

SPORT PARACHUTIST



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

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SPORT PARACHUTIST



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BRITISH PARACHUTE
ASSOCIATION

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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.

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Editorial

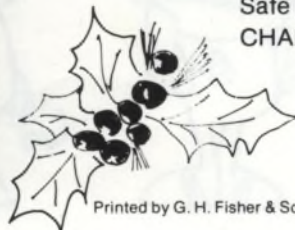
The delightful cover of this issue by Terry Fulham is a tribute to the most important group within our sport — the student. Without the student clubs would collapse, for the majority of their income is derived from the initial course fee. The satisfied student is also the best means of recruiting more beginners into the club; the enthusiasm of a student in his early days is seldom surpassed. Yet all too often the student is taken for granted. So cast your mind back to the days when you were on the rope, encourage your students and your club will flourish.

On a sadder note, 1974 sees the end of an era. The days of parachuting from the DH 89A Rapide are virtually over. The Army Parachute Association have put G-AGSH on the market and the C. of A. of the oldest of them still airworthy, G-AGJG, expired on November 15th. It's not often that sport parachutists succumb to nostalgia, but I'm sure that memories of jumping this elegant old aeroplane will linger with us for a long time. A tribute to the Rapide will appear in a future issue.

Once again I would like to use this column as a means of saying 'thank you' on your behalf to Keith Fisher, Harry Read and all the cheerful hands at G. H. Fisher and Sons (our printers). Without their enthusiastic efficiency my job as Editor would be considerably more difficult.

1974 was none too clever weather-wise — let's hope for better in 1975. In the meantime have a good Christmas and I hope to see you all at the AGM.

Safe jumping
CHARLIE SHEA-SIMONDS



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AT THE DROP INN

CHRISTMAS AT THE DROP ZONE

T'was Christmas Day at the Drop Zone,
The jumpers were all gathered round,
Looking, dismayed, at the aircraft,
For the pilot lay, pissed, on the ground.

"Alas and alack", cried the students,
"Oh dear", cried the Jumpsters three,
"Now who can we get here to fly us?"
They wailed as they all looked at me.

There is only one man who can save us,
To fly, just to drop one stick,
There is only one man who can help us,
That's right, we must send for St. Nick.

Just then came the sound of some hoofbeats,
He'd arrived at the very last hour,
He came with a twenty man jumpship,
That had a whole eight reindeer power.

He landed then taxied up to us,
His beard blowing white in the wind,
"How's that for some pretty fast flying",
He looked right at Sue and he grinned.

"Now climb aboard quickly my lovelies,
I've got time for only one lift,
For my reindeer are well up on hours,
So quickly, I really must shift".

We taxied on out to the runway,
The hoofbeats they started to pound,
The sleigh picked up speed so quickly,
That soon we looked down at the ground.

We circled and circled to gain height,
Then Santa looked round with a grin,
"This is it", he shouted out loudly,
"I'm going to start the run in".

"5 left, 5 right", went the JM.
And then he shouted out "Whoa",
The next thing we knew we were falling,
The jumpmaster never said go.

We moved as we fell oh! so quickly,
And linked for a twenty man star,
Then Acker the Arab he waved off,
So we turned and we tracked pretty far.

We all dumped and opened quite safely,
The canopies spun in the air,
As we jockeyed and fought for position,
And then, all too soon, we were there.

The Earth, it came up to meet us,
One by one we all hit the ground,
To look up in the sky for our pilot,
He was gone. He was long homeward bound.

We walked all the way to the clubhouse,
Where the food and the drink were kept hot,
For Santa's related to Pusey,
Ye Gods, What a terrible spot!

"TOPSY"



A member of the Royal Marines Team on an intended water jump that wasn't!

SUPERFLY

HUH!... AT LEAST
OUR TEAM MAKES
CONSISTENT TENS!

... YEAH BUT WE
USE THREE FLOATERS
AND WE
EXIT
SINGLE
FILE!

... SO WHAT! WE
CAN DO THAT
WITH A
REVERSE
ORDER
STICK!

... WELL WE'VE
BEEN TO THE
STATES

... OUR TEAM
CAN MAKE
20-SECOND
STARS !!





"Reflection" by Eddie McBride

□ □ □

Instructor to parachutist visiting Tilstock for the first time and trying to impress him with the history of the place:
 "Do you know that King Charles II raised 10,000 pikemen here?"

Jumper: "Really? Did it stop the jumping?"

□ □ □

On the 15th July 1972 Mike Taylor exited an Islander over Halfpenny Green at 10,000 feet and bounced off the forming Rapide, severely fracturing his femur — an accident unique in sport parachuting history. Having been told at the time his parachuting days were over, he has now completely recovered and is back jumping again. It's good to see you back in the sky Mike!

□ □ □

Jumper to Doctor to whom he has gone for a medical:
 "What's with this grabbing me by knackers and getting me to cough?"

Doctor: "Perks of the job!!"

□ □ □

Biff had just entered the star 8,000 feet over Strathallan. He shouted in exhilaration and away went his false teeth! As the spot was some 800 yards upwind of the pit it seemed a waste of time to look for them.

The following weekend another club member came up to Biff... with his missing teeth! He had found them 10 yards from the pit!

□ □ □



Members of the Endrust Team with Arthur Haycox, Managing Director of Endrust, having jumped into his cocktail party.

SO HAVE WE... SO HAVE WE
 AND WE'RE GOING AGAIN
 AND I STILL SAY WE'RE
 THE BEST
 TEAM!

...WELL ALL THINGS CONSIDERED
 THERE'S ONLY ONE WAY
 TO SETTLE THIS!!



J.P.S.

MORE PARACHUTING QUOTATIONS

Bad Temper

"And a certain man drew a bow, and smote him between the joints of the harness".

First Book of Kings, Old Testament.

Low Pulling

"The harness jingles now;
No change though you lie under
The land you used to plough".

'A Shropshire Lad' Housman.

The First Jump

"Leap thou, attire and all,
Through proof of harness to my heart, and there
Ride on the pants triumphing".

'Anthony and Cleopatra' Shakespeare.

Ram-Air Canopies?

"It is shaped, Sir, like itself, and it is as broad as it hath
breadth; it is just so high as itself, and the elements
once out of it, it transmigrates".

'Anthony and Cleopatra' Shakespeare.

Competitions

"Thou seest the world, how it goes;
Our enemies have beat us to the pit".

'Julius Caesar' Shakespeare.

"There still remains to mortify a wit
The many headed monster of the pit".

'On "Paradise Lost"' Pope.

"Cossack Commanders Cannonading come . . ."

'Siege of Belgrade' ANON.

Finale

"Blow wind, come wrack, at least we'll die with
harness on our back".

'Macbeth' Shakespeare.

BPA.17171.

□ □ □



"Liverpool bred, with nose of red," — Phil Cavannah, fighting for stability
photo — Jeff Illidge



The 'True Trash' 10 Man Team at the Australian Nationals includes English jumpers: the O'Regan Brothers, Chris Burrell (Rent-a-corpse), Tony Engbarth, Doc Campion, Gooney Gurney and Ron Branscombe

□ □ □

A quote from Gideon Aran, American Journal of Sociology:-

"The unusual social aspects of parachuting provide a rich potential for sociological study. Within a few moments, the highly integrated collectivity that has dominated its individual members (pre-jump phase) changes drastically into a tenuous, anomic social situation that gives rise to a very egocentric individuality followed by a return to the former state (post-jump phase). This bipolarity of parachuting provides a rare opportunity to study a nearly ideal-typical manifestation of extreme opposite social forms contained within an organizational setting. The sequence of the three phases of the jump, and the dialectical relationship between them, is analyzed here in terms of personal regression leading to social regression, and vice versa."

. . . Fefuxake, Brian, What's he on about?!

□ □ □

Congratulations to Tracey Rixon on being the first BPA member of the Fairer Sex to have made 1000 sport parachute descents. And to Gerry McCauley and Scotty Milne who have both recently earned their BPA Gold Awards also.



Eric Finney (second from left), and his bride, Pamela, at their wedding. Albert and George had jumped in. The other three, Terry, Graeme and Richard, are also jumpers in spite of far out jump-suits



Members of Leeds/Bradford Free Fall Club during Rapide Week with "Juliet Golf" on loan from South Staffs Skydiving Club. photo—courtesy Yorkshire Post Newspapers

PRIZE CROSSWORD

The first correct solution received by the Editor wins an *EMBASSY SKYDIVER!*

Across

1. Little Rommel in to get a hole for a cone (7)
5. A nice spa arranged for astronauts (2, 5)
9. Fun aviation trips for non-jumpers (8, 7)
11. Encountered a Royal Engineer near the disc (5)
12. An expert RW card! (4, 3)
13. Usually the richest guy in the club (9)
15. Guide your canopy with beef (5)
16. Ram-air weather? (5)
18. It makes a change from water jumps (3, 5)
21. Total drink for everybody before jumping (3, 3, 3)
23. A square canopy for the rigger (5)
24. Inclining toward the sharp end of the sock (7, 4, 4)
25. A Delta II idiot holding things together (4, 3)
26. O, Glad is changed to show up well (5)

Down

1. A GP gives a space (3)
2. Another overshoot (4, 3, 3, 5)
3. Teachers in a skydiving movie (7)
4. A mixed run in a small street for style (4)
6. Screws down to earth (7)
7. Went to a meet and didn't win a thing (8, 7)
8. Lone sir muddled at an American RW DZ (7)
10. Sounds like a natural gift for ground smoke (5)
14. Aimed at on Russian demos? (3, 6)
16. Knife the engine (3)
17. A place to parachute for a beer (4, 3)
19. Sounds like tearing string for a handle (7)
20. A place to pack in the garden (4)
22. Connections for canopies (5)
24. Lob out West, initially, lacking altitude (3)

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BRITISH RW NATIONALS

Poor weather and lack of aircraft were the hallmark of the 1974 RW Nationals scheduled to take place over the last two weekends in September and the first weekend in October at Halfpenny Green. The first of the three weekends was cancelled at the last minute through non-availability of aircraft; but a cheerful band of competitors were present at crack of dawn the following Saturday. Fourteen 4 Man Teams were entered for the sequential event and soon this was under way using the Red Fred's Islander and Rapide 'Juliet Golf'. Chief Judge was be-plastered Mike O'Brien, assisted by John Beard, John Cole and 'Thommo'. The latter was the only FAI judge present to have judged at an International RW Meet; it was, therefore, surprising to learn afterwards that he had *not* been on the telemeters! The RAF Team, enthusiastically formed and led by Ray Willis, soon established themselves as favourites, and showed that all their practice had been worthwhile. For the majority of teams, however, it was their first experience of this event, and it proved both an interesting and fun branch of RW. Round one was to be a 'Diamond' and Endrust Underbody were the only team to complete it (in 12 seconds). The RAF had, unfortunately, done the wrong formation, albeit in a fast time. But they sought their revenge in the second round (a 'Murphy's Star'). when they put together the fastest formation of the meet in 8.1 seconds. APA 2 (led by Martin Togher) were the only other team to complete the Murphy's (in 12.5 seconds). Round 3 (a 'Caterpillar') was not completed through bad weather, but Endrust Topbody and Electric Yo Yo sportingly withdrew so that a result could be obtained. Only the RAF Team cracked this third round formation (in 16.5 seconds), which made them deserving winners of the Bulmers Trophy, with Endrust Underbody runners up and APA 2 in 3rd place. The most amusing jump of the competition was by Jon Williams' Green Gollies; Shanks and Yarpy's linked exit was not missed by the judges, and the removal by Yarpy of one of Shank's shoes in free fall didn't score any points either!

The Meet came to a sad anticlimatic end the following weekend when Air Anglia's DC-3 went U/S after the first practice load of the 10 man event. It just remained for Bill Paul, our Sec-Gen., to present the prizes, with the Endrust trophy for the 10 man event having to wait until next year to be won.

The Meet showed that there is plenty of support for RW competition. It also emphasised the necessity for organising the 1975 RW Nationals in plenty of time and this your Council will undertake to do!

G.C.P. S-S.



Deserving 4-man sequential winners — the RAF Team led by Ray Willis, (holding the Bulmers Trophy).



Some of the competitors at the RW Nationals with the Air Anglia DC-3.

photos — Dave Waterman

HOW MY BOTTLE (AND THE MESSAGE INSIDE IT) WAS LOST WITHOUT TRACE

As one of those free fall students who provides hours of innocent amusement for his more expert and dedicated friends, a winter survival course in the Bavarian Alps with the RAF seemed to be exactly what I needed: something to sharpen up the reflexes, suppress the libido, make me the sort of chap Baden-Powell would have been proud of.

