recommendation to Council:

L. N. E. St. John; J. T. Crocker; W. J. Meacock; The Sec-Gen.

It was agreed that subject to being suitable to the applicants the interviews would be held during the week following the National Championships, i.e. week beginning 10th June. Should this date be unsuitable, it was agreed that since both applicants would be at the Championships, the interviews could be held at a date during the Championships and, in event of this being the case, G. C. P. Shea-Simonds would take the place of L. N. E. St. John who would not be available.

c. **Club Annual Returns.** Returns were still awaited from five clubs and a further reminder would be sent. A consolidated return would now be prepared for presentation to Council.

d. **Students Rig.** There was nothing to report and the Sec-Gen was instructed to check with Wg. Cdr. Turnbull as to what the current situation was and to ascertain if there could be any indication of costing.

e. **Deposit Account.** The Sec-Gen reported that he would shortly be considering adding another £2,000 to the deposit account — this would bring the total to approx. £11,000 and we could then consider looking at the investment market to achieve a better return on the money.

The meeting noted that the Treasurer, Mr. Cole, was again absent and agreed that the Chairman write to him concerning his non-attendance at Council meetings.

f. **National Championships.** The Sec-Gen reported that he had received news from Switzerland that Marc Schneebeli who was to be Meet Director has been involved in yet another car accident and whilst details were not known, it was understood that he would be in hospital for quite some time. A letter of sympathy would be sent.

It was confirmed that accommodation at the Nationals would be in tents with beds provided — competitors would have to supply their own bedding.

Application had been made for the Licence and on receipt of the policy of insurance or the cover note the Defence Land Agent would issue the Licence.

g. **Safety and Training Committee Report.** Mr. Crocker, The Chairman of the S&TC reported on the meeting of the Committee held on 28th March. Points covered were:

1. Finalisation the Brian Jerstice Inquiry.
2. All listed Examiners to be requested to confirm their suitability for inclusion in the list.
3. A request from Midland Para Club for clearance of Bickmarsh as a drop-zone was referred back for more detailed information on the location of a high power cable.
4. Next meeting of the S&TC would be Wednesday 1st May in London at 7 p.m.

It was confirmed that all applications for renewal of Instructor Rating would be forwarded for consideration by the S&TC. In the case of initial issue of Instructor Rating, the Sec-Gen would issue direct on receipt of the Examiners' Certificate.

Mr. Crocker referred to the fatal accident at Dunkeswell and the resulting Board of Inquiry. The report by the Board would be considered at the next meeting of the S&TC but in the meantime Mr. Crocker gave his view that the Board as constituted was probably not the best that could have been convened in that it contained a non-instructor, an instructor not currently active in student training, with only the third member being a currently active instructor. He appreciated that speed was an important factor and that there were often difficulties in getting a Board convened but felt that it may be advantageous in certain circumstances to sacrifice some time in order to assemble the best qualified Board. The Report had only just been issued and he had not as yet had time to read the contents but it would be discussed at the next S&TC meeting. Mr. Foster suggested that a panel of qualified individuals be set up who could be drawn on in a particular period to serve on Boards of Inquiry — this would be considered.

Mr. Crocker reported on his meeting with The Director General and members of the Central Electricity Board. It was a most profitable meeting and as a result he would be preparing a Memorandum for approval by the Board. The resulting Memorandum would be passed to the Sec-Gen for distribution to all clubs and for a stock to be held at the BPA office for issue to Display Team Leaders. The Memorandum would outline the emergency measures approved by the Board.

h. **Relative Seminar.** As yet no reply had been received from Mr. Bird. Mr. Waterman pointed out that it was most unlikely that Mr. Bird would be available till very late on in the season. Whilst he thought that Mr. Bird had a lot to offer there was still the possibility of a helpful seminar being conducted by the experienced relative workers in this country. The main object of having a seminar was to direct those interested along the right lines so that mistakes can be avoided.

j. **Ten-man Relative Meet — Austria.** Mr. Crocker reported on the Meet which was the first of its size in Europe. He reported that the British Team was placed second and, considering their lack of competition work, this was a gratifying result. The Chairman read a letter from Wg. Cdr. A. T. Johnson who met up with the team at the Meet. He was most complimentary concerning the sportsmanship of the team members and this combined with their team discipline made them worthy representatives of the country. Wg. Cdr. Johnson and Mr. Crocker made particular reference to the fact that the meet was well supported by spectators, proving that Relative Work was a spectator event.

