

# SPORT PARACHUTIST







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

**PROTECTOR** 17ft Steerable Reserve. Conical shaped nil porosity steerable canopy. Rate of descent  $17\frac{1}{2}$ ft per second with 220 lbs., forward speed of 6-7 miles per hour and rate of turn  $360^\circ$  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  $360^\circ$ . 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*

#### 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.

**CONTRIBUTING  
PHOTOGRAPHERS**

Carl Boenish  
Ray Cottingham  
Andy Keech  
Dave Waterman

Vol. 11 No. 5  
OCTOBER 1974

#### EDITORIAL

We are the B.P.A. Any criticism of its activities should start with self analysis. What have I done to promote our sport, to make it safer, to create good relations with those who do not wish to understand what it is all about etc. etc. . . ? If the answer to these questions is to destructively criticise those who do a sincere and thankless job of trying to co-ordinate B.P.A. activities; if it's to return two books of raffle tickets to the Secretary General with abusive (and anonymous) letter; if it's not to bother to vote for the council members then to take every opportunity to accuse them of all manner of connivances; if . . . then surely our involvement in sport parachuting is suspect. Once again it's election time and you'll get the council you vote for. The following is a summary of council attendances at the eight meetings so far this year:

7— Batchelor, Crocker, Forster, Meacock, Shea-Simonds, Thomas, Waterman.  
6— O'Brien, M., St. John.  
4— Mapplebeck.  
2— Acraman, Boot, O'Brien, R.  
1— Cole.

There were one or two individuals who narrowly missed being elected for the 1974 council, who I am sure, would have attended more regularly, and thus done a better job than some of those who were elected (whatever their reasons for poor attendance — ON YOUR BEHALF AND AFTER YOU HAD VOTED FOR THEM!). The choice is yours, and if you reckon you could do a better job, then stand for election yourself.

Once again my thanks to those who contribute material for the magazine; if your efforts haven't appeared in print yet, please don't let it deter you from having another go. Naturally I like to think we've an entertaining and informative journal, and it's all a result of the variety of contributions I receive — it makes my job much easier.

See you in the Christmas issue.

Meanwhile soft dockings and safe landings,

CHARLES SHEA-SIMONDS

Cover — 'On Top of the World' photo — Andy Keech



# AT THE DROP INN

Reproduced from a letter to the Editor: "Thanks for an improved edition of Sport Parachutist, it's definitely more readable with articles that even I can understand, though Biff, still has to have all but the pictures explained to him!!"

□ □ □

Overheard after a 10 man debriefing in South Africa: "I haven't been teased so much since I was at school!!"

□ □ □

Local radio station interviewer to jumper, whom he has stopped making his way to the waiting aircraft: "Excuse me — what scares you most about parachuting?"

Jumper: "Missing the bloody aircraft— out of my way!!"

□ □ □

One bright whuffo to his mates: "And that," says he, pointing to a parachutist's altimeter, "is to tell you how high you are... isn't it?"

Parachutist: "No, laddie, it's to tell you how low you are!!"

□ □ □



Woof unpacking — to quote from his letter: "I've never had a free fall piccy in the mag and my Mum's pissed off 'cos she can't show the neighbours anything" — she can now!

□ □ □

Congratulations to Steve Talbot who finally got wed to Lynn on the 7th September 1974. Gales prevented a jump in of guests. Said Lynn a week or so later, "being married takes all the fun out of it!!"

□ □ □

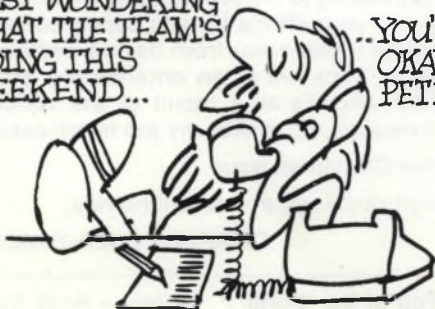
Andy Keech's book "Skies Call!" is selling very well. JPS informs us that they'll soon run out of the first print. Get your copies now folks!



The helmet in this photo was damaged as a result of a hard landing. The jumper concerned sustained serious head injury. How much is your head worth?

## SUPERFLY

HI DAVE....  
JUST WONDERING  
WHAT THE TEAM'S  
DOING THIS  
WEEKEND...



HI JIM ... OH I SEE... YOU'RE WORKING  
... BILL'S GOING TO PETERBOROUGH  
... GEOFF'S DOING A DISPLAY

...YOU'RE FILMING!  
OKAY! I'LL RING  
PETE AND FRED.

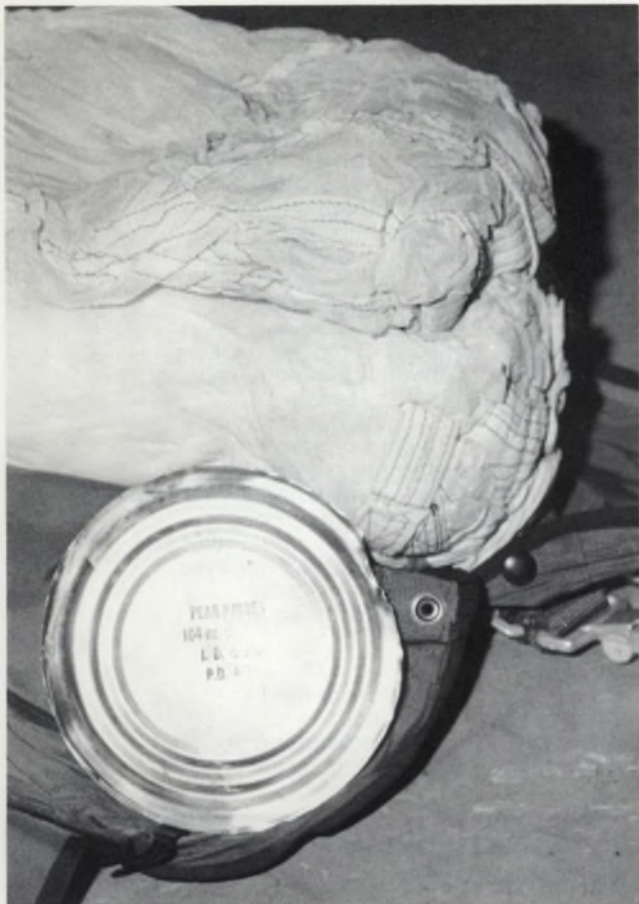


...FINE...  
SEE YA  
THEN!

... HI MARK! -YOU RECKON  
YOU'LL BE AT THRUXTON..







**This photo was sent to the STC. The tin lid was used as a kicker plate and its jagged edges had extensively damaged the reserve canopy!**

□ □ □

Steve Mitchel lost a leg strap on opening recently. Will anyone finding it please return c/o Swindle & Death Parachute Co., Thurxton, Hampshire.

P.S. Thurxton is not a misprint — it was taken from a guy's log book who had done several hundred jumps at the place.

P.P.S. Perhaps Thurxton is close to Never-ever-avon!

Quote by popular Ivo Skotak of the winning Czech mens team: 'We have a very inexperienced team this year after our tragic losses of 1972... one member has only 2,500 jumps!'

□ □ □

Whoever heard of a World Style/Accuracy Championships without an aerial photo of the DZ?

□ □ □



**The tape on H's rear end was kindly placed by Vikki Herst of the USA Womens' team after his 2.85 jump at Szolnok... to prevent further Recto-Cranial Inversions (or jumping with his head up his Ass)**

...THAT'S IF MIKE ISN'T GOING TO HEADCORN...

..OKAY TONY.. SATURDAY YOU CAN'T MAKE IT - SUNDAY YOU MIGHT BE AT NETHERAVON!



...HELLO GUY! YOU HEARD THE WESTON RAPIDE BLEW A GASKET! ROBIN SUGGESTS HALFPENNY GREEN!!



THERE'S ONE THING I'LL SAY ABOUT THE ORGANISATION OF THE TEAM... AT LEAST IT'S DEMOCRATIC!



JPS.



## SHAKESPEARE

*On an unknown display team*  
Some airy devil hovers in the sky, and pours  
down mischief.  
King John III (ii) 2

*On landing*  
Good ground, be pitiful, and hurt me not.  
King John IV (iii) 2

*On Costs*  
Under high canopies of costly state.  
Henry IV Part II, III (i) 13

## JOHN MILTON—PARADISE LOST

*Whuffos*  
Astounded and amazed—No wonder, fallen such  
pernicious highth.  
Book I 281

*A Certain Rigger*  
Shone like a meteor streaming.  
Book I 537

*Malfunxion*  
Yet observed their dread Commander.  
Book I 588

*Night Jumps*  
To perish rather, swallowed up and lost in the  
wide womb of uncreated night, devoid of sense  
and motion.  
Book II 149

## PARACHUTISTS' ALPHABET

**A** is Adrenalin coursing the veins.  
**B** is for Bottle the cause of your pains.  
**C** is for Canopy C.9 or P.C.  
**D** is for Delta. Not round (not for me).  
**E** is for Effort required for back loops.  
**F** is for Free Fall right turns and—whoops!  
**G** is for Grapple when joining a star.  
**H** is for Height—most important by far.  
**I** is the Idea of falling at speed.  
**J** is the Jump ship—maybe a Rapide.  
**K** is for Keeness—endow it with wit.  
**L** is for Lofty who'll flog you some kit.  
**M** is Malfunxion caused by bad packing.  
**N** is for Nouse which is frequently lacking.  
**O** is the 'Orrible canopy tangle.  
**P** is the Packer with patience a-jangle.  
**Q** is the Queer mincing up to a Fred.  
**R** is His bums Rush right off the D.Z.  
**S** is for Students, some switched on, some coots.  
**T** is the Terror they feel in their boots.  
**U** is the Underground where Low Puller lies.  
**V** is for "Voice and Tits" piping her eyes.  
**W** is When may I finish this farce.  
Well **X Y** and **Z** you can stuff up your . . .

N.W.S.Y.

□ □ □  
There was a free-faller from Kent  
Certainly queer, if not bent,  
He thought a T.U. was something you do,  
Late at night, with friend, in a tent.

B.S.

## THE BRITISH PARACHUTE ASSOCIATION LIMITED ANNUAL GENERAL MEETING

Notice is hereby given that the Eighth Annual General Meeting of the Association will be held at:  
**NOTTINGHAM UNIVERSITY**

on

**SATURDAY, 4th JANUARY, 1975 at 16.00 hours**

### AGENDA

1. To consider, and adopt if approved, the Report of the Council.
2. To consider, and adopt if approved, the Accounts and Balance Sheet for the Year Ending 31st March, 1974.
3. To fix subscriptions payable by members for the ensuing year.
4. To appoint auditors for the ensuing year and to fix their remuneration.
5. To discuss any Special Business.
6. To Elect the Council.

September, 1974.

W. PAUL,  
*Secretary-General.*

**NOTE:** Members are reminded that under Article 30 of the Articles of Association only such business as is notified to the Secretary-General in writing at least 30 days prior to the date of the Meeting can be included under Item 5—'Special Business'.

**Programme of Events—** In No. 2 Sports Hall of the University

11.00 to 12.15	Instructors' Convention
14.00 to 15.30	
16.00	A.G.M. followed by Raffle
20.15	Films

Arrangements are being made for Bar and Buffet facilities to be available.

Members planning to attend the AGM are required to complete the proforma for ATTENDANCE NOTIFICATION and MEALS/ACCOMMODATION BOOKINGS which is provided with this issue of the magazine. Also provided is your NOMINATION PAPER for the ANNUAL ELECTION OF COUNCIL.

Your attention is drawn to the closing dates for return of the above Proformae.





# XII WORLD PARACHUTING CHAMPIONSHIPS SZOLNOK, HUNGARY



Like all good stories, we'll start with the ending first.

At precisely 09.05 on Saturday 11th August, the 12th World Meet was called. It ran out of fizz and enthusiasm like a damp squib to the monotonous accompaniment of the 7 m/sec bell jangling out the conclusion of unfinished business. . . namely the 7th round of Ind. Acc., which certainly would have caused some rapid re-arranging on the winners rostrum had it been completed. The insistent sound of the tinny bell, killing an unfinished round, would not have been so jarring had the phrase "well, we used all the weather we could" have been heard. . . but sadly it wasn't.

Within daily earshot of this bell (hooked up to the anemometer to burst into life at 7 mps) and all that it subsequently controlled, were 228 competitors from 33 nations, including your British Style and Accuracy Parachute team. Szolnok saw the largest British contingent so far at a Style and Accuracy World Championship — comprising the men's team of John Meacock (Captain), Bob King, Bob Hiatt, Scotty Milne, Dane Kenny with Deak Wright as alternate, with the women's team of Jackie Smith, Tracy Rixon, Annie Kingston (McKie) and Jane Cain.

In attendance to handle the administration, coaching and other associated tasks, were myself, Doug Peacock and Doc Johnson.

This being ostensibly the take of the World Meet, I won't linger too long on the preliminaries. The teams were basically selected on performances at the Nationals, with pre-full time training con-

ducted at Duck End Farm and Peterborough Parachute Centre under the guidance of John Meacock, myself and Doug Peacock. Full time training was scheduled for Bad Lipspringe and it was to Tom Oxley's domain that the team left Heathrow on Saturday 13th July — minus the four Freds who HAD to perform a demo on the Monday (*no* one else could replace them? . . .). In the group were four members of the New Zealand team who were joining the remainder of their gang to train with us. Hindsight tells us that Bad Lipspringe was the wrong destination. But first an immediate qualification. Tom Oxley and his staff could not possibly have treated us better or gone out their way more for us. To say we really appreciated you and your staff's efforts Tom is a gross understatement. However, Bad Lipspringe had outside imposed limitations on flying times which restricted the highly concentrated team training we so badly needed. Freedom to parachute at dawn and use all daylight hours is paramount with a limited training camp.

