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Vol. 12 No. 2
APRIL 1975

EDITORIAL

After two FAI approved World Cup Competitions for Relative Work, the first World Relative Work Championships will be held this year at Wasendorf in West Germany. This country has competed in both World Cup competitions, and has gained valuable experience in international competitive relative work. We have also shown that we're capable of fielding strong relative work teams that are capable of winning medals. The results of the 1975 RW Nationals will produce our teams for the 10 and 4 man events at the World Meet. These teams are, without doubt, potential medal winners providing that a comprehensive training schedule is undertaken. Here is the catch, as this schedule will cost money, part of this will come from the Sports Council, part from the BPA and part from generous donations from British sport parachutists. If you feel strongly about fielding a really competitive British squad for the 1st World Championships of Relative Work, please send whatever you can afford, no matter how small an amount, to the British Team Fund, c/o the British Parachute Association, Kimberley House, 47 Vaughan Way, Leicester, LE1 4SG. All donations will be acknowledged and very gratefully received.

In the meantime,

Blue skies and soft dockings,

CHARLIE.

Editor's Note

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



Cover—Tracy under her 'Pap' photo—Dave Waterman

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THE IRISH PARACHUTE CLUB

The Irish Parachute Club is perhaps best known in Britain for its occasional forays onto the hallowed soil of Yorkshire. These invasions by mad Irish drunkards have struck fear into the hearts of stalwart English jumpers apparently since only a few brave men have crossed the Irish Sea to look us up.

First off it's important to state that the Irish Parachute Club is in full operation. Every jumpable weekend is used to the full. We also would like to point out that visitors are welcome — if they die of a surfeit of hospitality while they're here however, we will not accept responsibility.

The IPC is one of the few weekend clubs in these islands to operate its own aircraft. A BPA mag some time ago discussed the merits and demerits of buying one's own craft. We just didn't have that choice. Either we bought an airplane last year or we were doomed to long months on the ground. So taking our hearts in our hands and our bank managers by the throats we clubbed together, ten of us, and raised £1500 down payment on a Cessna 172 — not just any 172, but that famous old Alfie Vic which set Grindale off to a flying start. It's a lucky airplane — or at least we think so, because it did the same for us. We acquired the red and white jumpship in June last year and in the following six months the club membership doubled and is still accelerating at an enormous rate. Alfie Vic has been re-registered and is now known as the Bag

(E I-BAG). Things are going so well in fact that we are now in the process of trading in the trusty 172 against a 185.

The club has at the moment over a hundred registered members of whom about 40 are hard core jumpers. Last year we almost doubled the number of jumps done the previous year and the indications are that Skydiving 75 is going to be the year of the IPC. We hope to double yet again the record figures.

RW is steadily improving and for the first time in a long time we are in a position to send a team to the World Championships. We're sending a 4-man sequential team.

The IPC was founded in 1956 by a speedy freak called Freddi Bond who did a few hops with the British Army and decided he liked it. So he came home and decided he wanted to do some more leppin' outa airplanes and founded our club. At that time a bunch of dedicated hards gathered round and scrounged airplanes from the aviation set. Most of them were Austers and Beagles, and jumps were rare. But the IPC soldiered on. First jumps that time were three second delays in the banana position!

There's a story told of an American jumper who was doing Europe at that time and happened upon the IPC at a jump session. When the mud splattered Auster trundled up he looked at it aghast, swallowed hard, eplaned and jumped. In his log book the jump was recorded thus: "Jumped from a shitbox in Ireland"!



CCI Mick Flaherty teaching exits

The sport actually developed quite rapidly in those days and the now defunct Irish Skydiving Club was formed. In the early sixties Ireland participated a couple of times in World events and didn't finish last. We even fielded a full women's team on one occasion.

DZs were as varied as the number of sessions and it's the proud boast of the guys who were around at that time that they jumped in practically every county in the country.

Things settled down after a while and a semi-permanent home was found at Weston Airfield just outside Dublin. There the club sojourned for some time.

But in 1973 things were low. The few aircraft that were available meant a lot of travelling — often as far as Farranfore 200 miles away from the capital. It's a lovely area, right beside the Lakes of Killarney in Kerry but it was a hell of a drive. Still, the IPC story has always been the same — Follow the airplane!



Noel Larragy, Captain of the Irish Display Team!
(see page 12)

One devilish night towards the end of '73 a howling gale which raped the country also managed to seriously damage most of the available jumpships. Through one cause or another every possible dropper was out of action and there was gloom and despondency, bickering and nattering. And then came the Great Idea. The Great Idea was simple in concept, (they all are), but most difficult in execution since it involved the one thing parachutists round the globe have least of — pounds and pennies.

Rod Murphy, that well-known airborne entrepreneur, who hails from Ireland and operates from South Africa, (howya doin Rod?) gave encouragement to the Great Idea. HE even said it was a great idea. So after much trepidation and discussion, secret faction meetings and suspicion, weeping and gnashing, grumbling and grouching, and not a little fear the cheques were finally put on the table and the IPC ballgame changed radically, hopefully for all time.



Photographer Ronan Lee brings in his P.C.

There were problems getting the aircraft across to this country. We ran into every snag imaginable. But on the first weekend in June jumping started and has not stopped since save for weather reasons.

We were extremely lucky in getting two pilots who really knew their stuff, were good heads, and great fun. Bernard Browne — "to get to Abbeyshrule you fly to the funny shaped lake and turn left" — and Charlie Hayden — "will youse guys for God's sake tell me when you're going — I keep discovering meself talkin' to meself" — have done a powerful job and without them we'd be lost.

Two other guys who are indispensable are CCI Mick Flaherty who has done an immeasurable amount for both the IPC and parachuting in Ireland, and instructor Noel Larragy who doubles as editor of the club magazine. John Walsh, our other instructor, left us for the Army and is now CCI of An Para Chumann Mileata (that's Gaelic for Army Parachute Club).

Maurice Basher Hayden as aircraft manager and secretary is responsible for all the chores that make running your own aircraft and organising jumps possible. He is also responsible for smashing great holes in the Grindale Manifest Board one late, angry and drunken night. It was buried with full military honours.

The other thing (sorry about that) we acquired from Britain last year was female jumper extraordinary Su Fryer who has graced Bridlington, Netheravon and Thruxton. She's now our social secretary.



Exit from the 'Bag'

There are others who deserved to be mentioned. They are the damndest bunch of hard core students you ever saw — Scutter Smith, Jazzer Coffey, Slither Dowling, Tippler Byrne, the Terrible Twins Pat Muldowney and Eamon Byrne, Castleroy Eggs McElroy, Gallopin Galbraith.

Our snapshotter is Ronan of Lee whose air to air stills and cine work is improving faster than he gets the stuff developed.

The IPC operates from Edenderry Airfield, Co. Offally, an hour's drive from Dublin. During '74 the airfield we used was Headfort Aerodrome, but there were problems with the airfield and we decided to move in January.

So there yez are and here we are and when shall the twain meet? We have wandered over yonder and 'tis time youse ventured hither. On a serious note we would like to point out, there being some degree of misunderstanding about this, we are a hell of a long way from the troubles that have beset part of the island. The only injury any visiting jumper is likely to receive is cirrhosis of the liver!

If yez want any references from some of yer own types why don't yez ask our old friends the Black Knights or the shower from Sunderland who graced Irish skies at an air display last year. Other folks you could ask would be Mike Pemberton from down London way or Joe Gallagher of Land's End repute.

Words by Conor McAnally — Photos by Ronan Lee.

Inquiries to Conor McAnally, Old Quay House, Strand Road Sutton, Co. Dublin, Ireland. Phone 323985.

BINDERS



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I LEARNED ABOUT PARACHUTING FROM THAT

It was a hot sunny day in early August, clear blue skies and a light wind. Just the sort of day you expect on a Monday after a wet, blown out weekend, but no, it's Saturday and I'm off jumping.

Fifty mile drive, two or so fun jumps and a 'Demo', a perfect planned day.

Derrick Orton, our 'Demo' team leader had arranged to use the Halfpenny Green Rapide for a drop into Bromsgrove which was timed for 14.15 hours.

I arrived at the 'Green' in plenty of time for a second breakfast, eggs and bacon, and mug of coffee, served by the ever cheerful Peggy. Got my name on the manifest for the first lift — one fun jump — a three man attempt which only made two.

For the display in the afternoon it had been planned that Steve Talbot and myself would both exit at 5 grand, dump our cutaways, stream them to 3000 ft. let go, then use our mains as normal. My Papillon would out sink Steve's PTCH 8 so we would not foul up each others approach to the cross, good planning; so far so good.

There I was, repacking my Pap., ready to swap into the 'Cutaway'. "Dave, give me a hand to check this reserve please". Someone had laid out a 124 for repacking on the next table. Looked at my watch, nearly an hour and a half to take off — plenty of time. "O.K., leave it, I will pack it after I have finished my own". (Thinks, must be the sun, I don't volunteer to pack other peoples reserves).

Finish the Pap., and the 124, sign the reserve off, then go and look for the 'Cutaway Rig'. Derrick's there, rig to hand, time now to swap main canopies. The rig was quite familiar to me, I had used it several times before with other people's canopies, the last time about 3 weeks ago.

Thirty minutes to take off — Blast, the lugs on the Capewells wouldn't fit! Not to worry — use my PC — it's just as good — just don't hook in too close to the ground.

Twenty minutes to take off — Here we go again, lugs would not fit! "Why didn't they make them all the damn same" I muttered. Should have checked this before, I thought.

Fifteen minutes to take off — Pete Denly offers me his PC, but as he is on the same Demo, it's not too good an idea. Day saved! Gerry Jones appears — "Use mine, it's a sort of MK1 — 26 ft. — watch it close to the ground — well it will fit your rig anyway".

Eight minutes to take off — Gerry's PC in the rig. Hell I'm hot, its not good to rush like this at my age.

Take off time — still getting into my kit. "Harness feels loose, leg straps tight, chest strap up as far as it can go, its still floppy, hell, I've jumped it before, it's O.K. Put your reserve on pull it up real hard, Oh that feels better! Great, free jump, someone else's pack, harness, main chute, and jump suit — it's got to be good, only the reserve is mine!"

Four minutes late for take off — Steve and I check each other out.

Seven minutes late, all aboard and off we go. Sod it, I'm hot — what a rush.

We make good time to Bromsgrove. W.D.I. run O.K. "Use the church spire in the cemetery as the opening point" Derrick shouted. "Watch your . . . s if you pull low" someone replied. "Nice, but I should worry" retorts Derrick looking for all the world like a gold and black tea pot.

Guest jumper Keith May, resplendent in a tartan jump suit was first out at 3500 ft. Climb now to 5000 ft. two out

for a two man, or was it two for two one mans? Next pass Steve and I. I'm out after Steve — dump the 124, dust covers off, grip left riser, blow the capewell then blow the right capewell — great, this is the life. Hey, what's up, it's pulling like hell, look up slight reinflation, right side lines caught on the still held left hand ones, bit of a spin, now, Christ, it's quite fast. Four grand — Steve's way below flashing past every 2 seconds now. Let go at 3100 — "Oh, stable again — nice". Automatically I go to check the rip cord handle — can't move my right arm fully, look down in horror, the shoulder strap has slipped off and is now down at my elbow — look left, straps just off that shoulder! Push hands up, they will both slide back, left strap makes it — right strap, no chance, in fact it's almost below the elbow. Hell, I'm head down and shifting fast! Pull the strap back up with the left hand, pull, pull, now 'back to earth' — 2200 has come and gone — thoughts flash through my mind — missed the Demo, if I use my main in this position, would it pull me back into the harness? I am head down, sort of back to earth, right side down, main handle on my back behind my right arm — could it just shoot me out if it deployed up my legs? Time, the great enemy, was rushing by, a 1000 ft., it's got to be now, hold the harness with your left hand and pull the reserve with your right. Pull!! Oh great — hell, — Oh it's O.K. What had happened in that second was that my beautiful, beautiful unused 26 ft. Lopo shot off like a red and black rocket, then caught in the unprotected Capewell of the cutaway, horseshoed up — tore a chunk out of a D panel and then flew above me.

Landing next, nice to be able to steer — look for some place amongst all those trees, grave stones, church spires. All menacing, and magnetic, trees and spike ringed graves drawing me towards their uninviting surfaces.

Not far from the church was a patch of clear grass — I think I can make it. As I just cleared the trees and turned into wind the last cruel act of the day is performed; now shut off from the wind by the trees I shot forward right to the edge of the trees, landing feet first onto a grave. I lay there whilst a small crowd gather, hoping for sympathy and pound notes — my luck was really out that day, a man, obviously from the official wing of 'Grave Diggers' rushed up to me "You can't come in here, we don't take delivery on Saturday afternoons". Small boys were stealing and cutting up my kit, old ladies bursting with knowledge nodded in unison at my predicament.

Back at the arena after a helping hand from the small boys I feel hot, and am very quiet, I reflect on the 'rules' which I have broken that day, and still been allowed to get away with it.

1. I failed to plan ahead — charging all over the place to find a canopy to fit the 'Cutaway'.
2. I jumped with a harness that did not fit me correctly. (The harness itself was in no way defective).
3. I allowed myself to be rushed.
4. I hung onto a rotating cutaway too long.
5. I did not even think about protecting by cutaway capewells. (I could not have anyway, but others, please note, with a normal chopped mal. the reserve can snag).
6. Lastly, I had left my knife on my other equipment. I jumped again that day, got quite a nice four man.