As a boy I never did get my fire-maker's badge. I did get my face slapped for touching up a Girl Guide, but they don't give you Scout badges for that sort of thing, which is a pity. It would test the ingenuity of the badge maker as well as the examiner.

No, apart from a ship's assistant cook's certificate obtained by cheating at the London Nautical School of Cookery (in fact, the kitchen of the Cable Street seamen's mission) in 1948 my qualifications, in a world where everyone else seems to have them, are few. To survive, people like us need what one of my Fleet Street friends describes as the highest virtue in journalism: ratlike cunning. Which is OK if you're not accident prone.

"Listen", hissed Bob Suttle — as tolerant and painstaking an instructor as you'll find at Sibson or anywhere else — "listen, I like a bloke with plenty of bottle. . ." Nice man. I smiled gratefully at the compliment. "But not", Bob continued, "when one of them tries to get on my lift with his gear like that". "Like what?" "Try dumping your reserve and you'll see what I mean". He was snarling a bit now and I had him figured for a dead-pan humourist. But I saw what he meant. "Oh yes", I said. "someone's forgotten to put a handle on this reserve" . . . Well, not quite. Speaking slowly, like he was talking to someone who's a little hard of hearing, Bob explained that I'd need to turn upside down to open the reserve, so long as I wore it that way.

Came the Nationals and I was using this borrowed lo-po TU and the windsock pole beside the pit at Weston was driving inexorably upward towards my bottle. You know the way your past life is supposed to accelerate through the memory just before you gatecrash the next world? Well, my moment of truth was this vision of my funeral hearse, piled high with wreaths, followed by a long line of mourners and creditors. Not a dry eye in the house. Everyone overcome with emotion. In fact they were all laughing themselves sick. Well who could take a man seriously when he'd managed to impale himself on a windsock? Not since Edward II's nasty end — if you'll forgive the pun — on that red hot poker had anyone snuffed himself out with less dignity.

No way. I did a sharp left hand turn round the pole followed by a stylish side-left from the soles of my feet to the back of my head. When I came round, the RAF medic wasn't reassuring.

"I don't like the look of you at all, mate," he said. (Come to that, I didn't fancy him either). "One of your eyes is going round and round; the other one's dilating like mad and you've got a suspicious depression in your skull." All night, every hour, this nurse came round and held my wrist, looking for signs of life. When I showed some she whispered something about hospital regulations and her boy friend not liking it. Next morning the hospital discharged me. Sister said she hoped I wouldn't be back.

So I found myself being driven along the autobahn, through driving snow, out of Munich by a nice guy from the Ministry of Defence. Most of the RAF people on the course were just finishing a tour of flying duty, looking for something new. They took us out into the forest and gave

each of us a nice, new, unused rig and a big double-edged Wilkie knife. Then they told us to cut them up. Cut them up? Unused rigs? Well, said the man, they are time expired or something. So now we make them into something really useful like tents and sleeping bags and bandages and stretchers and animal traps and snowshoes. The RAF goes through around 200 24ft. canopies like that in a two-month season. What's more, no amount of bribery or flattery will make it possible to smuggle one out. Give them time and they'll learn to make parachutes out of all that gear.

Some of the people on the course had got their Boy Scout badges. One-man tents grew into collective, Indian-style tepees. Some even made garden furniture with swing chairs. I used an extractor to strain melting snow into the toffee tin — a couple of inches square — that'd held the first couple of days' rations and in which I now cooked water to purify it. My system did not work.

The course started on a Thursday. I joined it, after a good dinner at the hotel, on Saturday. (When it comes to food I'm no slouch. Why make a survival course out of this thing?). Anyway, by the time I caught up with the game the people were getting real hungry. They weren't talking about girls any more. Just food. One was reading that book about cannibalism in the Andes. Others were remembering their favourite restaurants. I even got sentimental about the Greasy Spoon.



Geraghty waiting for a lift after a way out spot!

By Sunday morning, out of a party of about 20, only one man had caught any game: a fieldmouse, disturbed from its winter sleep, which bit the intruder on the thumb and then disappeared. So Flight Sergeant Smudge Smith, a cheerful well fed RAF PJI — who later introduced me to his secret forest hoard of gammon rashers and eggs — brought out these plump black and white bunnies, bred in captivity by a local 12-year-old sadist. Then Smudge showed the lads how to make bunnies relax (hold the back legs, stroke the back of the neck) so that they stretch out obligingly for the big chop from the Wilkie knife. Smudge killed the first. Hungry as they were, volunteers to kill the other three rabbits were not forthcoming. When somebody finally drops the Bomb, I'll comfort myself with the thought that the men with their fingers on the button love rabbits, anyway.

I came back with lots of official literature about survival, none of it, as it turned out, relevant to my problem. For instance, the hunting book advises: "Never expose yourself on the skyline", while the USAF's classic work, "Survival Uses of the Parachute" contains diagrams for ground signals to passing aircraft which say things like: "Require firearms and ammunition". There's no really useful code, such as "Feet freezing — send socks", or "Require 20,000 tins of baked beans and latest copy of Penthouse".

Like I say, my sort of problem doesn't seem to be covered by orthodox survival courses. The problem became acute recently when I bluffed my way onto this water jump set up by Peter Schofield and the Red Freds, into the Solent. The other jumpers were limbless ex-servicemen (who performed miraculously) so I suppose

Peter thought the extra risk in carrying me was negligible. Trouble was, I had one cup of coffee too many at Black-bush and by the time we'd flown to Portsmouth and circled round looking for a hole in the cloud, I was getting desperate. Not wishing to pollute the Freds' Islander I hung on in the belief that once I was down in the water, no one would notice.

I hadn't reckoned with the eagerness of the Royal Marine pick-up crews. I got wet — just — but they were so close that my canopy fell into their inflatable assault boat. They even smiled — sort of — at my well meant greeting, "Hellow, Sailor!" I was in the boat before I could even get a hand to my flies. A few seconds later, on the beach, surrounded by a group of public spirited ladies who'd stood in the rain, applauding the whole performance (I think to keep their hands warm) I realised that this wasn't the place, either. But I still wanted to go. I discreetly asked one of the Officials where it was. Turned out he was a bit deaf. Had been ever since the Somme. So eventually I had to roar at him, above a polite twitter of talk about 'Nerves of steel' and all that: "Where's the bloody Gents for God's sake?"

At the posh restaurant up the road the head waiter, surrounded by polished glass and ice buckets, seemed only faintly surprised when a soggy bespectacled figure wearing the top half of a rubber wet suit, jeans and running shoes, asked to use the toilet. Obviously, I thought as I at last did up my flies, this wasn't really a very classy place. You'd never get away with that sort of behaviour in the Greasy Spoon . . .

TONY GERAGHTY

BUZZ'S CANADIAN COLUMN

All is well that ends well, — at least as far as the 1974 Canadian Parachute Team is concerned. Sport Canada, the government agency which handles grants for amateur sports, came through with the money just prior to the Team's departure for Europe. This took care of many worries, and allowed the team and delegation to concentrate on the main item of business — that of preparing for the competition in Hungary. The team members probably performed as well as they were able, except for one jump in the team accuracy event; but to be realistic, one must accept the fact that Candian competition parachuting is no longer at the same standard as that of several European and communist bloc countries and the United States. We have nobody who can consistently turn style under 8 seconds, and we have nobody who can consistently hit under ten centimetres. This is probably the result of many things — weather, lack of a general high competitive standard etc. I feel that Canada will continue to perform creditably in world competition but it is hardly likely to again reach the heights of third overall country as in 1970 and 1966.


Jerry Bird conducted a relative work seminar at St. Andre drop zone near Ottawa. This is the home of the Ten Pins, who won the ten man event at the Nationals. There they put together four consecutive ten mans, but back home they could not even get Jerry his Canadian Ten man patch, let alone build anything bigger. Notwithstanding the seminar was a great success.

Back on the west coast, the fourteenth annual North West meet was held at Abbotsford, on the Labour day holiday weekend, August 30 — Sept. 2. The only flaw on an otherwise outstanding meet was heavy ground fog which delayed the start on the Saturday and Sunday until nearly noon. In spite of this, over 1000 jumps were made in two and one half days. The winner of the night accuracy event

was a cadet from the U.S. Air Force Academy, who got a dead centre on what was reportedly his first night jump.

The CSPA executive which normally consists of seven directors, suffered a rash of resignations, and at one time was down to three — which constitutionally meant that no decisions could be taken at all. We are now back to five, but it is possible that the constitution will be changed to reduce the number of directors to five. This would seem to be the most efficient and practical number, as well as being much less expensive. In addition to the Canadian ten man patch, whose recipients now number about seventy, and the ten year membership pin (about twenty), CSPA is now issuing a ten hour freefall award. At a guess there probably are only half a dozen or less now qualified.

See you in the New Year BUZZ



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THE HG SAGA

Twelve noon is ideal to start leaping at HG. MF (The Bouncer), alias 'Red Baron' No. 2, displaying his flash red and black kit, with the Maltese Cross stamped on, turns up at around one o'clock, dreaming about 12 grand lobs, relative work and Paracommanders. And for the umpteenth time, tells his ever patient C.C.I. (The Red Baron No. 1) that he will get on F/F this weekend.

It is around mid-afternoon that the first lift starts to kit up, everyone's had a good kip. Hannibal Hayes the scouse, and his bird, Sexy Brenda appear bleary eyed from their love nest, and don their lofty manufactured rigs.

Tricky Ricky alias 'The Blue Max', or Cool Hand Luke, discusses building 3-man stars from his favourite altitude of 4 grand, and other bottle merchants prepare to conquer fear, and face the unknown with their intrepid instructor No. 1. Meanwhile, Geoff the Pot, or 'Webbo' on his latest count, has discovered only four reserves in working order. Tensions are relieved temporarily, as the bottle merchants strut aimlessly around, thanking f . . k that the meeting with their creator has been delayed.

MF's colour and speech return to normal. Smoothie Phil (Red Socks), our chief pilot and No. 1 Casanova, has just come from the pilots room, exhausted, after laying the latest bit of spare, and asks if the first lift is ready. It is about this time 'The Fairy' arrives in his clapped out mini, with his powder blue and purple ducky jumpsuit, complete with matching mascara and sequinned paraboos, showing off as usual, telling stories of his gambols at Norwich Airport.

The Red Baron No. 1 (MF's hero) is cursing, because of leaving his beloved green shades at home, and bluntly refuses to dispatch. The Fairy waltzes in and offers his new chrome framed dark brown shades and, to protect his image, the Red Baron accepts.

'Webbo' delves into his secret hoard of workable reserves, and finally, lift one is making its way over to canvas and wood bird. The Red Baron No. 1, dead cool, reads his 'Weekend' and munches his Kit-Kat. As Red Socks slams on full throttle. MF (Red Baron No. 2) is hooked up and dispatched, at his usual 3 grand, and thoughts of big star work disappear, as he, the best dressed static liner in the country, steps into space for a classic, back to earth spread.

On the deck, Jeremiah Jones, instructor, baseball player, wanker extraordinaire, gets the second lift ready. Nick the Greek, our No. 2 static liner, next to MF, volunteers for a dummy pull. Jeremiah accepts, on condition he doesn't test his reserve again. MF, meanwhile is coming in like a ton of bricks, under his green goddess. Giving it full brakes, he does a screamer into the pit. "Another put jump" he bellows, and then promptly sets up the disc for his hero. Red Baron No. 1, who, although is an ace, makes the umpteenth balls up, and misses.

The London lot have arrive, Kenny the Pig budding G.P. with his Dragon, and the one and only moaner 'Bugs Bunny', who still can't fly a mean two-man properly, and who bottled out of jumping his pod, and palmed it to Tricky Ricky.

Hannibal and his bird, Sexy Brenda have landed, and rush to greet each other across the duty runway, causing canvas and wood to abort. Red Socks shakes a clenched fist, at the same time, giving an arm movement to Sexy Brenda.

The first lift hassle No. 1 during de-brief, Particularly Hannibal, who pleads to go on twenties, and if so, pledges

to reciprocate by letting No. 1 lay Sexy Brenda. But No. 1 in his capacity as the Red Baron, refuses such gifts, and states that his team-mate MF will get jealous if such a request was granted. Hannibal sulks, and grabbing Sexy Brenda, slinks off to the canteen for a Fanny C Special.