Item 25

DISPLAY TEAM INSURANCE

Mr. Forster referred to the new system of Display Team Insurance and asked for clarification of the position of Teams who decided to place their insurance for displays outside the scheme which BPA was now operating; would BPA require a sight of their policy. The Chairman pointed out that the insurance was not obligatory but of course it was prudent of any team to have cover for displays. BPA would not attempt to dictate on the matter which was one for the team to decide.

Mr. Shea-Simonds put forward the suggestion that rather than have a premium per team member per year it would have been better to allot the premium on a pro-rata basis based on the number of displays done by each team. The Sec-Gen pointed out that this had in fact been his original approach to the insurance broker but proved to be unacceptable.

The matter of the small group of 2/3 members who may be called upon to give a 'one-off' display was raised and in reply the Sec-Gen stated he had already posed this to the broker — it was reasonable to expect that this could be acceptable, with the broker giving an immediate quote for such 'one-off' events; the answer to this question was awaited.

Mr. Thomas stated that the team at Bridlington had negotiated Team cover at a rate of £12 per Team per year. It was agreed that Mr. Thomas should pass the details of the broker to the Sec-Gen so that he could discuss the matter and present the facts to Council for consideration.

Item 26

STUDENT TRAINING AT RECREATIONAL CENTRES

Mr. Forster informed Council that he was now running evening sessions of parachute ground training based on a limited student training syllabus — his students were then phased into established BPA clubs. He sought Council's view on encouraging this form of activity nationally. There was general agreement that an expansion of the scheme throughout the country would be good for the sport and that it should be brought to the notice of instructors so that those who were prepared to undertake such training sessions were aware of how to progress the idea. Mr. Forster submitted a copy of his syllabus which would be vetted by the S&TC and reproduced for distribution to instructors. Mr. Forster emphasised that his training scheme was conducted with the approval of the local Council and that in this way facilities were made available.

OTHER BUSINESS

Item 27

2nd RELATIVE WORLD CUP— SOUTH AFRICA

Mr. Crocker informed the meeting that two teams were currently seeking sponsorship to enter this meet. The rules for the meet allowed for two teams from any one country and as far as was known at present there would be only two teams interested. Mr. Crocker asked for and received approval for two teams to attend the meet as British Teams. It was however agreed that that the relevant information on the meet be sent to Mr. R. Francis and Mr. M. Togher who may be other interested parties. Also, the information should be sent to all clubs as there may be interested in the four-man event. The entry fee was US \$700 per man and this would cover all jumps, competition and training, bed and breakfast, sightseeing and official banquet, and air fare.

The Sec-Gen pointed out that the dates 10th to 25th August clashed with what had been suggested as the date for the National Relative Championship and in view of this it may be worthwhile considering delaying the Nationals till later in the year. It was agreed that the Nationals be delayed and that the previous sub-committee for the Nationals be replaced by: Mr. Crocker, Mr. Waterman, Mr. Shea-Simonds and Mr. M. O'Brien.

Item 28

ANGLO-GERMAN JUMP ON CRETE

Mr. Crocker reported that he had been approached concerning the possibility of an Anglo-German jump on to the island of Crete to commemorate the opening of a new German War Cemetery in October. Mr. Crocker knew of a number of

members who would be prepared to pay their way to take part — he now sought Council's approval to make the necessary approach to his German contact. Council gave its approval for Mr. Crocker to make his approach as a member of Council. The Sec-Gen pointed out that depending on what form the commemoration was to take, there may be a case for advising the Foreign Office of the intended British Participation.