I learned more in 60 seconds on the 3rd August 1974 than perhaps ever before. I was left with the lesson, a very black and blue right arm which had taken the force of the opening shock and a bill for the repair to the reserve.

'HICK', D1471

AT THE DROP INN



John Norris' spaniel cleared for 5 seconds.

CHIN CUPS ARE A RISK— WARNING

The Department of the Environment recently gave a further warning to motor cyclists that the use of chin cups may increase the risk of the safety helmet being dislodged in the event of an accident.

It strongly advised wearers not to wear chin cups unless there is a second strap which fastens securely under the chin.

A department statement said that extensive safety tests carried out by the Transport and Road Research Laboratory showed that a strap fastened around the point of the chin, whether worn with a chin cup or not, had less margin in reserve to prevent the release of the helmet.

"Chin cups cannot be relied upon to keep a rider's helmet firmly in position. A normal chinstrap, which must be stretched over the point of the chin before a helmet can be dislodged, secures a helmet much more firmly in place", the statement added.

The annual Duck End Dinner was held on 10th January at Silsoe. It was an apt occasion to say, "Good luck", to Peter Sherman, who is now in the Middle East training a Sheikh's Palace Guard how to jump out of aeroplanes.

A fortnight later the Peterborough Parachute Club Dinner was held at Wansford, where a presentation of a silver goblet was made to Freddie and Vicky Bremer. They departed for the U.S.A. on 28th January — we look forward to hearing from them.

Both dinners were thoroughly enjoyable occasions; much credit is due to those who had worked so hard to make them the success they were.

□ □ □



Steve Bourne after his first descent.

Congratulations to two sixteen year old BPA members who recently made their first jumps. Stephen Bourne, made his on his sixteenth birthday on February 19th, dispatched by his dad, Nod, over Swallowcliffe. Michael Newall jumped at Leeds on March 8th, and was sponsored to the tune of £100 to be donated to the Yorkshire Cancer Research Campaign.

SUPERFLY

I THINK I'LL QUIT THIS JUMPING ...



... SELL MY KIT OUTRIGHT
GET SOME MONEY TOGETHER
FOR A CHANGE



.. I COULD BUY A
NEW LAWN MOWER
ALL THOSE WEEKENDS
I COULD REALLY
GET THE
GARDENING
DONE ...

... AND THERE'S ALL THAT
DECORATING I DIDN'T
DO LAST SEASON
.. FREE TIME TO SEE THE
RELATIONS - ... SHOPPING.





Instructor Ted Hartley with his student bride Jane, plus Chris Lyle, jump pilot Andy Lamming, Nick Cullum and Best Man Editor SP! 25 Jan. '75.



And another wedding — Norman Addison weds Sheena Anderson — with Penny Anderson (S/L) and Phil Burry.

CALENDAR OF EVENTS 1975
(Some dates have been amended since the February issue)

14—21 May	Army Championships
24 May—1 June	National Relative Work Championships
14/15 June	Thrupton RW/Accuracy Meet
4-6 and 11-13 July	Scottish National Championships
12-27 July	U.S. National Championships
19/20 July	Hereford Accuracy Meet
2-8 August	Rhine Army Championships
16-25 August	National Style/Accuracy Championships
4-15 September	World Relative Work Championships, Warendorf, West Germany
20/31 September	Duck End Meet
20 September—4 October	European Championships, Portoroz, Yugoslavia.

□ □ □



BPA office staff at Kimberley House, Helen, Bill, Pawan and Dorothy.

I COULD TAKE OUT MY SUBSCRIPTION TO THE LOCAL BALLROOM DANCING CLASSES.



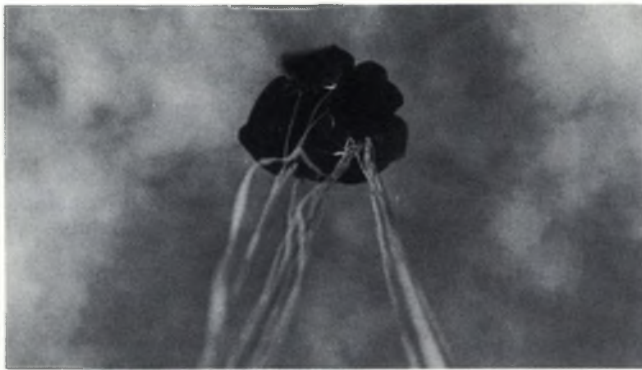
...HI... YEAH SURE... EARLY START NEXT SATURDAY... OKAY ...COURSE I'LL BE THERE !!



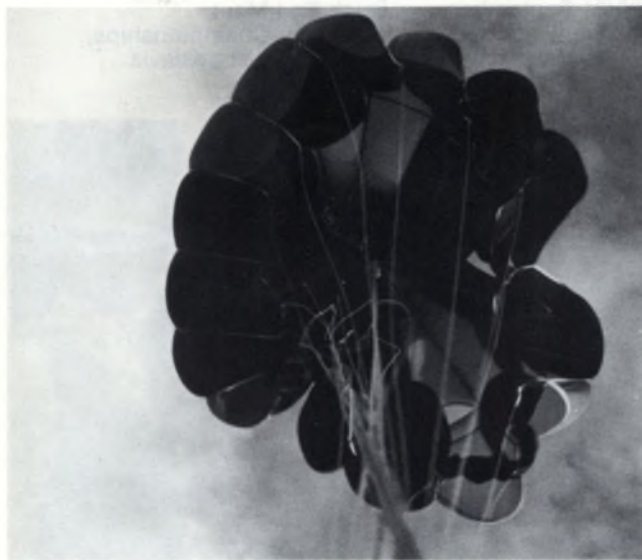
-HUH! WHAT DOES HE THINK I AM... DOMESTICATED OR SOMETHING!



J.P.S.



.....



.....?



.....!
Eddie McBride coolly shoots his malfunctioned PC before cutting it away. Note fouled stabilizer.

□ □ □

Overheard during an Instructors' Course at Thruxton:

Chief Instructor: "What would you do in the event of a student being hung up below the aircraft?"

Potential Instructor: "I'd take the carbine. . .!!"

No, Brian, it's a carabiner!

□ □ □

For those of you contemplating a parachuting holiday in France, the excellent club at Chalon-sur-Saone offer a number of residential courses.

For details write to:

Centre-Ecole de Parachutisme de Saone-et-Loire
 Aerodrome de Chalon-Champforgeuil
 Boite Postal 292
 71107 Chalon-Sur-Saone, France.

□ □ □

All B.P.A. Rated Riggers are required to submit a written application to the Secretary of the Riggers Committee, c/o The British Parachute Association, in order to retain an examination place. Applications must be received by 1st May, 1975. It must be stressed that failure to apply and subsequently sit this examination will result in the individual's rating being automatically rescinded.

□ □ □



On 19th February the Lord Mayor of Leicester welcomed BPA to the city. Here she receives Honorary membership to the BPA from Vice Chairman, Peter Prior.

□ □ □

Overheard at a recent STC Meeting:

Exasperated Chairman, (to non-STC member): "Put your proposal through your Club Chief Instructor."

Non STC Member: "That's no good — he can't understand what I'm talking about!!"

□ □ □

Pat Works, who edits the American Magazine, RW Underground, has just completed his manuscript on a book to be entitled — "The Art of Relative Work". It looks like being the most comprehensive work yet written on the subject, and we eagerly await its publication.

□ □ □



Jon Williams joins his wife Sally and Air-Bourne over Swallowcliffe . . . guess who's heaviest from the line?
photos— Eddie McBride



□ □ □

Overheard during a heated discussion at the CIP meeting in Paris:

American delegate, picking up the telephone receiver: "Operator give me hell— everyone else is!"

□ □ □



"There I was at 10,000 ft. . . !"

Chief Instructor of the RSA Parachute Club, addressing the masses at Thruxton.

□ □ □

A letter from Steve Eversfield claims Britain's youngest 4 Man. With the other three, Bob Colpus, Tony Uragallo and Nigel Hayter, the combined ages were 83. Has anyone else beaten this "Teeny Bopper 4-man"? asks Steve. It probably is the youngest British 4-man, but surely not "Teeny Bopper"?!

□ □ □

Another claim to fame is by Jim and Wendy Sharples, Les Melhuish, Terry Barson and Bill Robbins, who jumped over Shobdon on 31st December, 1974, and landed on 1st January 1975. Rumour has it that Jim didn't jump his Cloud, as ATC required him to fly it with navigation lights! — definitely the first British jump of 1975.

□ □ □



Antonov AN2— possible contender as the BPA aeroplane — this one is at Bergerac, France; plus well known Brit. faces!



Dave Waterman briefing Bill Paul, Secretary-General of BPA, on the details of the ten pictures which won Dave the award of Britain's Sport Photographer of the Year.

□ □ □

Jerry Irwin, well known US Free fall photographer, has contributed some excellent material to 'Sport Parachutist'. We were very sad to learn, therefore, of an accident in which he lost an eye from a firework on Thanksgiving day. We send him our best wishes for a speedy recovery, and hope that he's back in the sky in the near future.

□ □ □



A member of the Irish Display Team at Cork — note latest type of smoke bomb and new reserve with concealed handle!
photo— Geoff Horan

NOTICE

Bill and Dorothy Paul will be on holiday from 14th May — 4th June, 1975. The BPA office will be manned, however, for normal business.

BOOGIE
THRUXTON
june 14,15

4 MAN R.W./ACCURACY.
PLUS NOVICE CHEAPO ACCURACY COMPETITION
J.COTANO 25 Hayburn Road SOUTHAMPTON SO1 9PF

details

HOW WE GOT OUR NAMES IN THE PAPER

or IT'S NOT WHAT YOU KNOW BUT WHO YOU KNOW

It all started in the pub, or maybe an airplane — well both really as there are two parts to this story and the bit about the pub would not have started without the bit about the airplane.

When writing a story, I was always told, "start at the beginning and work through to the end" fine, if you can define the beginning: the beginning started with learning to parachute (but that bit was in a previous issue of this magazine) or you could go back further to the guy I was going out with who's friend wanted to parachute etc., but that is not really relevant or interesting to anyone. So we'll go back to this beautiful airplane, and all give a moments thought and privately eulogize about the Rapide, for that is the aircraft in question.

Anyway I was dispatched from this aircraft by a new (to me) stern looking Army instructor who obtained the status of a fair haired, blue eyed genius when instead of critiquing my 10 sec. stable as a great impression of a whirling dervish (usual style) told me I was turning slightly and needed to relax etc. Anyway, that is how I met George, and having met him started to rig, and finally got our names in the paper.

We were lucky with our first premises, close to home, the White Horse and the airfield — but we soon learnt: too small, my office was damp (I waded in one day when a 'freak' storm blew rain under the door) and it cost us a fortune to heat the air surrounding the building. But it was a start, and George came out of the Army and set up in business. My job, as always, to do the typing. (No need for that snort from Charlie, I can do my best typing when I'm not being inventive — anyway I thought you were an Editor!)

Having got interested in rigging, and decided to learn it, I thought it would be relatively easy — after all I could sew already, half the battle I thought. How wrong can you be — apart from anything else it was ages before I was allowed near a machine — just "unpick this would you". The first B4 pack I stripped was fun/interesting — the 2 millionth (so it seemed) a drag. At last, after numerous forelock touching, crawling, cringing, making coffee, be nice to the boss, days I was allowed on a machine.

This is a good point to stop and consider the "MACHINE". To me, until this point in time a sewing machine was a sewing machine was a sewing machine. Suddenly I met a machine head (!) or rather several machine heads. Anyone visiting our loft for the first time may get the impression that George harbours a secret desire to be a sewing machine collector — let me put you in the picture — he does. However, they all have a specific purpose in their lives. This one to put on lines, this one has two needles, this one four, this one for pack work, and this one for canopy and the monster for harnesses — and so on and so on. They all have personalities, have to be nurtured with oil, and at times I believe they have souls — and when that thread breaks for the nth time, that they have sold out to the devil. George maintains that I have extended his knowledge of the English language since I have been allowed to use one of these precious beings.

For a start — they don't start, or more to the point, stoppppppppp like a normal machine. My own beautiful domestic machine obeys my every whim — when I press the pedal it starts, when I lift my foot it stops. The 'MACHINE' when switched on and pedal depressed seems to tense its muscles and gather its forces, suddenly it takes

off; in absolute terror one lifts one's foot off the pedal to stop it; on it roars, on past the patch and up the panel. At last the technique of heel toe is mastered and the joy at being able stop the machine when and where you want is something else.

I'm enjoying learning to rig — I'm probably having it harder than most — it's a bit like being taught to drive by your husband: — and there is a lot more to it than I first thought. It always looks easy when you watch someone who knows what they are doing. I've learnt enough though to be horrified by the lack of basic knowledge of most jumpers — and the real 'horrors' this can lead to.



The Author at Thrupton.

Back to the beginning, or the second part, or the pub. The White Horse at Thrupton is our local, and those of you who have not visited Thrupton to jump, or who have and have failed to find the White Horse are missing one hell of a lot. Apart from anything else, like good atmosphere and understanding host (and fellas you want to meet Jilly our hostess) they serve a 'help yourself salad'. It really is help yourself, there it is laid out on a bar just waiting to be eaten, and as much as you like to cram on a plate for 70p. Bill (our host) is either mad, or just does not know jumpers! I'd advise anyone coming this way to try it, before he learns the hard way and it disappears.