Geoff the Pot has gotten into a flap, after finding out No. 1 has taken canvas and wood bird above the limits. "The joints won't take it!" shouts he. In his capacity as chairman. No. 1 apologises profusely and then proceeds to neck violently with Sexy Brenda, who has rid herself of Hannibal. The second lift is airborne, under the command of Jeremiah, Nick the Greek, commonly known as Raymond, exits on his back for an inverted D.P., the familiar sky blue and white screwdriver emerges, twisted to f . . k— MF on DZ screams "Preserve, Preserve", and proceeds to streak across the grease track with the wank loudspeaker system. Nick the Greek, effing and blinding amidst tattered and torn screwdriver, (plus his new T.10 flying) screams in like an express train on runway two-nine. Peeling himself off the tarmac, he limps back to the canteena, triumphant, in knowing that another reserve test jump has gone off successfully.

Exit the Fairy, eye make-up running, due to spotting, desperately trying for a quick touch with Jeremiah, he muffs it, and has Jeremiah by the goolies. Jeremiah screams and dumps, the Fairy is left with a handful of jumpsuit exposing Jeremiah's puny three card trick.

All HG bottle jumpers (dope ropes) are in training for the HG Accuracy Event. MF, (Red Baron No. 2, in case you've forgotten) has just done his ninetieth jump, and fancies his chances, and asks Geoff the Pot, in his capacity as chairman, to put him on his hero's lift. Geoff the Pot obliges, and at the same time puts 'Supermouse' Bolton's British Leyland Nutters on the same lift.

No. 1 is slightly deflated because he has no shades, but decides to go through with dispatching this latest lift. Red Socks states, there is only a gallon in each of canvas and wood's tanks. This doesn't deter No. 1. Again, with Weekend and Kit-Kat. He sits back, as Red Socks, cursing takes off. After the first run, No. 1 observes the first three, excluding MF, disappearing over the horizon into the sunset. No. 1 smiles to himself, and turns to face his twin, MF. MF winks, hoping for a good spot, but No. 1 doesn't believe in favouritism, and promptly dispatches MF and his buddies in the boonies.

... No. 1 in his capacity as the Red Baron, excels in his own spot, and lands near the canteena. MF and his dope rope buddies return, plastered to the eyebrows in fresh cow shit. MF's face is crimson under his face pack of cow shit. He takes one look at his once beautiful jumpsuit, then makes a lunge at No. 1. No. 1 moves like greased lightning to avoid being battered to a pulp — MF cools down, realising he nearly done in his hero.

Dope Ropers (Bottle Merchants), and Aces alike, retire to HG's very own bar, run by probably the best landlord in the country, known by all as 'Short Back and Sides'. a jovial bloke, with forty-two inch bottoms, and who keeps the place open for us until the late hour of ten-thirty.

Here, the story ends — for the time being. The names have been changed, to protect the innocent. Watch for further stories of . . .

The HG SAGA.

AN OBSERVER.

CHAIRMAN'S REPORT 1974

Well, we are just coming up to our 12th Annual General Meeting and this has been another fairly eventful year starting with the ban on petrol for private flying and ending with the impending move of your Headquarters to Leicester.

It was quite obvious at last year's A.G.M. that the venue was too small as the hall we hired was literally overflowing. The Secretary-General Bill Paul has viewed the hall and facilities at Nottingham University. The hall should be more than adequate for our requirements and with plenty of accommodation on site, together with good eating and drinking facilities, I hope that our record attendance last year will be exceeded.

Our membership is still growing as the analysis tables below show (Note: the 1974 figures are as at 30th September). Up to date figures will be given at the A.G.M.



CHAIRMAN—
LAWRIE ST. JOHN

Type of Membership	1970	1971	1972	1973	1974
Provisional	873	1136	959	925	1314
Full—New	913	1072	2140	1811	1057
Full—Renewal	919	1030	1140	1478	2266
	<u>2705</u>	<u>3238</u>	<u>4240</u>	<u>4214</u>	<u>4637*</u>

Membership Analysis—1974

As the October, November and December figures for 1973 were not printed in the report last year due to not being available at time of print I have listed them below prior to analysing the 1974 figures.

The 1973 figures for provisional, full and renewal are entered using the same system as last year which in fact showed the total number of members under each heading on a monthly basis and were totalled accordingly. Whereas the 1974 figures show the number of additional new members under each heading each month with the fourth column showing the monthly total of new members and the 5th column showing the accumulative total which gives a good indication of the way our membership grows throughout the year.

It will be remembered that our membership year and financial year ends at the end of March and this is the reason for the big drop from almost 6000 (which incidentally is a record for our Association) down to the figure of 2335 being the total membership registered for the beginning of the new financial year commencing in April.

You will also note that the accumulative total of 4637 at the end of September is the same as that shown in the Type of Membership analysis under the year column 1974.

Month	Type of Membership				Accum. Total
	Provisional	Full	Renewal	Total	
Oct. (1973)	1164	2061	1495	4720	
Nov. (1973)	1434	2234	1507	5175	
Dec. (1973)	1463	2283	1512	5258	
January	73	93	6	172	5430
February	70	123	2	195	5625
March	204	166	0	370	5995
April	294	222	1819	2335	2335
May	128	243	250	621	2956
June	220	248	82	550	3506
July	234	121	45	400	3906
August	247	96	40	383	4289
September	191	127	30	348	4637*
October	—	—	—	—	—
November	—	—	—	—	—
December	—	—	—	—	—

New Clubs

There have been fewer Clubs formed than last year and they

are as follows:

Hong Kong
Yorkshire Free Fall Club
Queen Mary College Sky-Diving Club
Staffordshire Sport Sky-Diving Club

It would appear that the Southern Sky-Diving Club on the Isle of Wight has now ceased operations, but this has not been officially reported to us yet.

B.P.A. Council

We have again met monthly, alternating between your Headquarters in London and at the Post Hotel in Leicester, but I must confess to being disappointed on occasions when only a few elected members of Council have attended. At one meeting in particular we were hard pressed to form a quorum. Why people allow themselves to be put up for Council and when elected do not bother to turn up completely beats me.

There is a tremendous amount of work to be done in running our Sport and those members who do not turn up regularly are really not worth their salt. It seems that it is always the same hard core of responsible people who turn up regularly and if it wasn't for their hard work and giving of their own time we would be in a sorry state.

Due to non-attendance and a refusal to answer correspondence John Cole had to be removed from the office of Treasurer and Council elected Mike Batchelor to that post. Incidentally, as a new member of Council I am impressed by his regular attendance and keenness. A good example which I hope next year's members will follow.

Charles Shea-Simonds, your Vice-Chairman, has volunteered to write an Instructors Manual, which, I believe we could have done with years ago and we eagerly await his Draft.

Your H.Q. and Staff

Bill Paul and Dorothy continue their good work and somehow have managed to keep their heads above water.

We have only received the benefit of full time assistance for them for a few weeks this year which has solely been due to a shortage of suitable girls in the London area. However, it looks as though we shall be moving the H.Q. to Leicester where it is hoped that staff will be more readily available.

As the move to Leicester is only at the embryo stage at this time of writing I will not go into details here but will fill in all details necessary at the A.G.M.

Bill and Dorothy are currently house hunting in the Leicester area and hopefully should be settled in by Christmas.

Safety and Training Committee

As you know Jim Crocker has been Chairman of the S.T.C. again this year and, I feel, due to his involvement with the Endrust Team and normal S.T.C. work, was unable to have the Draft of the new Rules and Regulations available until recently.

There were fewer meetings this year but this was because fewer individual Agenda Items were submitted. Nevertheless, Jim and his committee have undoubtedly got through a tremendous amount of work on major issues and to Jim and those C.C.'s, observers etc., who attended these meetings must go our thanks. Keep up the good work.

Training Aid posters are still in stock and may I remind you that they are available to all Affiliated Clubs and individual instructors at the subsidised price of £1.20 per set plus P. & P. With the cost of paper soaring the re-print could well be double this — get yours now!

Riggers

Unfortunately we only seem to have heard from the Riggers Committee during the latter part of the year and Bill reports that although he circularised all of them with details of Riggers Products Liability Insurance Cover some of them never even bothered to reply — I hope they are covered privately!

Bill advised them that we had been quoted a minimum premium figure of £100.00 per year and had hoped that at least ten would

participate. However, as only seven accepted they regrettably had to pay £14.00 each. Still not a bad price when compared with the consequences of a successful heavy claim which could be made against them — it doesn't always happen to the other guy!

Fatalities

This year there have regrettably been three fatalities. Two of these were civilian members of the B.P.A. and the third a service-woman non-B.P.A. member.

We held our usual Board of Inquiry on the first two mentioned above but had no access to the Board of Enquiry on the Service Fatality.

Once again I must impress on all Instructors the need for an ever watchful eye on all jumpers whether they be students, General Permit holders or indeed other Instructors. We can all have a momentary lapse, a snap hook not quite properly clicked home, pack elastics not hooked up, it easily happens — especially on a busy day.

'Sport Parachutist'

What a great Journal this is!

You get the facts — nothing is hidden under the carpet as all Council meetings are recorded and reporting is now pretty well up to date.

The features are good and technical reports easily understood — *but* when I look at all the Clubs listed at the end of the Journal I sometimes wonder what are the latest happenings there. How about it, elect a Public Relations man and send in regular Club Reports with photo's for Charles to print.

Thanks Charles, keep up the good work, you are still Editor of the best Sport Parachuting Journal in the World.

National Championships— Style and Accuracy and Relative Work

The Style and Accuracy Championships were again held at Weston-on-the-Green and unfortunately not all of the rounds were completed. However, I understand that they were most enjoyable and our congratulations go to our Champions — Bob Hiatt, Jackie Smith, Duck End 'A' Team and Paraclan for producing the best Novice in Individual Accuracy, A. T. Grierson.

Thanks are due to the Royal Air Force for permitting the use of Weston-on-the-Green, and in particular to Group Captain Jenkins, the Station Commander, RAF Abingdon and Chairman of RAFSPA, and to all the staff, both Service and Civilian, at Weston-on-the-Green for all the help and co-operation before and during the Nationals.

The 10 Man Star and 4 Man Sequential Championships were held at Halfpenny Green and were bugged by this years relentless dreadful weather — is there no end to it?

Our 4 Man event was decided on only three rounds and the 10 Man Star event never even got off the ground!

We must apologise for the last minute change of venue from Weston, but this was due to an aircraft shortage problem and the fact that the D.C.3 could not get in and out of Weston. Next year we must allow more time and, again, spread the workload more.

World Championships

Our team came 12th from 31 National Teams entered for this event in Hungary and it is quite obvious that with the increasing skill of the competitors from other countries that we must allow more time for practice and be more careful in our selection of a D.Z. for practice to be carried out — even though it may cost more! Also anyone selected will have to honour that selection and have to be available for ALL practice jumping.



Wessex exit by Eddie McBride

Don't think I am knocking our team, they worked hard. Your Council is learning all the time!

Other World Events.

Endrust again competed for the European Cup (2nd) at Innsbruck and in fact came second.

They also competed in South Africa at the 2nd Relative World Cup and were placed 5th out of 16 Teams.

Their experience at these two Meets will come in useful in future years and I am sure some of this will rub off on the other Speed Star merchants.

Incidentally without their worthy sponsor it may not have been possible for them to have participated in these two events — Many thanks to him!

Assistance to Clubs

	1972	1973	1974	Balance Owing £250
Sport Para Centre Thames Valley	£500			
Air-Sports	£300			£300
R.S.A. Parachute Club		£500		£400
Midlands Parachute Centre			£500	£500
			Total:	£1450

Annual Raffle

Profit on last years raffle was approximately £1,600.00, a considerable increase over last year.

Please support this year's raffle as much as you can and sell as many books of tickets as possible. With rising costs of sending teams to World events all the cash we can raise by this raffle is needed — remember there are now Relative as well as Style and Accuracy events in which we participate.

Deposit Account

Your Deposit Account is currently approximately £13,000.00 and it is possible that we may use some of this money to assist Bill and Dorothy purchase a house at Leicester until their house is sold. Full security for this money will be received by the B.P.A. and will only be needed for short period.

It may be necessary to use some of our Deposit Account money this year to purchase canopies or other equipment on your behalf.

Civil Aviation Authority

Once again the C.A.A. have done us proud this year and have had a record year for Displays to contend with. May I thank them on your behalf for their help.

Incidentally, how good it was to see a page article from Mr. L. G. M. Rees of Southern Division in the August issue of 'Sport Parachutist'. I am sure, as was pointed out to me personally, that many parachutists were unaware of the work the C.A.A. do, as covered in the article.

Sports Council

Bill Paul has liaised regularly with the Sports Council, in particular with regard to the Grants we receive.