Item 29

STUDENTS JUMPING WITHOUT BPA MEMBERSHIP

Mr. M. J. Batchelor raised the matter of BPA Affiliated Clubs jumping students who were not BPA members and who for the purpose of insurance were covered by the clubs own insurance — he had been informed of two clubs operating in this manner. Mr. Batchelor felt such action was in conflict with the clubs declaration of affiliation. Council was aware of one club operating in this manner whereby a student was not required to join BPA until he had completed the first jump. Council could not dictate but obviously preferred that all students were members of the Association.

Item 30

TERMS OF REFERENCE FOR BRITISH TEAMS AND JUDGES ATTENDING WORLD CHAMPIONSHIPS

Mr. Batchelor suggested that the terms of reference should be clearly defined in relation to British competition-parachuting interests. In particular ensuring that there is a positive means of feeding back experiences achieved, especially as they are gained by the expense of BPA. It was pointed out that the Coach and Head of Delegation normally submit comprehensive reports for Council. Mr. Batchelor's point was noted and team members and officials for the next World Championships will be required to prepare comprehensive reports which would be made available to members through the magazine.

There was considerable discussion concerning having British judges appointed to the International Register. The Sec-Gen reported that Flt. Sgt. Peacock and Mr. Waugh would be recommended to the FAI after the coming National Championships. It was reported that the Relative Jumpers should now take steps to have 'Relative Judges' appointed, and produce a list of those who should be considered.

Item 31

APPLICATION FOR LOAN— WESSEX PARACHUTE CLUB

A request for a loan of £600 for a period on a year without interest was proposed by Mr. Crocker and seconded by Mr. Shea-Simonds and unanimously agreed subject to the normal agreement supported by some form of tangible guarantee such as a charge on property.

Item 32

PARACHUTING BY A BLIND PERSON

The Sec-Gen reported that a blind person, Mr. G. Price, had approached him with a view to making a parachute jump into water. The Sec-Gen had made Mr. Price aware of the problems involved but he had insisted that the matter be taken to Council for a decision. The Council took into account that Mr. Price had in the past carried out some difficult activities and, whilst appreciating the fact that there is a tendency to underestimate the capabilities of blind persons, decided that in view of risks which may be outside his control they could not encourage him in his plan to make a parachute jump into water. It was also pointed out that he did not come up to the medical standard as outlined in the BPA Medical Certificate.

Item 33

WORLD CHAMPIONSHIPS— 1974

The Sec-Gen requested Council to formally approve the appointment of the British Team Coach and Head of Delegation for the 1974 World Championships. The following had volunteered their services: Coach — Flt. Sgt. Peacock; Head of Delegation — Wg. Cdr. Johnson.

On a proposal by Mr. Meacock seconded by Mr. Crocker, the meeting unanimously agreed that the appointments be:

British Team Coach — Flt. Sgt. D. Peacock
Head of Delegation — Mr. Charles Shea-Simonds.

Team Selection and Training. The meeting agreed that the top six men and top five ladies from the National Championship results would be selected as members of the British Team. Those selected would have to guarantee their availability for the four week-ends following the Nationals and for the period of training from 14th to 24th July which would be held at the RAPA Centre or in France. Any training prior to the period at RAPA or in France would be under the Team Captain and the Team Coach would take over on 14th July. Where a selected member

is unable to guarantee availability, the next individual in the Nationals placings will be selected.

The Sec-Gen reported that Captain Oxley at RAPA Centre had agreed to accept the British Team for training, subject to an official request. It was agreed that the Centre at Bergerac be approached for a costing before the location for the training camp was finalised.

WHEN IS A POUFF NOT A POUFF ?

If you ever answer the phone and a voice says "Hello, I'm Dick Gays". I strongly suggest that you insist that you belong to the local Womens Institute or similar and most certainly have no knowledge of jumping out of flying machines.