Anyway, it was in the White Horse that we met our local reporter. Incidentally the wife of our local racing driver, and one drunken (or many drunken) evening she said she thought it would be interesting to do an article on our loft, being an unusual business and all that.

We thought it was jolly good — we are moving to new larger premises as a result — so no knocking the power of the press — and that's 'How we got our name in the papers'!

SUSAN LEAR, B1468

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PSYCHO

Back in 1966 a British psychologist, Dr. L. R. C. Haward, turned his analytical eye on sport parachutists. Among his findings — reported in 'Sport Parachutist' Vol. 3, No. 3 — were the beliefs that parachutists were more "extroverted", social and outgoing than non-jumpers and that servicemen in the sport were twice as good as civilians at resisting stress. His second conclusion is one which some of us who have had a foot in both camps may doubt.

Now the headshrinkers have put us into their nutcracker again. Bruce C. Ogilvie is a professor of psychology and co-ordinator of the Institute for the Study of Athletic Motivation at California State University and a consultant to the last three Olympic teams. After years of earnest study of 250 risk takers in parachuting and motor racing — plus a few footballers to give him an angle on an apparently less dangerous sport — he has reached four conclusions which Big Jake could have explained in ten minutes, provided the Prof. bought the drinks.

1. We are not crazy.
2. We don't have a death wish.
3. We are individualists.
4. We get bored when we're not parachuting: that's the way we get our kicks.



The way Ogilvie puts it is this: "Many of the athletes engaged in high-risk sports are stimulus addicts, people with a unique need for the special excitement found at the outer limits of physical and emotional endurance . . . For these people risk is exhilarating, stimulating and sensual."

Ogilvie's findings are reported in a recent issue of 'Psychology Today', the American headshrinkers' trade mag. It's worth quoting his introduction if only to help us comprehend the puzzlement, not to say the prejudice, which respectable people who wear clean underwear seem to have about our essentially life-enhancing sport.

"Previous studies of risk takers," he says, "assume that 'emotionally healthy' individuals prefer security and safety. Those athletes who know the risks and choose to face them, therefore, must suffer from one or more mental pathologies such as:

- Counterphobic reactions in which the individual repeatedly exposes himself to conditions or situations that at an unconscious level, provoke the greatest psychological or physical fears.
- Fear displacement, in which sports participation substitutes for an object or situation threatening the athlete.
- Supermasculinity, where overt behaviour is the opposite of disguised, unconscious feelings of inadequacy.
- An unconscious death wish. This explanation, which is the one most frequently offered, presents risk taking as an attempt to gain temporary relief from a constantly nagging unconscious impulse to die".

Ogilvie throws a sprat of consolation to respectable opinion by suggesting that all these explanations are true some of the time, but adds that none is true enough of the time to paint an accurate picture of risk sportsmen and women. In essence, he admits, the problem is that outsiders including psychologists are not parachutists so they have to *imagine* they are under a canopy. This experience, seemingly, forces the poor, suffering souls to "conjure up a wide range of negative images". In other words, they get bottle trouble without ever actually putting a rig on their backs. And if that isn't kinky I don't know what is.

Ogilvie continues: "Other, more positive interpretations conclude that by taking risks, individuals impose on themselves the stresses that allow temporary escape from an over-protective society. Even these assessments tend to view risk-taking athletes as thrill-seekers, frivolous by nature, who should find more worthy goals on which to risk their lives and bodies."

Now that is interesting. If like me, you're a slowly progressing freefall student — I'm sweating on a GP by around 1980 and meanwhile have become the most celebrated uncontrolled backloop artist south of the Thames — just consider: how long is it since you met a frivolous jump master? The image is really pretty gripping, a new dimension on the sport. Imagine the man putting you out with the advice, "Well, go now if you really feel like it. But it might be better to go a bit deeper and increase your chances of missing the DZ altogether. It'll make your first freefall that much more interesting . . . Oh, by the way, your pack-opening bands are crossed . . . Ooops! Sorry! . . . Well, never mind. He didn't have much future in

...For these people, risk is exciting, stimulating and sensual.....



the sport anyway." If you see what I mean. Or maybe 'Sport Parachutists' should carry an ad. saying: 'Really frivolous, jokey devil-may-care instructor required to dispose of students...'

To do Ogilvie justice, he does us all a service in acting as devil's advocate. They will never understand us but maybe we should try to understand them, if only to help our own public image. Ogilvie does try hard to work out what makes us tick.

...Parachutists make crummy husbands by suburban standards...



"We collected psychological inventories on a group of athletes of national or world calibre. The purpose was to find out more about the personalities of those who mix fear and excitement to place themselves on the razor's edge... The sports represented spanned a spectrum from placid to perilous... Of the five professional sports car drivers we studied in 1968, five have since died in racing accidents. Five others retired due to incapacitating injuries. Sixty per cent of the All-Pro football players studied were no longer active five years later, many having retired due to injuries.

"Nationally, parachuting deaths (in the US) ranged from 23 to 46 in each of the last six years. Such risk taking sports produce stress. Athletes studied were those who sought this stress through the years of preparation, training and competition required to become among the best in their sports.

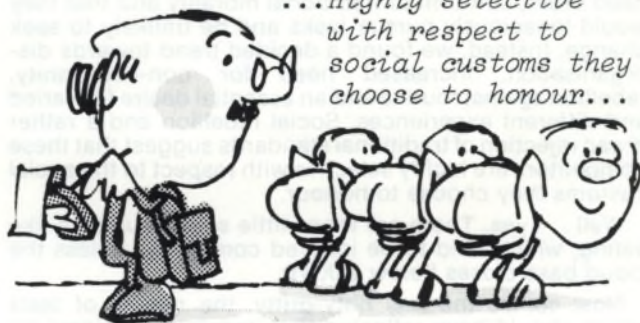
"At this uppermost competitive level men and women share an almost identical personality structure, and we may confidently speak of the *human* tendency to seek risk. The need to prove one's manhood does not explain the risk taking."

The last point should at least offer some comfort — if any is needed — to parachuting's delectably normal birds on whom uncomprehending laymen sometimes try to hang a 'butch' image. (We're still, I think, paying for all that wartime propoganda about the Red Beret).

The next thing Ogilvie discovered was that "risk takers consistently excel in tests of abstract reasoning, where they are found to fall in the upper 15 per cent of the population." (I'll buy that. Remember 'Big Jake at the Championships'? As his accuracy meet sinks into chaos, a large number of jumpers are rolling around in the pit under several canopies until "rescued and rescuers alike are staring in wonderment at the remaining canopies in the heap. It is unmistakably evident to those who have an eye and ear for such things that someone is on the hump right there in the middle where the disc should be." There's abstract reasoning for you!)

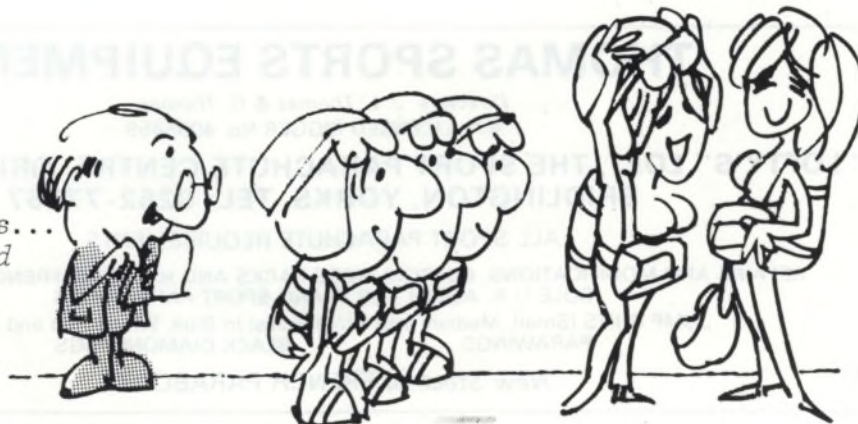
Ogilvie continues: "Based on several measurements designed to reveal a person's desire for success and recognition, these stress-seeking individuals truly separate themselves from the average person. Their scores always placed them in the upper quarter of the population and on some measures in the upper five per cent." (Well, we knew we were an elite minority). "This desire to be on top combines with an inclination to be apart. These athletes are extremely autonomous people who definitely march to their own beat, and have slight regard for the advice or counsel of others. Female race-car drivers are the most independent athletes; professional football players are the least autonomous.

...Highly selective with respect to social customs they choose to honour...



"Risk takers share a great will to dominate... They make their own decisions and brook no interference from others. A skydiver, for instance, describes herself as, 'Always very stubborn as far as getting my own way about things. I was always very domineering or bossy...'

Like most humans... risk takers need stimulation and excitement...



That's one way of looking at it. But which is the chicken and which the egg in a sport whose basic rule is self-reliance? The most telling sermon I had — and the shortest — was during a basic course at Thrupton in 1973. "A parachutist," said Tim Morgan, "is a man who makes instant decisions."

What else did the professor discover? "Risk takers are loners . . . The sole exception to this profile of a reserved personality is the pro-football player, who is significantly more warm-hearted and outgoing than other risk-takers, perhaps an occupational necessity for a team player.

"This emotional detachment also manifests itself as a reluctance to offer emotional support or counsel to others. Social workers they are not. Their favoured relationships are transitory in nature, requiring only a superficial commitment; they neither seek nor encourage deep emotional ties with others. A typical self-description is that of one female sky-diver: 'I try not to let people get really, really close to me . . . The people I really trust and feel like they are friends of mine are very few.'"

It's true, I suppose, that parachutists make crummy husbands by suburban standards. True also that we learn to stand on our own feet even when our feet occasionally land off the DZ. But emotionally detached? I'm told that until you've done some relly work you don't know what an amazing thing human communication is. (One day . . .) But then, psychologists — even those who are Olympic consultants — don't do relly work. They have to rely on what we say about ourselves, which isn't always wise.

Next, Ogilvie examines our ability to conform. "Past research," he says, "suggested these risk-seekers would need order, conform to traditional morality and that they would tenaciously pursue tasks and be unlikely to seek change. Instead, we found a decided trend towards dis-organisation, increased need for non-conformity, rebellion against routine and an essential desire for varied and different experiences. Social rebellion and a rather broad rejection of traditional standards suggest that these competitors are highly selective with respect to the social customs they choose to honour."

Well . . . yes. There are those little social customs like eating, which tend to be ignored completely unless the cloud base closes below 2,000 ft.

Now comes the real nitty-gritty, the results of tests which should have reflected that 'mental pathology' bit about the death wish, supermasculinity, fear displacement, etc., etc. Far from discovering that we are emotional zombies, the tests indicated that we are "people with a very low level of anxiety, a strong sense of reality and a high degree of emotional control . . . adaptable, resourceful and energetic . . . willing to take the consequences of their own behaviour.

"Neither emotional instability nor neuroticism increase as the risk associated with a particular sport increases. On the contrary, there is a decided trend toward greater emotional stability in race drivers and parachutists, where the risk is most clearly present. These competitors rank at the highest level in abstract ability, creativity, independence and leadership potential, while scoring extremely low in measures of anxiety.

There is similarly, no support for the view of risk taking as a flight from unconscious fear or threat. Risk taking athletes seem quite aware of what they face. In an interview shortly before the crash that took his life, race-driver Ken Miles talked about the dangers of his trade:

"You're extremely conscious of accidents. You see your friends killed. You see the mistakes they make and you try to protect yourself against those mistakes . . . Nobody is absolutely perfect, and every so many hundreds of hours you're going to make a mistake which you can't recover from.

"If you can't alleviate the effects of the accident, you may get hurt but this is part of the game. You're bound to have one every so often — you can't help it. I didn't get all this grey hair for nothing in 47 years without being very careful. It's easy to die young if you want to. I have no ambition to die young'.

"Every driver and parachutist willingly and openly discussed the risks of their sports, often just before competing.

"Certainly there are athletes whose basic motives could be labelled 'counterphobic', 'unconscious death wish' or some other unhealthy form of sublimation or compensation.

"As a group, however, risk-taking athletes have a definitely positive personality . . . They are simply 'stimulus addictive'. That is, they have a periodic need for extending themselves to the absolute physical, emotional and intellectual limits in order to escape from the tensionless state associated with everyday living.

"Like most humans, risk takers need stimulation and excitement. For them there is a special form of psychic ecstasy found by living on the brink of danger.

"Perhaps risk taking will remain forever incomprehensible to the passive on-looker. Asked his motive for climbing Mount Everest, Edmund Hillary replied: 'If you have to ask the question, you will never understand why'. A parachutist explained to me: 'The adrenalin really runs. It's not because I'm scared. It's because I dig it.'"

TONY GERAGHTY

Illustrations by J.P.S.

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Dear Charles,

I have just noted with interest David Rowell's letter in the December 1974 issue of your journal regarding ram-air canopies. I might be able to offer some opinions that he and other jumpers might find useful.

The first pertains to the "terminal reefing strap", that little length of webbing near the bottom of the deployment bag. Mr. Rowell questioned whether it should be used for sub-terminal jumps and whether it is really necessary for terminal jumps. I have been personally assured by the manufacturer that terminal jumps without using the strap will result in very "positive" opening shock; I would not recommend taking a chance to see exactly how positive it would be.

As for using the strap for hop-and-pops, I have found it makes no real difference. Although I had several "bag lock" malfunctions when I first jumped my Cloud several years ago, I found that a 3-5 second delay will result in nice, consistent openings with the strap hooked up. Thus, I now use the strap for every jump, regardless of the planned delay, but I always delay at least three seconds.