Where did the suggestion of exploring the possible use of Bergerac (by John Meacock in council) get stifled — and on what grounds? As a result of restricted jumping hours and bad weather, the team left for Hungary with far less jumps than we'd hoped. . . having worked hard at what was available — mostly accuracy, and produced some excellent team stacks. Despite the low-powered training, we had a confident and happy team, more aching and sore from the Volleyball and physical training than the jumping. Both Annie McKie and John Meacock sustained ankle



**The British delegation. Back row: Scotty Milne, Deak Wright, John Meacock, Bob Hiatt, Doug Peacock, Dane Kenny. Front Row: Bob King, Jane Cain, Tracy Rixon, Annie Kingston (McKie), Jackie Smith, Dave Waugh**



injuries which fortunately healed sufficiently for them to compete but further restricted their training.

Wednesday, 24th July saw us head off for Hungary for what was to be a long day. Arrival at Budapest was on schedule, 16.15, and we were greeted by a rather dowdy airport, a clammy 18 degrees hotter than Germany. Kit, surprisingly, ripped through Customs while our documents underwent more careful scrutiny.

Eventually cram aboard a bus to soon disgorge at the main hotel of the Meet. Once installed, we didn't care anymore about the ceilings full of mozzies or the heat — just bed, curiously wondering what the next two weeks would hold in store. The following day our spirits rose with the sun, having discovered we were only in transit accommodation, to soon settle in to our holiday-type chalet accommodation. A brief exploration showed us to be in the youth holiday camp of Tiszaliget with mineral water swimming pools, running track and Volleyball courts close by.

Anxious to view the DZ and get acclimatized with practice jumps, we climbed aboard one of the now profuse buses for the 10 k. drive to the airfield. Not the originally planned DZ — as that was still unfortunately soaking beneath recent floods from Rumania — but the military airfield quickly dressed for the occasion, with the pit (sand) a horrifying 50 metres from a 100 metre wide concrete runway. The thought of the thermal activity brought glazed eyes. Until the heat dried the surrounding area, the thermals and bumps were negligible, but after the sun had worked out for a few days the hot air blasting up from the contrasting surfaces was like a witches cauldron. We quickly learned (after the teams had stacked out of an AN 2) that only one jump per competitor was the plan and nothing would or did change that. So the chance to practice leap the MI 8 chopper for style was denied to all but John Meacock and Jane Cain on the Saturday. It soon became apparent that though the Hungarian Organisers had coped quickly with the recent flooding disaster, they had set out their programme, and by hell or high water there was to be no deviating. Flexibility was not the name of this game.



**That's it. The robust electronic Accuracy Pad . . .**



**. . . and this is the magic control box . . .**

Sunday, 28th July: 96° F — the much planned, much heralded opening ceremony. Truly a colourful spectacle with apparently 110,000 spectators with all the competing nations in team uniform, preceded by flags and Hungarian girls in national costume. Official ceremonies tend to be over-protracted affairs and this was no exception — as the sun roared out from a dazzling blue sky with the heat from the runway bursting through the shoes. Speeches finally done, the competitors were exacted to "to behave comradely towards my sport comrades in every case, helping those who were getting into trouble". After the scramble for the cold drinks stall there followed a low, low fly-past over the spectators by aircraft trailing sprays of perfumed water. No kidding. Even Kingy's feet were bearable for hours! A mass jump then promptly filled the sky with canopies and streamers, backed up by a comprehensive air display. The teams retired early in anticipation of the first round of style scheduled for 7 a.m. with breakfast at 5.30 a.m. Many could not help wondering if perhaps almost two days of good competition time had already been wasted, including the remainder of the opening day.

So much for the 7 a.m. start on Monday 29th. The first aircraft of the Meet which included Bob Hiatt and Annie took off at 8.59 — preceded by much hassle over judges' positioning and other technical points — all of which should have been ironed out well before. It also became obvious at an early stage that the communications difficulty was to be a big stumbling block. Simple discussions and decisions became extended issues. The jury had eventually decided to accept the Russian electronic accuracy pad (the subject of much competitor discussion as you can imagine, being to most, an unknown and unproven system). The Russian electronic style scoring system, hitherto unexpected and unexplained was rejected. . . or so we thought.

The Russian men were the stars of the late, late show with a first round team style average of 7.55. It was also a good first round for



the British men, improving on the first round at Talequah. Scores were posted promptly at the main board to reveal the following: (base then corrected time): Bob Hiatt (9.13) 9.13, Scotty Milne (9.56) 9.56, Dane Kenny (9.16), 9.66, Bob King (9.76) 9.76, John Meacock (8.33) 8.33 — an excellent jump for John serving as a good morale booster for us all; Annie Kingston (McKie) (10.20) 10.70, Jane Cain (11.76) 13.76, Jackie Smith (10.40) 10.40 and Tracy Rixon (12.86) 13.86.

The first round set the seal for the higher standards attained by the top competitors that many believed could not improve much on Talequah. In fact, from 6 people averaging in the 7's in the USA, there were 18 this year — with the first round of style setting the pattern by having 4 people with base times in the 6's, 23 in the 7's and 36 in the 8's, and it won't be too long before the high 5's are hit in competition.

Jerry Bird was much in evidence at the USA tent during the early days and it was good to see him supporting the Style and Accuracy team so enthusiastically. The remaining jumps of the third round of style were completed by 9.40 a.m. on the Wednesday 31st July, which gave the Organisers a minimum championship. It also didn't take more than an earwigs brain to figure out that, as far as they were concerned, was the end of style.

As we became more established in the 'routine' of competition days the heat became more bearable for us Anglians, but it heralded havoc for the canopies as we shuffled into the first round of individual accuracy at 12.15 p.m. Surprisingly though, this round survived through smooth conditions producing a staggering high standard of precision. We witnessed a First at a World Meet — the electronic accuracy pad and score board. The many genuinely doubtful people of this method were soon converted as the round progressed and the pad passed its true test.



... which leads to the score panel. Instant registering an impact with the pad. Here it shows Bob Hiatt's uncounted 7th round scores. One almost misses the sight of the judges heads buried in a huddle round the disc trying to raise a score from scattered peas and the mounting tension till the tape is read. No more.



**Scotty collects a well earned wee disc.**

It is unquestionably the answer to close scoring as Meets are now won or lost on centimetres, making the judging so critical. There are still criticisms — it is in no way near as impact absorbing as peas and claimed several badly bruised heels and ankles. Also it can cause big problems if it fails to register — political as well as practical. But it is a huge step in the right direction and Lyle Cameron's profuse girth must be undulating with satisfied smirks after his many years of campaigning for this method. This inaugural round racked up 41 dead centres. Out of 228 jumpers, 114 hit the pad (max. score 15 cms!) now, a dead centre truly has to be one. It's almost like having a 4 or 5 cm. disc and foot placement has to be meticulous. Bob Hiatt took the prize for the biggest nail-biting jump of the first round. All set to make a dent about two something metres short, he made the most incredible reach to squash — or should I say pierce, a disc with his toe. Just deadly. Scotty took a comfortable disc. Dane then gave us heart attacks as he hit for 0.01 only to limp off nursing a very badly bruised ankle. The pad had struck, and not for the last time. He continued to jump however, though still under pain, to complete all jumps. Kingy followed to toe down instead of heel and grab 0.07. John M., short on brakes as we all felt for him on his first solid accuracy jump since his injury — 1.20, and the ankle OK. Jane was too hot — hit 'sink and recover' to collect 3.27. Annie 0.40. Tracy 0.37 (the first of her consistently close jumps giving her the third best accuracy average out of the whole British contingent). Jackie had too much sink to give her 1.14.

That evening a tired hard-worked bunch looked at the lowering sun — saw showers and pillows and made for them. This was the general scene. In increasingly difficult conditions the whole team put in serious, hard effort to try for their best. I won't give a jump by jump account — the score board pictures can do that, except for some outstanding ones. Score wise, and general communications wise things started to gently pull apart for the Organisers from this time on. Little things like the scores taking a while to reach the board and a revision of a whole round of style jumps with the subsequent two day wait in publishing, not good stuff.

Some discrepancies with posted accuracy scores against indicated scores on the panel became evident so all were briefed to check their scores on landing as the recorder noted them. Many very nice final approaches were produced by the team (including the girls who have limited competition experience —



let alone of major Meets). We closely watched Dane again as he came in beautifully to place his 'wrong' foot to score — protecting his injured one — still a 0.28. Bob H. claimed two re-jumps with control problems, re-jumping for a 0.01 and 0.00. His second jump of 2.85, so totally out of character with his normal performance, cruelly dashed any hopes of a medal, but he continued to jump superbly. The end of the fifth round loomed in sight on Friday 2nd August through very unsettling hot conditions but a storm cloud called for a stand down — the first — but the key to promised bad weather which from here on arrived in increasingly rapid bursts. Twice Bob King was truly cheated of close scores by striking the pad first and being scored on rear foot strikes. There was little one could do once the pad lights were cleared and the score recorded. The daily happenings now included a tote on the time of the '4 o'clock hooley' — a seemingly local phenomena of instant strong winds preceded by a cloud of dust in the distance which fairly roared up the runway whipping up a furious cloud of garbage. Sometimes it abated quickly, other times it continued to howl.

By Sunday 3rd August, all the team had completed the 6th round. Again that magic minimum required for a valid Meet — once attained so difficult to improve on. Team accuracy finally got airborne at 10 a.m. to open the gates on the real flavour of a World Meet. The national pride runs fast as the rise and fall of placings is so easily evident in this the most watchable of events — and most critical in the overall team computations. Now the witches cauldron was fully brewed and the Russian men drew gasps as Gurnij dropped 10 metres to add to a team total of 11.92. Sad though it was to see such greats stumble, it opened the field right up. Our girls jumped 8th to total a respectable 7.83 for the conditions, while the men followed soon (11th). In all the jumps I've watched I've never seen a team work so hard to maintain a stack! Just incredible — Scotty, Dane and Kingy were heaved and spewed about in the thermals like so much tissue paper, changing their order 3 times at least, to finally approach in correct order scoring 2.88. H smirked above all this confusion riding the hot air on his Cloud. For all, it was a great relief to see the lid go on the first round with both teams placed high. Straight into the second round with the hourly Met. balloons showing higher, changing upper winds.



**H,K, Scotty and Dane after their 2nd team jump total of 0.55.**

Our second men's stack was sweet. A controlled team effort confirming our high placing in these unfamiliar conditions. Our girls then suffered a hefty score. A hefty 40 metres. The evening wind at altitude was really shifting... increasing and moving round. These virtually re-jumpable conditions, plus one of Jackie's rare bum spots, enabled the Russian women to sleep soundly that night. The weather deteriorated (mainly wind) and all but wiped out Monday 5th. It succeeded with Tuesday — so aching joints continued to slobber in the hot mineral water pools, (great!), after getting up at 5 a.m. and pacing the DZ for an hour or

several. As Dane said, 'I'm bloody glad we didn't do a jump on Tuesday 'cos I sure hate getting up at 5 a.m. to do one jump!' The attempts to complete the third round of team brought out the ever-lurking threat of politics when the bell seemed to be hit at the 'right' and 'wrong' times — if you know what I mean. Both our teams were airborne at one stage, waiting out the ten minutes after a 7 mps. bell, and it was only after several of us crowded the anemometer table to point out that the wind had reached 7 without a sound, that the 'fault' was discovered. The aircraft lowered. You've gotta watch 'em! eventually at 10.45 on Wednesday, round three became history. Buried in the history went our hopes for a team medal. We were lying second but a really tricky third round jump caught Dane who bit off a huge 6.56. That's the way it goes.

With a 'complete' Meet on their hands it was back to style fourth round. They had no option. Round four was generally a good one for us — they follow in the final style positionings, with just final times; John Meacock 8.43, Bob Hiatt 9.30, Scotty Milne 9.63, Dane Kenny 9.63, Bob King 10.23, Annie 11.13, Jackie 11.63, Tracy 11.40 and Jane 13.43. This round increased in intensity as it became plain that it had to be finished... from one canopy a minute to four canopies in the sky... the fifth in free fall as the first was landing! 11 a.m. Thursday and the round was done — now the delaying tactics plus genuine holds for gusts. However, five hours of style weather were wasted during this period while there was an almighty hustle on about the style scores. The Russian system of style scoring had been used by the Organisers against a decision of a team leaders meeting. So a whole round had to be re-calculated taking the stop watch scores only. It should never have been used. It is totally anonymous and opens the gates to all sorts of fiddling in an international Meet. In addition to stop watches, each judge had a button connected to the electronic system. His time was recorded with all the others — they were totalled and the machine spat out one number — the average. Great if everyone is to be trusted, but you can imagine the ramifications with a slightly biased judge! It happens... and presumably did as some jumps had 2 second discrepancies. Hence the re-scoring. Things now started to fall apart in earnest with the communications barrier very obvious. Meanwhile, Deak Wright continued to pile in the drifter jumps (he had as many jumps as competitors!). After much intense activity by Chuck McCrone, President of the FAI, CIP, the early part of Friday (designated as the official rest and visit to factory day... a no-jumping day) was allowed to be used from 7 till 10, and the ill-fated seventh round of accuracy ground into action. The Polish jumper Stanislaw Sidor with a 0.01 total for six rounds blew it with a 0.55 jump while Stan Hicks of the USA scored yet another immaculate disc. Now he could take the gold. Chuck Collingwood — 0.00 — he could line up for a silver. So, much was at stake.



