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SPORT PARACHUTIST



THE JOURNAL OF THE
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ASSOCIATION

(A company limited by guarantee)

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

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JUNE 1975

EDITORIAL

As some of you may already know I have been appointed to the post of National Coach and Safety Officer to the British Parachute Association, and will be starting the job on 1st July. Naturally I am delighted by the prospect of once again being involved with Sport Parachuting as a full-time job, and particularly when travelling around the clubs and jumping with you all is part of my responsibilities. The appointment, however, is much more than just that, and it can be summed up very adequately in the rather long-winded title. So if I can in any way assist you in any Sport Parachuting problem please don't hesitate to contact me at the BPA office. I will also continue as Editor of Sport Parachutist and to this end rely on your continued support for its success.

On a more personal note I would like to take this opportunity of saying a heartfelt thank you, first to the Air Traffic Controllers at Leeds Bradford Airport, whose co-operation has made parachuting at Leeds an everyday, hassle free event; and secondly to my two bosses at Yorkshire Flying Services, John Fenton and Alec Webster, who for the last three years have put up so gallantly with my thrusting Sport Parachuting down their throats. To them and all the friends I have made in Yorkshire, it's not goodbye, but see you around.

Sadly I must report the BPA's first fatality of 1975, the details of which will be made known at the STC. I feel it relevant, however, to point out that this tragedy would not have happened had a bag deployment system been in use. Its use has in fact been recommended by the STC and perhaps this awful accident will hasten clubs to adopting this system.

In the meantime, blue skies and safe parachuting; see you on the drop zone.

CHARLIE

Cover — Jackie Smith about to plant the disc at the 1974 Army Meet
photo — Dave Waterman

AT THE DROP INN



Roger Marsden just about to unpack his 'Cloud' over Cark. Photo— Geoff Horan

Student: "I've been getting some bad stiff pulls recently"
 Instructor: "Why don't you grease the ripcord?"
 Student: "Cos my hands would keep slipping off the handle!!"

□ □ □

We received over 50 replies to Terry Barson's Brain Teaser in the last issue. The first correct reply was telephoned in by John Davidson of Horsham who wins the Carl Boenisch poster. The correct solution was: Jim is on the LO-PO and Bill is jumping the Pioneer reserve.

□ □ □



A young enthusiast models an immaculately tailored jump-suit.

CALENDAR OF EVENTS 1975

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—	European Championships
4 October	Portoroz, Yugoslavia.

□ □ □

SUPERFLY

... WE CAN EITHER DO WHAT WE DID LAST YEAR ... SPEND EVERY WEEKEND DRIVING HALF WAY ROUND THE COUNTRY, LOOKING FOR AIRCRAFT... SUFFERING A WHOLE SEASON OF LOUSY WEATHER ... STRAINING DOMESTIC HARMONY ... BUGGED BY INCONSISTANT ATTENDANCE BY SOME TEAM MEMBERS ...

WELL FELLAS... WHEN WE COME TO FORM UP THE TEAM AGAIN FOR THIS YEAR IT SEEMS TO ME THAT WE HAVE TWO CHOICES...



Ten little parachutists saw the weather fine,
 One was killed in the rush; then there were nine.
 Nine little parachutists just couldn't wait,
 One jumped out at fifty feet; then there were eight.
 Eight little parachutists climbing up to Heaven,
 One forgot to check his pins, then there were seven.
 Seven little parachutists always up to tricks,
 One came down in the sewage farm; then there were six.
 Six little parachutists happy to survive,
 One opened much too low; then there were five,
 Five little parachutists diving through the door,
 One got caught in a static line; then there were four,
 Four little parachutists all falling free,
 One got hypoxia; then there were three.
 Three little parachutists haven't got much clue,
 One had a double mal.; then there were two.
 Two little parachutists trying not to be outdone,
 Tried to do a cutaway; then there was one.
 One little parachutist gets back safe and sound,
 His instructor wrings his bloody neck, 'cos he couldn't
 afford a round!

□ □ □



This pack closure recently gave Dave Prince some anxious seconds!



Keith Samler writes from Rhodesia to announce the date of the Rhodesian Skydivers Meet as 12/14 July, 1975. All details are available from him at:
 Box 8124, Causeway, Salisbury, Rhodesia.

□ □ □

Quote from The Rubaiyat of Omar Khayyam; obviously about an accuracy meet:
 “And when myself with shining foot shall pass
 Among the guests star-scatter'd on the grass,
 And in thy joyous errand reach the spot.”

□ □ □

Actual headline from local paper:
 “Woman is pinned by garden roller”
 It has since been discovered that the garden roller wasn't a member of the BPA!

HEY! COME BACK ...
 YOU DIDN'T WAIT
 TO HEAR THE
 SECOND CHOICE ...



JPS.

During the planning appeal for the Peak District Parachute Club, the Inspector from the Department of the Environment read out a letter from a local farmer: "A parachutist landed outside the airfield on my land and frightened some young heifers onto the next field, where they were prematurely serviced by a bull." The Inspector then went on to say that he was not sure how to treat the letter, as he didn't know whether the farmer was in fact complaining!

□ □ □

On the subject of planning, Sibson Airfield, home of the Peterborough Parachute Centre, have just been granted planning permission. John Meacock thanks all those who supported the application; particularly the letters from clubs and the one from Major Schofield.

□ □ □

In a recent letter from an insurance broker to his sport parachuting client:

"With reference to your hobby of Tree Fall Parachuting . . ."— Makes a change from water jumping!

□ □ □

The female student has listened carefully to the lesson on canopy handling and comes up with the following at question time:

"When I run with the canopy do I have to move my legs?"

No, Darlin', not unless Big Jake's waiting on the DZ!

□ □ □

A 33 year old building worker parachuted 1,500 feet off the top of a skyscraper under construction in Toronto and survived with only the loss of his job.

William Eustace, fired after his jump for breaking safety rules, said: "I was sick, sick, sick with the job and the people who worked there, but now it's all over," and he added that he had wanted to jump since he began the job 18 months ago.

□ □ □

Richard Bach, author of "Jonathan Livingstone Seagull" has taken up sport parachuting. Already he's jumping a Strato-Star, and he's started RW. The latter he is finding a challenge, and, like so many others, has found JLS an inspiration.

□ □ □

Whilst on the subject of Jonathan Livingstone Seagull, the Neil Diamond sound track of the film is now readily available. The music is quite beautiful and is completely in keeping with the book. The record number is CBS 69047.

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AND READ A COPY OF

„PARACHUTIST“

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

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

BUZZ'S CANADIAN COLUMN

The twentieth Annual General Meeting of the Canadian Sport Parachuting Association was held in Winnipeg over the weekend of March 15th, 1975, and occupied four days altogether. On the Thursday, a Director's meeting was held, the discussion at which pertained mostly to agenda items for the general membership meeting. Several hours were spent discussing the budget for 1975, with the resultant cutting of many expense items. It is intended that the Association must at least break even and even with the membership fee going from \$18 to \$25, inflation will see to it that this will not be an easy task.

On the Friday, the Technical, Training and Safety committee conducted a whole day seminar. Topics covered were Safety Co-ordinators and their function, Accident Investigation and related statistics, Drop Zone administration, Rigging, and an Explanation and Use of the Stevens Cutaway System. A great deal of discussion was generated concerning the use of reserve AOD's and their usefulness in student jumping. It is a fact that four of the seven fatalities that occurred in Canada in 1974, *might* have been prevented, had the student concerned been using a reserve AOD. It is also unfortunate that discussion of such a topic tends to be emotional rather than realistic, and while I cannot disagree that fatalities must be prevented, I can foresee many many problems arising from any move to make AOD's mandatory on all student jumps. More on that later.

The general membership meeting took place on Saturday and Sunday, and attendance was poor. In essence only 25% of the clubs make decisions for the whole Association.

By constitutional amendment, the number of Directors was reduced from seven to five, thereby recognising reality and making the decision making process much less expensive and much more efficient. The decision was also taken to look into the possibility of Canada hosting a World Parachuting Championship within the next five years. As a result of discussion at the Safety Seminar held the previous day, a motion was brought before the meeting, and passed virtually unanimously (I abstained from voting) that after May 1, 1976 reserve AOD's be mandatory on all student jumps (student probably being defined as up to fifty jumps). Presumably the time between now and then will be used to examine just how difficult this will be to implement, what type of AOD should be used, and how can they be adapted for safe and reliable use. I have no sympathy for those involved.

In previous columns I have discussed our involvement with the Ministry of Transport concerning the possibility of regulations regarding parachuting. At a meeting in early March, with high Ministry officials, it was stated that they are not about to introduce any parachuting regulations. However they did request that should they decide to do so, then CSPA should be ready to provide input. Now is the test of our sincerity and belief in our Basic Safety Regulations, as any regulations we suggest to the Ministry, should of necessity be modelled closely to our current regulations. The acid test is whether we as parachutists are prepared to abide by regulations which can and will be enforced by law, when over the years we have ostensibly supported them but secure in the knowledge that no harm can come if they are not followed. An interesting ethical problem.

See you next issue,

BUZZ.

THE STRATO STAR

I had my first opportunity to evaluate the Strato Star in California last January. I approached this new canopy with a bias against the reliability and limited use of a square parachute. Even as the aircraft took me up for my first Strato Star jump I felt rather apprehensive — I was in for a pleasant surprise.

The Strato Star is rapidly becoming a common sight on American drop zones, I therefore had the opportunity to jump them and talk to jumpers who had been using them for some time for style, accuracy and relative work.

The most important and most striking feature of the Strato Star is its remarkable dependability. I believe the new reefing system has solved previous problems experienced with ram air parachutes. Basically if you pack as per instructions — it will open. The opening shock is pleasantly soft, certainly nothing like those associated with other ram air or lightweight small round canopies. In my experience I found the rumour, that this parachute 'streamers' for several seconds, to be largely untrue. On average, the opening time is perhaps one or two seconds longer than a P.C.

The opening sequence is another special feature of the Strato Star. The parachute opens to a reduced configura-

tion, thus eliminating forward surge. At this point in the deployment sequence it may be steered with the back risers. The total performance is rather like a cheapo. Full flight may be achieved at the jumpers convenience.

The manufacturers claim that the Strato Star is a relative work canopy is, I feel, a valid one. It is lightweight, it requires a very small back pack, and there is nothing unacceptable about its deployment sequence. I jumped my Strato Star on large star loads in Arizona and was very happy with its performance.

This parachute also has a great deal to offer the style and accuracy jumpers. I have seen numerous discs scored, and my own scores have radically improved. It enables a style jump to be finished off with a ram air accuracy approach. If you will forgive the pun, the Strato Star is an excellent 'all rounder'. It combines the advantages of several different parachutes into one. This represents a saving to those of us who can't afford to own one canopy for relative work, one for accuracy, etc.

There are three further factors worth mentioning. The first is that no matter how fast you are, the Strato Star will take a few more minutes to pack than a P.C. or cheapo. The second is that although the Strato Star is very 'forgiving' compared with the other ram air parachutes, it is by nature, a high performance parachute. I feel it should only be used by competent parachutists.

The Strato Star packs down so small that it is lost in a conventional back pack, designed to take a Pap or P.C. It is sold with a special back pack and deployment bag, which may be used with standard harness types. Most parachutists in the States that jump a Strato Star, have converted to one of the new systems, specially designed for the job. The S.S.T. and R. & J. systems are the most popular. The R. & J. back packs have an advantage in that they can also accommodate either a canopy equivalent in size to a P.C., because of an ingenious system of double grommets and nylon cones. If anyone is interested I have information on the S.S.T., and have my own Strato Star in a R. & J. back pack and harness — come down to Thrupton and have to look.

BRIAN MORGAN, ACE 36.

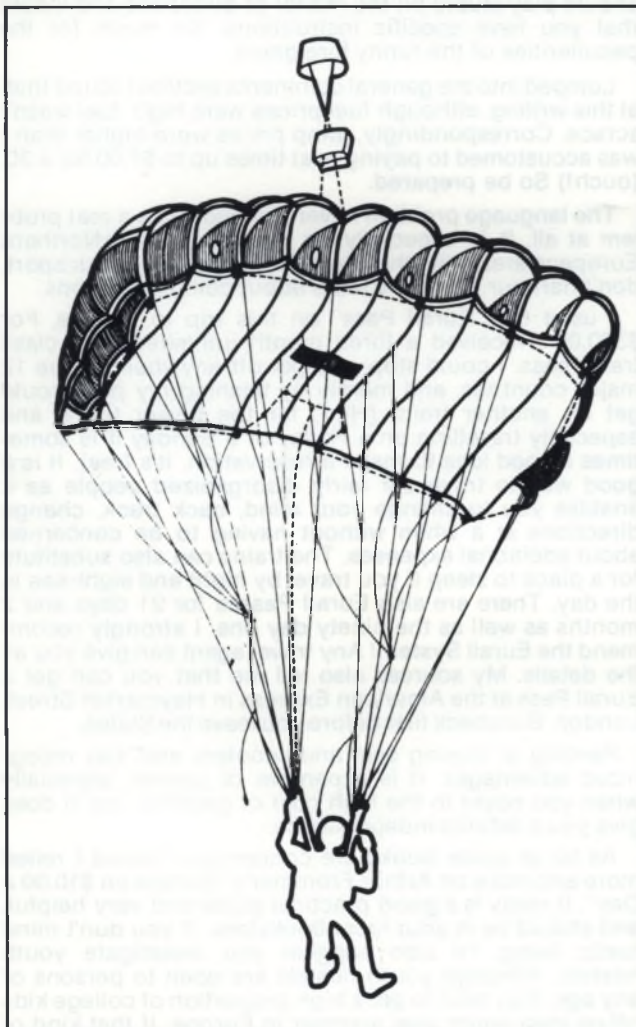
Specifications

Wing Span 15 ft.
 Wing Chord 13 ft.
 Wing Area 180 sq. ft.