We received Administrative Grant Aid for the first half of the year 1974/1975 amounting to £1500.00. In the second half there will be a marked increase in aid to our Sport amounting to 75% of the cost of salaries, rent, electricity, rates, telephone bills, printing (not your Journal) and stationery.

It is estimated that in the 1975/76 our Grant, will amount to approximately £7500.00.

Additionally we receive a Grant to assist us sending Teams to the World Championships and in this current year has amounted to £2200.00.

Scottish Sport Parachute Association

The S.S.P.A. continues to grow and I hope Tom Dickson will again attend our A.G.M. and full us in on the years happenings.

It was agreed between us that their subscription rate to B.P.A. be 40% of the B.P.A. subscription element, plus normal rates for insurance, VAT and the Journal, where applicable.

National Coach/Safety Officer

The position was offered to Doug Peacock during the course of the year, but for personal/career reasons he had to decline. Accordingly Council met and it was decided to offer the post to Bob Hiatt.

Annual Subscriptions

With our impending move to Leicester and the subsequent Grant from the Sports Council I am pleased to report that we will maintain the present subscription for the next year, although I must warn you that it is improbable that we will be able to do so the following year.

All C.C.I.'s please note — the more Full Members we get the more chance we have of maintaining our present subscription rate.

Displays and Display Insurance

32 Teams comprising some 157 jumpers took advantage of our Insurance Cover, which commenced on the 1st April, and this subject has been discussed several times in Council throughout the year. It will be reviewed again before next season.

At the A.G.M. last year I pointed out the need for making safe, sensible decisions when jumping at Displays and I like to think that this was taken heed of, as I am delighted to report that this season there were *No Claims* on our Insurance — well done!

Shortage of Equipment

This again has been discussed in Council on more than one occasion and at our next Council Meeting this month we will be meeting representatives of canopy manufacturing companies to discuss the problem of the shortage of canopies — both mains and reserves. If necessary the B.P.A. will purchase these in bulk on your behalf.

Club Annual Returns

Despite Bill's reminders to Clubs, some of them never sent back the Annual Returns — perhaps they do not keep records? However, from the majority that did, it transpired that approximately 81,000 jumps were made in 1973.

Appreciations

Again I would like to thank all Members of Council and the S.T.C. who regularly attended meetings throughout the year. All of them have travelled hundreds of miles during the year on your behalf to make our Sport a better and safer one.

Notwithstanding the years dreadful weather our Instructors have plugged on training students — how about making them all full members of B.P.A. whilst you are about it?

Due to you, our Members, supporting the B.P.A. we are able to discuss our problems with the powers that be with a strong voice and the Grants we have received are only but one of the subsequent advantages. Thanks for joining us and please tell your fellow jumpers, who may not be full members, all about us.

The Organisations I list below have helped us through 1974 and on your behalf I thank them:

The Divisions of the C.A.A., London and Other Air Traffic Controls. Every weekend and often during the week we are on to them for clearance or what have you, and if they are as helpful to your Club or Team as they are to my own, the British Parachute Club, then you will know what I am talking about.

The Sports Council. Without them our funds would be hard pressed and I have no doubt we will be discussing our Sport further with them during the coming year. They are always ready to listen as Bill will vouch for.

Co-opted Members of Council. To Our Co-opted Members of Council who have attended when they can and in particular Peter Prior who has attended regularly and carried out a lot of back-ground work on your behalf. For example, he has had meetings with the M.O.D. regarding their destruction of Service parachutes in an attempt to persuade them not to do so, as we know they can be used by sport parachutists. He has also discussed with M.O.D. the possibility of our using specific airfields currently owned by them. You will, of course, be kept up to date on this via the 'Sport Parachutist'.

The Endrust Auto-Truck Rustproofing Co. Ltd. of Birmingham (Endrust). We are indebted to Endrust without whose most

generous financial support our Relative Teams could not have attended the Championships in Austria and South Africa. As a token of our appreciation we have given our 10-Man Star trophy the title 'The Endrust Trophy' and, with no result declared for the 1974 10-Man Star Championship, we have invited Mr. A. Haycox the Managing Director of 'Endrust' to hold the trophy till next year.

H. P. Bulmer, Cider Makers of Hereford. Our thanks to Bulmers of Hereford for their kind gesture in providing the 'Bulmers Strongbow Salver' for annual presentation to the 4-Man Sequential Relative Champions.

Daily Telegraph and Sunday Telegraph. For the benefit of those new members who may not be aware of the fact, the Daily Telegraph provided considerable assistance towards getting the B.P.A. established as a thriving organisation and have continued to support us over the years. We are very conscious of this assistance which we greatly appreciate. Also, we are indebted to the Daily Telegraph and Sunday Telegraph for their trophies which are presented annually to our various Champions in the Style and Accuracy held at our National Championships.

In Conclusion

Well, I've now got writers' cramp and am going crossed eyed after checking back through our year's work to compile this Report. But nevertheless if you have enjoyed this year's jumping as much as I have, then that can't be bad.

Mind you, what with the long lay off we suffered at the beginning of the year due to the petrol rationing and the constant Sunday deluges and high winds I am a bit choked at not qualifying for my 1000 jump badge this year.

No apologies for the photograph — some of us are desperate!
Keep stable.

Sincerely,
LAWRIE ST. JOHN,
Chairman.

(14th October, 1974).

CORRESPONDENCE

Dear Charles,

After much deliberation Tim Barnes and myself decided to buy a Para-Plane Cloud and we collected together as much information as possible before jumping under the initial supervision of a ram air instructor. The Para-Plane manual was, of course, essential reading and an article called 'The Peculiar Malfunctions of the Para-Plane Cloud' published in 'Parachutist' in October, 1973 was also very informative.

However, there seems to be no consensus of opinion about the canopy on some points and questions such as 'is it safe to take it to terminal *without* the terminal reef on?', and 'is it safe to hop and pop *with* the terminal reef on?', were never fully answered by the Cloud jumpers we spoke to, to our satisfaction. Another point is that many people use twin MAI's with the Cloud, but to our way of thinking a single large extractor such as the 'Grabber' is a better bet for a constant drag on the reefing system.

Now that ram-air is obviously here to stay, I feel that what knowledge and experience there is should be more readily available and I suggest that the BPA could organise a 'talk-in' on ram air canopies of all kinds with a view to reaching a consensus of opinion for the guidance of newcomers to the ram air game. In the meantime perhaps some really experienced ram air parachutist could write an article for 'Sport Parachutist', as these canopies are too potentially dangerous to play around with, without the best advice available.

Yours Faithfully,

DAVID ROWELL, D.972.
BPA Instructor 5647.

[Any takers? Ed.]

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4th ANNUAL
CHARLES WELLS
ACCURACY MEET

duck end farm
'74



4th ANNUAL CHARLES WELLS ACCURACY MEET, 12th and 13th October — otherwise known as the 'Great Streamer Extravaganza' of Duck End Farm.

I wouldn't say we had problems getting this Meet off the ground, but on Friday morning 11th October I received this telegram from Bob King — WOOF stop BOOKED TWO ONE-WAY TICKETS BA FLIGHT 0674 SOUTH AMERICA stop MEET YOU HEATHROW FRIDAY ELEVENTH OCTOBER EIGHTEEN HUNDRED stop KINGY.

Our painstaking and long laid plans conceived many months ago, hopefully to be delivered smoothly on this October weekend were about to miscarry before our very eyes. How do you tell nearly 20 expected teams; the C.A.A.; Sports Council; milkman; baker; T shirt maker the many others directly involved and the numerous others who had looked forward to and hoped for a good Meet. . . how do you tell them all at the eleventh hour HOLD IT! It's all off! You don't. You stick your neck out. You grab a mitt full of someone else's cement, whack it behind a wilting stiff upper lip, point webbed feet at Duck End Lido to splash on, taking flood checks along the way. The strike at Heathrow had nothing to do with this decision. So those responsible for the 4th Annual Charles Wells Meet converged at The Farm from different points of the compass to meet the largest team gathering ever in the UK and get this meet airborne one way or another.

'And now for something, ENTIRELY different. . . ' could well have labelled Friday's briefing at the Elephant and Castle in Wilstead village, with its now familiar crackling fire. As Meet Director it was my privilege to give the welcoming briefing, explain the organisation and facilities, and introduce the officials, Sooty Standing as Chief Judge (nothing but the best), backed up by Pete



Chief Judge, Sooty Standing, checks Bob King's footwork.

Sherman (enough said) and Ray McGuire (the sorcerers' able apprentice). Then it was cards on the table time. Not to bore people with our lesser problem of the old hide and seek game with aircraft. . . now you have one, now you don't, etc. etc. — (the familiar tale); it was my then querulous task to explain that, in common with half of England, the Duck End Strip was waterlogged and unusable and that a hitherto untried but theoretically workable alternative was planned for the coming 22 odd hours of daylight, and the best cross section of Sport Parachuting yet seen under one roof with one aim. I promised something different. Coach to Cranfield Airfield 10 miles away, on one of three waiting aircraft fly over to Duck End — throw a streamer — hit a disc — fill up with coffee, sandwiches etc. at Nadia's canteen — check the scores up on the score board and the team position on the graphic score board, walk (yup, walk) the quarter odd mile down the track (the inch deep with mud track) to avoid the soft surface breaking up with too many cars, clamber into the coach and hot foot it to Cranfield again. I think that's different. It was anybody's guess how this was going to go down with the assembled company, if it did go down, just how it was really going to work out. Friday's nail biting and fears were in vain. . . miraculously the weather was 90% kind to us and it all worked out. Of course the big thing at an accuracy meet is to watch other canopies, particularly those close to your own jump but, as this was out, the only feasible compromise, to give everybody a fair chance was



Tracy just short and left for 0.06 photos—Mike Wells

for every team to throw a drifter. A daunting prospect initially and one to add colour to the local scene but now we know from experience it is a salvable solution particularly if conditions are steady all the way. Well, it didn't go ALL our way as the first few teams and drifters proved. . . a sharp dog-leg made things very difficult in the early stages, but at least everybody copped it!



Freddy Bremer — with good line of vision, and trailing foot well clear, makes a clean strike.

Our planned dawn start went slightly adrift till the coach arrived and allowed us to move the teams in bulk. However, everyone was up early and bouncing, giving plenty of time for Nadia Abisch and her nimble crew to unveil her secret weapons and produce breakfasts for all in the marquee. . . just five canopy lengths from the pit. A ripple of panic and confusion had stirred before dawn when we found that the heavy duty cooking equipment was no more than Sunday afternoon picnic stuff. That was my lot. I made for Cliff Moss' gargantuan garbage trench like a rat up a drain. Again, unfounded fears as Nadia, with French blood boiling, and at her fighting best, had the system beat, to make Sunday's breakfast exercise a comparative doddle. The first team of round one, Annie's Red Frogs— was on finals at 8 a.m. Round one, as you can see from the scores generally, gave the advantage to the more experienced jumpers. . . but there was no lack of effort by anyone. Sadly, conditions worsened, namely a ground wind increase, forcing a hold at 1 p.m. and five team rejumps.

Patience was rewarded at 5 p.m. as the great airlift started again taking us well into round two. The increasing

upper winds continued to be a problem with the marked dog-leg opening the gates of the 10 metre club to 15 on round two. Still, we had cracked it and the weekend was justified, providing once again the happy raw material for our traditional barbeque, ever cheerfully prepared for by Eric and Mrs. Endersby from the village. None but the blanket headed could have failed to derive pleasure from the sight and sound of jumpers of all creeds, pilots and all associated friends just enjoying being there. . . in the middle of a Bedfordshire field on this October evening (thankfully one of the milder and drier ones).

Sunday's meet looked good and by the Lord Harry it was good! All blinkin' day. Having survived Saturday's immense gamble we leapt into the Sunday's proceedings with confidence— but still a difficult windline. Meanwhile the airstrip was drying quietly. At 8.15 the first of the day's streamers fluttered to the ground to be smartly retrieved by Colin Bruce and the unbroken pattern was set. The coach churned back and forth. . . the aircraft churned back and forth and soon it was plain that we would complete the four round meet. Round three saw the conditions straightening out above with a noticeable improvement in scores. The Peterborough Parachute Centre team dead centred out in classic style and Jean-Claude Armaing also collected a Duck End competition disc. It became quite clear that those not normally associated with accuracy and those newer to the competition scene. . . some in their first meet, were all infected with the competition bug. Chairman Bob Styles is used to concentration by the spotter on an accuracy run-in at the Farm. . . but the sight of Jim Crocker on the last leg of his run-in comparing his line with the aerial photo clutched in his left hand, did bring a smile. The smile soon vanished as Jim cut. . . and exited— picture and all! to leave it wafting its way earthward unaccompanied. We could hack a streamer on every load James, but an aerial pic! The imaginative mind boggles at the image of slim Jim using



Hot on Freddie's heels, John Meacock makes no mistake with this one

his eight seconds to the full. . . adjusting his spot with alternating delta and flare while consulting his map. There's concentration for you. Not to be outdone in the concentration stakes, Robin Mills, with furrowed brow got airborne — overhead Duck End — and returned to Cranfield. . . to collect his reserve! What with the age of pop Tops and mini pigs and big baggy jumpsuits you've got to look twice to *find* the gear before you can check it. At least when he did arrive he got 10 cents!

