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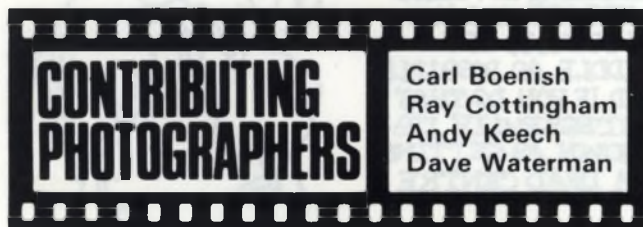
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Editor's Note

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



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AUGUST 1975

Editorial

I have been fortunate enough to have been a judge at both the Thruxton Boogie (reported in this issue), and the Shobdon Accuracy Meet (to be reported in the October issue). Both these little meets have been a credit to the organisers and have been thoroughly enjoyed by the participants of all levels of experience. If you haven't competed in one of these meets because you think you're not good enough; don't worry because you'll have a ball anyway. How about supporting the Duck End Meet on 20/21 September? (see page 29).

Having commanded the Red Freds for over eight years, Peter Schofield has left the Army and is going to work in South Africa. At his farewell party in Fleet on 12th July, the Freds gave their own salute in the form of a low flypast by the Team's Islander trailing red smoke. To Peter, Penny and their children, we say, "Soft landings and all good fortune in the future."

The BPA is being represented at the First World Relative Work Championships to be held at Warendorf, West Germany next month by the W.1. 10 Man Team led by Dave Waterman, and by the RAF 4 Man Team led by Ray Willis. We wish the whole British Squad all good fortune.

See you on the Drop Zone,
Blue skies,

CHARLIE.

Stop press

The FAI have just recognised the 32 Man Star built over Tahlequah, USA on 14th July 1975, as a new World Record — Congratulations to all concerned.

Cover—24 man "Sunburst Flake" photo Rande Deluca

Printed by G. H. Fisher & Sons (Printers) Ltd., Peterborough, PE1 3AU

AT THE DROP INN

First Parachutist: "Why don't you have a go at spotting?"

Second Parachutist: "How do you do that?"

First Parachutist: "I'm not quite sure, but what I've seen them do," (pointing upwards indicating sky gods), "is when the pilot is running in, you bang on his shoulders and shout 5 right, 5 left a few times to confuse him, so everyone is in the same state. Then, when you think you're somewhere near, you should shout as loud as you can in the pilot's ear "C**T!!" At this he turns off the engine and you've just bloody well got to get out!"

□ □ □



Les Melhuish with his daughter Karen, whom he dispatched on her first descent on her 16th birthday — Congratulations!



Have you saved your life with a reserve parachute deployment due to a main parachute malfunction? Give us the details. A new club has been formed to compile a record of these emergency reserve parachute deployments.

We have a beautiful four color set of wings. These will be issued only to jumpers who fill out an official questionnaire and application. Send for your application today. Include \$1.00, United States, or equal local currency for postage, handling, etc. U.S. currency if possible please.

Reserve Caterpillar Club, Box 732,
Galveston, Texas 77550

□ □ □

Extract from club brochure: "... the only requirement before starting a student course is a simple medical. The cost is £23...!" Obviously they've never heard of the National Health!

□ □ □

Do YOU use HIGH 'D' RINGS to mount your reserve? Make sure that the CROSS CONNECTOR is at least TWO FEET in length. A shorter connector could easily break your neck if you opened your reserve in a head down position. DON'T DELAY — DON'T TAKE IT FOR GRANTED — CHECK TODAY.

□ □ □

SUPERFLY

... YES, I KNOW WHAT IT MEANS ...

IT MEANS LEAVING AN AIRCRAFT AND PERFORMING A SERIES OF INDIVIDUAL MANOUVRES TIMED AGAINST A STOPWATCH AND IT MEANS OPENING A CANOPY AND STEERING TOWARDS A TARGET TO LAND AS NEAR TO THE MIDDLE AS POSSIBLE AND IF YOU DO THAT SUCCESSFULLY ITS KNOWN AS GETTING A DEAD CENTRE.



GET OUT! STAY AWAY!
... AND DON'T EVER COME NEAR THIS TEAM AGAIN!



For those of you interested in an R.W. Trip to U.S.A. over the Winter months, contact John Meacock at the Peterborough Parachute Centre who is organising a charter flight. Phone him on Elton 490.

□ □ □

Recently a couple of BPA Members attended an Instructors Course where the organiser was not qualified to run it. In your own interests please check before parting with well earned monies.

BPA Instructor/Examiner courses are being run on the following dates:

2/75 10-14 Nov. 75
1/76 9-13 Feb. 76

Details available from the BPA Office.



Keith McNair over Sibson — wot's so funny about a stiff pull Keef?

ODE TO B.J.

Sold your kit?
I don't believe it.
No more flying in big stars?
No more lying in club bars?
I can't believe it.
You, who taught me,
and every girl you met,
that parachuting comes first:
Can deny that thirst.
that desire,
to be there when a perfect star is made.
To fly
In a magic sky.
I won't believe it.
A marriage, a business,
Four years of each waking/sleeping thought
Sacrificed on the altar of our sport
For naught?
I will not believe it.
No more 'Rent-a-Link'?
No more Sky God?
You can't quit
I refuse to believe it.

S.L.



3-Man with Len Melville, Yorke Challiner and Chris Copeland, over Cyprus
photo— Tony Dixon

... NO REAL RELATIVE WORKER WOULD
KNOW THE MEANING OF THE WORDS
STYLE AND ACCURACY!



Whuffo: "When your parachute didn't open I bet you sent up a prayer".

Parachutist: "No! I sent up my reserve!"

□ □ □

Policemen have sometimes been referred to as "Pigs", but that's no reason for P.C. Gordon Lilley to go the whole hog and land in a sty a couple of weekends ago!

□ □ □

"Wedding of Parachute Champions," was recently reported by the Soviet News Agency, Tass. Congratulations to World Style Champions, Rudolf Rippyabolocsov and Tatiana Teratitov, who got married at Ternasett near Moscow.

□ □ □

For one you have tasted flight
You will walk the Earth with your eyes turned skyward;
For there you have been,
And there you long to return.

Leonardo da Vinci

□ □ □

On a recent visit to Cork, the Editor lent his Strato-Star to John Cook to try out. On opening Cookie thought he had a malfunction and cut away, landing safely on his Talisman. Subsequent investigation revealed that the Strato-Star hadn't malfunctioned at all! A few days later the following poem arrived on the Editor's desk:

To be or not to be?

Who best to judge, who best to say,
To 'hang about' or 'cut away',
Better by far to raise a laugh,
Than have you print my epitaph.

Cookie

□ □ □

REVIEW

THE BRITISH PARA VENTURES JUMPSUIT

British Para Ventures have been producing quality jumpsuits for 8 years and are justifiably proud of their product. Suits range from the conventional single colour (at around £15) to the flared multi-coloured (at around £19); in addition your own special requirements could also be met. BPV also stress that the material they use is unique; specially woven for them by Courtaulds, it is 100% Polyester Yarn Drill weave weighing about 8½ ozs per sq. yd. It certainly is unbelievably tough; I was only able to tear the sample of material sent by starting it with a pair of scissors!

Now for the sample suit itself — one is immediately conscious of an extremely high standard of workmanship. There are three sensibly placed pockets, and the strong zips are full length. It really is a hard wearing quality garment and I've no doubt that mine will last a considerable time.

BPV sold 284 jumpsuits in the first four months of 1975, and it's their proud boast that they've never had a suit returned — I can see why. They have proved that sport parachutists do require quality jump suits, and I have no hesitation in thoroughly recommending them — both BPV and their jumpsuits!

G.C.P. S-S.



Gloria Dale with P.C. about to open. Dale River D.Z. West Australia.

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BUZZ'S CANADIAN COLUMN

Canada has its first NIGHT ten man star. On Friday, 28th March, 1975, under a full moon at Abbotsford, what might be termed a scratch load built a ten man, using a Cessna 206 and 207 in formation. To show that it was not a chance occurrence, they then went and did it again. I have no specific details as to those involved.

The CSPA Technical and Training Manual has been under revision for the past year by Bill Hardman, who was the author of the original edition, first published in 1970. Since then about 5000 manuals have been distributed, at no cost, to CSPA members, and to other interested parties. I understand that the manual has been seen in places such as Indonesia, Singapore and Japan, all of which attests to its usefulness.

Parachuting, however, like other sports progresses and changes, and much of the content of the manual has become outdated. Hence the need for revision. The old manual contained 255 pages, and the new one has been expanded to approximately 400, and its format will be much like Poynter's Parachute Manual — loose leaf binder. It is intended that this manual will be sold, at a reasonable price, to anyone who wants it. The manual will be advertised all over the world, and advance orders will be accepted, although at the present time the sale price is not known to me, but I imagine that it will be about \$20.00 — depending on printing and paper costs — both of which have increased substantially in recent times.

In 1970 the CSPA licensing standards underwent a major revision to adjust to the then current knowledge and conditions. This Spring another revision was made; this time a relatively minor one. The requirements of a certain number of jumps from certain altitudes have been removed, with the parachutist now having only to accum-

ulate a certain amount of freefall time. Other requirements have been upgraded to conform with advanced knowledge and expertise. To give you some idea of what the standards are, the 'E' license requires: (this is our highest license, and I believe is probably the highest standard of license anywhere in the World)

- a) 500 controlled free fall jumps.
- b) 2½ hours free fall time.
- c) 5 intentional water landings, one to be within 15 seconds swim of a target buoy.
- d) 5 night freefalls, one being of at least 30 seconds, with accuracy from target centre of 10 metres or less.
- e) Landed within 3 metres of target centre on 5 consecutive jumps, and have landed within 5 metres on at least 25 jumps with delayed openings of at least 30 seconds.
- f) Have competed in two CSPA sanctioned National Championships.
- g) Demonstrate ability to complete an International Cross Series in 12 seconds or less (including any penalties).
- h) Hold a valid CSPA Class II Instructors Rating.
- i) Hold a valid CSPA Class A Rigger Rating.
- j) Complete 25 successful relative work jumps to include:
 - a) Five FAI 4 man sequential manoeuvres
 - b) One night RW jump as a successful aggressor
 - c) Five camera jumps, with one air-to-air photo as proof of ability.
- k) Make one 45 second delay using supplementary oxygen using face mask.

The applicant must also be a Canadian citizen, or an immigrant with at least five years residence in Canada.

I would be interested to find out how many jumpers in the UK would qualify? (. . . or anywhere! Ed.).

BUZZ.

THOMAS SPORTS EQUIPMENT

Directors: J. L. Thomas & G. Thomas

F A A. LICENSED RIGGER No. 4085459

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BOONIE

COTANO

THRUXTON



- | | |
|---------------------------------------|--------|
| 1. Ray's Rock, Sand & gravel. | 5,327 |
| 2. F.R.H.A. | 6,982 |
| 3. Rape & Pillage. | 11,749 |
| 4. Oh Dear, What a Shame, Never Mind. | 12,158 |
| 5. Snoids Anonymous. | 13,876 |
| 6. Peak Freaks. | 14,030 |
| 7. Blunderbuses. | 17,455 |
| 8. If..... | 19,000 |



Unai's advertisement in the April issue of the magazine invited us all to 'Boogie' at Thruyton June 14 and 15 and that is just what those who entered did, and everyone had a good time. What a good fun meet this was.

On the Friday evening the bar at Thruyton was crowded with expectant jumpers, scratch teams were made up, and everyone was ready for a reasonably early start on the Saturday morning. After a week of superb weather we awoke Saturday morning to cloud and a forecast of high winds. (One begins to wonder what the celestial powers have against parachuting). The meet started with an excellent breakfast provided by Unai's hard working sister and her helpers in the re-vamped R.S.A. bus. The Islander arrived and everyone was set for a cloud-hopping day. The final entries were 8 teams (D. Hogg had to withdraw his 'No Hassle' team due to an injury Martin Togher had sustained on a machine he is sure is out to get him.) Nice to note there were 7 girl entrants amongst the 32 — not a bad ratio — and Beth Taylor came 7th in the accuracy.

The judges took the streamer run, showed us the way to the pit (which was in superb condition — Paul Young still has the blisters to prove it, he dug it over), and the meet was under way. With a short stand-down mid-morning due to cloud cover, we jumped and jumped, in winds that gave the Strat jumpers a chance to really show what their machines could do.

Rays Rock Sand and Gravel did just that, with a 4-man scored on each round, 11.4 secs the fastest, and some really nice accuracy from Tim Morgan (one D.C.) Ginge Uragallo (2 D.C.'s) and Robin Mills. They were being pressed by the Black Knights, (7 RHA), only 3.000m behind after 3 rounds, on their trusty P.C.'s. 'Oh dear . . .' did well, the only other team to make four 4-mans, and were lying in 3rd place until they were edged out on the last round by 'Rape and Pillage' — thanks to Bob Hiatt's accuracy. Jeurgan commented that Hiatt had said "You do the relative for me, and I will do the accuracy for you" — which proved to be the case. 'Snoids Anonymous' showed that a Strat does not guarantee the pit — it's not the machine but how good the man under it is. (I think the winds had something to do with their particular ZAP). The Peak District team 'Peak Freaks' (how nice to see someone from the north taking part) did their utmost to take each



Tony Uragallo on approach

other out in the pit — and the judges as well. 'Blunderbuss' and 'If . . .' had their own private competition going to see who was going to come last (someone has to!).