	Rate of descent	Speed Range
Glide	14-16 f.p.s.	18-22 m.p.h.
50% brakes	10-14 f.p.s.	9-12 m.p.h.
75% brakes	10-14 f.p.s.	6-8 m.p.h.
100% brakes	16-20 f.p.s.	0.5 m.p.h.
Stall	22-26 f.p.s.	0. unstable flight

Full glide to
 flared landing .25 f.p.s. (with proper technique)

Weight of canopy,
 deployment back and back pack 13 lb.



[There is a nasty rumour circulating that the Editor of SP has sold his P.C. after 10 years of loyal support, and is now jumping his own Strato Star — This rumour is absolutely true, and whilst it is early days, there is no doubt that this is a very impressive flying machine. Dear Reader: you will hear more of this machine! — Ed]

EUROPE REVISITED 1975

by NED LUKER, SCR 119

Although Ned wrote this Basically for American consumption, it has much to offer the Nomadic Brit. The section on UK jumping has been omitted.— Editor.

Five years ago I made a holiday trip to Europe and wrote a short article about it in 'Sport Parachutist'. Now with the combination of the right circumstances I was able to make another visit to the Continent. I felt I should now update my parachuting guide to make it more valuable to jumpers visiting Europe.

My objective of writing a parachuting guide five years ago (and now as well) was to provide a guide for the sport parachutist to include the who's, where's and how's of parachuting in each major nation in Europe. Hopefully, such a guide would substantially cut down on much wasting of time, and idle searching for the "right places".

I have a few overall unrelated general comments to make on Europe before we get into the specifics. First of all the general parachuting skill has greatly improved since my last visit. Relative Work is now completely accepted and is no longer considered "outlaw" or dangerous; and, it appears, that jumpers and their clubs/drop zones are no longer satisfied and content with small airplanes. Large aircraft are being sought and formation flights are becoming more popular.

Europe is much farther north in latitude than most of us seem to realize. A quick brush-up on your geography will show that Madrid and New York City share just about the same latitude, while Norway and Sweden share a common latitude with Alaska!

Of course ocean currents, land masses, etc. have an effect on weather, but the point I am stressing is that parachuting in Europe tends to be much more seasonal than we know it in America. Europeans accept the fact that due to weather, parachuting is seasonal (and so should you). Jumping consequently falls way off during the winter season as jumpers are taking up winter sports or getting to know their families again. The fact that parachuting tends to be seasonal should not discourage you from trying to make a jump if you are in Europe during the winter. Just be aware that weather will be a problem and that there will be fewer jumpers on the Drop Zones. The generally recognized season for parachuting then is May 1st (May Day is almost universally a holiday in Europe — among other things, symbolizing the beginning of summer) through October.

The telephone system works in Europe, although after your visit I am sure you will never say an unkind word about "Ma Bell" again. The telephones in each country seem to have some mysterious dialling method, different (and therefore confusing) from one another. Area codes can change as you leave one communications grid to another. My advice is to get clarification at your Hotel or Pension for the specific way of dialling, especially if you wish to place a call to another country, no matter how close by. As most telephone exchanges are run by the National Post Office (all part of communication) major post offices are good places to make long distance calls. Additionally, the railway stations in major cities all seem to have facilities for long distance and international calls. I'm stressing telephones because I have found from experience that a telephone call beforehand can save a great deal of time and possibly some severe disappointments. In each country listed, where possible, I have

included telephone numbers in order to save you frustrations or embarrassment. Along the same vein, you should be aware that Europeans write the numbers 7, 1 and 9 in a slightly different way that we do. Here is a code so that you don't get foiled. The number 7 is made like a backward small letter F, in other words with a small horizontal line along the vertical shaft. Number one is made like an upside down letter V or more closely like an upside down "check mark". The number 9 is written as a lower case letter g. All clear!? It's not too confusing if you're clued in and know what to look for. Also, while we are on the subject of confusing differences, keep in mind that Europeans often give directions like "It's a mere fifteen minutes walk from here. Turn right at the fountain and its just opposite the cathedral." What this means to you is that the distance is over a mile (or 2 miles round trip) when you get to the fountain you will find five roads, three of which are to the right and lead to cathedrals, and if and when you get to the right cathedral, you slowly realize that opposite means practically any direction of the compass. The purpose of this drill is to hint that you should play stupid on the matter of directions and insure that you have specific instructions. So much for the peculiarities of the funny foreigners.

Lumped into the general comments section I found that, at this writing, although fuel prices were high, fuel wasn't scarce. Correspondingly, jump prices were higher than I was accustomed to paying — at times up to \$7.00 for a 30. (ouch!) So be prepared.

The language problem never seemed to be a real problem at all. It is especially no problem in the Northern European area. With the international flavour on our sport, don't harbour too many fears about communications.

I used the "Eurail Pass" on this trip to Europe. For \$300.00 I received a three month unlimited, first class travel pass. I could stop and get off anywhere in the 12 major countries, and merely by flashing my pass could get on another train. (Hint: for the busier trains and especially travelling on a Friday or a Sunday it is sometimes a good idea to make a reservation. It's free). It is a good way to travel for fairly disorganized people as it enables you to change your mind, back track, change directions at a whim without having to be concerned about additional expenses. The trains can also substitute for a place to sleep if you travel by night and sight-see in the day. There are also Eurail Passes for 21 days and 2 months as well as the ninety day one. I strongly recommend the Eurail System! Any travel agent can give you all the details. My sources also tell me that you can get a Eurail Pass at the American Express in Haymarket Street, London. But check first before you leave the States.

Renting or buying cars and scooters also has recognized advantages. It is expensive of course, especially when you count in the high cost of gasoline, but it does give you a definite independence.

As far as guide books are concerned, I found I relied more and more on Arthur Frommer's "Europe on \$10.00 a Day". It really is a good practical guide and very helpful, and should be in your local bookstore. If you don't mind rustic living, I'd also suggest you investigate youth hostels. Although youth hostels are open to persons of any age, they tend to get a high proportion of college kids off on their junior year summer in Europe. If that kind of



photo—Rudiger Wenzel

Pilatus exit...

crowd agrees with you, you'll have no trouble "youth hostelling". The prices of some are as low as \$1.00 a night. For further details contact:

American Youth Hostels, Inc. (or UK Youth Hostels Association)
National Campus
Deleplane, Virginia 22025.

Europeans tend to use the Michelin Guides which also have some excellent ideas on each country and city you'll visit. For my money they tend to over emphasize gourmet restaurants and Le Grand Hotels, but you might check them out as many Europeans swear by them.

The big question in getting around in Europe is to take your gear or not to take your gear. It is a question you'll have to answer yourself. The advantages of having your own equipment are obvious. The disadvantage primarily comes down to one critical point — are you willing to lug forty pounds of gear around with you, in addition to your normal travelling clothes. I wasn't, because after just the first day of travelling it becomes obvious what a great relief it is to travel mobile and light. I took with me however, my helmet, jumpsuit and Addidas. That's really all I needed. There was never a problem about borrowing gear, But I did jump my share of cheapos, B-4 harnesses, and assorted and most peculiar "foreign equipment". If you feel really uncomfortable jumping another person's gear then by all means take your own and pay the overweight. If it is not that big a deal, then I'd advise leaving it all at home except helmet (I never could get another person's helmet to fit me properly — either

much too big or much too small), jumpsuit (jumpsuits that are lent out always seem to be of the student, carpenter coverall variety) and appropriate foot gear. While on the subject of equipment you should definitely take log books, licence (with current FAI stamp) USPA membership card in addition to a current medical certificate, less than a year old is usually required, stating your fitness to jump. Unless your international reputation precedes you, you will be asked for your paperwork for sure!

One further point on getting around to different drop zones, remember even though a D.Z. is a full time centre and open 24 hours a day, seven days a week, it is the week-ends and national holidays (strangely the 4th of July is not observed!) that are the busiest times. After a while, then I got into the habit of being the carefree tourist during the week, but on a Friday afternoon, I would organize things so that I was at a Drop Zone. It worked out pretty well.

And now, off to the Continent.

FRANCE

France will probably be your next stop after leaving Great Britain. I'd say that without any doubt, France has the very best jumping of any country in Europe! The birth of modern sport parachuting was here. The very word parachute is of French derivation. And, the French Government for years has financially supported the sport. Unhappily, due to the world economic situation, French monetary support has just about been withdrawn. While parachute centres are not required to show an actual profit,

they must not lose money either. What all this means to you, is that the jump rates have now gone up to the rest of the world's standard. The old days of cheap French jumping have passed.

I love the French! I like their food, cheese, and wine, but, especially their parachuting ability in all three aspects of our sport. They are a great people and I'm sure you will have a marvellous time in the country. Without further ado, get out your map of France, and circle these major full time centres.

Sadly, the Drop Zone at Chalon has been closed, but here are the full time centres. (*Not according to my information Ned!— Ed.*)

FULL TIME CENTRES

Centre-Ecole de Parachutisme Sportif Paris-Ile de France Aerodrome
B.P. No. 7, 77320, La Ferte Gaucher. Tel. 404-01-73.

La Ferte Gaucher is the closest civilian parachuting airport to Paris; and, significantly, the first French Drop Zone to emphasize Relative Work! You can get there from Paris by either train or bus (but bus is slightly faster and more frequent) La Ferte Gaucher is about 90 kilometres (55 miles) east of the city. Oh yes; they have a Twin Otter for you to use.

Centre-Ecole Regional de Parachutisme d'Aquitaine
Aerodrome de Roumanieres, 24100 Bergerac.
Tel. (53) 57-15-24.

Bergerac is the home now, for French Style and Accuracy. A lovely place with a Pilatus Porter for your transportation up. Nice place in the spectacular Bordeaux country.

Centre-Ecole Regional de Parachutisme d'Alsace
Aerodrome du Polygone, 67000 Strasbourg, Neudorf.
Tel. 15 (88) 34-00-98.

Directly on the Rhine River, and quite near to the German city of Freiburg, is the full time centre at Strasbourg.

And now in the south of France for those that have full time operations are:

Centre-Ecole de Parachutisme "Marc Eskanazi" B.P.114
Aerodrome Moulins Avernès, Moulins Avernès 03000.
Tel. 15 (70) 44-42-41

Centre-Ecole de Parachutisme de Pau
Aerodrome Municipal Idron, B.P. 97, 64000 Pau.
Tel. 15 (59) 27-17-41.

Centre-Ecole Regional de Parachutisme "Claude Lauhille" Aerodrome de Gandalou.
(Near Toulouse and Moissac)
82100 Castel Sarasin.
Tel. 16 (63) 04-09-29.

And for the major WEEKEND CENTRES:

Centre-Ecole Regional de Parachutisme du Nord
Aerodrome de la Salmague, 59600 Maubeuge.
Tel. 16 (20) 62-03-69.

(The old drop zone at Lille has moved here. Roughly 30 miles from Lille)

Centre-Ecole Regional de Parachutisme de Provence-Mediterranee Aerodrome d'Avignon Montfauet
84140 Montfauet (near Avignon).
Tel. 15 (90) 84-01-33.

Centre-Ecole Regional de Parachutisme de l'Aisne
Aerodrome de Laon-Chambry, 02000 Laon.
Tel. 16 (23) 23-00-87.

Centre-Ecole de Parachutisme de Savoie Aerodrome de Chambéry Aix les Bains, 73420 Le Viviers du Lac (near Chambéry).
Tel. 15 (79) 34-39-51.

I met an American jumper over on an excursion flight with his twenty-one day Eurail pass who simply went from one drop zone to another spending a few days at each one. A great idea, I thought, for a vacation that would enable one to see the country. As you can imagine, his tour was a little bit away from the ordinary tourist paths.

Just a few routine comments. The French jump centres are loaded with equipment that you can borrow at no charge. It is definitely different harness/container gear than we are used to but, the canopies are familiar (papillons and clouds). The French always stop for two hours at noon for lunch! It is this one custom that strikes the unwary foreigner as the most peculiar custom of the skydiving Frenchmen. Actually, with time, you'll think it's a marvellous idea. It gives a nice break to the day and comradeship around the dining room table is established as one relives the morning's jumps. The food is the kind you have always heard about. The famous French provincial food that changes from region to region along with the cheese and wines. Ah yes, not the usual drop zone fare! Be assured that there is always a restaurant on the airport, or very nearby, to which the jumpers go.

I know you'll meet some really good people at the jump centres, but just in case, here are a couple of guys in Paris that are super active in the parachuting scene.

Bernard Colas, Blvd. Emile Augier 6, Paris 16e.
Tel. 870-11-75 (home); 769-92-88 (work).

Jean-Pierre Bolle, 61-63 Avenue de Segur, 75007 Paris.
Tel. 556-54-87 (home); 267-80-80 (work).

Although they speak "some" English, you might encounter some initial confusion. If your High School French is like mine, you might try to have someone (like the clerk at your hotel) stand by for help.

Also, if you have the time, stop by the Headquarters of French Parachuting (their USPA) for a "Bon Jour". They will have an updated drop zone list that might prove helpful. You can easily take the Paris subway (metro) to St. Georges street stop.

Federation Francaise de Parachutisme,
35 Rue St. Georges, Paris 9e.
Tel. 878-45-00; 878-15-71.

In addition, for all your Relative Work Freaks that would like your very own French SCR equivalent, contact the club at:

Club des Grandes Etoiles, 2 Rue Sorbier, 75020 Paris.

BELGIUM

Brussels is a lovely city with beautiful architecture and fine museums. There is also an air of international business activity as this is the administrative home for the Common Market as well as the headquarters for many overseas companies.