Unfortunately I wasn't forewarned that he has masochistic tendencies and gets a weird thrill out of fellow participation in his self inflicted mental and physical tortures.

Anyway, about the middle of October, Andy Douglas a keen jumper at our Peak District Parachute Club told me to expect a call from a Leicester copper, one Dick Gays, about a water jump. I couldn't help thinking, what the hell does anyone want to talk about a water jump for with 9 months to go until the sun shines. The inevitable call came and this guy is organising a jump into Saddington reservoir 6 miles outside Leicester in the middle of November. He and Andy wanted to do one but needed a "D" licence holder along to keep it legal. I don't think I will ever forgive Andy for that, to me water is something to drink with your whisky not for getting into unless your very life depended on it. Good God I never go in the sea when it's scorching your eyes out never mind during bloody November.

Having perfected the art of never showing that my bottle was lost many years ago I managed to say "count me in Dick and thanks for asking", although he did say that my voice had changed in key somewhat and that I crossed my legs suddenly.

It cost a fortune frantically ringing round begging for the loan of a wet suit as I had heard that these things are supposed to keep you warm and basically dry. It halved the mental torture when I found one, Andy also managed to scrounge one and the inevitable date of November 11th arrived. With the most explicit type written details and even a map of the area in typical copper's efficiency we arrived at Dick's pad, and eventually at the reservoir to receive the place.

A small group of yachting enthusiasts had built a super club house, changing rooms, toilets and observer's hut, which also housed an anemometer which was reading gusts of 18 m.p.h. The set up was most impressive, but the water level was 8 or 9 feet below normal, making our area for splash down quite small in the centre something like 70 sq. yds.

Our recovery crew had arrived, the wind was rising and it was bitterly cold.

The reservoir was in a hollow so it was pretty obvious that the real wind speed was higher than the reading we were getting on the club's anemometer. Things were looking promising, perhaps the jump would be off; I have never seen water look less inviting. Andy's face and hands were changing colour like a chameleon's and I have never known him to be so quiet for so long. Quite a few of the club members had arrived by now wrapped well up in their overcoats, anoraks, gloves, scarves, you name it. I had

almost convinced myself by now that it was quite out of the question when "let's get ready and get over to the airfield and see what their wind strength is"—it was cracked Gays again. "That's a good idea." I replied instantly, lying bastard.

Wet suits are quite warm really even though a little uncomfortable, wearing a national health truss for 14 days afterwards usually ensures complete recovery. Dick was already in the driving seat as Andy and I waddled over when I realized that Dick hadn't changed. "Thick woollen sweater and old copper's trousers are quite sufficient", he retorted on being questioned. This guy shouldn't be parachuting, he needs certifying; is he from the local funny farm or what?

The wind sock at Leicester East was horizontal, the anemometer in the flying club was reading gusts of 33 m.p.h. and you've probably guessed it already. Tarzan just has to question it by "Well... of course it's up to you, I'll stand by your decision," looking down his nose. I mean, it's alright for these big strong buggers but they have no consideration for such as Andy and myself who have tendencies the other way... anyway.

The forecast was calming down by late afternoon, and that's exactly what it did by 3 o'clock. The temperature was dropping with the wind as we struggled to remove the door of the 172. I managed to catch Andy about to pop his reserve behind the tail-plane and pushed him into the cold seat alongside Dick. It was the first time I had done the streamer runs and gone first, but there were no more excuses or reasons why not so the sooner it was over the better. I yelled "Top right hand corner of the 3rd brown field", and leaped out the door. Ten seconds pull, check canopy then get orientated, the pick up crew were circling and the spot was o.k. Dust covers off around 50 ft, turn into wind and thumbs into capewell releases, 8/10 ft and jettison canopy to make a comfortable entry and into the boat in 1.5 seconds. I was on the club veranda by the time Andy was in free fall, the wind was dropping very rapidly now and was no more than a breeze, which meant that he had to run most of the way. His cutaway was first class but he couldn't beat my time into the boat.