By Saturday evening the competition was over (apart from Blunderbuss and If . . . who stood down at the end due to winds — and hoped, unsuccessfully, to get their final jumps in on Sunday). The jumping and winds had been unbelievable all day and the enjoyment of everyone involved impossible to measure.



. for a D.C.

Saturday evening ended with a barbeque round a roaring fire, and slides on formation relative work at Casa Grande, and a lot of exhausted jumpers retired early for another early start on Sunday and the prospects of some good fun jumping.

Sunday dawned with winds that were no longer unbelievable, just b . . . impossible, and after a couple of lifts of intrepid daredevils the meet came to an end.

Despite initial aircraft problems, and poor weather, it had proved to be a good meet, well run with no hassle. Our thanks should go to Unai for the work he put into it, to the judges, Dave Waterman, Bob Acraman and Charlie Shea-Simonds, and to the jumpers, all of them, who jumped in non-accuracy winds and kept jumping.

Look forward to seeing everyone again next year.

SUE LEAR.

RESULTS

Individual	1	2	3	4	Total
1 HIATT	00.30	02.20	01.68	00.00	04.18
2 MORGAN, T	00.00	02.44	00.35	04.27	07.06
3 MILLS	00.20	01.79	02.59	02.66	07.24
4 URAGALLO	02.26	00.00	07.19	00.00	09.45
5 ROYLE	04.00	00.30	02.27	03.30	09.87
6 COPELAND	04.22	02.11	02.34	03.83	12.50
7 TAYLOR	02.90	02.47	06.85	02.04	14.26
8 ORTON	03.78	02.16	04.95	03.60	14.49
9= CHAPMAN	00.43	10.00	04.82	02.04	17.29
9= ANDREWES	03.77	01.27	02.25	10.00	17.29



NATIONAL CHAMPIONSHIPS RW



1975 DUNKESWELL

Ten days of competitive RW was the prospect — an ambitious 'first' in itself for British Sport parachuting, and nearly sixty jumpers gathered at Dunkeswell on 24th May with the ultimate goal of Warendorf in September. Aircraft had once again been a major problem in the planning stage but was finally resolved with a DC-3 from Fairey Britten Norman on the Isle of Wight. Much of the planning and initial donkey work had been undertaken by Mike O'Brien, who was Chief Judge, and John Cole was Meet Director. The only jumping weather on the Saturday was quietly disposed of with the holding of the briefing, with the result that it wasn't until the Monday that the arrival of blue skies permitted the practice rounds to start.

The poor weather forced competitors to find other diversions, and the principal one was the excellent Sports Centre in Wellington. It was here on the Monday that Jim Crocker was laid low by an accurately aimed squash ball in the eye from the racquet of Ray McGuire. This unfortunate accident put Jim out of the competition and in hospital for a week — it also reduced Dave Waterman's team to 9 men as he had entered the meet without alternatives. The judges refused the post-registration of an alternate, and a Team Leader's meeting was called to debate the problem. It was agreed that as the competition itself had not started, and because Jim's injury had not been caused through parachuting, that the 'W.I.' team could nominate an alternate. This they did and Lenny Melville joined their team.

Wednesday morning dawned fine and the first practice round of the 10-man event was soon under way. 'Strangeways' scored a 10-man and were obviously determined to

give the favourites, 'W.I.', a run for their money. 'W.I.' were soon in the sky and a hot approach by Dave Fiddler took it out; his landing in the packing area proving beyond doubt it wasn't his day when he broke his ankle! Once again 'W.I.' were reduced to 9 men.



"Charlie Alpha" gets airborne

photo— C. S-S



Thommo's "Strangeways" less Keith McNair



No Smokin'



Rays Rock, Sand and Gravel

photo— C.S-S.



It couldn't be anyone other than the RAF Team with an exit like this!

photo— Dave Waterman



A slick exit by Ray's Rock, Sand and Gravel

photo— Dave Waterman



Inside a 'No Smokin' star with Sally gesturing victory and Brian Morgan posing for Unai's camera



Gold Medallists "W.I."

photo— C. S-S.



Sluggish exit by W.I.

photo— John Farrow



7 RHA on exit in the 4-Man Sequential

photo— Dave Waterman



Bob Souter and Ray Willis of the RAF 4-Man Team after another good one.

photo C. S-S.

The first round of the 10-man event had 'Strangeways' in the lead with a 9 man, with 'W.I.' an 8. The Thruxton team, 'No Smokin', who improved dramatically during the competition, only managed a 6; whilst 'Mud' were having base problems and produced a 4. The next round had 'Strangeways' put together a slow 9 man outside the scoring time, and it was judged a 7. 'W.I.' followed with what became the controversial jump of the meet. The DC-3 ran in. . . exit. . . the star started to build up. . . and then there was a 10 man! How does one do that with 9 guys? This came as a sur-

prise to the judges, who awarded a 10 man; this was immediately followed by a protest signed by the other three 10 man team leaders. The protest was upheld and 'W.I.' were scored a 'Zap' for picking up an un-nominated alternate prior to the second round. The Wednesday saw the completion of three rounds of 10 man with 'Strangeways' apparently in the lead, and the captain of 'W.I.' appealing to the jury — the latter who didn't meet and reach a decision until the following evening.

Meanwhile the 4-man Sequential Event got under way and continued throughout Thursday. The favourites, the RAF team, who were last year's winners, forged ahead from the beginning with an 8.5 second manoeuvre. They didn't have it all their own way however, and were given a fair fight by 'Ray's Rock Sand and Gravel' who proved to be the only other team to complete and score on all six manoeuvres. The RAF team won a well deserved victory in the end, averaging 1.9 seconds a round faster times than 'Ray's Rock Sand and Gravel'.

Finally the jury announced their decision: whilst they agreed that 'W.I.' were wrong in picking up a second alternate, they scored them a 9 man! In retrospect it was sad that 'W.I.', who were the strongest team on paper, jumped the second round with an illegal alternate — had they jumped with only 9 men, they still would have won the event!

Friday saw the completion of 5 rounds of the 10-man event, and also, as it turned out, the end of the meet. 'W.I.' finished two points ahead of 'Strangeways', third were 'No Smokin' who finished with two very fair jumps, the second of which was a 10-man, (albeit out of time and officially only a 9).



Ken Povey and Tom Kirkwood, the DC-3 pilots, receive a well earned bottle of whiskey photo— C. S-S

Poor weather on Saturday and Sunday caused cancellation of the 4-man and 8-man events, and it just remained for Laurie, our Chairman, to present the prizes.

This resume would not be complete without special thanks to Basil Pring and the Flying Club at Dunkeswell for hosting the meet: to the Royal Marines, who provided so much administrative support, particularly the excellent meals; to Ken Povey and Tom Kirkwood, who flew the DC-3 so excellently; and finally to the numerous BPA members who worked so hard before and during the meet.

Finally it must be said that it was still only the third RW Nationals so far, and speaking as a competitor in all of them, the most successful yet. But, and it's a big 'but', there's still considerable room for improvement. Let's hope all the lessons have been thoroughly digested. Only next year's RW Nationals can tell.

G.C.P. S-S.

RESULTS 10 MAN EVENT

Mud	4 (.28)	4 (.34)	5 (.30)	3 (.21)	5 (.35)	21 points 148 seconds
2. Strangeways	9 (.35)	7 (.395)	9 (.38)	8 (.345)	9 (.39)	42 points 186 seconds
3. No Smokin	6 (.30)	7 (7.32)	6 (.36)	9 (.37)	9 (.40)	37 points 175 seconds
1. The W.I.	8 (.33)	9 (.38)	9 (.32)	9 (.365)	9 (.33)	44 points 172.5 seconds

REVIEW

THE HEYBOW GYM MAT

The Heybow Gym Mat is a relatively new product that clubs would do well to consider as part of their ground training equipment. Each mat is 6ft x 3ft x ¾in made of cellular rubber construction, (not foam), with a top cover made of a hard wearing nylon/cotton material. The single thickness of cellular rubber is more than enough to effectively cushion an enthusiastic PLF from a four foot ramp. The mat can easily be rolled up for storage without any danger of cracking or deterioration and the makers claim an extremely long life. Gone are the days of the hairy coconut mat which collects dust and sheds fibre everywhere — this updated equivalent is superior in every way.

G.C.P. S-S.



Tim Morgan flying his Strato Star with an end cell closed photo— C. S-S.

4-MAN SEQUENTIAL

Peterborough	ZAP	ZAP	ZAP	(Withdraw)			
Army	ZAP	3 (.30)	3 (.30)	2 (.30)	ZAP	ZAP	8 points 90 seconds
R.A.F.S.P.A.	4 (8.5)	4 (12)	4 (13)	4 (16)	4 (10)	4 (13)	24 points 72.5 seconds
Black Knights	ZAP	ZAP	ZAP	ZAP	ZAP	—	
Rays Rock Sand and Gravel	4 (16.5)	4 (14)	4 (11)	4 (14.5)	4 (12.5)	4 (14.5)	24 points 83 seconds

HEYBOW

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ARMY PARACHUTE CHAMPIONSHIPS 1975

On 13 May, a record number of competitors assembled at Netheravon to fight for the honours at the Army's annual Free Fall Championships. A total of 91 individual entries were received and 10 teams were on parade to contest the team events, including an invitation team from the Royal Air Force.

The Meet Director Lt. Col. Peter Kingston and Chief Judge Bob Card expertly dealt with the usual briefing queries, the draw was made and then everyone homed on the bar to renew old friendships and reminisce on past days and Meets.

Wednesday the 14th presented a sight to gladden any parachutist's eyes. Favourable weather, a first class DZ and hundreds of aircraft — Well! an Islander, 2 Rapides, a Cessna 206 and a Beaver look like hundreds of aircraft to the average jumper.

Individual accuracy was the order of the day and as the aircraft were put to bed, two rounds had been completed with Martin Togher leading the field and looking very smug with it. Jumping continued into Thursday but by evening time the weather was looking ominous and the forecast gave us little hope for the next day. Unusually the forecasters were correct and high winds, coupled with low cloud, sent everyone scurrying off to the local cafes and pubs where they could bore each other with hard luck stories on their performances to date, a pattern which continued into Saturday and also Sunday morning.

The gloom lifted on Sunday afternoon when conditions improved sufficiently to allow the Meet to continue and from then onwards it was all systems go. The weather was perfect, the aircraft never faltered and with Joe Reddick keeping the manifests right up to the minute, event after event was rapidly completed.

Tuesday saw the magic words "last lift" appear on the notice boards and with all tensions gone, the APA bar was very soon awash with the various prize winners celebrating and the others making sure that they did not lack for company.

There were no surprises during the Meet and it is fair comment to say that class and experience came out on top. A look at the results will confirm this and once more our congratulations go to Scotty Milne, the Overall Champion and Style Winner, to Jim Walmsley for taking the Accuracy and to 1 Para and 7 RHA for running out winners of the Team Accuracy and Relative Events respectively. Mention must also go to Mick Hinchliffe, the Novices winner and finally to 1 Para once more, who were the overall team winners.

To set the seal on a very successful meet, General Sir Roly Gibbs presented the trophies at the prizegiving ceremony, which was preceded by a succession of displays given by RAF Boscombe Down, The Red Devils, The Blue Eagles and last, but by no means least, teams selected from the competitors.