**The British team is pictured during the visit to the Lehel Refrigeration factory in the playground of the factory's school. I guess the MIG 15 (real) makes a change from crummy old roundabouts! They bring them up on Plane Common Sense over there!**

The wind then saved the Organisers' face temporarily with a legit stand-down just gone 11 a.m. Understandably disgruntled competitors groused back to the accommodation to prepare for the factory visits. We were down for the Lehel Refrigerator factory some 50 k's off. Duly collected at mid-day by the factory's Technical Director with translator, we set off — minus Doc Johnson who had to leave early that morning. The convoy led with black Russian car housing the Director the Interpreter and







shouting and the closing banquet. It would have been good policy to perhaps have found a venue enabling us all to be under the same roof. We made up for it though with another rollicking sing-song session topped off by Scotty, Deak, Dane and myself performing the animated version of Old McDonald's Farm. It was a hit. The porcelain souvenir presentation of the World Meet symbol, at each table placing, were a nice touch and much appreciated by all. The following day, Monday, was dispersal day and the expected anticlimax. The mens team finally placed 12th overall out of 33 and the girls 12th out of 13 (heavily influenced by their unfortunate team jump) but to this day no one has received the final official published results. That's bad news. Your contingent handled itself well both in parachuting and general conduct, but it was the kind of Meet where one slip was enough — no second chance. One highly gratifying result was that of the Czech mens team winning the overall team gold. An outstanding achievement in the light of their post-Talequah tragedy. As to the Meet itself, many of us were first timers at such an event and we learned an awful lot. The standard of competition was very high, but the accuracy reflected the extremely variable conditions. Most teams we could freely communicate with felt as we did, that the Organisers had planned on a minimum Meet (6, 3, 3) and were determined to prove that (10, 5, 5) is too unwieldy. How does this grab you? The Organisers had published the 'final' results on 6 accuracy, 3 style, 3 team in a Budapest newspaper on Friday morning! Someone must have gone to the salt mines when we jumped on Friday morning for the start of the seventh round. True, we may not have completed all rounds even using all the available time, but we certainly could have done more. If the number of competitors continues to rise the events may have to be trimmed in size or some eliminating system evolved for countries to qualify. A difficult one this — but the CIP will have to consider it quickly.

Finally our thanks to all BPA members who contributed unwittingly or otherwise to the teams' appearance in Szolnok. I am convinced we have the potential to get right up to the top, but if we aim to get there, we must re-think our training and selection times. But that's another story.  
September, 1974. DAVE WAUGH (Woof) D.634

## RESULTS OF THE XII WORLD PARACHUTING CHAMPIONSHIPS

<b>Individual Absolute—Women</b>			
World Champion	Szergejeva Natalia	4,121	Soviet Union
Placed Second	Kosztyina Maja	4,133	Soviet Union
Placed Third	Szvacsko Alekszandra	4,380	Soviet Union
<b>Individual Absolute—Men</b>			
World Champion	Usmajev Nikolaj	3,615	Soviet Union
Placed Second	Oszipov Anatolij	3,646	Soviet Union
Placed Third	Hynek Vaclav	3,662	Czechoslovakia
<b>Combined Absolute Team—Women</b>			
World Champion	Soviet Union	23,733	
Placed Second	German Democratic Republic	25,216	
Placed Third	Bulgaria	25,294	
<b>Combined Absolute Team—Men</b>			
World Champion	Czechoslovakia	17,210	
Placed Second	United States of America	17,616	
Placed Third	German Democratic Republic	18,092	
<b>Individual 2000 m Style Jumping—Women</b>			
World Champion	175 Kosztyina Maja	7,705 sec	Soviet Union
Placed Second	150 Szvacsko Alekszandra	7,990 sec	Soviet Union
Placed Third	87 Szergejeva Natalia	8,097 sec	Soviet Union
<b>Individual 2000 m Style Jumping—Men</b>			
World Champion	105 Armaing Jean Claude	6,662 sec	France
Placed Second	177 Oszipov Anatolij	6,972 sec	Soviet Union
Placed Third	13 Hynek Vaclav	7,172 sec	Czechoslovakia
<b>Individual 700 m Precision Jumping—Women</b>			
World Champion	117 Mamai Natalia	0,29	Soviet Union
Placed Second	87 Szergejeva Natalia	0,44	Soviet Union
Placed Third	213 Dicseva Sztanka	0,45	Bulgaria
<b>Individual 700 m Precision Jumping—Men</b>			
World Champion	172 Sidor Stanislaw	0,01	Poland
Placed Second	in tie	0,05	
	6 Rainer Wilde		German Democratic Republic
	37 Hicks Stan		United States of America
	116 Lowe Jom		United States of America
	170 Usmajev Nikolaj		Soviet Union
	223 Reichert Josef		Czechoslovakia
<b>1000 m Team Precision Jumping—Women</b>			
World Champion	German Democratic Republic	9,41 m	
Placed Second	Poland	10,84 m	
Placed Third	Bulgaria	12,78 m	
<b>1000 m Team Precision Jumping—Men</b>			
World Champion	Austria	2,80 m	
Placed Second	German Democratic Republic	3,36 m	
Placed Third	United States of America	4,13 m	

## 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

## 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.



# HEREFORD PARACHUTE CLUB

As any demonstration team member knows, parachutists are their own best advertisement. From the thousands of spectators who watch sky diving displays up and down the country every year, there are always those who enquire about how to take up the sport — and from these are drawn the club members of tomorrow.

The history of the Herefordshire Parachute Club started in this way some 12 years ago when ten such spectators, including the present club vice-chairman, Frank Joel, his son Ken, Jim Green and Bill Beddoes, watched a display by the SAS and the US Army at Hereford Racecourse. A week later Ken Joel wrote to the headquarters of the BPA — which in those days was situated at Cemetery Lane, Nottingham.

The BPA advised him to get in touch with Don Hughes, then with the SAS based at Hereford, and it was from this point in time that the Herefordshire Parachute Club began its civilian activities.

From an historical point of view, parachuting on a club basis began at Hereford in August 1963. In those days the club had eight civilian members and a number of SAS members including such stalwarts as Don Hughes, Pete Sherman and Mick Reeves (of hang-up at Halfpenny Green fame) and it had the use of the regiment's fully equipped parachute centre.

As well as the SAS the club was also kept going in those days by its present president Sir Derrick Bailey who provided both financial and moral support.

Some weekends parachutists had the use of the military Rapide from Netheravon, but the mainstay in flying terms was Ken Davison and his Piper Tripacer which was based at Shobdon, near Leominster, a wartime glider station that became the permanent home of the club.

The club's first display was at a local agricultural show where Frank Joel was so busy commenting on the jump through a walkie-talkie tuned into the PA system that he landed half a mile from the DZ. The club also collected a telling-off from the CAA for illegal use of unlicensed transmitters!

In those early years the club used an ATC centre in Hereford to accommodate students during mid-week



**Jim Sharples checks out a student before take-off in the days before the 182 got bent. Sitting in the plane is the CCI John Boxall**



**Wendy Sharples exits the 185. She was the club's first lady GP and is now a regular member of both the club and the Strongbow display teams**

training sessions and it was still the SAS who supplied instructors — notably Don "Mac" McArthy and the then UK accuracy champion Terry Jickells (who used a TU, PC's and Clouds were still to come).

In 1963 Jickells, Hughes and Sherman represented Britain in the world championships at Orange, Mass., USA, and the trio were also members of the eight man SAS team that later achieved a world record altitude jump over Salisbury Plain.

Gradually the club became more civilian orientated, although contact with the locally based SAS continued, and still does, on an informal and friendly basis with members of the regiment enjoying honorary membership of the club.

By 1969 the club had its first civilian chief instructor, Ian Louttit, now based at Dunkeswell, although it no longer had the services of the Tripacer, which was sold, eventually to end its days in a heap wrapped round a wall in Cornwall.

Ken Davison, however, replaced the Tripe with a far better jump plane — a Cessna 185, which although it is up for sale has again been pressed into service following a mishap in the hangar with the 182 which replaced it.

The club lost its most faithful pilot when Ken emigrated from his Hereford farm to Kenya in 1973. Fortunately when that door closed another opened when another local farmer and aero club member, David Corbett, provided us with the 182.

One of the club's original students was Brian "Sooty" Standring, who was trained by McArthy and Mick Reeves, and after making 200 jumps as a club member joined the Paras and became the Army accuracy champion and one of the longest serving members of the Red Devils.

As the club became better known and more in demand to provide displays at shows all over South Wales, the Midlands and as far away as Brighton, money became available to renovate an old nissen hut at Shobdon which became the club house and packing shed complete with five full length tables. In addition, extra parachutes were



purchased, both student rigs and for the more advanced members PCs and a Cloud.

The present CCI is John Boxall, a graduate of the first one week instructors' course at Grindale, with Jim Sharples as the other resident instructor. Other regular visitors who help out during the student courses include John Norris, Les Melhuish and Dave Howerski.

The club's financial stability has been confirmed thanks to a donation from Sir Derrick Bailey and a loan arranged by Peter Prior, the chairman of Bulmers cider, who support the Strongbow Skydivers, and who is himself a keen parachutist and BPA Council member.

The Herefordshire Parachute Club lays claim to being the oldest continuously operating civilian parachute club in Britain and it can certainly claim to have trained the oldest parachutist in Archie MacFarland, a 75-year-old, who in spite of being wounded on the Somme during the First World War rode his motor bike from Bristol to Shobdon every weekend before making his first static line jump — then hitch-hiked to Birmingham to attend the AGM.



The packing shed at Shobdon — A fine example of Herefordshire ingenuity — packing tables on top and bunks underneath.

## CORRESPONDENCE

*This letter was written by Alan Johnson, an R.A.F. specialist in Aviation Medicine, to Jim Crocker before the Endrust Team went to South Africa for the World Cup. It is reproduced for the benefit of other B.P.A. members.*

Dear Jim,

As promised, a dissertation on the problems of parachuting onto high dropping zones and a few general words on acclimatisation.

### High DZ's

I understand that the DZ for the competition is around 6000ft ASL. [In fact it was 4200ft ASL — Ed.] This is not a significant altitude in terms of short exposure i.e. flying to 6000ft but is significant if one contemplates living therein for a period of time. The body is used to living at sea level and if someone is suddenly transported to 6000ft to live, it takes several days to adapt. This problem is well known to mountaineers who indulge in long approach marches to high base camps for two reasons.

- Provide the necessary physical fitness;
- Acclimatise the body to high living altitudes.

Sudden arrival in places 6-7-8000ft ASL can produce headaches, nausea, disinterest and general irritability. It is not a question of shortage of oxygen as such but is to do with things like, change in humidity, loss of body fluids, more intense atmosphere, ultra-violet light, etc. There however is one significant effect of the reduced oxygen available in the atmosphere and that is that one's exercise capability is reduced. Remember the Mexico Olympics. The sprinters who ran on one breath were unaffected but the distance men soon ran into oxygen debt unless they had acclimatised by several weeks exposure to altitude. What happens then is that the body produces more red blood cells (oxygen carrying cells) to compensate for the reduced amount of oxygen available in the air. You will not be able to do this.

The problem of the parachutist and in particular the relative worker is that he requires a generous altitude to do his thing. Whereas 12-14,000ft **ASL** is physiologically acceptable for short exposures, if your DZ is 6000ft, then 12,000ft of FF puts you up to a dropping height of 18,000ft ASL. At this altitude the atmospheric pressure is **half** that of sea level — halfway to space, and even comparatively short term exposure can produce the insidious symptoms of hypoxia i.e. impaired judgement, poor con-

centration, irritability, euphoria, faulty distance judgement. Note I have selected from the whole range of hypoxia symptoms those which are the most insidious in onset and which could impair the performance of a relative team. Note also that these symptoms occur long before the traditional blueness and unconsciousness appear.

I know that you will not be flying at 18,000ft ASL for long periods of time as that indeed would be dangerous but it is worth bearing the previous paragraph in mind if delays should occur when you are airborne, for example the last team to jump in large 3-4 team carrying aircraft. Another most important point to stress is the question of exercise. These symptoms of hypoxia arise because of the shortage of oxygen in the air you breathe. If your respiratory demand is increased through exercise then the onset of hypoxia symptoms will be accelerated. A parachutist carrying about 50lb payload of kit moving about a cramped aircraft is exercising and consequently using up more oxygen.

Cigarette smoking reduces the amount of oxygen carrying haemoglobin (the stuff in the red blood cells) appreciably. Whilst that last drag before explaining is good for the nerves it knocks out about 6-10% of your available haemoglobin. If you start from ground level with this deficit, then an aircraft height of 12,000ft ASL means a physiological height of **16,000ft**. If anyone thinks that the sums do not add up then tell them that there is not an arithmetical relationship between decrease in atmospheric pressure with height but an exponential relationship!

Cold also increases the chance of hypoxia because the body diverts circulating blood to keep you warm instead of supplying the vital centres.