It was dead calm now and when Dick opened I had doubts whether he would make it, but running all the way he made the edge with no problems and cutaway beautifully. His strong crawl stroke to the boat made me weep just a little, some of us have got it, some haven't. Leicester radio were there and came over to me for an interview; I insisted that they talk to Tarzan as he had set the whole thing up and had obviously spent an awful lot of time in doing it. "No chance," they said, they wanted to interview the guy with mascara running down his face!

That of course brings us back to the beginning, if a guy on the phone says "hello I'm Gay", don't dive into your Dorothy bag all excited, ... it could be Dick!!

DERRICK ORTON.

BRITISH PARACHUTE ASSOCIATION LTD**FULL TIME CLUBS**

- Peterborough Parachute Centre**
Sibson Airfield, Peterborough
W. J. Meacock,
(at club address), Sibson Airfield.
Tel: Elton 289
- Eagle Sport Para Centre**
Ashford Airport, Lympe.
Kent. (Hythe 60816)
A. Black,
(at club Address)
- The Sport Parachute Centre**
Grindale Field, Bridlington,
Yorkshire.
R. O'Brien,
(at club address).
Tel: 0262-77367
- R.S.A. Parachute Club**
Thrupton Aerodrome, Andover,
Hants.
Tel: Weyhill 2124
R. S. Acraman,
(at club address).

WEEK-END CLUBS

- British Parachute Club**
Headcorn Airfield, Headcorn,
Kent.
The Secretary,
(at club address).
- Brunei University Skydiving Club**
c/o Students Union,
Brunel University, Uxbridge,
Middx. (Brunel Students only).
The Secretary,
(at club address).
- Dunkeswell International Skydiving Centre,**
Dunkeswell Airfield,
Nr. Honiton, Devon
(Tel: Luppitt 643)
Miss F. Suff
(at club address)
- Hereford Parachute Club**
Shobdon Aerodrome,
Shobdon, Leominster, Hereford
J. Boxall,
15 Kings Acre Road, Hereford.
- Black Knights Skydiving Centre**
Weeton, Nr. Blackpool, Lancs.
R. Parry,
13 Fern Hey, Thornton,
Liverpool 23.
- Leeds/Bradford Parachute Club**
K. Abraham,
16 Tyersal Garth, Bradford 4.
- Leeds University Free Fall Club**
(Leeds Students Only)
The Secretary,
c/o The University Union,
Leeds.
- Lincoln Pathfinders Free Fall Club**
C. Binks,
63 Weakland Close,
Sheffield S12 4PB
Tel: Sheffield 390649
- Manchester Free Fall Club**
Tilstock D.Z.,
Twenlows Hall Farm,
Whitchurch, Shropshire.
J. Quinn,
3 Sandiford Road, Holmes Chapel,
Crewe, Cheshire.
Tel: Holmes Chapel 3448
- Manchester Parachute Club**
Rod McLoughlin,
1 Brooklands Court, Bury Road,
Rochdale, Lancs.
- Martlesham Heath Para Club**
Martlesham Heath Aerodrome,
Nr. Ipswich, Suffolk.
A. Riddick,
3, College Court,
Cheshunt, Herts.
- Metropolitan Police Parachute Club**
Nuthampstead Airfield, Herts.
D. Anderson,
69 Monkham Lane,
Woodford Green, Essex.
- Midland Parachute Centre**
The Airfield, Bickmarsh,
Worcs.
P. A. Howell,
17 Westhill Close, Olton, Solihull,
Warks.
Tel: 021-706-9869
- North West Para Centre**
Cark Airfield, Flookburgh,
Nr. Grange over Sands, Lancs.
J. D. Prince,
21 The Coppice, Ingol, Preston,
Lancs., PR2 3OL.
Tel: Preston 720848
- Old Warden Flying and Parachute Group**
D. I. Waugh,
27 Dury Road, Barnet, Herts.
- Parachute Club**
Charter Hall, Nr. Berwick.
D. C. Payne,
13 Boswell Drive, Kinghorn, Fife.
- Peak District Parachute Club**
D. J. Schofield,
522, Duffield Road,
Allstree, Derby.
- Southern Skydiving Club**
I.O.W.
C. E. Mitchell,
8 Northbourne Avenue, Shanklin,
I.O.W.
- Scottish Parachute Club**
Strathalan Castle, Auchterarder,
Perthshire
W. Allen,
86 Glencroft Road, Glasgow,
G44 5RD.
- Scottish Sport Parachute Association**
D. C. Payne,
13 Boswell Drive, Kinghorn,
Fife.
- Staffordshire Skydiving Club**
D. Capper,
61 Hazlehurst Street, Hanley,
Stoke-on-Trent, Staffs.