1 Para Team: Deke Wright, Doug Young, Scotty Milne, Ian Christie and Danny Daniels, with all their well won hardware.

photo— Steve Slater

RESULTS

INDIVIDUAL ACCURACY

Helmet No.	Name	Unit	1	2	3	4	Total Pos.
1	S/Sgt. Rule	RAOC	1.38	00.15	3.62	5.59	10.74 15
2	Maj. Steele	RAOC	2.10	3.47	10.00	1.75	17.32 29
3	Lt. O'Connell	RAOC	7.74	1.29	00.60	10.00	19.63 34
4	Cpl. Hogg	RAOC	5.19	6.57	3.64	3.07	18.47 31
5	Capt. Patrick	RA	10.00	1.79	00.65	2.74	15.18 22
6	Capt. Neame	RA	1.85	6.63	5.62	1.23	15.33 23
7	Sgt. Challinor	RA	6.38	3.85	3.76	10.00	23.99 47
8	L/Bdr. Royle	RA	00.72	2.18	00.20	4.51	7.61 10
9	Sgt. Melville	7 RHA	1.17	00.05	1.40	2.58	5.20 9
10	Sgt. Andrews	7 RHA	2.46	6.25	1.46	10.00	20.17 39
11	Bdr. Binns	7 RHA	2.80	3.55	2.08	4.08	12.51 16
12	Bdr. Binns	7 RHA	5.63	2.60	00.39	10.00	18.62 32
13	L/Bdr. Johnson	Para Regt.					
14	Cpl. Smith WRAC	FF Team	00.12	2.63	3.80	3.17	9.72 13
15	L/Cpl. Defelice	Para Regt.	5.79	6.89	2.65	4.58	19.91 37
16	Pte. Eversfield	Para Regt.	1.15	1.32	2.12	3.34	7.93 11
17	Cpl. Kalinski	FF Team	1.33	5.46	3.42	10.00	20.21 40
18	L/Cpl. Owens	Para Regt.	10.00	10.00	3.77	00.47	24.25 49
19	WO2 Devine	Royal Signals	3.24	4.65	6.51	00.98	15.37 24
20	S/Sgt. Cowell	Royal Signals	3.13	10.00	10.00	10.00	33.13 55
21	S/Sgt. Haylock	Royal Signals	00.98	4.26	8.10	00.81	13.15 21
22	Cpl. Whitley	Royal Signals	4.29	5.92	8.39	10.00	28.60 52
23	Sgt. Robins	Royal Signals	00.45	00.00	1.32	00.49	13.25 18
24	Cpl. Milne	1 Para	6.98	1.16	6.83	1.02	15.99 26
25	L/Cpl. Christie	1 Para	00.08	1.40	00.29	00.54	2.31 3rd
26	L/Cpl. Wright	1 Para	3.57	10.00	10.00	10.00	33.57 56
27	Pte. Young	1 Para	1.12	00.29	2.73	10.00	14.14 20
28	L/Cpl. Daniel	RAF	1.16	1.74	1.63	10.00	14.53 --
29	Fil/Lt. Bennett	RAF	00.03	00.57	1.51	2.88	4.99 --
30	Sgt. Mapplebeck	RAF	3.64	00.45	3.62	1.38	9.09 --
31	Cpl. Byrne	RAF	3.63	1.47	4.79	10.00	19.89 --
32	F/O Jones WRAF	3 Para	6.37	1.25	00.13	7.96	15.51 25
33	Cpl. Bird	3 Para	2.34	00.00	00.65	1.22	4.21 7
34	L/Cpl. Coffey	3 Para	10.00	10.00	3.09	00.89	23.98 46
35	Pte. Cruickshank	3 Para	2.44	00.72	00.11	00.69	3.96 5
36	L/Cpl. Sinclair	3 Para	7.41	00.77	1.66	10.00	19.84 35
37	Pte. Gilmour	3 Para	10.00	00.00	9.85	3.86	23.71 45
38	Lt. Gibson	RCT	00.48	00.00	00.25	10.00	10.73 14
39	Sgt. Toher	RCT	00.93	2.25	00.53	00.56	4.27 8
40	Cpl. Berry	RCT	5.92	8.49	2.54	00.13	17.08 28
41	Cpl. Chandler	RCT	7.96	3.96	00.80	10.00	22.72 44
42	Capt. Hall	RCT	5.30	5.79	9.05	00.83	20.97 41
43	WO2 McQueen	JSPC(L)	00.00	00.69	00.24	1.38	2.31 3rd
44	WO2 Laing	JSPC(L)	00.91	00.26	2.49	00.53	4.19 6
45	WO2 McCarthy	JSPC(L)	00.18	1.08	00.11	00.00	1.37 1st
46	Sgt. Walmsley	JSPC(L)	8.10	10.00	00.00	1.16	19.26 33
47	Capt. Joyce	DMT School	3.32	8.12	4.79	7.97	24.20 48
48	Bdr. Wallace	95 Cdo FOU	1.33	1.16	10.00	7.36	19.85 36
49	L/Cpl. Collingwood	36 Engr. Regt.	10.00	3.13	2.12	10.00	25.25 50
50	L/Cpl. Howerski	22 SAS	1.18	5.09	00.34	2.61	9.22 12
51	Sgt. Cameron	Gds Para Coy	00.25	injured			
52	Sgt. Hamilton	Gds Para Coy	4.09	10.00	10.00	10.00	34.09 57
53	L/Sgt. Smith	Gds Para Coy	3.37	3.90	10.00	10.00	27.27 51
54	L/Cpl. Sirmm	Gds Para Coy	5.20	4.53	1.38	10.00	21.11 42
55	Capt. Arthur	7 RHA	10.00	10.00	3.54	9.24	32.78 54
56	Cpl. Leary	REME	6.74	2.18	1.03	10.00	19.95 38
57	L/Bdr. Johnstone	RCT	3.58	10.00			
58	Cpl. Murray	JSPC(L)					
59	L/Cpl. Smith						
60	Cpl. Smith						

Note: * Visitors + Novices

51	Sgt. Murray	JSPC(L)	10.00	10.00	1.67	31.67	53
52	L/Cpl. Kelly	Para Sqn. RAC	1.12	00.08	1.45	10.00	12.65 17
53	L/Cpl. Kelly	Para Sqn. RAC	3.64	2.32	1.52	10.00	17.48 30
54	Cpl. Kiszczuk	1 A & SH	10.00	3.79	00.64	2.37	16.80 27
55	Cpl. McGuire	Sch of Inf.	00.70	10.00	1.75	1.28	13.73 19
56	QMSI Thorne	16 Bn. RAOC	19.32	25.00	25.00	10.50	1st
57	Pte. Nisbett	95 Cdo FOU	8.90	8.82	7.77	11.19	2nd
58	Sgt. Hinchliffe	Gds Para Coy	18.66	18.20	17.85	17.85	
59	Bdr. Bell	7 RHA	25.00	3.83	1.34	10.68	
60	L/Bdr. Borrow	7 RHA	20.80	14.07	25.00		
61	Maj. O'Hara	Para Regt. FF Team	22.10	9.56	18.23		
62	Cpl. Kilpatrick	R Signals	25.00	25.00	17.48		3rd
63	Pte. Sibley	3 Para	12.90	8.46	4.12	15.19	
64	L/Cpl. Street	3 Para	25.00				
65	Pte. Knowles	3 Para	25.00	9.07	25.00	16.37	
66	Pte. Westcott	3 Para	25.00	25.00	25.00	25.00	
67	Pte. Connick	3 Para	25.00	25.00	25.00	25.00	
68	Pte. Elliott	3 Para	25.00	14.63			
69	Pte. Lynch	3 Para	25.00				
70	Pte. McInally	3 Para	25.00	13.66	2.37	25.00	
71	Sgt. Fraser	RCT	16.00	23.91	25.00	4.72	
72	Dvr. Chute	RCT	4.92	25.00	15.07	25.00	
73	Pte. Kirthausen	JSPC(L)	5.42	21.48	25.00	25.00	
74	L/Cpl. Woolcock	Para Sqn. RAC	20.20	25.00	10.31	19.83	
75	L/Cpl. Thompson	Para Sqn. RAC	25.00	9.22	1.55	14.78	
76	Tpr. Riley	Para Sqn. RAC	25.00	25.00	25.00	2.02	
77	Pte. North	1 Para	25.00	25.00	25.00	2.02	
78	Sig. Thurman	R Signals	25.00	25.00	24.68	8.25	
79	Capt. Turner	R Signals	12.88	25.00	2.70	7.10	
80	L/Cpl. Pascoe	RAOC	4.41	25.00	2.09	18.64	

INDIVIDUAL STYLE

Helmet No.	Name	Unit	1	2	3	Total Pos.
4	Cpl. Hogg	RAOC	11.8	12.8	12.1	36.7 4
5	Capt. Patrick	RA	14.2	13.2	13.8	41.2 6
6	Capt. Neame	RA	16.0	15.0	16.0	47.0 15
7	Sgt. Challinor	RA	16.0	16.0	16.0	48.0
9	Capt. Copeland	7 RHA	16.0	16.0	16.0	48.0
10	Sgt. Melville	7 RHA	15.9	16.0	15.2	47.1 16
11	Bdr. Andrews	7 RHA	13.8	13.7	13.5	41.0 5
12	Bdr. Binns	7 RHA	14.2	16.0	14.6	44.8 14
13	L/Bdr. Johnson	7 RHA	16.0	16.0	16.0	48.0
14	Cpl. Smith	Para Regt. FF Team	10.6	9.7	10.3	30.6 2
24	Cpl. Milne	1 Para	9.0	8.9	9.6	27.5 1
25	L/Cpl. Christie	1 Para	16.0	16.0	16.0	48.0
26	L/Cpl. Wright	1 Para	10.1	16.0	16.0	42.1 11
27	Pte. Young	1 Para	16.0	16.0	16.0	48.0
28	L/Cpl. Daniel	1 Para	16.0	16.0	16.0	48.0
29	Fil/Lt. Bennett	RAF	9.9	9.7	11.7	31.3 --
30	Sgt. Mapplebeck	RAF	8.9	9.8	8.6	27.3 --
31	Cpl. Byrne	RAF	16.0	16.0	15.1	47.1 --
32	F/O Jones	RAF	16.0	16.0	16.0	48.0
33	Cpl. Bird	3 Para	15.0	13.5	12.9	41.4 7
34	L/Cpl. Coffey	3 Para	12.0	13.4	16.0	41.4 7
35	Pte. Cruickshank	3 Para	16.0	16.0	16.0	48.0
36	L/Cpl. Sinclair	3 Para	9.7	10.4	11.3	31.4 3
43	WO2 McQueen	JSPC(L)	14.0	14.1	16.0	44.1 13
44	WO2 Laing	JSPC(L)	16.0	13.0	14.6	43.6 12
45	WO2 McCarthy	JSPC(L)	13.5	13.9	14.2	41.6 10
46	S/Sgt. Walmsley	JSPC(L)	13.2	12.2	16.0	41.4 7
51	L/Cpl. Howerski	22 SAS	15.1	16.0	16.0	47.1 16
57	L/Bdr. Johnstone	7 RHA	16.0	16.0	16.0	48.0
62	L/Cpl. Kelly	Para Sqn. RAC	16.0	16.0	16.0	48.0
65	QMSI Thorne	Sch of Inf.	16.0	16.0	16.0	48.0

TEAM ACCURACY

Team	Name	1	2	3	4	Total	Team Total	Pos.
RAOC	S/Sgt. Rule	1.90	1.84	0.64	4.32	8.70	59.26	7
	Maj. Steele	10.00	8.56	4.68	10.00	33.24		
	Lt. O'Connell	3.06	2.48	1.33	4.30	11.17		
	Cpl. Hogg	1.51	0.75	3.11	0.78	6.15		
RA	Capt. Patrick	00.00	00.12	2.39	1.17	3.68	58.34	5
	Capt. Neame	10.00	3.87	8.48	2.58	24.93		
	Sgt. Challinor	4.13	2.45	10.00	00.07	16.65		
7 RHA	L/Bdr. Royle	5.13	1.39	3.62	2.94	13.08	60.12	8
	Capt. Copeland	3.27	3.94	00.75	00.24	8.20		
	Sgt. Melville	2.58	8.60	1.43	2.74	15.35		
PARA REGT FF TEAM	Bdr. Andrewes	5.63	2.52	4.34	2.64	15.13	58.61	6
	Bdr. Binns	9.83	5.38	2.64	3.59	21.44		
	Cpl. Smith	10.00	1.92	1.28	00.00	13.20		
R SIGNALS	L/Cpl. Defelice	00.69	00.01	00.38	2.30	3.38	102.75	11
	Pte. Eversfield	2.34	2.82	00.99	2.43	8.58		
	Cpl. Kalinski	10.00	10.00	3.45	10.00	33.45		
1 PARA	WO2 Devine	9.39	5.74	10.00	1.65	26.78	28.46	1
	S/Sgt. Cowell	4.20	9.17	5.25	3.43	22.05		
	S/Sgt. Haylock	10.00	2.40	1.40	3.87	17.67		
RAF	Cpl. Whitley	10.00	10.00	10.00	6.25	36.25	36.61	2
	Cpl. Milne	00.62	00.10	00.10	00.45	1.27		
	L/Cpl. Christie	10.00	1.52	3.77	2.68	17.97		
3 PARA	L/Cpl. Wright	00.17	1.10	00.07	00.60	1.94	39.640	3
	Pte. Young	2.20	1.69	2.81	00.58	7.28		
	Flt/Lt. Bennett	2.91	1.36	1.10	1.27	6.64		
RCT	Sgt. Mapplebeck	00.60	00.72	00.00	1.45	2.77	36.61	2
	Cpl. Byrne	2.70	3.94	1.88	5.08	13.60		
	F/O Jones	3.75	00.75	2.59	6.51	13.60		
JSPC(L)	Cpl. Bird	3.03	00.35	2.65	00.45	6.48	25.19	3
	L/Cpl. Coffey	3.43	2.07	00.84	00.00	6.34		
	Pte. Cruikshank	6.65	6.59	1.95	10.00	25.19		
7 RHA	L/Cpl. Sinclair	00.59	00.06	00.92	00.06	1.63	77.37	10
	Lt. Gibson	4.17	9.36	1.52	10.00	25.05		
	Sgt. Toghner	2.09	2.28	00.52	1.44	6.33		
SCRATCH TEAM	Cpl. Berry	3.90	10.00	1.06	3.44	18.40	43.13	4
	Cpl. Chandler	10.00	10.00	00.42	7.17	27.59		
	WO2 McQueen	10.00	9.53	4.42	2.48	26.43		
SCRATCH TEAM	WO2 Laing	00.30	3.69	00.42	1.98	6.39	74.93	9
	WO2 McCarthy	1.12	2.79	00.06	1.33	5.30		
	S/Sgt. Walmesley	00.25	1.69	00.00	3.07	5.01		
7 RHA	L/Cpl. Howerski	5.99	1.94	5.52	6.58	20.03	6.68	1
	Cpl. Leary	10.00	2.68	7.75	5.18	25.61		
	L/Cpl. Kelly	00.00	4.82	1.03	00.83	6.68		
7 RHA	Tpr. Kiszczuk	4.96	5.04	10.00	2.61	22.61	3000	1