There are four major drop zones in Belgium, but the principal one is at the Aerodrome of Spa (slightly south east of Brussels, and beyond the city of Liege).

Aerodrome de Spa, Spa, B-4880.
Tel. (087) 77-19176.

The centre is run along French lines with plenty of gear to borrow and large pea gravel bowl. They are reportedly purchasing a large ten place aircraft to be ready for the summer of 1975. A beautiful drop zone located very near to the old historic Roman mineral baths at Spa, open seven days a week in summer, but on a weekend schedule during the other eight months. The three other major drop zones are weekends only. Go to the local aerodromes at:

Moorsele (near Kortrijk and the French border).
Temploux (near Namur).
Schaffen (near Diest or eastern Belgium).

Here are three good parachuting contacts all located in Brussels:

John P. Duchene, 482 Chaussee de Bruxelles Petit-Enghien (suburb of Brussels) B-1391.
Tel. (02) 513-78-40, ext. 262 (work); (02) 395-36-17 (home).

John is a good jumper who has been around the Belgian parachuting scene for years. I met John five years ago and we have been corresponding ever since.

Daniel Hupert, 3 Square Marie Louise, 1040 Brussels.
Tel. (02) 219-04-32 (home); (031) 33-98-45 (work-office in Antwerp).

Known as the "Franko-Yank", Danny is absolutely multi-lingual and accentless in at least three languages. An American citizen living in Belgium for years, Danny is a good contact for the "what's happening" in European parachuting. Ace jumper, freefall photographer, and nice guy.

Astrid Hustinx.
Tel. (02) 512-14-06 (work).

As Astrid is a commercial pilot and always on the go, she suggested the best place to reach her was at her work number. Another excellent Relative Worker and person in the know.

HOLLAND

You'll like Holland. It has no panoramic vistas, the weather isn't very good as they get the leftover British stuff, it is small and the ocean always threatens to wash the entire country into the sea. It is the people you will like. They have an intense, warm hospitality almost to the point of embarrassment. The Dutch seem to speak every language in Europe. Traditionally they seem to serve as translators at world meets. Amsterdam is one of the world's greatest cities. Again, not because it is big and flashy, but because it is small, has canals, and centuries old architecture. It also has some incredible night life, but that's another story.

The first person I would write to is the Dutch FAI Representative and also the leader of Relative Work in Holland: Bert Wijnands, Refelingse Erven 152, Neunen (near Eindhoven)

Te. 04993-1707 (home); 040-782409 (work).

Bert lives south of Amsterdam about an hour and a half train's ride, but he is an outstanding parachuting contact and really has his finger on the pulse. Do write or 'phone Bert!

While in the Amsterdam area you should contact:

Ben Woltering, Coba Ritsemahof.
Tel. 020-430997.

Paul Koudijs, Wielingenstraat 34; 11.
Tel. 020-427454.

Jaab Havekotte, Thorbeckelaan 3; Naarolen (a suburb of Amsterdam, S.E. near Hilversum).
Tel. (02159) 43263 (home); (020) 937660 (work).

Wim Velthuizen, De Savornin Lohmanlaan 18 Baarn, (also a suburb of Amsterdam near Hilversum).
Tel. (02154) 5593 (home).

There are a couple more drop zones, but these are a good start:

Hilversum Aerodrome, Hilversum.
Tel. 02158-1365 (weekends and evenings).

Hilversum is probably the largest DZ in Holland (jumper-wise) and it is certainly the nearest to Amsterdam.

Seppe/Roosendaal, Contact: Bram Lasschuijt, Hertogshoef 60, Raamsdonkveer (near Breda).
Tel. 01621-4216 or the club number at 01652-3129.

Teuge Para Club.
Contact: Waldie Groenewold, Ryksstraatweg 73, Voorst, (near Apeldoorn).
Tel. 05758-210.

If you get a chance to get over to the capital of the Netherlands, The Hague, give a call to:

Karst Sikkens, St. Martinuslaan 124, Voorburg, Den Haag.

He runs the administrative side of Dutch parachuting. and,

Hans and Patricia Blaauw, Laan van Meedervoort 31, Den Haag.
Tel. 070-468569.

SCANDINAVIA

Of course, Scandinavia is not a country, but rather a large area of Northern Europe, consisting of Denmark, Sweden, Norway, Finland (and Iceland which I have left out). If one were to make a general comment about parachuting in the Scandinavian region, one would have to mention the weather. In the summertime, the sun can set at 11 o'clock, and then rise again three or four hours later. Incredibly long, warm beautiful days. However, in the winter time there might only be a few hours of daylight, that just peaks up over the horizon.

Consequently, the Scandinavian jumpers can and do jump all day long, seven days a week in the summer. Clubs frequently hold special summer camps lasting a few weeks with the entire club camping out on the airfield. Naturally after the jump day is over, a sort of modern version of a pagan viking beer drinking ceremony takes place. In the winter time, the Scandinavians generally hang up their parachutes and take up active wintertime sports. So keep in mind that parachuting is very seasonal here. When it's good it's great; when it's bad, it's not so great. By all means try to make your parachuting visit in the summer.

DENMARK

If you are in Copenhagen (my favourite Scandinavian city) and it's a Wednesday evening around 9.00, stop by the Copenhagen Parachute Club for an evening of Danish cheer and good talk.

Kobenshauns Faldskaermsklub, (Copenhagen Parachute Club), Kattesundet 12A.

(Just off the Stroget, the main walking street or mall in the city centre).

The Chief Instructor in the country and a guy I met five years ago is:

J. U. E. Testmann, Strandvej 110D, 2900 Hellerup, (suburb north of Copenhagen).
Tel. (01) HE-71-29 (home); (01) 78-44-22 (work).

President of the Copenhagen Club:

Peter Sivertsen, Ketilstorp alle 88, 2650 Hvidovre, (suburb of Copenhagen).
Tel. (01) 50-22-12, ext. 4.

A good jumper and a keen Relative Worker:

Mads Larsen, Grundtvigsvej 18 IV, 1864 Copenhagen V.
Tel. (01) 24-65-93.

Another excellent jumper, and Team Leader of the Danish team to Hungary:

Paul Erik Hansen, Plejlstien 17, Tune, 4000 Roskilde, (approx. 45 miles south of Copenhagen).
Tel. (03) 13-82-46.

Similar to the USPA, the Danish Parachute Union incorporates all clubs in Denmark.

Danish Parachute Union, c/o Svend Brosted, Georginevej 14, 2970 Horsholm.
Tel. (01) 86-81-64 (home); (01) 88-55-11, ext. 3791 (work).

If all else fails stop by the Royal Aero Club as they have a surprisingly good knowledge of jumping and jumpers. Kongelig Dansk Aero Klub, (Royal Danish Aero Club), Robergade 19, 3rd Floor, 1362 Copenhagen.

Drop Zones are located on Sjaelland, the island on which Copenhagen is located, at the aerodromes at:

Sundbylille near Frederikssund;
Ny Hagedsted near Holbaek.

Also the Island of Lolland.

- 1) Trundholm near Ny Kobing.
- 2) Holeby (Maribo Flyveplads near Rodby, the town where the Ferryboat crosses to Puttgarden, Germany).
Tel. Airport (03) 90-65-53.

The Jutland Peninsula:

- 1) Fredericia.
- 2) Holstebro.

But apparently the largest Jutland Drop Zones are at:

- 3) Aarhus.
- 4) Aars.

The Danish contacts will help as there are some problems with altitude restrictions. The rule here is to verify before you sally forth to a drop zone.

SWEDEN

The best jumping in Scandinavia is in Sweden. It may be because it has the greatest population in Scandinavia. Let's begin at the southern part of the country and then move north. The country logically has population centres in three principal areas.

Malmö

Just across the sea by ferry boat from Copenhagen. Be sure to contact:

Nicky Gyllenkrok, Bjornstorps Slott, 24013 Genarp (near Lund).
Tel. (040) 48-00-04.

He is the undisputed accuracy and style champion in the country; a nice guy who has jumped internationally on the continent and in the States.

Jonas Wallberg, Sit Paulikyrogat 12, 21149 Malmö.
Tel. (040) 12-61-29 (home); (040) 18-00-00 (work).

Jonas is the local R.W. leader with over a 1,000 jumps, and is also a good, good contact.

Gothenburg (Göteborg)

Home of the "Volvo" automobile and the place where it seems half of the Gothenburg skydivers are employed. Two especially eager Relative Workers who earned their SCR's in the States a few years ago are:

Hans Ingmannson, Karl Gustavsgatan 42, 41131 Gothenburg.
Tel. (031) 18-49-91.

Jan Arvidsson, Swedish Paraservice, Kronhusgatan 2D, 41113 Gothenburg.
Tel. (031) 13-02-54.

And when you go up to beautiful **Stockholm** for sure give a call to:

Goran Wintzell, Hornsgatan 85, Fifth Floor, 11721 Stockholm.
Tel. (08) 84-40-62.

Goran is another very good Relative Worker and hard core organiser. Also give a call to Scandinavia's leading female parachutist.

Eva Franson, Humblegatan 29, S-172, Sundbyeerg 39 (suburb of Stockholm).
Tel. (08) 84-23-80 (home); (08) 29-10-10 (work).

Eva began skydiving in Snohomish, in Washington, a few years back. Chairman of the Stockholm Club and another contact in the know:

Jan Pautsch, Hjulstabaekat 22, Spanga (north of Stockholm).
Tel. (08) 761-5207.

NORWAY

The principal contact in Norway is Eilif Ness! Eilif's contribution to international parachuting and Relative Work in particular is well known to all of us. As the F.A.I.'s Chairman of the Relative Work Committee, he is without doubt the individual to talk with about additions and deletions of sections of the RW rules. He'll be interested in your ideas and, very importantly, Eilif listens. You will find him extremely helpful, cordial and a warm friend. By all means contact him! He lives south of Oslo, about a hundred miles or so in Fredrickstad.

Eilif Ness, Postbok 343, 1601 Frederickstad.
Tel. (031) 11-94-2; (home and work).

When you are in Oslo contact:

The Oslo Parachute Club, Toftesgate 22, Oslo 5.
Tel. Kato Hansen: (02) 41-52-24 (work); (02) 16-02-84 (home).

Parachutists in the greater Oslo Region tend to all move from one DZ to the next. They organize themselves to move to different airports on different weekends, even though their club may be actually situated at one place. The entire club picks up and moves, students, gear, the aircraft, the works. It is an interesting idea that keeps the clubs from getting isolated from one another. Different ideas are exchanged, people keep jumping at different places and generally the scene is kept from becoming static.

If you get to Bergen (Fjord country) which is in the western part, and along the North Sea, contact:

Geo Wilson, Postbok 5043, Bergen.
Tel. (05) 27-55-71.

His club jumps right onto the Bergen Municipal Airport, 5069 Bergen Lufthaven, Bergen.

Although I did not get the opportunity to go to Finland, my sources have given me two major contacts in Finland:

Rolf Leiman, Rodjevagen 11, 06700 Helsinki 67.
Tel. (07) 45-55-55.

The Parachuting Club of Finland, Box 10653, 00101 Helsinki 10.

Jumping is reported to be good with some of the best after-jump parties in the world. If you have a strong liver and your budget holds out, friends tell me Finland can be a fabulous place. However, it is really only suitable for a summertime excursion.

GERMANY

Of all the parachuting nationalities, the German jumpers seem to travel from one DZ to another more than any other nationality; frequently following a large aircraft. Instead of giving you a list of drop zones and jump centres I think, in this case, I shall give you the names of people to contact in order to ask them about the current jump scene. Please keep in mind that German addresses are slightly different than the rest of the countries. The individual's name comes first, then his city of residence, and then the street number; OK?

The first person you should contact is Uwe Beckmann. Uwe is Germany's FAI Representative, editor of the German language magazine "Sports Springer", is an undisputed leader in RW and probably *the* major contact in



Glimpse into the past—military exit, circa 1943, over Tatton Park—note lack of reserve!

Germany. Contact Uwe at:

Uwe Beckmann, Sports Springer/ Fallschirmsport, D-6083 Walldorf/Hessen (near Frankfurt), Havelstrasse 4. Tel. (0-61-05): 7-4-36.

Ask him to send you the parachuting information pamphlet for German speaking people (Fallschirmsport Kurzinformation). This small pamphlet lists literally every drop zone in Germany, Austria, and Switzerland. It's all in German, of course, but you will be able to read and understand it with no problem. It is an excellent guide with names, addresses and telephone numbers. Do keep in mind that there are lots of very small drop zones on the list. I would say it is best to try to ask someone in the know before venturing forth following Fallschirmsport Kurzinformation religiously. The pamphlet, I think, is free, but you might send Uwe a remittance to cover postage and hassle fee. I suggest, also, that you subscribe to "Sports Springer" although it is all in German, you can still get a surprising amount out of this magazine. It is a good deal for the internationally minded parachutist, as the airmail price is only \$8.00 per year.

Dr. Hans Helmut Thiele, 78 Freiburg, Reichsgrafen Str. 4. Tel. (0761) 7-39-69.

Helmut is an excellent jumper and keen relative worker. A personal friend, he is very hospitable, and is very personable. Helmut has over 1,500 jumps and is a must

if you are in the Freiburg area (in the southern corner between Switzerland and France).

Walter Eichhorn, 6277 Camberg (near Frankfurt), Hohenfeldstrasse 4. Tel. (0-64-34): 85-29.

Relative work team leader of Walter's Vogel (Walter's Birds) and definitely in touch with the scene.

Peter Bottgenbach, 5 Koln 41 (Cologne), Aachenerstrasse 555. Tel. (0221): 49-18-97.

One of the finest freefall photographer's in the world, and naturally a strong RW organiser.