Round four was romping home when Gordon Maskell after much careful pacing of the airstrip felt that it could be used for the remainder of the ground enabling the meet to finish in true compact fashion. By now the conditions had settled to almost ideal accuracy and we could all watch the final teams jump from the strip with the atmosphere really building up. The Peterborough team looked set to repeat their team discs as Freddy and John took theirs but Tracy hit just short and left for six cents! The Duck End team had drawn last to jump — team seventeen and top of the stack Bob Hiatt came in slow and steady for a clean stand-up, walk-off disc to round the meet off.

Two hours to go till dusk. Made to measure. While the prizes were being prepared the jumping closed with a rare sight for Duck End. . . the three meet aircraft overhead emptying ten jumpers in a multicoloured scene — all arriving in the pit with a glowing Autumn sunset as the backdrop. . . as classic a sport parachuting picture as you could wish to find. . . topped off by a low fly past over the pit as we acknowledged our wealth of experienced jump pilots on this meet weekend:- Chief Pilot, Bob Styles — Derek Squires — Ron Burgess — Wayne Osbourne — Charlie Shea-Simonds — John Searson and no less than Cap'n Mike Watts.

Prizegiving time then, always a pleasure especially when there are new victors. In addition to competitors and friends it was good to have with us 'Taff' Rees of the C.A.A. and also members of the Sports Council. Before the presentations, tribute was paid to all those associated with the Farm who had made it work. . . particularly Nadia Abisch and Les Leader — not forgetting two other VIP's Colin 'streamer retriever' Bruce and recorder Anne Colleen. The White Horse pub raffle for the Lifeboat fund was drawn — raising nearly £20. Prizes donated by The White Horse and Farmers Weekly.

Mr. Oliver Wells of Charles Wells the Bedford brewers then presented his company's prizes:-

Team Gold Medals and Charles Wells Trophy from Rock Sand and Gravel — from Thruxton's R.S.A. Club



Tim Morgan of Thruxton's Rock, Sand and Gravel receives the Charles Wells Team Champion's Trophy from Oliver Wells. Tony Uragallo to his right, brother Brian is elsewhere, polishing his team Gold Medal!

Team Silver Medals
Team Bronze Medals
Individual Gold Medal
Individual Silver Medal
Individual Bronze Medal

Duck End Farm 'A'
Duck End Hay Balers
Bob Hiatt— Cloud
Mike Batchelor — Pathfinder
Tim Morgan— American Papp



A solemn occasion as Tracy Rixon receives her prize of a wrist watch from Gordon Maskell!

Gordon Maskell's Ladies' Prizes of three watches

1st Jane Cain— French Papp
2nd Tracy Rixon— French Papp
3rd Annie McKie— UT 15

Kath's Prizes (Gordon's Secretary) of vouchers to the best non-medal winners for effort.

Ladies— Di Tuck
Mens— Les Melhuish

Other presentations were made to:
Scotty Milne— Duck End 1000 jump certificate.
Les Leader— a belated First jump certificate.
and yours truly, Dave Waugh — for best Meet Director (a cinch if you're the only contender).

In conclusion a special thanks from the Duck End committee to all competitors who made the effort to come and support the meet. YOU made it what it was. Keep coming, to ours and every other meet. A special thanks also from Gordon Maskell for leaving the area so tidy and observing the normal rules plus the rain prompted ones.

Acknowledgements
Charles Wells Ltd. of Bedford.
Harry Burrell for a permanent loo
Dave Stenning for generators, lights and communications assistance.
Cranfield Control who saved the day
Farmers Weekly.

See you all next year. . . it'll be earlier in the Summer.
P.S. Duck End car stickers are still available — 25p each.

WOOF

RESULTS

Pos.	Team	Rounds				Ind. Total	Ind. Pos.
		1	2	3	4		
1.	Rock Sand & Gravel						
	Total: 13.07						
	Tim Morgan	0.97	0.03	0.21	0.35	1.56	3
	Brian Morgan	1.78	1.13	0.33	1.93	5.17	10
	Tony Uragallo	0.87	0.33	3.85	1.29	6.34	11

I LEARNT ABOUT PARACHUTING FROM THAT....

The date: A Saturday evening late in June.

The place: The estuary at Pill, near Bristol.

The event: A water jump for the benefit of the local Lifeboat Gala.

The participants: Two D licence holders equipped with flotation gear.

The result: One parachutist landing on concrete and breaking both heels, the other landing on a mini, with one bruised toe and one bent Mini.

What went wrong? Many lessons are to be learnt from this one dramatic episode. For a start, when we arrived at the DZ, I was a little disturbed to find it only a hundred yards wide, with a stiff 13 knot breeze blowing directly across it. What I didn't know for certain, until in the air, (observing from one side of the creek) was that there was no undershoot, and very little overshoot (see 1 below). Secondly, I discovered that the Gala organizers had, without reference to us, run a competition based on the public's guess as to how long the parachutes would take to descend, the allotted time span being 2 and 5 minutes. That set us a problem because it really meant that to be safely inside this margin, opening height had to be 2,500 feet with an exit height of 2,700 feet and that would lengthen a spot already made long by the wind (see 2 below). Thirdly, it had been decided to use club TU's rather than personal high performance canopies, to avoid damage by salt water (see 3). We were equipped with swimsuits, overalls, helmets and plimsolls also. The third member of the team and the streamers not having arrived, material was hastily requisitioned from the local stationers, and the remaining two of us departed for Weston-Super-Mare Airport, where a Cessna 172 was awaiting us. The wind was at that stage still about 13 knots, brisk, but not out of court for a water jump. Ten minutes after take off, we were over the DZ, and the first streamer thrown at 2,500 feet, drifting about 800 yards. A second proving streamer landed just short of the water. By the time this had landed, the plane had completed its circuit and a decision was taken to run in to save further flying time. The spot was lengthened slightly from that used for the second streamer run. (4). Once out of the plane and canopy safely deployed, concentration was given to loosening chest strap and slinging reserve to one side.

It is estimated that the bulk of the lifejacket and unfamiliar equipment between them caused this to take up to 30 seconds whilst facing upwind (5). When this was successfully accomplished, I turned and faced the target, to find to my horror that the sea breeze had dropped right off to virtually nil (ground party later confirmed this) and as a result we were too deep (6). Driving like hell downwind, it became obvious that I wasn't going to make it, and the other jumper, who had pulled lower and who was heavier than I, had even less of a chance. With rooftops and TV aerials whistling past me, I hooked into a street, taking with me a telegraph wire, and landing alongside a Mini, denting the door and roof with my right hip and elbow. Curiously enough, neither of these parts were injured, though the hard evasive contact with asphalt resulted in a badly bruised foot, plimsolls being the only protection (7). The other parachutist was less fortunate, landing up with a badly comminuted fracture of both heels, an extremely painful and incapacitating injury. Television, of course, was there to capture the last seconds of the fiasco.

The moral of this story is that one mistake or error in judgment doesn't necessarily foul up a jump, but several factors, though insignificant in themselves, when taken

together may spell real trouble. Eliminate them as far as possible beforehand, and with particular reference to this jump, learn as follows:

1. Reconnoitre the DZ carefully before accepting any invitation, visualising all possible wind conditions. If necessary, refuse—it will do you more credit than landing out, which the public treat as a huge joke, invariably at your expense.
2. Don't allow organizers to dictate jumping conditions as they usually have no idea what parachuting is about.
3. Stick to a familiar canopy, and one with enough drive to keep you out of trouble, if need be. Better to have the trouble of hosing down kit afterwards than nursing your injuries for long after that.
4. Carry lots of streamers and take your time on the run in. If in doubt, throw another streamer or go round again. In this particular case, an over-hasty run in was made, resulting in a mistaken lengthening of the spot instead of shortening it, and thereby doubling the correct variation required.
5. Concentrate on getting into the target and only when you are sure of getting there, bother about releasing kit. You can always just capewell on impact with the water, which to my mind is more satisfactory than the other method.
6. Wind. This is one you can't cater for, but if you allow enough margin for error by eliminating other factors over which you do have control, then you shouldn't come unstuck.
7. If there is any doubt at all about getting into water, wear footwear suitable for land. Your flotation gear should be quite adequate to support the extra weight.

□ □ □

And if you use a rod to compress the pilot chute when repacking your reserve, make sure that it is attached to something permanently, or has a large red flag attached. I was so involved in the struggle—with two others who also did not notice—to close my pack that the rod stayed in for the entire period before the next repack!

□ □ □

If the above stories save someone else making the same mistakes, the humour at my expense will have been well worthwhile.

PAT HOWELL.

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Post Office Box 109 Monterey, California 93940

FALLSCHIRM ZIELSPRINGEN

DER BLUE EAGLES FREE FALL TEAM AUS ENGLAND

"ACHTUNG" all England sport paras who have never had the pleasure of visiting the Rhine Army Parachute Centre situated at Bad Lippspringe, Germany. Let me just fill you in on a few details.

Our visit to the centre coincided with a charity display we were performing at the Papenloh Sportplatz in Rhynern, Westfalia, in aid of Brain Damaged Children of both Westfalia and the West Riding of Yorkshire. Without the help of Captain Tom Oxley it could never have taken place.

It was early July when we were approached by the Wrose Charity Football Club of Shipley, Yorkshire. Mr. Frank Bentham, Secretary of the club, asked if it would be possible to jump in at half-time at a match between them and a visiting team from Hamm, Westfalia, at Wrose Sports Field, Shipley, Yorks. It was very short notice, but with the kind co-operation of the C.A.A. Northern Division, clearance was obtained.

The jump itself was a success 'all on the button'; but the limelight was taken away from us by the jump pilot, (who incidentally is the editor of some magazine or other), with a low pass, which was very impressive to all, above and below. The monies raised exceeded all expectations. We were asked if we would accept an invitation to Germany for the return match sometime in September and after some positive thinking the decision was: Go, Go, Go!

I approach G.C. P. S-S. to acquire some information on gaining clearance from the German Authorities, and he advised that the best person with whom to liaise would be Captain Tom Oxley at Rhine Army Parachute Centre. A letter was drafted immediately, and after a few days we received a telephone call from Tom. We gave him the details of the area where we were hoping to jump. "Leave it to me then, see you when you arrive, you'll be using a Dornier"; that was all. It seemed so easy. Nothing more was heard. On Friday 13th, the day of departure from England, we were rather doubtful as to whether the jump had been cleared or not; but we decided to go anyway.

Needless to say our fears were unfounded. On arrival at Bad Lippspringe the first person I saw was 'Geordie' Laing, who immediately assured me that everything was jacked up ready to go. The hospitality we received was bloody tremendous; nothing was too much trouble. The display was to take place on the Wednesday evening so we had plenty of time to get acquainted with our German hosts 80 km. away at Hamm; six parachutists and forty six footballers and friends had been dispersed to different houses in different areas.

I had been given accommodation with a glider pilot from the local Flying Club at Hamm, who fortunately for me spoke very good English. Helmoth and Ingrid Winkel turned out to be the perfect hosts; many thanks to them for making my stay very enjoyable, and also to all the others.

A boat trip down the Rhine was arranged for the whole party on the Sunday morning and we embarked at a beautiful riverside resort called Unkel am Rhine for a 50 km. cruise down to Bonn. Traditional German dancing and a few biers later we arrived at our destination. Before disembarking John Kilgallon and I decided to have a 'quick slash', which brings us to the chaotic part of the trip. We stood swaying in the 'Herren' when the bloody ship started to move away. We ran frantically to the 'Ausgang'; zipping up on the way. It was no good; we were



The team with the RAPA Islander

well and truly stranded in midstream, "Let's swim for it" said John. "Not bloody likely", said I, "the bar is still open!" "Good thinking!" said John.

More biers later we disembarked at Cologne, considerably worse for wear. No doubt Terry 'The General' Patton, Alan Dewhirst and the rest were having a good laugh; so with 'Airborne initiative' to the fore, we made a tour of as many bars as we could before catching a train to Hamm, via Dortmund.