TEAM RELATIVE

Team	Name	1	2	3	Total	Position
RAOC	S/Sgt. Rule	250	Nil	250	500	8
	Maj. Steele					
	Lt. O'Connell					
RA	Cpl. Hogg					
	Capt. Patrick	250	250	500	1000	4
	Capt. Neame					
7 RHA	Sgt. Challinor					
	L/Bdr. Royle					
	Capt. Copeland	1000	1000	1000	3000	1
7 RHA	Sgt. Melville					
	Bdr. Andrewes					
	Bdr. Binns					

INSTRUCTORS WANTED AT BICKMARSH

Contact:

Pat Howell, 42 Henley Street, Alcester, Warks. B49 5QY
Phone: Alcester 3952

B. Simpson of 38 Gay Meadows, Stockton on Forest, York is trying to contact an old Army friend, who served with him in the Guards Parachute Company, 1954. His name is Johnny Corbett — can anyone help?

LOST or STOLEN

Removed from the Packing Shed at the Para Centre Grindale between 3rd and 5th May 1975, 1 Reserve Parachute belonging to the Army Apprentices College, Harrogate.
Canopy 24ft Circ. Serial No. 36369 Apr 59. Pack O.D. converted from 2 to 1 pin. Serial No. 4 (clearly marked).

If found please contact the Editor at the BPA Office.

THE 'DRUNKEN DUCK' GOES PARACHUTING!

An obscure title you may think but from a conversation in the Drunken Duck at Ambleside via 2 years of soul searching, disappointment and money raising was born a new parachute club and D.Z.

I was visiting the Lakes in September 1973 lecturing to the National Park Wardens at Brockhole Centre, not on parachuting but on mountaineering equipment as at that time I was a rep. for a company manufacturing and marketing gear for that sport, yes, there are people interested in other activities! My brother, Ian, was Assistant Director of Brockhole and after the talk we adjourned to the Duck for lubrication. After several pints we both decided we were fed up with working for other people and tried to think what we could do by way of a business. We had both been involved in youth work and mountains for a lot of years so how about an outdoor activity centre? On returning to Northumberland the next day and when I remembered, post-hangover, what we had discussed, I loaded up the wife and kid and went in search of premises. We struck lucky in the village of Belford which lies between the Farne Islands to the East and the Cheviot Hills to the West. The building was an old three storey stone built house in a bit of a state and looked promising. Over the next few months and many consultations with the Bank and the English Tourist Board it looked like we may be lucky so we started planning the activities to offer. Rock Climbing was simple with excellent crags five minutes from the Centre, Pony Trekking easily catered for at the local stables, local rambles and field study next to the centre, trips out to the Farnes organised through a local boatman. Navigation and expedition training in the Cheviots; that left Parachuting.

We decided that a first jump course should be offered as an optional extra on the adventure holidays and also as a course in its own right. This was easily said and obviously we could train people on the Centre premises but what about a few minor details like aircraft, kit and by no means least a D.Z. We considered processing the courses through Northumbria P.C. at Sunderland but this was 60 miles from Belford and they were pretty busy anyway. I dug out the air information maps and discovered three disused airfields around us. My first recce, to Millfield gave me the horrors, a very busy gliding club was in operation, a quarry was being dug in the middle and the National Electricity Grid appeared to start right there! The second field, Brunton, I had heard of vaguely as some of the Sunderland pilots had used it for Sunday afternoon forays and reported the owner as very friendly.

The field lies between Alnwick on the A.1 and Sea-houses on the coast but until you've been there once it really takes some finding. One evening Eric Hensen, who has now joined us as a partner, and I found the airfield almost by accident and visited the farm. Andrew Robinson proved to be the epitome of Northumbrian hospitality. We were ushered into his lounge, sherry appeared and only then did he enquire what we wanted! It turned out that he owned all the aerodrome, was a pilot, had his own aircraft stationed there, unfortunately not jumpable, and that he was pleased to allow anyone reasonable use of the facility. He was a little stunned to hear what our "reasonable use" was and as most pilots do, thought us slightly insane. However the answer was affirmative and he took us out to show us the field. We were quite staggered by the size. Two million square yards no less and three runways in

immaculate condition. It had been a bomber drome during the war so they were more than long enough for anything we could use. Only two things worried me, the amount of tarmac area and the low barbed wire fence round each grassed area. I mentioned this to Andrew who said he had a field adjacent to the aerodrome but would it be big enough, "after all it's only 43 acres!" And that was the student D.Z. solved! Was there anything else we needed? Well if it's wet we'll need to pack undercover, O.K. there's a building you can use. This sounds almost like a fairytale when you consider the hostility and difficulties our sport usually comes up against but I swear it's true.

The next step was to clear the D.Z. and after due surveys, police interviews and submission to the C.A.A., Brunton Aerodrome was notammed in U.K. Air Pilot on 28th February, 1975.

There remained the problem of kit and aircraft. Lee Bambrough of Northern Para Centre kindly agreed to the use of the Centre equipment and aircraft provided it didn't cut across Northumbria Club's activities. Rob Noble-Nesbitt CCI and all the Northumbria members were only too keen to help with any of their gear etc. so that was that. The only slight snag at present is we can only operate midweek unless something special is arranged with Northumbria.

The first course was run on 3rd, 4th and 5th May and at 09.00 on the Monday morning I was on the D.Z. with the students awaiting Lima Echo to arrive from Sunderland. It was a superb day, clear skies and no wind. The 172 arrived overhead with Rob Noble-Nesbitt on board who dropped the streamer and jumped in, becoming the first parachutist to land on Brunton D.Z. It was a day of "firsts". We dropped the first jumpers, performed the first link and had our first injury!

Not a student, but no less than Dave Rowell, landing his Strato-Star in front of the TV cameras. He was busy with his P.R. smile instead of watching the ground, put his foot down on its side and tore a ligament! When we had all finished laughing we continued a great day's jumping until Lima Echo headed back for Sunderland at 20.30. All the diehards from Northumbria P.C. agreed it was the finest D.Z. they had seen, no hazards, beautiful views and superb weather, it has the second lowest annual rainfall in Great Britain by the way!

Since that memorable day we have had two more days up there, one indifferent and another perfect, so things bode well for the future. We now have the chance of more aircraft in the form of a Rocket, a Skywagon, an Airedale and a Tripacer so we shouldn't be short.

As this is the first year there are no regular days but if anyone is up this way a ring to my office at Blyth (067 06) 5908 will let them know what's on and they'd be most welcome to sample Brunton. Or if they fancy being energetic join one of our adventure courses and have a bash at everything (we even have first class ale at 16p a pint!)

The most important fact from this rubbish is that there is now another D.Z. available to our fraternity and a good unrestricted one at that. This proves they are still to be found and that not quite everyone thinks we're a bunch of irresponsible maniacs.

KERRY NOBLE, D.716.

THOSE WHO CAN, DO – THOSE WHO CAN'T, TEACH

"What did you do on your instructors course?" is a question which I've been asked so often that I might as well write about it to save repeating myself.

Would-be instructors are required by the B.P.A. system of training to spend two full weeks at a parachute club or centre running an instructors course (Grindale in my case) separated by six months of instructing at a weekend club where they act as "potential" instructors. The first week is spent listening to and giving lectures, learning how to despatch static line students and to give an accurate aerial critique on more advanced students, taking part in discussions on all aspects of parachuting and a written examination paper. I found this first week a strain in that I knew very few of the other people involved in the course and was not sure of the general standard expected — whether I had done enough work with students prior to the course and whether the mistakes which I made on the course, in lecturing technique, mistaken facts or missing cunning snarl-ups devised by the course chief instructor, Ronnie O'Brien, were excusable or not. The reassuring thing was that we were all complaining about overlooking things which we would not do normally. Try giving a canopy control lecture to 13 experienced parachutists, who have been briefed by Ronnie to ask stupid questions, whilst he makes notes throughout your lecture on points he will bring up in the critique at the end. Sharing the same strains meant that we got to know each other very quickly, and discussions became more open and frank, with all of us learning a lot from each other's points of view. The most acid afternoon was spent dissecting the exam results, picking flaws in the wording of the questions, which we all felt to be vague and about as ambiguous as the rule book!

So, we were all sent back to work at our jump centres for six months, under the supervision of a qualified instructor

present on the drop zone, training students, checking kit, despatching and getting as much experience as possible.

Our final week was like an old school reunion, much stressful than our first week in that we knew what to expect and where to look for the traps which might have been laid for us. We had even worse weather than on the first week and all looked like Michelin men, swathed in layers of jumpers and jackets. Lectures, how to organise night jumps and displays of all kinds, putting a parachute together and checking kit, discussions on topics such as how representative of the average parachutist is the B.P.A., the bag deployment system, the instructor training system and twin pilot chutes on all free fall rigs. The two days of good weather allowed us all to get in at least 4 observed jumps despatching "students", who clung on the strut mouthing obscenities and refusing to go, or else performed a sort of perverted "style" on their five and ten second stable delays, to be put back on the rope a la conventional instructor! Our critiques were criticised by Ronnie or Dick Reiter, who attempted to show the difference between telling a student that he did a right turn and defining to him which arm or leg or body position caused the right turn. Our exam went fairly smoothly and we allowed Ron to beat us at snooker or Mastermind to keep him happy.

In conclusion, grateful thanks to all who made the two weeks interesting and stimulating, Ron, Dick Reiter, Quin Partis, Lofty Thomas, Pete Mitchell, Pete Fraser, Rob Noble-Nesbitt and thanks again for my birthday "cocktail" and presents, causing me to revise my ideas on the male chauvinist species slightly! See you all around; perhaps we should have another reunion in a year or so to see how our ideas have changed.

IRIS HOWELL assisted by NICK CULLUM.



Dirty Deakin getting up to date with the West Australian 'Sunday Times' over Dale River D.Z. W.A. photo— Tony Dale

Correspondence

Dear Charlie,

Tony Geraghty's article, "Psycho" in the April issue once again revealed how mistaken the experts in human behaviour are about us parachutists. What a load of twaddle about the death-wish, need for a high-risk activity, individualism, etc. Don't they realise parachuting is a big cover up for fetishism? If it's not the pull of those beautiful, black, laced boots, it's the lure of shiny, low-porosity fabric. Wielding ripcords is a displacement activity for flagellists; for the neoprene fetishists there's the chance to do water-jumps in a wet-suit; for the crepe-paper addict there's spotting; exhibitionists can either do a streak-jump or tear off their velcro-fastened jumpsuits in front of a large crowd. Female parachutists are suppressed transvestites to a (?) woman, male relly-workers (like soccer players who embrace on the pitch) are demonstrably homosexual. Ground-training instructors are indisputably would-be rapists — why else would they force their students to fall repeatedly upon the ground, or to stand with arms spread and heads pushed back in a defenceless position? The judges are perhaps the worst of all — peering through telemeters (equivalent to two-way mirrors) to probe the secret life of the style-kings, performing their erotic manoeuvres.

Yes, there can be little doubt that sport parachuting is representative of the moral decadence of the present era, and that the mental health of those who practice it should, like that of pilots (what is the aircraft but a blatant phallic symbol?), be urgently investigated.

Soft skies and blue landings.

CAROLINE FRANKLIN, London, W8.

Dear Charles,

I know that parachutists all over the United Kingdom will feel as grateful as we do here in Hereford for the extremely generous gesture of Mr. G. Jackson, the Group Chairman of the Oakleigh Group of Companies, Lyndhurst Road, Ascot, Berkshire.

The Hereford Parachute Club organised an accuracy meet on the weekend commencing July 18th, and the Oakleigh Group of Companies kindly donated the sum of £250 as prize monies.

It speaks well for personnel relations in the Oakleigh Group since the donation arose as a result of a direct appeal by our equipment officer, Mr. Paddy Mulvey, who is an employee of the Group, to his Chairman.

I wish that parachuting could count on support like this from other companies. Here in Hereford we are all most grateful.

Yours sincerely,

PETER PRIOR,
Chairman, Hereford Parachute Club.