You might also like to know that I pack exactly as specified in the owner's manual. The canopy opens nicely every time, although occasionally the lines will twist — no sweat. I use twin MA-1s; some people say a Grabber results in a harder opening shock (although wind tunnel tests have shown a Grabber has as much drag as two MA-1s).

Best wishes.

Sincerely,

MIKE TRUFFER

Solihull,
Warwickshire.

Dear Charles,

I enclose a photograph of a rig which malfunctioned on me, which photograph you might like to publish in the magazine.



What happened was that the ripcord housing was secured to the capwell lug by a piece of 50 pound break tie and this had been left with long trailing ends and one of these caught in the strands of the rip cord, creating effectively a 50 pound pull, plus of course the friction on the pins themselves. You can imagine that it caused me an anxious moment or two, using both hands eventually to get the pins out.

Needless to say, it was not my rig but reflected on me for not checking it properly to start with!

Kind regards,

Yours sincerely,

PAT HOWELL

ANOTHER FRONT LAWN JOB

Dear Charlie,

I was wondering if you would be interested in the enclosed photo for the magazine. For those persons unfortunate enough to be outside the midlands, Ansells is a brewery whose advertising slogan is "Join the Ansells Bittermen", hence the above name invented by their advertising boys.

The demo concerned was an unpaid one simply for our own amusement onto the front lawn of The Newton Park Hotel which is but 150 yards from my home. It was the last day of August and we decided to make it 19.30 hrs. by which time our flying activities are supposed to cease at Ashbourne simply to keep the natives happy. We were using a Rheims Rocket at the time and finally took off in virtually nil wind conditions with Dick Sutton to be out on the first pass with Dave Hickling and Pete Denley going base for me (taking great care to alter the spot should the "Hick and Sooty" come unstuck). After throwing the streamer my mind flashed back to the BBC front lawn job, because, although there was bugger all (I do love that word) on the ground, the streamer went a good ¾ mile. Because I had been too pre-occupied with the streamer runs, what I hadn't noticed was that the smoke from a power station a mile away was going 180 degrees to my run-ins. Hick had noticed. Pete told me later that Hick was chuntering to him saying 'Christ, he's doing down wind run-ins'. On the final approach for their pass came the immortal words of a true jumper 'I don't like it, I don't like it at all. I'LL GO, but I don't like it'.



The jump was very successful all round with everyone around the cross, quite a large crowd had gathered who were consuming vast quantities of liquor, but that didn't prompt the hotel manager out to congratulate us let alone even buy us a pint.

DERRICK ORTON, D781

THE BLACK KNIGHTS IN SINGAPORE

I am, for once able to relate a story of parachuting without it being clouded (excuse the pun!) by unserviceable aircraft/pilots and bad weather. The story which I am about to tell, occurred on an exercise in Malaya and Singapore which 7th Parachute Regiment, Royal Horse Artillery, ran from the 4th November to the 13th December 1974. During this six week period of intensive jungle training, one week was set aside for each Battery to send its soldiers away on what ever adventure training appealed to them. Naturally enough the Black Knights seized this opportunity, and agreed to run a free fall course for the regiment. It was decided to run two basic and two continuation courses; a basic and a continuation course running concurrently. It was hoped that should a basic student progress quickly enough he would be able to join the continuation course.

During the planning phase we were faced with all the normal problems associated with parachuting, which were made more difficult by the thousands of miles between the United Kingdom and Singapore. One, where were we going to parachute? Two, what aircraft could we use? and three, where was all the student equipment coming from? The Joint Services Sport Parachute Association Singapore (JSSPA) had experienced great difficulty in preceding months obtaining permission to use Kluang airfield on the mainland of Malaysia, which had been the only suitable airfield offered to them. Unfortunately the travelling time to Kluang precluded us from using it. Here we were greatly indebted to Lieutenant Colonel David Ward for his help in obtaining clearance to use the Singapore Armed Forces (SAF) Air Base at Sembawang actually on Singapore Island, a matter of ten minutes drive from our accommodation. Aircraft then became our next problem to solve. Fortunately the RAF were extremely kind to us. They waived all the rules about using RAF equipment etc., etc. and gave us special dispensation to use the Wessex helicopters of 103 (Black Swan) squadron stationed in Singapore. That solved the problem of the continuation students but left the problem of a plane for the basic students. Lieutenant Colonel David Ward came to our rescue again and negotiated the hire of a Cessna 172 from the Singapore Flying Club. The final problem of student equipment was solved by JSSPA Singapore who couldn't do enough for us. Our thanks go to Captain Dick Sampson from the 1st Battalion, Royal New Zealand Infantry Regiment and Corporal Ian Gray of the 1st Battalion, The Gordon Highlanders. Their enthusiasm was unbounded and the courses would not have been successful without their help.

All problems solved the first course of thirteen students assembled on Sunday, 24th November to start their ground training. On Monday we were all waiting at the airfield with bated breath for the aircraft to arrive. Dead on the dot of 7.15 a.m. the Cessna came into land from Seleta and the Wessex "choppered" its way onto the airfield. The weather was of the sort one dreams about for parachuting, little or no wind, clear blue cloudless skies and the sun strong enough to produce a superb sun tan. Every day was the same, it really was a joy to know that on waking up in the morning you knew you were going to parachute without even looking out of the window.

Naturally enough we did not have exclusive use of the Airfield and our parachuting time was restricted to 7.30 a.m. to 9.30 a.m. and 11.45 a.m. to 12.45 p.m. The rest of the day was used by the SAF to instruct its trainee pilots to fly Cessna 172s. We therefore had to make full use of the time allotted to us. This meant that the Wessex and the



Wessex exits.



Cessna had to be in the air at the same time, which posed a problem of control. The SAF Air Traffic Controllers were the obvious choice as a control but unfortunately due to the roof of the control tower obstructing their vision they were unable to see the aircraft! Control was then passed to the pilot of the Wessex, who talking direct to the Cessna pilot worked out and co-ordinated the dropping between them. Priority was always given to the Cessna with the basic students. The Wessex with its greater flexibility and climbing rate fitted in its passes when the Cessna was either climbing or had landed. This system worked extremely well and lasted to the end of the courses.

The first course came to an end on the Saturday with eighty-seven jumps being completed from the Cessna and one hundred and thirty one from the Wessex. Five students progressed sufficiently well to be moved over onto the Wessex. The only notable incident was when our medical orderly, Lance-Corporal Paul Fluke landed in a monsoon drain and broke a leg. It is rumoured that his cries of "Medic" went unheeded!

The second course of fifteen students assembled on Sunday, 1st December, full of enthusiasm from the reports they had received from the first course. The first days jumping on the Monday saw us being joined by the SAF Commando Battalion who were doing military static-line jumps from Skyvans at 1500 feet. However the control system we had perfected in the previous week was able to absorb this new problem quite easily and the Wessex, Cessna and Skyvans co-existed very happily. Obviously it did mean that we were not able to do so many jumps in our allotted time space but our Cessna pilots David and Martin had cut their lifts down to a fine art. They eventually achieved four lifts an hour, which meant eight students dispatched, each on a separate pass. We had to replace the instructor's stomach once or twice, but well done

David and Martin we are very grateful to you. We were able to extend the course by one day and the final jump total was one hundred and thirty one from the Cessna, one hundred and ninety eight from the Wessex. Seven students progressed from the Cessna to the Wessex.

This should have been the end of our story, but fate was on our side as our flights back to the United Kingdom had been postponed for a few days. Our enthusiastic Wessex pilots agreed to fly us for another two days and we managed to squeeze in another sixty five jumps. The equipment was then hurriedly packed into its containers after the last days jumping and dispatched to the United Kingdom the next day.

The total number of basic students on the course was twenty-eight and of these twelve graduated to the Wessex. The total number of Wessex jumps achieved was four hundred and fourteen all of which incidentally did not cost us a penny! This is the reason why so many graduated from the Cessna to the Wessex! Total number of Cessna jumps was two hundred and eighteen. It can be seen from these figures that we had an extremely successful two weeks parachuting. Our courses and the displays we did (which is another story!) did much we feel to bring to the notice of Armed Forces stationed in Singapore and the civilian population the joys and thrill of free fall parachuting. We hope we have inspired some of them to take up the sport.

Lastly this article would not be complete without recording our thanks to Sergeant Len Melville of our regiment. As CCI he worked the hardest of us all to ensure that the visit of the Black Knights to Singapore was a resounding success.

DAVID ARTHUR, 7RHA

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THE SHOBDON ACCURACY MEET

The reason that nobody has ever written an article for 'Sport Parachutist' about the blood, toil, tears and sweat involved in organising an accuracy meet becomes obvious once one sets about the task.

The explanation is simply that if the complexity of the job were known there would never be another accuracy competition held!

However the full facts can now be revealed by the Shobdon S**tkickers (well, have you ever landed on a DZ previously occupied by constipated cattle).

Our competition due to take place on July 19th and 20th (get your entry form now, folks) was the product of a minor brainstorm suffered by Les Melhuish after the last Charles Wells meet, where his unusual accuracy style attracted considerable interest.

After that event he decided that he could do even better playing on his home ground so there was nothing for it but for Shobdon to have its own accuracy meet. Having secured the approval of the local mafia — the club committee — Les decided that the only way to make sure the event attracted lots of entries was for the prizes to be one of the two things that parachutists would go a long way for — enough willing women couldn't be found so cash prizes were decided on as the only suitable alternative.

A collection among the members failed to provide a

reasonable prize fund. Well there wasn't going to be any cut-throat competition for a prize of 22½p and stick of chewing gum with the sugar sucked off, was there?

A survey of local industry produced the same results with everybody from office boys up to managing directors muttering about financial crises and economic situations. Finally Frank Mulvey, Shobdon's former static line king and now the proud owner of the sickliest coloured Sky-driver in the country, had a quiet natter with his boss and came up with a sponsor — Country Range Food Products — to provide the £250 prize money.

After that things got a lot easier. The only problems remaining were comparatively simple things like providing publicity and advertising photographs with a box brownie, getting hold of a marquee cheaply or even better for free and calculating how many millions of beans, hundreds of rashers of bacon, loaves of bread, sausages, etc. would be needed by an unknown number of permanently starving parachutists.

But please don't let us put you off. If you want to organise an accuracy meet, go ahead. It's a lot of fun when it happens.

P.S. Entry forms for the Shobdon accuracy meet are available from Les Melhuish at Shobdon Airfield, Shobdon, near Kingsland, Herefordshire.

BUZZ'S CANADIAN COLUMN

Inflation has finally reached CSPA. At the Board of Director's meeting, held in Ottawa, at the end of November, the decision was taken to increase the regular yearly membership fees to \$25 (approximately £10), while the quarter year membership available to students trained at commercial centres will increase to \$7.50. The current fiscal year will result in a deficit of some \$12,000, on a gross income of some \$110,000 (coming from memberships, government grants, merchandise sales donations and course fees). We anticipate a 15% increase in costs and this is the reason for the 35% increase in the cost of one years membership.

As mentioned in a previous column, 'Canadian Parachutist' now has nine issues per year. The cost of one issue (approximately 3500 copies) averages \$900 (including postage etc.), and for that cost we are only able to provide twelve or sixteen pages on plain white paper. I am intrigued as to how the BPA can produce 'Sport Parachutist' as a glossy multi page affair, and not charge exorbitant membership fees. Perhaps C. S-S could shed some light on the subject. I always look forward to receiving my copy every two months, even if some of the content is slightly risqué at times (excluding this column of course).

The 1975 National Championships will be held at the Abbotsford Sport Parachute Centre in Abbotsford, British Columbia from July 26 to August 3. The team for the 1975 World Meet will be chosen at these Championships, as being the winning four man and ten man teams in the respective event. The aircraft to be used will be a DC3 and a Dove in the ten man event and Cessna 206's in the four man event, which is about as close as we can come to simulating exits from a helicopter. The ease of exiting a large door is often nullified by the fact that a person's whole approach and airwork must be changed radically to account for the fact that he is so much closer to the base than when exiting a small door aircraft.

The initial information sheet distributed by the West German Aero Club indicates that any contestant in the ten man event may not also jump in the four man event and vice versa. This ruling is in complete contravention to the official FAI rules, and is a definite setback to those countries whose resources will allow only a small delegation, with the consequent participation in both events of certain of the team. As such CSPA will register a strong protest against this ruling at the FAI meeting in Paris. I hope that the BPA will do likewise. By the time you read this the meeting will be over, and any decision that is to be taken will be well known.

BUZZ.

WANTED Chief Instructor for established club

Contact: Geoff Webster,
Brake Lane, West Hagley, Stourbridge, Worcs.

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

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

held at The Post House Hotel, Leicester, on Wednesday, 11th December, 1974

PRESENT

L. N. E. St. John (*Chairman*)
R. S. Acraman
J. L. Thomas
W. J. Meacock
D. Waterman
G. C. P. Shea-Simonds
M. J. O'Brien
M. J. Batchelor
N. J. Forster
P. J. Prior (*Co-opted Member*)
I. B. Wright (*Co-opted Member*)

IN ATTENDANCE

Sqn. Ldr. W. Paul (*Secretary-General BPA*)
D. I. Waugh
T. Crawley
and eight other BPA members—observing.

APOLOGIES

J. T. Crocker
R. O'Brien

Item 68

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: C. Shea-Simonds. Seconded: D. Waterman. Minutes of 30th October be accepted. Carried.