Finally, alcohol apart from impairing judgement by itself, (note the similar symptoms to hypoxia) takes a long time to be eliminated and peoples susceptibility to hypoxia is increased if they are 'hungover'.

To summarize all these points in a digestible form:

### On the ground (6000 ft)

1. Initially the team may suffer from slight headaches, nausea and irritability. This will pass and a mild analgesic like Paracetamol Tablets (two every four hours if necessary) can relieve the headache. These pills are obtainable at any chemist without prescription.



475 Regal Drive,  
London, Ontario, Canada  
July 25, 1974

Dear Sir,

A few months ago, myself and my Kiwi friend, Diane, fought our way through London traffic to find the B.P.A. office and Mr. Bill Paul to ask some questions about jumping in England. We weren't really planning on staying long or jumping much as we had actually left Canada to see the world but thought it would be fun to make a couple of jumps in each country we went to. In our conversation with Mr. Paul about our plans he suggested that if we were going to Germany we might look up Captain Oxley at the Rhine Army Parachute Centre.

In the next few weeks we found ourselves in Germany and at R.A.P.A. with the same intentions of making a few jumps and leaving. Somehow as luck would have it we arrived in time for an official "C" licence course and decided we had lots of time and might as well stay a bit. The staff and instructors assured us we were welcome to stay and jump while the course was on, and if we wanted after the course was over. I really couldn't believe the hospitality we received. They set to work right away to find us a very inexpensive place to stay, as we assured them we were as poor as we looked; entire sets of gear to jump; and "What, you're thirsty? Have a beer!"

We left R.A.P.A. three weeks, thirty jumps and many many bottles of wine later. It was like leaving home all over again with tears, sad looks and an invitation to return. We thought it was great even though Geordie assured us they were going to put up barbed wire fences, evacuate the army and start jumping camouflage parachutes the moment they heard we were back in Germany.

We headed for Spain in the usual indirect route that girls are notorious for taking, jumping in Holland and Belgium all the time saying "It's nice but it's not as good as Bad Lippspringe". After spending a couple of weeks lying on our rooftop abode being cooked by the Spanish sun and watching low flying aircraft, we decided we couldn't stand it any longer and hoped we could make it back to Bad Lippspringe without being spotted so they wouldn't have time to get out the camouflage parachutes. Two weeks later we came trudging across the D.Z. a little nervous thinking maybe they were only saying we could come back and didn't really mean it. Then we saw Capt. Tom outside his office and heard him call out "More wine for my friends!" a phrase I'd been noted for saying every time I entered the bar, which was quite often. And with that we knew we were home again.

This second time at Bad Lippspringe is not like the first time. We've seen the British and New Zealand team come and go, watched them train, made some jumps and learned a lot. Even with all these people on the D.Z. and the congestion it caused, the staff still found time to watch us through telemeters, critique our approaches and answer any questions we had. Now even Diane has deserted me for the World Meet and here I sit with a handful of other jumpers waiting for good weather and the Islander to come back. I'm going home soon, or so I keep telling everyone, but I really hate to leave R.A.P.A. Unfortunately, sooner or later your money runs out.

At any rate, I'd like to use Sport Parachutist magazine as a means of thanking Captain Tom, his staff and all the others for the good days, good nights, good jumps and everything they went out of their way to do for us. A special thanks to Geordie for giving me the real disc since he couldn't find a presentation one, and may there always be "more wine for my friends" at Bad Lippspringe.

Sincerely, BARBARA SCOLAR.

2. The dry atmosphere results in increased fluid loss — often not noticed by the individual. Maintain high fluid intake — but non alcoholic. If flying keep off the gaseous drinks. A belly full of fizz is uncomfortable and the gas will expand to twice its volume at 18,000ft resulting in either monumental burps or an intolerable atmosphere! More seriously it can give stomach cramps. The same applies to the gas producing foods — beans, peas, etc. One never notices the abdominal effects of gaseous distension at lower altitudes but cross 15,000 feet and watch out.

3. Hypoxia symptoms are insidious in onset. No-one (even team captains) is super-human. When flying at 15,000 ft or thereabouts.

- a. Keep warm.
- b. Reduce movement to a minimum.
- c. Reduce exposure time to a minimum. Repeated circuits are bad news to the last team.
- d. High rates of climb of the jump ship are obviously preferable.
- e. Cigarette smoking increases susceptibility to hypoxia particularly if one smokes prior to altitude exposure. (It's also bad for your health.)
- f. No parachutist should drink and jump — this is usually the case but remember, no parachutist should jump with a hangover.

#### General preparation

Although S. Africa is in its winter season when the competition is being staged, a few general words on acclimatization to a hotter, higher environment may be useful. We all go through a period of physiological change if deposited in hotter climates in order to adapt and perform more efficiently in the changed environment; this process takes about three weeks and it primarily concerns improvement in the body's ability to lose heat. This means improving the circulation by increasing the heart's efficiency to transport blood from the deep parts of the body to the surface for cooling. The sweat glands also improve their ability to produce more sweat and consequently more cooling. The latter cannot be improved artificially by any means except time (3 weeks) and exposure to high temperatures. It is however possible to improve one's circulation and cardiac efficiency — it is called FITNESS. The best way and only way of preparation, therefore, is getting oneself fit.

A word of warning which might seem superfluous but which always requires re-emphasis because it is forgotten every time and this is concerning the dangers of sunburn. Gradual exposure to the sun is necessary. Remember the sun is more powerful in the ultra-violet region at altitude (even 6000 ft).

The other thing is that the first week is always complicated by a quick burst of the "squitters". So called "travellers' diarrhoea". This is due to a generalised upset of the gut as it acclimatizes to new foods, but is also helped by injudicious eating of exotic new local food. Moderation in strange dishes helps to minimise the problem.

I think that's about enough before I frighten you off and make it sound like an expedition to the Amazon as opposed to a hell of a good trip. All the best to you and the team.

Sincerely, ALAN.

P.S. Last thought: Don't worry about the increased rate of descent with a 6000ft DZ. Rate of descent varies with air density but at 6000ft you will only increase your R of D (under canopy) by 2-3fps. Come to think of it, that could be significant on hard ground if you are wearing your sneakers. Perhaps Paraboots?? Better than bruised heels.





## II WÊRELD-VALSKERM BEKER



The location is South Africa land of apartheid and fine parachuting weather, where competitors in the 2nd World RW Cup saw little of either. By the 10th August most teams had arrived in Pretoria and had made acquaintance with the wind swept dust bowl that is Wonderboom Airport. Once again a British 10-man Team entry was made possible by the generous sponsorship of Arthur Haycox and Endrust, whilst an ad hoc pay-your-own-way British 4-man team had also entered.

It was good to see all the old faces again—Jerry Bird and his brilliant "Wings of Orange". Danny Hupert and Charlie Baum with the French Icarus Team, who beat us at Innsbruck; Jurgen Haberman, Karl Kopp, Erhart Thoma, Fred Hess, Peter Rass and the rest of Walter's Vogel (regrettably less Walter Eichorn who had unfortunately been involved in a motor cycle smash and who had been replaced by "Mike" as Team Leader). Rainer Rhosler, Danny Helzl, Gerhard Marinell and his gorgeous better half Bergild were also there with the always so cheerful Austrian Team; whilst Peter Boettenbach had arrived with Germany's second team "Boogie Woogie". Peter was also one of the band of established photographers present in company with Meet Photographer, Andy Keech (doing a roaring trade with JPS with "Skies

Call"), our own Dave Waterman and Rudiger Wenzel of the "Vogel". Hard Ass John Middleton just made the start of the Meet with Australia's "Star Pact", who had financed their trip by running porno film shows!, and Rick Charter captained the local "Chain Gang". Switzerland, Belgium, Italy, Mozambique and Brazil were also represented. It was a disappointment that US 10-man Champions, Captain Hook's "Sky Pirates", were unable to make it as a return needle match with "Wings of Orange" would have been fantastic to watch.

The first full day was a Sunday and the beginning of South African welcome, when teams were split up to be entertained by local families. In our case it was the family Rauch — (Ma, Pa, Bobbie, Jeanne and Stephanie) — who ultimately "adopted" the whole British Team and whose generous hospitality throughout our stay was truly memorable — thank you all. Monday, Tuesday and Wednesday destroyed Meet Director Rod Murphy's forecast of ideal weather, when we were faced with eight eights low cloud and a thorough familiarisation with the throat aggravating red dust that comprises Wonderboom. Apart from plenty of exit training, there seemed little else to do apart from the number of jumpers in a telephone box record attempts (finally 15), winding up the French



The British Delegation on parade less our stalwart judge, Thommo, and Dave, who was taking piccies!





**Ground training— 11 in the line! . . . .**



**. . . . . Ready!!**

Team over the illegally imported live mascot — a vociferous cockerel, and the final degradation: pleasure flights in the South African Air Force DC3's! (Five DC3's and five 185's had been provided by the SAAF for the Meet and their flying throughout was first rate).

On Thursday we finally got off the ground. Our exit training had proved valuable — we averaged 1.3 seconds for the 10 to clear the aircraft; but we started to have problems outside the aircraft principally from the use of 3 floaters. The five jumps were an eleven, five tens, a nine and an eight — not really very encouraging. The order for training started as: Sally, JPS and Alan (floaters), Johnny (base), Dick (pin), Willy, Charlie, Jim, Guy and Mike with Robin as No. 11. The effects of jumping from 10,500 ft. AGL onto a DZ 4,200 above sea level were also being experienced — a limited amount of oxygen was available in the aircraft, but even that didn't do anything to prevent the positive landings! The following day we only made four training jumps — two nines and two tens — the last jump of the day showing some promise as a 31.8 sec 10-man, in which Dave had replaced Willy as 3rd

man, and Robin replaced JPS. Halfway through the day we watched "Wings of Orange" step out at 7,500 feet and put together a sizzling 12.8 sec 10-man — as this was witnessed by the judges it was pronounced an official World record — a wonderful effort which was recognised by US Director of Sport, Astronaut James Lovell, who sent Jerry Bird a richly deserved congratulatory telegram.

Saturday was the grand opening and most of the morning was taken up with practising the parade which severely taxed the sense of honour of the South African Army Major who had the wretched job of organising the competitors into some sort of martial order. Just as well he missed the Brit's mooning the French in the middle of it all! By this time the wind had got up and again put paid to any jumping, so the next event was the parade itself complete with national anthems, bands and speeches.

Towards the end of the afternoon the wind had eased enough to allow us to complete our sequential jump which was a separate competition — each team having to complete a 10-man followed by two five mans then a 10-man snowflake. We achieved the first two thirds of the event! Thus ended our practice — considerably less than we had hoped for and only a *total* of about 25 jumps since the Innsbruck Meet at Easter.

Sunday was spent doing as little as possible, with a vast barbecue lunch generously provided by Ma, Pa and family.

Monday, 19 August at last saw the start of the competition itself and we were drawn to jump in the second



**"Wings of Orange" and the "Rainbow Flyers" on exit**





**Exit shot from escorting 185**

aircraft. It was a fast 9-man, but Guy had a bit of trouble docking and we scored a 36 second 10 man. The second jump was a sad one for Sally who got stuck in her slot and, instead of backing out and having another go, tried to fly in from where she was and didn't make it — 9-man! Our third jump was a fair 27.6 seconds 10-man. Meanwhile the Australians had put themselves out of the running with a 5-man, in which hypoxia obviously played a part (they were third team out of the aircraft and had spent about 20 minutes at 15,000 feet AMSL.) From then on only two teams went up in each aircraft. The other misfortune was for "Wings of Orange" on their third jump when Jerry Bird had broken a bone in his foot — he finished the competition and relied on a band of helpers to catch him on each jump! — a courageous effort, typical of the man.

Our first jump the following day was another 9-man in which Sally failed to make it, facing Jim with no alternative but to replace her with JPS. Our fifth and sixth jumps were a slow 38 second 10-man and, the fastest British star in competition, a 25 second 10-man. By the end of the day the marginal winds and rock hard ground, combined with the altitude of the DZ, (plus, I suspect, some none too clever canopy handling!), had caused *eight* breakages,

which included Ian Parsons of our 4 man team, Jurgen of the "Vogel" and Bergild of the Austrian Team.

At this stage of the Meet the order of the first four teams had been well established with "Wings of Orange" easily leading the field with all 10-mans averaging 18.2 seconds, with the French Team averaging 20.7 seconds. The "Vogel" and South African "Chain Gang" were averaging 28.6 and 29.7 seconds for their stars respectively.

In the meantime our our four-man team — initially Keith McNair, Ian Parsons, Robin Boldon (our Head of Delegation) and Eddie McBride had been trying hard to emulate the fantastic RW of the US Rainbow Flyers who ultimately won this event. On Ian's injury Sally and Willy had alternatively filled the fourth slot.

Also worthy of mention must be Thommo who was our judge, and during this, his first international competition, worked unrewarding hours and earned deserved praise from Chief Judge, Franz Lorber.

High winds dogged the last three days of the competition and we did our last two jumps on the Thursday and Friday. Both 10-mans; they were judged at 37 seconds and 31 seconds respectively. Had we scored eight 10





Robin and Sally docking left and right on one of practice stars

photo—Dave Waterman

mans, we would have been unlikely to have been placed higher than our ultimate 5th, but our average 10-man time of 32.5 seconds was nothing to be ashamed of with only 10 training jumps to our credit.