Dear Charles,

I would like to draw to your attention the fact that University College, Cardiff has now got a fully fledged and very active Sport Parachute Club, that hangs up at Shobdon. Having put several one-man static line stars together we're now looking for class competition from other universities.

Without boasting, and to emphasise(?) our high standards, I'd like to add that we have several jumpers who've attained the distinction of having landed within the airfield

perimeter. If anyone is interested in such a competition please get in touch with me via the University College, Sport Para Club, New Union, Park Place, Cardiff or Les Melhuish of the Hereford Para Club, Shobdon.

Thanks,

PETE BRAYBROOK,
Cardiff.

Dear Charles,

Might I recount to readers of the magazine details of events which have happened all too often in the past, particularly in the States. They generally figure in the U.S.P.A. fatality reports and the underlying warning is painfully obvious. Two of our Club members have jumped P.C.'s without pilot chutes in their reserves. An experienced jumper in South Africa is permitted to choose his own preferred reserve procedures and both parachutists were aware of all the likely hazards of the "cut-away or not to cutaway" alternatives. Incidentally Cutaways are mandatory for parachutists with pilot chutes in reserves.

Parachutist 'A' had two partial mals on his P.C. within a fortnight. He cutaway, deployed his reserve, which on each occasion opened sluggishly at + 800 ft. and landed safely. He has subsequently fitted a pilot chute to his reserve.

Parachutist 'B' at the S.A. Nationals (good crowd) also had a partial rotating mal with little or no canopy above him and attempted to hand deploy the reserve which tangled with the main canopy — old, old story? His impact with the ground was not so fortunate and resulted with multiple fractures, internal injuries and a week later his condition was still described as serious.

Following the World R.W. meet here a vogue which swept S.A. was the removal of pilot chutes from reserves — because Jerry Bird's team had none in theirs. This vogue was followed without looking into the type of canopy used but was the "in thing". Also there has been a big swing to "miracle" packing of P.C.'s. On reflection both of these haven't proved to be the "in thing" at all — into danger and in one case into hospital for a very long time.

Yours,

COLIN MAY, *South Africa.*

Dear Charlie,

After a recent fatality, the board of inquiry discovered that some confusion existed amongst parachutists holding packing certificates, regarding the packing checks on a pilot chute/static line operated main parachute. The following is the opinion of the writer and readers might care to add their own, but I feel these checks should be the minimum.

Check 1. Start with the pack and harness. Check the parachute number corresponds with the packing card. Inspect the condition of the pack, that it is in good order, that the vertical grommet stiffener plate is not fractured, the cones, eyelets, grommets and pack opening bands are in place, and that on free fall equipment the cones, grommets are free of wet mud or gravel, and the ripcord pins are equally clean and the ripcord in good condition.

Worn pack opening bands that expose any protruding metal parts are an especial hazard and should be replaced or carefully sewn.

On free fall equipment check the condition of the ripcord housing for fractures and that the top stiffener stitching is not breaking loose. Check the harness is in good condition and that the snap hooks or snap ejectors are serviceable.

Check the condition of the toggles, keepers, connector links and steering lines. Run a four line check and ensure the canopy is properly dressed bottom to top.

Check 2. The capewells are correctly positioned, the lines stowed, the mouth lock is secure at the bottom, with no sign of the canopy protruding from the bottom of the sleeve, and the mouth lock secured by the elastics. Run your hand along the length of the sleeved canopy checking that nothing is left inside, check the condition of the pilot chute, and that the bridle cord runs to the top of the sleeve, that the sleeve retaining line is clear and then stowed, and that no part of the apex sticks out of the top of the sleeve.

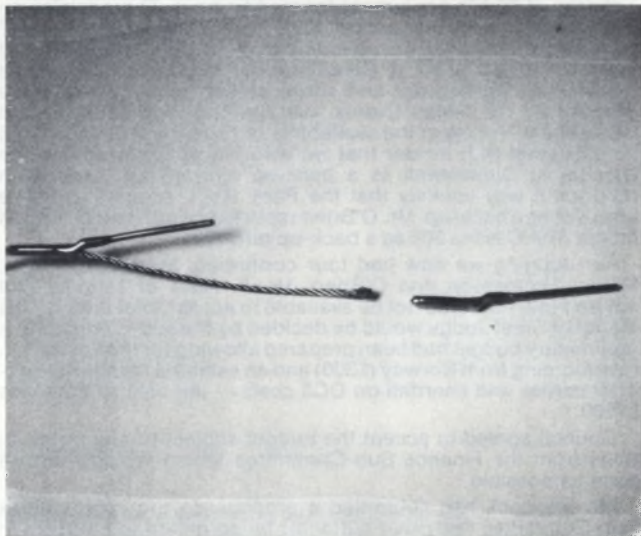
Check 3. Tie the static line to the base of the pilot chute and pull against the tie to see that it's tight. Close the container. An extra to the check three could be an inspection of the closed container, and the neat stowage of the static line in the container elastics.

Yours sincerely,

JOHN MEACOCK,
Peterborough Parachute Centre.

Dear Charlie,

Enclosed is a photograph for S.P. which you may find interesting. This is what happened. The previous owner of the kit had noticed that the ripcord cable was fraying just above the bottom pin — so he covered it with masking tape to prevent snagging. The subsequent owner knew of this. Whilst re-packing after the third jump of the day the condition of the cable was commented upon by an instructor and by myself. Shortly afterwards, during a des-



cent from 7,000 feet, the bottom pin parted from the cable when the handle was pulled resulting in a total mal. Opening shock of the reserve dislodged the main which was gathered in and held by the jumper. On the ground the pin was found to be still holding the bottom of the pack closed.

The moral of this tale should be obvious.

All the best,

JON TURNER.

REVIEW "SPORT PARACHUTING" (2nd Edition)

The number of books devoted to Sport Parachuting is limited, and the number of recent books that deal with British Sport Parachuting is limited to the worthy "SPORT PARACHUTING".

Originally published in 1971 during the author's brief sojourn at the Sport Parachute Centre, which he founded together with Ian McDonald, Bobby Francis and Ron O'Brien, Charles Shea-Simonds has brought the new issue up to date, and has included the revised regulations, the standardised reserve procedures, and has expanded the Relative Work chapters to include the new competition RW rules, the sequential formations, and some new Dave Waterman and Andy Keech photographs.

The book is of course a complete text book on British Sport Parachuting by an author with impeccable qualifications, and at only £3.25 represents excellent value. I highly recommend it as good for all categories of parachutist.

John Meacock

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BRITISH PARACHUTE ASSOCIATION
COUNCIL MEETING, WEDNESDAY 23rd APRIL, 1975
held at BPA Offices, Kimberley House, Leicester

PRESENT

L. N. E. Thomas	J. L. Thomas
G. C. P. Shea-Simonds	D. Waterman
J. T. Crocker	M. J. O'Brien
T. J. Morgan	W. J. Meacock
G. B. Shone	M. J. Batchelor
R. S. Acraman	E. Lewington
P. J. Prior	

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec-Gen BPA*
G. A. W. Bourn—*Co-opted Member*
I. Wright—*Co-opted Member*

APOLOGIES FOR ABSENCE

J. Petherbridge
W. Elliott
K. Mapplebeck
D. Hogg
R. Card

In the case of Mr. Card a letter had been received tendering his resignation from Council. He regretted that his Service duties now prevented him from devoting sufficient time to Council business. He hoped members would appreciate and understand that when he agreed to stand for election he did so in good faith and with the hope of giving maximum effort to supporting Council.

Item 24/75

PREVIOUS MINUTES AND MATTERS ARISING

Proposed: J. T. Crocker
Seconded: J. L. Thomas

Minutes of 19th March be accepted—Carried.

MATTERS ARISING

a. **Student Canopies.** The canopies had been despatched from Para Gear and should shortly be delivered. Mr. Thomas nor BPA had received an answer from Customs & Excise concerning remission from duty. Should the canopies arrive before an answer is received, the duty will have to be paid subject to refund should remission be approved. The Sec-Gen reported that shortly after the previous Council Meeting Sport Para Services withdrew the offer to sell 40 canopies to BPA at cost for the reason that BPA intended to sell the canopies to another commercial organisation. It was confirmed that the canopies would be sold to affiliated clubs at cost i.e. the total cost including freight and all other charges.

The Sec-Gen also reported that a reply from the Sports Council had regretted that the scheme to sell the canopies to clubs would not qualify for grant-aid. Mr. Meacock raised the matter of possibly subsidising the cost of the parachutes to clubs. This would be considered when the full cost was known. Mr. Waterman suggested that clubs may be more successful in applications to Regional Sports Councils for grant aid to purchase equipment.

b. **Deployment Bags.** Mr. Thomas felt that the only outstanding point was that of approved systems. Mr. Crocker reported that the S.T.C. Meeting of 22nd April decided that the use of deployment bags should not be made mandatory. The Regulation would read that static line students will use approved equipment and the minutes of the S.T.C. Meeting would contain and advise to the effect that if possible a bag deployment system should be used—there were certain aircraft types from which a bag deployment system could not be used. The S.T.C. will be prepared to receive systems for approval. It was agreed that a list of approved bag systems would be published and be added to as and when S.T.C. approved a system.

c. **National Coach/Safety Officer.** The Sec-Gen confirmed that he now held a letter of acceptance of the appointment from Mr. Shea-Simonds who would take up his duties on 1st July, 1975.

d. **Halfpenny Green—C.C.I.** A letter outlining Council's views of the fact that the S/Staffs Club was still operating without a C.C.I. had been sent to Mr. Webster and an advert had been placed in

'Sport Parachutist'. Mr. Acraman reported that he had spoken to Mr. Webster and offered the services of an instructor. Mr. Webster was not in a position to decide but would place the matter before his committee. After one week Mr. Acraman spoke again to Mr. Webster who stated that they hadn't yet decided but they could not really afford to employ a full time C.C.I. There had been no further contact by Mr. Webster. It was agreed that if after one more week a reply had not been received from Mr. Webster, the Sec-Gen would write to him again.

The point of insurance cover of BPA Members jumping at a Club not conforming to BPA rules or not affiliated to BPA was raised and it was agreed to seek the advice of the Insurance Broker.

e. **Ex-MOD Canopies.** Mr. Prior reported that despite his continued attempts on this matter he was unable to report any progress.

f. **Aircraft Purchase Sub-Committee.** The Sec-Gen reported that despite agreement from C.A.A. that a reply to BPA's letters would be with the BPA for the present meeting the reply had not been received. It was also reported that the Sports Council had written to say that at the present time it seemed unlikely that grant aid towards the cost of purchasing an aircraft was likely during the current financial year. The matter was not yet finalised and further communication could be expected. Mr. Shea-Simonds reported that the Dove Aircraft referred to in the previous minutes is not a 10 place aircraft.

g. **Air Lanes.** Mr. Shea-Simonds would when installed in the S/O appointment be following up the matter of BPA representation on the various bodies concerned with air space.

h. **Competition Sub-Committee.** Mr. O'Brien reported that a definite booking had been made for the DC3 from Bembridge at a cost of £126 per hour but now excluding pilot accommodation. There is also a requirement for each competitor to be members of the Fairey Norman Britten Parachute Division. This is a requirement from which the Company will not deviate and in fact there is a charge of £2.17p per jumper for membership. There is also an Islander demonstration aircraft which could be available at £47 per hour and this was provisionally booked. Additionally, it had been confirmed by Mr. J. Cole that two Cessna 180's would be available at Dunkseswell and these would be better than the Islander for the 4-Man Events. We were not committed to the Islander and in view of the availability of 180's the booking would be cancelled with a rider that we would be pleased to see the Islander at Dunkseswell as a back-up aircraft. Mr. Lewington reported it was unlikely that the Para. Regt. Aircraft could be available as a back-up. Mr. O'Brien reported he still had an option on the APA Cessna 206 as a back-up aircraft.

For Judging we now had four confirmed, Messrs. St. John, Burns, Thomasson and O'Brien. Mr. E. Ness of Norway had advised that he would not be available to act as Chief Judge. The matter of Chief Judge would be decided by the sub-committee. A preliminary budget had been prepared allowing for the cost of Mr. Ness coming from Norway (£300) and an estimate for abortive aircraft sorties and shortfall on DC3 costs—the cost to BPA was £1500.

Council agreed to accept the budget subject to any observations from the Finance Sub-Committee which would meet as soon as possible.

Mr. Meacock had submitted a proposal to the competitions Sub-Committee that other nationals be permitted to compete in the National Championship provided they had been resident in the U.K. for at least two years and been members of the BPA for the same minimum period. The Sub-Committee was equally divided and now passed proposal to Council. Mr. Crocker agreed with the proposal but felt there ought to be a limit on the number of other nationals per team. Mr. Meacock proposed and Mr. Crocker seconded that up to 25% other nationals be permitted in any one team and that where 25% produced a fraction the next lower full figure would apply. The qualification for inclusion would be at least 2 years residence in the U.K. and membership of the BPA for at least the same period.