Matters Arising

a. **Apologies for Absence.** Mr. J. L. Thomas had been omitted from Apologies for absence.

b. **Peak District Parachute Club.** Information was now awaited concerning the club's appeal against the Abatement of Nuisance Notice—the appeal was expected to be heard in February 1975.

c. **Student Canopies.** Mr. Meacock reported that he had written to parachute manufacturers abroad and so far had received quotations from Para Gear, Strong Enterprises, Omnipol and Para Inc. The best quote for C9 (Mod LL) was from Para Gear at \$74.95 (approx. £32) plus carriage/insurance per canopy on orders of a minimum of 20 canopies (total cost per canopy including carriage/insurance—approx. £40). It would be possible to purchase canopies unmodified, in which case the total cost per canopy would be approx. £33. It was agreed that canopies should be bought in unmodified and sold to clubs at a price which would cover BPA's handling costs—clubs would be responsible for modifications. The Sec-Gen suggested an approach to the Sports Council for grant aid towards the cost and there was agreement that should such aid be forthcoming, the benefit would be passed on to clubs purchasing the canopies.

The Sec-Gen reported that a questionnaire had been sent to all clubs and from the 14 replies received the requirement for student canopies was 35. It was emphasised that if the BPA imports the canopies with exemption from duty, clubs would not be permitted to re-sell any canopies purchased under the arrangement.

It was proposed by C. Shea-Simonds and seconded by M. J. O'Brien that:

"BPA purchase 100 unmodified C9 canopies for controlled resale to clubs"

Carried by: 7 in favour—Nil against with one abstention.

Mr. Thomas offered to handle any importation paperwork necessary.

d. **Deployment Bag.** Mr. Meacock reported that Irvin GB had produced a light weight bag which was now ready for collection by himself. It was pointed out that it was impossible to put a firm cost on the bag—this would only be possible when the final design was agreed. Mr. Thomas was of the opinion that the £12 to £15 per bag already estimated was a realistic figure. Mr. Acraman on the other hand, was of the opinion that he could have a suitable deployment bag produced at a much cheaper cost and agreed to provide a sample for Council.

e. **National Coach/Safety Officer.** Before re-advertising the post, the Sec-Gen would present a case to the Sports Council for re-

consideration of the salary scale on the approved Pelham Scale for coaches.

f. **Use of Service Airfields.** A list was ready for submission to MOD. Mr. Waterman made the point that under the recently announced defence cuts, certain airfields could be run down and if this was the case we ought to be ready to make an early bid for the use of such airfields.

g. **Annual General Meeting.** The Sec-Gen reported that all arrangements had now been made with Nottingham University. Requirements for meals and bedrooms had been submitted but there was a degree of flexibility in the arrangements and late applications would be accepted.

Mr. Waterman suggested that in future, consideration should be given to holding the AGM over two days with the second day devoted to seminars covering the different aspects of the sport. It was agreed that the suggestion be considered when planning for the next AGM.

Mr. Batchelor reported that Mr. Waugh was prepared to make his slides from the 1974 World Championships available for showing at the AGM. Mr. Waterman noted this and welcomed showing the slides.

h. **Public Relations.** Mr. Waterman (PRO) reported:

i. Mr. Partington Smith had agreed to produce a design for a BPA poster.

ii. Dates for displaying the BPA Exhibition at Crystal Palace were awaited.

iii. The use of the Midland Bank's parachuting exhibition (in colour) was being investigated and there was a possibility it could be available for display at the AGM.

iv. The Daily Telegraph Magazine parachuting feature would be published in May or June 1975.

v. A 30/35 minute documentary film covering the British Team involvement in the 1975 World Relative Championships would probably be made by an independent company. There was approval that should this materialise, the company concerned would have BPA agreement to sole rights in the production of such a film. In reply to questions, Mr. Waterman stated that the BPA would receive a copy of the film for its own use and have the benefit of 30/35 minutes national coverage on ITV.

It was reported that Mr. Waterman had been named 'Sports Photographer of the Year' in a contest organised by The Royal Photographic Society in conjunction with The Sports Council. The award had been won with a series of ten parachuting pictures in colour. The Council warmly congratulated Mr. Waterman on his success.

Mr. Waugh informed the meeting of a film involving Mr. Peter Sherman which would be shown on BBC TV on 2nd January, 1975.

The Sec-Gen reported that the Aviation Council had arranged for a presentation at the Royal Aeronautical Society covering FAI activities in the U.K. Most air sports/activities were represented and Mr. Waterman and himself represented parachuting. The wide range of activities permitted very little time but thanks to Mr. Waterman's selection of slides, the parachuting presentation was very well received.

j. **World Championships, 1974.** The Sec-Gen regretted that he had to again report the non-arrival of the Head of Delegations report. The Sec-Gen had telephoned RAF Bruggen to speak with Wg. Cdr. Johnson but was informed that he had returned to the U.K. earlier in the week. A report was also awaited from the Coach, W/O Peacock. A report received from Mr. Waugh would be part of an Agenda Item.

k. **New Offices.** The Sec-Gen reported that the Solicitors acting for the BPA had been awaiting clarification of one clause in the Lease. It was understood that this was now clarified and the Counterpart Lease should shortly be available for signature. On the matter of his own accommodation, he reported that he had agreed a completion date for the sale of his present house and had signed the contract for the purchase of a new house near

Leicester. Every attempt would be made to conclude all three transactions simultaneously but in the event of this not being possible he would not hold up one transaction because of a delay in another, e.g. he would not delay occupying the new offices because of any delay in his personal house transactions.

It was pointed out that the previous minutes had in fact been superceded by the final offer from the Sports Council which was 75% of the rent for 750 sq. ft. of office space. The 750 sq. ft. had been arrived at as a result of a standard format produced by the Sports Council. In view of the fact that this was 250 sq. ft. less than had been initially indicated, the Sec-Gen had contacted eleven Council Members who agreed that we proceed with the new offices — the letter from the Sports Council was now with the solicitors. The question of taking the matter back to the Sports Council for a grant towards a larger area was raised. The Sec-Gen expressed the view that he did not think this would meet with success since the Sports Council had applied the standard format in reaching the figure of 75% of 750 sq. ft. however, since it was the wish of members, he would write to the Sports Council asking if the allocation could be re-considered and an area larger than 750sq. ft. could be grant aided.

I. Calendar of Events—1975

[Reproduced on page 9 of this issue].

m. **Competition Sub-Committee.** Mr. M. J. O'Brien confirmed his willingness to serve as Chairman of the Competitions Sub-Committee.

Mr. Meacock reported that he had placed adverts in Flight and the BPA magazine concerning aircraft for the National Championships — he had received a number of offers which would be passed on to the Competitions Sub-Committee.

n. **Aircraft Purchase Sub-Committee.** Mr. Shea-Simonds as Chairman of the Aircraft Purchase Sub-Committee reported on progress to date. A letter was sent to the Director of Flight Safety CAA seeking clarification on the operation in this country of the Antonov AN-2TD. Because of the empty weight of the aircraft it would either be operated on a private one year C of A or on an Air Operators Certificate (AOC). Should the latter be applied BPA could give up any idea of operating the Antonov because of cost. A reply was awaited from the DFS. On the matter of aircraft insurance, the best quote so far available was 6% as against 3% which is the normal. The reason seems to be spares availability and until an insurance company can have some evidence of an adequate spares back-up the premium is unlikely to come below the 6% quoted. Mr. Shea-Simonds stated that he was looking into the possibility of using an Otter — this aircraft although more expensive had the advantage of already having been on the British Register. It was agreed that a case be submitted to the Sports Council seeking approval in principle that they would support the purchase of an aircraft with grant aid. On the question of financing the purchase, much would depend on the amount given by the Sports Council and the balance could be raised by a bank loan on mortgage with the repayments paid from operating income. The sub-committee would be writing to France to get some idea of operating costs at Bergerac. The sub-committee would also consider the theoparous forms of aircraft leading to cover the periods of National Championships and pre-training.

o. **Fatal Accidents.** Findings and recommendations of the Boards of Inquiry into the fatal accident at Thrupton and Halfpenny Green. Both accidents had been discussed in the Safety and Training Committee.

Item 69

MR. T. CRAWLEY

Mr. Crawley had received letters from a solicitor acting for the widow of Lou Johnson and Mr. Crawley in a letter to the Sec-Gen had raised certain questions relating to the BPA Form of indemnity and asked that he be allowed to take the case as he saw it to the AGM. It was considered that the matter was one which could well be dealt with in Council. Mr. Crawley was invited to put his case. It appeared that Mr. Crawley was concerned that some form of legal action may be taken against him. The BPA had also received a letter from the solicitors and this was read to the meeting. The meeting acknowledged Mr. Crawley's request for confidentiality and having fully discussed the situation agreed that Mr. Crawley should give all information to the Sec-Gen who would place the matter in the hands of the BPA Solicitors and

notify the Insurers; it was also agreed that the BPA would support Mr. Crawley legally and financially.

Item 70

BRITISH TEAMS—WORLD CHAMPIONSHIPS

At the request of Mr. Batchelor, the Council agreed that "Before the next World Championships, a proposal of acceptable expenditures will be drawn up and approved by the Council before the Team is selected" — the Competition Sub-Committee would action.

The meeting received papers from Miss J. Cain, Miss A. McKie and Mr. D. Waugh dealing with the 1974 World Championships. The Chairman thanked the individuals for the reports which apart from being critical of a number of aspects of pre-training, equipment and general planning, offering constructive criticism which would be noted by the Competitions sub-Committee when planning for the 1975 Championships. The Chairman asked that members of Council should, when they have had time to thoroughly digest the reports, make their comments or observation known at the next meeting of Council when these would be considered and the results passed to the sub-committee.

Item 71

NOMINATION PAPERS—ANNUAL ELECTION OF COUNCIL

Mr. Batchelor raised the matter of the signature of the nominee on the Annual Election Nomination Papers. The present wording was that the nominee's should be obtained 'IF POSSIBLE' — it was his view that the signature should be mandatory. The Sec-Gen pointed out that a previous Council has for a reason which is now obscure, agreed on the present wording. However, in the light of an instance with the nomination papers recently received back from members, the Chairman and himself had discussed this point and decided to recommend exactly what has been put forward by Mr. Batchelor. The Sec-Gen gave the background to the recent instance where a nomination paper had in fact been received without the nominee's signature and without his knowledge. He outlined the steps he had taken to acquaint the nominee and get his agreement. This involved another member of the BPA who had led the Sec-Gen to believe that Mr. Waugh had given his agreement to the nomination; the member concerned was in attendance and the Chairman agreed to recognise him and receive his explanation. In conclusion it was agreed that for future elections, the signature of the nominee would be mandatory.

Item 72

BALLOT PAPER—ANNUAL ELECTION TO COUNCIL

It was Mr. Batchelor's view that the Ballot Paper recently issued was unconstitutional in that by providing for the additional four members of Council as proposed by the Resolution in Special Business for consideration at the AGM it was begging the question and could influence the voting on the Special Resolution. This view was not generally accepted and it was agreed that the action had been taken in the best interest of the BPA and should stand. Mr. Batchelor's proposal that the Ballot Paper was unconstitutional failed to receive a seconder.

Item 73

EX-MOD CANOPIES

As a result of correspondence with the VAG-MOD a reply has now been received to the effect that MOD could not permit the release of time-expired parachute canopies to the BPA with rigging lines on. This was not permissible in the interest of safety. The reply indicated that MOD was not aware of the fact that ex-MOD canopies were in fact being used in sport parachuting and that steps may have to be taken to stop this. It was agreed that Mr. Prior should now take the matter to the Minister of Defence.

STOLEN KIT

From a car in London — Mk I PC (Multicolour Check) No. 675380 in Pioneer 3-Pin Pack and harness, plus helmet, boots, jump suit etc.

From Strathallan — GQ Protector reserve and pack with MAI—No. 499471.

Any information, please contact the Editor of SP.
Phone: 0532-503840.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

held at BPA Offices, Kimberley House, Leicester on Wednesday, 19th February, 1975

PRESENT

P. J. Prior—(Chairman)	
T. J. Morgan	R. S. Acraman
K. Mapplebeck	G. B. Shone
J. L. Thomas	M. J. Batchelor
D. Hogg	W. H. Elliott
J. Petherbridge	M. J. O'Brien
D. Waterman	G. C. P. Shea-Simonds
W. J. Meacock	J. T. Crocker
I. B. Wright	

IN ATTENDANCE

Sqn. Ldr. W. Paul (Secretary-General BPA)
Q. H. Partis
and nine other observing members of BPA.

APOLOGIES FOR ABSENCE

E. Lewington
R. Card
L. N. E. St. John

The Meeting, the first in the new BPA offices, was preceded by a visit by the Right Worshipful The Lord Mayor of the City of Leicester and other local dignitaries. In the absence of Mr. L. N. E. St. John because of illness, Mr. P. J. Prior, Vice-Chairman BPA presented a scroll of Honorary Membership to The Lord Mayor who, in graciously accepting, welcomed the Association to Leicester. Sir Mark Henig, Chairman of the English Tourist Board, speaking on behalf of the other local dignitaries, also welcomed the Association to Leicester and emphasised their desire to assist the Association in any way possible.

Item 1/75

PREVIOUS MINUTES AND MATTERS ARISING

Proposed by Mr. Shea-Simonds and seconded by Mr. Crocker that the Minutes of 11th December and 4th January (AGM) be accepted subject to deletion of the word 'Beech' from Item 68n and amendment to venue of meeting of 11th December 1974.