Thursday night saw the South African Team as hosts to a riotous evening at the local Bier Keller. This was a memorable evening for all competitors, who were loud in their applause of the various turns: streaks, moons, etc. of which there was ample photographic coverage, (or is it uncoverage?) on the morrow to the embarrassment of all!

Only one day was left for the BIG STAR attempts and it was not surprising, therefore, that the results were not as impressive as they might have been had the winds been a little kinder. Jerry Bird organised the loads which varied at each attempt and the final effort resulted in a sort of smash-and-grab 28-man, but we're yet to see any photographic evidence of it! The majority of the team qualified for the South African fifteen man patches if nothing else!

As in all meets it ended too abruptly, the prize giving and final banquet seemed anti-climatic, in spite of all the awards which were so well earned. Bird's Team particularly had not only been deserving winners, but had proved themselves wonderful ambassadors for their country and for RW.

Rod Murphy must be commended on the fine organisation for the Meet, even if he couldn't control the weather, and our thanks must go to all the South Africans who

made us welcome in their country, and for making the whole trip so enjoyable and worthwhile. Finally, we are grateful to John Fenton for his generous financial assistance; and, of course, again a special thanks to Arthur Haycox who, not only sponsored the trip, but actually supported the team in South Africa with his enthusiastic presence.

No sky too high . . . . !

G.C.P. S-S.

#### RESULTS OF THE 10 MAN STAR EVENT

	Acc. Total	Points
1. U.S.A.—Wings of Orange	150.12	80
2. France	178.72	80
3. Germany—Walters Vogels	220.20	80
4. S. Africa—Chain Gang	245.40	80
5. G. Britain—Endrust	276.90	78
6. Germany—Boogie Woogie	303.11	72
7. International I	307.79	72
8. International III	315.40	71
9. Australia	282.24	67
10. R.S.A.—Chairman's Team	318.23	63
11. International II	320.00	37
12. Switzerland	320.00	36
13. Austria	320.00	30
14. Belgium	320.00	14





The British 10-Man Team

**RESULTS OF THE 4 MAN STAR EVENT**

	<b>Acc. Total</b>
1. U.S.A. — Rainbow Flyers	42.99
2. France — Eis	72.46
3. S. Africa — Show Biz	179.04
4. Germany — Walters Vogels	181.17
5. Austria	396.00
5. Italy — Godfathers	396.00
7. G. Britain	438.00
8. Mozambique	444.00
9. Switzerland	450.00
10. Belgium	512.00
11. Brazil	528.00
Best time in 10 Man Event — U.S.A.	15.32
Best time in 4 Man Event — France	5.03



"Wings of Orange"

photo — Andy Keech



Dave Waterman records the build up on one of the large star attempts.



**MINUTES OF THE MEETING OF THE BRITISH PARACHUTE ASSOCIATION'S  
RIGGERS' SUB-COMMITTEE**  
held at  
**Peterborough Parachute Centre, Sibson Airfield, Peterborough**  
on August 3rd, 1974

**PRESENT**

G. Shone (*Secretary*)  
H. Becker  
I. Robertson  
I. Wright

**OBSERVER**

S. Lear

**1. Apologies for Absence**

Apologies for absence were received from L. Thomas, J. Curtis and A. Collingwood.

**2. Minutes of Last Meeting**

The Minutes were proposed by G. Shone and seconded as correct by I. Robertson.

**3. Matters Arising from Minutes of Last Meeting**

Mr. I. Wright speaking on behalf of Irving Parachute Co. stated that the company was still interested in the proposed rigging courses but could not proceed further until they received an official letter from the B.P.A. — the matter was now critical. Mr. G. Shone stated he would visit the B.P.A. offices and take the matter up personally with Mr. W. Paul.

Mr. C. Shone read a letter received from Mr. W. Paul in reply to one sent regarding the payment of expenses to members attending meetings. The letter stated the matter of expenses would be placed before Council at its next meeting on 28th August, 1974.

The question of a bridle cord disconnect system was discussed, but it was felt that at present no really satisfactory method had been devised, and that a good knife would seem to be the only answer, until a fuller investigation of the matter has taken place.

**4. Riggers Insurance**

Mr. G. Shone felt that it was a pity the Insurance arranged by the B.P.A. had not been better supported. The premium was extremely reasonable for the amount of cover offered, and if 3 more riggers could be persuaded to take up the policy the premium would drop to £10 each.

Mr. I. Robertson asked if it would be possible to arrange graded premiums, as Basic Riggers work was less than that embarked on by Chief Riggers, particularly those involved in rigging professionally. He felt that in a way the 'occasional' rigger was subsidising the professional. Mr. G. Shone pointed out that he carried his own insurance already, at a much higher premium than that proposed, and the idea of the B.P.A. Insurance was to make insurance available at a reasonable price to the 'occasional' rigger. However, he agreed to see Mr. W. Paul to investigate the possibility.

**5. Silk Stitched Nylon Main Canopies**

As this matter was placed on the Agenda at the request of Mr. S. Talbot who was absent it was decided to leave it over to the next meeting.

**6. G.Q. Reserve—Australia**

Following a report that the "Protector" had been banned in Australia following a fatality, Mr. G. Shone had written to G.Q. requesting further information to place before the committee. Mr. P. Sherman had sent a letter and very full report to the committee. The report shewed that:

1. The canopy was roll packed without an extractor.
2. The jumper was tumbling forwards, at 1,000 ft. altitude having failed to pull his main at normal height.

After a great deal of discussion it was proposed that a strongly worded recommendation should be sent to the STC that:

"Low bulk, highly callendered, high performance reserve canopies should only be used with an extractor parachute fitted: therefore only experienced parachutists who are properly trained and capable of committing themselves to a controlled cut-a-way situation should be encouraged to use this type of system."

It was also proposed that a further recommendation should be made:

"Packing of reserves should only be carried out by Riggers, Instructors or G.P. holders—that the granting of a reserve packing certificate should not be automatic, and that this certificate should be renewed annually by means of a test."

The discussion also highlighted a misconception which is becoming more and more widespread: Line stowage loops or elastics serve *TWO* purposes:-

1. To facilitate storage of the rigging lines in an orderly manner until the equipment is required for use.
2. To produce a controlled deployment of lines at a most critical stage of canopy development by creating a degree of tension between stowage point and extraction point, i.e. to stretch the canopy under slight tension until the rigging lines are fully deployed.

A lot of jumpers are using cut down elastics to stow reserve rigging lines in the misguided belief that this will produce a faster deployment. This is a bad practice and should be discouraged.

**7. Any Other Business**

A proposal was made that all C.C.I's be circulated with names and addresses of riggers, and that they be encouraged to recommend that all equipment for sale be checked by a rigger first, for safety.

According to law no parachutist in this country should jump equipment not approved by the B.P.A. or on the B.P.A. Approved Equipment List. There is no such list. It was felt that riggers should produce such a list for presentation to the S.T.C. for publication.

# 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.*

**£1.63** 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



# BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

## held at Artillery Mansions, London, on Wednesday, 22nd May, 1974

### PRESENT

L. N. E. St. John— *Chairman*  
M. J. Batchelor  
D. Waterman  
L. J. Thomas  
G. C. P. Shea-Simonds

M. J. O'Brien  
W. J. Meacock  
N. J. Forster  
J. T. Crocker

### IN ATTENDANCE

Sqn. Ldr. W. Paul—Sec. Gen. BPA

### APOLOGIES

Wg. Cdr. G. F. Turnbull  
P. J. Prior  
R. S. Acraman  
R. O'Brien  
I. Wright

Item 34

### PREVIOUS MINUTES & MATTERS ARISING

Proposed by: J. T. Crocker

Seconded by: G. C. P. Shea-Simonds

Minutes of 25th April be accepted—Carried.

### Matters Arising

a. **National Coach/Safety Officer.** It was agreed that the interviewing Sub-Committee would meet on 3rd or 4th June during the National Championships, depending on the situation with regard to the jumping programme. Mr. Crocker agreed to be available at short notice on either evening.

b. **Club Annual Returns.** Sec-Gen reported that he was now in a position to conclude the consolidation of the Annual Return and this would be distributed as soon as possible.

c. **Student Rigs.** Nothing further had been received from Wg. Cdr. Turnbull on the matter of students rigs. Mr. Thomas advised that any 'X' Type or 'C9' canopy without lines should be bought up. Tests had been conducted and he was now in a position to say that he could hem-rig such canopies. He undertook to produce a costing for such work.

d. **Deposit Account.** The Sec-Gen stated that he would have transferred another £2,000 to the Building Society by the end of June. On the matter of investing money it was generally agreed that in the present financial climate we should leave our deposits as at present but be prepared to consider other forms of investment when the situation improved. Mr. Thomas made the point that property was the best form of investment and that in view of the uncertainty surrounding the future of our present offices it may be worthwhile considering the purchase of property to house the offices and provide a flat for the Sec-Gen. There was general agreement that this seemed a sound policy and the Sec-Gen stated that he would be investigating the possibility further and would report back to Council.

Mr. Shea-Simonds asked if there had been any response from Mr. Cole concerning his absence from Council Meeting. A letter from the Chairman to Mr. Cole was read and it was pointed out that Mr. Cole has not replied.

It was agreed that the Chairman would again write to Mr. Cole and if a satisfactory undertaking was not given Council would consider the appointment of another treasurer.

e. **National Championships.** The Sec-Gen reported that the necessary insurance had been obtained and that the Licence would be with him in plenty of time for the Nationals. He pointed out that the main problem he foresaw was the limited washing and toilet facilities—this problem had been created by the fact that many of the buildings had been condemned and were now without water. The RAF would do their utmost to ease the problem but it should be recognised that the facilities would not be up to the standard of previous years.

Mr. Meacock asked why teams or individuals could not carry out pre-championship training at Weston during the week preceding the Championships—the Sec-Gen pointed out that

the OC No. 1 PTS had arranged for the period of the Championships to be kept relatively clear of military parachuting and in so doing had to make full use of the preceding week.

Mr. Batchelor raised the point that Mr. Waugh still wasn't certain that he was required to judge at the Nationals as he had not received a letter. The Sec-Gen stated that he had considered a letter unnecessary since he had been in touch with Mr. Waugh on a number of occasions and no letter has been asked for—if a letter was considered necessary it would be sent.

f. **Electricity Board—Emergency Procedures.** Mr. Crocker reported he would finalise the Memorandum as soon as possible so that it could be distributed to clubs. The Chairman referred to problems which could arise from electrified railway lines and Mr. Crocker undertook to deal with this as a separate problem and seek the recommendation of the Railway officials as to emergency procedures.

g. **Relative Seminars.** Mr. Waterman reported that during the Army Championships he had conducted informal relative seminars and these had proved to be most popular. In his view this was an ideal way of passing on the experience that has been gained and would help in avoiding mistakes by those just beginning relative work. The Sec-Gen suggested that the Council should set up official seminars and where necessary pay the expenses of whoever is appointed to conduct the seminars—this was a recognised form of coaching which should qualify for grant aid from the Sports Council. There was general agreement that such seminars should cover the whole field of sport parachuting, i.e. style, accuracy, ram air parachutes and relative. It was agreed that a start should be made with relative work and the sub-committee for the Relative Nationals would consider this when it next met and produce dates for promulgation to clubs. In answer to Mr. Thomas, Mr. Waterman stated that he was sure he could get individuals to go to clubs which preferred to have a seminar conducted at the club location.

h. **Display Team Insurance.** Mr. Thomas reported that the information he gave at the previous meeting which indicated that the team at Bridlington had negotiated Display Team Insurance at a rate of £12 per team per year was in fact not correct—he apologised to Council but he had passed the information on in good faith. The cost was now quoted as £10 per member per year. It was agreed that the present arrangement for Display Team Insurance should stand.

The Sec-Gen reported that he had been asked to get quotes for cover amounting to £250,000 and £500,000 because certain organisers or authorities were not satisfied with the present £100,000. Such requests did arise from time to time and he now had firm quotes from the brokers and could state that for a cover of £250,000 the additional premium was £20 and for £500,000 it was £30. These quotes were for ONE DISPLAY ONLY COVER and the additional premium was normally passed on to the organisers. Should any team require such increased cover, the Team Leader should contact the Sec-Gen and give date, time and location of the display—this information would be passed to the Brokers who action quickly.

Mr. Waterman asked what the situation was where a Service Team engaged on purely Service displays for Service purposes was involved in an incident which resulted in a claim against insurance. The Sec-Gen stated that in such circumstances the claim would not be accepted as being one against the BPA insurance.

Mr. M. J. O'Brien was concerned that a team may prove to be a 'bad risk' and cause an increase in premium to other teams. The Chairman agreed that the situation would be reviewed towards the end of the current financial year when the insurance policies were due for renewal and information on claims was available.

j. **2nd Relative World Cup—South Africa.** Mr. Crocker reported that he now had sponsorship sufficient to cover the entry fee which was US \$700 per man so we were now assured of one team of twelve going to South Africa. Mr. Waterman was not optimistic that he would be able to raise sponsorship.



The Sec-Gen stated that he was preparing a case for Grant Aid but it should be borne in mind that this was being submitted at rather short notice. Included in the bid for Grant Aid would be a request for aid towards Preparation Training based on a training schedule to be submitted by Mr. Crocker.