South Staffordshire Skydiving Club

Halfpenny Green Aerodrome,
Bobbington, Worcs.

Northumbria Parachute Club

Sunderland Airport,
Washington Road, Sunderland.
Co. Durham.

Queen Mary Skydiving Club

G. Webster,
Brake Lane, West Hagley,
Stourbridge, Worcs.
Tel: Hagley 3993

Chief Instructor,
(at club address),
Tel: Boldon 7530

Miss A. Kelly,
Lynden Hall, 110 High Road,
Woodford, London E18.

R. Parry,
7 Berrylands Road, Moreton,
Wirral, Cheshire, L46 7TU.

Vauxhall Skydiving Club

Halfpenny Green Aerodrome,
Bobbington, Worcs.
(Vauxhall Motors only).

Wessex Parachute Club

Swallow Cliff,
Nr. Shaftesbury,
Dorset.

J. C. Donovan,
The Castle,
Donhead St. Andrew,
Shaftesbury, Dorset.

Yorkshire Aeroplane Club Sport Parachute Wing

G. C. P. Shea-Simonds,
Yorkshire Flying Services,
Leeds/Bradford Airport.
Tel: Rawdon 3840

Yorkshire F/F Club

E. Vine,
21 Wellington Road,
Bridlington, Yorks.

SERVICE ASSOCIATIONS, CLUBS AND TEAMS**Army Parachute Association**

Chief Instructor,
J.S.P.C., Airfield Camp,
Netheravon, Wiltshire.

Rhine Army Parachute Association

Captain T. E. Oxley, R.E.M.E.
R.A.P.A. Centre, S.T.C. Sennelager,
B.F.P.O. 16.

Joint Services Sport Para Association

C. Herbert,
GPO Box 2285, Singapore.

R.A.F. Sport Parachute Association

Hon. Sec., Flt. Lt. P. F. Smout,
R.A.F. Abingdon, Berks.
Tel: Abingdon 288 Ext 485

Parachute Regiment Free Fall Club

Major B. S. Schofield,
Para Regt. Free Fall Team,
Browning Bks, Aldershot, Hants.
Tel: Aldershot 24431 Ext 2446.

Royal Marines Sport Parachute Club

The Secretary,
R.M.S.P.C., Royal Marines,
Lymstone, Exmouth,
Devon.
Tel: Topsham 3781

Cyprus Combined Services Sport Parachute Club

S/Sgt R. G. Card,
A.T.C. Anzio Camp, Dhekelia,
B.F.P.O. 53.

Intelligence Corps Depot Sport Para Club

S. Sgt. R. G. Wright, Int. Corps.,
The Intelligence Corps Depot,
Templar Barracks,
Ashford, Kent TN23 3HH.
Tel: Ashford 25251, Ext. 320.

7 Parachute Regiment R.H.A. (The Black Knights)

Lt. D. R. Arthur,
7 Parachute Regiment R.H.A.,
Lillie Bks., Aldershot, Hants.
Tel: Aldershot 24431 Ext 3509

R.E.M.E. Free Fall Team

WO(II) A. C. Dixon,
27 Kelvin Close, Arborfield,
Nr. Reading, Berks.