Matters Arising

a. **Peak District Para Club** (68b). Mr. Crocker reported that the club's appeal against the Abatement of Nuisance Notice had been prepared and was to have been heard on 12th February but because of a technicality did not proceed. The matter was being referred back to the Ministry of the Environment.

b. **Student Canopies.** (68c). AGENDA ITEM.

c. **Deployment Bags.** (68d). Mr. Meacock presented a sample lightweight bag produced by Irvin GB. The cost of the first twenty bags, allowing for the fact that Mr. Thomas, the approved Irvin GB agent, had agreed to waive his agents commission, would be £10.19 per bag. Subsequent supplies which could be in batches of twenty would cost £11.33 per bag. Mr. Acraman pointed out that he could still have a bag privately produced at a cheaper cost. The general view was that a product from an approved manufacturer was preferable. A proposal by Mr. Shea-Simonds, seconded by Mr. Crocker that an order for a supply of the Irvin GB bag be placed was unanimously agreed and the Sec-Gen. was instructed to ascertain from clubs how many bags would be required.

d. **National Coach/Safety Officer.** (68e). The Sec-Gen reported that Mr. St. John (Chairman BPA) had received an application for the post and had suggested that the interviewing committee as previously set up should be reconvened to interview the applicant. Mr. St. John would be arranging this.

The Sec-Gen further reported that in the meantime he had received the recently updated Pelham Scale on which salaries of National Coaches were based. An application would be made to the Sports Council suggesting a reviewed salary for the post of National Coach/Safety Officer.

e. **Public Relations.** (68h). AGENDA ITEM.

f. **World Championships — 1974.** (68j). A report had been received from the Team Coach (WO Peacock) and this would be passed to the Chairman of the Competitions Sub-Committee. A report had still not been received from Wg. Cdr. Johnson.

g. **New Offices.** (68k). Mr. Shea-Simonds proposed, Mr. Petherbridge seconded and the meeting endorsed a formal vote of thanks to the Sec-Gen for his work in connection with the BPA new offices. The choice had justified the Sec-Gen's initial recommendations and the subsequent preparations had been most successful.

On the matter of grant aid from the Sports Council towards the rent of the new offices (currently 75% of the rent of 750 sq. ft. — the total area being 1179 sq. ft.), it was agreed that a sub-committee comprising Mr. Prior, Mr. Morgan, Mr. Crocker and the Sec-Gen meet to prepare a case for presentation to the Sports Council on a date to be arranged by the Sec-Gen.

h. **Calendar of Events.** (68l). The list of events as shown in the Minutes had now been updated and published in the magazine.

j. **Competition Sub-Committee.** (68m). AGENDA ITEM.

k. **Aircraft Purchase Sub-Committee.** (68n). AGENDA ITEM.

l. **Fatal Accident — Halfpenny Green.** (68o). Mr. Shea-Simonds referred to the Recommendations of Board of Inquiry into the fatal accident at Halfpenny Green. The Board had recommended that the South Staffordshire Skydiving Club appoint a Club Chief Instructor and it was Mr. Shea-Simond's understanding that this recommendation had not been implemented. He also pointed out that not having a CCI was contrary to the conditions of Affiliation accepted by the club. On a proposal by Mr. Shea-Simonds seconded by Mr. Shone the meeting agreed that the Sec-Gen write to Mr. Webster at the club reminding him of the recommendation of the Board of Inquiry and the club's obligations under the terms of Affiliation.

m. **Ex-MOD Canopies.** (73). Mr. Prior had written to the Minister for Defence on 7th January and the subsequent acknowledgement indicated that the subject is under review by the Service Authorities, but that a little more time is needed before a decision is reached.

Item 2/75

SAFETY AND TRAINING COMMITTEE REPORT

Mr. Crocker reported that a meeting of the S&TC was held on 29th January and the Minutes would be distributed as soon as possible. There were two items of major importance; firstly, that after consideration of a report on an incident at Cark (North West Para Club), Mr. A. Moriss's Instructor Rating had been withdrawn for a period of one year. Secondly, it had been agreed to discontinue the General Permit as an authority to parachute without supervision and to replace it with the requirement that an individual must be of category VIII standard and hold a FAI (British) 'C' Certificate. The question of amending the existing FAI 'C' requirements would be considered at the next meeting of the S&TC.

It was Mr. Batchelor's view that any change of this nature should not be implemented without due prior notice to the members. Mr. Shea-Simonds stated that there was no change in the requirements and it was simply that an unnecessary piece of paper was being withdrawn — this should not be an inconvenience to the membership. A proposal by Mr. Shea-Simonds seconded by Mr. Crocker that the S&TC recommendation to withdraw the General Permit was carried by 14 votes in favour and 1 against.

Item 3/75

AIRCRAFT PURCHASE SUB-COMMITTEE

Mr. Shea-Simonds reported on the various considerations to date:

Antonov. An encouraging report had been received from Bergerac concerning the operation of this aircraft. There had been no reply from the DFS to the letter enquiring about the possibility of operating the Antonov aircraft on a one year private C of A as opposed to an Air Operator's Certificate. A follow up letter would be sent.

Single Otter. There had been reports of an aircraft of this type possibly being available. In the light of reliable information received from a parachutist with considerable experience of flying this type of aircraft, it had been concluded that it would not be suitable for the use envisaged.

Twin Pioneer. Flight One of Staverton had recently purchased an ex-MOD aircraft of this type and it had been rumoured that it may be put out for resale — this would be checked. Mr. Waterman raised the matter of the BPA making bids for such ex-MOD aircraft and pointed out that he had in fact informed the Sec-Gen of the possibility of this particular aircraft becoming available. It was pointed out that the BPA was not on the notification list for tenders and that we would not have been in time to make a bid. It was agreed that the appropriate authority be advised of our possible interest in such aircraft and that we be included on the notification list for such sales.

Twin Beech. It was understood that there may be a Twin Beech aircraft available at Bournemouth for a cost of around £6,000. The aircraft did not have a current C of A. This would be followed up.

Pilatus Porter. The Dutch CIP Delegates had advised of the possibility of such an aircraft being up for sale — no details were immediately available but he was checking for Mr. Shea-Simonds.

Item 4/75

COMPETITION SUB-COMMITTEE

Mr. O'Brien as Chairman of the Competition Sub-Committee reported that the OC PTS RAF Abingdon had agreed to the National Championships (Style/Accuracy) being held at RAF Weston-on-the-Green from 16th to 25th August. It was pointed out that a messing tent would be provided by the RAF and a mid-day meal and snacks would be available on payment — there would be no ration abatement for Service personnel. Accommodation would have to be under BPA arrangements, presumably in tents. The provision of mobile showers would be investigated by the sub-committee. A proposal by Mr. O'Brien, seconded by Mr. Waterman, that the National Championships (Style/Accuracy) be held at RAF Weston-on-the-Green was carried.

The Royal Marines had offered Dunkeswell as the venue for the National Championships (Relative on the agreed dates of 24th May to 1st June — these dates had proved unacceptable to the RAF so far as the use of RAF Weston-on-the-Green was concerned and alternative later dates had been offered. It had been deemed unwise to delay the Championships beyond the already agreed dates. So far as Dunkeswell was concerned, the accommodation was also limited there but the Royal Marines had agreed to assist in every way possible by providing tentage, helping to arrange mobile caravans and accommodation in the local village. The airfield and technical facilities should be no problem and there was the advantage of a concrete runway should it be decided to use a DC3 aircraft. There was ample overshoots and competitors landing outside the airfield should not present problems.

Ipswich airfield had been suggested as a possible venue but as yet this had not been followed through.

It was agreed that the sub-committee was empowered to agree the venue and that this should be finalised as soon as possible.

Mr. O'Brien reported that the matter of an aircraft for the Relative Championships was still to be resolved. The following information was now with the sub-committee for consideration:

Twin Pioneer: (Flight One) — a possibility if a guarantee of hours can be given. Cost would be in the order of £65 — £75 per hour.

Islander: (Britten Norman) — £55 per hour but was capable of lifting only eight competitors.

DC3: — estimated at £103 per hour.

Dornier: — minimum standing rate of £200 per day — flying rate £44. per hour. Deposit of £1,500 required.

Aircraft from Services Sources: — this would be considered.

A proposal by Mr. O'Brien seconded by Mr. Waterman that the sub-committee be authorised to negotiate direct with Flight One for the provision of a Twin Pioneer aircraft for the period of the Relative Championships, using Mr. Guy Sutton to assist in framing of any guarantee that may be necessary, was carried.

Mr. Waterman understood that Flight One would be interested in providing an aircraft on a week-end basis for team training after the Championships.

Item 5/75

RIGGERS

Mr. Thomas reported on the last meeting of the riggers. He informed the meeting of the excellent co-operation which had

been provided by Irvin GB and it was agreed that a letter of thanks be sent to the Company.

It was agreed that BPA would finance the initial purchase of rubber stamps/seals for use by approved riggers — these would be provided to riggers on a repayment basis. The details for the stamps and seals would be provided by the Secretary of the Riggers Committee.

A suggestion that Riggers be allowed expenses for attending Riggers Meetings failed to get support. This led to a discussion of expenses for attending sub-committee meetings and other BPA meetings — the conclusions on this are given under Other Business.

Item 6/75

REQUEST FOR LOAN—PEAK DISTRICT PARA CLUB

Mr. Hickling, representing the Peak District Para Club, outlined the financial position of the club and gave detailed information on how the club hoped to finance the purchase of an aircraft (Cessna 172) which was available to the club at a cost of £3,750.

There was agreement in principle to a loan of £1,000 repayable over two years subject to a formal guarantee and provided the club was successful in its pending appeal and that this offered some security of tenure. The matter would be referred back to Council when the result of the club's appeal was known.

Item 7/75

CLUB AFFILIATION/APPROVAL

Mr. Shea-Simonds outlined his paper (previously distributed) on the matter of club affiliation/approval. It was appreciated that this was quite a complex subject which would require careful consideration by Council. It was agreed that members should study the paper and submit suggestions or proposals direct to Mr. Shea-Simonds. The subject would be set aside for discussion at a future meeting.

Item 8/75

CO-OPTED MEMBERS OF COUNCIL

A proposal by Mr. Crocker seconded by Mr. Shea-Simonds that Mr. G. A. W. Bourn be invited to be a Co-opted Member of Council was unanimously agreed.

Item 9/75

SPORTS COUNCIL SALARY SCALES

The Sec-Gen referred to the recently published salary scales distributed by the Sports Council and subsequently distributed to Council Members. He reported that he had already attended one meeting when the principle had been explained and that he would be attending a further meeting on 4th March when representatives of the CCPR and Sports Council would be elaborating further on the implications of applying the suggested scales. It was agreed that a select committee comprising Messrs. St. John, Prior, Morgan and Batchelor be set up and that the Sec-Gen would in due course meet with and report to this select committee, the latest information on the scales and how this select committee, the latest information on the scales and how these should be applied within the BPA.

Item 10/75

FAI (CIP) MEETING—PARIS 10-12 FEBRUARY 1975

Mr. Shea-Simonds reported on the FAI (CIP) Meeting which he attended as the U.K. Delegate and presented a paper covering the business completed at the meeting. He confirmed that the British Judges submitted for inclusion on the International list had in fact been accepted: these are Messrs. Crocker, Hiatt, Kemley, King, Mapplebeck, Meacock, O'Brien, Peacock, Savage, Shea-Simonds, Standing, Thomasson, Waterman and Waugh. Mr. Thomasson had been nominated as a Judge (with Mr. Waugh as an alternate) for the 1st World RW Championships to be held at Warendorf, W. Germany from 4-15 September, 1975.

Mr. Shea-Simonds would give a presentation on the CIP Meeting at Sibson on Saturday, 22nd February, 1975, and any BPA member would be welcome. He thanked Mrs. Nadia Abisch who attended the meeting at her own expense and proved invaluable in the role of interpreter and general helper.

Mr. Waterman and Mr. Meacock expressed satisfaction at the concise report on the FAI (CIP Meeting). It was good to find we were now getting detailed up-to-date information on the workings of the FAI (CIP).

Item 11/75

MR. Q. H. PARTIS

Mr. Thomas had presented a letter from Mr. Partis in which he made observations on his training as an instructor. He observed that he and two other members Mr. A. Lindley and J. Orr had completed a Potential Instructor course at Eagle Adventure Sport Centre (17.3.74 — 27.3.74) under Mr. A. Black. Successful completion of this course was communicated to the BPA. Towards the end of May 1974, Mr. Partis moved to the Sport Para. Centre, Grindale, where he was informed by the C.C.I. Mr. R. O'Brien that as Mr. Black was not an Advanced Instructor, he was not qualified to run the course which Mr. Partis attended. This was communicated to the STC via the BPA and Mr. Partis attended the next STC Meeting where he was told that the potential instructor course was not valid. There is no evidence to support this in the STC Minutes as published in the magazine. Mr. Partis completed another Potential Instructor Course at Grindale on 25.7.74 and as the next Instructor Exam Course was to be held within two months he received special dispensation from the STC to forego the six months probationary period and qualified on an Instructors Exam Course on 27.9.74. Mr. Partis understood that Mr. Lindley who had attended the same Potential Instructor Course at Eagle under Mr. A. Black had in fact qualified on an Instructor Exam Course in December 1974. **Question:** Did Mr. Lindley do a repeat of the Potential Instructor Course? What action must he take to recoup expenses incurred in taking the original course which had been declared invalid by the STC. Mr. Partis also reported that he had sent to BPA his FAI Certificate for upgrading to 'D' and the notice of his qualifying as an Instructor. The Sec-Gen had been informed by telephone and by a letter handed to him at the AGM that the said documents had not been returned to Mr. Partis. On this matter the Sec-Gen produced evidence to show that the FAI 'D' Certificate and Instructor Rating Card had been actioned and sent to Mr. Partis at Grindale within days of receiving them. He produced duplicate FAI Certificate and Instructor Rating Card which were handed over to Mr. Partis.