Erhard Thoma, 7031 Gartringen (near Stuttgart), Schonbuch Strasse 13. Tel. (07034): 25-89.

While there is no jumping in Berlin itself (the Western Zone is about 200 miles away) a good contact is the grand old master and one of the pioneers of civilian sport parachuting:

Max Mollenhauer, 1 Berlin, 37 Fercher Strasse. Tel. (0311) 80-12-93-4.

Max will let you know if any parachuting is going on, and, if there is a group leaving for a drop zone in West Germany. I understand that the Berlin group makes the trek about once a month.

The British Army runs a full time centre that caters to civilians as well. It is at:

Bad Lippspringer Aerodrome, near Paderborn, East of Dortmund.

Sorry I haven't been able to get their German address, but their British Army address is:

Rhine Army Parachute Association, R.A.P.A., Centre, S.T.C. Sennelager, B.F.P.O. 16, Great Britain.

If you are in the area and require general information, you might stop by the German National Aero Club in Frankfurt.

Deutscher Aero Club e.v.6, Frankfurt 71, Lyoner Strasse 16.

SWITZERLAND

In my opinion, Switzerland offers you probably the most spectacular jumping in Europe. Jumping in the Alps is truly a breathtaking experience as the beauty of the country has to be seen to be believed.

Switzerland has six major drop zones. However, the only full time centre is located in the southern part of the country in Locarno. Contact:

Chris Fischbacher (owner), or Erhard Iff (chief instructor) Para-Centro Locarno, Aeroporto Cantonale 6596 Gordola.

Tel. (093) 67-26-51; (093) 8-56-51.

They use a fleet of Pilatus Porters for their jump aircraft. The big negative drawback is the liability insurance here — you need \$250,000 just in case you total one of their lovely airplanes. The cost is \$50.00 for two years insurance. Last time I heard, they were trying to reduce this insurance and also put the policy on a pro-rata per diem basis. I strongly suggest you call in advance to Locarno before you go there:

The nearest club to Zurich is:

Para Club Beromunster, Heinrich Strasse 112, 8005 Zurich.

They jump at the Aerodrome at Beromunster which is a little out of the way, but you can take a bus there from Zurich.

Toward the western part and the French speaking area, stop over at Sion. The jumpers jump at the local municipal airport, approximately six kilometres from the city.

Para Club du Valais, Case Postale 401, 1951 Sion.
Tel. (027) 22-24-80 or (027) 26-46-4 or try (027) 19-73-56.

If you get around the Geneva/Lausanne area give a call to Daniel Beruer in Lausanne, Tel. (021) 36-39-48. And if all else fails, and you still can't reach any parachuting chums, I suggest you try the Swiss National Aero Club.

Aero-Club der Schweiz, Zentralsekretariat, Lido Strasse 5, CH-6006 Luzern (Lucerne).

Tel. (041) 31-21-21.

AUSTRIA

The Austrian Parachuting seems to be centred around four major population centres. We shall start with the capital of Austria, Vienna (or Wien). Addresses are written as they are in Germany.

The Austrian National Aero Club is located in Vienna, and they are reportedly quite helpful.

Osterreichischer Aero Club, 1040 Wien, Prinz-Eugen Strasse 12.

An excellent parachutist (former member of the Austrian Team) and a good Vienna contact is:

Rainer Rohsler, 1238 Wien 23, Gebirgsgasse 24.

Also, get in touch with the local jump club in Vienna:

Niederosterreichischer Fallschirmspringer Club, c/o Peter Drechsler, 1224 Wien-Aspern, Flughafen Aspern.

If you get over to Western Austria toward the Swiss border, be sure to stop off in Innsbruck. Several international Relative Work Meets have been held here. Write to or call:

Mr. & Mrs. Herhard and Bergild Marinell, A-6020 Innsbruck, Reithmann Strasse 18 or Gobelsberger Strasse 24.
Tel. Innsbruck 9-30-41.

The club at Innsbruck can be reached at:

Tiroler Fallschirmspringer Club, 6026 Innsbruck, Postfach 7.

Tel. Innsbruck 2-44-01 or 2-19-30.

I suggest you also try:

Fallschirmspringer Club "Ikarus", Tyrol, 6330 Kufstein, Stimmerfeldstrasse 10.

and in Salzburg:

Salzburger Fallschirmspringer Club, 5061 Elsbethen Pass, Lvegstrasse 31.

The major, full time parachute centre is on the site of the World Meet, several years ago. Graz, South of Vienna and on the way to Yugoslavia. The address of the centre is:

Osterreichischer Fallschirmspringer Club Graz, 8073 Feldkirchen, Flughafen Graz-Thalerhof. Tel. 2-30-31.

FAI Representative and outstanding parachutist and judge is Franz Lorber who lives in Graz. Be sure to give him a call as he is an excellent contact.

Franz Lorber, A-8010 Graz, Bruckner Strasse 59.

Tel. (0 31 22) 43-33-24 (home); (0 31 22) 77-5-11 or 82-49 (work).

Another excellent jumper in Graz:

Fritz Wegerer, A-8010 Graz, C.V. Hotzendorf Strasse 29/1.
Tel. Graz 92-76-1.

ITALY

For me, the language problem seemed to be the greatest in Italy. There is parachuting in the country, but communications can be difficult. The best luck I had was in the large, northern industrial city of Milan.

The first person you should contact is Roberto Mirzan in Milan. He speaks French and Spanish but his English is limited. You might opt out here for a translator from your hotel.

Roberto Mirzan, Via Gonzaga 2, Milan.

He is listed under two telephone numbers in the Milan Telephone Directory. Unfortunately I don't have them for you. Also while you are in Milan contact:

Academia Paracadutisti, Via Padova, Milano.
Tel. 285:33:62.

It seems that most of the Milan group at Alessandro aerodrome. The club telephone number is (0434) 61-28-28 and the drop zone is located just north of the town itself.

Another active drop zone and also in Northern Italy is in Mantova. Your contact here is:

Ermete De Vincenzi, Via Sabotina 8, 46100 Mantova.

Another address in Mantova is:

Associazione Nazionale, Paracadutisti d'Italie, Sezione Provinciale di Mantova, Piazza Martiri D, Belfiore 8.

Here are some "unconfirmed rumours" about drop zones in Italy. If you are adventuresome you might seek these ones out.

Bologna

Via dell'Aeroporto 38, 40132 Bologna.

Verona

Aeroporto Boscomantico, 37100 Verona.

Rome

Aeroporto della Urbe, Roma.

I apologize for the incompleteness of the Italian Drop Zone list, but frankly they are *not* as active as the rest of Europe.

Couple this with a language difficulty and you can understand, I'm sure, the inadequacy. Just for your general information, the Italian Aero Club is located in Rome and at the time of your visit they might be of some help.

Aero Club D'Italia, Viale Maresciallo Pilsudski, 00197 Roma.
Tel. 12-21-24.

SPAIN

I jumped in Spain five years ago, but a combination of the world economic woes and national political trouble have severely hurt the jump scene in Spain. This is a pity, because the weather is superb! Nevertheless here are a couple of addresses for you:

Tomas Canmar, Calle Pena Santa 18, Mira Sierra, Madrid.

Cardenas Moreno, Calle Gando 14-4, Madrid 24.

Real Aero Club de Espagna, (The Aero Club), Carrera de San Jeronimo 19, Madrid 14.

Reportedly, there is some parachuting located about 8 kilometres west of Madrid just south of Highway E-4.

Aeropuerto Cuatro Vientos, Madrid 19.

Except for international meets, I have never met anyone who has been able to wrangle a jump in the East European/Soviet Bloc countries. You might try, but don't be too optimistic. Besides the usual red tape of all socialist countries the essence of the problem centres on the fact that all parachuting is done on military airfields. They just don't feel comfortable with westerners around their military operations.

The article has been written to offer the Sport Parachutist a list of Sky Diving contacts and drop zones on the European Continent. In short, it is to make *your* parachuting holiday enjoyable and relatively easy to accomplish. It is no way intended for the casual jumper to spend a summer "bumming off of the people". The ground rules are established now, that the names, addresses and telephone numbers offered are meant only as a means of communication to determine what is the immediate parachuting scene. I found out recently, to my horror and embarrassment, that several American jumpers took the names and addresses from my previous article and casually announced themselves on doorsteps, late at night and of course, hungry, tired and dirty. Common courtesy is all that is expected. I urge you first of all to write the individuals listed in the country to which you intend to visit. Write at least a postcard stating that you will be coming at such and such an approximate week or month, and that you are interested in parachuting. Then, when you are in the general area, telephone.

Please keep in mind that people move and that the addresses and telephone numbers may no longer be valid. I apologise now for any inconveniences you may run across. I look forward to additions and possible deletions to my list. With your help perhaps we can update this European Parachuting guide from time to time. I'm interested in all comments.

Good jumping and soft landings on your parachuting sojourn. I truly envy everyone that will be making such a trip.

I'm currently living in South Africa, having the time of

my life, Great People, outstanding weather and excellent aircraft. I can be contacted at:

Ned Luker, 36 Lyndhurst Road, Lyndhurst, Johannesburg 2001, Republic of South Africa.
Tel. 40-3247 (home); 786-2110 (work).

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England, B97 5BJ
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RELATIVE WORK WITH A DIFFERENCE

I would like to start by saying that this article should be of interest to many jumpers, it is aimed at providing food for the thought of both the experienced and the new jumper, it is not just a tale of wonderful things that are happening 5,000 miles away.

RW (Relative Work) until fairly recently, was the forming of round stars in free-fall by two or more sky-divers. In the last few years RW has incorporated Sequential work and also some basic Formation work. But now some people are searching more deeply into the possibilities of RW.

In the New Year I had the good fortune to become involved with a group of progressive sky-divers in Arizona. 16 of them had been gathered together by BJ Worth and were having a look at what RW has to offer.

Inspired by some jumping he had last year, BJ decided to form a team, who would involve themselves in RW with a difference. What he had in mind was Colour Coded, Formation RW. This would involve, not only the building of new and wonderful Formations, but in addition various coloured jumpsuits would be worn, in order to make colour patterns in the Formation.

When I arrived, much time and thought had already gone into the ground work, and a number of complicated and impressive Formations were now being completed. Some of the Formations had been tried twenty or more

times without success and others would still be unconquered in months to come. But essentially things were beginning to work.

Almost every jump was filmed by Rande Deluca, on a 16mm movie camera. On most of the jumps 2 or 3 floaters would be used and Rande would take one of these slots. On the World Record Formation Sunburst Flake jump, 6 floaters were used and Rande, first out, was still able to do some excellent photography. The main idea of the filming, was to eventually produce a film with the available footage provided by Rande and also some by Ray. But the films also proved to be useful in the sorting out of problems and in learning. In the evenings at the week-end, and sometimes during the week, we would get together to see the films that had been taken the previous week-end. Amongst other things, it was possible to discover who had been flying the formation. The coloured jumpsuits added to the films; coloured gear would have provided the ultimate touch, but as so often happens, money was short and sponsors had not yet been found.

Having arrived and seen one or two familiar faces, BJ came and asked me if I would like to make a jump with some of the team. I had hoped to watch through binoculars at best, and was therefore very quick to take him up on the offer. I was then given a green jump-suit, told to go over and join the seven other guys on the jump,



16-Man 'Jewel'.

photo—Rande Deluca



16-Man 'Jewel' from underneath.

photo—Rande Deluca

who would fill me in on details. The formation we were going to make on the jump, was to be an 8-man IN- OUT with colour coding, Green and Red alternating In and Out respectively. Exit and build up were practised on the ground several times; firstly without gear to organise the mode of docking and grip changes, and then with jumpsuits and gear on to know relative positions for the flying down and in to the formation. Two or three final build-ups and exits were done out of the Lockheed Lodestar prior to take-off. Take-off was the most anxious moment of the whole jump for some of the jumpers because they didn't trust the Lodestar or the pilot or both.

The jump built as follows: Base exited facing in the direction of the aircraft, 2 and 3 then dock either side of him, facing in the opposite direction. 4th is then docked onto the 3 man Compressed Accordion, flying into a position in front of the base, with grips on 2 and 3's inside legs.

5 and 6 then docked either side of 4, gripping each of 4's legs and then swinging round to make a second compressed accordion, their inside legs being next to 4's elbows.

7 and 8 then flew in on either end to grip legs and hold the two 3 man compressed accordion together.

At this stage in the build up, 4 transferred his grips from the legs opposite on the inside leg of 5 and 6 which were next to his elbows. 4 and Base then shook which signalled the release of leg grips by the four outward facing jumpers, thus completing the initial formation.

The formation was then flown for a few seconds, Reds 'split' and Green moved forwards to make a 4 man star, before final break off and dumping.

During the week-ends that I spent at Casa Grande, I learnt many things about Formation jumping, more than once by my mistakes. Most of us make mistakes at one time or another, but they shouldn't be stupid or unnecessary ones. Also, 'Nobody but a fool makes the same mistake twice' so if you learn by the mistake then it can be tolerated. The rest of the load depends on you and you in turn depend on each of them. In star building, positions are not essential; quadrants and positions only provide discipline when perfection in speed are being aimed at. But when building these Formations, each person has a designated slot, and his position is important, not only because of the specialised manoeuvre involved in flying the slot, but also because of the eventual colour pattern of the Formation. Symmetry and colour are very important aspects of the build up. This meant that after a good exit, the jumpers had to fly down into a holding pattern, positioning themselves in preparation for making a final smooth, controlled approach. This setting up position needed to be close and high. Being close meant a minimum period of time being spent on the final approach; height enabling the jumper to dive and gain momentum to work with for the docking, but height was also important because many of the Formations fly very slowly and sinking below was all too easy, which I found out to my cost.