Gold, Silver and Bronze Medals would be provided for each event and the Sec-Gen reported that with the exception of the 4-Man Sequential Event, the medals from last year were available. The outstanding medals were on order.

Mobile Showers were not now available through Mr. Hogg but Mr. Lewington would be investigating through his contacts:

Mr. Waterman would be endeavouring to arrange for the DC3 to be available at Dunkeswell during the week prior to the Championships and it was agreed that information on this should be included in a bulletin which would go out to all clubs. Mr. Shea-Simonds warned that the matter of crew duty hours be checked otherwise there was the possibility of having to hold back jumping. It is important to find out if the DC3 would be flying on a 2 crew or single crew operation.

The matter of appointing a Meet Director was presenting a problem but Mr. O'Brien asked that this be left to the sub-committee to resolve.

j. **Riggers.** The design of stamps and seals were not yet finalised.

k. **Sport Council Recommendation on Grades and Salaries.** The Sec-Gen had completed a draft paper based on the Sports Council's recommendations. Copies of the paper with details of the financial implications were distributed to members for information. The Finance Sub-Committee would be considering the paper at its meeting and would report back to Council.

l. **Public Relations.** Mr. Waterman reported on quotes for sets of

colour slides and posters:

Colour Slides: approx. £10 per set of 20 and
£15 per set of 30

Posters: The company concerned did joint projects with organisations whereby half the printing run (2500) was retained for selling by the company, the costs would be:

1250 posters 25" x 35" — £300
1250 posters 17" x 25" — £150
1250 posters 12" x 17" — £75

Mr. Waterman suggested the cover from the recent issue of 'Sport Parachutist' was suitable for a poster because firstly it had good colour content and provided ample space for overprinting. By having the Sports Councils 'Sport for All' insignia on the posters it would qualify for 25% grant aid from the Sports Council.

Mr. Prior felt that the quote was good but didn't think the picture suggested was the best of Mr. Waterman's selection. In his view the jumper portrayed was rather close to the canopy and was probably not as clear to the layman as in some of the other pictures available. Mr. Waterman pointed out there were other considerations such as space for overprinting and the size of the original.

It was agreed that the quotation be accepted subject to the company's written quotation being received by the Sec-Gen and being in the terms as previously outlined. The order would be for 1250 (half the run) posters 17" x 25" and bearing the Sports Council's 'Sport for All' insignia at a cost of £75.



A flying Womble with escorts Mike Chapman, Mark Miller, JPS and Dave Fiddler

photo—Dave Waterman

Mr. Morgan Chairman of the Finance Sub-Committee sought clarification of the Council's policy in this matter— should we not be looking at the overall budget for P.R. and associated publicity and having decided an overall budget, allocated that to the various items. The Chairman agreed with Mr. Morgan but felt that in this instance we should go ahead — the item was one which would be included in the overall budget as an essential item and should be progressed now and be allowed for by the Finance Sub-Committee when planning the budget.

Mr. Waterman reported that Mercedes Benz was prepared to provide a vehicle for the British Team to take to the World Championships. The only proviso was that BPA would arrange and pay for the Green Card Insurance and nominated approved drivers. Mr. Waterman would provide the necessary information for the Sec-Gen to write to Mercedes Benz. He further reported:

1. A new publication Aviation Review was about to be released and the publishers were keen to include sport parachuting and he would be providing pictures and an article by 25th May. It came to light that the publishers had sent out to all clubs seeking articles and advertising. General details had been provided by the Sec-Gen, and Mr. Shea-Simonds had prepared an article giving the club aspect. Mr. Waterman appreciated that the publishers had apparently approached the sport from a number of sides but as PRO he would like to have been informed of the approach.
2. The film on The Embassy Skydivers was being released at the Haymarket Odeon on 24th April and goes on circuit. It was hoped for a list of cinemas and dates for future showings so that local clubs could be advised to contact the cinema manager offering publicity assistance.

A paper suggesting Forms of Reference for the BPA PRO had been prepared by Mr. Waterman and previously distributed to Council Members. The paper was discussed and Mr. Waterman explained that one of the objects of his paper was to emphasise that a PRO must be kept informed of all press enquiries so that should any of these warrant follow-up the PRO could do so and possibly achieve a wider range of publicity from the proposed article.

The agreed responsibilities of the BPA PRO are:

1. Be made aware of all press enquiries so that he can follow up if warranted.
2. Attend National Championships to liaise on press enquiries and provide results and cover story.
3. Permanent member of sub-committee tasked to liaise with Sports Council.
4. Be involved in any negotiation for sponsorship.
5. Produce a Press Kit for distribution to any member of press making general enquiries about the sport.
6. Produce for the Financial Sub-Committee a budget and PRO policy for each financial year.
7. Produce at least a quarterly report for Council.

On the matter of expenses for PRO work it was agreed that the PRO submit a monthly expense sheet to the Finance Sub-Committee. Telephone calls in connection with BPA business to be done on ADC's. It was appreciated that in the case of Mr. Waterman, who Council agreed should continue as PRO, there was in some projects a difficulty in deciding the dividing line between his personal commercial involvement and BPA interest. Mr. Waterman stressed that where he achieved a commercial advantage there would be no cost to the BPA.

m. BPA Insurance. The Chairman quoted an instance where the £100,000 cover afforded by the BPA T.P.P.L. Insurance was insufficient to meet a display organisers requirement, the sum required being £200,000. The Sec-Gen reported that there had been a few instances of this in the past and these had been resolved by the team concerned advising the Sec-Gen who in turn got a quote from the Brokers for the extra premium required to meet the increased cover for a one-off event on a given day with a particular time bracket. The cost for the additional cover could be passed on to the organisers.

The Chairman also raised the matter of Insurance Cover for Parachute Packers at clubs, and felt that this should be given wider publicity. It was pointed out that Council have already rejected the suggestion that cover be provided for named parachute packers at a premium of £1.75p each per year. It was proposed by Mr. Crocker and seconded by Mr. Meacock and agreed that the Brokers be asked to declare if Instructors, Jumpmasters and

Packers are or can be embodied in the member to member clause of the Policy at no extra cost.

Mr. Prior reported that pilots at Hereford had formally enquired if they were covered by the BPA Policy. The answer was they are not.

Weather Insurance — National Championships. Mr. O'Brien reported that Council consider taking out insurance against weather preventing the National Championships being completed. A verbal quote had been obtained by Mr. Shone based on a minimum of 25 hours flying during the period, 10,000ft., ½th cloud cover and against a loss of £1,500. The tentative quote was £75 to £90 premium but the broker is to come back with a firm quote within the next few days. A proposal by Mr. O'Brien and seconded by Mr. Crocker that, subject to the final quotation being acceptable to the competitions sub-committee we take out insurance against weather during the Championships.

n. BPA Instructor Manual. Mr. Shea-Simonds referred to his plan to write a BPA Instructor Manual. The outline contents had previously been distributed. His original idea was that he would write the Manual and BPA would publish with a 10% royalty for himself written into the price. Circumstances had changed now that he was to be an employee of the BPA and the writing of the Manual would in part be done in BPA time — he would still like to see BPA publish the Manual but because of the changed circumstances he now waived the matter of a royalty but would not wish a time limit placed on completion. There was discussion on whether the Manual should be produced in a bound hard cover or loose leaf and Mr. Shea-Simonds view that the Manual be produced in a Hard Cover form was agreed — provision would be made for amendments at the back of the book. The general view was that the Manual be sold to the instructors but no final decision was taken.

Mr. Wright states that Irvin G.B. would be prepared to offer assistance on the content of the Equipment Section of the Manual. The Company operated a Technical Publications Dept. and information could be made available. This offer was most gratefully received. Mr. Thomas stated that Dan Poynter had already indicated that quotes from his Manual would be permitted.

Item 25/75

SAFETY & TRAINING COMMITTEE REPORT

Mr. Crocker reported that an STC Meeting had been held on 22nd April. The information previously given under Bag Deployment completes the rewrite of the Regulations and in conjunction with W/O Lewington who already has some 60 stencils of the rewrite cut for printing — this will be updated and passed to the BPA Office for reproduction.

G.Q. Protector Reserve. No further information had been forthcoming from the MOD but a letter from G.Q. had stated that tests on the particular parachute jumped at Boscombe Down had revealed no significant increase in rate of descent. The Company had offered to provide 50 test jumps with BPA representatives in attendance — the offer would be accepted with the proviso that the test jumps be under sport parachuting conditions.

Riggers Sub-Committee. The S.T.C. was impressed with the work being done by the Riggers Sub-Committee but it had been observed that there was an impression that Riggers Standards had been finalised; so much so that requests for exemption from the exam had been received. It was pointed out that these standards had not been before the S.T.C. and that perhaps some clarification was necessary. Mr. Shone stated the standards were not finalised but would be placed before the S.T.C. when completed. It was Mr. Thomas's view that when standards and examinations have been finalised the successful BPA Riggers will be as highly qualified as anywhere else in the world.

FAI Certificate. The S.T.C. had agreed that the FAI 'C' Certificate requirement of 75 jumps be reduced to 50 which is the minimum required laid down by the FAI. This was done to rectify the situation created by the discontinuance of the General Permit. The requirement to jump without supervision is now Category VIII plus FAI 'C' Certificate.

Item 26/75

AFFILIATION POLICY

A paper of Mr. Shea-Simonds (previously distributed) was considered. The object of the paper was to highlight the varying standards that exist at currently affiliated clubs and to set a standard which would be given BPA approval and the

club concerned qualify for an annual grant. The Chairman felt there was a danger in using the term 'BPA Approved' for clubs which could afford to meet the suggested minimum standards in that this would tend to put a "seal of non approved" on clubs which were doing a perfectly good job of training but because of lack of finance were unable to provide such items as catering facilities, accommodation and expensive items of equipment. Mr. Prior was concerned about the term 'long lease' in respect of aircraft — it was pointed out that a lease of six months was in fact considered long.

Mr. Shea-Simonds was of the opinion that clubs which provided good back-up domestic facilities and training facilities were deserving of some recognition.

The meeting unanimously agreed to a change from the present system whereby all affiliated clubs were blocked together without any form of differentiation to some form of grading according to facilities available. Mr. Shea-Simonds proposed and Mr. Shone seconded that the scheme as outlined in the paper before the meeting be accepted subject to some form of explanatory notes being published with the Club List as it appears in the Journal and is sent out to enquiries.

The proposal was carried by 7 votes to 4 with one abstention.

Item 27/75

REQUEST FOR LOAN—MANCHESTER FREE FALL CLUB

Mr. Crocker proposed and Mr. Morgan seconded that the requested one year interest free loan of £250 to purchase

parachute equipment be approved subject to a form of guarantee being provided.

Carried unanimously.

On the matter of loans Mr. Shea-Simonds proposed and Mr. Crocker seconded that the Finance Sub-Committee review the situation on loans and report on those outstanding.

Carried.

OTHER BUSINESS

Item 28/75

New V.A.T. Rate

A number of enquiries had been received from clubs regarding the application of the new V.A.T. rate (25%). The meeting was advised that enquiries to the Customs Commissioners had confirmed that aircraft hire with a pilot was subject to the 8% rates irrespective of the purpose for which it is used. It was also confirmed that parachutists were not included in the White Paper and therefore remained at 8%.

Item 29/75

SCOTTISH SPORT PARACHUTE ASSOCIATION A.G.M.

The Sec-Gen reported that the SSPA had extended its usual invitation for BPA to be represented at its A.G.M. to be held on 17th May. The Sec-Gen had in the past attended on behalf of the BPA but he would be on holiday on 30th May. Any member of Council who could attend was asked to inform the Sec-Gen.

BRITISH PARACHUTE ASSOCIATION COUNCIL MEETING, WEDNESDAY 4th JUNE, 1975 held at B.P.A. Offices, Kimberley House, Leicester

PRESENT

L. N. E. St. John—*Chairman*

G. B. Shone

J. L. Thomas

E. T. Lewington

M. J. O'Brien

D. Waterman

T. J. Morgan

W. J. Meacock

D. Hogg

G. C. P. Shea-Simonds

J. T. Crocker

M. J. Batchelor

I. B. Wright (*co-opt*)

G. A. W. Bourn (*co-opt*)

IN ATTENDANCE

Sqn. Ldr. W. Paul—*Sec-Gen BPA*

6 other members of BPA.

APOLOGIES FOR ABSENCE

P. J. Prior

W. Elliott

K. Mapplebeck.

Item 24/75

SAFETY AND TRAINING COMMITTEE REPORT

Mr. Crocker, Chairman of the S & TC had nothing to report as there had not been a meeting of S & TC since the previous Council Meeting. The next meeting of the S & TC would be on 10th June.