On the matter of Mr. Partis's Instructor Rating it was pointed out that there was nothing that could be done to recoup the cost in having to take the Potential Instructors Course again — it should be borne in mind that he was given special dispensation to forego the 6 months probationary period (reduced to two months). It was also pointed out that Mr. Lindley had in fact completed almost 9 months probation before qualifying for his rating in December 1974.

Item 12/75

FUTURE FINANCIAL PLANNING

Mr. Waterman suggested that in view of inflation, mounting costs of staging National and International Competitions and the general expansion of activity within the sport, a Financial Planning Sub-Committee should be set up to project the Association's future financing. This received general consent and the following sub-committee was agreed:

Mr. J. J. Morgan (*Chairman*), Mr. M. J. Batchelor, The Secretary General, one other to be named.

Item 13/75

PUBLIC RELATIONS— CLARIFICATION OF PRO'S RESPONSIBILITIES

Mr. Waterman pointed out that it would in his and the BPA's interest if he were to be given a clear mandate as to his responsibilities as PRO. The meeting was in agreement that Terms of Reference should be drawn up for the PRO and that these should in the first instance be prepared by Mr. Waterman and submitted to Council for consideration.

In updating the P.R. position Mr. Waterman reported that work on the design for a poster was going ahead. Mr. Partington Smith would produce a design and it's confidently expected that the Sports Council would provide aid towards the production costs. The Daily Telegraph colour article was being prepared. There was as yet no information re dates for siting our exhibition at Crystal Palace. Mr. Waterman was still in contact re Television coverage for the British Relative Team for the World Championship. Recent items of interest and benefit to the Sport were The Sport Photographer of the Year Award and Jane Cain's article in the Observer.

Item 14/75

PARACHUTE WINGS

Mr. Prior put forward a suggestion that consideration be given to

introducing some form of 'wing' for presentation to members on completion of training. As no support was forthcoming for the idea, the suggestion was withdrawn.

OTHER BUSINESS

ABSENCE FROM COUNCIL MEETING

Mr. O'Brien proposed and Mr. Crocker seconded that there should be an understanding within council that any Council member failing to attend at least 50% of meetings during the first six months from being elected to Council should be requested to resign.

In support of the understanding Mr. O'Brien pointed to the lack of attendance by certain elected members in past years and that the same members allowed themselves to be nominated for re-election.

The proposal was carried.

Item 15/75

ADVERTISING

The Sec-Gen reported a suggestion that BPA share with Bulmers in a full page advert in the Programme of the R.A.F. Benevolent Fund Concert at an approx. cost of £35.50 each. Whilst sympathetic to the R.A.F. Benevolent Fund, it was felt that the Association could ill afford £35.50 of its publicity funds to be spent on what was not a good market for recruiting potential students.

Item 16/75

PUBLICITY EXHIBITION

The Sec-Gen pointed out that the exhibition had been stored in crates at Wandsworth for some considerable time and suggested it ought to be moved to a site where it can be on view — one club has already agreed to display the exhibition on the understanding that it could be collected by other clubs for use at specific exhibitions and displays. It was agreed that the Sec-Gen arrange for moving the exhibition from Wandsworth and utilise it as he thought best.

FOR SALE

AMERICAN 'CLOUD' — White — £250

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25 Hayburn Road, Southampton SO1 9PF.

IMPORTANT CHAMPIONSHIP DATES

24 May - 1 June

National Relative Work Championships

14/15 June

Thrupton Relative Work/Accuracy Meet

4-6 and 11-13 July

Scottish National Championships

19/20 July

Hereford Accuracy Meet

2-8 August

Rhine Army Championships

16-25 August

National Style/Accuracy Championships

20/31 September

Duck End Meet



Well kiss my arse!

photo— Eddie McBride

BRAIN TEASER

Five parachutists standing on the emplaning pad numbered 1-5.

They each have canopies of different colours.

Each canopy is of a different make or type.

The emplaning pad is numbered from right to left.

Each parachutist has a different reserve.

Each parachutist is doing different manoeuvres or work.

Given the following information:

1. John has a red canopy.
2. Jo has an 124 reserve.
3. The PTCH canopy is green.
4. No. 1 on the emplaning pad is Jim.
5. Gerry jumps a Cloud canopy.
6. The green canopy is on the right of the black canopy.
7. The parachutist going base relative is using a Protector reserve.
8. The parachutist doing the accuracy has a yellow canopy.
9. The parachutist in the middle of the line up uses a Papillon canopy.
10. The parachutist going pin is standing next to the parachutist using the Tri-Con reserve.
11. The parachutist doing the accuracy is standing next to the parachutist using the Talisman reserve.
12. The parachutist doing the style is using a PC canopy.
13. Bill is on 20 second delays.
14. Jim is standing next to the parachutist with the blue canopy.


Question No. 1: Who is using the Lo-Po canopy?

Question No. 2: Who has the Pioneer reserve?

P.S. Parachuting rules, regulations and technicalities do not apply.

TERRY BARSON

The first correct solution received by the Editor wins a Carl Boenish colour poster.



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MINUTES OF THE ANNUAL GENERAL MEETING OF THE BRITISH PARACHUTE ASSOCIATION'S RIGGER'S COMMITTEE

held at 'The Chapel Loft', Tidworth Road, Idmiston, Wilts., on Saturday, 1st February, 1975

PRESENT

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

OBSERVERS

S. Lear
C. MacLennan
K. McNair

APOLOGIES FOR ABSENCE

I. Wright
E. Vine
A. Hunt

1. Minutes of the Previous Meeting

The Minutes were proposed by I. Robertson and seconded as correct by J. Curtis, unanimously agreed.

2. Matters Arising from Minutes

(i) G. Shone reported that he had spoken to I. Wright who reiterated that we had his personal support and full support from Irvin's. It was up to the committee to present Irvin's with an examination syllabus and guide lines and they would then act as an independent assessor. Once a syllabus had been agreed a meeting could be arranged and dates etc. fixed for the examinations.

At this time it was not known whether Irvin's would require a fee for this service. If they do, it was agreed that the BPA be approached with a view to their paying 50% of any such fee. I. Robertson suggested that the possibility of a grant from the Sports Council be investigated.

(ii) I. Robertson commented on the failure of production of material for the 'Black Museum' article for the magazine. Everyone must have instances for inclusion. K. McNair agreed to provide a slide that was suitable. G. Shone undertook to find the final copy date for the April issue of the magazine — but asked for all material for inclusion to be sent to him for the end of February.

(iii) L. Thomas felt that any recommendations of the committee regarding safe practice (see 7 in previous minutes) should be accompanied by a comment from the secretary — in order that they 'stand out' and note is taken of them. It was agreed that in future all recommendations be given a number (to run consecutively) and this be set out in the margin of the minutes. G. Shone suggested that all future recommendations be numbered from 100 as from the beginning 1975, to cover previous recommendations. G. Shone agreed to summarise and number previous recommendations.

3. Standards and Work Levels

G. Shone read, and circulated, a report from the Canadian Sport Parachute Association relating to their system of classification and examination of riggers. G. Shone felt that their system was a good one and we should aim to bring ours into line. The Canadians' have a three tier system and list skills and level of knowledge required and standard of practical work. K. McNair pointed out that the 'A' Certificate really is not related to rigging and is only there to enable the holder of that category to pack reserves, thus bringing the Canadians in line with the American system.

L. Thomas felt that a three tier system was too cumbersome, a two tier system was sufficient. The basic rating enabling someone to do basic club repair and maintenance, the senior rating, all types of rigging.

L. Thomas then went on to explain, from personal experience, the American system. An initial course is done under the guidance of Master Rigger. When the student has mastered the basic skills he is then referred for examination. The examination consists of a practical test, i.e. patching etc. and a written test. The

written test is conducted on the Balard principle (question with 3 option answers) and this covers all aspects of rigging and requires a high theoretical knowledge. The pass mark is 70%. On passing this examination the rating of 'Senior Rigger' is given. To obtain the Master rating it is necessary to work with or under a Master Rigger for 4 years, at the end of which another practical examination is set.

The question paper is set from a store of over 700 questions.

L. Thomas said he had tried to obtain copies of these questions without success. G. Shone undertook to ask Sqn. Ldr. Paul to write from the BPA to the USPA explaining the commencement of Riggers examinations in this country and asking their help, and if they could let us have copies of the questions.

It was felt by the committee that the British system should be based on the American one.

K. McNair thought the 4 year period was too long. After much discussion it was agreed that 4 years was a suitable period but provisions should be made for this period to be shortened by the committee in exceptional circumstances.

I. Robertson suggested that all work done by recognised riggers be stamped with a stamp giving their name and number. He also suggested that the numbering system be altered to bring it in line with F.A.I. Certificates i.e. one number allocated on first obtaining a rating and then endorsed with the higher rating.

These suggestions were accepted by the other members of the committee and G. Shone agreed to investigate the cost of bulk order of rubber stamps — and also to circulate designs for approval. It was agreed to ask the BPA to buy the rubber stamps initially, and then to sell them to each individual rigger.

G. Shone stated that he would like to see a change in the titles Basic Rigger and Chief Rigger to Approved Rigger and Advanced Rigger to bring them in line with the Instructors Ratings. L. Thomas suggested Senior and Master Rigger as per the Americans.

It was felt that we should set our own standards, and a vote was taken. The committee approved the titles:

Approved Rigger and Advanced Rigger

D. Hogg suggested that all riggers should keep a log or register of all work done by him which should be available for inspection if necessary. The type of information contained should be canopy serial no., work completed and date. This was agreed by the committee.

I. Robertson proposed that all emergency parachutes packed by a rigger be sealed with that riggers rating no. and initials. This was endorsed by the committee and G. Shone agreed to investigate the cost of seals etc., again to be bought in bulk by the BPA and sold to each rigger. G. Shone agreed to place both matters i.e. stamps and seal on the Agenda of the next Council Meeting after consultation with Sqn. Ldr. Paul.

The following wording was agreed by the Committee as the limitation placed on the work to be undertaken by an Approved Rigger:

- a) To be responsible for examination and correct assembly of Sport Parachute Assemblies from component parts that have already been modified, where necessary, to Sport Parachuting standards by either an established manufacturer, an Advanced BPA Rigger or approved by him, or a Rigger with an equivalent foreign licence.
- b) An Approved Rigger to be able to carry out the following unsupervised works to Sport Parachuting Equipment:
 - Canopy Inspection
 - Canopy Modifications
 - Basic repairs (i.e. canopy patching, section replacements, hand tacking etc.)
 - Simple repairs to sleeves, drogues and parachute containers.
 - Shortening Main Canopies.
 - Construction of bags and sleeves to an accepted pattern.
- c) It is emphasised that an Approved Rigger cannot carry out

any construction, modification or repair work to a harness, or modification or repair work to a reserve canopy, without an Advanced Riggers supervision and approval. An Approved Rigger must not carry out any works that in any way might alter the safety aspects of any equipment or the opening characteristics of any canopy; (except as in (b) above).

(Secretary's Note: It is emphasised that the work may only be carried out in suitably equipped workshops).

4. Examination

After considerable discussion a syllabus for examination was agreed. (Appendix A — available on request from the Secretary Riggers Committee).

The initial examinations will be set by those holding current ratings. If the examination is not sat, the rating will automatically be suspended.

Once the examination system is properly established I. Robertson felt it would be necessary to have a third category of rigger, i.e. Examining Rigger. The committee felt this was something very much for the future.

I. Robertson also felt that the committee should be empowered to withdraw a rating for poor or unsafe workmanship. S. Talbot pointed out that when the committee was initially established this proviso was agreed, and the committee reserved the right to withdraw a rating on similar lines to the S.T.C. position with instructors.

5. Applications for Ratings.

L. Thomas proposed that following this meeting no further ratings be approved by the committee, all prospective riggers will be required to sit the examination first. It was emphasised that all current ratings, including those granted at this meeting have to be ratified by the examination.

A letter was produced from K. McNair requesting his basic rating, he had enclosed a letter from A. Hooker recommending him, and he had also produced to the committee for its inspection (at the BPA A.G.M.) a pack he had designed and built himself which had been approved by A. Hooker. It was felt that as previously established he be awarded his rating, on the recommendation of a Chief Rigger.

Correspondence was produced from the Rhine Army Parachute Association recommending J. Walmsley for his Basic Rating, this was signed by J. Reddick and R. Nivens, both Chief Riggers, and consequently approved by the committee.

A letter was produced from W. O. L. Cavill of R.A.F. Hullavington requesting a rating. He states he has 37 years service in the trade of Safety Equipment Worker, and had practical experience in both free fall and service assemblies. No one on the committee knew his work, and although G. Shone had approached W.O.L. Peacock he had stated he did not personally know W. O. Cavill.

L. Thomas suggested that a rating could not be granted without further knowledge, but suggested the secretary write to W. O. Cavill explaining the position, offering him the opportunity to sit the examination, and also to get some practical knowledge civilian sport parachuting and rigging. It was felt there being a difference between service and civilian specifications. It was felt that on the face of it W. O. Cavill would make a valuable addition to the committee and it be suggested in the letter that he might like to attend meetings and learn how our work was conducted.