On arrival at the 'Lindenhof Rhynern' the merriment continued into the early hours of Monday morning. Unfortunately 'The General' had to be tucked into bed at 9.30 p.m. so he could not join in the fun; his hosts were strict disciplinarians, who believed in 'early to bed, early to rise'. On the Tuesday we were taxied to Bad Lippspringe, where we received a great welcome from Tom, Geordie, Mike McQueen and Ken Railton and the rest of the guys.

An introduction to that Grand Old Man of Parachuting, Joe 'Pop' Reddick, and we were airborne! Badge on the way Joe! Spotting from the Dornier is something different, but very interesting. After we'd christened Bad Lippspringe we retired to 'Uncle Toms Cabin' with our guest, 'Klaus', or Santa as he was later named. A few jump stories and a few biers later we were transported to Paderborn Bahnhof for the return to Hamm, with the promise that the Dornier would land at Soest, an airfield near to the display arena, at 1800 hrs. the next evening.

On the previous Monday evening 'The General', John Kilgallon and I had been flown over the arena to recce the area in a 172 provided by mine host Helmoth, and piloted by the C.F.I. of Hamm Flying Club, known as the Giant.

Papenloh Sports Platz consists of a very small soccer pitch surrounded by sixty-foot trees with little overshoot on three sides and the town of Rhynern on the fourth. The locals were rather sceptical as to whether or not we could land in such a small spot that it became something of a joke to them, which made us even more determined to hit it.

Whilst everyone else was on a conducted coach tour of Hamm and its historic buildings, and Braurer, the team and the ground party stayed behind for weather checks,

equipment checks and pre-jump briefing. At 1630 hrs. we piled into Ingrid's car for Soest Airfield, which was situated alongside a British Military Unit. Through the main gates, left at the guard room, stopping at an official looking building. All our kit was unloaded when, five minutes later, this guy rolls up and asks us what we are doing in a British Military Security Unit establishment? He guided us politely through the camp to the airfield. We apologised first and laughed later!

The Dornier arrived on time, and soon we took off for the Rhynern Sportplatz. On arrival over the DZ it looked even smaller than ever.

Streamer away, spot located, the climb to 7,000 ft. was quick; Franz, the pilot, handled the Dornier well, 'Cut', and away went John, Danny and myself, operating the smoke in free fall. 30 seconds later a good stack; but where was the bloody DZ? We could hardly see the field for surrounding trees, 1-2-3, bang on target; the arena was quickly cleared with the sound of applause ringing in our ears. Alan and Terry on the second pass were soon making their approach to the arena, and were also on the target. A fantastic amount of people were swarming towards the centre circle.

The joke was over, much grosse bier followed. On the return to Paderborn by train the following morning a certain member of the team, who shall remain nameless, lost his, and someone else's Passports, which caused some

concern at the time; but this was overcome with the help of the local Polizei at Rhynern, Joyce Riesner and Helmoth, not forgetting the Burgermeister. Transport was provided by Tom, and we were soon back at Bad Lippspringe. 'The General', Alan, John and Danny were soon at 12,000 ft. trying for a four man. The spectacle that followed had to be seen to be believed; four beautiful one man stars with 'The General' doing a wrist kiss pass with himself!

Back to Uncle Toms Cabin, a great night was had by all, 'nissed as pewts' and in bed for 10 p.m.

The events from 0600 the following morning are another story which cannot be related at this moment in time! To all those who have never visited Bad Lippspringe I would like to say: don't waste any time, go now! The setup is tremendous, for experienced and student alike.

Many, many thanks to Captain Tom Oxley, Geordie, Mike, Joe, Ken, and others for making this a week to remember.

Many thanks from the team: Frank Peel, Terry (General) Patton, Alan Dewhurst, John Kilgallon, Peter Cross and Danny Hillas, to Wrose Charity Football Club for their kind invitation, and in the words of the other General Patton: "We shall return".

FRANK PEEL, D.894.

P.S. Over £400 was raised for the Brain Damaged Children of West Yorks.



Night 5 man photo—Ray Cottingham

BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, WEDNESDAY 28th AUGUST, 1974
held at Artillery Mansions, London

PRESENT

L. N. E. St. John—Chairman
M. J. Batchelor
W. J. Meacock
J. L. Thomas
D. Waterman
P. J. Prior

IN ATTENDANCE

Sqn. Ldr. W. Paul—Sec-Gen BPA

APOLOGIES

M. J. O'Brien
G. C. P. Shea-Simonds
J. T. Crocker
R. O'Brien

Item 48

PREVIOUS MINUTES AND MATTERS ARISING

Mr. Batchelor referred to Item 40e, para 2 and requested that the words "financed by the BPA" be added at the end of the paragraph.

Proposed: J. L. Thomas

Seconded: D. Waterman

Minutes of 10th July including the above addition be accepted.
Carried.

MATTERS ARISING

a. **National Coach/Safety Officer.** The meeting agreed that despite the small attendance at the present meeting, it would be unfair on the two applicants for the post of National Coach/Safety Officer to again delay a decision, bearing in mind that it been agreed to discuss the matter at this meeting. The two applications and the recommendations of the Sub-committee were again reviewed and the following proposals put forward:

1. Proposed by W. J. Meacock
Second by D. Waterman

That the post of National Coach/Safety Officer be offered to WO D. Peacock.

2. A proposal by J. L. Thomas that the post be offered to R. Hiatt failed to get a seconder.

On being put to the vote Mr. Meacock's proposal was carried by 4 votes to 1.

b. **Student Rigs/Surplus Canopies.** Mr. Thomas reported that he had been unable to progress trials on re-rigged reserve canopies because he was having difficulty in purchasing the necessary canopies.

The Sec-Gen reported that as a result of letters from Mr. P. J. Prior to the Vice Adjutant General, MOD, a meeting was arranged at which Mr. Prior and himself had put the BPA cases in respect of parachute canopies and the use of Service Airfields by civilian clubs.

Parachute Canopies: The MOD case in support of cutting the rigging lines from canopies before release to the civilian market was that this was done in the interest of safety and to prevent the canopies from being used again for parachuting. It was pointed out that in fact this aim was not being achieved and that such parachute canopies as clubs could acquire on the open market were re-rigged and used very successfully within the sport. It was emphasised that clubs were now experiencing difficulty in obtaining parachutes for training; in fact the situation was becoming critical. It was BPA's case that an agreed number of surplus canopies complete with rigging lines should be made available for purchase by the BPA for controlled distribution within the sport. The BPA would provide such indemnity as the MOD may require to absolve it from all responsibility in any incident involving the use of such ex-MOD canopies. The VAG agreed to provide Mr. Prior with copies of papers outlining the reasons for the present method of disposal of parachute canopies and would be pleased to receive the BPA case in writing. It was agreed that the BPA case could be copied to the Minister of Defence and the Minister for Sport.

Use of Service Airfields: The VAG was sympathetic to the BPA request that civilian clubs should be permitted the use of Service Airfields but emphasised that any request for the use of a specific airfield would have to be considered against the background of prevailing circumstances. It was agreed that BPA should compile a list of airfields which could be submitted to the appropriate Department for consideration.

c. **National Championships — Relative.** The Sec-Gen reported that on instructions from Mr. Crocker Bulletin No. 1 and Entry Forms had been sent out to interested teams and groups quoting a closing date for entry as 2nd September. Letters had been sent to Air Anglia confirming the booking of a DC3 aircraft for the three week-ends 21/22 and 28/29 September and 5/6 October and to Halfpenny Green confirming use of the airfield. Medals had been ordered to reach BPA by not later than 25th September. Council agreed to the suggestion that a trophy to be provided by relative jumpers and named the Endrust Trophy in recognition of the support given by Endrust be used as a National Championships Trophy for the 10-Man Relative Event.

d. **Relative World Cup — South Africa.** Mr. Waterman gave his own personal account of the Relative World Cup Meet but emphasised that the main and essential points would no doubt be covered in the official report to be prepared by Mr. Crocker and Mr. Shea-Simonds.

Item 49

SAFETY AND TRAINING COMMITTEE REPORT

Because of Mr. Crocker's involvement in the Relative World Cup there had not been a meeting of the S&TC. The next meeting was now scheduled for 5th September in Birmingham. The Chairman referred to the outstanding matters of Review of Regulations, Instructions for Use in Power Cable Emergencies and Emergency Procedures Applicable to Electrified Railways and hoped to see some progress on these before the end of the year.

Item 50

ANNUAL GENERAL MEETING

The Sec-Gen informed the meeting that bearing in mind the deficiencies of the venue used for the past two AGMs, he had made enquiries with a view to the possibility of using the facilities of one of the Universities. He had been in contact with the agent acting for the consortium of Universities prepared to hire out their facilities and from the information provided, he had selected Nottingham University. Arrangements were being made for him to visit the University and inspect the facilities. The meeting agreed to the Sec-Gen progressing such arrangements as were necessary and gave its approval to Saturday, 4th January 1975 as the date. It was also agreed that the Raffle be held at the AGM. Mr. Waterman offered to check on contacts for the supply of cameras and electrical equipment and Mr. Thomas kindly offered a prize of a Pair of Para Boots or cash equivalent. The Chairman thanked Mr. Thomas for his kind offer which was much appreciated.

Item 51

BPA TIE

The Sec-Gen presented a sample of the BPA logo which had been prepared by a tie manufacturer. It was agreed that the logo on the tie should not carry the letters BPA and that the Sec-Gen progress an order for ties providing for a choice of basic fabric colours.

Item 52

LIAISON WITH SPORTS COUNCIL PRO

Mr. Waterman reported that he had established contact with the PRO of the Sports Council and in a future meeting would be presenting ideas of how he thought the Sports Council could help the BPA on the PR side. He would report back to the Council in due course.

Item 53

WORLD CHAMPIONSHIPS— HUNGARY

Mr. Meacock gave his own personal account of the 1974 World Championships in which Great Britain was placed 12th out of

31 nations participating. An official report was awaited from Wg. Cdr. Johnson, Mr. Waugh and WO Peacock.

The Sec-Gen reported that grants towards the World Championships had been received from the Sports Council — the total was just over £2,000.

The meeting agreed that Wg. Cdr. Johnson be reimbursed at a rate of 05p per mile for the mileage covered in Germany in arranging the team's visas for Hungary.

The Sec-Gen reported that he had written letters of appreciation to the Chief of Staff BAOR and Captain Oxley at RAPA.

There was general discussion covering venues for pre-championships training, team selection and planning the calendar of competitions and training. It was agreed that these subjects be an agenda item for the Council Meeting to be held in November.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

held at The Post Hotel, Leicester, on Wednesday, 25th September, 1974

PRESENT

G. C. P. Shea-Simonds (*Chairman*)
D. Waterman
M. J. Batchelor
N. J. Forster
K. Mapplebeck
J. T. Crocker
J. L. Thomas
W. J. Meacock
M. J. O'Brien
P. J. Prior
I. B. Wright

IN ATTENDANCE

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

APOLOGIES

L. N. E. St. John; Wg. Cdr. G. F. Turnbull; R. O'Brien

Item 54

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: D. Waterman. Seconded: M. J. Batchelor.

Minutes of 28th August be accepted. Carried.

Matters Arising

a. **National Coach/Safety Officer.** Notification has been received from W/O D. Peacock that he was not now available to accept appointment as the National Coach/Safety Officer. The meeting decided to offer the post to the other applicant, Mr. R. Hiatt.

b. **Student Rigs/Surplus Canopies.** Mr. Prior has written to the VAG, MOD regarding surplus canopies; it had been pointed out that the five year life quoted for service parachutes was in error. It was now understood that the life was 10 years — Mr. Prior would discuss this and the manufacturers recommended life before replying to the VAG.

c. **Use of Service Airfields.** A list was being compiled of airfields notified to the Sec-Gen and this list would be submitted to the MOD for consideration. The Chairman suggested Church Fenton be added to the list — he understood this airfield was shortly to be placed on a 'care and maintenance' basis.

d. **National Championships — Relative.** The planned first week-end of the Relative Championships had to be cancelled because of the non-availability of aircraft. The current situation was that an Islander aircraft from the Parachute Regiment would be available for the weekend 28/29 September which would be devoted to the 4-man events. The DC3 from Air Anglia would be available for the following week-end 5/6 October which would be devoted to the 10-man event.