Working out the Formations and their build ups, was

done by the majority of the team. After each jump there was discussion about the jump, problems and new ideas would be gone into in depth. Apart from these de-briefs, a great deal of time would often be spent talking about various aspects of the RW, exits, holding patterns, fine details of docking, grip positions and so on. But one thing that existed, that I felt was most important of all, was a group unity.

RW in any form, needs a team or group working together in the air; but in order for them to 'get it together' in the air, they must also 'get it together' on the ground. I think that communication and individual organisation are imperative to the progress and success of a team or group. Communication, enables a realisation and an understanding of the importance of individuality. Individual organisation helps to eliminate the variety of aggravations that slows the team down, and also helps to maintain a team unity. To me, this aspect of RW is the making or breaking of an efficient group.

Finally I would like to try and relate to this country. If I left this article here, with no follow up, I think that many of you would put the magazine down saying, 'oh, but the weather over the States is ideal and they have the availability of aircraft etc., etc. . . .' We do have our problems in

this country, but let us consider RW in the light of what we HAVE got. How many times have you gone up to do some 'Relly' and the only organisation that has gone into the jump, is that of deciding who will go base. Are you then surprised that your progress is non-existent?

There is a sound system, in the form of the BPA, that provides a safe grounding and a guide line for the progress of students. But it can be used as a 'Wet nurse' if that is what you wish to use it for and will develop in that way if the demand continues. It is about time that the individual was more demanding on the facilities available and also on his or her abilities. Many people could get far more out of the sport if they weren't so pathetic, dribbling along and waiting for someone else to make the move towards progress. The system will follow and provide the necessary guide lines and facilities if the demand and support are there.

Next issue I will try to provide some basic ideas which will I hope, help people to appreciate RW and improve their skills. But in the meantime think about how many different ways it is possible to link 3 or 2 jumpers in free-fall. Then try to get some of them together.

ROBIN MILLS.

BIG JAKE AND THE PIANA FISH...

B.J.'s trip to South America is the first time he is off abroad without his minder and nearly also without Voice and Tits his beloved, she of the tumultuous bazoom.

It is as a result of reading a paperback about Amazonian women with single tits who fire bows and arrows that B.J. develops an unstoppable urge to go and see for himself. He keeps it quiet till the last minute as a surprise for V & T. The surprise is that she is not going along for fear she cramps his style, although B.J. makes out that he is shielding her from any possibility of bites from tsetse flies, piana fish, 'gators and pinches on the bum from swarthy dagos.

The first I hear is that B.J. is having a going away party to which are invited the Bee Jays, Quaffer Jim, Harry the Slime, Eric Bolsover, Old Grizz the Pilot, the local rep. from the Civil Aviation Knocking Shop, Bill Paul, Charlie Shea, Mister Corker, and Hairy Mary with the pointed teeth, plus partners. The party is a wow and one of the aforementioned can tell you about it if you ask. The details are unprintable.

The outcome of it is that B.J. is off upon a trans-ocean liner to Rio, serene in the belief that V & T has not got the funds to follow him. He reckons without the resourcefulness and versatility of the same lady. Within two days she has the loot. How she gets it nobody dares to ask or cares to imagine, but there are a few rich old guys in the neighbourhood who go around for a day or two with fixed grins and the demeanour of men who have cheated the Inland Revenue, until one by one they succumb to acute priapism, which you can look up in the Chambers dictionary an it pleases you.

V & T hops upon a plane and is there to greet B.J. as he comes capering off the ship with a stewardess on either arm, leering for the press photos. The legend of "Beega Jake" has preceded him to South America. It is known that the purpose of his visit is to jump into Lake Axolotl which is hotching with piana fish. All that remained of the last local who tried it was his ripcord handle and the soles of his paraboos. They gobbled his peeceee and tricon down to the last piece of taffeta and were leaping out of the water trying to get at the aeroplane which was circling above in concern at the commotion in the lake.

V & T takes advantage of the press cameras and B.J.'s temporary setback on seeing her to throw her arms around him like it has all been planned months ago and with her mouth close to his ear enunciate in a ladylike snarl "Smile ya rotten barstid, smile!"

Their pix are all over South America. They get an invite to go up country for some practice with a jungle equivalent of the Bee Jays. These guys have a dee zed in a clearing among the trees which would defy a chopper to get into. They are as odd an assortment as ever cranked a ripcord. Their leader is a little squat guy who waddles around authoritatively like a duck. The story goes that he was once much taller but being addicted to standups practised these on every occasion whether conditions were suitable or not until one not so fine afternoon he did one of such violence that it shifted his asshole up between his shoulder blades where it remains to this day. Another one has had so many hard openings with an unsleeved canopy that he has two suspicious little lumps on either side of his neck which bob up and down every time he laughs, which is often and shrilly. Their third member is a strapping Amazonian female with no left tit. She claims to have removed it the better to view her altimeter, a modern variation of the olden day arrow slingers, but the locals maintain it never grew in the first place so nobody knows who to believe.

They are known as Los Flatulentes, named thus after the legendary El Flatulente, a Brazilian equivalent of B.J.

El Flatulente was renowned for the noxious vapours with which he could be guaranteed to fill any plane in which he travelled, including civil airliners. It all stemmed from his diet which varied little between chili beans, docken leaves and tequila, most of his money going on jumps. Although warned to amend his diet the chemical composition of these emissions became progressively more evil, causing baleouts at five hundred feet, until he was banned from taking student lifts and going on relly loads. He took to jumping alone from a Super Cub whose pilot wore an oxygen mask, until the inevitable happened. His seatstrap rotted through, El Flatulente plunged to the jungle floor and became a kind of folk hero, giving rise to later pale imitators like the Frog Stompers.

By the time B.J. has heard all these stories and has gone to view Lake Axolotl he is in no doubt that this is a 250 a.c.p.m. jump (a.c.p.m. = asshole contractions per minute). However a scientist mate has supplied him with a special blue powder to paint on all parts, which he, the scientist, claims will repel anything short of a killer whale; the powder that is, not the parts. B.J. hopes he is right.

Lake Axolotl lies 15,000 feet a.s.l. which means that even a hop and pop is going to record an impressive jump altitude of 17,000 feet without oxygen.

B.J. has been practising deep breathing since twelve years old, not wholly in connection with high altitude parachuting, although his trembling knees could be attributed to the weight of gear he is wont to carry around with him.

The jump ship is a Helio Super Courier drooping with flaps and slats. It has a jump door fitted. The pilot is a long languid guy who finds it difficult to keep awake at climb rates less than 1500 f.p.m.

The reception arrangements are a speedboat which is to retrieve B.J. and two powerboats laden with raw cattle meat which will be thrown into the water at different points on the lake to occupy the attention of the piana fish for at least a few seconds. V & T will travel in the speedboat along with an interpreter well versed in Anglo-Saxon profanity, to direct B.J.'s retrieval.

B.J. strips bollock naked and paints himself head to toe with scientific blue powder. He looks like a woad covered savage from the Pictish hills, eyeballs rolling wildly at the thought of the fish teeth in the lake. Next he dons a wet suit over the gritty powder, then a helmet with a visor like the knights of old and finally his trusty hogback peecee. Flotation gear is out. If B.J. has to swim it has to be fast.

B.J. amuses himself on the way up by farting experimentally in the wet suit to see if it erupts out the leg or the neck but lays off for fear of blowing a seam as they get higher.

It is a calm day, scarcely a ripple on the surface of the lake except for the rings left by the piana fish jumping out after low flying geese and ducks. The speedboat itself is the target. The drifter goes a mere four hundred metres downwind and is eaten the moment it hits the water.

In comes B.J. on the jump run. The power boats pull well out from the speedboat and dump their cargo of raw meat. The piana fish are streaking into the meat from all over the lake. Out pops the peecee and B.J. is steering in towards the target. He splashes into the water beside the boat slipping out of the harness as he hits. They are reaching out to pull him in when V & T slips on an oily rag and knocks the interpreter into the driver causing the boat to shoot forward away from B.J.

They are all screaming and yelling at the driver to back up. He does this and overshoots back past B.J. The piana fish are streaming in from all sides. B.J. looks done for. He is striking out towards the boat when across his front swims a water snake. B.J. grabs this denizen of the lake, whirls it round a few times and throws it as far as it will go. The splash attracts the piana fish for the vital seconds and in comes the speedboat narrowly avoiding a cleavage job on B.J.'s skull. They haul him out leaving a patch of blue dye from the powder to mark where he has been, as the piana fish hustle back to find their intended victim gone. The powder dissolved in the water sends them crazy, backlooping out of the oggin, steaming around in circles and a few are seen waltzing off across the surface of the lake standing up on their tails the way dolphins do.

B.J. is feted across the country as the gringo hero who beat the killer fish. His scientist mate gets a doing from the Piana Fish Preservation Society for the havoc wrought by the blue powder and V & T has the satisfaction of seeing that her fabulous endowment cannot be outclassed even by the Amazon women. It is she who relates the story to me (expletives deleted) on their return, which is why there isn't a single ---- in the whole tale in case you were thinking it unusual.

LOWE PULLER.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING

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

PRESENT

L. N. E. St. John— <i>Chairman</i>	W. Elliott
G. B. Shone	P. J. Prior
W. J. Meacock	J. Petherbridge
K. Mapplebeck	J. L. Thomas
G. C. P. Shea-Simonds	D. Waterman
D. Hogg	T. J. Morgan
R. S. Acraman	M. J. O'Brien
J. T. Crocker	

IN ATTENDANCE

Sqn. Ldr. W. Paul (*Secretary-General BPA*)
G. A. W. Bourn (co-opted member)

APOLOGIES FOR ABSENCE

R. Card; I. B. Wright; M. J. Batchelor.

Item 18/75

PREVIOUS MINUTES AND MATTERS ARISING

Proposed by Mr. Shea-Simonds and seconded by Mr. Meacock that the Minutes of 19th February be accepted.

Matters Arising

a. **Peak District Para. Club.** A decision on the appeal by the Peak District Parachute Club against the abatement of Nuisance Notice was awaited.

b. **Student Canopies.** It was observed that this matter had not been covered in the previous minutes. The Sec-Gen reported that he had ordered 100 C9 unmodified canopies from Para Gear and awaited their Proforma Invoice to support the transfer of money from the bank to the U.S.A. In answer to Mr. Crocker the Sec-Gen

reported that 100 canopies from Para-Gear were in addition to the 40 offered to BPA by Sport Para Services at cost. Mr. Crocker thought the original intention was to order 60 from Para-Gear and make up to 100 with the 40 from Sports Para Services. There was agreement that this was what had been intended but it was now agreed that in view of the difficulty in obtaining canopies it was to our advantage to bring into the country as many C9 canopies as could be afforded and approval was given to the ordering of the 100 canopies from Para-Gear for resale at cost to the Clubs (at \$59.60 each excluding freight) and that the 40 from Sports Para Services could be released to Mr. J. L. Thomas after BPA had received the 100 from Para-Gear and satisfied the immediate needs of the clubs.

c. **Deployment Bags.** The Sec-Gen reported that the returns from clubs showed a requirement of 62 bags. The proposal for BPA to purchase the Irvin bag was reconsidered and it was pointed out that the S & T.C. had in fact approved three types of bags and there was no reason why a club shouldn't purchase the type bag it preferred. Mr. Meacock suggested that since the use of the deployment bag was likely to be made mandatory, BPA should consider subsidising the cost to clubs. Mr. Crocker stated that as with all matters made mandatory by the S & T.C. there would be a period of at least six months grace for clubs to implement the decision — some clubs may even want longer in view of the cost involved. Mr. Shea-Simonds proposed and Mr. Acraman seconded that clubs purchasing bags be granted a subsidy, the extent of which will be decided by council in the light of the total expenditure collated from the receipts submitted by clubs and that the dead line date for submitting receipts be that decided by the S & T.C. as the latest date for the mandatory use of deployment bags.

Carried by 14 votes to 1 with one abstention.

Mr. D. Hogg expressed concern about BPA bulk purchasing deployment bags with static lines attached. In his view this was a wrong design which did not permit flexibility for use with different types of aircraft — it should have a bridle cord and a break-tie system as normal and Clubs should be advised as to the best method of using the deployment bag. The Chairman pointed out that BPA would not now be bulk purchasing bags and that clubs would be free to purchase any of the approved types of bags. He thanked Mr. Hogg for his observations and suggested that since these were a matter for S & T.C. he should attend the next meeting on 15th April.

Mr. Thomas reported that Irvin GB would be providing him with 20 bags for stock and clubs could purchase direct from him. There would be no requirement for BPA to bulk buy from Irvin.

d. National Coach/Safety Officer. The Chairman reported that an application for the post of Nat. Coach/Safety Officer had been received from Mr. Charles Shea-Simonds and that the appointment Sub-Committee had met immediately prior to the present meeting to consider the application and interview the candidate. He reminded the meeting of his statement at the AGM that the Sec-Gen would be re-presenting the financial aspects of the appointment to the Sports Council with a view to obtaining approval for a higher rate of salary and expenses — he was pleased to report that the Sports Council had approved 75% grant and on the suggested higher salary, the matter of expenses was still to be resolved but there was good reason to believe that the figure for these would be well in excess of the previously approved amount. The Chairman outlined the letter of application and pointed out that Mr. Shea-Simonds had expressed the wish to continue as Editor of "Sport Parachutist". The sub-committee saw no objection to this since from a financial point of view we are committed to pay a fee per issue to whoever undertakes the task of Editor, but it did emphasise that the Editorship work must continue to be done as an extraneous task outside of BPA working time. It was the sub-committee's recommendation that Mr. Shea-Simonds be offered the appointment.