6. Any Other Business

a. I. Robertson reported on a successful lecture and examination on rigging (from an Instructor's point of view) at a recent Potential Instructors Course held at the R.S.A. G. Shone suggested that any C.C.I. planning a Potential or Final Instructors Course contact the committee, who would be only too pleased to arrange for one of its members to attend the course, give the lecture and provide the examination paper.

b. I. Robertson asked if it would be possible to standardise spreader bars, as he is concerned about some currently on the market. After considerable discussion it became obvious that each Advanced Rigger had their own systems. It was agreed that each Advanced Rigger would bring a sample of his system to the next meeting, when it would be arranged to have them tested. Upon receipt of the test report, standards would then be set for inclusion in the Magazine.

c. S. Talbot produced a new Security Reserve Tray for examination by the committee. It was felt that the spreader bar was too short for the type of fly-away risers used, and the construction

not as strong as would have been liked. However, the main point was that the rip-cord pocket had been sewn to the bottom flap. S. Talbot agreed to produce a photograph for the Magazine, "Even the big boys make mistakes".

d. S. Talbot also produced a 28 ft. T7 (Camouflage twill) canopy and asked for the committee's opinion on these canopies. It was felt that they should not be used as they have a very high descent rate. K. McNair reported that Irvin's had tested three of this type of canopy for Brunel and found the porosity of the canopy to be far too high, with a risk that the canopy would not inflate. It was decided to recommend that:

100RR "The 28 ft. T7 Canopy not be used for Sport Parachuting due to their high porosity and fast descent rate".

There are a few reserve T7A canopies still in circulation, although they have very few years left on their 25 year life. It was felt that the same factors that apply to the T7 apply to the T7A and it would be up to C.C.I.'s to decide whether these canopies continue in use.

e. D. Hogg suggested that the committee offer the services of one of their members to the BPA to do equipment checks at the 1976 National Championships. This was approved by the committee.

f. D. Hogg drew attention to the practice of Tandem or 'Piggyback' jumpers of reversing the hooks on their reserve pack opening bands. This could lead to pilot chute hook up, or the top flap of the main container fouling, presenting serious problems in the event of a cut-a-way. It was decided to recommend that:

101RR "Reversed pack opening band hooks on Tandem or 'Piggyback' reserves be taped."

S. Talbot also pointed out that reports from the U.S.A. indicate that pilot chute hand up's on static line student assemblies are caused by the left hand top pack opening band hook opening and snagging the pilot chute. This could easily be avoided by removing the top opening band. This would also eliminate the risks taken by attaching elastic bungees to the top pack opening band to stow excess static line. It was decided that the following recommendation be made:

102RR "Pilot chute assist static line assemblies have the top pack opening band removed."

g. After considerable discussion the committee felt that although Dan Poynter's was the guide to work from there were several points to disagree with. As a result the following recommendation for dimensions of modification to C9 canopies be made:

103RR "the maximum modification dimensions be as follows:

The drive slot be not less than 70 in. (or top of B panel) from the apex.

The lip of the modification be not less than 6 in. from the peripheral band.

The windows have a maximum depth of 18 in.

The maximum spread of a TU modification by 7 gores.

It be left to individual riggers whether they do an elliptical or straight cut modification."

(Secretary's Note): This obviously applies to canopies coming into service and not existing equipment, although C.C.I.'s would be well advised to consult a rigger about any doubtful equipment).

(Note: All Riggers Committee recommendations have to be ratified by the Safety and Training Committee. Ed.)

B.P.A. RIGGER'S COMMITTEE— APPENDIX 'A'

Examination of Syllabus for Approved Rigger

Each examinee will supply:

A complete gore of a C9 canopy plus half of the two adjacent gores.

A B4/12 Assembly with the following items missing, but supplied separately:

Cone, Eyelet, Top-plate and flap.

Rip-cord pocket unstitched.

They will also be invited to put five further points requiring repair or correct assembly to the assembly supplied. These items to be listed and handed to the examiner with the assembly.

The examination (practical) will consist of:

1. 3 patches to be placed on the section of canopy, as indicated.

a. Into diagonal and radial seams.

b. Across diagonal seam.

c. In centre of panel.

2. On a B4/12 Assembly (not supplied by themselves) sew on the items listed. Examine assembly and list other items requiring repair or correct assembly.
3. Examine pilot chutes for listing of damage, and repairs required.
4. Examine sleeves for listing of damage, and repairs required, or incorrect assembly.

The examination (written) will consist of:

50 Balard type questions, requiring a high theoretical knowledge of all aspects of rigging. One hour will be allowed for the paper.

FOR SALE

C9/B4 MAIN—1 24 RESERVE £70
Telephone: Farnborough 513874

Mk III PC—£150
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RW EXITS
(OR START YOUR REDUCTION IN THE AIRCRAFT)

The remark in 'The Drop Inn' (S.P. Aug. '74) from which I take the title for this article is true, not funny. During this article I will try and explain what is done and why, for the best type of R.W. exit. It is aimed at the up and coming Relative Worker. The need for a good fast exit is that less time spent in the reduction, the more time for learning how to get in and fly a group.

Exits vary from aircraft to aircraft, but certain basic rules apply to all exits. The first is a count down, this is necessary so that on the 'GO' everyone moves together, stopping gaps developing during the exit due to reaction time.

When building an exit line up start by setting up the base pair and building the rest of the line around them, even when using floaters the base pair are still the major consideration. Remember, NO BASE — NO STAR. The base pairs exit must be quick and clean to give them the best chance for a good quick, clean hook up. When fitting the rest of the people in the line up, each person must be fitted individually so that he fits tight but in such a way so that he goes through the door clean. A super quick exit is useless if everyone ends up unstable outside the door. So, GET IT TIGHT BUT RIGHT. If necessary sacrifice a little speed for cleanliness. Once each man has been fitted into the line up, he must remember exactly how he fits in relation to everyone around him. To get the best from it — PRACTICE, PRACTICE AND PRACTICE.

Remember no-one gets good by sitting on his butt.

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I LEARNT ABOUT NOT PARACHUTING FROM THAT OR – THE MARTLESHAM GAMES

We all know too well what bloody awful places D.Z's can be in bad weather, our own included. So the other misty Saturday the "Martlesham Games" were declared open. Herewith a brief report:

Human Pyramids: A respectable effort, with two 3-storey jobs put up. The spectacular collapse of the first was a sight normally seen only by the bombers of large stars and their victims!

Mini Cramming: The final score was 13 inside with doors and windows closed. The aroma of 24 jumpers socks was indescribable, and survivors have been awarded immediate D licences for valour. (Why not 26 socks? The lady owner was in there somewhere.)

Amazing Flying Somersault over Six-Man Moon Barrel Jump: This unusual event was performed by the club athlete assisted by six club exhibitionists. No more need be said except that photographs are available at £5 each in plain brown wrapper from Perkins Posterior Promotions, Bromley.

Dive into Jump Boot: Full marks to club gnome Terry Lord for this brave effort. As feared, the boot was too small even for Terry to get into, but he's looking for a bigger one. Any offers?

Chariot Fight: Nasty, this one. More people ruined in five minutes than last two years' club jumping. Abandoned by common consent.

Car Skiing: If anything even nastier. Not recommended. Involves a car, an old static line, a wooden board and a

lunatic. Place lunatic on board, tie to car and drive briskly till screams announce departure of rider. The high point of the Games came when Steve 'You're on for a quid' Russell came off at speed, giving a fine impression of an oscillator minus 10 panels landing in 30 knots. Worse was to follow, as the official Games cameraman Dave Stenning, who was lying on the boot recording the ruination of Russell for posterity, laughed so hard that he came off himself. While trying to save the camera during multiple frontloops he noticed Horrors! the board approaching at 30 m.p.h. Delicacy forbids any description of injuries sustained, but the virgins of Cambridge (if any) can sleep easier in their beds for a week or two.

Anyway, it was a very woeful and knackered group of jumpers who assembled the next day, to get on with the safe and peaceful business of parachuting. The lesson? It's often healthier to jump than *not* to jump (although try telling my mum that!). The other thing worth mentioning is that Martlesham is operating most weekends these days, the club having moved hastily back from the Braintree DZ after whuffo trouble. Jumpers of any stage of training are welcome, and by chaining our trusty lift attendant 'Bomber' Bennett to the controls and feeding him intravenously we can keep up a fair rate of jumping. If you're planning to come along, to be on the safe side call Ray Perkins Friday evening at 01-460 8775. See you around.

MIKE PURVES



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A. Black,
(at club address)
- The Sport Parachute Centre**
Grindale Field, Bridlington,
Yorkshire.
R. O'Brien,
(at club address).
Tel: 0262-77367
- R.S.A. Parachute Club**
Thrxuton Aerodrome, Andover,
Hants.
Tel: Weyhill 2124
R. A. Acraman,
(at club address).

WEEK-END CLUBS

- Anglia Skydiving Club**
Andrews Field, Great Sailing,
Nr. Braintree, Essex.
Mrs. L. Bennett,
92b Bradford Street,
Bocking End, Braintree, Essex.
Tel: Braintree 26185
- British Parachute Club**
Headcorn Airfield, Headcorn,
Kent.
The Secretary,
(at club address).
- Brunel University Skydiving Club**
c/o Students Union,
Brunel University, Uxbridge,
Middx. (Brunel Students only).
The Secretary,
(at club address).
- Dunkeswell International Skydiving Centre**
Dunkeswell Airfield,
Nr. Honiton, Devon
(Tel: Luppitt 643)
I. Loutitt
(at club address)
- Hereford Parachute Club Ltd**
Shobdon Aerodrome,
Shobdon, Leominster, Hereford
Tel: Kingsland 551
P. Holman,
9 Blenheim Close,
Tupsley, Hereford HR1 2TY
- Black Knights Skydiving Centre**
Weeton, Nr. Blackpool, Lancs.
R. Parry,
13 Fern Hey, Thornton,
Liverpool 23.
- Leeds/Bradford Free Fall Club**
Leeds/Bradford Airport,
Leeds LS19 7TU
The Secretary,
(at club address).
- Leeds University Free Fall Club**
(Leeds Students Only)
The Secretary,
c/o The University Union,
Leeds.
- Lincoln Pathfinders Free Fall Club**
C. Binks,
63 Weakland Close,
Sheffield S12 4PB
Tel: Sheffield 390649
- Manchester Free Fall Club**
Tilstock D.Z.,
Twenlows Hall Farm,
Whitchurch, Shropshire.
J. Law,
148 Heaton Moor Road,
Heaton Moor, Stockport,
Cheshire
- Manchester Parachute Club**
T. Bailey,
157 Keynon Lane, Moston,
Manchester 10
- Metropolitan Police Parachute Club**
Nuthampstead Airfield, Herts.
M. Bengall,
175 Sunningvale Ave.,
Biggin Hill, Kent
- Midland Parachute Centre**
The Airfield, Bickmarsh,
Worcs.
P. A. Howell,
42 Henley Street,
Alcester,
Warks B49 5QY.
- North West Para Centre**
Cark Airfield, Flookburgh,
Nr. Grange over Sands, Lancs.
J. D. Prince,
21 The Coppice, Ingol, Preston,
Lancs., PR2 3OL.
Tel: Preston 720848
- Old Warden Flying and Parachute Group**
D. I. Waugh,
27 Dury Road, Barnet, Herts.
- Paracan Parachute Club**
Charter Hall, Nr. Berwick.
D. C. Payne,
13 Boswell Drive, Kinghorn, Fife.
- Peak District Parachute Club**
D. Orton,
'Notwen' Main Street,
Newton Solney,
Burton-on-Trent DE15 0SJ
- Scottish Parachute Club**
Strathalan Castle, Auchterarder,
Perthshire
M. McPherson,
39 Blackford Road, Paisley,
Tel: 041 887 6532
- Scottish Sport Parachute Association**
D. C. Payne,
13 Boswell Drive, Kinghorn,
Fife.
- Staffordshire Sport Skydivers**
c/o London Road Tavern,
London Road,
Newcastle-under-Lyme, Staffs.
Tel: 0782-614386
The Secretary,
(at club address)

South Staffordshire Skydiving Club

Halfpenny Green Aerodrome,
Bobbington, Worcs.

Northumbria Parachute Club
Sunderland Airport,
Washington Road, Sunderland,
Co. Durham.

Queen Mary College Skydiving Club**Vauxhall Skydiving Club**

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

Wessex Parachute Club

Swallow Cliff,
Nr. Shaftesbury,
Dorset.

Yorkshire F/F Club

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

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

61 Wynndale Road,
South Woodford,
London E.18


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

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

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

SERVICE ASSOCIATIONS, CLUBS AND TEAMS

- Army Parachute Association**
Chief Instructor,
J.S.P.C., Airfield Camp,
Netheravon, Wiltshire.
- Rhine Army Parachute Association**
Captain T. E. Oxley, R.E.M.E.
R.A.P.A. Centre, S.T.C. Sennelager,
B.F.P.O. 16.
- Joint Services Sport Para Association**
C. Herbert,
GPO Box 2285, Singapore.
- R.A.F. Sport Parachute Association**
Hon. Sec., Flt. Lt. P. F. Smout,
R.A.F. Abingdon, Berks.
Tel: Abingdon 288 Ext 485
- Parachute Regiment Free Fall Club**
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