The Sec-Gen reported that he had received a copy of a letter sent from World Cup organisers to Mr. K. McNair who had been advised to co-ordinate his plans to attend the World Cup with the BPA as attendance was only possible if supported by BPA as the representatives of the Royal Aero Club. Mr. McNair had not made any official approach to the BPA but it was known that he had expressed interest; whether this was to attend with a team or as an individual was not known but the Sec-Gen would check with Mr. McNair to ascertain his plans.

k. **World Championships — 1974.** Mr. Shea-Simonds reported that in view of his involvement as a member of the Team to go to the World Cup Relative he regretfully had to withdraw as Head of Delegation for the World Championships in Hungary. The possibility of the Sec-Gen filling the appointment was considered but it was finally agreed that Wg. Cdr. Johnson who had previously indicated his willingness to accept the appointment should be invited to again head the delegation.

Item 25

#### **SAFETY AND TRAINING COMMITTEE REPORT**

Mr. Crocker, Chairman of the S&TC reported on the meeting of 1st May:

a. **List of Examiners.** The letter had gone out to those on the proposed examiners list and the response had been reasonable. A reminder would be sent to those who had not yet replied.

b. **Altitude at which Unstable Exits should be taught to Students** — discussion of this was deferred till a later meeting because it was considered that a wider representation was necessary for such an important matter.

c. **\*\*Fatal Accident — Dunkeswell** — it was felt that there were still some outstanding points and it was agreed that Mr. Shea-Simonds and Mr. Meacock would visit Dunkeswell to try and clear these.

d. **Next Meeting** — 13th June at Leeds/Bradford Airport.

\*\* Mr. Shea-Simonds reported on the visit by himself and Mr. Meacock to Dunkeswell and outlined their findings which would be prepared for submission to the STC.

Item 36

#### **BPA OFFICE — ADDITIONAL STAFF**

Mr. Meacock referred to extra work load now being carried by the BPA office and asked what plans there were to increase the staff. The Sec-Gen reported that a vacancy had been notified to various employment agencies and via the Westminster Employment Exchange to the Employment Exchanges around London but as yet there had been little response apart from two applicants who had been totally unsuitable. The wage currently being offered is £27 per week — there was a feeling that this may not be sufficient for what was being sought — a clerk with some typing experience. It was agreed that a notice be prepared by the Sec-Gen for insertion in the August issue of 'Sport Parachutist'.

Item 37

#### **CO-OPTED MEMBER OF COUNCIL — MR. I. WRIGHT**

Mr. Meacock reported that Mr. I. Wright had not received a letter inviting him to be a co-opted member of Council. The Sec-Gen reported that only a few days ago the letter in question had been returned from South Africa where it had arrived inside an unsealed envelope with other correspondence — apparently having got into the envelope in the post.

Item 38

#### **PARACHUTE LOG CARDS**

A new supply of Parachute Log Cards was now required and before placing the order it was felt that the layout should be brought up to date. It was agreed that Mr. Meacock and Mr. Thomas would pass copies of the type used by each of them to Mr. Crocker who would agree in S&TC the format for the new supply.

Item 39

#### **INSTRUCTORS MANUAL**

Mr. Shea-Simonds raised the fact that BPA did not have an Instructors Manual as such and put forward a suggestion that he was prepared to write such a Manual for publication by BPA. This would be a major step forward in achieving standardisation of instruction throughout the sport. The Chairman suggested that Mr. Shea-Simonds produce details of number of pages, size etc. so that a costing could be made. Mr. Shea-Simonds suggested a book similar to that published by the BLAC for Flying Instruction.

## **BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING, WEDNESDAY, 10th JULY, 1974 held at The Post House Hotel, Leicester**

#### **PRESENT**

L. N. E. St. John—(Chairman)  
G. C. P. Shea-Simonds  
M. J. Batchelor  
D. Waterman  
N. J. Forster  
J. T. Crocker  
K. Mapplebeck  
W. J. Meacock  
J. L. Thomas  
R. O'Brien  
P. J. Prior

#### **IN ATTENDANCE**

Sqn. Ldr. W. Paul (Sec-Gen BPA)

#### **APOLOGIES**

Wg. Cdr. G. F. Turnbull; M. J. O'Brien; A. J. N. Cole

Item 40

#### **PREVIOUS MINUTES AND MATTERS ARISING**

Proposed: J. T. Crocker

Seconded: G. C. P. Shea-Simonds

Minutes of 22nd May be accepted.— Carried.

#### **Matters Arising**

a. **National Coach/Safety Officer.** The report of the interviewing sub-committee was received and discussed. It was agreed to wait until after the British Team returned from the World Championships and to discuss the matter again at the next Council meeting before making a final decision on the recommendation of the sub-committee.

b. **Club Annual Returns.** The final consolidation of the Club Annual returns was distributed to Council members. The Sec-Gen pointed out that the figure quoted for relative jumping was an estimate made by himself in the absence of a specific figure from the relative jumpers — Mr. Crocker and Mr. Waterman agreed to produce a firm figure for relative jumps. Mr. Prior reported that he understood the SAS Free Fall Club to have been disbanded. The Sec-Gen stated that he had not been advised of this and the Club was still listed as affiliated. Mr. Shea-Simonds agreed to publish the information in 'Sport Parachutist'.

c. **Student Rigs.** Mr. Thomas produced costings on the purchase of C9 canopies from the USA which showed that the trade price to the importer was £41.34 (based on an order for 20 canopies). He quoted a cost of £21.04 to hem-rig a canopy from which the lines had been removed (as per those released by the mod). He emphasised that if such canopies can be purchased for £10.00 and be hem-rigged there would be a considerable saving



to the individual, to say nothing of the currency exchange aspect. Tests had been done with a hem-rigged C9 and these were successful — in fact one has been in use for some time now and had stood up well. In the case of reserve canopies, a test programme would have to be done and he would be undertaking such a programme soon.

The release of surplus parachute canopies by the mod to the civilian market was discussed and it was agreed that Mr. Peter Prior raise the matter with the Ministry of Defence to see if it would be possible for such canopies to be purchased by the BPA for use within the sport and if such canopies could be made available complete with rigging lines. Mr. Meacock would produce background information for Mr. Prior.

It was also agreed that Mr. Prior should raise the matter of the use of service airfields by civilian clubs.

**d. Deposit Account/Treasurer.** The Sec-Gen reported that he had transferred a further £3,000 to the Bank Deposit Account — this now gave a total of £12,000 in deposit between the Bank Account and the Building Society.

The Chairman informed the meeting of the contents of his letter to Mr. Cole (Treasurer) concerning his absence from Council Meetings. No reply had been received. This meeting agreed to appoint another Treasurer and a proposal by Mr. Crocker, Seconded by Mr. Shea-Simonds, that Mr. M. J. Batchelor be appointed was carried unanimously.

**e. National Championships.** The results of the Championship had been produced and were already with the editor for publication in 'Sport Parachutist'.

On a point raised by Mr. Batchelor, it was agreed that the accounts for the 1974 National Championships would be published and made available to Council members and summarised in the magazine for members. The Sec-Gen had an estimated budget available but the finalised account would be made available when all the invoices had been received. It was agreed that accounts would be produced for all National and International events.

Mr. Batchelor referred to the fact that Mr. Cole, the Meet Director, did not attend the Nationals until the Meet was halfway through. Whatever his reasons for absence during the first half of the Meet, we must in future have an assurance that the Meet Director will be available and will in fact be in a position to ensure that all necessary equipment and services are available for the start of the Meet.

The National Championships (Relative) were discussed and it was agreed that the requirements of the Sub-Committee would be passed to the Sec-Gen to progress with the RAF for the use of Weston-on-the-Green over the last two week-ends in September and the first week-end in October.

**f. Display Team Insurance.** The Sec-Gen reported that some 28 teams had now applied for cover under the BPA display team insurance. The Sec APA had made reference to the Item 34h. of the previous minutes and sought clarification on what was intended by "Service teams engaged on purely service displays for service purposes". The meeting endorsed the Sec-Gen's interpretation that this was intended for instances where service display teams jumped at what was a service display organised by the army for the army, e.g. Aldershot Army Day, where the display was not booked by an outside civilian organiser.

Mr. O'Brien asked if the Hereford Club Display Team was insured under the BPA policy — the Sec-Gen could not be certain but didn't think so. Mr. O'Brien stated that he believed the team had an insurance cover separate from BPA at a cost of £20 to £25 per team per year, and suggested this may be worth checking.

**g. 2nd Relative World Cup — South Africa.** Mr. Crocker reported that Mr. McNair had raised a four-man team and requested that this team be permitted to enter the 2nd World Cup as officially recognised by the BPA — the meeting agreed. Mr. Crocker would officially inform the organisers. Mr. Crocker requested approval for one set of BPA telemeters to be taken with the teams to the World Cup — this was approved on the undertaking of Mr. Crocker that the necessary insurance cover would be provided.

**h. World Championships — 1974.** The Sec-Gen outlined arrangements for the British Team to undergo training at RAPA and flight times to Germany and on to Hungary. He reported that

the four Parachute Regiment members of the team would not now fly out with the remainder of the team on Saturday, 10th August, but would follow on Tuesday, 13th August. This has been brought about because the four from the Para Regt. were required for a demonstration to be given to H.M. The Queen on the occasion of her presenting colours to the regiment. It had been pointed out to Major Schofield and the Regimental Colonel that this change of plan could have serious implications on the financial aspect of the arrangements already made for the team to fly out on a block booking. It had been stated that the four members were needed for the demonstration because the Para Regt. Free Fall Team was short in numbers because of injuries etc. The meeting was concerned about the short notice of the Para Regt. requirement and agreed that in the absence of the Chairman on holiday, the Vice-Chairman, Mr. Shea-Simonds would write to the regiment.

The Sec-Gen estimated the total budget for the World Championships at approx. £4,000 — it was anticipated that some £2,000 would be paid by the Sports Council in the form of grant aid towards the cost of air travel, excess baggage and pre-championships training.

**j. BPA STAFF/OFFICES.** The Sec-Gen reported that since the previous meeting there had been one applicant for the post of clerk/typist but she had been considered unsuitable. Mr. Crocker suggested it may be better to consider employing a male assistant to take some of the work load off the Sec-Gen who should be more free to concentrate on the higher policy affairs of the Association. It was pointed out that when the employment of the Nat. Coach/Safety Officer was effective this would ease the load on the Sec-Gen and back-up clerical staff would be the requirement. Efforts to find a clerk/typist would continue and a notice about the vacancy would appear in the next issue of the journal.

In the knowledge that the BPA office have to be moved from its present location because of redevelopment, there was general agreement that the move should be out of London. The Sec-Gen reported that he had been considering Leicester as a possible location and had spent some time looking at property in the centre of Leicester. There was considerable development going on but most of what he had seen was much too large for our requirements. He now had a complete list of all the estate agents in the area. The question of whether to rent or purchase by mortgage was discussed and there was general support in favour of the latter with the aim being to purchase a house which would provide office space and a flat for use by the Sec-Gen. It was thought that purchase of property by the association was permissible under the terms of its articles and memorandum but clarification would be sought. The Sec-Gen suggested that the association being a company limited by guarantee may be an obstacle in securing a mortgage but he would investigate this.

*Because of a business appointment Mr. St. John had to vacate the chair which was taken over by Mr. Shea-Simonds.*

**k. Parachute Log Cards.** The next meeting of the S&TC would be considering sample log cards as submitted and would be passing to the Sec-Gen the final format for printing.

Item 41

#### **SAFETY & TRAINING COMMITTEE REPORT**

Before reporting on the S&TC Meeting, Mr. Crocker informed the meeting that he had been unable because of pressure of business to meet the deadline he had given for completion of his review of the parachuting regulations — he would now have to seek assistance with the task and proposed asking Mr. P. A. Howell to help.

Mr. Crocker reported on the visit to Dunkeswell by Mr. Meacock and Mr. Shea-Simonds following the Board of Inquiry into the fatal accident there. The STC had fully accepted their recommendations which it was pointed out were on matters not contributing directly to the fatal accident. Mr. Loutitt's instructor rating had been suspended pending him implementing the recommendations. A representative appointed by STC had since visited Mr. Loutitt and reported that the recommendations had been effectively implemented and on the basis of this report Mr. Loutitt's rating suspension had been lifted.

Mr. Waterman referred to an item published in 'Spotter' Magazine concerning a GQ Protector reserve parachute which it claimed had 'blown up' at terminal. The Australian Parachute Federation is reported as having recommended its members not to use this reserve until further testing had been completed. The Chairman felt this was not a matter for Council at this stage



and referred it to the STC for consideration at its next meeting. He also recommended that the Chairman of STC invite the GQ Parachute Company to send a representative to the meeting. The Chairman of STC would seek further information from the Australian Parachute Federation.

The next meeting of the S&TC is on 25th July.

Item 42

#### **BRITISH NATIONAL CHAMPIONSHIPS**

Mr. Meacock was concerned that an impression was being given to there being two separate National Championships — one of style/accuracy events and one of relative events when in fact we should be emphasising there is only one British National Championships which embraces the various events covering style, accuracy and relative competition parachuting, albeit that the events may be held on different dates. The meeting endorsed the fact that there was only one British National Championships and that future publicity etc. would make this clear. Mr. Crocker thought it would be better if the various events were scheduled to follow closely on each other, e.g., the style and accuracy events held over ten consecutive days including two weekends, with the relative events on the following 2 or 3 week-ends. Whilst this was generally agreed it was pointed out that dates for the various events are often dictated by the dates of World Championships which will in future be held each year with the relative events on the odd numbered years and style and accuracy events on the even years. Fit. Sgt. Mapplebeck suggested there may be a case for following the pattern of World Championships whereby the British Nationals (relative) and the British Nationals (style/accuracy) were held on alternate years. It was his view that this would allow competition parachutists to train for and participate in both forms of competition. It was felt this would be a retrograde step in that it would reduce the amount of competitive parachuting. It was also pointed out that there are other Annual International Competitions in which British teams may wish to participate and Annual British Championships for all events was one way of maintaining the standard of such teams.