Item 25/75

REPORT ON NATIONAL RELATIVE CHAMPIONSHIPS

Mr. O'Brien as Chairman of the Competitions Sub-Committee reported that the National Relative Championships had been concluded and although a full report was not yet ready for submission he did report on the following:

- 1. National Team Selection.** A 10-Man Team and a 4-Man Team had been selected from the results of the National Championships to form the British Team for the 1st World Relative Championships at Warendorf, W. Germany in September 1975.
- 2. Provision of Facilities and Assistance.** Thanks was due to the Royal Marines for provision of tentage, radios and food at Dunkeswell and for their general support throughout the Championships. Thanks was also due to BPA Members who gave their time to assist as officials — special mention was made of Susan Lear and John Cole.
- 3. Results.** Despite adverse weather causing a hold up till the latter part of the week, the 10-Man and 4-Man Sequential

events were completed but there was insufficient time to complete the 8-Man and 4-Man speed events.

4. **Aircraft.** The major problem in organising the Championships had been securing aircraft. Attempts to get a Twin Pioneer aircraft had been unsuccessful. Approaches to F.B.N. to hire a DC3 eventually produced a letter from them dated 29 April in which the aircraft was offered on their terms but it was not until Monday 19 May that availability of the DC3 was confirmed. The important lesson to be learned from this was that there is considerable difficulty in securing aircraft for relative championships. For future years steps will have to be taken to get an aircraft of our own or hire on long term lease.

5. **Insurance Cover.** Attempts to secure insurance cover against loss of financial outlay through adverse weather had been unsuccessful — the cover note offered cover for 10 jumps only, which was of course nothing like sufficient and was not accepted. It is now understood that the premium for the type of cover wanted would have been in the order of 50% of the total outlay to be covered.

6. **Officials.** Of 18 potential judges and Meet Directors contacted only 4 including himself could accept — in the event there were only three judges. It was appreciated that some of the potential officials were in fact committed to compete. One official combined the duties of Judge and Meet Director — this was not really acceptable and for the future a full-time official must undertake this — probably a task for the National Coach.

7. **Budget.** Whilst accepting that advance budgeting was essential, Mr. O'Brien felt that the Finance Sub-Committee had been unfair and unrealistic in its criticism concerning the lateness of the budget submission for the Relative National Championships. There had been considerable problems which were known to the members of the Sub-Committee and which really could not have been foreseen.

8. **Team Training for World Relative Championships.** Mr. O'Brien submitted that Team Training and Entry for the World Relative Championships would cost not less than £4,500 and that the Team should spend at least one week abroad, at Bergerac or some similar centre on route to the Championships.

9. **Rules.** The Judges found difficulty with the FAI Rules; there were anomalies and contradictions which will have to be brought to the attention of the FAI.

10. **Domestic Facilities.** Mobile toilets, bath unit and refuelling bowser were not available at the airfield.

In reply to Mr. O'Brien the following observations were made:

a. **Pilots and Trophies.** Mr. Shea-Simonds asked that it appear in the minutes how much the excellent work of the pilots concerned was appreciated by the competitors and officials — Mr. O'Brien had already thanked Mr. Fisher of Fairey Britten Norman for the services and helpful attitude of the pilots. It was also pointed out that the Endrust and Bulmer Trophies were not available. Mr. Crocker apologised for the absence of the Endrust Trophy. The Sec-Gen reported that the RAFSPA Team had undertaken to have the Bulmer Trophy at the Meet.

b. **Hours Flown.** In reply to Mr. Waterman, Mr. St. John stated that approx. 20 hours were flown. In view of this Mr. Waterman pointed out that given reasonable weather condition the guarantee of 25 hours which had to be given was realistic.

c. **Team Training.** Mr. Waterman suggested that the Competition Sub-Committee plus the two team leaders and Finance Committee should meet to consider the plan and budget for team training. The Sec-Gen pointed out that this information was required for the application for grant aid towards pre World Championships training.

d. **F.A.I. Rules.** Mr. Waterman pointed out that the new FAI Rules for Relative Championships were now available and these were extremely precise and would not give rise to the problems which arose at the National Relative Championships, the rules for which were taken from the only FAI Rules available at the time.

e. **Presentation of Prizes/Publicity.** Mr. Hogg expressed the view that the presentation of prizes and publicity left much to be desired — Mr. Morgan and Mr. Lewington endorsed this view. Mr. Waterman answered that through the good-office of the Sports Council P.R. Dept. every National Newspaper was sent a press release story on BPA Headed Paper with an invitation to send a photographic and reporting representative. Special reference was made to West Country Newspapers. In response to Mr. Hogg's suggestion that the local newspapers in the home towns of the competitors should have been contacted to give local publicity, it was pointed out that most entries were not available on the dead line date and in fact most were not received until the first day of the competition. Mr. Hogg's observation that there was not a VIP Guest for the presentation was accepted and noted.

f. **Venue for National Championships and Team Training.** Mr. Meacock referred to the possibility of holding the National Championship abroad. He pointed out that had no flying been possible during the championships, we would, because of the imposed guarantee of 25 hours on the aircraft, shown a loss of some £3,500. He suggested the sub-committee give this due consideration. As to Team Training, Mr. Meacock suggested that Bergerac may prove to be expensive and suggested there were other centres suitable on the continent where training could be done at more favourable rates. Mr. Thomas endorsed Mr. Meacock's suggestion of taking the National Championships abroad.

g. **Insurance Cover.** In reply to Mr. Meacock, Mr. Shone explained why the proposed insurance against weather had not materialised — apparently there had been a typist error at the Brokers whereby '10 descents' instead of "10 x 10-man descents" had been used for the quotation. There was insufficient time left to take the matter back to the Broker.

h. **Rules.** Mr. Meacock referred to the Rules and stated the Rules drawn up and agreed at the Competitors briefing should remain in force without deviation. Mr. Batchelor sought assurance that despite the inadequacy of the rules, we are sending the best teams to the World Championships. This assurance was given by Mr. St. John, Mr. Shea-Simonds and Mr. O'Brien.

j. **Communication.** Mr. Meacock felt communication with competitors could have been better — insufficient numbers of loud-speakers and facilities for posting information. Mr. Shone suggested that BPA acquire a mobile centre for use at Meets — this would be a self-contained administration centre with its own loud speakers, communication boards etc., and house equipment such as telemeters. Mr. Shea-Simonds endorsed this and added the purchase of an electronic scoring disc and system.

k. **Budget.** Mr. Morgan referred to Mr. O'Brien's criticism of the Finance Sub-Committee's observation on planning the budget. The Competition Sub-Committee had been set up over six months previously and he could not accept that all that time should have passed before an idea of the costing was available. With regard to aircraft, the finalisation of arrangements for this ended up with Mr. Morgan dealing with the Company and their representative (Mr. Fisher) was in no way enamoured by the organisation.

l. **Judges.** Mr. Morgan suggested we formulate our own judges training programme in an attempt to ensure sufficient judges being available. He appreciated that out of 18 invitations to judge only three accepted in the end. Good judges are critical to the success of the meet and if necessary we should invite judges from abroad. Mr. Shone suggested an advert in the Journal prior to a Meet asking helpers (judges and others) to assist in return for some free jumping.

m. **Domestic Facilities.** Mr. Lewington pointed out that he had arranged for a bath unit to be available from Army sources provided certain information regarding the site was given in an official request — no request was received. Mr. O'Brien thanked Mr. Lewington for his efforts on our behalf — the information required was passed on for action by those in a position to provide the information and he regretted this had not been followed-up.

n. **Documentation.** Mr. Thomas commented that there seemed to be discrepancies with regard to personal documents, some of which did not seem to be in order.

o. **Aircraft.** Mr. Crocker commented that instead of thinking about taking the National Championships abroad our efforts should be channelled to emphasising to the Sports Council the importance of having an aircraft of our own so that we were not forced to go to a commercial organisation which imposed guarantees that if the weather was against us could cost the Association a quarter of its total finances. The Chairman informed the meeting that a letter from the Sports Council indicated there were problems with regard to finance for new projects, however a meeting of Sports Council and BPA representatives was suggested. It was agreed that the Aircraft Sub-Committee plus Mr. Morgan and the Sec-Gen should attend and efforts would be made for a Meeting on Thursday, 19th June.

Mr. Waterman reported that Flight One may have a Series 2 Twin Pioneer for sale at a top figure £40,000.

p. **Additional Jumping Cessna 172.** The Chairman sought information on additional jumping which was done from the Cessna 172. He understood that the jumps being outside the Championships the fees were not collected. The Sec-Gen would check through the manifest and arrange payment through the R.M's and recovery from the members concerned.

Item 26/75

FINANCE SUB-COMMITTEE REPORT

A copy of the minutes of the Sub-Committee Meeting was outlined by Mr. Morgan and are attached to these minutes and presented for ratification by Council:

a. **Outstanding Loans.** It was agreed that a policy letter be sent to the clubs listed pointing out the responsibility of clubs to repay what is member money.

On the matter of the Thames Valley loan Mr. Bourn was in contact with Mr. de Cartier who had given certain reasons for non-payment. Mr. Bourn would report more fully at the next meeting.

b. **Budget.** This being worked on by the Sub-Committee but figures were required from Mr. Waterman on his suggested P.R. budget. An outline would be prepared and discussed at the next Sub-Committee Meeting.

c. **Salary Scales and Grading.** These had been agreed as outlined in the paper submitted by the Sec-Gen except in two instances where the salaries were increased. The Sec-Gen would now be forwarding the submission to the Sports Council.

d. **Items for Resale.** Prices had been increased slightly as shown in the Minutes. Discount to Clubs and Organisations was suggested as 10% on quantities costing £20 or more. Mr. Thomas suggested the Sub-Committee consider a higher discount for purchases of higher amounts.

e. **Expenses.** It was recommended that a flat rate of 08p per mile be agreed for mileage allowance in respect of Council Meetings, Approved Sub-Committees and Other BPA Business. A claim form would be drawn up by the Sec-Gen.

Mr. Lewington referred to the Riggers Sub-Committee and the STC and suggested these committees be eligible to claim expenses. The Chairman asked Mr. Lewington to present the matter for Council discussion at a future meeting.

f. **Training Posters.** STC would review the art work in order that this can be updated and submitted for quotation.

g. Mr. Crocker seconded the recommendations submitted by the Finance Sub-Committee and the meeting unanimously agreed.

h. **Subscription.** Mr. Shea-Simonds suggested that the Finance Sub-Committee considered the review of BPA Membership subscription rates, which should quite obviously be increased, and present their findings for Council's consideration and submission at the next A.G.M.

Item 27/75

SOUTH STAFFORDSHIRE SKY DIVING CLUB—HALFPENNY GREEN

A letter by Mr. D. Orton and submitted by Mr. Thomas was read to the meeting. The letter referred to the situation at Halfpenny Green and pointed out that if this airfield was lost to parachuting, three clubs would be struggling for survival — the Staffordshire Sports Para. Club, South Staffs. Skydivers and his own club Peak District which have been forced to cease operation at Ashbourne during Sundays and some bank holidays. Mr. Orton suggested the possibility of setting up a BPA Centre at Halfpenny Green. Whilst appreciating the need for a large aircraft for relative work he suggested money would be better spent in providing facilities for hundreds rather than dozens of BPA Members, or perhaps we could afford to do both.

Latest information indicated that attempts were being made which if successful, could allow the South Staffs Club to continue under a new committee and in the light of this, Mr. Orton agreed to his letter being held in abeyance.

Item 28/75

PREVIOUS MINUTES AND MATTERS ARISING

Mr. Waterman referred to Item 24/75 (2) and pointed out that the sum of £75 should read £112.50 re £150 less Sports Council grant of 25%.

MATTERS ARISING

a. **Student Canopies.** The 100 C9 unmodified canopies were now in stock and a decision was awaited concerning Exemption of Duty.

b. **B.P.A. Insurance.** The Sec-Gen hoped to report at the next meeting on the matter of Instructors, Jump Masters and Packers being covered under the member to member clause of the existing policy.

c. **B.P.A. Poster.** Mr. Waterman produced a sample poster (17" x 25") and the meeting unanimously agreed a proposal by Mr. O'Brien and seconded by Mr. Shone that:

1250 posters be ordered with 500 overprinted showing BPA as the contact address for free issue to Sports Centres and Clubs and the remaining 750, without overprinting, be made available for resale to individuals at a price to be decided by the Finance Sub-Committee.

A written quotation was awaited from the printers. A suggestion by Mr. Meacock that a sample poster be sent to EFA to ascertain if that company would be interested in purchasing a supply was noted.

d. **Safety and Training.** In reply to the Chairman Mr. Crocker stated that finalisation of the Regulations was being held up pending further discussion on Bag Deployment Systems at the next STC Meeting.

The Sec-Gen reported on a telephone call received during the meeting — this was from W/O Peacock RAFSPA giving information on an incident at Weston involving a Bag Deployment Incident from a Cessna 206. The aircraft has been damaged but landed safely and the parachutist landed safely without having to

activate the reserve. A unit inquiry was being convened and copies of its findings would be circulated.

e. **New V.A.T. Rate.** The Chairman read a letter from Mr. Prior to Mr. Dennis Howell, The Minister for Sport, thanking him for accepting the BPA's invitation to attend the National Championship (S/A) and for kindly agreeing to present the Prizes. Mr. Prior had also referred to the new V.A.T. Tax (25%) which had been imposed. It was pointed out that this reference to 25% V.A.T. was contrary to the ruling reported at the previous meeting.