In subsequent discussion Mr. T. J. Morgan observed that had the increase in salary been publicised it may have attracted other applicants. The Chairman re-iterated that he did announce at the AGM that an attempt would be made to obtain a higher salary for the post. There had been no other applicants and furthermore the higher salary had not been approved at the time of Mr. Shea-Simonds application. It was Mr. P. J. Prior's view that it was in the Association's interest that this important post be filled as soon as possible and, from his knowledge of Mr. Shea-Simonds, he was convinced that the recommendation of the sub-committee should be endorsed and therefore proposed that Mr. Shea-Simonds be offered the post of Nat. Coach/Safety Officer on the terms outlined. Mr. D. Waterman seconded the proposal which was carried unanimously.

e. World Championship — 1974. The Sec-Gen reported that a report had still not been received from Wg. Cdr. Johnson.

f. Fatal Accident— Halfpenny Green. The Sec-Gen reported on his correspondence with Mr. Webster who in his reply stated that he had three permanent instructors at Halfpenny Green who are all willing to share the responsibility of instructing but none of these was prepared to take up the appointment as C.C.I. because of family commitments. Mr. Webster further stated that if Council or S & T.C. knows of any instructor who would be suitable for the position of C.C.I. at Halfpenny Green he would be very grateful to hear from them. There was now a Cessna 206 permanently at the club. Whilst the meeting was in the main sympathetic to the problems, Mr. Hogg expressed the view that we shouldn't condone what is in effect against the rules. Was it not possible that one of the three instructors could be C.C.I. for the week-end he could be there? It was the general view that there ought to be continuity in the C.C.I. appointment.

Mr. Crocker proposed and Mr. Petherbridge seconded that Council do what it can to assist Mr. Webster by advertising in the magazine the fact that South Staffs. Skydiving Club was seeking a C.C.I. and that the Sec-Gen write to Mr. Webster again expressing Council's concern that the club should be operating without a C.C.I. but emphasising that it was prepared to try and help the club within the rules. Mr. Webster should also be advised that Mr. Acraman or Thruxton would be checking on a possible candidate for the position of C.C.I.

g. Ex-Mod Canopies. Mr. Prior reported that no progress had been made on this matter but it was not for the want of trying.

Although he was now not hopeful that any progress could be made, contact was still being maintained.

h. Aircraft Purchase Sub-Committee. Mr. Shea-Simonds reported that little progress could be reported since we were in fact waiting for answers from two other bodies (a) The Sports Council on the matter of grant aid towards the purchase of an aircraft and (b) The C.A.A. on the matter of operation of an aircraft by BPA. In the case of the Sports Council the application for grant was in hand and should be placed before the appropriate committee reasonably soon. There had been no written reply to our letter to the C.A.A. asking if BPA could operate an aircraft under a one year private C of A. The Sec-Gen had spoken with a representative of the C.A.A. who had indicated that the matter was in the hands of the C.A.A. legal advisers. Every effort would be made to have a written reply by the next Council Meeting. A further letter would be sent to C.A.A. spelling out how BPA would intend operating aircraft showing quite clearly that this would not be a profit making operation.

Referring to the types of aircraft being considered it was reported that there was nothing further to report on the Antonov and Twin Pioneer, the Single Otter was already considered to be unsuitable. Mr. Bourn had done some good work on the Twin Beech at Bournemouth and photographs and specification were to hand. Mr. Morgan made reference to the Dove Aircraft for which a quote of just under £3 for 12,000 ft. was received. Mr. Shea-Simonds asked that he be supplied with details of the aircraft, with particular reference to the type of Dove Aircraft since certain versions had not been cleared for parachuting (Riley Dove range). It was believed the aircraft was something between a standard and a Riley Dove. Mr. Morgan undertook to provide such details as he could acquire.

j. Air-Lanes. Mr. Meacock referred to the recent communication which advised the extension of the air lane over the Old Warden Club and stressed that BPA take action to be represented at the necessary level which would ensure consultation before notices affecting parachuting were issued. It was agreed that the Sec-Gen and Mr. Shea-Simonds pursue the matter of BPA representation on such Bodies as would ensure consultation with BPA before any decision which could affect parachuting was made.

k. Competition Sub-Committee. Mr. O'Brien reported that following the last meeting, Ipswich and Leicester were considered as possible venues for the Nat. Championships (Relative) but both were rejected, Ipswich because of the presence of a canal close to the D.Z. and Leicester because the necessary information was not available by the dead line set. Mr. O'Brien felt that Leicester was very interested and may be worth consideration in the future. Dunkeswell was finally agreed as the venue.

On the matter of aircraft he had to report that Flight One was unable to give any guarantee of a Twin Pioneer Aircraft being available by May and the only known alternative at present was a DC3 from Ferry Britten, at a rate of £126 per hour. It was agreed that the Royal Navy be approached for the use of Helicopters via the Royal Marines (Major Goldsworthy). Mr. Cotano suggested that the Dove may be worth consideration. Mr. O'Brien asked that he provide him with details so that these could be checked out and appealed to any Council member with information on aircraft that could be available not only for the Nationals, but also for team training, to contact him as soon as possible — time was short.

There was a possibility that through the good offices of Mr. Hogg, the RAOC may be able to provide mobile showers for use at Dunkeswell.

It was agreed that Mr. E. Ness of Norway be invited to attend as Chief Judge and that a Norwegian Team be permitted to participate in the Championships as a visiting team paying their own way.

The urgency of getting information and entry forms out to potential competitors was recognised and the sub-committee would provide the information as quickly as possible. The following guide lines on charges were suggested for guidance of the sub-committee:

Entrance Fee per Competitor	£3
Cost per Jump per Competitor	£4

In answer to why there should be an entrance fee, it was pointed out that the BPA would have to meet certain overheads such as charges as presented by the Royal Marines for services, and insurances.

l. **Riggers.** Mr. Shone had now provided the Sec-Gen with information on the facilities and assistance provided by Messrs. Irvin G.B. Ltd. A letter would now be sent. Details of stamps and seals were still to be provided by the Riggers Committee.

The Chairman referred to the fact that the suggestion that the Riggers be allowed expenses for attending Riggers Meetings had failed to get support at the previous meeting. The policy for refund of expenses would be covered in a statement attached to these minutes.

m. **Request for Loan — Peak District Para. Club.** Nothing further to report. The Club can only progress this matter once the outcome and cost of the appeal in which it is involved is known.

n. **Club Affiliation.** Discussion on Mr. Shea-Simonds' paper on Affiliation was still outstanding and it was agreed that those members with particular views on the subject should pass these to Mr. Shea-Simonds before the next meeting when it would be an agenda item for discussion.

o. **Sports Council — Recommended Grading/Salary Scales.** The Sec-Gen reported on a meeting he attended at which Sport Council representatives outlined the reasoning behind the recommendation that governing bodies of sport adopt the Grades as used for the Sports Council Staff — this would provide the basis for a standard system for Administrative Staffs, such as had been achieved for coaches by applying the Pelham Scale. The Sec-Gen stated that he was preparing a draft paper for consideration by the Select Committee and suggested early April for a meeting of the committee to discuss the paper in preparation for a meeting with the Sports Council. The application of the Sports Council Grades and Salary Scales would mean a considerable increase in the BPA Staff Wages and salaries but this had to be viewed in the light of the fact that 75% of all wages and salaries would be grant aided by the Sports Council. In fact with the grant aid policy of 75% towards approved expenditures the BPA would if anything be better off financially than in the past.

Mr. Crocker expressed the view that the growth of the Association combined with the marked increase in facilities for Sports Council grant aids and the fact that the Sec-Gen was the only individual in the Association who was really conversant with the grant aid system, warranted the setting-up of a sub-committee of which the Sec-Gen would be a member. This view received general approval and it was agreed that the recently formed Financial Planning Sub-Committee would embody in its responsibilities, the preparation and forward planning of bids for grant aid and liaison with the Sports Council where required.

p. **Financial Planning Sub-Committee.** This Sub-Committee had not as yet met. Mr. Morgan asked that the Competitions Sub-Committee provide him with details of its proposed budget for the National Championships. Mr. O'Brien stated this was not yet finalised but would be available after the next meeting of his committee.

q. **Public Relations.** Mr. Waterman apologised for not having completed his draft Terms of Reference for P.R.O. duties but he had been out of the country. The draft would be with the Sec-Gen in time for the next Council Meeting.

Publicity currently in hand included preparation of an article for "Womans Own".

Mr. Waterman raised the matter of a possible requirement for sets of colour slides for Lecture and Training purposes. The Sec-Gen supported Mr. Waterman in as much that there was specific evidence of a demand for slides to supplement lectures given to outside bodies. Mr. Waterman was prepared to provide originals from his own collection and from these to provide at cost of duplicating (estimated at 40p per slide) sets of say 20 slides covering the various aspects of the sport. Sets of slides could be provided to clubs, possibly at a subsidised cost and for BPA to hire or loan to other users. It was agreed that Mr. Waterman provide a detailed costing for consideration by the Financial Planning Sub-Committee.

Mr. Waterman reported that quotations for a parachuting publicity poster had been received and passed to the Sports Council who had indicated a possibility of a 25% grant towards the cost. The quotations received were for a poster 20 x 8 printed in 4 colours. The quotes range from £350 to £505 for the colour preparation. Mr. Waterman tended to agree with the general view

that this seemed to be an expensive process and that perhaps a poster in a simpler form would suffice for the purposes envisaged. Mr. Waterman would reconsider the requirement and report back to Council.

Item 19/75

VENUES FOR COUNCIL MEETINGS

The Chairman introduced this matter by informing the new members of the decision made early last year by the previous Council that the venue for meetings would alternate between London and Leicester and that in the absence of formal discussion and decision the previous decision still stood and that any change that had taken place was in effect by default. In the absence of Mr. Batchelor a letter from him supported this view. Taking account of the new and enlarged Council, the fact that BPA Offices could now accommodate Council Meetings and the obvious desire that the matter now warranted reconsideration, the Chairman invited discussion. A proposal by Mr. Prior and seconded by W/O Elliott that all future Council Meetings be held in the BPA Offices was unanimously carried.

Item 20/75

BPA THIRD PARTY PUBLIC LIABILITY (TPPL) INSURANCE

The Sec-Gen referred to the details of the quotation submitted by the Insurance Brokers and previously distributed to Council Members. The proposed new policy would provide for the ordinary members TPPL cover of up to £100,000 for any one incident, any one member at an unchanged premium of 25p per member per full year and 15p per member joining during the second sixth months of the financial year. A completely new Section indemnify the BPA in respect of legal liabilities to third parties had been added at no cost. Professional Liability was embodied in the same policy and cover was offered for Instructors, Jumpmasters and Packers at a rate of £1.75p each per year. After discussion it was agreed to exclude Packers but to include Jumpmasters who specifically declared themselves and were prepared to pay the premium. It was pointed out that all BPA Instructors would automatically be declared by the BPA and that the cover would also apply where such instructors were acting as Jumpmasters. Display Team Insurance was also included as a section of the Policy and in this case the premium had been reduced by £2 down to £10 per team member per year, with an agreement that any team completing less than 5 displays in the year would qualify for a 50% refund.

Minimum and Deposit Premiums

a) **The BPA, Display Team and BPA Members legal liability to third Parties:-** £1,000 adjustable at expiry at premium rates quoted.

b) **Professional Indemnity Instructors/Jumpmasters:-** £200 adjustable at expiry at premium quoted.

Council unanimously agreed that the Policy be accepted for the financial year ending 31st March 1976.

Mr. D. Orton (non-Council) reported that he had information of insurance cover for Display Teams at a rate of £6 per team member per year. The Chairman thanked Mr. Orton but it was the view of the meeting that it would be unwise to proceed with the all embracing policy which had been negotiated and now approved by council. Mr. Orton was requested to advise the Sec-Gen of any details he had concerning Display Team Insurance.

Item 21/75

SAFETY AND TRAINING COMMITTEE

Mr. Crocker regretted that pressure of business had prevented issue of the outstanding S & T.C. Minutes. There had not been a meeting of the S & T.C. since the last Council Meeting but one was scheduled for 15th April.

OTHER BUSINESS

Item 22/75

G.Q. Protector

There was nothing further to report but G.Q. Parachutes had expressed concern and would be writing to the BPA on the matter.

Item 23/75

BPA INSTRUCTOR'S MANUAL

Mr. Shea-Simonds had produced a table of contents for the proposed Instructor's Manual and welcomed comments.

SHAMROCK SKIES

"Golf Alpha Yankee Charlie Lima is cleared to Dublin, Delta White Two, Pole Hill climbing to flight level four zero; Squawk four, four, zero, six . . . cleared for take off, the surface wind — three four zero at one zero knots." Saturday, 5th April and the sport parachute invasion of the Emerald Isle was under way. The Leeds element in Cessna 210, 'Charlie Lima', consisted of the Editor, Nick Cullum, Dick Reiter, Danny Hillas, Peter Fisher and Jenny Mitchell. Soon afterwards another party left Blackpool in Air Nav's Cherokee 6, 'Charlie Yankee', John Sudbury, Jim Crocker and Barbara, Brian Jackel, Mike Chapman and Jim Keery. The weather was clear blue skies on the crossing, which proved uneventful, apart from the business of the engine sounding dog-rough, which is quite normal when flying a single-engined aircraft over a large expanse of 'oggin'! The weather on the Dublin side wasn't so hot, as we started the descent into mucky clouds and rain. But soon the lights of two-four at Dublin appeared through the murk and we touched down on Irish Soil. Customs clearance was not a swift process, as we battled with the conversion of the 3,800 lbs. aircraft weight into kilograms. "Just divide by two" says a knowledgeable voice — and the resultant 1,900 kilos seemed to satisfy. Back to 'CL' for a special VFR clearance from the Dublin zone for Edenderry, some 25 miles to the South West; this proved interesting with a 300 ft. base, light drizzle and the 210 tramping along at 155 knots! Fifteen minutes and a few extra palpitations later, we fly over what is obviously in the right place for Edenderry Aerodrome — a vast field, with a caravan parked in one corner, and that was it! A couple of characters, who are packing in the open, wave at us — it could mean anything. An approach is made to give the longest run across the field, and the 210 sinks towards the inviting green turf. She seems set up nicely then . . . crash . . . airborne again . . . wallop . . . another leap . . . finally she is under control, but what a surface! It made the old strip at Flamingo Park look like Heathrow. Soon we're surrounded by the personalities of the Irish Parachute Club, and much needed coffee appears. The weather wasn't very clever, but the hospitable welcome we received more than made up for it. More aircraft noise and all rush out from the caravan to witness John Sudbury's approach and

landing in the Cherokee 6. It looked like ours' felt! More coffee and jump stories until Charlie Hayden arrives in the 'Bag' (172, late G-ARAV), and knowing something that we don't, sets the historic jump ship down in a delicate landing. Three aircraft, plenty of jumpers, no wind, (or at least that's what the Irish windsock showed!) but the low cloud and rain persisted. Halfway through the afternoon, just as the jump stories were getting completely unbelievable, it started to break up.