In reply to the Treasurer's (M. J. Batchelor) question on the matter of budgeting for the Championships, it was reported that the cost of the aircraft was — Islander £50 per hour and subject to confirmation, the DC3 would be the normal rate of £160, positioning charge plus £2 per jump. The unknown quantity would be as always, the abortive sorties caused by weather conditions. The judges would of course use their discretion but it has to be accepted that abortive sorties could occur. The other costs involved would be accommodation and expenses of officials and additional staff necessary on the airfield. It was agreed that the 'Endrust' trophy already approved by Council for the 10-man

event would be purchased by the BPA, augmented by such contributions as were forthcoming from Relative Jumpers who wished to subscribe. Mr. Crocker and Mr. Batchelor would check on costs of suitable trophies. Mr. Prior, on behalf of Bulmers, offered to meet the cost of a trophy to be allocated to the 4-man sequential event — the trophy to be known as the 'Bulmers Strongbow Trophy'. The Chairman, on behalf of the BPA, thanked Mr. Prior for his kind contribution.

e. **Relative World Cup — South Africa.** The Chairman reported that a full article on the Relative World Cup would appear in the next issue of 'Sport Parachutist'.

f. **Safety and Training Committee Report** (listed as Agenda Item No. 3). Mr. Crocker, Chairman S&TC reported:

1. **Regulations.** The revision of the Regulations was completed. It had previously been agreed that the revision should be produced in a format which would permit amendments to be made to the existing Book of Regulations but the amount and wide range of the revision indicated that this may not now be practicable. It was his view that it may be better to reproduce the Regulations, incorporating the revisions, in loose leaf form which would permit easy amendment over the first year and then consider having the Regulation Book reprinted.

2. **Electricity Board.** A variety of maps had been received from the Electricity Board showing power cable routings all over England; these were not the type of maps which could be easily reproduced. A copy of a handout to clubs had been sent to the Electricity Board for their comments before going out to clubs. On the matter of Display Teams, it was agreed that the responsibility should rest with the organiser of the display to ensure that his DZ Controller was in possession of the local Electricity Boards Emergency Telephone Number so that the earliest possible contact can be established in event of an incident involving power cables.

3. **Electrified Railway Lines.** It was agreed that no club was affected by the proximity of electrified railway lines and in the case of Display Teams this would be a matter for the organisers and a point which would become apparent when clearances was sought. In view of this it was agreed that no approach would be made to British Rail.

4. **New Drop Zone.** A new drop zone at Wiggenby had been approved for use by the Lincoln Free Fall Club.

5. **GQ Protector Reserve Parachute.** The Riggers Committee had submitted a report on the GQ Protector to the S&TC. The report contained certain proposals which for the present were being held in abeyance till a reply to a letter sent to the manufacturers had been received. It is understood that a report on the GQ Protector is available at Boscombe Down but as far as is known this report can not be made available to outside organisations. It was the view of the meeting that the BPA as the recognised governing body of sport parachuting should have access to reports concerning equipment used in the sport. It was agreed that attempts would be made to have a sight of any existing reports.

g. **Annual General Meeting.** Arrangements were in hand with Nottingham University and details of the AGM would go out as inserts to the October issue of 'Sport Parachutist'. Mr. Waterman undertook to arrange for a film projector and screen to be available.

h. **BPA Tie.** The order was now with the tie manufacturers and supplies should be available before the end of the year.

j. **Public Relations.** Mr. Waterman reported that he had arranged a meeting with Mr. Regan, PRO Sports Council, for 26th

September and would report the outcome at the next Council Meeting.

k. **World Championships — Hungary.** The Chairman reported that he was in receipt of an excellent article on the World Championships from Dave Waugh. The Sec-Gen reported that he had written to Wg. Cdr. Johnson and paid the expenses he had incurred as Head of Delegation and now awaited his official report on the Championships. No report had been received from the Coach and it was the view of the meeting that one should be sought.

The Sec-Gen gave a summary of the accounts for the Championships. Details of some expenditures were awaited but at this time it was estimated that the cost to BPA would be in the region of £1,900 out of a total budget of around £4,600.

Item 55

FATAL ACCIDENTS—STATISTICS.

Mr. Meacock referred to a recent fatal accident to a Service woman, not a member of the BPA. He pointed out that since BPA could not be represented on the Inquiry into a fatal accident to a member of the Services, such accidents should not appear in the BPA annual statistics. Sgt. Mapplebeck pointed out that the deceased was not attending a RAFSPA Course but was in fact doing a sport parachuting course under the Joint Services Adventurous Training Scheme.

A proposal by Mr. Meacock and seconded by Mr. Thomas that "Fatal Accidents to Service personnel, where BPA was not represented on the Inquiry, should not form part of the BPA Annual Statistics" was carried.

Item 56

BPA OFFICES

The Sec-Gen referred to previous discussions concerning moving the BPA office out of London to around the Leicester/Peterborough area and reported that in consequence of the suggestion that BPA buy a house which could provide office accommodation plus residential accommodation for the Sec-Gen, he had been in contact with some 35 Agents and found only one piece of property which offered the facilities suggested — this cost £15,000, and would still be subject to change of function approval. He reported that he had visited many of the new office developments in Leicester and presented to Council the plans of Kimberley House, a new development on the Leicester Ring road. This was a prestige development offering fully carpeted office space ranging from £1.25 to £1.55 per square foot. He then brought Council up-to-date on the situation with regard to Artillery Mansions — the owners had informed The British Gliding Association from whom BPA rent the present offices, that the rent was to be increased to four times its present amount by March 1975. It was his view that this latest information gave an even greater urgency to the matter of moving the BPA offices out of London. It was also pointed out that from October 1974, the Sport Council would be providing grant aid to the extent of 75% of the cost of renting office space. To accept the increased rent for the present offices which could only be described as dismal, would be a waste of public money when we could move to Leicester and enjoy prestige offices at a fraction of the cost, and still take into account our expansion which has been dictated by the increased participation in the sport. It would be easier to find staff in Leicester.

The Sec-Gen presented plans of Kimberley House and it was agreed that members of Council who could be available should visit Leicester with the Sec-Gen and meet the Agents and representative of the owner on site. The members of Council and the Sec-Gen were given the power to decide on the suitability and if necessary to start negotiations to rent offices in Kimberley House.

The Chairman referred to the effect any move of offices would have on the Sec-Gen's domestic situation, bearing in mind that he would have to sell his present house and find a house in the area of the offices. The meeting unanimously agreed that BPA would help in any way possible and that under no circumstances would the Sec-Gen be 'out of pocket' because of having to settle in a new area.

Item 57

RIGGERS PRODUCTS LIABILITY INSURANCE

The Sec-Gen reported that the Riggers Products Liability Insurance was now effective. Only seven of the listed Approved Riggers had taken up the Insurance and each of these would receive a copy of the policy in due course.

Item 58

DISPLAY TEAM INSURANCE

Mr. N. J. Forster in a letter to Council stated "The BPA Council must seriously consider that all display teams should furnish evidence of their holding a valid insurance policy for Display Team Third Party Liability Insurance. Some teams are 'written in' on the Show Organiser's arena policy, but this practice is considered to be unsatisfactory because mishaps which may occur *outside the arena* are not covered and the public are therefore not protected."

In discussing Mr. Forster's statement, the meeting accepted the validity of his observation that the public were not protected in the instance he quoted but it was pointed out that the BPA had provided the facility for teams to take out insurance under its Display Team Insurance Policy; many teams had taken advantage of this facility and some other teams had made their own arrangements. The matter of adequate insurance was one for the team concerned. The meeting draws the attention of team leaders to Mr. Forster's statement and to the advisability of having adequate insurance. The Editor of 'Sport Parachutist' would bring the matter to the notice of team leaders before the start of the next display season.

Item 59

PARACHUTE RESEARCH AND DEVELOPMENT FUND

Mr. N. J. Forster in a letter to Council stated: "The BPA Council must consider the setting up of a Parachute Development Fund to finance specified developments of desired parachute products. A sum of not less than £1,500 should be earmarked for the following two items:

- Continued development of the IRVIN static-line deployment bag and X-type outer pack.
- The design, prototype manufacture and initial trials of a 'student' main parachute.

Funding can be increased by another £1,000 at a later date to ensure live trials and flight clearance of a new main parachute leading to final design standard and full production. It should

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be the aim of the BPA to have a static-line deployment bag, new outer pack and a new parachute in service by mid-1975, at the latest."

There was a certain amount of support for the principle behind Mr. Forster's suggestion but also a view that it would be wrong for BPA to expend funds for an individual firm to develop its products; rather it should assist clubs to buy the end product. It was felt that the whole matter should be the subject of discussion between manufacturers and Members of Council. Mr. I. B. Wright of Irvin GB, a co-opted member of Council, although not in a position to speak for the Company, gave the meeting the benefit of his informed personal opinions and supported inviting representatives of the Company to a Council Meeting.

The Sec-Gen read a letter from Wg. Cdr. Turnbull in which it was pointed out that Mr. P. Sherman had designed a student parachute based on BPA requirements and this could represent considerable saving for the BPA and clubs.

The meeting agreed to invite Mr. Sherman and representatives of Irvin GB to the next Council Meeting and that they should meet with technical members of Council for initial discussions immediately prior to the meeting i.e. 6.30 p.m. for a Council Meeting at 7.00 p.m.

OTHER BUSINESS

Item 60

FAI JUDGES

The meeting agreed that the following be submitted to the FAI (CIP) for entry in the list of International Judges:

Messrs. Thomasson, Crocker, Shea-Simonds, Waterman, O'Brien (MJ), Peacock, Waugh, Kemley, Mapplebeck, Standing, Meacock, Hiatt, King and Savage.

1975

NATIONAL CHAMPIONSHIPS

The 1975 National Championships (Relative Work) will be held from the **17th to the 26th May**.

The 1975 National Championships (Style and Accuracy) will be held from the **16th to the 25th August**.

Venues will be announced in the near future.

TO ALL CLUBS AND AIRFIELDS

Tenders are invited from any Parachute or Flying Club to host the 1975 British National Parachuting Championships. The championships will be in two parts, from the 17th/26th May, and the 16th/25th August. Requirements are as follows: accommodation for up to 100; toilets, washing and dining facilities; unrestricted air space; and dawn/dark operating ability. For the May event a ten place aircraft is necessary.

All details to the Secretary-General BPA Ltd.

'THE GREAT GULCH REVOLUTION'

Casa Grande Parachute Centre, or 'The Gulch' as it is known, lies some thirty-five miles south of Phoenix, Arizona, in the middle of the desert. In summer the temperature is as high as 118°F when even the rattlesnakes hide away from the blazing sun. This is a wild, inhospitable countryside of savage beauty, where great cacti hold their prickly arms to the scorched brown peaks on the horizon, and sweating miners scrape copper from the ground to adorn the homes of rich city dwellers. This is The Gulch — home of Bob Schaffer, Mike Larson and a number of other dedicated jumpers who are quietly bringing about a total revolution to the sport of skydiving.

My first real view of The Gulch was head down as I exited No. 4 from their Twin Beech in which we had flown from the Elsinore SCR Scrambles. The object of the jump was to get John Bird his first 8-man. I watched him fly a smooth, proficient base, wave off at 3,500 ft., then turn, track, clear, wave and pull. It was his 14th jump. Unusual? Not at all. Talented jumper though John undoubtedly is, he is simply a product of Bob Schaffer's unique and highly exciting student training programme.

How does Bob do it? How does he achieve this amazingly rapid progress with his students? The secret lies in his specially tailored 'harness hold' programme; a system started a year ago in his Oklahoma ex drop zone and since perfected at Casa Grande into what is undoubtedly one of the most progressive in the world.

Bob's jump fleet consists of a Twin Beech and a newly acquired Lockheed Loadstar and it is from these aircraft that all students are despatched. This then, is perhaps the first radical departure from conventional, usually Cessna based, teaching methods. Bob feels that the sooner the potential relative worker student becomes acquainted with the type of aircraft and exit he will normally use, the better. Needless to say, The Gulch is a purist RW drop Zone.

All students are started off along the regular U.S.P.A. training programme under U.S.P.A. instructor Bob Iverson. Thus they fulfill the required five static line jumps—two preliminary, three dummy rips—and if these are well completed their next jump will be a clear and pull.

Thirty percent of students are then proficient enough to proceed to the full harness hold programme — while the others will either proceed to modified harness hold programmes or continue with their U.S.P.A. programme (three 5 secs., three 10 secs., . . . etc.) depending on their ability.

Bob is not a great fan of the static line deployment system but is a supporter of the U.S.P.A. and therefore feels he should toe the line on their student training doctrine. Hence the initial training process.

Jump number 7 is where things start to hot up for our prospective RW jumper. This is a jump from 10,500 ft. as all their future student jumps will be. From the moment they leave the aircraft to the moment their pilot chute emerges they will not be released from Bob Schaffer's grip. They are equipped with altimeters and must look at Bob and nod at set levels of 9,000 ft, 7,000 ft, 5,000 ft etc. In between they must also look at the ground so as to get some idea of ground perception. At 4,500 ft they must look at the ripcord handle, reach for it, grip it, nod and dump. If this is not done Bob will then pull the ripcord for them.