Item 29/75

FATAL ACCIDENTS

Mr. Morgan referred to the fact that a lot of hard work went into the Inquiries into Fatal Accidents and it was his view that the results of these Inquiries should be much better publicised, initially to Council and then to the members at least annually analysing the details where possible.

It was pointed out that details of an Inquiry's findings could only be released after a Coroners Inquest and this was normally done at the first Council Meeting following the Inquest. It was agreed that in future copies of the Inquiry would be sent to each Council Member.

It was also agreed that a summary of a fatal accident would be published in "Sport Parachutist" after the Coroner's Inquest and following submission to the S & TC.

Mr. Meacock reported on the recent fatal accident at Leeds/Bradford and summarised the Findings and Recommendations of the Board of Inquiry — these would be discussed at the next STC Meeting on 10th June.

Item 30/75

CONTROL OF SUB-COMMITTEE STRUCTURE

Mr. Morgan gave his views on the function and operating of Sub-Committees and suggested that each Sub-Committee should meet monthly. Copies of the minutes of those meetings should be made available to Council Members in time for the next Council Meeting when recommendations of Sub-Committees would be subject for ratification by the Council. His suggestion that an 'Action column' be added to Council Minutes was agreed.

Mr. Morgan would submit a paper outlining his suggestions for Sub-Committees and the matter would be included as an agenda item at the next Council Meeting.

Item 31/75

OTHER BUSINESS

International Competition — Rhodesia. Mr. Crocker informed the meeting of an International Competition to be held in Rhodesia and for which Mr. Thomasson had been actively trying to get sponsorship from a Rhodesian source. He regretted the short notice but there was some urgency with regard to sponsorship in that the potential sponsor had requested that the proposed team should be recognised as a British Team. Mr. Crocker sought Councils approval for the Team to be officially known as the British Team and a proposal by Mr. Thomas seconded by Mr. Shea-Simonds that the team be permitted to use the title British Team was carried by 6 votes to 2 with 4 abstentions.

It is noted that reference was made to whether or not there could be difficulties involved in a British Team accepting an invitation to compete in Rhodesia during the present political climate without reference to the Foreign Office and/or Sports Council.

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BRITISH PARACHUTE ASSOCIATION
SAFETY & TRAINING COMMITTEE MEETING, TUESDAY, 10th JUNE 1975
held at BPA Offices, Kimberley House, Leicester

PRESENT

J. T. Crocker	<i>Chairman</i>
L. J. Thomas	<i>S.P.C.</i>
D. T. Hickling	<i>P.D.P.C.</i>
D. Orton	<i>P.D.P.C.</i>
G. A. W. Bourn	<i>Wessex</i>
R. O'Brien	<i>S.P.C.</i>
A. N. Other	<i>S.P.C.</i>
A. Stanley	<i>S.P.C.</i>
W. J. Meacock	<i>P.P.C.</i>
E. T. Lewington	<i>Para. Regt.</i>
A. C. Dixon	<i>REME</i>
D. Peacock	<i>RAFSPA</i>
G. C. P. Shea-Simonds	<i>Nat. Coach Designate</i>
P. Howell	<i>Midland</i>
D. Prince	<i>N.W.P.C.</i>
B. Laithwaite	<i>N.W.P.C.</i>
S. W. Talbot	<i>S.S.S.P.C.</i>
E. Finney	<i>M.S.P.C.</i>
N. Law	<i>M.F.F.C.</i>
T. Barson	<i>Hereford</i>
J. Sharples	<i>Hereford</i>
J. H. Curtis	<i>Lincoln</i>

APOLOGIES FOR ABSENCE

W/O W. Elliott	<i>A.P.A.</i>
R. Leefmans	<i>R.M.</i>

Item 1

FATAL ACCIDENT (Leeds/Bradford)

Mr. Meacock, as Chairman of the Board of Inquiry convened to investigate the fatal accident at the Leeds/Bradford F.F. Club on Sunday, 27th April 1975, reported on the findings and recommendations of the Board.

A malfunction of the main canopy had been caused by the Pilot Chute Bridle Cord being attached to the canopy instead of to the Top of the Sleeve. The reserve parachute was completely serviceable but no attempt had been made to activate it.

The following recommendations made by the Board were presented for consideration:

- a. Parachute Packing Tests should include the assembly by the candidate of the individual components of the complete main parachute.
Unanimously agreed.
- b. Check No. 2 or 3 during the parachute packing sequence to include inspection of the Bridle Cord and Sleeve Retaining Line and how these are connected.
Unanimously agreed.
- c. Bridle Cord attachments which are knotted should also be sewn down.
Carried by 14 votes to 1.

(Note: The one against would prefer that the recommendation be restricted to student parachutists).

The S.T.C. will recommend to Council that the above Recommendations of the B. of T. be implemented and the Packing Certificate amended accordingly.

The meeting expressed its thanks to members of the B. of I. which comprised Mr. Meacock (Chairman) and Mr. Sharples and S/Sgt. Fowler (members) for their work on the Inquiry, and in addition, to Mr. Meacock for his able representation at the Coroner's Inquest.

Item 2

INCIDENT — RAFSPA

W/O Peacock reported on an incident involving a bag deployment system used by a student parachutist jumping from a Cessna 206. The student jumped from the aircraft, a piece fell off the aircraft, two other jumpers came out quickly and the Jumpmaster followed, all jumpers landed safely. The pilot landed the aircraft without incident. The incident is the subject of a Board of Inquiry, therefore at this stage the report was limited. Almost 600 jumps have been completed without previous incident using the bag

deployment system from this aircraft. The aircraft speed at the time of the incident was 80 mph and was being flown by the regular pilot at an altitude of 2,500 feet. There was nothing to indicate any fault in packing. Photographs were produced showing the damage to the aircraft tail plane and the No. 1 student's canopy. At this point W/O Peacock referred to a letter he had written to all instructors moving that the bag deployment system be made mandatory instead of recommended as at present. He now withdrew the motion until such time as we know more about the behaviour of bag deployed parachutes from static-line conditioned aircraft. The results of the Unit Inquiry would be communicated to BPA in due course. In the meantime the CAA has banned *all* jumping from the Cessna 206 — the reason why free-falling had been included was not understood but Chairman STC would write to Airworthiness Division CAA and speak to Mr. P. Whitcher at that Department. It was known that a bag deployment system was in use at Raeford, Carolina and information would be sought from there or the USPA concerning their experience and rules for using bag deployment systems from the Cessna range of aircraft.

Item 3

TRAINING AID POSTERS

The meeting agreed that Council approval be sought for Mr. Les Hinson to amend the art work on the present training aid posters in order that a new order can be placed for supplies of the posters.

Item 4

PARACHUTE PACKERS

Mr. Meacock suggested that perhaps Parachute Packers should have more jumps to their credit before being granted a packing certificate. In the absence of support the suggestion was withdrawn.

OTHER BUSINESS

Item 5

INSTRUCTORS RATINGS

Captain A. C. Dixon (REME) — upgrading to Advanced Instructor unanimously agreed.

Lt. T. M. Macartney (RCT) — approved rating was renewed.

Item 6

PILOT AUTHORISATION

An application from N. Cullum to be authorised to drop parachutists even though he did not have the normal 100 qualifying hours was agreed by 10 votes to 4.

Item 7

NATIONAL RELATIVE CHAMPIONSHIPS

W/O Lewington raised the matter of non-competition jumpers who attended the Championships and were not permitted to jump despite the fact that aircraft went up with empty places. The Chairman replied that this had been noted at the Championships but was a matter for the Competition Sub-Committee and Council and not STC.

Item 8

F.A.I. (British) CERTIFICATE

It was agreed to consider the requirements for FAI British 'D' Certificate at the next meeting.

Item 9

CATEGORY SYSTEM

It was agreed to discuss the present category system as related to F.A.I. Certificate requirements at the next meeting.

Item 10

J. HOSKINS

An application for Mr. Hoskins to jump into Tatton Park on Static Line at the Airborne Celebration on 19th July was unanimously agreed.

Item 11

INCIDENT—Peak district

Mr. Orton reported an incident where a student on exit from a Cessna 172 caught a capewell on the door frame but was recovered before he could exit. The capewell had opened. In subsequent discussion it was agreed there was no need to ban the capewells on Students rigs.

Item 12

MEDICAL STANDARD—H. Blackburn

An application in respect of Mr. H. Blackburn, a diabetic, was presented via Mr. Prince. The matters to be referred to Dr. Murray-Leslie.

Item 13

RIGGERS CLEARANCE—J. Walmsley

W/O Lewington reported that J. Walmsley had been cleared by Cpl. Hooker as a Rigger.

Item 14

INSTRUCTOR RATING—B. Wheller

W/O Lewington reported that Cpl. Wheller has successfully completed the Instructor Course.

Item 15

RELATIVE WORK INSTRUCTION

The Chairman gave notice that this subject would be an item for discussion and decision at the next meeting and asked members to consider this matter in the meantime.

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**SATURDAY/SUNDAY
20-21 SEPTEMBER, 1975**

(Practice— 19 September 1975)

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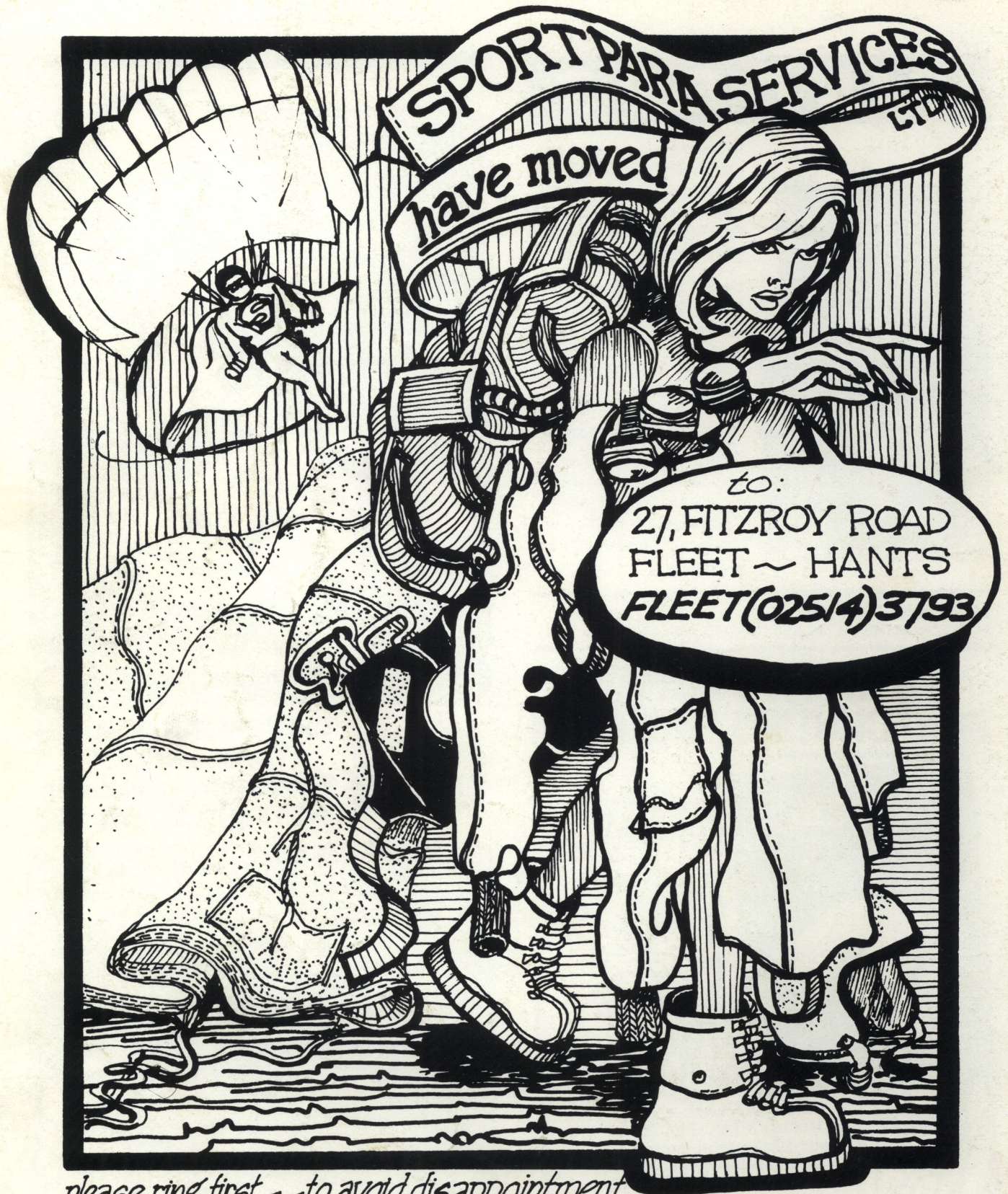
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