"I can only take 4 in the Six, until I've burnt off some fuel." Says the intrepid Sudbury.

Minutes later Mike Flaherty, the Chief Instructor, appears with four students — all five are kitted out ready to go.

"Hey, Mike, I'm afraid I can only take 4, and there are 5 of you."

"That's OK," says Flaherty, and with typical Irish logic — "One of them's on the static line!?" Collapse of the British contingent in hysterics.

The lifts get higher and higher as the cloud gives way to blue, and 'Charlie Yankee' runs in at six five with Ronan Lee, famous Irish photographer, Jim Keery, CS-S and Meatball. A nice pin job by Jim, followed by a quick three and four. Ronan's eyes are standing out like chapel hat pegs. Once on the ground the multitudes go ape — we've just put together the first Irish 4 man! Politics obviously dictate a 5 man attempt with Mick Flaherty, and after careful briefing 'CY' is clawing herself heavenwards again. Dick Reiter does his usual immaculate pin, followed by CS-S, Meatball and Chappers, and it flies and flies with yet another pair of Irish eyes enlarged is disbelief. Two Irish records in one afternoon is all just too much! Meanwhile Nick Cullum, Danny Hillas and Peter Fisher miss the field for the third time from the 'Bag' — in fact Nick only made it in once the whole weekend! Another highlight of Saturday was Dick's Irish debut of his Strato-Star, on which the end cells failed to inflate, but a safe landing was executed nonetheless, illustrating how safe this canopy is compared with earlier 'ram-air' designs.

The Saturday ended with the sampling of more Irish



Edenderry International Airport — Note Irish windsock!

hospitality and Guinness at Paddy McCormacks. (For those requiring reasonable bed and breakfast at £2.00 per night contact the long suffering and cheerful Mrs. McCormack on Edenderry 31... yes 31!). The British contingent presented the Irish Parachute Club with a BPA Pennant, and finally the evening ground to a halt, with Sudbury's behaviour becoming less and less in line with his Commercial Pilot's Status by the minute!



The First Irish 5-Man.

Sunday was a perfect parachuting day, and we jumped and jumped; except for Nick, who had the privilege of being checked out as a jump pilot in the 'Bag' and who spent most of the morning learning the job. We split ourselves amongst the Irish lads who picked our brains on Relative Work. This culminated in a star attempt with the 'Bag' and 'Charlie Yankee' in formation. Mike Flaherty and Noel Larragy were the Shamrock element, but their hopes for an SCR were dashed when, even after getting an incredible 11,500 feet from the 'Bag', the base slid so fast the ultimate score was only another 4 man. Sue Fryer spent the day nagging the Editor for a mention in SP— so there you are, gal— satisfied! In fairness all the girls did a grand job keeping us in coffee and soup— it was much appreciated.




Before the abortive attempt for an 8-Man.

All good things must come to an end, and too soon it was time to pack up, say our farewells, and prepare ourselves for gross weight take offs for departure for Dublin. Actually these weren't as eventful as anticipated and after a low altitude salutation, the 210 and the Six headed East.

The return flight was uneventful, except in the Six, where BJ clung to the dingy and bemoaned his fate at having Meatball in the left hand seat. Across the Lancashire Coast and "... 'Charlie Lima's' estimating the LBA when the little hand's on the eight, and the big hand's on the six!"— It's catching you see!

A fantastic weekend proving that a visit to the warm hospitality of the Irish Parachute Club is an essential part of every Sport Parachutist's progression. Thanks lads— we'll be back!

G. C. P. S-S.



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THE SAGA OF PEBBLE MILL

The seed for this particular baby was sown as far back as August last year, at a social function in Bournemouth, when Nod Burn, the team manager, just happened to meet Mr. Roy Ronnie, one of the Directors of the 'Pebble Mill at One' programme.

The conversation inevitably turned to the jump Derek Orton made into Pebble Mill during a competition the previous year, and ended up with Roy and Nod exploring the possibilities of the whole Spread Eagles team doing a demonstration jump into the programme.

Within a few weeks, and much correspondence later, it was all arranged. The BBC had been 'sold' the idea, the C.A.A. issued an exemption, the West Midlands Police had been informed, Geoff Webster was standing by with aircraft and pilot at Halfpenny Green, and we entered into the first of many exchanges of information with the Met. office at Birmingham Airport.

So the scene was set for Monday 14th or Tuesday 15th October, 1974.

Great excitement all round, we phoned every relation and friend we had. Between us we must have had enough people watching to up the popularity rating of the programme.

As it transpired, the BBC were not satisfied with their elevated camera coverage for the Monday, so it was Tuesday only, and keep your fingers crossed.

Monday dawned bright and beautiful, with light winds and high wispy clouds. . . perfect! !

We drove to Birmingham in the afternoon, arriving at the studio at about 5.00 p.m. We had the most marvellous reception from the Pebble Mill team and, after a few drinks in the bar it was decided we would meet again at 8.30 a.m. for breakfast in the BBC canteen the following morning.

From there it was on to Halfpenny Green to make last minute checks with Geoff Webster, and finally to "The Anchor", a most excellent hostelry.

Up the next morning at 6.30 a.m. and off back to the studio. The weather was gloomy but it was still very early, so nothing to worry about yet.

During a hearty breakfast the host of faces we met the previous evening became individuals with names, and the warmth and interest they conveyed, set us all very much at ease.

The next hour or so was filled with instructions, time



The Team.



checks and briefing in general. The critical timing involved with a "live" programme is quite an eye opener.

A final phone call to the Met. Office indicated a possibility that the wind might freshen enough to blow away the low layer of mist in time to give us a clear 3,000 ft., so, the decision was made and at 11 o'clock off went the team to the airfield, leaving yours truly to have camera rehearsals and voice tests and thoroughly enjoy herself.

The next couple of hours saw the weather deteriorate into a fine drizzle and Denise Allen (the D.Z. party) and myself endured the frustration of watching the programme go on the air without us.

And so to end the first episode.

The fact that we had been to the studio and learnt what was required of us meant that in future, as soon as we had a date and the weather was favourable we could simply drive there the same morning, without having to go through all that again.

This was just as well when you consider we were on standby no less than five more times before it finally happened.

Those of you who organise your own demonstrations know exactly what it entails, with the endless paperwork to all the official departments, not to mention innumerable phone calls to the team members themselves. So at this stage I would like to give credit and thanks to all the people without whose help we would never have got off the ground.

These include, Superintendent Willett of the West Midlands Police, Mr. W. T. Williams, chief meteorological officer at Birmingham Airport, whose patience and assistance meant literally everything, and finally the wonderful sense of honour of Mr. F. Jones of the C.A.A. Northern Division, who, when we spread into the beginning of this year issued an exemption for every Tuesday and Wednesday until April! I'm sure he will never forget the name Spread Eagles.

Then, spot on time, the aircraft, a Cessna 206, flew over

for a camera pass at 500 ft., this to be included in the opening shots of the programme.

We then had 24 minutes to wait before we were on, during which time they did their streamer runs.

Suddenly it all began to happen, Denise changed the signal to a cross and a voice behind me said: "You're on the air". Within seconds the first two were under canopy, Mike Beynon with his P.C. and Bob Swainson flying a 'Para-plane'. After some superb canopy handling they landed within a few feet of the cross, in a target area no bigger than the average lawn.

On the next pass it was the turn of Nod Bourn and Sally Williams, both under P.C.'s. They too displayed accuracy prowess by landing even closer to the cross.

Last but by no means least came our free fall photographer Eddie McBride, also under a P.C., who unfortunately spotted himself a bit deep and soon made the wise decision to put down safely on a nearby rugby pitch.

And so it was all over.

I would like to express a special thank-you to the BBC for making the whole thing possible, for they have given us far more than publicity and prestige. The host of memories we carried away from the studio with us will provide a warm inner glow on many a cold D.Z.

JAYNE KENCHINGTON, B.1661.

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THE GLORIOUS TWELFTH

Gleneagles Hotel, world famous for its golf courses and cuisine, lies three flying minutes from Strathallan Airfield, Auchterarder.

The hotel manager Mr. Jimmy Bannatyne has used various novel methods to transport in the first grouse of the season and decided last year to have them arrive by parachute; no, not their own little parachutes dear reader, but the Pathfinder flown by the writer of this piece.

The plan was that the grouse would meet their doom from the guns of the first party out on the moors after dawn, be rushed to the airfield still warm and bloody, stuck down the front of the writers jumpsuit and lobbed in to the hotel lawn at 11 a.m. in view of a multitude of press, T.V. and hungry guests.

The buggeration factor set in the day before the jump when the 207 broke its nosewheel. Part of the attraction of the demo had lain in visions of an empty 207 in which to recline during the brief flight; a contrast to the usual jostle of sweaty, heaving (sometimes literally) bodies filling every nook and cranny of the fuselage.

Edinburgh Flying Club came to the rescue with their 172 which had to position in from Glasgow on the morning of the jump. The day dawned so misty that the grouse had to be prodded off the ground with sticks and were flying so low that some of the sharpshooters found it difficult to get enough depression on their gun barrels for fear of blowing their toes off, and the 172 could not get in.

The press turned up in full force. The 172 tried to get in but had to turn back to Glasgow. The 11 a.m. ETA came and went. The sun was up and the mist was burning off but lunchtime was approaching fast and the press were getting restive for their free booze. Phone calls kept coming in to the airfield from the hotel. The heat rose and the grouse in their plastic bags started to steam. If it went on for too long they would arrive cooked, feathers and all, a new version of boil in the bag.



At last, at noon the 172 got through and after much pre-flight photography by the Scottish Daily Record, whose pix these are, the brace was stuffed down the jumpsuit inducing a distinctly hermaphrodite appearance and we were off with the photographer strapped to the floor of the 172 facing aft to get an exit shot.

Spotting was not hard despite the visibility and we climbed to 5000 ft. for the run in. It was pleasant to cool off after the muggy heat on the ground. After the cut, out on the strut for a leering smile at the photographer, bang went the smoke and away hopeful of a good exit shot (but he blew it).

Twenty seconds later, posthumous grouse speed record established, dumped, pulled the grouse out of jumpsuit to hang on wrists for landing shots and steered in towards the lawn. No great problems as the drift was about six hundred metres and the surface wind eight knots.

The press had all been positioned so that the chute would come between them and the hotel to get the hotel in the background to the pictures.

From 500 ft. the chef was visible in his whites. Hooked it round at 100 ft. and cut gently back in towards the target for a standup near the cross.

The chef received the grouse and gave in return the traditional dram which had to be consumed in sips to allow for photographers crawling around at all angles for their shot of the day. For some reason this jump had really caught the press imagination and it appeared on T.V. as far south as the Big Smoke and in all the Scottish daily papers.

It was rounded off nicely with lunch and booze as guest of the hotel and a unique story to peddle around later about how it felt to be at terminal with a couple of grouse



assholes pursed in disapproval six inches below ones nose.

If anyone wants to try it down south, feel free to ask for advice, the first of which is: don't try it with a turkey, they don't fly too good. You are less likely to cock it up with a duck.

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Correspondence

Dear Charles,

Just a quick note to tell you about an interesting trip to Kenya just completed.

Ken O'Rourk lives!! Ken is running the Nairobi jump outfit based at Wilson Airfield on the outskirts of Nairobi. Ken's jumping dates back to Dumbo Williams and Mike Reilly. He was one of the original members of the British Parachute Club based, I believe, at Fair Oaks??

He is still an active jumper although most of his time is taken up flying a DC9 for East African Airways! Ken tells me that they would welcome an instructor at Wilson on a seasonal basis. Accommodation and nosh provided by club members — but the Club's coffers are remarkably empty. So if you know of any affluent instructors who fancy a seasons jumping in Nairobi in return for their keep, contact Ken. He has two Reims Rockets and a fair amount of gear. There are a lot of frustrated students who cannot graduate to G.P. as Ken is the only instructor in-situ.

While in Kenya I was asked to jump on the Sports Ground in Nanyuki in support of a sort of military tattoo. Being a firm believer in the principle — 'Never travel sans rig' I just happened to have the trusty old Cloud along.

After scouring the local veldt we discovered a Helio-Courier living in a hangar about 20 miles from Nanyuki. Then the problems started. I knew Ken O'Rourk had fixed me up with a G.P. in Nairobi, but did it apply to Nanyuki. A quick check with the local Air Force base produced 'no sweat' then it was pointed out that the D.Z. was 6,700 feet A.S.L. I thought — "what's it like opening a Cloud at 10 grand?"