Item 43

#### **COMPETITION EQUIPMENT — WINDSOCK & RECORDING ANEMOMETER**

At the suggestion of Mr. Meacock, it was agreed that BPA investigate the possibility of owning its own windsock and recording anemometer. In the case of the wind-sock this should of course be as per international requirements and be such that it can be easily moved within the target area. The Sec-Gen is to report back on cost of the items.

Item 44

#### **DISTRIBUTION OF MINUTES OF STC AND COUNCIL MEETINGS**

Mr. Batchelor asked that consideration be given to increasing the distribution of minutes of STC and Council Meeting Minutes to include all affiliated clubs. It was pointed out that in the case of STC Minutes, these are sent to every CCI who should make them available to club members; to facilitate this the Sec-Gen would send two copies to each CCI.

In the case of Minutes of Council Meetings, Mr. Batchelor proposed and Mr. Meacock seconded that: the Minutes of Council Meetings be sent to each affiliated club. In support of the proposal, it was claimed that this would help to keep members abreast of what was going on in Council without having to wait until the minutes were published in the magazine, by which time their value could be lost.

Mr. Crocker proposed, and Sgt. Mapplebeck seconded, that the system remain as at present. In support it was stated that to adopt the first proposal would be to revert to a system which when previously implemented was shown to be ineffective because either the clubs failed to promulgate the minutes or members didn't read

#### **FOR SALE**

C9, TU in B4, Reserve complete, size 7 Paraboos, Helmet,  
Black jump suit — £80 the lot.

WOII R. GREENHALGH  
562 Para Sqn RCT (V), TA Centre  
Southall, Middlesex Tel. 01-574 3291

them. Because of this, it had been decided to publish the minutes in the magazine and so give every member his own copy. This had proved to be very successful, particularly with the magazine appearing regularly every two months.

On being put to the vote, the counter proposal by Mr. Crocker was carried by 6 votes to 4.

Item 45

#### **SPONSORSHIP OF BRITISH WOMENS TEAM**

Mr. Batchelor asked what had happened to the offered sponsorship for the British Womens Team for the 1974 World Championships. He understood that BP had £3,000 which they were prepared to give as sponsorship for the womens but were waiting for an official approach from the BPA. The Sec-Gen reported that he had in fact been in touch with the BP representative but pointed out that the possible sponsorship was not for the British Womens Team which it was pointed out was only agreed after the National Championships. The proposed sponsorship was being considered for a group of women to train for the National Championships — and not for the World Championships. We would have had to guarantee a British Womens Display Team, something we could not do since we could not be sure that there would be a British Womens Team. As to the sum of £3,000, this had not been quoted. Discussion with BP was left in abeyance because another contact for possible sponsorship was given to the Sec-Gen from the same source as the BP contact — this was followed up and after considerable hedging by middlemen the matter had to be dropped without any firm proposals having been made. In the end, and once it was known that a British Womens Team would go to the World Championships, a guarantee of £700 was secured from a contact through the AA Parachute Club. There was a feeling that too much emphasis had been placed on the World Championships aspect of the Womens Team and that we should have been more flexible in trying to satisfy BP in return for their possible sponsorship which, with hindsight, it would have been more satisfactory to follow up than trying to secure the less likely larger amount of sponsorship. The Sec-Gen would be speaking with the BP representative.

Item 46

#### **REPORT ON NON-ACTION BY THE SEC-GEN (S. W. TALBOT)**

On behalf of Mr. S. W. Talbot, Mr. Thomas raised the matter of a letter from Mr. Talbot in which he reported on the non-action of the Sec-Gen concerning a request for a letter to be sent to Farnborough requesting the use of the altitude chamber there by members of the association. In Mr. Talbot's letter, which the Sec-Gen had distributed to council members, complaint was made that over the past fourteen months after making provisional arrangements with Farnborough, he had requested in writing and verbally that the Sec-Gen write to the authorities confirming arrangements, and nothing had been done despite 10 letters and eight telephone calls.

The Sec-Gen apologised to council for the lapse on his part but pointed out that he could not accept Mr. Talbot's quote of ten letters and eight telephone calls on the matter. The Sec-Gen confirmed that he had in fact written to the Commandant, The Institute of Aviation Medicine on 28th February, 1974 and produced a copy of his letter.

In accepting the Sec-Gen's apology Council members pointed out that any such requests for training assistance should have in the first place been submitted to the Safety and Training Committee.

Item 47

#### **PROFESSIONAL NEGLIGENCE POLICY — INSTRUCTORS**

The Sec-Gen reported on a telephone conversation with Mr. O'Brien which came about because of a comment by the Sec-Gen to the effect that BPA could not 'back' any claim against the Association's Professional Negligence Policy for Instructors where the claimant was not a member of the BPA, as was the case of first jump students at the Sport Parachute Centre. It was pointed out that the Association was the assured and instructors were covered as 'servants' of the Association and only claims by registered members could be considered. Mr. O'Brien reported that SPC would in future be covered for professional negligence against claims from first jump students (Non-BPA) through the Club's insurance policy.



# MORE LESSONS LEARNT

Recently Ian Daniels of the Eagle Sports Centre was attempting his first unstable exit from a Cessna 172, using a club rig (Ian not the 172).

It was seen that he was stable after 3 seconds but experienced a VERY hard pull which sent him tumbling for about 3 seconds before he got the handle out. The pilot chute and 3-4 feet of sleeve left his back and stayed there for a further 2-3 seconds.

The reserve deployment and the subsequent inflation of the main canopy were within half second of each other. By this time he was VERY low — I estimate about 600-700 feet.

On examination of the main it was found that it had previously been capewelled — probably to clear tangles whilst packing — and re-assembled incorrectly, i.e. left riser on right capewell, etc. This was apparent by a 4-line check.

Thus, we have a situation where tumbling plus incorrect packing produces a VERY slow opening.

Points learned from this incident are:-

(a) If you have a hard pull and nothing happens after a couple of attempts, LEAVE IT, and go for your reserve.

(b) If you see a mess above you, don't wait see if it clears — go for your reserve, and fast!

(c) Unless you are an experienced parachutist, don't capewell whilst packing: If you can't untangle it, get someone with a packing certificate who can.

(d) Until you have a packing certificate, always repeat ALWAYS, have the necessary checks done, if you don't, someone can get hurt, and hurt BADLY.

J. H. VENNELL, BPA 10310



Fish-eye Exit

photo—Jerry Irwin



# THE NEGATIVES... FREE FALL PHOTOGRAPHY

*Andy Keech is well known to readers of all parachute magazines. His photographs are always original and reflect his infinite patience. This article gives his modest views — Ed.*

There would be no jumping photographers if there was not a special satisfaction in the results of camera work in the air. This satisfaction — the motive, has to survive a lot of considerations that would normally not encourage involvement.

These include:

1. The outlay for sufficient equipment — two motorised cameras, and 5 or 6 lenses will be equivalent to the purchase of a new car;
2. Transport — in the form of a van, is a practical necessity.
3. A personal skill level, equivalent to 100 jumps as a flyer on a respectable star team, would be a reasonable starting capability.

At this point a jumper may feel he is over the big hurdle, that the rest is downhill, and that he is in so far he can't afford to stop. Not at all. To pursue a serious photographic project for 3—4 years, in transport, equipment, maintenance and repair, film costs, food, shelter and jump costs (by far the smallest consideration), the bill will approach the cost of a house.

Expense is not the point of this article; however, it is useful, if the magnitude of expenses is understood at an early stage.

Jumping, with the equivalent of a housebrick attached to the helmet, is work. It is naive that anyone feel it is fun. Least of all the photographer. It is not just that the occasional extreme opening shock will cause a temporary grey-out of vision (while hearing a groaning grunt), but neck injuries tend to be cumulative. The photographer is poorly situated for water, tree landings or dragging. Deployment of a reserve around open capewells, Newton ringsights, and the camera and mount is no small consideration in the event of a cut-away.

Photographic equipment is both one's pride and joy, and an exceptionally inconvenient millstone that requires an extra trip everywhere on the ground — carry the jump gear to the manifest — return for the cameragear. This practice is duplicated a thousand times. The gear must be secured while ever it is not in your hand i.e. take it back to the vehicle and lock it away. Changing film, lenses or any equipment item, requires a trot to the truck. This equipment is inconvenient to carry, to nurse aboard the aircraft, and negotiate barb wire fences after bad spots.

Irritations that seem to be par for the course include:

- 1) travelling 1000 miles to be weathered out — a photographer is "weathered out" a 10 m.p.h. windspeed, or with haze in the air or visibility less than 10 miles;
- 2) watching a camera stay in free fall for 20 seconds after opening;
- 3) finding someone has accidentally backed his car over your (full) camera bag;
- 4) landing minus a lens;
- 5) having one's nose stitched back together after a collision with a camera sight;
- 6) destroying a motor-drive and camera body on a crash and burn landing;
- 7) on jump run, finding there is a fire in the wiring somewhere inside the jumpsuit.

Still, the biggest disappointments are not the occasions that are expensive of one's money and gear, but those that waste the opportunities. . . when the powercord disconnects on exit and nothing works on a fine jump, or after a successful weekend, film is returned indicating a shutter malfunction on all eight rolls.

These are only technicalities. The kind of photography that leaves names like Irwin, Brady and Boenish on the sport, has very little to do with equipment. Some people have the imagination to preconceive a picture well in advance, and prepare a methodical plan to bring it to the film plane in focus. This may be one thing in portraiture — it's yet another, in the action photography our sport has grown to expect. One couldn't call it a 'knack'; it involves too much work. It is capability perhaps not dissimilar to 'visualising' necessary in instrument flying. It can be learned by application, but there is no guarantee on how soon, or how well.

The photographer's jump rate drops off. . . no point in jumping on one's own, so solo jumps don't apply. Few jumps are especially photogenic, and weather is frequently unsympathetic to photography. His jumps can become elaborately planned productions, and their execution tiring. It depends on the pace, but when the weather is good, the tendency is to make frames while sun shines. Weather is the biggest uncontrollable.

ANDY KEECH.



AN INTERNATIONAL PARACHUTING NEWSMAGAZINE  
ORIGINATING IN THE NORTHEAST USA

**SUBSCRIBE NOW!**

\$12 — AIRMAIL

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

**JUMPSUITS**

Quality garments, reasonable prices, excellent colour range — details from:

'Jane'  
31 Forest View, Chingford, London E.4

## REVIEW

Jane Marsh is producing a relatively inexpensive jumpsuit from a 50% cotton, 50% vincel material. For around £12 you get an individually made suit from a choice of 10 vivid colours. Design varies from the traditional, to a far out relative work 'flyer' to appeal to your own requirement. I look forward to seeing further suits from Jane in heavier material, as the material she uses at the moment, although hard wearing, is on the lightweight side.

G. C. P. S-S



# CARK WEEK '74

"Hark, hark, at Cark the kettle sings  
And squaddies 'gin to rise. . . ."  
(apols to W. Shakespeare)

This is my second parachuting "holiday" this year.

The first was in Cyprus in April. Magnificent sunshine; the sparkling Med; good company in the form of Jackie Wright and her berserk husband, an RCT jumper, Mike Forge and his mad lads from Harrogate, Bob Card (voted CCI of the year by me), Card Card (voted CCI's wife of the year by ditto); 3 rigs apiece; a reliable 172; an almost-as-reliable pilot. Everything was great. There were just 2 problems: they have WIND in Cyprus (no, you dirty-minded berks, not the Heinz Bean variety); and I caught some magic virus which stopped me going above 5 grand. Result — 12 jumps only in 11 days, but I did achieve a major breakthrough, which was getting into the PIT. A great relief, as I had begun to despair, after 80-odd jumps, of every doing it, and had composed a long spiel about FF being the only part of jumping that interested me, the parachute being simply a comfortable and safe way of getting from freefall to earth, etc., etc.

Now I am in sunny Cark, staring sulkily out of a window at a windsock that is horizontal and revolving (and revolting), and rain that is also nearly horizontal. Got here on Sunday to join Bill Ritchie and his band of merry Signals bods from Harrogate, Benson, Blandford and Catterick. We had a few lifts on Sunday, a roaring wind on Monday, nineteen good lifts on Tuesday, and now THIS unspeakable filth.

It's not as though there's anything much else to do. There's a swimming pool at the nearby caravan site — 50% chlorine, 25% screaming kids, 4 foot 6 at the deep end, and the chute has been wired off. Still, it helps keep one clean. The sea is miles and miles away, separated from the shore by mud and sand. I went to look for it twice, but remembered Bill Ritchie's tales of how the Romans used to race the tides in with chariots, and chickened out of any further reces. There is a riding school north of Cartmel, which we may go and sample.