Royal Green Jackets Parachute Club

T. Crawley,
117 New Place Square,
Drummond Road,
London, SE16

22 Special Air Service Parachute Club

Sgt. B. Anderson,
'D' Sqn., 22 S.A.S.,
Bradbury Lines, Hereford.

Golden Lions Parachute Club

Cpl. C. Cameron,
Glencorse Barracks,
Milton Bridge, Penicuik,
Midlothian, Scotland.

Royal Corps of Transport Parachute Club

Sgt. G. P. Raine,
Depot Regt. RCT, Buller Barracks,
Aldershot, Hants.

95 Cdo FOU (The Buccaneers F/F Team)

Royal Artillery,
A.T.U.R.M.,
Poole, Dorset.

Capt. J. M. Patrick, RA,
(at club address)
Tel: Poole 77311 Ext. 274.

Hong Kong Parachute Club

Major T. H. Ridgway,
M31 Regt. R.C.T.,
B.F.P.O. 1.

SPORT PARA SERVICES



CANOPIES PAPILLONS

- I Red and Blue, with a touch of Black and Gold.
- II Mostly Green with Black, Red and Gold and a touch of Blue.
- III Gold 'sunburst' with Black and Red.
- IV Red and Blue with White in the tail.
- A Red, Black and Gold (similar to III).
- B Green, Black and White chequer board.
- C White, Blue, Red, Black, Gold and Green radial stripes.
- D Gold Maltese Cross with Red crown on Blue.

PATHFINDERS

- I Blue and Gold.
- II Black and Gold.

THUNDERBOW E.F.A. CLOUDS

- Red
- Black and Gold Red and White
- Blue and Gold Blue and White
- Red and Black Black and White
- Black and Gold Orange and Black
- Red and Black Solid Gold
- Green and Black

SLEDS

C9 'LL' & 'TU' RIGS

We now hold a comprehensive selection of Security Rigs

CROSSBOWS

Solid Red, Blue, Black or Sage Green. Combinations of Black with Gold or Red trim, Red with Black Trim and Gold with Black trim.

THUNDERBOWS (Mini Pigs. and Conventional)

Solid colours — Red, Blue, Gold, Black, Sage Green. Combinations — Black with Gold or Red trim. Red with Black Trim and Gold with Black trim.

RFD-GO PROTECTOR RESERVES

A LARGE SELECTION NOW IN STOCK

SHORTBOWS

Solid colours — Red, Blue, Gold, Black or Sage Green. Combinations — Black with Gold or Red trim. Red with Black trim or Gold with Black trim.

MINI SYSTEMS

Blue with Black trim. Gold with Black trim. Red, White and Blue. Black with Red trim.

B.4 Pack and Harnesses, Risers and Ripcords.

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

ACCESSORIES

ALTIMETERS (Altmaster and North Star)

STOP WATCHES

Instrument plates and wrist mounts Smoke Brackets (Top of foot type) . . . and a multitude of small items

such as ROD and PORTIA GOGGLES, ANEMOMETERS, CAPEWELL CONVERSION KITS, POP STUDS, BELLY BANDS, KICKER PLATES, etc

PARABOOTS

Most sizes

GLOVES

S.P.S. are pleased to introduce their new 'Jump Glove'.

HELMETS

Everoaks Jumpmaster (without studs on the brow) Bell.

SMOKE GENERATORS Schermully & Paynes Wessex. **DEMONSTRATION PATHFINDER, PAPILLON and PARA BEACH** available on request.

Badges and Name Tapes to order

Dan Poynters Manual and Sport Parachutist binders.

H.P. Facilities available on orders in excess of £200.00



British Made

BADGES & NAME TAPES

Badges available in Silk or Wire embroidery on Felt background to any design.

Silk screened Name Tapes. Block letters or script as shewn.

All prices include freight and duty subject to exchange fluctuations

SPORT PARA SERVICES

25 CROOKHAM ROAD, FLEET, HAMPSHIRE

TELEPHONE: FLEET 3793