Into the Courier and climbed to 11,000. Then the aircraft almost stopped. The pilot prevented me making a panic exit and bellowed "It's O.K. This thing flies at 25 knots". It was true! It had flaps everywhere.

As I had no streamers I checked some ground smoke and got out. 7 seconds later my eyes resembled a one-armed bandit, spinning in all directions. I thought the Cloud had opened and gone for some altitude. A quick check showed all O.K.

At this height the canopy went like a bomb. With the increased rate of descent the forward speed picked up somewhat!

Final approach was O.K. but as soon as the brakes came on, down went the canopy like a stone. It was painfully obvious how the thing was going to end — it did. I delayed braking for the flare until the last second but it made no difference. It dropped out of the sky like a sack of you-know-what. A sprained thumb later I was among the beer and local birds.

All in all Charles, an excellent trip and Ken O'Rourk makes any migrant jumpers very welcome — and the night life is out of this world!

See you anon,

BOB WALTERS, D804
Strongbow Skydivers.

Dear Sir,

Some four weeks ago I was given an Irvin EB62 parachute assembly for routine repack/inspection, and on operating the ripcord, the pack flaps remained closed.

Upon inspection of the assembly on the table it was found that the pilot chute had been inserted in the stowage sleeve inside out, the parachute would never have worked

and was therefore useless as safety equipment.

This particular assembly was repacked at a BPA Affiliated Club by one of your BPA members, and was one of two 'chutes in seven weeks that had been repacked there and found later to have been incorrectly packed.

I would respectfully suggest that all BPA packers be informed that Irvin glider parachutes vary considerably from jump 'chutes in the manner of packing the canopies (which do not have a sleeve), and the different kind, and method of packing, of pilot 'chutes.

Having been a BPA member myself for a brief period, I know that these assemblies do vary from glider parachutes, and would hope that no glider emergency baleout becomes an accident because of non-Irvin trained packers being involved with the repack operation.

I remain, yours faithfully,

P. A. DOYLE,
Parachutes Officer, Essex Gliding Club.

Dear Sir,

In your edition of August 1974, you published a charming article by Mrs. Sally Smith, on how much she enjoyed having a film made about her, and the Embassy Sky Divers, in Mrs. Smith's words: "... that bit of grot that goes on before the main film." I thought that your readers might be interested to know the final outcome of this production.

Twenty months and three continents after it all started in September 1973, the film "Falling Angels" was completed. Distribution in the U.K. was acquired by Columbia-Warner, and it was released on April 24th supporting the main feature "Shampoo" at the Odeon, in Haymarket, London, followed by Leeds, Newcastle and then other major cities such as Cardiff, Manchester and Liverpool. General release on the Odeon circuit will not be until later in the summer. The National Panel of Film Festivals has selected the film to represent Great Britain at the Festivals of Cork, Chicago and Oberhausen Sports'.

Thus, we hope, will be rewarded much hard work, patience and effort which was required to overcome the obstacles which so prolonged the film's completion. Mrs. Smith, renowned for her Accuracy and deft journalistic skill, amusingly described many of these problems which we encountered whilst trying to make an entertaining film which, although obviously sponsored, would still be acceptable to distributors.

It was a unique experience for Dave Waterman, who shot nearly all the free fall and aerial material in 35 mm, and Robin Mills, who helped out for a couple of days when Dave suffered a hard opening with the 11 lb of camera on his head.

I would like to extend my thanks to the Army Parachute Association at Netheravon, the R.A.F. Sport Parachute Association at Weston-on-the-Green, the air traffic control and operations of the Civil Aviation Authority, and all those at the jump centres of Halfpenny Green and Bergerac, in France, for their calm co-operation and help with our several panics, last-minute changes of plan, desperate pleas for aircraft, and those endless anxious calls about the weather!

The sky-diving, although not of Olympic standard, "makes" the film, which, on general release, will probably do more to promote British Sport Parachuting than any other single enterprise so far.

The Embassy Sky Divers, as a team, are no more. But,

right now, down the Odeon, those happy smiling faces still stir the hearts of Englishmen. . .

NICHOLAS GRANDY, (*Producer*),
Para-Shoot Enterprises, Cheval House,
Cheval Place, London S.W.7.

Dear Charlie,

I couldn't help thinking as I read the Psycho article (especially the ante-penultimate paragraph) that the BPA should not be making supplications to the Sports Council; but should negotiate with the Department of Health to have all parachutists registered as addicts. We should then all be entitled to a certain number of regular jumps under the National Health Scheme. Or do you think this would be regarded as setting a dangerous precedent?

Soft landings,

GUY TAYLOR, BPA 20337.

Dear Charlie,

Over the past few years there has been a steadily increasing number of British jumpers spending parachuting 'holidays' in the U.S.A. More recently student parachutists have made the pilgrimage with determination to learn more about their sport, than the limited facilities in England can offer. Speaking as a 'Pilgrim' I think it is an excellent thing for those who want to become serious parachutists. I believe this is one way England can minimise its weather and aircraft problems, and feature with greater strength in international competitions.

Most parachutists in England already know that America has an abundance of those two vital factors England is short of — blue skies and aircraft. If you spend most of your time and money either avoiding the rain or in a long queue waiting for loads — think about a trip to the States.

I have recently returned from four months of jumping in the States, and would like to take this opportunity of updating existing information that has appeared in this magazine about student jumping in America.

Casa Grande

Wil Grut wrote a very good article about the harness hold jumps at Casa Grande. But before all you sport death dummy ripcord guys pack your bags and head west, you should know that the harness hold programme no longer exists. Casa Grande is more suitable for people who already have relative work experience. It should also be noted that due to excessive heat the Casa Grande Para Centre will move north for the summer. I have more details if anybody is interested.

Pope Valley

Pope Valley offers complete progression training facilities, from the static line to competition status, in style accuracy and relative work. As a parachute centre it has

the best back up facilities I have seen anywhere in the world. Regardless of your jumping, you can be assured of a pleasant stay. Briefly the facilities are: Full time summer operation; Californian blue sky and sunshine; Two Cessna 180's and a twin Beech; Rigging facilities and kit sales; A soft pit; Motel rooms with beds, shower, toilet and air-conditioning; Restaurant and bar; and a swimming pool.

Because of the increasing contingent of British jumpers at Pope Valley I managed to persuade Curt Curtis to offer group discounts on food, lodging and equipment hire. I would also like to remind newcomers to the sport that parachute equipment is cheaper in the States. If you buy your equipment over there it will help offset the cost of your trip.

I am most happy to answer questions and give details, and can usually be found at Thruxton at weekends. If that is too far, write to: 'The Oak', St. Mary's Hill, Sunninghill, Ascot, Berkshire.

So all you keen jumpers it's all over there waiting for you.

BRIAN MORGAN, ACE 36.

KNOWLEDGE DISPELS FEAR

OR

A LITTLE KNOWLEDGE DISPELS LIFE

Having just re-read many past Sport Parachutists, they have confirmed a feeling that has grown stronger whilst travelling around various D.Z.'s that too many people do not even know basic parachuting rules and skills. I am talking about instructors, potential instructors and our illustrious non-students.

The sort of thing I am getting at is in the last mag. (Dec. '74), a description of a 'cock-up' water jump was made and the author's first mistake and point was, "recce the D.Z. — if he had read the rules and regulations he would find on page 36, para. 3a that this is a bloody mandatory requirement. What this comes to is if you do not know all the facts about something you are about to undertake either read the rules or ask someone who knows — preferably both.

This is but one example of a little knowledge, I intend to quote more on this and in later articles not as a personal attack on these people but in the hope that people will start using their brains and not their wallets or egos when planning jumps or student training.

In August '73 mag. L. J. Pocock describes a tracking incident which caused a very low opening; whoever the J.M. was, he needed raggin' for not sussing the danger — or if the J.M. was not good enough to deal with the situation his CCI is at fault for allowing someone without the

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ability to undertake the J.M.'s job. Always remember students look up to and often copy instructors and advanced jumpers, so make sure what you do and say is not misinterpreted or frightening for students — as in the morbid joke described by Frances Holmes (June '74). Also the 'Alberts' should have read either rule 57, page 65 R. & R's or the June '74 editorial before they mutinied.

Three articles in three different issues can be lumped together, two to the bad and one to the good. To the bad — the incidents described by John Norris (June '74) and J. Vennel (Oct. '74). The first was checked, but not good enough, the second was obviously not checked at all. The third by R.Mc. BPA 5720 (Aug. '73) being one of the few high-lights and what to do after an incident — **Find out what went wrong and not put it down to one of those things.** These examples have only one redeeming feature, that they were made public so jumpers could draw their own conclusions.

The main thing to come to light during my travels is the absence of the potential instructor system. The original aim was a person with the necessary qualifications and desire to become an instructor attended a Potential Instructors Course to learn the basic principles of instruction and then to spend six months developing these skills under *strict* supervision of his CCI. As it stands now a guy comes off a P.I. course and is immediately elevated to full instructor duties **when he just is not f. . . . ing good**

PIONEERS IN DRAG

I came across an interesting report recently called "Free Falls and Parachute Descents in the Standard Atmosphere" (NACA Technical Note 1315), published in 1947. It studied descent velocities, both in free-fall and under an open 28 ft. canopy, from 40,000 down. Though not much detail on the tests themselves is given, they sound pretty hairy on reading between the lines. Lt.-Col. Lovelace, weighing a total of 240 lbs., took 24 minutes to descend from 40,000 ft. to ground level under a 28 ft. nylon unmodified flat circular. Fourteen minutes were spent above 16,000 ft.!!! One hopes that a lot of that 240 lbs. were warm clothing and oxygen. This test yielded a drag coefficient, C (a shape characteristic independent of both size and speed), of 0.921. By comparison a sphere has a C = 0.47 and a flat plate = 1.2. For steady descent, the following expression applies:

$$\text{Weight (W)} = \text{Drag (D)} = \frac{1}{2} C \rho S V_t^2$$

Where ρ = air density

S = frontal area of shape

V_t = terminal velocity (feet per second)

This gives:

$$V_t = 1.24 \sqrt{W}$$

where W is total weight in pounds.

This formula may be used to calculate individual rates of descent at sea-level for a 28 ft. canopy. Similar analysis for a Para-Commander yields:

$$V_t = 1.138 \sqrt{W}$$

Note that this is just vertical rate of descent, not total velocity.

Much more interesting were the free-fall tests. One Arthur Starnes jumped from 31,400 ft. and opened at 2100 ft., had a total weight of 286 lbs. and a total free-fall time of 116 seconds. Lt.-Col. M. W. Boynton left the aircraft at 42,000 ft. and opened at — wait for it — 1100 ft., after 152 seconds in free-fall. His total weight was 240 lbs. and he reached his maximum velocity of 290 m.p.h. (425 ft./s) after 25 seconds. Incidentally, his terminal velocity at 1100 ft was 212 ft./sec., which gave him only 5 seconds to deal with a malfunction before reaching an

enough. This is the CCI's responsibility to make sure the new P.I. is broken in gently and safely.

The CCI is the main guy on the D.Z. and he needs a lot of control and knowledge and not only knowledge of jumping but of his instructors and jumpers. The prime example of lack of control was the CCI who did not know till the middle of the following week that a jumper with less than 40 jumps and on 15 second delays jumped a Papillion in a Piggyback at his D.Z., or the CCI who did not know one of his instructors could not fit a B4 harness correctly. These are but a few examples of potential incidents (possibly fatal) through lack of knowledge or thought.

I know this article will stir the hornets nest but to those who shout in anger I say if the cap fits . . . and finally read page 45 of the R. & R's., ten qualities of a Sport Parachute Instructor because these apply to all advanced jumpers.

BOB FRANCIS, BPA 3437

This article is printed with two thoughts in mind:

- I hope it won't deter jumpers from admitting their mistakes in articles for the magazine, so that others may learn from them, and . . .*
- Bobby has set himself as like Caesar's wife . . . beyond reproach himself! A brave man indeed!*

Editor.

abrupt conclusion to his jump.

The report does not say whether automatic openers, altimeters or Mask One eyeballs were used to determine opening altitude or how many jumps, if any, they had previously, but opening at 1100 ft., after leaving at 42,000 ft., in the cause of science would take some dedication. Neither jumper remained stable during the descent but "rolled, somersaulted, fell head-first and so forth", at up to 290 mph! It must have been some ride. This instability increased their rate of descent when compared with the stable spread position. According to their results, a jump from 12,000 ft. to 2,000 ft would be a 50 second delay and from 7,000 ft., 22 seconds. This compares with 60 secs. and 32 secs. respectively from the standard log-book table (reputedly made up from observations of a stocky jumper who fell in a fairly tight frog position). Modern relative workers can reduce their terminal velocity by up to 20-25% by the use of large jumpsuits and very wide spread position. Thin, flat containers can also contribute to slowing down terminal velocity. When the proportions of an elliptical shape in a wind tunnel are varied the same as a change from Super-Pro type equipment to Pop-Tops and flat main, the drag coefficient increased by up to 100%. Even though this is only affecting the flow over a quarter or less of the body, terminal velocity will be reduced. This combination will also increase your terminal velocity in a vertical dive by up to 15-20%, due to the reduced frontal area of 25% from 2 ft² to 1.4 ft² and decreased drag coefficient from 0.1 to 0.09. A chap named Hoerner put a man in a wind tunnel in various body positions and wind speeds from 70 to 140 mph. He found the drag coefficient for a standing man was 1.0 to 1.3. Our hero from the log book tables gives C = 0.8 in his tight frog position, his lower coefficient due to his rig and body position.

All these figures are approximations and estimations and should be treated as such. Without an accurate velocity and frontal area, the drag coefficient cannot be exact. However, with the weather being what it is, there doesn't seem much else to do.

KEITH McNAIR

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