There are, of course, the usual pastimes: telling dirty jokes; visiting, or rather, taking over, the Hope and Anchor; pitch-taking; eating compo rations, expertly prepared by Pat; packing canopies that have been maliciously tangled by the happy holders of packing-certificates. Went to Cookie's for a steak on the evening of the WET day. Couldn't really do justice to it (the steak, that is), because of having already had 2½ compo ration meals, but it was great to meet Cookie (the guy with the large feet), and see polished tables, telephones, carpets, etc., after roughing it in a mildewy packing shed with 11 blokes for four days. The steak was A one (how much is that worth, Cookie?) Went back to the H and A afterwards, to find Bill and Ben, Poofter pilot from Blackpool and

Beyond, fairly well gone and chatting up the barmaid. The others had gone on a chip-van chase in the direction of Grange, "giving it rice" in Dick's car and mine. We had a few more drinks, then Bill demonstrated an unstable exit from the pub, forgetting the swing doors were shut. Finally found our way back to the packing-shed, full of "green maggots" (people in army sleeping-bags). I retired to the lecture room to put on my pyjamas, but was surprised to notice a strong flash of lightning at the window. It was, inevitably, Ben, the wolf in Sheep's clothing, who had bought me a drink, given me a lift and otherwise given proof of gentlemenhood. Hurriedly donning pyjamas and jumpboots. I pursued him to the packing shed, where I was lucky enough to find him standing on a packing table. A quick rugby-tackle brought him to the floor, but the camera remained intact. Even threatening with the deadly Cark Broom failed to make him destroy the film. I admitted defeat, and we then piled up a load of boots and helmets for a night team stack piccy. And so to bed.

Awoke to bright sunshine and the kind of wind that bowls plastic buckets towards you as you pick your way between the gooseturds.

It's an old wind, one might almost say timeless, and it feels as if it's been blowing since Cark first rose out of the sea, and plans to continue till Cark sinks, which I almost wish it would. The sea, however, is new. It's IN, but no one can be bothered to go and immerse themselves in it. The indefatigable Pat is cooking chip butties and the inevitable BEANZ for lunch — I am sure we could start a methane plant here. The easily fatigable apprentices are resting after their 0.001 second streak, which apparently took place while I happened to be blinking about 2300 last night. A few native Carkites are despondently practising packing.

I have just realised that one can't jump and write at the same time, which is why all the writing is about the fact one is not jumping. To present a fair picture, here are some objective statistics:-

Sunday: about 10 lifts; Monday: 0; Tuesday: 17 lifts; Wednesday: 0; Thursday: 0; Friday: 5; Saturday: 19.

Malfunctions: 1 (Paddy broke the suspended harness strongpoint) No. of bean/man/jumps: 151,000.

Berk of the week: Phil the Pilot — for refusing to fly in the Cark dark, as Tony Knight put it. (Actually he's not all that bad, but he wanted to feature in SP, and I couldn't bring myself to say anything nice about him).

Well, thanks Dave Prince, Allan Morris and the rest of the Carks Commandos for your hospitality. All the best.

CAROLINE FRANKLIN

## 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**



# GIVE YOURSELF A B.P.

Well I suppose I should start at the beginning. Once upon a time there was this guy called J.G., making his second parachute descent, which I think some of you might find interesting.

I don't want to embarrass J.G. so I won't talk about his first descent, however, needless to say we had a "little chat" and a quick "restraint" session before the second one.

On this particular day it stopped raining at Shobdon and the wind dropped and all the clouds disappeared. The aircraft was working and we had a pilot who was sober. There were enough jumpers present for at least four lifts and we even had some streamers.

Therefore much to my amazement I found myself hanging out of the door of our Cessna 182 watching J.G. do his stuff.

And did he do it. He left the aircraft in what one could only describe as a perfect "Meacock tuck" position, broken at the waist, de-arched and miraculously still in an unbelievable face to earth attitude.

As the deployment started J.G. felt it lifting off his back and decided that maybe it might need a little help and he just stuck his grubby little right hand in there for a fraction of a second.

The hand went behind and above his head and then forward describing a semi circle and then returned to its original position (by his feet). During this movement he caught a few rigging lines with one finger.

This obviously affected the deployment of the canopy by distorting part of the peripheral band just as it was about to inflate the canopy.

Well, the canopy inflated alright, with the minor addition of a small blown peripheral band, where the four or five lines J.G. had pulled, turned that part of the band, the panels next to it inside out.

J.G. had himself a small B.P. occupying about one sixth of the total canopy area. He had a slow rotating malfunction. However his canopy was responding to the toggles. Watching from the aircraft I found his descent rate worrying.

The next couple of minutes was spent preparing the next lamb for slaughter (my apologies to all students reading this article) and also cursing J.G. to hell as he just was not going to get that reserve out.

After despatching the next lamb I watched J.G. "contact" the ground. From the description of the D.Z. party I later estimated J.G.'s rate of descent at around 28 ft. per sec.

J.G. had great big boots on and he smashed his way through three strands of barbed wire and four feet of wire mesh, uprooting three wooden stakes.

He then walked away without even a bruise on him, thrilled to bits because he was on the edge of the target field.

Needless to say after examining the canopy I had a little heart to heart talk with J.G. which went something like this:-

"Why didn't you pull your ----- expletive----- reserve".

Now to the crucial bit, for those of us who have the misfortune to instruct, never ever take your eyes off one of those crazy unpredictable creatures called students, especially when he/she is doing his/her own thing.

And for those of us who have the double misfortune of being students please let me re-iterate all the good old "crap" I had pumped into me at Grindale:-

**STAY SPREAD — STAY COUNTING — and above all else STAY STILL**

One other thing, if the canopy reacts to the toggles it doesn't necessarily mean that everything is O.K.

Not much point in doing fancy canopy work if you are going to dig up the club house lawn.

**WHEN IN DOUBT GET IT OUT.**

DAVE HOWERSKI D.1027

## JUMPSUITS (BY MULTIFABS, DERBY)

*Harlequin Colour Scheme Red, Orange, Blue, Yellow  
Large — Medium — Small*

Made from Heavy Cotton Duck, reinforced zips, Velcro pockets, reinforced foot straps.

**Price £18.00**, plus 25p post and packing.

Display Team Suits to your colour scheme.

Made to order, quotation on request.

Contact: **ANDY DOUGLAS**

22 Whittaker Lane, Little Eaton, Derby Tel. Derby 881593

## 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

## 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*



# BUZZ'S CANADIAN COLUMN

The sixteenth Canadian National Parachuting Championships were held from June 29 to July 7 in Edmonton, Alberta. The host organisation was the CFB Edmonton Parachute Club, using the local military drop zone, only ten miles from the centre of Edmonton. One disappointment was no military aircraft, but the availability of other facilities more than compensated.

The number of competitors almost doubled from that of 1973, there being 132 people entered in all the events. There were 76 in accuracy (15 women), 53 in style (15 women), 15 four man teams, and 8 ten man teams. In spite of some bad weather, the meet was carried to completion — the last ten man loads being made in the late afternoon of the final day. The full meet schedule called for ten accuracy, five style, four four man team, and four ten man team jumps, plus one practice jump for each event. The practice jumps, which have always been part of the scheduled meet activity, took up an inordinate amount of time, and will probably be scrapped in the future. This was the first year that a ten man event had been held, and it is a good indication of the interest in the country that six teams met the six week pre-registration deadline. Two pick up teams were allowed to jump on the understanding that if weather etc. cut down the time available, they would not make their full number of jumps. It was encouraging to note that four teams made at least one ten man during the meet.

The top five overall (style and accuracy) men and women, will comprise the 1974 Canadian Parachute Team, and will represent Canada in Szolnok, Hungary. The team is an even balance of new and experienced members. They will spend ten days at a training camp at St Andre, near Ottawa, before flying to Hungary.

At the date of writing, one problem remains, and I do not suppose that you need to think too deeply to guess what it is. Finances. In addition to the money that CSPA provides from its general funds, and money provided by donations, the Federal government, through its agency Sport Canada provides a grant to cover air travel and training camp meals and accommodation. Normally this grant is received well in advance, so that there is no doubt as to the extent of funds available for a team. This year, for reasons known only to the bureaucracy, as of the end of June, we had not received the money. Normally it is approved and received two or three months earlier than that. We have been assured that the grant has been approved and that the cheque will arrive in the mail any day. CSPA is unable to pay the air fare and training camp expenses (some \$15,000 in total) out of its own funds, and therefore the team members decided that they would continue with the schedule in any event, in the hope that the government funding would be forthcoming. If it is not CSPA will pay half the cost of the air travel and transportation expenses in Europe, together with any clothing provided. (We get a considerable discount from Adidas and a donation from Bell Helmets.) All other expenses will be the responsibility of the individual team member.

Probably by the time you read this the World Meet will be history, and all of the above will no longer be of current interest, but it does give you some indication of the problems faced by a minority non Olympic sport in Canada, at a time when all efforts (political and otherwise) are concentrated on 1976 and the Montreal Olympics.

See you again soon,

BUZZ

## JUMPSUITS

*Direct from Britain's largest manufacturer*

**RED**                      **ORANGE**                      **WHITE**  
**BLACK**                      **BLUE**                      **YELLOW**  
 (or two tone suits to almost any combination including 'flared')

B.P.V. suits are manufactured in 100% industrial 8½ oz Polyester drill fabric. In addition to the material having high flame resistant properties, it is also internationally acknowledged as the hardest wearing material currently available.

**B.P.V. Jumpsuits . . . for longer lasting protection**

*Send or telephone for brochure and order form to:*

British Para-Ventures  
 8 Broadfield Crescent  
 Fernhill Heath  
 Nr. Worcester                      Tel. Worcester 51690

## 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 rip-cord 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**  
**42 TENNYSON ROAD,**  
**REDDITCH, WORCS., B97 5BJ**  
**Telephone Redditch 64302 (evenings)**



**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, Lympne,  
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**  
Throxton Aerodrome, Andover,  
Hants.  
Tel: Weyhill 2124  
R. A. Acraman,  
(at club address).

**WEEK-END CLUBS**

- Anglia Skydiving Club**  
Andrews Field, Great Sailing,  
Nr. Braintree, Essex.  
Mrs. L. Bennett,  
92b Bradford Street,  
Bocking End, Braintree, Essex.  
Tel: Braintree 26185
- 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 Ltd**  
Shobdon Aerodrome,  
Shobdon, Leominster, Hereford  
Tel: Kingsland 551  
P. Holman,  
9 Blenheim Close,  
Tupsley, Hereford HR1 2TY
- Black Knights Skydiving Centre**  
Weeton, Nr. Blackpool, Lancs.  
R. Parry,  
13 Fern Hey, Thornton,  
Liverpool 23.
- Leeds/Bradford Free Fall Club**  
P. Cross,  
210 Kent Mere Avenue,  
Seacroft, Leeds LS14 1BL
- 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 McIloughlin,  
1 Brooklands Court, Bury Road,  
Rochdale, Lancs.
- Metropolitan Police Parachute Club**  
Nuthampstead Airfield, Herts.  
D. Anderson,  
69 Monkams 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.
- Paraclan 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.  
W. Allen,  
86 Glencroft Road, Glasgow,  
G44 5RD.
- Scottish Parachute Club**  
Strathalan Castle, Auchterarder,  
Perthshire
- Scottish Sport Parachute Association**  
D. C. Payne,  
13 Boswell Drive, Kinghorn,  
Fife.
- Staffordshire Sport Skydivers**  
c/o London Road Tavern,  
London Road,  
Newcastle-under-Lyme, Staffs.  
Tel: 0782-614386  
The Secretary,  
(at club address)

**South Staffordshire Skydiving Club**

Halfpenny Green Aerodrome,  
Bobbington, Worcs.

**Northumbria Parachute Club**

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

**Queen Mary College Skydiving Club**

61 Wynnale Road,  
South Woodford,  
London E.18

**Vauxhall Skydiving Club**

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

**Wessex Parachute Club**

Swallow Cliff,  
Nr. Shaftesbury,  
Dorset.

**Yorkshire Aeroplane Club Sport Parachute Wing****Yorkshire F/F Club**

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

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

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

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

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

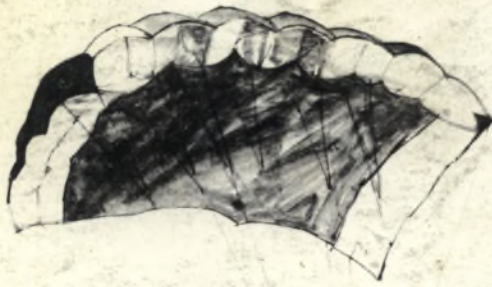
E. Vine,  
21 Wellington Road,  
Bridlington, Yorks.

**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.,  
Lille Bks., Aldershot, Hants.  
Tel: Aldershot 24431 Ext 3509
- R.E.M.E. Free Fall Team**  
WO (II) A. C. Dixon,  
27 Kelvin Close, Arborfield, Hants.  
Nr. Reading, Berks.
- Royal Green Jackets Parachute Club**  
T. Crawley,  
117 New Place Square,  
Drummond Road,  
London, SE16
- 22 Special Air Service Parachute Club**
- 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
- Blue and Gold
- Red and Black
- Black and Gold
- Red and Black
- Green and Black
- Red and White
- Blue and White
- Black and White
- Orange and Black
- Solid Gold

## SLEDS

## RFD-GQ PROTECTOR RESERVES

## 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.

## 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** (Altimaster and North Star)

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

**PARABOOT** 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

## STOP WATCHES



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 shown.

All prices include freight and duty subject to exchange fluctuations

**SPORT PARA SERVICES**

25 CROOKHAM, ROAD, FLEET, HAMPSHIRE

TELEPHONE: FLEET 3793