On the next jump a similar procedure is followed only this time simple leg turns are introduced and on the jump after tandem back loops to give the student confidence in his ability to regain stability and to acquaint him with unusual attitudes.

On all these three jumps altimeter work is stressed for height awareness as is proper wave off before dumping. At no time however is the harness hold released. This happens on the next jump — jump 10 — where Bob goes

base and the student is encouraged to pin him. True RW introduction. If they miss, which they usually do, Bob will pin them, throw them away and let them try again, and it is interesting to note that a high proportion of them usually succeed in at least one pinning attempt on this jump.

Jump 11 takes the student out in the base position — 'The most important position in the star'. He must maintain a smooth and firm heading while Bob pins him. Then he is thrown away to have a crack at each of the three methods of docking — from above, from horizontal and from below. Also, sometime on this jump, or on the previous one, the student is introduced to the stable back to earth position and the delta which will later be developed into the full track. He is thus equipped for his next jump — his first 4-man where experience is gained in star flying, fast Beech exits and being in the air with more than one jumper at once.

Subsequent jumps are for assimilating his knowledge and to gain general experience and technique. He is now cleared for free-fall though a wary eye is kept on him by his instructors and fellow jumpers. During this assimilation period he will learn to spot, perfect his track and probably start PC jumping. By 20 jumps he will be as proficient a relative worker as many with over 100. The ground work is behind him and 'the sky's the limit' which with The Gulch's almost 365 jumping day year is just about as true a statement as one can make.

What is also true, is that the things they do with all that blue are just about the most exciting anywhere in the world. They can be summed up in two words 'formation' and 'sequential'. The Gulch probably has more formation RW experience per head than any other DZ in the world and now holds the only annual 10 man sequential and formation meet 'The Chute Out'. To most of The Gulch's R.W's formations and sequences are of greater interest than normal round stars. Naturally, however, opinions vary as to its desirability and on this subject Ron Lugenbill — one of the initiators of the art writes—

'There are some RW types who would like to see an end to ten man stars. That opinion is just as stupid as the people who don't want formations and sequential. It's all relative work! Stars are the point where relative work really got started, they are the only form of ten man competition, and besides, they are a hell of a lot of fun. There was a time when you could win a meet if you could just build ten man stars. Nowadays the reaction time of the judge can decide who the winner is.

Maybe it's time that some larger type of formations should be added to the competition scene. Formations that require grip changes, or flying hooked up with other flyers, or formations that require some members to back in are just a few ideas. There are many dives of this type that have been done, that any good relative workers can learn. Dives such as the ten man Donut-Flake require some far out grip changes. The ten man double diamond dock requires two four man diamonds to fly into a two man to form the formation. Don't be afraid to blow a jump, if you learned something from a jump that fell apart, then you're a better relative worker because of it. Put your imagination to work, build something that has never been done, break new ground, do something that's harder than what you're used to doing.'

This then is the 'Great Gulch Revolution' — a revolution ranging from student training to RW. Initiating from the drive and dedication of a few, it is going on at this very moment and is rapidly catching fire. Its home is currently in the blue Arizona sky, but the sky is a thing we all share, wherever we are...

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SAGA OF A FIRST LINK

After several weeks of soul-searching, head-scratching and nail-biting by the C.C.I. and inner cabinet of the Cosa Nostra at Eagle Sports, it was finally decided to introduce me (who shall remain nameless to protect the innocent) to relative work. So, at last, my persistence had succeeded!! After months of continuous pressure and harrassment—like calling up Alex at 3.00 a.m. and weeping down the phone, I was to try for a link.

There were conditions, of course!! First, my signature was needed on a lengthy legal document saying I would pay for petrol, hangerage and all repairs for our Cessna 172 for a minimum period of 25 years. Secondly, signature on a similar document saying, I would pack all rigs, lick and polish all the instructors boots and be a general Dog's-Body for a period to be specified at a later date. Thirdly, gift of a quart of whisky to C.C.I. to relax him before our jump.

Having signed, in blood, my personal cheque for £179,251.99 plus V. A. T. , I discovered *I was in*.

Since the cheque was cashed our C.C.I. has disappeared under mysterious circumstances—rumours abound that a tall, good-looking (?), ex-RE Captain has been doing 200 jumps a day at Elsinore, but I believe his doctors certificate which says he is suffering from a malignant disease in his Lopo.

Thus, it was left to Pete Liskus—who has only just done his parachute course, with but a few static lines under his belt, to provide the second body for this first attempt.

The big day dawned—everything was ready! or was it?? I checked Liskus and, sneeringly, pointed out his rig was on back-to-front. Looking very crestfallen, he re-adjusted himself while I rolled in helpless hysterics on the ground. My turn to be checked—honest fellers, I

only put it on upside down to see if you'd notice my deliberate mistake. Dubious looks all round and whispers about "Bottle Gone Again". Woe is me—misunderstood as usual.

Kicking and biting, we elegantly board our plane with a ten-second student.

"One run at 3,200 and then one in the ionsphere," I calmly inform Pete our pilot.

Equally calmly he belches whisky fumes over me, farts, then ignores me. Oh well!

At last we're up. First run and 10-second Sarah goes for her 20-second jump (Low Puller, par excellence), all is O.K.—good omen.

Suddenly it's our turn. I'm on the step—nudge in the jaw from Liskus's right fist—off I go in my usual perfect frog: wing strut in one hand, holding jaw with other. I decide to let go of strut, having broken sound barrier after 4 seconds. From my back-to-earth position I see Liskus screaming down, static line flapping like mad. Past he goes—despairingly reaching with both hands for me. He connects: My jump-suit, trousers, long-johns, tights(?), pants and something else disappear. His yell of triumph is drowned by my high-pitched scream of pain. We dump our Mk.8 Clouds and gently touch down at 40mph.

Coyly covering my exposed area with my canopy, I mince over to accept congratulations from all on the DZ. Liskus limps up with my attire in his sweaty grasp and, after instant surgery, I speak several octaves lower again.

Anyway, I've done it at last, and considering I've only done 5700 jumps, that's not bad going!

JOHN H. VENNELL, B.P.A. 10310

CHRISTMAS GREETINGS

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**MINUTES OF THE MEETING OF THE BRITISH PARACHUTE ASSOCIATION
RIGGER'S SUB-COMMITTEE
held at
Halfpenny Green on Saturday, October 5th, 1974**

PRESENT

L. Thomas (*Chairman*)
G. Shone (*Secretary*)
J. Curtis
D. Hogg
I. Robertson
S. Talbot

OBSERVERS

B. Francis, R. Burn, S. Lear.

1. Apologies for Absence

Apologies for absence were received from Mr. E. Vine.

2. Minutes of the last meeting.

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

3. Matters arising from last minutes

Mr. L. Thomas reported that the matter of committee members' expenses had not been raised at the last Council meeting, he suggested that the secretary of the sub-committee write to him and he would have the matter placed on the Agenda of the next Council meeting.

Further to the two recommendations to the S.T.C. agreed at the last meeting, Mr. Shone reported on the reception they received when he attended the S.T.C. meeting. Although there was a considerable amount of discussion the recommendations were not adopted through lack of support.

Mr. Shone reported that he intended to speak to Mr. Shea-Simonds and arrange for the minutes of the Riggers' Sub-Committee to be published in the magazine.

In reply to Mr. I. Robertson request regarding insurance, Mr. Shone had spoken to Mr. Paul, but it was not possible to arrange a sliding scale of premium. It is again agreed that the premium was very low in any case. Mr. Robertson agreed to add his name to those accepting the insurance.

4. Applications for Riggers Ratings

Written applications for rating had been received from Mr. R. Nevins and Mr. B. Card. These were read to the meeting. Mr. G. Shone proposed Mr. R. Nevins for a Chief Riggers rating, this was seconded by Mr. L. Thomas and approved by the committee.

Mr. Card had written to the committee requesting a full rating. Although Mr. G. Shone had no hesitation in recommending him for a basic rating, it was felt that his chief rating should be held pending until Mr. Card returned to U.K. and his work on packs and harnesses be seen and assessed. Mr. D. Hogg seconded the proposal, and a basic rating was agreed.

Mr. L. Thomas proposed Mr. J. R. Nickolls for a basic rating, this was seconded by Mr. G. Shone and approved.

Mr. G. Shone proposed Mr. R. Runacres for a basic rating, this was seconded by Mr. L. Thomas and Mr. I. Robertson and approved.

Mr. L. Thomas stated that each new rating should be informed that this rating would be ratified by means of an examination once a system had been agreed and a syllabus arranged.

Mr. L. Thomas also pointed out that each new rating should be invited to participate in the Insurance scheme.

5. Silk Stitched mains

Mr. S. Talbot felt that it was important to clarify the position regarding silk stitched mains following the recommendation relating to silk stitched reserves. There was no reason to place a finite life on a silk stitched main and consequently no reason why they should not be used. This was unanimously agreed by the committee.

6. Insurance

This was covered in Matters arising.

7. Safety notes for the magazine

Mr. Shone reported that one of the things he was asked by the S. & T.C. was 'when are you going to produce some rigging notes for the magazine?' He felt that it would be unwise to produce notes on how to rig — thus risking the uninformed having a 'go', but instead proposed to produce a 'Black Museum' for each issue — on how not to rig and what to watch out for. He asked members of the committee to let him have details and if possible photographs of any 'horrors' they came across.

Mr. Shone then produced a pack and harness that had been sold to a member of the R.S.A. and brought to him for checking. The pack had been incorrectly fitted to the harness, and the harness had 7 incorrect features in its construction. Mr. Shone pointed out that the harness was potentially lethal, and undertook to investigate who had made it. Mr. Thomas felt that it was important to point out to the person involved that, although they should be severely censured for turning out such kit, as they were obviously interested in rigging a suggestion made that they attend a course, and learn to rig properly.

It was also brought to the sub-committee's attention that a certain supplier could be selling a spreader bar assembly as an incomplete, and therefore, dangerous unit. Mr. Shone agreed to investigate this and if proven to be the case, to write to the company involved pointing out their error.

8. Any other business, as notified

Mr. I. Robertson produced to the committee a list he had prepared which he proposed should become the B.P.A. Provisional Approved Equipment list — with specifications and additions to follow. This was felt by the committee to be a very good start and working point and was unanimously recommended to be referred to the S.T.C. for ratification.

Mr. S. Talbot suggested that a rider be added to Student Assemblies of B4 and B12 packs — these to be modified in an approved manner by Chief Riggers. This was approved by the sub-committee.

Mr. I. Robertson also proposed the following projects for discussion and attention with a view to providing set standards by the committee.

a) Reserve spreader bars.

b) A student pod deployment system. Mr. Thomas pointed out that the student pod system was already being dealt with by the S.T.C. and Council. Irvin's were already working on a system which, when they were happy with it, would sell to the B.P.A. in bulk. It was felt that this was not a matter for the riggers sub-committee.

Mr. D. Hogg pointed out that the problems of student sleeve deployment could be overcome to an extent by using a stronger tie, i.e. 100lb on the final connection.

9. Any Other Business

Mr. S. Talbot produced to the committee one of his C9 sleeves for approval. It was examined by committee members and unanimously approved for inclusion as B.P.A. approved equipment. The only reservation made was by Mr. D. Hogg, who stated that he would like to see all C9 sleeves made slightly longer and the top of the sleeve stitched so that only the centre 1/3 was left open, thus preventing the canopy protruding from the top of the sleeve.

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16. "Skies Call" £6.50
17. "Parachute Manual" £11.28
18. "Sport Parachutist" Binder £1.63

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Items 10— 15 available from British Parachute Association, Artillery Mansions, 75 Victoria Street, London, SW1H 0HW.

Item 16 available from John Partington-Smith, Vanhalla, Wickhurst Road, Sevenoaks Weald, Kent.

Items 17 and 18 available from Sport Para Services, 25 Crookham Road, Fleet, Hants.

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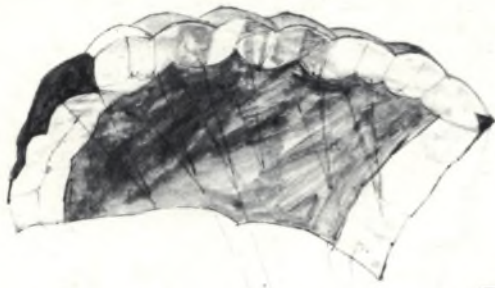
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